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NEILLSVILLE, WI ... VIQ - 2795
NEW CASTLE, IN .... UWL - 931
NEW HOLSTEIN, WI .. 8D1 - 2798
NEW HUDSON, MI .... Y47 - 1588
NEW LEXINGTON, OH . I86 - 2252
NEW LISBON, WI .... 82C - 2800
NEW PHILADELPHI, OH PHD - 2255
NEW RICHMOND, WI .. RNH - 2802
NEWARK, OH ..... VTA - 2259
NEWBERRY, MI ..... ERY - 1595
NILES, MI ..... 3TR - 1600
NORTH VERNON, IN .. OVO - 935
NORWALK, OH ..... 5A1 - 2267
OCONTO, WI ..... OCQ - 2809
OLNEY-NOBLE, IL ... OLY - 491
ONTONAGON, MI ..... OGM - 1603
OSCEOLA, WI ..... OEO - 2812
OSCODA, MI ..... OSC - 1605
OSHKOSH, WI ..... OSH - 2817
OTTAWA, OH ..... OWX - 2270
OWOSSO, MI ..... RNP - 1610
OXFORD, OH ..... OXD - 2274
PAINESVILLE, OH ... 2G1 - 2276
PARIS, IL ..... PRG - 497
PARK FALLS, WI .... PKF - 2830
PAXTON, IL ..... 1C1 - 502
PEKIN, IL ..... C15 - 505
PELLSTON, MI ..... PLN - 1614
PEORIA, IL ..... 3MY - 509
PEORIA, IL ..... PIA - 512
PERU, IL ..... VYS - 526
PERU, IN ..... GUS - 939
PERU, IN ..... I76 - 949
PHILLIPS, WI ..... PBH - 2834
PHILLIPSBURG, OH .. 3I7 - 2289
PINCKNEYVILLE, IL . PJY - 530
PIQUA, OH ..... I17 - 2291
PITTSFIELD, IL .... PPQ - 533
PLATTEVILLE, WI ... PVB - 2839
PLYMOUTH, IN ..... C65 - 953
PLYMOUTH, MI ..... 1D2 - 1621
PONTIAC, IL ..... PNT - 537
PONTIAC, MI ..... PTK - 1629
POPLAR GROVE, IL .. C77 - 541
PORT CLINTON, OH .. PCW - 2296
PORT HURON, MI .... PHN - 1654
PORTAGE, WI ..... C47 - 2844
PORTLAND, IN ..... PLD - 956
PORTSMOUTH, OH .... PMH - 2301
PRAIRIE DU CHIE, WI PDC - 2847
PRAIRIE DU SAC, WI 91C - 2852
PULASKI, WI ..... 92C - 2855
QUINCY, IL ..... UIN - 543
RACINE, WI ..... RAC - 2857
RANTOUL, IL ..... TIP - 555
RAVENNA, OH ..... 29G - 2305
REEDSBURG, WI ..... C35 - 2864
RENSSELAER, IN .... RZL - 959
RHINELANDER, WI ... RHI - 2866
RICE LAKE, WI ..... RPD - 2874
RICHLAND CENTER, WI 93C - 2880
RICHMOND, IN ..... RID - 962
ROBINSON, IL ..... RSV - 561
ROCHELLE, IL ..... RPJ - 567
ROCHESTER, IN ..... RCR - 970
ROGERS CITY, MI ... PZQ - 1659
ROMEO, MI ..... D98 - 1663
SAGINAW, MI ..... HYX - 1668
SAGINAW, MI ..... MBS - 1673
SALEM, IL ..... SLO - 571
SALEM, OH ..... 38D - 2308
SANDUSKY, OH ..... SKY - 2310
SAULT STE MARIE, MI ANJ - 1685
SAULT STE MARIE, MI CIU - 1687
SAVANNA, IL ..... SFY - 575
SEBRING, OH ..... 3G6 - 2313
SEYMOUR, IN ..... SER - 973
SHAWANO, WI ..... EZS - 2882
SHEBOYGAN, WI ..... SBM - 2884
SHELBY, OH ..... 12G - 2315
SHELBYVILLE, IL ... 2H0 - 578
SHELBYVILLE, IN ... GEZ - 980
SHELL LAKE, WI .... SSQ - 2892
SHERIDAN, IN ..... 5I4 - 984
SIDNEY, OH ..... I12 - 2317
SIREN, WI ..... RZN - 2896
SOLON SPRINGS, WI . OLG - 2898
SOUTH BEND, IN .... SBN - 988
SOUTH HAVEN, MI ... LWA - 1696
SPARTA, IL ..... SAR - 581
SPARTA, MI ..... 8D4 - 1700
SPARTA, WI ..... CMY - 2901
SPRINGFIELD, IL ... SPI - 584
SPRINGFIELD, OH ... SGH - 2320
ST. CLAIRSVILLE, OH 2P7 - 2336
ST. IGNACE, MI .... 83D - 1704
ST. JACOB, IL ..... 3K6 - 605

STERLING ROCKFA, IL SQI - 607
STEUBENVILLE, OH .. 2G2 - 2338
STEVENS POINT, WI . STE - 2905
STURGEON BAY, WI .. SUE - 2914
STURGIS, MI ..... IRS - 1707
SULLIVAN, IN ..... SIV - 999
SUPERIOR, WI ..... SUW - 2920
TAYLORVILLE, IL ... TAZ - 613
TECUMSEH, MI ..... 3TE - 1712
TELL CITY, IN ..... TEL - 1004
TERRE HAUTE, IN ... 3I3 - 1007
TERRE HAUTE, IN ... HUF - 1010
THREE RIVERS, MI .. HAI - 1716
TIFFIN, OH ..... 16G - 2341
TOLEDO, OH ..... TDZ - 2346
TOLEDO, OH ..... TOL - 2349
TOMAHAWK, WI ..... TKV - 2924
TRAVERSE CITY, MI . TVC - 1718
TROY, MI ..... VLL - 1726
UPPER SANDUSKY, OH 56D - 2362
URBANA, IL ..... C16 - 616
URBANA, OH ..... I74 - 2364
VALPARAISO, IN .... VPZ - 1021
VAN WERT, OH ..... VNW - 2368
VANDALIA, IL ..... VLA - 619
VERSAILLES, OH .... VES - 2372
VIROQUA, WI ..... Y51 - 2928
WABASH, IN ..... IWH - 1026
WADSWORTH, OH ..... 3G3 - 2375
WAPAKONETA, OH .... AXV - 2379
WARSAW, IN ..... ASW - 1030
WASHINGTON COUR, OH I23 - 2384
WASHINGTON, IN .... DCY - 1036
WATERTOWN, WI ..... RYV - 2931
WAUKESHA, WI ..... UES - 2939
WAUPACA, WI ..... PCZ - 2946
WAUSAU, WI ..... AUW - 2950
WAUSEON, OH ..... USE - 2387
WAUTOMA, WI ..... Y50 - 2954
WAVERLY, OH ..... EOP - 2389
WEST BEND, WI ..... ETB - 2956
WEST BRANCH, MI ... Y31 - 1734
WEST UNION, OH .... AMT - 2393
WILLARD, OH ..... 8G1 - 2397
WILLOUGHBY, OH .... LNN - 2399
WILMINGTON, OH .... I66 - 2414
WILMINGTON, OH .... ILN - 2418
WINAMAC, IN ..... RWN - 1039
WINCHESTER, IN .... I22 - 1043
WISCONSIN RAPID, WI ISW - 2964
WOODSFIELD, OH .... 4G5 - 2433
WOOSTER, OH ..... BJJ - 2435
YOUNGSTOWN-WARR, OH YNG - 2446
YOUNGSTOWN, OH .... 04G - 2440
YOUNGSTOWN, OH .... 4G4 - 2442
ZANESVILLE, OH .... ZZV - 2455

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS

ALTON/ST.LOUIS, IL

ST. LOUIS RGNL ..... **ILS or LOC Rwy 29[1]**
LOC BC Rwy 11[1]
NDB Rwy 17[2]
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ANTIGO, WI

LANGLADE COUNTY ..... **NDB Rwy 16[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

APPLETON, WI

OUTAGAMIE COUNTY
RGNL ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 30
VOR/DME Rwy 21

NA when local weather not available.
[1]NA when control tower closed.

ASHLAND, WI

JOHN F. KENNEDY
MEMORIAL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31
VOR Rwy 2[1]
VOR Rwy 31

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME	ALTERNATE MINIMUMS

BARABOO, WI

BARABOO
WISCONSIN DELLS ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

BELLEVILLE, IL

SCOTT AFB/
MIDAMERICA ..... **ILS or LOC/DME Rwy 14L[1]**
ILS or LOC Rwy 14R[12]
ILS Rwy 32L[23]
ILS or LOC Rwy 32R[1]
RNAV (GPS) Rwy 14L[45]
RNAV (GPS) Rwy 32R[45]

[1]ILS,Category C, 700-2; Category D, 800-2½; Category E, 800-2¾. LOC, Category D, 800-2½; Category E, 800-2¾.
[2]NA when control tower closed.
[3]ILS, Category D, 800-2¼; Category E, 800-2¾. LOC, Category E, 800-2¾.
[4]NA when local weather not available.
[5]Category D, 800-2½.

BLOOMINGTON/NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-
NORMAL ..... **ILS or LOC Rwy 20[12]**
ILS or LOC Rwy 29[1]
ILS or LOC/DME Rwy 2[12]
LOC BC Rwy 11
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29

NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

BOSCOBEL, WI

BOSCOBEL ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[1]
VOR/DME Rwy 25[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 1000-2¾.
[2]Categories A,B,1000-2; Category C, 1000-2¾.

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NAME ALTERNATE MINIMUMS

BURLINGTON, WI

BURLINGTON MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29[1]
NA when local weather not available.
[1]Category D, 800-2¼.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS
DOWNTOWN ..... **ILS or LOC Rwy 30L[123]**
RNAV (GPS) Rwy 12R[3][4]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

CARBONDALE-MURPHYSBORO, IL

SOUTHERN ILLINOIS .... **RNAV (GPS) Rwy 18L**
RNAV (GPS) Rwy 36R
NA when local weather not available.

CHAMPAIGN-URBANA, IL

UNIVERSITY OF ILLINOIS-
WILLARD ..... **ILS or LOC Rwy 32R[12]**
LOC/DME BC Rwy 14L[12]
RADAR-1[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 14L[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 32R[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 4[2]
VOR/DME Rwy 14L[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CHICAGO, IL

CHICAGO MIDWAY
INTL ..... **VOR/DME RNAV or GPS Rwy 22L**
Category D, 800-2¼.

CHICAGO O'HARE INTL .... **ILS or LOC Rwy 9L**
ILS or LOC Rwy 9R
ILS,LOC,Categories A, B, 1100-2; Categories C, D, 1100-3.

LANSING MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CHICAGO(WEST CHICAGO), IL

DUPAGE ..... **ILS or LOC Rwy 2L**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 20R
VOR Rwy 10
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CHICAGO/AURORA,IL

AURORA MUNI ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Rwy 33[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Categories A,B,C,D, 700-2.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
Category D, 800-2½.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL ..... **ILS Rwy 23**
NA when control tower closed.

CLINTONVILLE, WI

CLINTONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
NA when local weather not available.

DANVILLE, IL

VERMILION RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR/DME Rwy 3
VOR Rwy 21
NA when local weather not available.

DE KALB, IL

DE KALB TAYLOR MUNI ... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
NA when local weather not available.
[1]Categories C,D, 700-2.

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NAME ALTERNATE MINIMUMS

DECATUR, IL

DECATUR ..... **ILS or LOC Rwy 6[2 3]**
LOC BC Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 30[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[2]
VOR Rwy 36[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

EAGLE RIVER, WI

EAGLE RIVER UNION ..... **NDB Rwy 22[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.
[1]Category C, 800-2¼,Category D, 800-2½.

EAU CLAIRE, WI

CHIPPEWA VALLEY
RGNL ..... **ILS or LOC Rwy 22[1 2]**
RNAV (GPS) Rwy 4[1 2]
RNAV (GPS) Rwy 22[1 2]
VOR-A[2 3]

[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

EFFINGHAM, IL

EFFINGHAM COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 1**
VOR Rwy 1

NA when local weather not available.
Category D, 900-2¾.

FAIRFIELD, IL

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 9**
NA when local weather not available.

FLORA, IL

FLORA MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

FOND DU LAC, WI

FOND DU LAC
COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

FREEPORT, IL

ALBERTUS ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GREEN BAY, WI

AUSTIN STRAUBEL INTL .... **ILS or LOC Rwy 6**
LOC BC Rwy 24
RADAR-1

NA when control tower closed.

HARRISBURG, IL

HARRISBURG-RALEIGH ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

HAYWARD, WI

SAWYER COUNTY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

JACKSONVILLE, IL

JACKSONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13

NA when local weather not available.

JANESVILLE, WI

SOUTHERN WISCONSIN
RGNL ..... **ILS or LOC Rwy 4[1 3 4]**
ILS or LOC Rwy 32[2 3 4]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category D, 700-2.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D, 1100-3.
[3]NA when local weather not available.
[4]NA when control tower closed.

JOLIET, IL

JOLIET RGNL ..... **RNAV (GPS) Rwy 13**
VOR Rwy 13

NA when local weather not available.

JUNEAU, WI

DODGE COUNTY ..... **LOC Rwy 26**
NDB Rwy 2
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RANV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

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NAME — ALTERNATE MINIMUMS

KANKAKEE, IL

GREATER KANKAKEE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

KENOSHA, WI

KENOSHA RGNL ..... **ILS or LOC Rwy 7L**[1]
RNAV (GPS) Rwy 7L
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25R
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 25R

NA when local weather not available.
[1]NA when control tower closed.

LA CROSSE, WI

LA CROSSE MUNI ..... **ILS or LOC Rwy 18**[14]
NDB Rwy 18[35]
RNAV (GPS) Rwy 3[23]
RNAV (GPS) Rwy 13[34]
RNAV (GPS) Rwy 18[34]
RNAV (GPS) Rwy 21[35]
RNAV (GPS) Rwy 31[36]
RNAV (GPS) Rwy 36[34]
VOR Rwy 13[34]
VOR Rwy 36[14]

[1]NA when control tower closed.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 1200-3.
[5]Categories A,B, 1200-2; Categories C,D, 1200-3.
[6]Categories A,B, 1000-2; Category C, 1000-3; Category D, 1200-3.

LAND O'LAKES, WI

KING'S LAND O'LAKES ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES INTL ..... **VOR Rwy 36**

Category D, 800-2¼.

LINCOLN, IL

LOGAN COUNTY ..... **NDB Rwy 21**[1]
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

LITCHFIELD, IL

LITCHFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY RGNL ..... **RNAV (GPS) Rwy 9**[1]
RNAV (GPS) Rwy 27[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¼.
[2]Categories A,B, 1000-2; Category C 1000-2¾.

MACOMB, IL

MACOMB MUNI ..... **LOC Rwy 27**[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR/DME-A

NA when local weather not available.
[1]NA when FBO closed.

MADISON, WI

DANE COUNTY RGNL-TRUAX FIELD ..... **ILS or LOC Rwy 21**[1]
ILS or LOC/DME Rwy 18[12]
ILS or LOC/DME Rwy 36[12]
RADAR-1[2]
VOR/DME or TACAN Rwy 14[2]
VOR/DME or TACAN Rwy 18[2]
VOR/DME or TACAN Rwy 32[2]
VOR Rwy 21[3]

[1]NA when control tower closed.
[2]Category E, 900-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MANITOWOC, WI

MANITOWOC COUNTY .... **ILS or LOC Rwy 17**[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 17
VOR/DME Rwy 35[1]

Category D, 800-2½.
[1]NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY RGNL ..... **ILS or LOC Rwy 20**[1]
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

MARSHFIELD, WI
MARSHFIELD MUNI ..... **NDB or GPS Rwy 4[1]**
NDB Rwy 16[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
[1]NA except for operators with approved weather reporting service.
[2]NA when local weather not available.

MATTOON-CHARLESTON, IL
COLES COUNTY
MEMORIAL ..... **ILS or LOC Rwy 29**
NDB Rwy 29
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 29
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.

MEDFORD, WI
TAYLOR COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

MENOMONIE, WI
MENOMONIE MUNI-SCORE
FIELD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME Rwy 27
NA when local weather not available.

MERRILL, WI
MERRILL MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

MILWAUKEE, WI
LAWRENCE J. TIMMERMAN ..... **LOC Rwy 15L**
VOR or GPS Rwy 4L
VOR or GPS Rwy 15L
NA when control tower closed.

MINOCQUA-WOODRUFF, WI
LAKELAND/NOBLE F. LEE
MEMORIAL FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 28
RNAV (GPS) Rwy 36
NA when local weather not available.

MOLINE, IL
QUAD-CITY INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[123]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

MONROE, WI
MONROE MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR/DME Rwy 30
NA when local weather not available.

MORRIS, IL
MORRIS MUNI-JAMES R
WASHBURN FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

MOSINEE, WI
CENTRAL WISCONSIN ..... **ILS or LOC Rwy 8[1]**
ILS or LOC Rwy 35
NA when control tower closed.
[1]NA when local weather not available.

MOUNT CARMEL, IL
MOUNT CARMEL MUNI .... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

MOUNT VERNON, IL
MOUNT VERNON ..... **ILS Rwy 23[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
[1]NA between 2000-0630 local time.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

NEW RICHMOND, WI
NEW RICHMOND RGNL . **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OLNEY-NOBLE, IL
OLNEY-NOBLE ..... **NDB Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 11
VOR/DME-A
NA when local weather not available.

OSCEOLA, WI
L O SIMENSTAD MUNI ... **RNAV (GPS) Rwy 28**
NA when local weather not available.

OSHKOSH, WI
WITTMAN RGNL ..... **ILS or LOC Rwy 36[1]**
LOC/DME BC Rwy 18[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) RWY 36[1]
VOR Rwy 9[2]
VOR Rwy 18[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PARIS, IL
EDGAR COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME-A
NA when local weather not available.

PEORIA, IL
GENERAL DOWNING-
PEORIA INTL ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 31
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR/DME or TACAN Rwy 31
NA when local weather not available.

PERU, IL
ILLINOIS VALLEY RGNL-WALTER A.
DUNCAN FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PHILLIPS, WI
PRICE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

PLATTEVILLE, WI
PLATTEVILLE MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 33
NA when local weather not available.

PONTIAC, IL
PONTIAC MUNI ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24
NA when local weather not available.

PRAIRIE DU CHIEN, WI
PRAIRIE DU CHIEN MUNI ... **VOR/DME Rwy 29**
Category A/B 1000-2, Category C/D 1200-3.

QUINCY, IL
QUINCY RGNL-
BALDWIN FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 4
VOR/DME Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

RACINE, WI
JOHN H. BATTEN ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
VOR Rwy 4
NA when local weather not available.

RANTOUL, IL
RANTOUL NATL AVN CNTR-
FRANK ELLIOTT FLD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

RHINELANDER, WI
RHINELANDER-
ONEIDA COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 33
NA when local weather not available.

RICE LAKE, WI
RICE LAKE REGIONAL-
CARL'S FIELD ..... **ILS or LOC Rwy 1[1]**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR Rwy 1
VOR/DME Rwy 19
NA when local weather not available.
[1]ILS, Category D, 700-2.

SHEBOYGAN, WI
SHEBOYGAN COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

SPARTA, IL
SPARTA COMMUNITY-
HUNTER FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

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NAME	ALTERNATE MINIMUMS

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL ..... **ILS or LOC Rwy 4[12]**
ILS or LOC Rwy 22[12]
RADAR-1[23]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR/DME Rwy 4
VOR/DME Rwy 13
VOR/DME Rwy 22
VOR/DME Rwy 31

NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Category E, 800-2¾.

STERLING ROCKFALLS, IL

WHITESIDE CO-JOSEPH H BITTORF FIELD ..... **NDB Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

STEVENS POINT, WI

STEVENS POINT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 30
VOR/DME Rwy 3
VOR/DME Rwy 21
VOR/DME Rwy 30

Category D, 800-2¼.
NA when local weather not available.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

TAYLORVILLE, IL

TAYLORVILLE MUNI ..... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME	ALTERNATE MINIMUMS

TOMAHAWK, WI

TOMAHAWK RGNL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WATERTOWN, WI

WATERTOWN MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Rwy 11[13]
RNAV (GPS) Rwy 23[12]
RNAV (GPS) Rwy 29[12]
VOR/DME Rwy 29[2]

[1]NA when local weather not available.
[2]Category D, 900-3.
[3]Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-3.

WAUKESHA, WI

WAUKESHA COUNTY .... **ILS or LOC Rwy 10[12]**
RNAV (GPS) Rwy 10[13]
RNAV (GPS) Rwy 28[13]
VOR-A[13]

[1]NA when local weather not available.
[2]ILS, Category C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

WAUPACA, WI

WAUPACA MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN .. **RNAV (GPS) Rwy 12**

NA when local weather not available.

WEST BEND, WI

WEST BEND MUNI ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 31
VOR Rwy 24

NA when local weather not available.

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CHAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA) ELEV 754

UNIVERSITY OF ILLINOIS-WILLARD

RADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14L		ABC	**1100**-1	346	(400-1)	D	**1100**-1¼	346	(400-1¼)
	32R		ABC	**1100**/24	351	(400-½)	D	**1100**/50	351	(400-1)
CIRCLING			A	**1160**-1	406	(500-1)	B	**1220**-1	466	(500-1)
			C	**1220**-1½	466	(500-1½)	D	**1320**-2	566	(600-2)

When control tower closed, ASR not authorized.
Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

CHICAGO/ROCKFORD, IL Amdt. 10A, DEC 21,2006 (FAA) ELEV 742

CHICAGO/ ROCKFORD INTL

RADAR - 121.0 327.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1160**/24	431	(500-½)	C	**1160**/40	431	(500-¾)
			D	**1160**/50	431	(500-1)				
	7		AB	**1180**/24	438	(500-½)	C	**1180**/40	438	(500-¾)
			D	**1180**/50	438	(500-1)				
	25		AB	**1220**-1	485	(500-1)	C	**1220**-1¼	485	(500-1¼)
			D	**1220**-1½	485	(500-1½)				
CIRCLING			A	**1220**-1	478	(500-1)	b	**1240**-1	498	(500-1)
			C	**1240**-1½	498	(500-1½)	D	**1320**-2	578	(600-2)

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GREEN BAY, WI Amdt. 9C, JUL 6, 2006 (FAA) ELEV 695

AUSTIN STRAUBEL INTL

RADAR - 119.4 338.2 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36		AB	**1100**/24	418	(500-½)	C	**1100**/40	418	(500-¾)
			D	**1100**/50	418	(500-1)				
	24		AB	**1120**-1	438	(500-1)	C	**1120**-1¼	438	(500-1¼)
			D	**1120**-1½	438	(500-1½)				
	18		AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1220**-1¾	525	(600-1¾)				
	6		AB	**1220**/24	528	(600-½)	C	**1220**/50	528	(600-1)
			D	**1220**/60	528	(600-1¼)				
CIRCLING			AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1260**-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.
When control tower closed, ASR not authorized.

MADISON, WI

Amdt. 17A, April 8, 2010 (FAA) ELEV **887**

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 ▽ △

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21	AB	**1360**-½	473	(500-½)	C	**1360**-¾	473	(500-¾)
		D	**1360**-1	473	(500-1)	E	**1360**-1¼	473	(500-1¼)
	36	AB	**1360**/24	498	(500-½)	C	**1360**/50	498	(500-1)
		D	**1360**/60	498	(500-1¼)	E	**1360**/1½	498	(500-1½)
	14	AB	**1360**-1	499	(500-1)	C	**1360**-1¼	499	(500-1¼)
		D	**1360**-1½	499	(500-1½)	E	**1360**-1¾	499	(500-1¾)
	18	AB	**1360**/24	500	(600-½)	C	**1360**/40	500	(600-¾)
		D	**1360**/50	500	(600-1)	E	**1360**/60	500	(600-1¼)
	32	AB	**1440**-1	579	(600-1)	C	**1440**-1½	579	(600-1½)
		D	**1440**-1¾	579	(600-1¾)	E	**1440**-2	579	(600-2)
CIRCLING		A	**1440**-1	553	(600-1)	B	**1460**-1	573	(600-1)
		C	**1460**-1½	573	(600-1½)	D	**1460**-2	573	(600-2)
		E	**1700**-3	813	(900-3)				

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL

Amdt. 9, OCT 27,2005 (FAA) ELEV **597**

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0

	RWY GS/TCH/RPI	▽ △ CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	ABC	**960**-½	363	(400-½)	DE	**960**-1	363	(400-1)
	31	AB	**1240**-½	650	(700-1)	C	**1240**-1¼	650	(700-1¼)
		D	**1240**-1½	650	(700-1½)	E	**1240**-1¾	650	(700-1¾)
	4	ABC	**960**/24	368	(400-½)	DE	**960**/50	368	(400-1)
CIRCLING		AB	**1240**-1	643	(700-1)	C	**1240**-1¾	643	(700-1¾)
		D	**1240**-2	643	(700-2)	E	**1380**-2¾	783	(800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibilty to 2¼.
When control tower closed, ASR not authorized.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)
AMDT 1 10266 (FAA)

NOTE: **Rwy 11,** tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL. **Rwy 17,** multiple trees beginning 1274' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Multiple trees beginning 1624' from DER, 115' right of centerline, up to 102' AGL/621' MSL. **Rwy 29,** multiple trees and floodlight on hangar beginning 665' from DER, 406' left of centerline, up to 99' AGL/618' MSL. Multiple trees beginning 1570' from DER, 197' right of centerline, up to 75' AGL/604' MSL. **Rwy 35,** multiple trees and light standard beginning 823' from DER, 478' left of centerline, up to 67' AGL/596' MSL. Multiple trees beginning 1035' from DER, 15' right of centerline, up to 43' AGL/572' MSL.

AMERY, WI

AMERY MUNI (AHH)
AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18,** towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. w/ min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16,** Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. **Rwy 26,** Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

APPLETON, WI

OUTAGAMIE COUNTY RGNL (ATW)
ORIG 10154 (FAA)

NOTE: **RWY 3,** antenna on building, 266' from DER, 259' right of centerline, 12' AGL/891' MSL. Trees beginning 545' from DER, 467' right of centerline, up to 42' AGL/911' MSL. **Rwy 12,** tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL. **Rwy 30,** trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)
AMDT 1 08157 (FAA)

NOTE: **Rwy 2,** trees beginning 52' from departure end of runway, 209' right of centerline, up to 100'AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13,** trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20,** truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31,** truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19,32,** southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BELLEVILLE, IL

SCOTT AFB, MID AMERICA (BLV)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32L,** 300-1½ or std. w/ a min. climb of 250' per NM to 800.

NOTE: **Rwy 32L,** tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL. **Rwy 32R,** trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL. Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20,** climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2,** pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11,** tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOLINGBROOK, IL

BOLINGBROOK'S CLOW INTL (1C5)
ORIG 10098 (FAA)

NOTE: **Rwy 18,** multiple buildings and trees beginning 84' from DER, 349' left of centerline, up to 100' AGL/769' MSL. Trees 774' from DER, 163' right of centerline, up to 100' AGL/749' MSL. **Rwy 36,** building and trees beginning 288' from DER, 40' left of centerline, up to 100' AGL/775' MSL. Multiple buildings and sign beginning at DER, 73' right of centerline, up to 50' AGL/700' MSL.

BOSCOBEL, WI

BOSCOBEL (OVS)
AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7,** std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20,** std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 381' per NM to 1300 or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1300 before turning south. **Rwy 7,** climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20,** climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25,** climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2,** trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7,** trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20,** tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25,** tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)
ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8,** tower 6.44NM from departure end of runway,3378'right of centerline,1200'AGL/2180'MSL.

BURLINGTON, WI
BURLINGTON MUNI (BUU)
AMDT 2 86128 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 260' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 1400 before turning.

CABLE, WI
CABLE UNION (3CU)
AMDT 4 99308 (FAA)
DEPARTURE PROCEDURE: **Rwy 16,** west departures, climb runway heading to 1900 before turning westbound.

CAHOKIA/ST. LOUIS, IL
ST. LOUIS DOWNTOWN (CPS)
AMDT 8 10266 (FAA)
TAKEOFF MINIMUMS: **Rwy 5,** 200-1 ¼ or std. with a min. climb of 343' per NM to 700. **Rwy 30L,** 400-2½ or std. with a min. climb of 220' per NM to 900, alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading 047° to 900 before turning left. **Rwys 12L,12R,** climb on heading 122° to 1000 before turning left. **Rwy 23,** climb on heading 227° to 2000 before turning. **Rwys 30L, 30R,** climb on heading 302° to 1600 before turning.
NOTE: **Rwy 5,** obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL. Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL. **Rwy 12L,** tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL. **Rwy 12R,** tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL. Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL. **Rwy 23,** multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL. Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL. **Rwy 30L,** multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL. Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

CANTON, IL
INGERSOLL (CTK)
ORIG 08213 (FAA)
NOTE: **Rwy 9,** tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36,** tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

CARBONDALE/MURPHYSBORO, IL
SOUTHERN ILLINOIS (MDH)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18L,18R,** std. w/ min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 18L,18R,** for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.
NOTE: **Rwy 6,** road 179' from DER, 214' left of centerline, 418' MSL. **Rwy 18L,** tree 3235' from DER, 696' right of centerline, 100' AGL/497' MSL. Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL. Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL. Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL. **Rwy 24,** trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL. **Rwy 36L,** trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

CARMI, IL
CARMI MUNI (CUL)
AMDT 1 83356 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 1000 before turning westbound.

CASEY, IL
CASEY MUNI (1H8)
AMDT 4 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 4,** tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL. Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL. Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL. **Rwy 22,** vehicle on road 255' from DER, 399' left of centerline, 15' AGL/671' MSL. Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.

CENTRALIA, IL
CENTRALIA MUNI (ENL)
AMDT 1 82133 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

CHAMPAIGN/URBANA, IL
UNIVERSITY OF ILLINOIS-WILLARD (CMI)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 041° to 1300 before turning left.
NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL. Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R,** rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18,** Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L,** terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L,4R,** Climbing right turn to 2400 heading 100° before proceding on course. **Rwys 13C, 13L, 13R,** Climb heading 135° to 1400 before turning. **Rwys 22L, 22R,** Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R,** Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L,** fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwy 4R, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L,** multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R,** wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L,** multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R,** multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CON'T)

Rwy 31C, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L,** trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R,** multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

CHICAGO-O'HARE INTL (ORD)

AMDT 17 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L,** std. w/ min. climb of 220' per NM to 1700. **Rwy 27R,** std. w/ min. climb of 228' per NM to 1800. **Rwy 28,** std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 240' per NM to 1800.

NOTE: **Rwy 4L**, buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL. **Rwy 4R,** tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L,** building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL. **Rwy 9R,** street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL. **Rwy 10,** parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. **Rwy 14L,** light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 383' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL. **Rwy 14R,** parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL. **Rwy 22R,** parked aircraft on ramp 34' from DER,430' left of centerline, 80' AGL/736' MSL. **Rwy 27L,** parked aircraft on ramp, 70' from DER, 408' left of centerline, 80' AGL/740' MSL. Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL. **Rwy 27R,** tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL. Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL. **Rwy 28,** trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL. **Rwy 32L,** pole 1993' from DER, 791' left of centerline, 49' AGL/716' MSL.

CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)
AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9,** poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18,** trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL. **Rwy 27,** hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36,** pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)
AMDT 1 07298 (FAA)

NOTE: **Rwy 9,** vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15,** multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18,** multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27,** vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33,** multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36,** tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE (PWK)
AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: **Rwy 6,** tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12,** antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16,** tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24,** tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30,** antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34,** tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY (LOT)
AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1¼ or std. w/ min. climb of 420' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1300 before turning right.

NOTE: **Rwy 2,** multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL. **Rwy 9,** multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL. **Rwy 27,** multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)
ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

CHICAGO/WEST CHICAGO, IL

DUPAGE (DPA)
ORIG 07354 (FAA)

NOTE: **Rwy 2L,** tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R,** tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10,** building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15,** road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33,** multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)
AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-environmental.

NOTE: **Rwy 4,** trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14,** trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22,** trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32,** trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)

ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16,** tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21,** tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34,** tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1400 before proceeding on course.

DECATUR, IL

DECATUR (DEC)

AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1700 before turning left. **Rwy 30,** climb heading 300° to 1400 before turning right. **Rwy 36,** climbing left turn to intercept AXC VORTAC R-340 to 2000 before proceeding on course.

NOTE: **Rwy 24,** pole 802' from DER, 664' left of centerline, 30' AGL/704' MSL. Trees beginning 895' from DER, 722' right of centerline, up to 88' AGL/762' MSL. **Rwy 30,** trees beginning 948' from DER, 395' left of centerline, up to 78' AGL/742' MSL. Trees beginning 1314' from DER, 57' right of centerline, up to 90' AGL/739' MSL. **Rwy 36,** trees beginning 1549' from DER, 14' left of centerline, up to 75' AGL/749' MSL. Trees beginning 460' from DER, 84' right of centerline, up to 72' AGL/751' MSL.

DELAVAN, WI

LAKE LAWN (C59)

AMDT 1 03247 (FAA)

NOTE: **Rwy 18,** trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36,** trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

DIXON, IL

DIXON MUNI - CHARLES R WALGREEN FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 600-1½ or std. w/ min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1300 before turning right.

NOTE: **Rwy 12,** T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8,** vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26,** trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

ORIG 06271 (FAA)

NOTE: **Rwy 4,** road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13,** road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22,** road 246' from departure end of runway ,566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway,430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

EAST TROY, WI

EAST TROY MUNI (57C)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.

NOTE: **Rwy 8,** trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL. **Rwy 26,** vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

EAU CLAIRE, WI
CHIPPEWA VALLEY RGNL (EAU)
AMDT 2 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 500-2 ¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32,** 200-1½ or std. w/ min. climb of 270' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 138° to 2000 before proceeding on course. **Rwy 22,** climb heading 224° to 1700 before proceeding on course. **Rwy 32,** climb heading 304° to 1700 before proceeding on course.
NOTE: **Rwy 4,** terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14,** trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22,** vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32,** trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL
EFFINGHAM COUNTY MEMORIAL (1H2)
AMDT 5 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 220' per NM to 1300 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 1100 before turning left or for climb in visual conditions, cross Effingham County Memorial airport at or above 1400 before proceeding on course. **Rwy 29,** climb heading 294° to 1100 before turning right.
NOTE: **Rwy 1,** vehicles on roadway, 439' from DER, left and right of centerline, up to 15' AGL/600' MSL. Trees beginning 389' from DER, 499' right of centerline, up to 100' AGL/680' MSL. **Rwy 11,** trees beginning 2071' from DER, left and right of centerline, up to 100' AGL/670' MSL. **Rwy 19,** trees beginning 5' from DER, left and right of centerline, up to 100' AGL/670' MSL.

FAIRFIELD, IL
FAIRFIELD MUNI (FWC)
AMDT 2 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27,** 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL
FLORA MUNI (FOA)
AMDT 1 84047 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 33,** climb runway heading to 1100 before turning left. **Rwy 21,** climb runway heading to 1100 before turning right.

FOND DU LAC, WI
FOND DU LAC COUNTY (FLD)
AMDT 1A 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 2000 before turning north. **Rwy 36,** climb runway heading to 2000 before turning east.
NOTE: **Rwy 9,** control tower 190' from DER, 409' right of centerline, 29' AGL/816' MSL.

FREEPORT, IL
ALBERTUS (FEP)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** NA-Environmental.
NOTE: **Rwy 24,** multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI
ADAMS CO. LEGION FIELD (63C)
AMDT 1 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - unsurveyed turf runways. **Rwy 33,** 500-2 or std. with a min. climb of 400' per NM to 1600.
NOTE: **Rwy 15,** powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL. **Rwy 33,** trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GALESBURG, IL
GALESBURG MUNI (GBG)
ORIG 10210 (FAA)
NOTE: **Rwy 3,** trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL. **Rwy 10,** trees beginning 326' from DER, 154' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL. Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL. **Rwy 21,** trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL. **Rwy 28,** trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL. Pole 1204' from DER, 372' right of centerline 32' AGL/789' MSL.

GRANTSBURG, WI
GRANTSBURG MUNI (GTG)
ORIG 94230 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

GRAYSLAKE, IL
CAMPBELL (C81)
AMDT 1 82063 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1.
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1200 before turning.

21 OCT 2010 to 18 NOV 2010

GREEN BAY, WI
AUSTIN STRAUBEL INTL (GRB)
AMDT 2 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 062° to 1300 before turning right. **Rwy 18,** climb heading 182° to 1600 before turning left.
NOTE: **Rwy 18,** tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL. **Rwy 24,** trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

GREENVILLE, IL
GREENVILLE (GRE)
ORIG 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 18,** vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL. Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL. Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL. **Rwy 36,** vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

HARRISBURG, IL
HARRISBURG-RALEIGH (HSB)
AMDT 1 10266 (FAA)
NOTE: **Rwy 6,** trees beginning 62' from DER, 257' left of centerline, up to 100' AGL/519' MSL. Trees and PVC pipe in concrete beginning 627' from DER, 230' left of centerline, up to 100' AGL/519' MSL. Tree 895' from DER, 523' right of centerline, 61' AGL/454' MSL. Tree 5590' from DER, 1383' left of centerline, 100' AGL/539' MSL. **Rwy 14,** vehicle 368' from DER, 594' right of centerline, 15' AGL/394' MSL. Trees beginning 3343' from DER, 1286' left of centerline, up to 100' AGL/509' MSL. **Rwy 24,** trees beginning 919' from DER, 487' right of centerline, up to 100' AGL/509' MSL. Trees beginning 1706' from DER, 420' right of centerline, up to 100' AGL/519' MSL. **Rwy 32,** vehicle 482' from DER, 609' left of centerline, 15' AGL/414' MSL. Trees beginning 1087' from DER, 207' left of centerline, up to 100' AGL/509' MSL. Trees beginning 1616' from DER, 45' right of centerline, up to 100' AGL/509' MSL.

HAYWARD, WI
SAWYER COUNTY (HYR)
AMDT 4 99308
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20,** 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI
SOUTHERN WISCONSIN RGNL (JVL)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2¼ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.
NOTE: **Rwy 4,** Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32,** Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36,** tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL
JOLIET RGNL (JOT)
AMDT 4 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. w/ a min. climb of 217' per NM to 1000 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER. **Rwy 13,** 600-3 or std. w/ a min. climb of 300' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 13,** climb heading 130° to 1100 before turning left.
NOTE: **Rwy 5,** vehicle on road 98' from DER, 379' left of centerline, up to 15' AGL/599' MSL. Vehicle on road 453' from DER, 602' right of centerline, up to 15' AGL/599' MSL. Trees beginning 500' from DER, 627' left of centerline, up to 100' AGL/654' MSL. Pole 878' from DER, 44' right of centerline, 22' AGL/602' MSL. Trees beginning 853' from DER, 597' right of centerline, up to 100' AGL/734' MSL. Rising terrain beginning 1.7 NM from DER, 68' left of centerline, up to 834' MSL. **Rwy 13,** vehicle on road 39' from DER, 491' right of centerline, up to 15' AGL/589' MSL. Vehicle on road 177' from DER, 512' left of centerline, up to 15' AGL/584' MSL. Tower 2 NM from DER, 2601' right of centerline, 420' AGL/973' MSL. Building 567' from DER, 270' right of centerline, 28' AGL/602' MSL. **Rwy 23,** vehicle on road beginning 8' from DER, left and right of centerline, up to 15' AGL/594' MSL. Trees beginning 195' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 31,** buildings beginning 4' from DER, left and right of centerline, up to 100' AGL/606' MSL. Trees beginning 135' from DER, left and right of centerline, up to 100' AGL/675' MSL. Vehicle on road beginning 93' from DER, left and right of centerline, up to 17' AGL/594' MSL. Poles beginning 138' from DER, left and right of centerline, up to 50' AGL/628' MSL.

JUNEAU, WI
DODGE COUNTY (UNU)
ORIG 94286 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1.

KANKAKEE, IL
GREATER KANKAKEE (IKK)
ORIG 07074 (FAA)
NOTE: **Rwy 4,** vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL. **Rwy 16,** vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. **Rwy 22,** vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL. **Rwy 34,** vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA, WI
KENOSHA RGNL (ENW)
ORIG 09239 (FAA)
NOTE: **Rwy 7R,** multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. **Rwy 7L,** muliple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L,** multiple trees and hangars beginning 10' from DER, 209' right' of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33,** multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R,** trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL
KEWANEE MUNI (EZI)
ORIG-A 09351(FAA)
NOTE: **Rwy 27,** powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI
LA CROSSE MUNI (LSE)
AMDT 5 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13,** std. w/ min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21,** std. w/ min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36,** for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.
NOTE: **Rwy 3,** trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13,** trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18,** vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21,** multiple tress beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31,** multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE, WI
MADELINE ISLAND (4R5)
ORIG 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ min. climb of 213' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 22,** Climb heading 220° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL
MARSHALL COUNTY (C75)
AMDT 2 89236 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning.

LADYSMITH, WI
RUSK COUNTY (RCX)
ORIG 01193 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA, WI
GRAND GENEVA RESORT (C02)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI
KINGS LAND O'LAKES (LNL)
AMDT 4 05132 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-obstacles.
NOTE: **Rwy 14,** road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL. **Rwy 32,** trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.

LAWRENCEVILLE, IL
LAWRENCEVILLE-VINCENNES INTL (LWV)
ORIG 10294 (FAA)
NOTE: **Rwy 9,** trees and irrigation booms beginning 419' from DER, 78' right of centerline, up to 100' AGL/539' MSL. Trees and irrigation booms beginning 750' from DER, 53' left of centerline, up to 100' AGL/539' MSL. **Rwy 18,** trees and irrigation booms beginning 275' from DER, 299' right of centerline, up to 100' AGL/524' MSL. Irrigation booms beginning 586' from DER, 362' left of centerline, up to 22' AGL/446' MSL. **Rwy 27,** vehicles on road and irrigation booms beginning 312' from DER, 50' right of centerline, up to 23' AGL/447' MSL. Vehicles on road and irrigation booms beginning 310' from DER, 50' left of centerline, up to 24' AGL/448' MSL.

LINCOLN, IL
LOGAN COUNTY (AAA)
AMDT 1 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-½ or std. with a min. climb of 341' per NM to 800.
NOTE: **Rwy 21,** spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.

LITCHFIELD, IL
LITCHFIELD MUNI (3LF)
AMDT 3 05300 (FAA)
NOTE: **Rwy 9,** tower 1058' left of departure end of runway, 132' AGL/822' MSL.

LONE ROCK, WI
TRI COUNTY RGNL (LNR)
AMDT 4 08185 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 600-1¾, or 1000-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwys 9, 27,** for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.
NOTE: **Rwy 9,** terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27,** building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL
MACOMB MUNI (MQB)
AMDT 1 89236 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1700 before turning right. **Rwy 27,** climb runway heading to 1700 before turning left.

MADISON, WI
BLACKHAWK AIRFIELD (87Y)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN)
AMDT 7 03219 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21,** (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.
NOTE: **Rwy 36,** tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO, IL
MANITO MITCHELL (C45)
AMDT 2 82105 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 36,** 300-1.

MANITOWISH WATERS, WI
MANITOWISH WATERS (D25)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environment.
NOTE: **Rwy 14,** trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL. Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL. **Rwy 32,** trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL. Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL. Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 072° to 1200 before proceeding on course. **Rwy 25,** climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7,** tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17,** stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25,** tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35,** trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGNL (MWA)
ORIG-A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. with a min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11,** Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2,** trees beginning 119' from DER, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11,** poles beginning 630' from DER, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL. Tank 5154' from DER, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from DER, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20,** trees beginning 1538' from DER, 823' right of centerline, up to 68' AGL/521' MSL. **Rwy 29,** wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL. Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)
ORIG 06271 (FAA)

NOTE: **Rwy 34,** multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)
AMDT 4 09351(FAA)

NOTE: **Rwy 11,** trees beginning 1842' from DER, 869' left of centelrine, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)
AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16,** trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27,** tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34,** terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,18,27,36,** 300-1.

MERRILL, WI

MERRILL MUNI (RRL)
ORIG 07242 (FAA)

NOTE: **Rwy 7,** bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16,** multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25,** bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34,** multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)
AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19,** NA-turf.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 101° to 2600 before proceeding on course. **Rwy 28,** climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28,** multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R,** 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31,** 300-1½ or std. w/ a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R,** antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL. **Rwy 1L,** fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL. **Rwy 7R,** multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L,** hanger,319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13,** multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L,** tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R,** tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L,** tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

MILWAUKEE, WI (CON'T)

GENERAL MITCHELL INTL (CON'T)

Rwy 31, fence,197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R,** climb to 2100 before turning east.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD (ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10,** trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18,** trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28,** trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL. **Rwy 36,** trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13,** 300-1¼ or std. with a min. climb of 250' per NM to 900. **Rwy 23,** 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 048° to 3000 before turning left. **Rwy 9,** climb via heading 090° to 1600 before turning. **Rwy 13,** climb via heading 126° to 1600 before turning. **Rwy 23,** climb via heading 228° to 1600 before turning. **Rwy 27,** climb via heading 270° to 1600 before turning. **Rwy 31,** climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9,** trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13,** trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23,** numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

MONEE, IL
BULT FIELD (C56)
ORIG 09071 (FAA)
NOTE: **Rwy 9,** vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27,** vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL
MONMOUTH MUNI (C66)
AMDT 2 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-2.

MONROE, WI
MONROE MUNI (EFT)
AMDT 2 09127 (FAA)
NOTE: **Rwy 2,** vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12,** trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20,** trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30,** trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL
MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)
ORIG 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 320' per NM to 1000.
NOTE: **Rwy 18,** tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36,** trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI
CENTRAL WISCONSIN (CWA)
ORIG 85185 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1.
DEPARTURE PROCEDURE: **Rwy 35,** (northbound departures 350° CW 045°) climbing left turn to 3500 via AUW R-270 before turning on course.

MOUNT CARMEL, IL
MOUNT CARMEL MUNI (AJG)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL
MOUNT STERLING MUNI (I63)
ORIG 09183 (FAA)
NOTE: **Rwy 18,** trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36,** vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL
MOUNT VERNON (MVN)
ORIG 07074 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 331° to 1300 before turning left.
NOTE: **Rwy 5,** multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15,** multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23,** multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33,** multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

NEW LISBON, WI
MAUSTON-NEW LISBON UNION (82C)
ORIG 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NEW RICHMOND, WI
NEW RICHMOND RGNL (RNH)
ORIG 07354 (FAA)
NOTE: **Rwy 14,** multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32,** vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OLNEY/NOBLE, IL
OLNEY/NOBLE (OLY)
ORIG 10098 (FAA)
NOTE: **Rwy 3,** trees beginning 11' from DER, 108' left of centreline, up to 100' AGL/579' MSL. **Rwy 11,** trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/579' MSL. Trees beginning 1928' from DER, 719' left of centerline, up to 100' AGL/569' MSL. **Rwy 21,** trees beginning 43' from DER, 405' right of centerline, up to 100' AGL/569' MSL. Vehicles on roadway beginning 197' from DER, left and right of centerline, up to 17' AGL/494' MSL. **Rwy 29,** vehicles on roadway beginning 481' from DER, left and right of centerline, up to 15' AGL/504' MSL. Trees beginning 703' from DER, 30' left of centerline, up to 100' AGL/589' MSL. Trees beginning 3791' from DER, left and right of centerline, up to 100' AGL/599' MSL.

OSCEOLA, WI
L.O. SIMENSTAD MUNI (OEO)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-environmental.
NOTE: **Rwy 10,** multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. **Rwy 28,** multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI
WITTMAN RGNL (OSH)
ORIG 08157 (FAA)
NOTE: **Rwy 4,** vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223'from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13,** trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22,** vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL **Rwy 27,** trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and trafflc signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31,** trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36,** antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

PARIS, IL
EDGAR COUNTY (PRG)
ORIG 07354 (FAA)
NOTE: **Rwy 9,** trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27,** elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

PARK FALLS, WI
PARK FALLS MUNI (PKF)
ORIG 99028 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 3400 before turning east.

PAXTON, IL
PAXTON (1C1)
AMDT 1 10182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ min. climb of 321' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 36,** vehicles on road 439' from DER, crossing from left to right, up to 15' AGL/796' MSL. Trees beginning 557' from DER, 31' right of centerline, up to 60' AGL/849' MSL. Tower 1.1 NM from DER, 1761' left of centerline, 179' AGL/983' MSL.

PEKIN, IL
PEKIN MUNI (CI5)
ORIG 08269 (FAA)
NOTE: **Rwy 9,** trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27,** rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL
GENERAL DOWNING - PEORIA INTL(PIA)
ORIG 05076 (FAA)
DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 126° to 1400 before turning left.
NOTE: **Rwy 4,** tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13,** multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22,** tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31,** tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

21 OCT 2010 to 18 NOV 2010

PEORIA, IL (CON'T)

MOUNT HAWLEY AUXILIARY (3MY)
AMDT 2A 10154 (FAA)

NOTE: **Rwy 18,** train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36,** rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL. Antenna 2711' from DER, 655' left of centerline, 61' AGL/858' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)
ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 195° to 1400 before turning east.

PHILLIPS, WI

PRICE COUNTY (PBH)
ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with climb of 240' per NM to 1800.

PLATTEVILLE, WI

PLATTEVILLE MUNI (PVB)
ORIG 09239 (FAA)

NOTE: **Rwy 7,** vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25,** tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15,** tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL

PONTIAC MUNI (PNT)
ORIG 08213 (FAA)

NOTE: **Rwy 24,** multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL

POPLAR GROVE (C77)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35,** NA.

PORTAGE, WI

PORTAGE MUNI (C47)
AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 22,** 300-1 or std. with a min. climb of 265' per NM to 1000.

PRAIRIE DU CHIEN, WI

PRAIRIE DU CHIEN MUNI (PDC)
AMDT 3 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,32,** 800-2 or std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 11,29,14,32,** climb to 2000 before turning on course.

NOTE: **Rwy 29,** tower 9416' right of departure end of runway,300'AGL/1440'MSL.

PRAIRIE DU SAC, WI

SAUK-PRAIRIE (91C)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.

NOTE: **Rwy 18,** utility pole, 330'from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36,** navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN)
ORIG 07242 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18,** multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22,** tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36,** multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI

JOHN H. BATTEN (RAC)
AMDT 5 10042 (FAA)

NOTE: **Rwy 32,** blast fence 18' from DER, 103' left of centerline 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline up to 63' AGL/736' MSL. Obstruction light on pole 215' from DER, 116' right of centerline 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL. **Rwy 14,** vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. Obstruction light on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL. **Rwy 4,** railroad beginning 18' from DER, right and left of centerline, up to 23' AGL/ 676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER left and right of centerline up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL. **Rwy 22,** vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763'MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797'56 MSL.

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FLD (TIP)
ORIG 08101 (FAA)

NOTE: **Rwy 9,** Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG, WI

REEDSBURG MUNI (C35)
AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb to 2300 on runway heading before turning northbound. **Rwy 36,** climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI)
AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 230' per NM to 3900 before turning, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Rhinelander-Oneida County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 9,** tree 3101' from DER, 1084' right of centerline, 61' AGL/1686' MSL. Tree 3117' from DER, 1194' left of centerline, 67' AGL/1685' MSL. **Rwy 15,** multiple trees beginning 624' from DER, 283' right of centerline, up to 63' AGL/1684' MSL. Multiple trees beginning 663' from DER, 376' left of centerline, up to 52' AGL/1660' MSL. Fence beginning 62' from DER, 482' left of centerline, up to 13' AGL/1625' MSL. Pole 729' from DER, 449' right of centerline, 22' AGL/1634' MSL. **Rwy 33,** multiple trees beginning 890' from DER, 234' right of centerline, up to 98' AGL/1709' MSL. Multiple trees beginning 187' from DER, 106' left of centerline, up to 83' AGL/1678' MSL. Poles beginning 1755' from DER, 297' right of centerline, up to 80' AGL/ 1691' MSL. Poles beginning 866' from DER, 106' left of centerline, up to 74' AGL/1669' MSL.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31,** climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13,** trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19,** trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31,** trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)
AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17,** NA. **Rwy 27,** 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17,** tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27,** trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35,** road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7,** tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD (3K6)

ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)

AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (EZS)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17,** 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29,** 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11,** tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17,** multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29,** multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35,** ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)

AMDT 1 09351 (FAA)

NOTE: **Rwy 13,** vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21,** vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31,** pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

SHELBYVILLE, IL

SHELBY COUNTY (2H0)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 14, 32,** NA-Environmental.

NOTE: **Rwy 18,** vehicle on roadway 529' from DER, left and right of centerline, 15' AGL/634' MSL. Building 716' from DER, 561' left of centerline, 25' AGL/644' MSL. Trees 1755' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 36,** vehicle on roadway 665' from DER, left and right of centerline, 15' AGL/644' MSL. Trees beginning 835' from DER, 653' right of centerline, up to 100' AGL/709' MSL. Trees beginning 1500' from DER, 819' left of centerline, up to 100' AGL/709' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1¼ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy32,** 200-1¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14,** Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32,** vehicle and road 84' from departure endof runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)
ORIG 04106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY)
AMDT 1 90123 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 11, 29,** climb on runway heading to 1400' before turning on course.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)
ORIG 05300 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13,** bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18,** tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM form departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31,** multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36,** multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF FIELD (SQI)
ORIG 08325 (FAA)
NOTE: **Rwy 7,** elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18,** vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' right of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25,** multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36,** vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)
ORIG 09015 (FAA)
NOTE: **Rwy 3,** trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21,** trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12,** poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30,** building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1700 before turning east.
NOTE: **Rwy 2,** 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10,** 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20,** multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28,** vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI

RICHARD I. BONG (SUW)
AMDT 5 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2500 before turning west. **Rwy 31,** climb runway heading to 2500 before turning north.

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)
ORIG 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-no survey data.
NOTE: **Rwy 18,** numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36,** numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)

ORIG 08269 (FAA)

NOTE: **Rwy 9,** tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27,** tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

VIROQUA, WI

VIROQUA MUNI (Y51)

ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-unsurveyed turf runways. **Rwy 11,** NA. Obstacle.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. 07186

TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2500 before heading west. **Rwy 29,** climb runway heading to 2500 before turning north.

WAUKESHA, WI

WAUKESHA COUNTY (UES)

AMDT 6 09127(FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2½ or std. with a min. climb of 316' per NM to 1400.

NOTE: **Rwy 10,** light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18,** vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28,** vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36,** rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-2 or std with a min. climb of 317' per NM to 1300.

NOTES: **Rwy 10,** trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13,** road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28,** trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31,** trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW)

AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1. **Rwy 4,** 400-1. **Rwy 12,** 300-1. **Rwy 22,** 700-1.

DEPARTURE PROCEDURE: **All runways:** West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course. **Rwy 4,** North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

WAUTOMA, WI

WAUTOMA MUNI (Y50)
ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning north.

WEST BEND, WI

WEST BEND MUNI (ETB)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1½ or std. w/ a min. climb of 260' per NM to 1200. **Rwy 24,** 300-2 or std. w/ a min. climb of 250' per NM to 1400. **Rwy 31,** 300-1¼ or standard w/ a min. climb of 220' per NM to 1100.

NOTE: **Rwy 6,** vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL. **Rwy 13,** trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL. **Rwy 24,** trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL. **Rwy 31,** vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS
128.0
REGIONAL TOWER ★
126.0 239.0
GND CON
120.2
CLNC DEL
120.2

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

38° 54.0'N
38° 53.5'N
38° 53.0'N
38° 52.5'N
90° 03.5'W
90° 03.0'W
90° 02.5'W
90° 02.0'W

ELEV 534
ELEV 538
NORTH HANGARS
HS 1
HS 2
LAHSO
LAHSO
FBO
FBO
615
TWR
FIRE STATION
ADMINISTRATION
SOUTH HANGARS
HANGAR 61
HANGAR 70
ELEV 543
FIELD ELEV 544
ELEV 526
173.5°
113.6°
353.6°
293.6°
VAR 0.2° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
8098 X 150
6499 X 100
RWY 11-29
S-80, D-140, 2S-175, 2D-200
RWY 17-35
S-35, D-47

EC-3, 21 OCT 2010 to 18 NOV 2010

ST LOUIS (ALTON, IL)

ST LOUIS RGNL (ALN) 4 E UTC−6(−5DT) N38°53.40′ W90°02.76′ **ST LOUIS**

544 B S4 **FUEL** 100LL, JET A OX 1, 3 ARFF Index–See Remarks NOTAM FILE ALN **H–5D, L–27C, A**

RWY 11–29: H8098X150 (ASPH–GRVD) S–80, D–140, 2S–175, 2D–200 HIRL **IAP**

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 46′. Hangar.

RWY 29: MALSR.

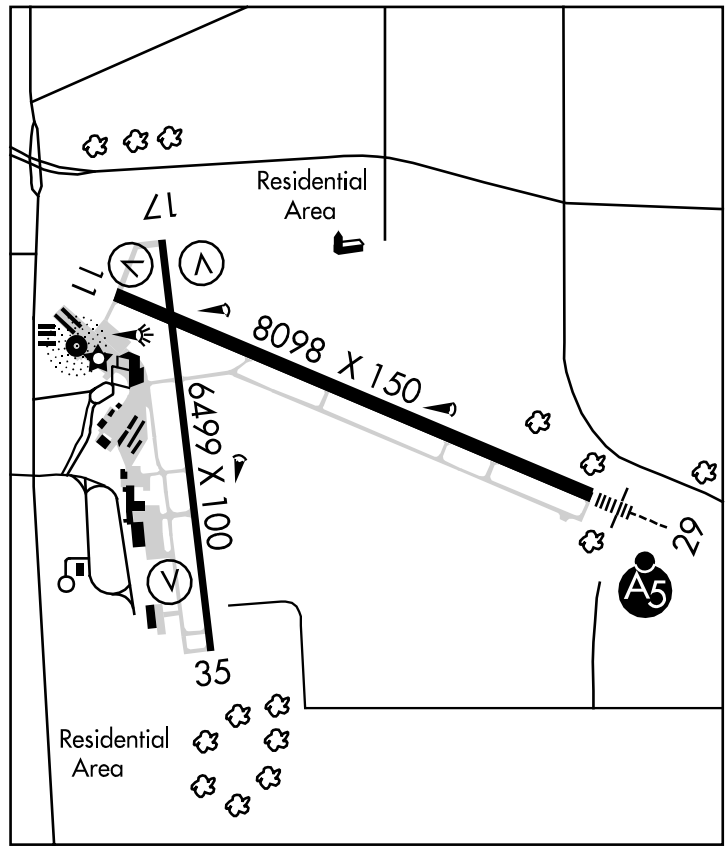
RWY 17–35: H6499X100 (ASPH) S–35, D–47 MIRL

RWY 17: VASI(V4L)—GA 3.0° TCH 45′. Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 45′. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 29	17–35	6850
RWY 35	11–29	5100



AIRPORT REMARKS: Attended 1200–0400Z‡. For attendant other hrs call 618–259–3230 or 258–1005. Class IV, ARFF Index A. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 618–259–2531. Index E firefighting equipment avbl with 30 minutes notice and prior permission of arpt manager. When twr closed HIRL Rwy 11–29 and MIRL Rwy 17–35 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 128.0 (618) 259–7231. LAWRS.

COMMUNICATIONS: CTAF 126.0 **ATIS** 128.0 **UNICOM** 122.95

RCO 122.05 (ST LOUIS RADIO)

Ⓡ **APP/DEP CON** 124.2 **CLNC DEL** 120.2 (0400–1300Z‡)

RGNL TOWER 126.0 (1300–0400Z‡) **GND CON** 120.2

AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35′ W89°55.12′ 323° 10.9 NM to fld. 570/4E.

CIVIC MEMORIAL NDB (MHW) 263 CVM N38°53.54′ W90°03.38′ at fld. NOTAM FILE ALN.

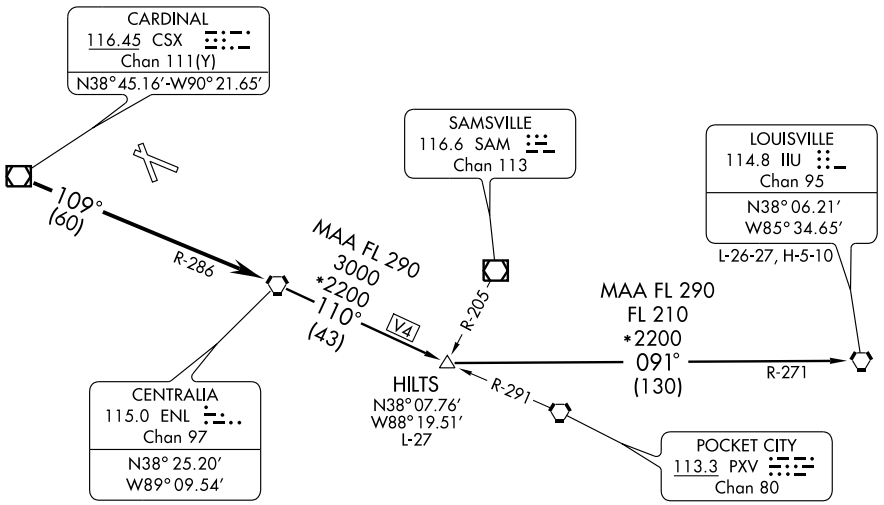
ALPOS NDB(LOM) 218 AL N38°51.30′ W89°56.28′ 291° 5.5 NM to fld.

ILS/DME 108.5 I–ALN Chan 22 Rwy 29 LOM ALPOS NDB. Unmonitored when twr clsd. LOC BC unusable byd 18° left and 23° right of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

BLUES TWO DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



NOTE: For Turbojets only.
NOTE: Chart not to scale.

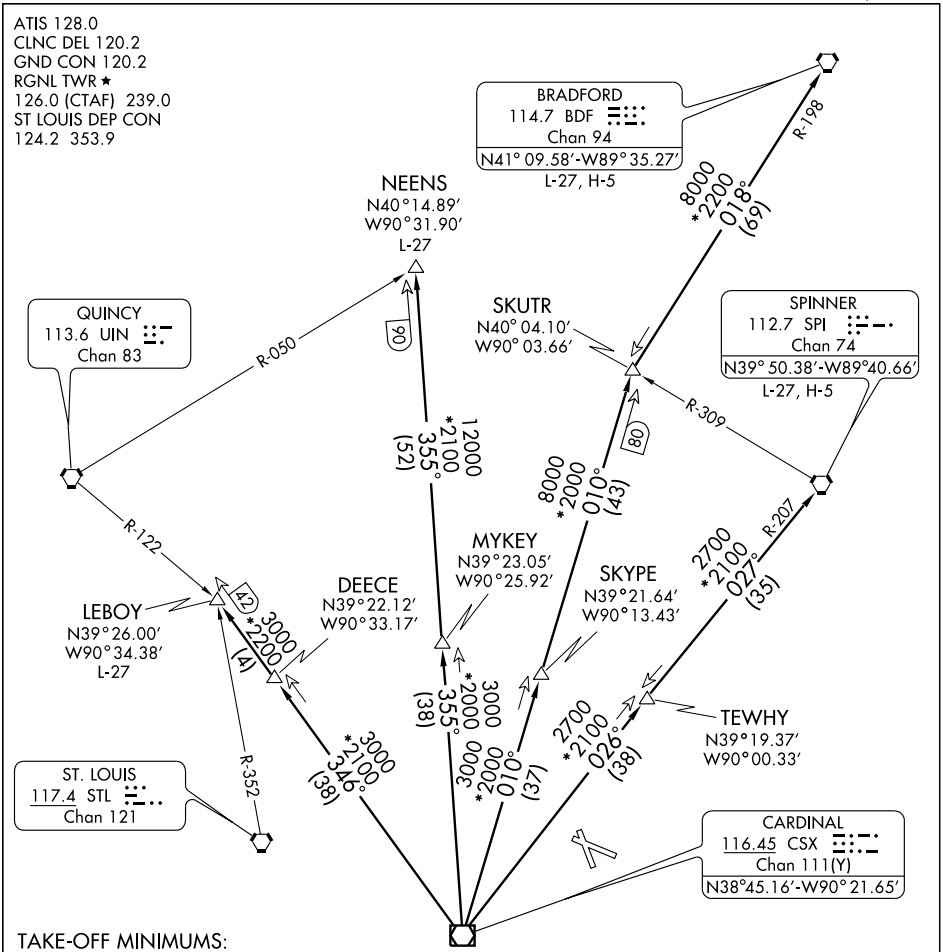
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

CARDS SEVEN DEPARTURE



TAKE-OFF MINIMUMS:

Rwys 11,17, 29, 35: STANDARD.

TAKE-OFF OBSTACLE NOTES:

Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL.
Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.

Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.
Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.

Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL.
Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL.
Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.

Rwy 35: Multiple trees and Light Pole beginning 980' from DER, 574' left of centerline, 67' AGL/596' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME and RADAR REQUIRED.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CARDS SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.
LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.
NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.
SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 08325

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

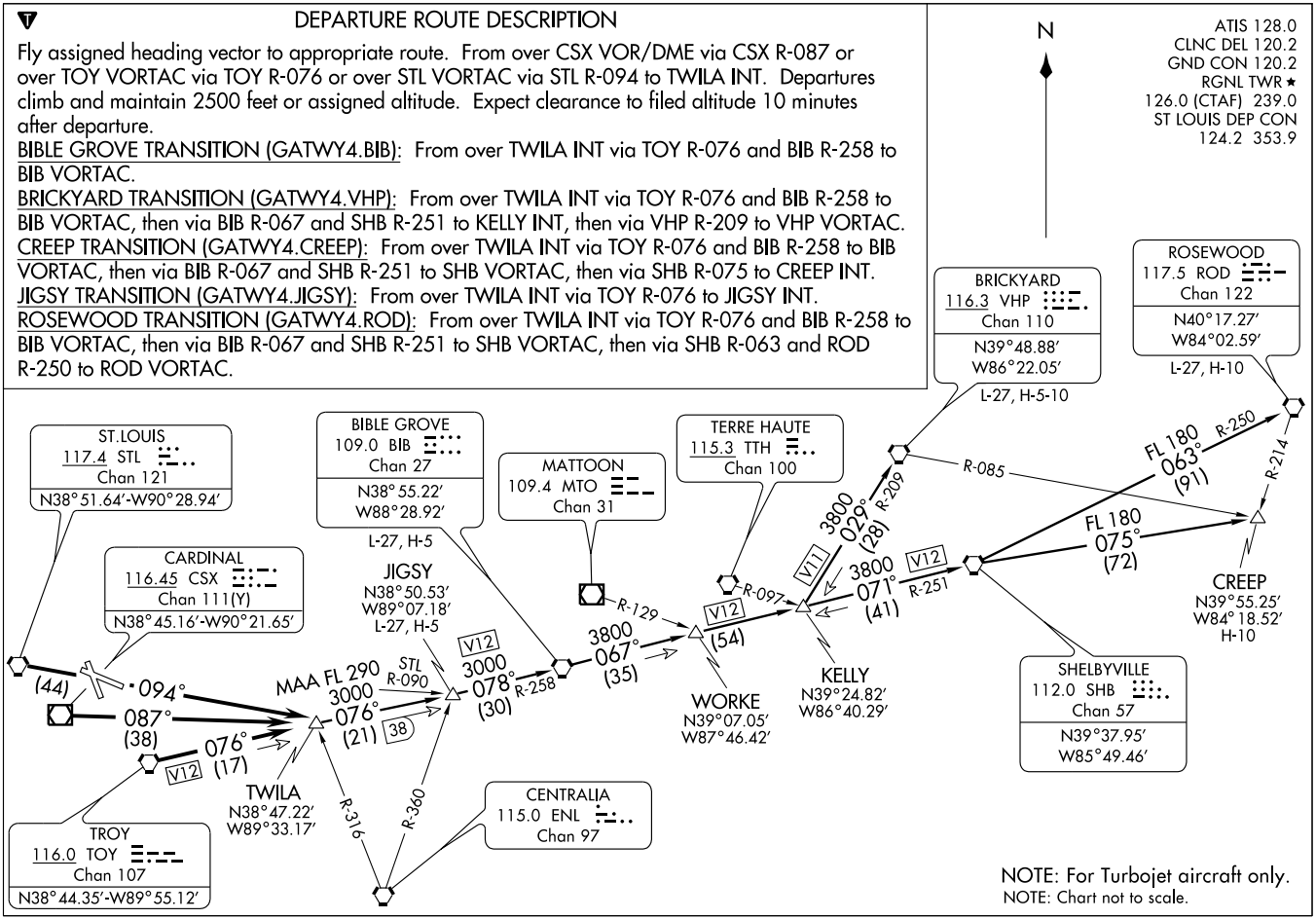
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



(GATWY4.STL) 08325
GATEWAY FOUR DEPARTURE
SL-5178 (FAA)
ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-ALN	APP CRS	Rwy Idg 8098
108.5	291°	TDZE 531
Chan 22		Apt Elev 544

ILS or LOC RWY 29

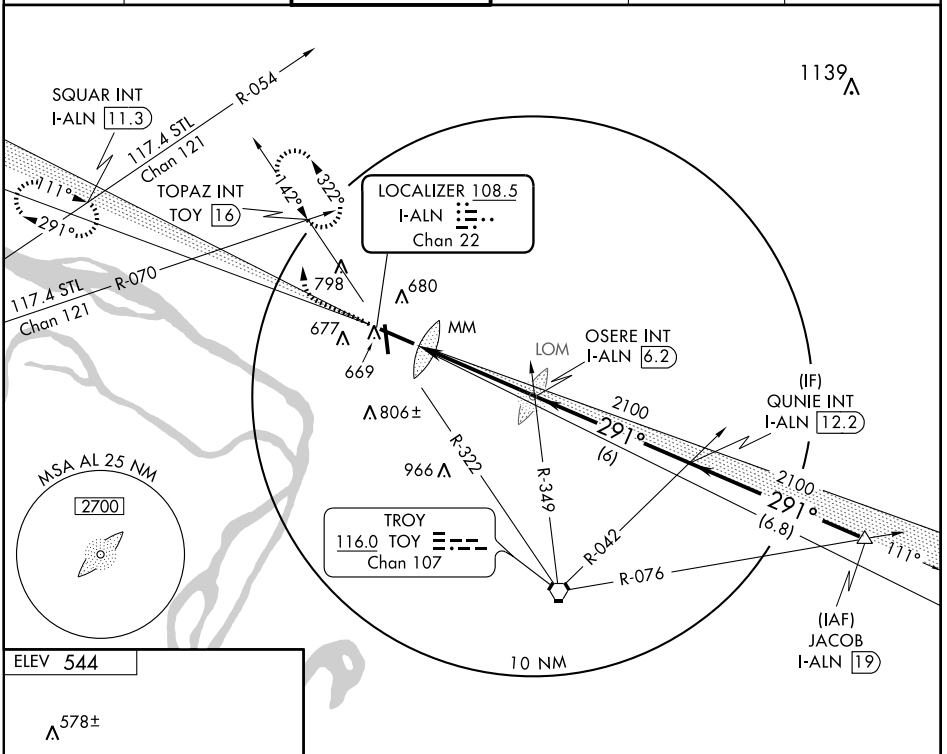
ALTON/ST. LOUIS RGNL (ALN)

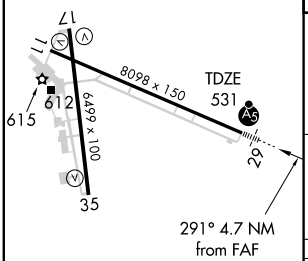
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP NA when Lambert-St Louis Intl altimeter setting.

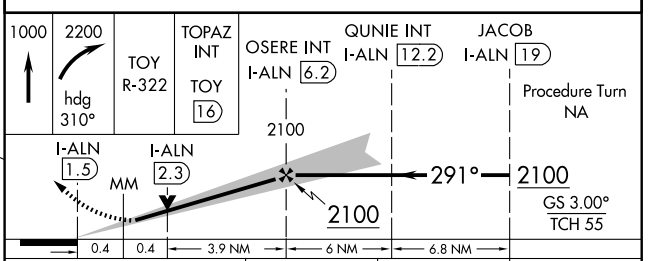
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 via HDG 310° and TOY VORTAC R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 29	731-½ 200 (200-½)			
S-LOC 29	840-½ 309 (300-½)			840-¾ 309 (300-¾)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

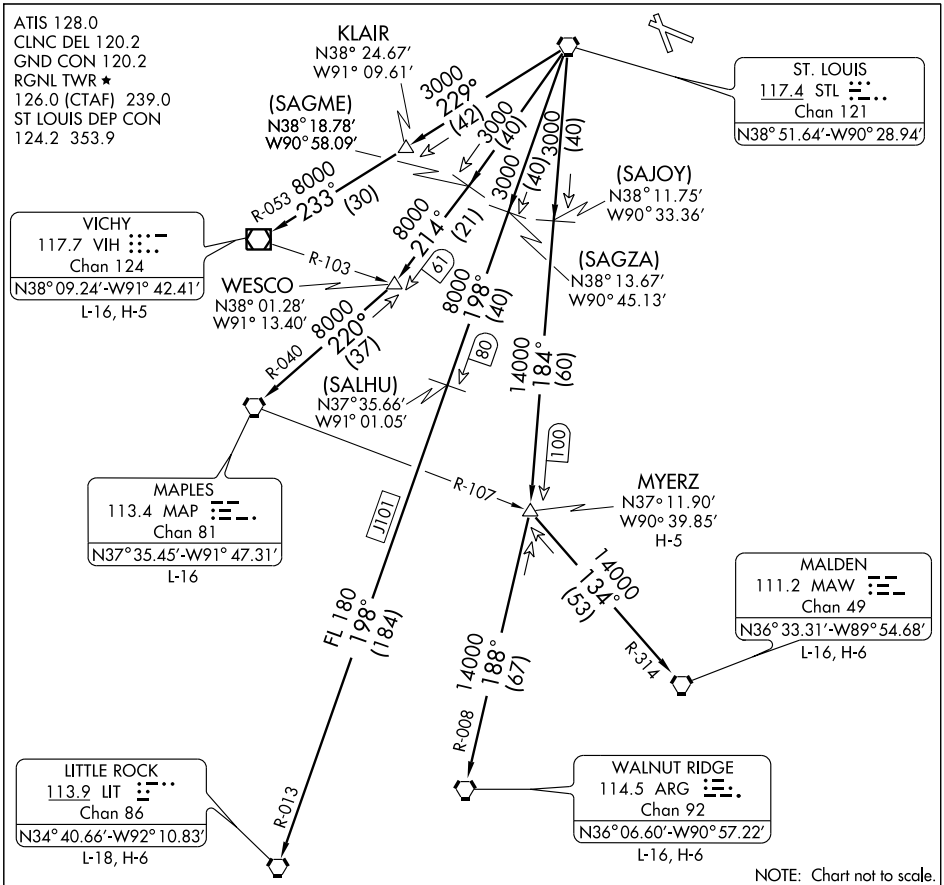
(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LINDBERGH TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAO VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

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EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ALN	APP CRS	Rwy Idg	8098
108.5	111°	TDZE	540
Chan 22		Apt Elev	544

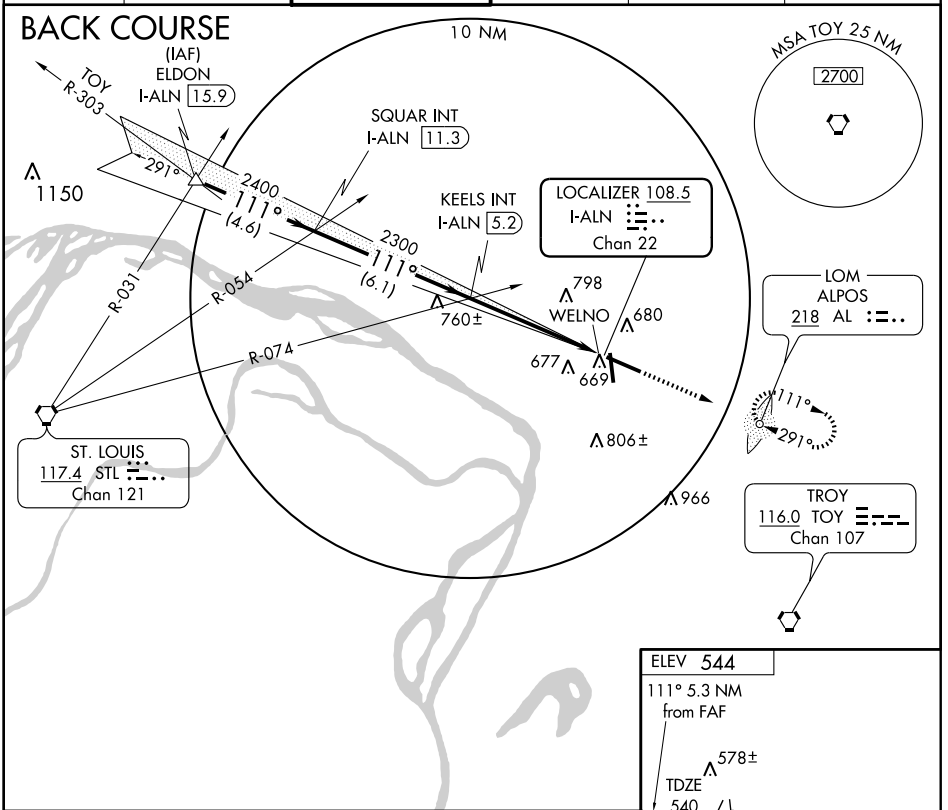
LOC BC RWY 11

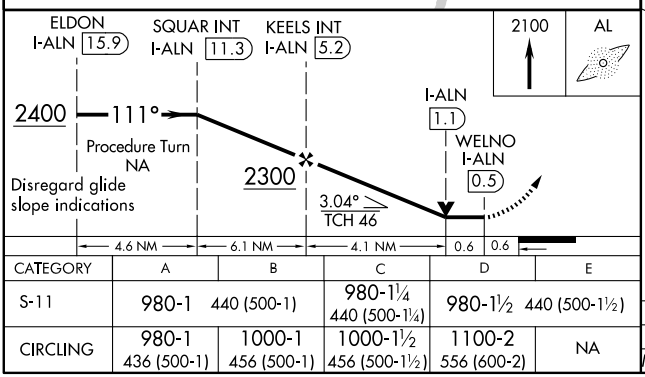
ALTON/ ST. LOUIS RGNL (ALN)

If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lambert-St. Louis Intl altimeter setting. ADF REQUIRED.

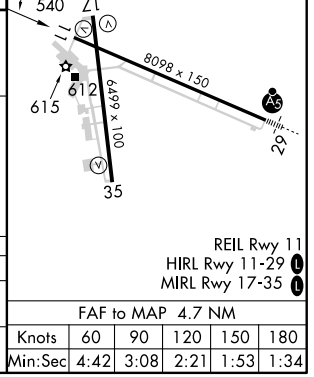
MISSED APPROACH: Climb to 2100 direct AL LOM and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95





CATEGORY	A	B	C	D	E
S-11	980-1 440 (500-1)		980-1¼ 440 (500-1¼)	980-1½ 440 (500-1½)	
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)	NA



REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB CVM	APP CRS	Rwy Idg	6499
263	186°	TDZE	542
		Apt Elev	544

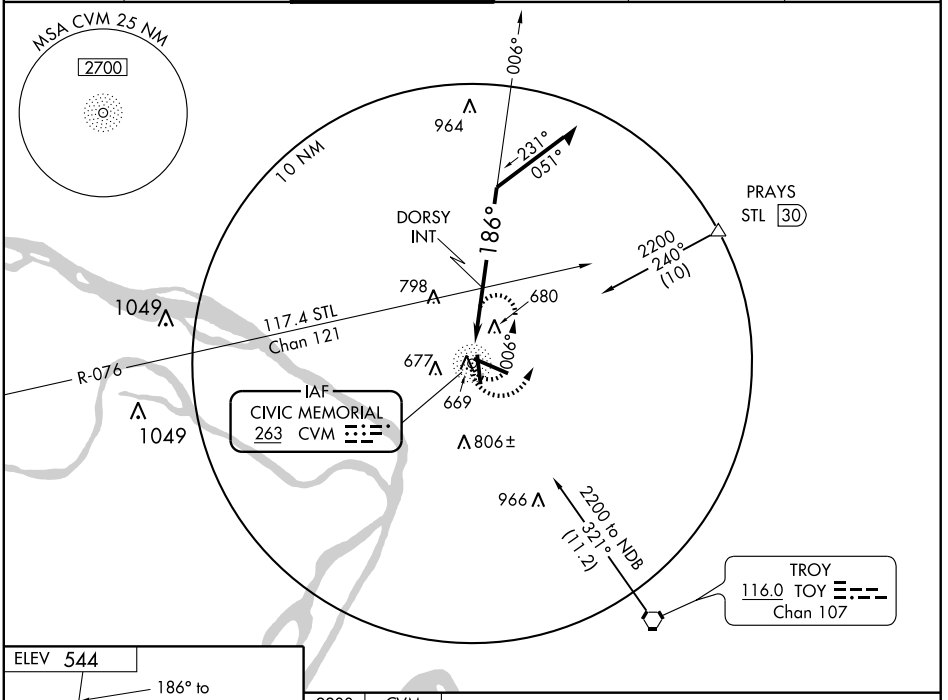
NDB RWY 17

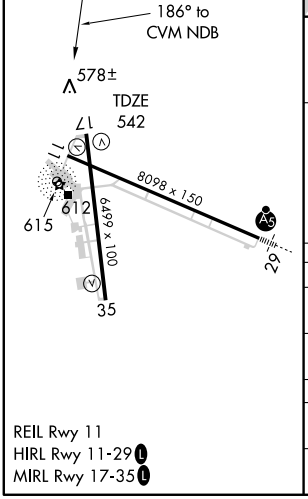
ALTON/ST. LOUIS RGNL (ALN)

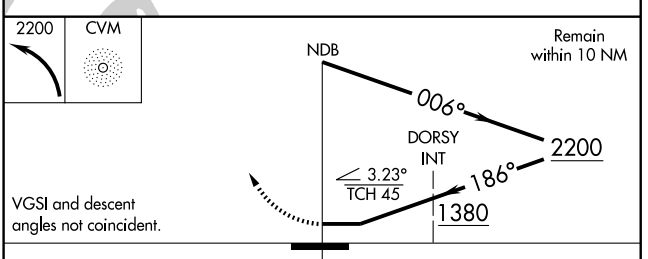
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. Dorsy fix minimums not authorized when using Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in CVM NDB holding pattern.

ATIS	ST LOUIS APP CON	REGIONAL TOWER ★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95





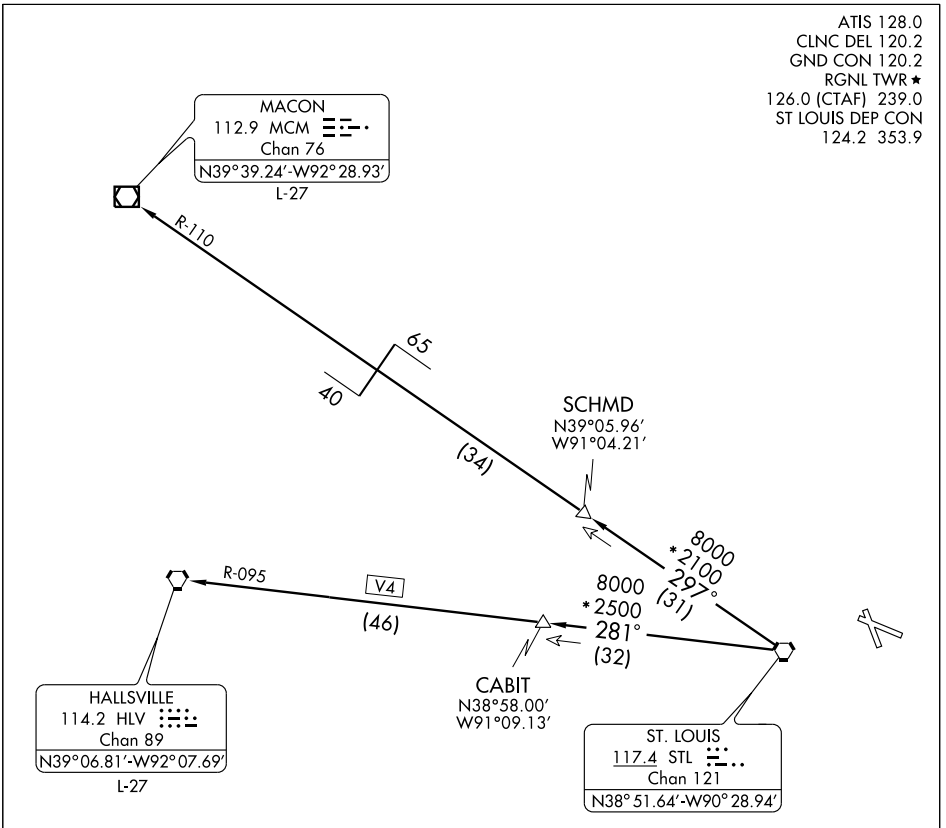


CATEGORY	A	B	C	D
S-17	1380-1 838 (900-1)	1380-1¼ 838 (900-1¼)	1380-2½ 838 (900-2½)	1380-2¾ 838 (900-2¾)
CIRCLING	1380-1 836 (900-1)	1380-1¼ 836 (900-1¼)	1380-2½ 836 (900-2½)	1380-2¾ 836 (900-2¾)
DORSY FIX MINIMUMS				
S-17	1120-1 578 (600-1)		1120-1½ 578 (600-1½)	1120-1¾ 578 (600-1¾)
CIRCLING	1120-1 576 (600-1)		1120-1½ 576 (600-1½)	1120-2 576 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

OZARK THREE DEPARTURE

EC-3, 21 OCT 2010 to 18 NOV 2010



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

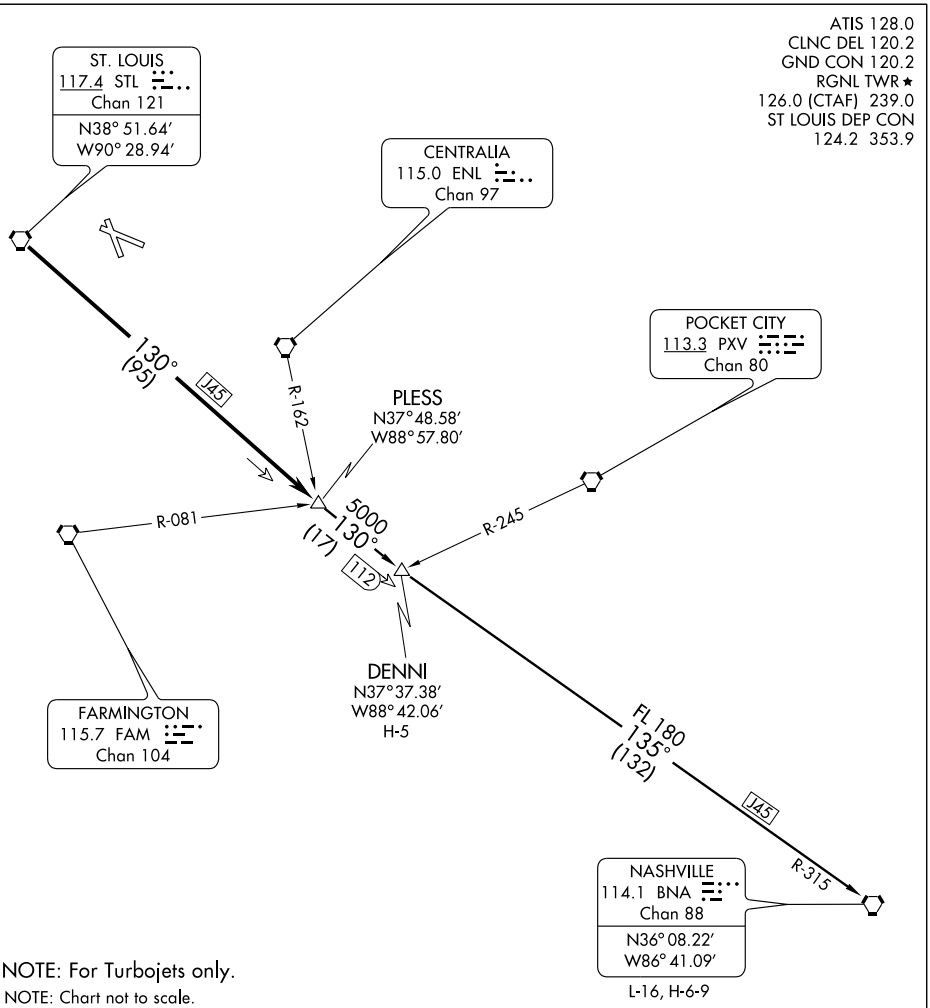
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

PLESS ONE DEPARTURE



DEPARTURE ROUTE DESCIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90417 W11A	APP CRS 111°	Rwy Idg 8098 TDZE 539 Apt Elev 543

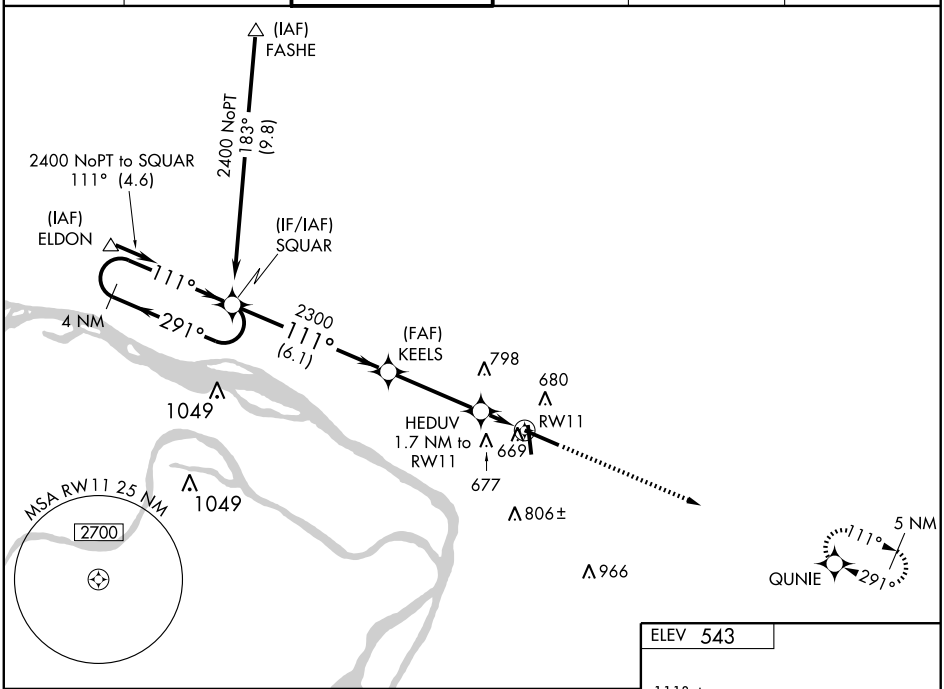
RNAV (GPS) RWY 11

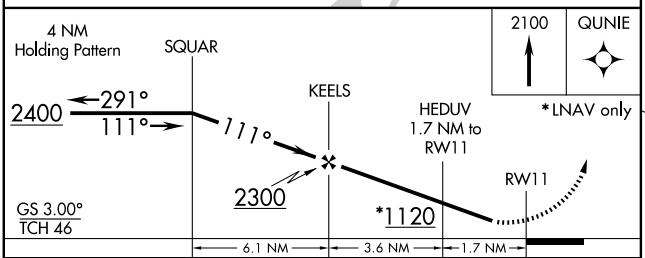
ALTON/ ST. LOUIS RGNL (ALN)

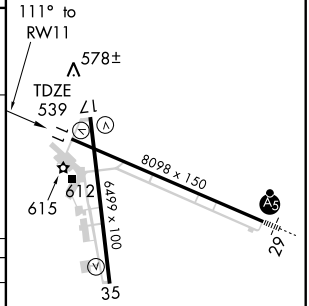
Baro-VNAV NA when using Lambert-St. Louis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct QUNIE and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







CATEGORY	A	B	C	D
LPV DA	864-1¼ 325 (400-1¼)			
LNAV/ VNAV DA	969-1½ 430 (500-1½)			
LNAV MDA	980-1 441 (500-1)		980-1¼ 441 (500-1¼)	980-1½ 441 (500-1½)
CIRCLING	980-1 437 (500-1)	1000-1 457 (500-1)	1000-1½ 457 (500-1½)	1100-2 557 (600-2)

REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6499
171°	TDZE	542
	Apt Elev	544

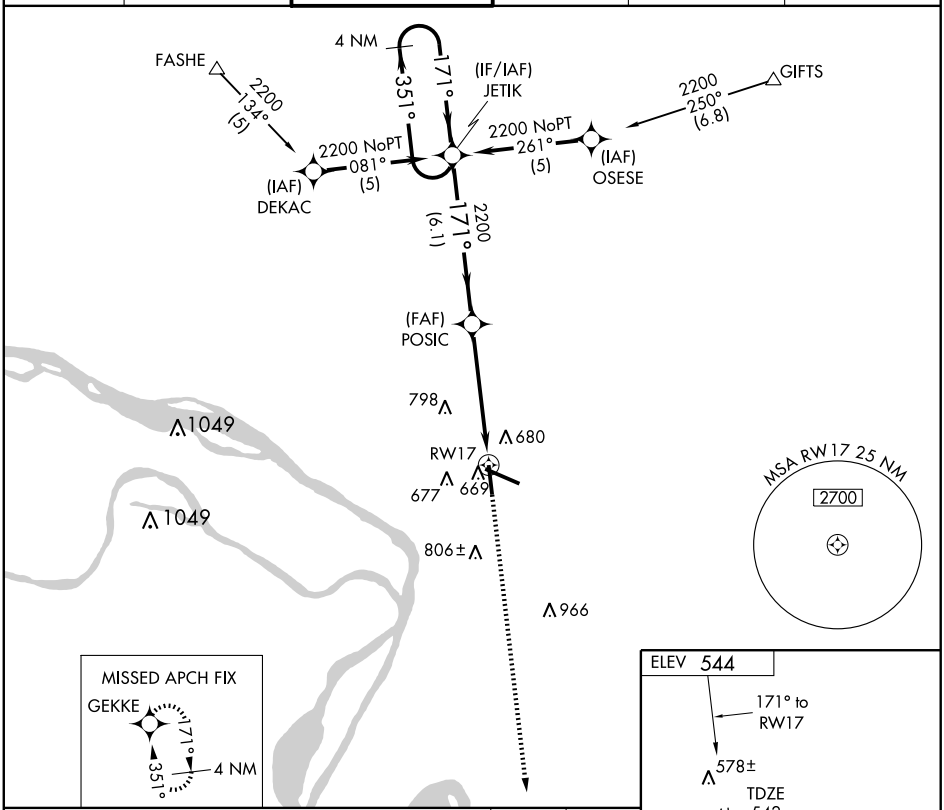
RNAV (GPS) RWY 17

ALTON/ST. LOUIS RGNL (ALN)

If local altimeter not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. When VGSI inop, straight-in/circling Rwy 17 and circling Rwy 35, NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct GEKKE and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95



CATEGORY	A	B	C	D
LNAV MDA	920-1 378 (400-1)			920-1¼ 378 (400-1¼)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8098
CH 77507	291°	TDZE	531
W29A		Apt Elev	544

RNAV (GPS) RWY 29

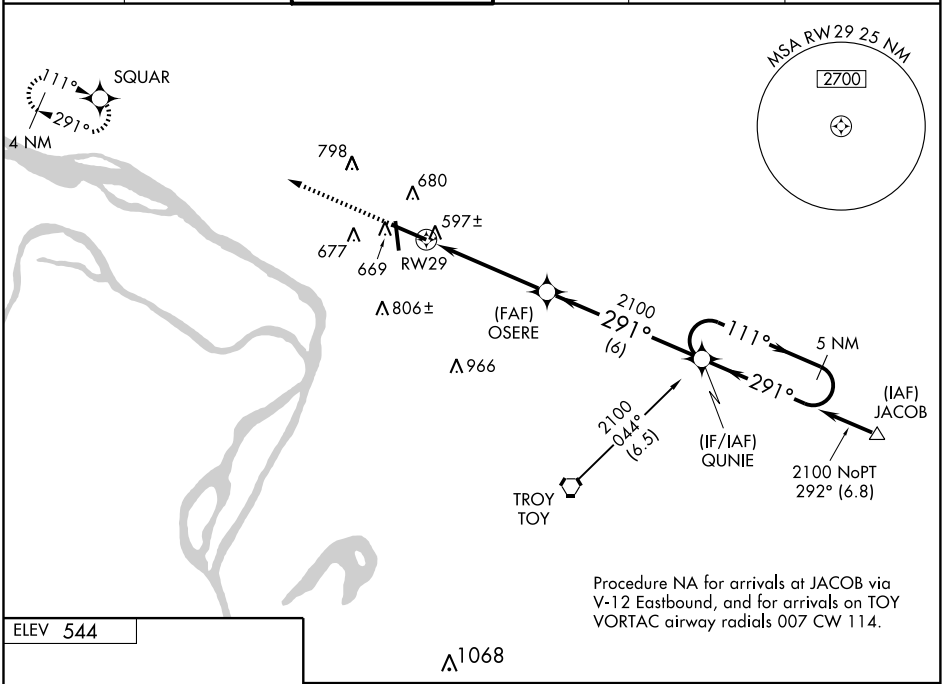
ALTON/ST. LOUIS RGNL (ALN)

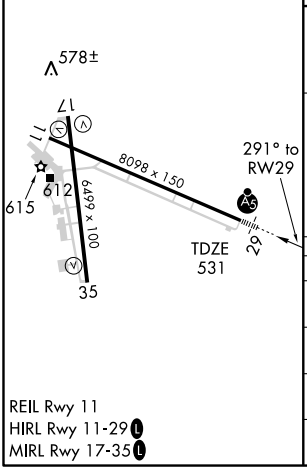
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile. If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs and MDAs 60 feet. VDP and Baro-VNAV NA with Lambert-St. Louis Intl altimeter setting. Baro-VNAV NA below -16°C (4°F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.

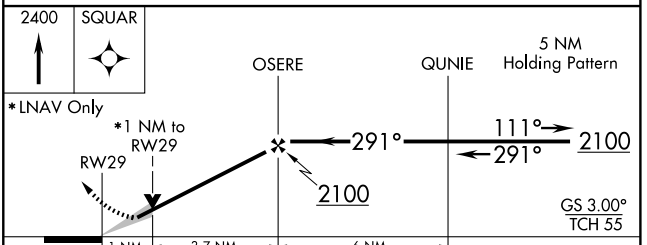
MALSR

MISSED APPROACH: Climb to 2400 direct SQUAR and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







CATEGORY	A	B	C	D
LPV DA	800-½ 269 (300-½)			
LNAV/VNAV DA	860-¾ 329 (400-¾)			
LNAV MDA	880-½ 349 (400-½)			880-1 349 (400-1)
CIRCLING	980-1¼ 436 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6499
351°	TDZE	544
	Apt Elev	544

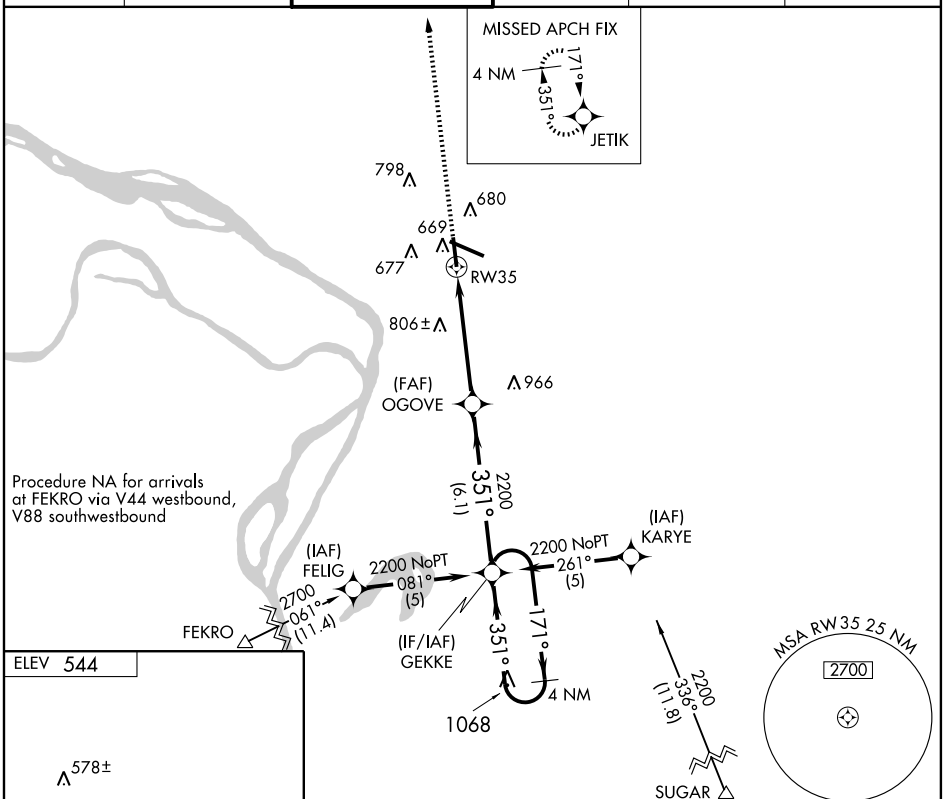
RNAV (GPS) RWY 35

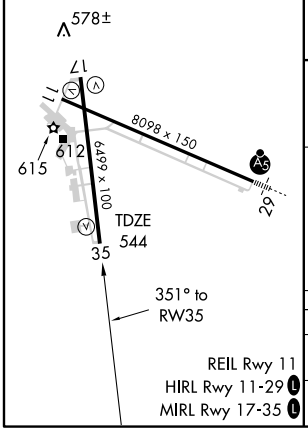
ALTON/ST. LOUIS RGNL (ALN)

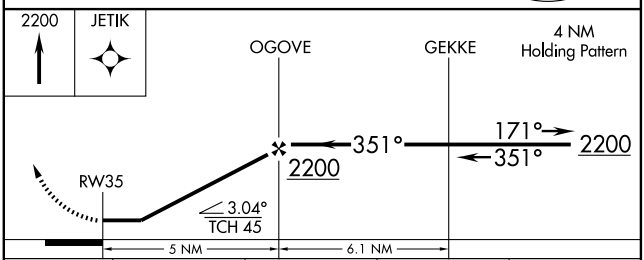
If local altimeter not received, use Lambert-St. Louis altimeter setting and increase all MDAs 60 feet. When VGSI inop, circling to Rwys 17/35 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2200 direct JETIK and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95





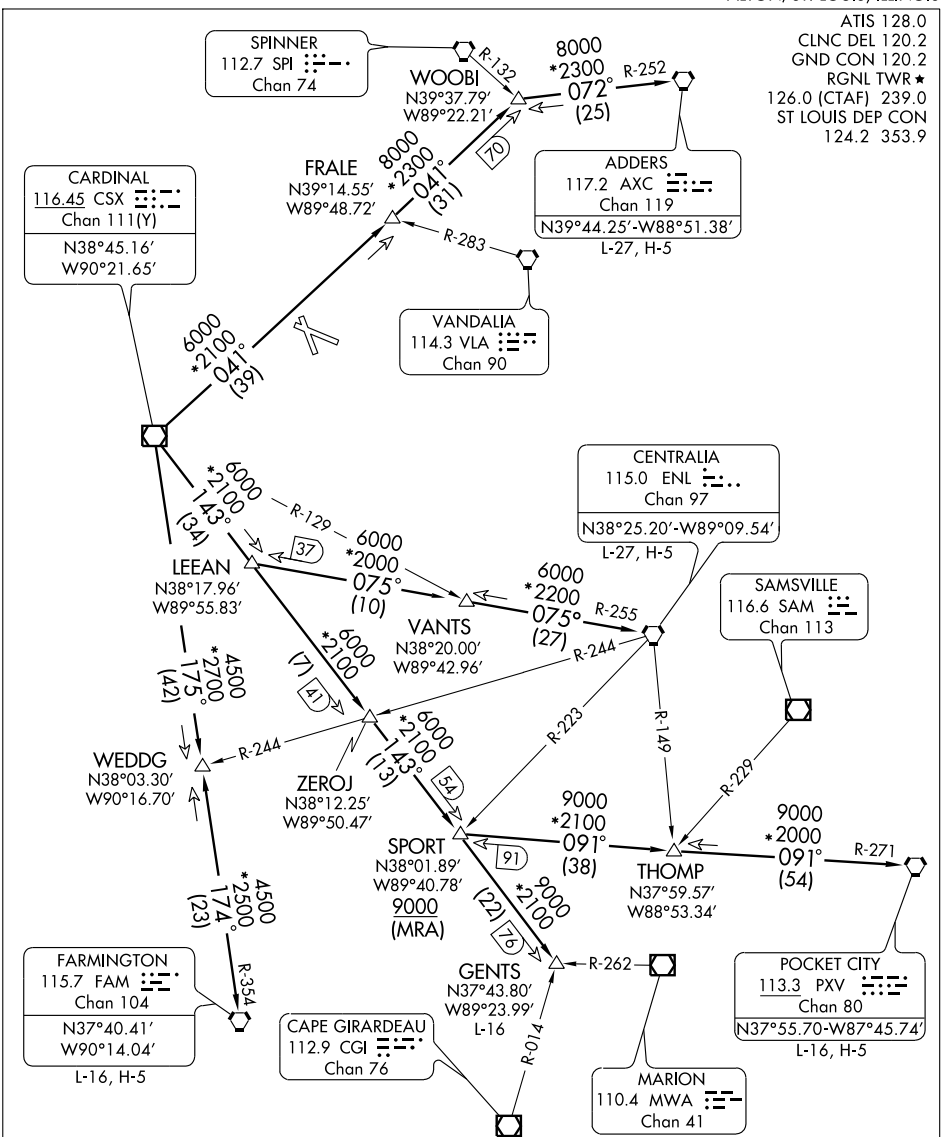


CATEGORY	A	B	C	D
LNAV MDA	1020-1	476 (500-1)	1020-1¼ 476 (500-1¼)	1020-1½ 476 (500-1½)
CIRCLING	1020-1	476 (500-1)	1020-1½ 476 (500-1½)	1100-2 556 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TURBO SIX DEPARTURE

ALTON/ ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS



TAKEOFF MINIMUMS
Rwy 11, 17, 29, 35, Standard.

NOTE: For Turboprop/Prop aircraft only.
NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-3, 21 OCT 2010 to 18 NOV 2010

TURBO SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 11: Tree & Pole beginning 1066′ from DER, 668′ left of centerline, up to 76′ AGL/575′ MSL.
Rwy 17: Multiple Trees beginning 1274′ from DER, 282′ left of centerline, up to 67′ AGL/606′ MSL. Multiple Trees beginning 1624′ from DER, 115′ right of centerline, up to 102′ AGL/621′ MSL.
Rwy 29: Multiple Trees and Floodlight on Hangar beginning 665′ from DER, 406′ left of centerline, up to 99′ AGL/618′ MSL. Multiple Trees beginning 1570′ from DER, 197′ right of centerline, up to 75′ AGL/604′ MSL.
Rwy 35: Multiple Trees and Light Standard beginning 823′ from DER, 478′ left of centerline, up to 67′ AGL/596′ MSL. Multiple trees beginning 1035′ from DER, 15′ right of centerline, up to 43′ AGL/572′ MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC TOY 116.0 Chan 107	APP CRS 142°	Rwy Idg N/A TDZE N/A Apt Elev 544

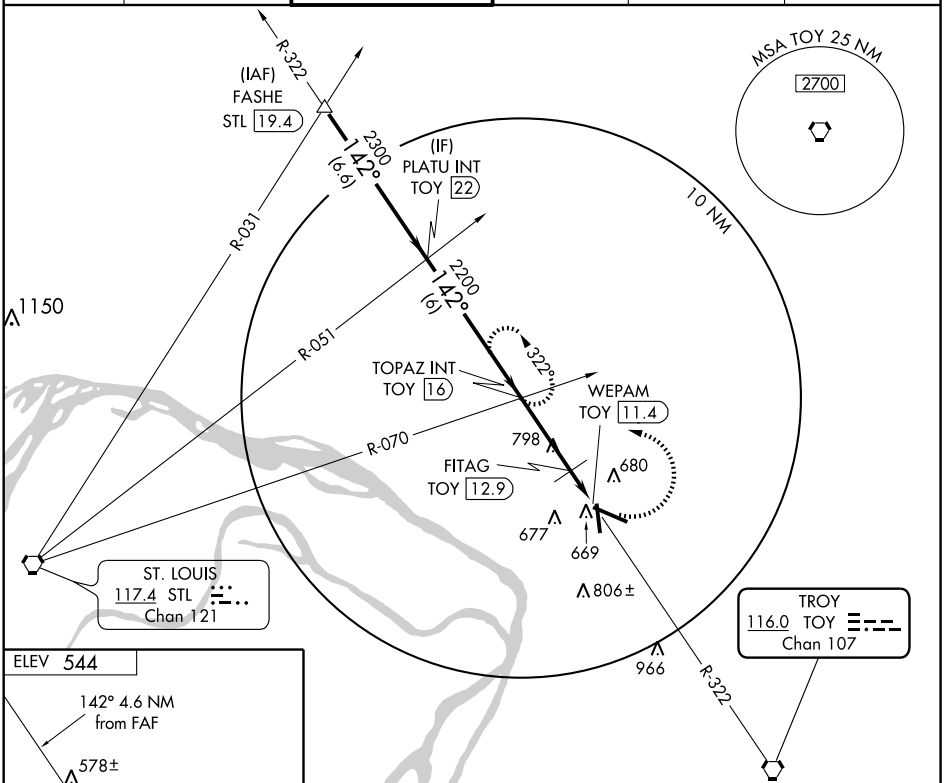
VOR-A

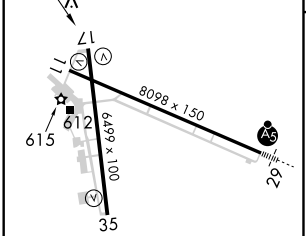
ALTON/ST. LOUIS RGNL (ALN)

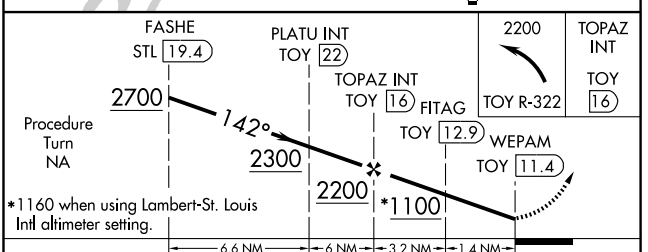
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
CIRCLING	1100-1 556 (600-1)		1100-1½ 556 (600-1½)	1100-2 556 (600-2)
FITAG FIX MINIMUMS				
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

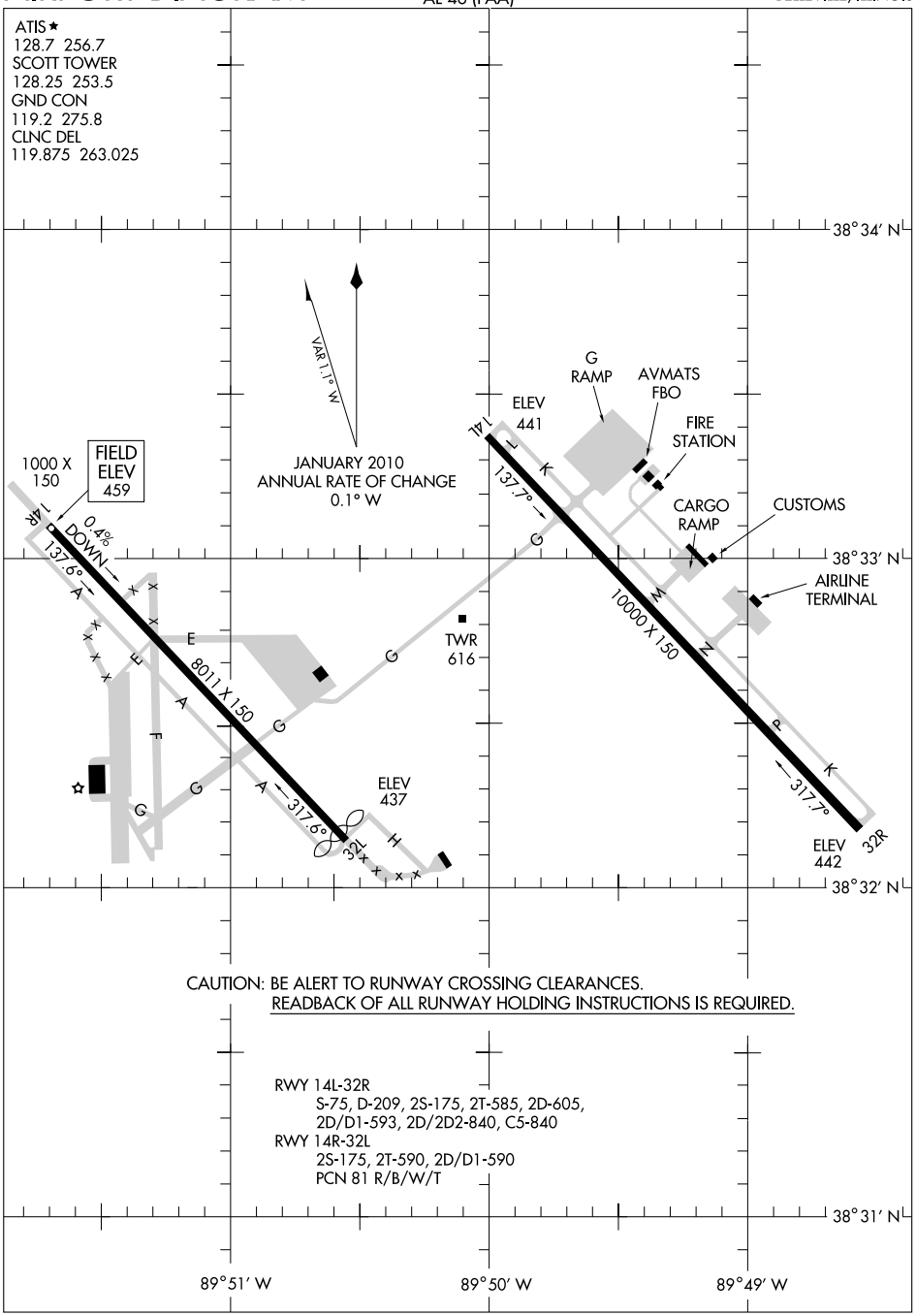
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

AL-46 (FAA)

BELLEVILLE, ILLINOIS



EC-3, 21 OCT 2010 to 18 NOV 2010

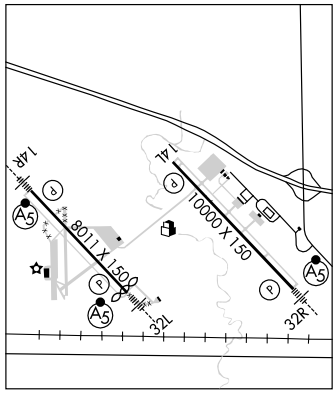
AIRPORT DIAGRAM

BELLEVILLE, ILLINOIS
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE

SCOTT AFB/MIDAMERICA (BLV)(KBLV) MIL/CIV 14 E UTC−6(−5DT) N38°32.71′ W89°50.11′ **ST LOUIS**
459 B S1 **FUEL** 100LL, JET A+ TPA—See Remarks Class I, ARFF Index B **H–5D, L–27C, A**
NOTAM FILE BLV **IAP, DIAP, AD**

RWY 14L–32R: H10000X150 (CONC–GRVD) S–75, D–209, 2S–175, 2T–585, 2D–605, 2D/D1–593, 2D/2D2–840, C5–840 HIRL
RWY 14L: REIL. PAPI(P4R)—GA 3.0° TCH 72′.
RWY 32R: MALSR. PAPI(P4L)—GA 3.0° TCH 72′.
RWY 14R–32L: H8011X150 (ASPH–CONC) PCN 81 R/B/W/T HIRL
RWY 14R: MALSR. PAPI(P4L)—GA 3.0° TCH 65′. Rgt tfc. 0.4% down.
RWY 32L: MALSR. PAPI(P4L)—GA 3.0° TCH 72′. Thld dsplcd 210′.



MILITARY SERVICE: JASU 6(A/M32A–86) 3(AM32–95). MidAmerica 2(A/M32A–60B) 1(AM32–95) 2(A/M32A–86) 1(MD–4).
FUEL A+ 100LL (Arpt Terminal Svc avbl 1400–0200Z‡, C618–566–5265. **FLUID** SP(Mil) PRESAIR(Mil) LHOX(Mil) LOX(Mil) **OIL** O–133–148(Mil) SOAP(Mil) **TRAN ALERT** Opr weekdays 1200–0400Z‡, weekends 1300–0000Z‡, clsd Federal holidays, see NOTAM. MidAmerica FBO svc provided by Air Terminal Svc (ATS), opr 1400–0200Z‡ 24 hr PPR other times. FBO svc limited to refueling only. Ctc FBO at C618–566–5265 for specific park and svc. Mil svc not avbl to mil acft at civ ramp.

AIRPORT REMARKS: Attended continuously. FBO avbl 1200–2030Z‡, C618–566–5320. Deer, birds and waterfowl on and invof arpt. CAUTION Dense civil air traffic all quadrants, all altitudes. Use caution when utilizing Twy G, 0.25 NM east of Rwy 14R–32L intersection, gradient change of 3° and a 70° turn present, on coming traffic may not be visible due to terrain. Index C ARFF capability avbl one hr PPR call arpt ops center 618–566–5227. Military ramps clsd to civil acft without prior coordination and a ldg permit number on file. First 6000′ of Rwy 32L is asph, remaining 2001′ is conc; locked wheel turns on asph portion of rwy prohibited. 180° turns on asph portion of rwy is authorized for light and medium category acft only. First 2000′ of Rwy 14R is concrete. Acft taxiing N on Twy A making left turn onto Foxtrot ramp—be alert—no twy centerline due to acute angle of twy intersection. Acft taxiing N on Rwy 32L onto East Twy E—be alert—no twy centerline due to acute angle of twy/rwy intersection. Rwy 14L touchdown rwy visual range avbl. Rwy 32L hold lines lctd on Twy A abeam dsplcd thld. TPA—Overhead, fighter acft, 2500(2041), rectangular 2000(1541), light acft and helicopter rectangular 1500(1041). During VFR conditions tkf, low approach, touch and go and clsd pattern, acft will not exceed 2000′ until fld boundary to avoid overhead pattern. Landing fee.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Official Business Only when Tran Alert clsd. Scott AFB is PPR. The 375th Military Flight Svc section is the sole agent for issuing PPR numbers to military acft opr on or from Scott AFB side. All inbound acft must ctc 375th comd post or 126th ANG comd post no later than 30 min prior to ldg. Military support may not be avbl on MidAmerica side of fld without prior coordination through Scott AFB. PPR call DSN 576–1861, C618–256–1861, fax extension 6718. ANG ramp/services: ctc 126th AM DSN 760–4275, C618–222–4275 or 126th Comd Post extension 4255, fax extension 4252. PPR issued up to seven days prior to arrival. Parking at 126th ARW ramp is official business requiring 48 hrs PPR. AMC acft restricted during Bird Aircraft Strike Hazard Phase II and when arpt enters Bird Watch Conditions Moderate or Severe. When arpt is code Moderate or Severe no local IFR/VFR tfc pat. When arpt code Severe, tkf/ldg prohibited without 375 OG/CC approval. During Phase II, daily Bird Aircraft Strike Hazard windows are estimated as SR+1–SR−1 and SS+1–SS−1. During Bird Aircraft Strike Hazard window (when code Low) no trans pattern permission, initial tkf/full stop ldg are at AC discretion. Ctc ATIS, PTD, 375 AW Comd Post or twr for current code. Mil ramps clsd to civil aircraft without prior coordination and a landing permits number on file. Rwy 32L hold line is on Twy A abeam Rwy 32L dsplcd thld. Limited de–icing capability. Acft commanders must coordinate with SAFB command post DSN 576–5891, C618–256–5891 for availability at least 24 hours prior to dep. **MISC** Rwy 32L 1000′ overrun (north end) avbl, Rwy 14R no overrun (south end) avbl. Acft arriving Scott AFB with more than 30 passengers after hr ctc Base 24 hr in advance, C618–256–1861. Wx svc avbl Mon–Fri 0900–0100Z‡; weekend and hol as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576–5905, C618–256–5905. Wx svc avbl Mon–Fri 0900–0100Z‡, weekend and holiday as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576–5905, C618–256–5905. Wx observation avbl 24 hrs via AN/FMQ–19 Automated Observing System. During wx flight hrs of closure remote service avbl from 15 Opr Wx Squadron DSN 576–9755, C618–256–9755. During evacuation of wx flight ctc 15OWS at number above.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA as assigned **D–ATIS** 128.7 256.7 (1200–0600Z‡) **UNICOM** 122.95 **PTD** 139.85 372.2
Ⓡ **ST LOUIS APP/DEP CON** 125.2 281.5
SCOTT TOWER 128.25 253.5 **GND CON** 119.2 275.8
CLNC DEL 119.875 263.025
375 AW COMD POST 130.65 383.2
126 ARW COMD POST 138.55 277.7 **PMSV METRO** 239.8
AIRSPACE: CLASS D svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35′ W89°55.12′ 157° 12.3NM to fld. 570/4E.
(T) TACAN Chan 59 SKE (112.2) N38°32.72′ W89°51.10′ at fld. 482/2E. No NOTAM MP Wed and Thu 1200–1600Z‡.
GOOEY NDB (LOM) 385 JD N38°28.68′ W89°44.27′ 309° 6.1 NM to fld. No NOTAM MP Tue 1200–1600Z‡.
ILS 109.9 I–OXK Rwy 14R. No NOTAM MP Mon and Tue 1200–1600Z‡.
ILS/DME 111.15 I–BTC Chan 48(Y) Rwy 14L. Class IE. No NOTAM MP Wed and Thu 1200–1600Z‡.
ILS 111.15 I–JDU Rwy 32R. Class ID LOM GOOEY NDB. No NOTAM MP Wed and Thu 1200–1600Z‡.
ILS 109.9 I–BLV Rwy 32L. No NOTAM MP Mon and Tue 1200–1600Z‡.
ASR

BELLGRADE N37°08.73′ W88°40.23′ NOTAM FILE PAH. **ST LOUIS**

NDB (MHW) 254 BDD 224° 7.1 NM to Barkley Rgnl. **L–16I**

BENTON MUNI (H96) 1 W UTC−6(−5DT) N38°00.41′ W88°56.07′ **ST LOUIS**

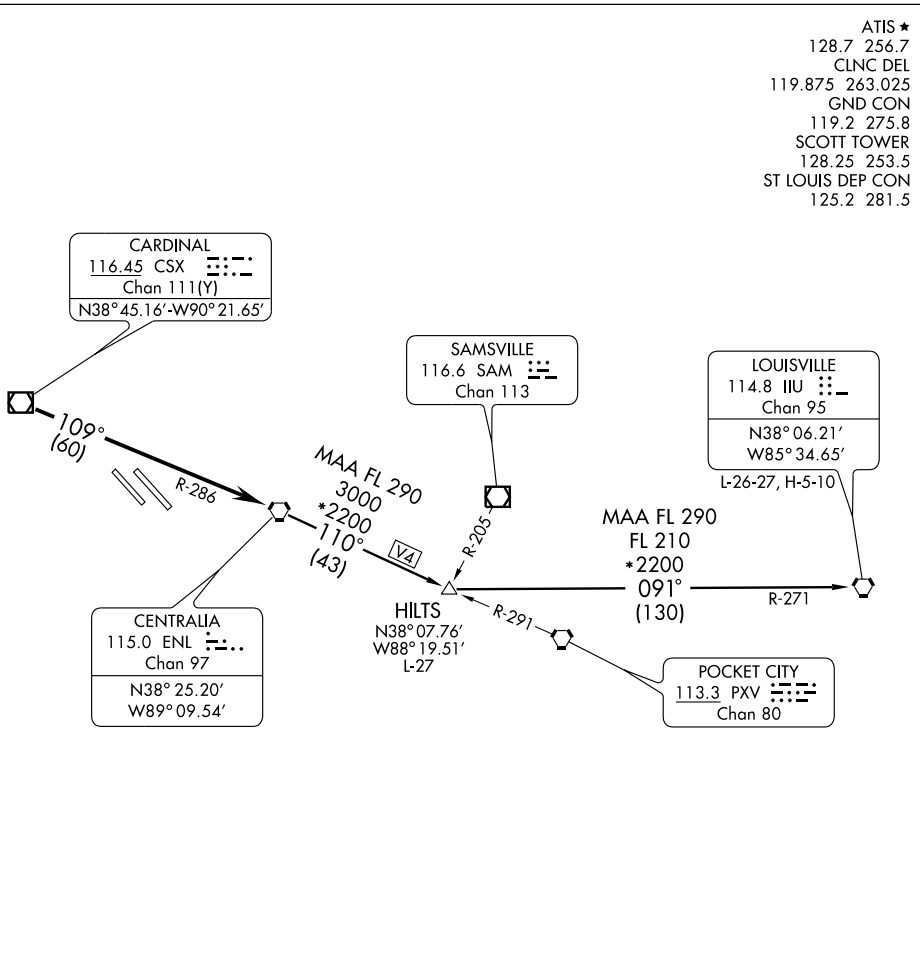
444 B **FUEL** 100LL TPA—1244(800) NOTAM FILE STL **L–16H**
RWY 18–36: H4000X75 (ASPH) S–4 MIRL
RWY 18: Tree. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Fri–Sun 1400–0000Z‡. MIRL Rwy 18–36 preset on low ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 153° 27 NM to fld. 546/4E. **HIWAS.**

BIBLE GROVE N38°55.22′ W88°28.91′ NOTAM FILE STL. **ST LOUIS**

(L) VORTAC 109.0 BIB Chan 27 342° 9.3 NM to Effingham Co Mem. 540/3E. **H–5E, L–27C**
RCO 122.05R 109.0T (ST LOUIS RADIO)

BLOOMINGTON N40°28.85′ W88°55.88′ NOTAM FILE BMI. **CHICAGO**

(L) VOR/DME 108.2 BMI Chan 19 at Central Illinois Rgnl Arpt at Bloomington–Normal 882/3E. **L–27C**
VOR unusable 091°–149°, 221°–235° and 291°–314°.
RCO 123.6R 108.2T (KANKAKEE RADIO)



NOTE: For Turbojets only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

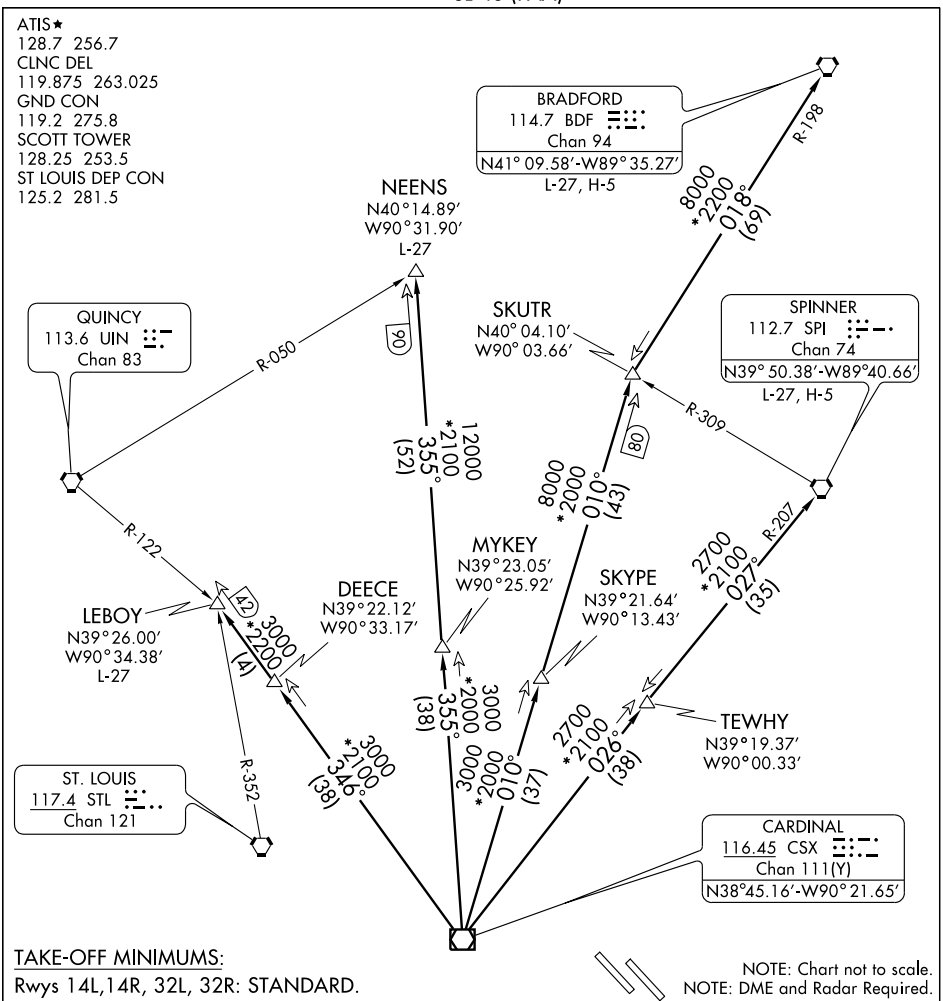
HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010

CARDS SEVEN DEPARTURE

BELLEVILLE/ SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS
SL-46 (FAA)



TAKE-OFF MINIMUMS:
Rwys 14L,14R, 32L, 32R: STANDARD.

NOTE: Chart not to scale.
NOTE: DME and Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 09183

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE, ILLINOIS

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 09183

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE, ILLINOIS

SL-46 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

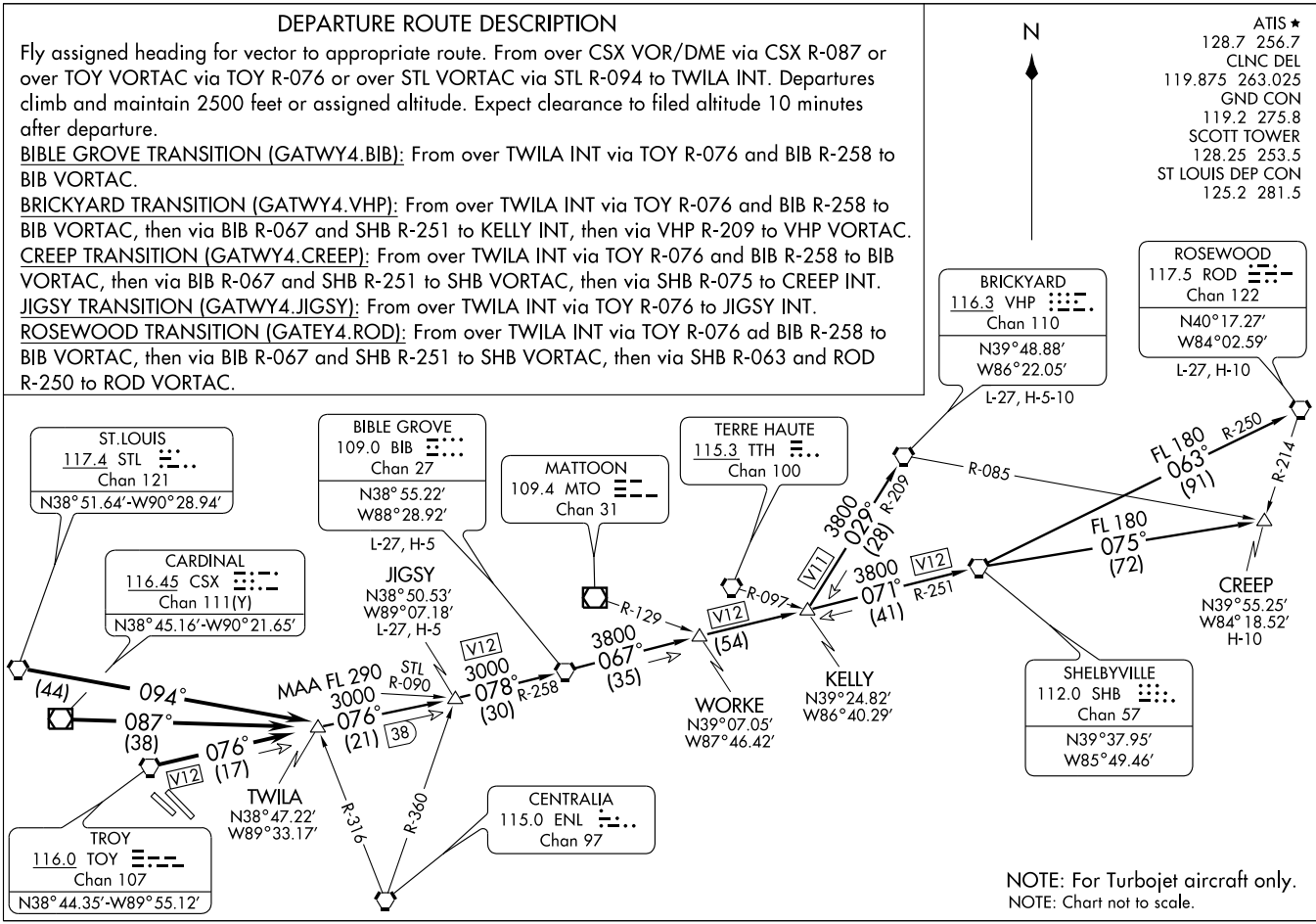
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATEY4.ROD): From over TWILA INT via TOY R-076 ad BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



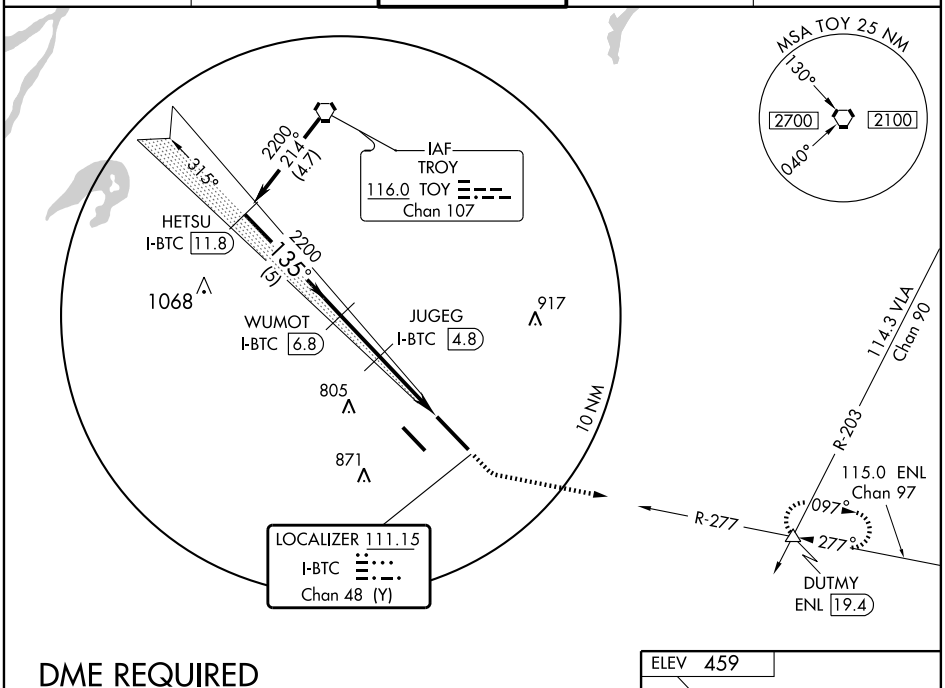
LOC/DME I-BTC	APP CRS	Rwy Idg 10000
111.15	135°	TDZE 442
Chan 48 (Y)		Apt Elev 459

ILS or LOC/DME RWY 14L

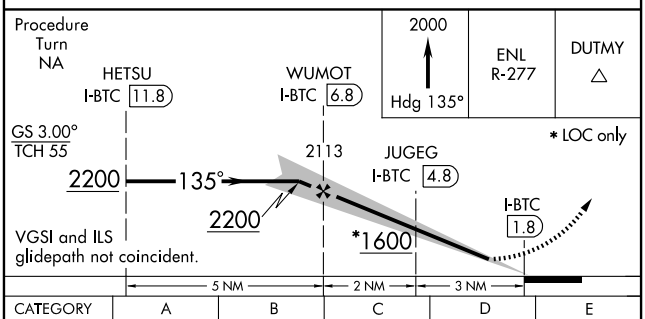
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

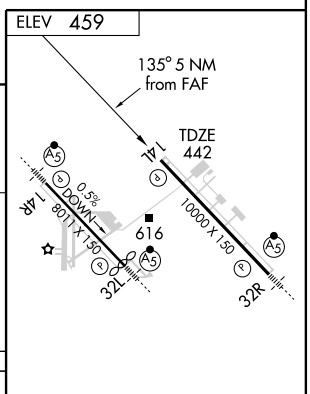
MISSED APPROACH: Climb to 2000 via heading 135° and ENL VORTAC R-277 to DUTMY Int/ENL 19.4 DME and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



DME REQUIRED





CATEGORY	A	B	C	D	E
S-ILS 14L	642-¾ 200 (200-¾)				
S-LOC 14L	900-1 458 (500-1)		900-1¼ 458 (500-1¼)	900-1½ 458 (500-1½)	
CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OXK	APP CRS	Rwy Idg 8011
109.9	135°	TDZE 459
		Apt Elev 459

ILS or LOC RWY 14R

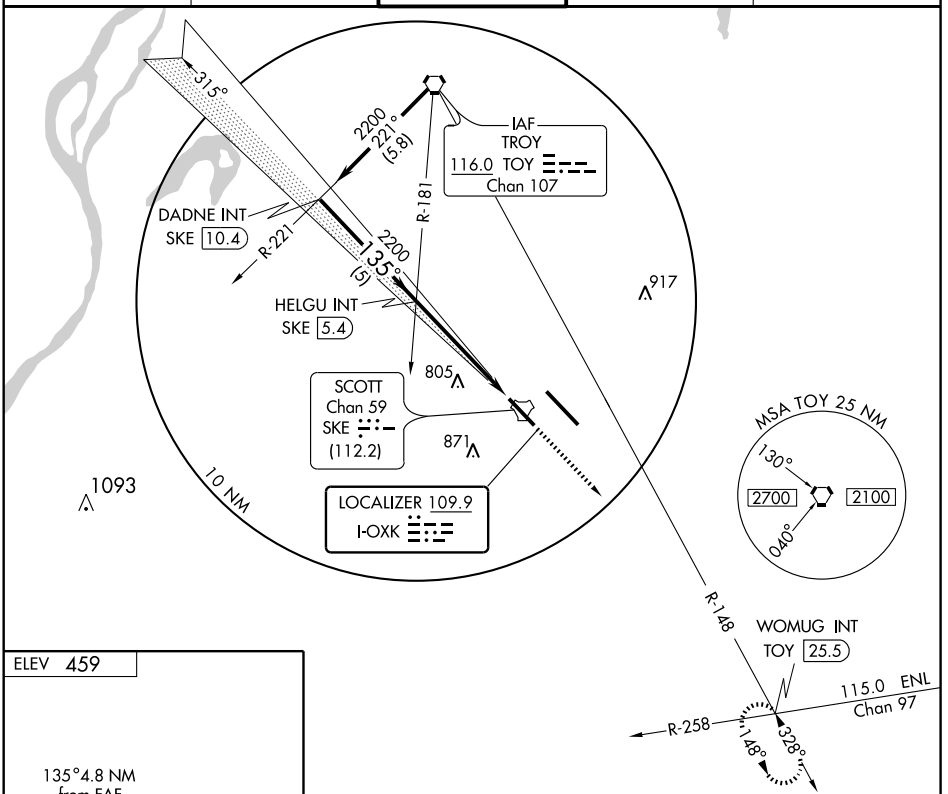
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

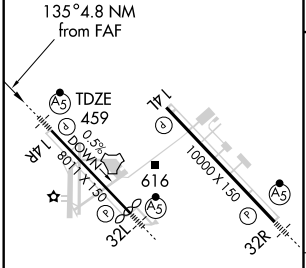
DME from SKE TACAN.
*Vis Cat. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 then via TOY VORTAC R-148 to WOMUG INT and hold.

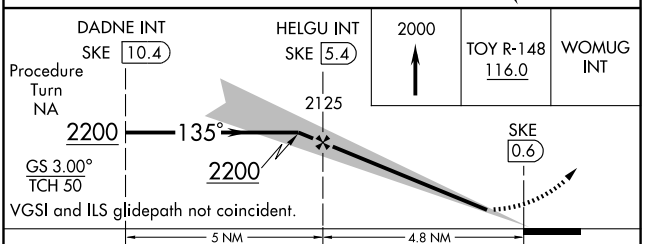
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025





REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D	E
S-ILS 14R	*659/24 200 (200-½)				
S-LOC 14R	1000/24 541 (600-½)		1000/50 541 (600-1)	1000/60 541 (600-1¼)	1000-1½ 541 (600-1½)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-JDU	APP CRS	Rwy Idg	10000
111.15	315°	TDZE	442
		Apt Elev	459

ILS or LOC RWY 32R

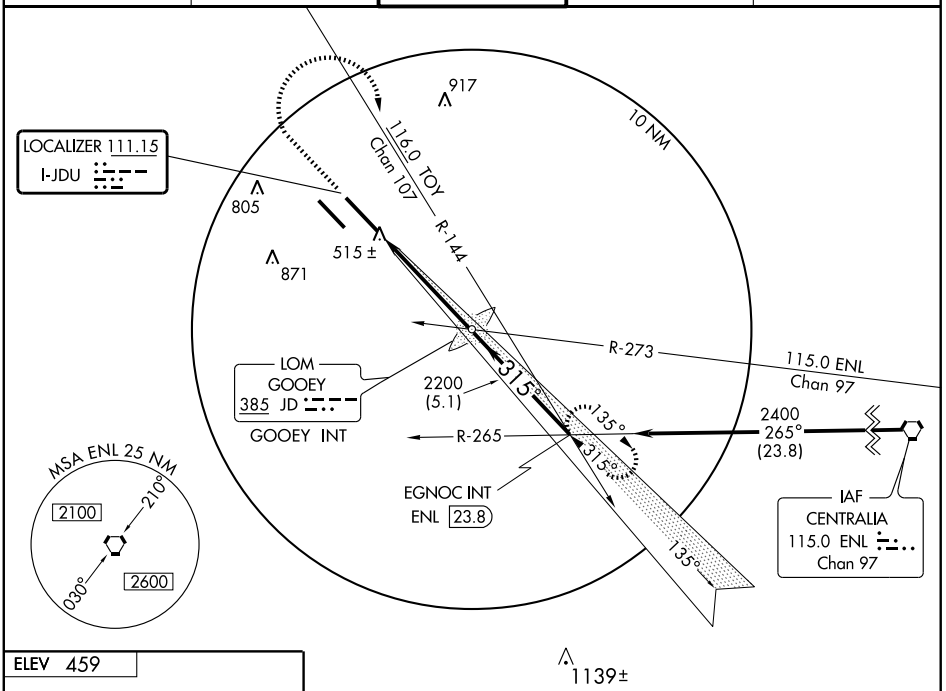
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

⚠ Procedure not authorized when control tower closed.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 via heading 190° and TOY VORTAC R-144 to EGNOC Int and hold.

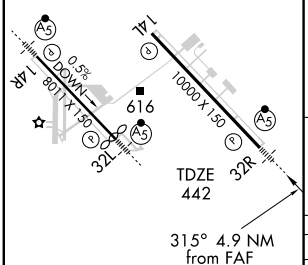
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



EC-3, 21 OCT 2010 to 18 NOV 2010

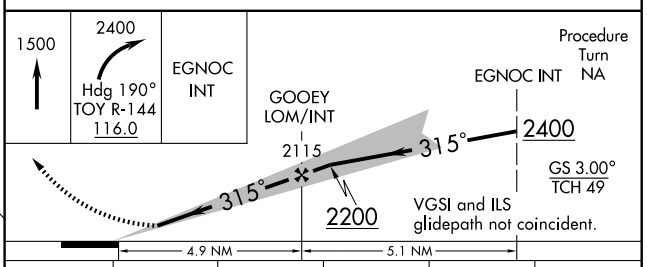
EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 459



REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-ILS 32R	*642-½ 200 (200-½)				
S-LOC 32R	760-½ 318 (400-½)			760-¾ 318 (400-¾)	760-1 318 (400-1)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

LOC I-BLV	APP CRS	Rwy Idg	7801
109.9	315°	TDZE	438
		Apt Elev	459

ILS RWY 32L

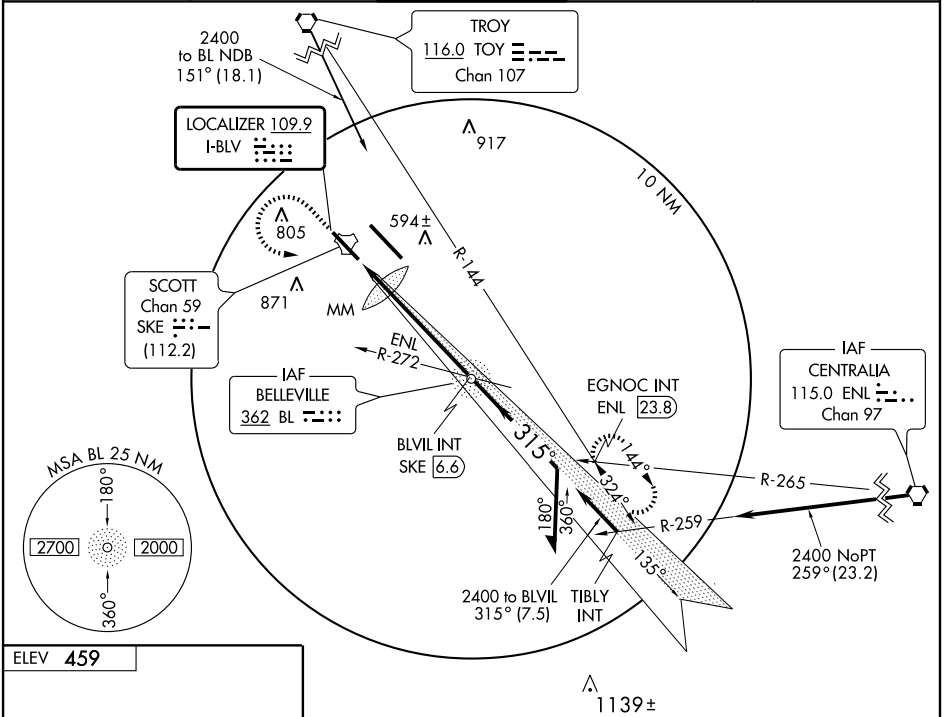
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

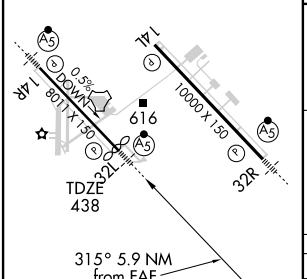
Procedure turn not authorized for Cat. E aircraft.
Inoperative table does not apply.
Procedure not authorized when control tower closed.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via TOY R-144 to EGNOC Int and hold.

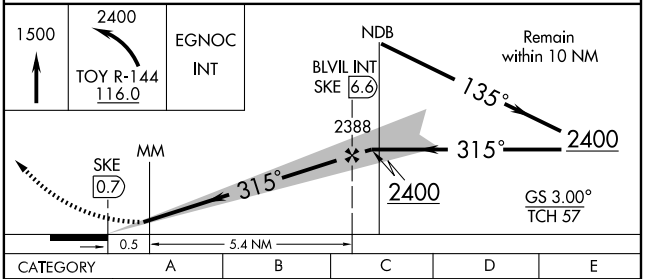
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025





REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

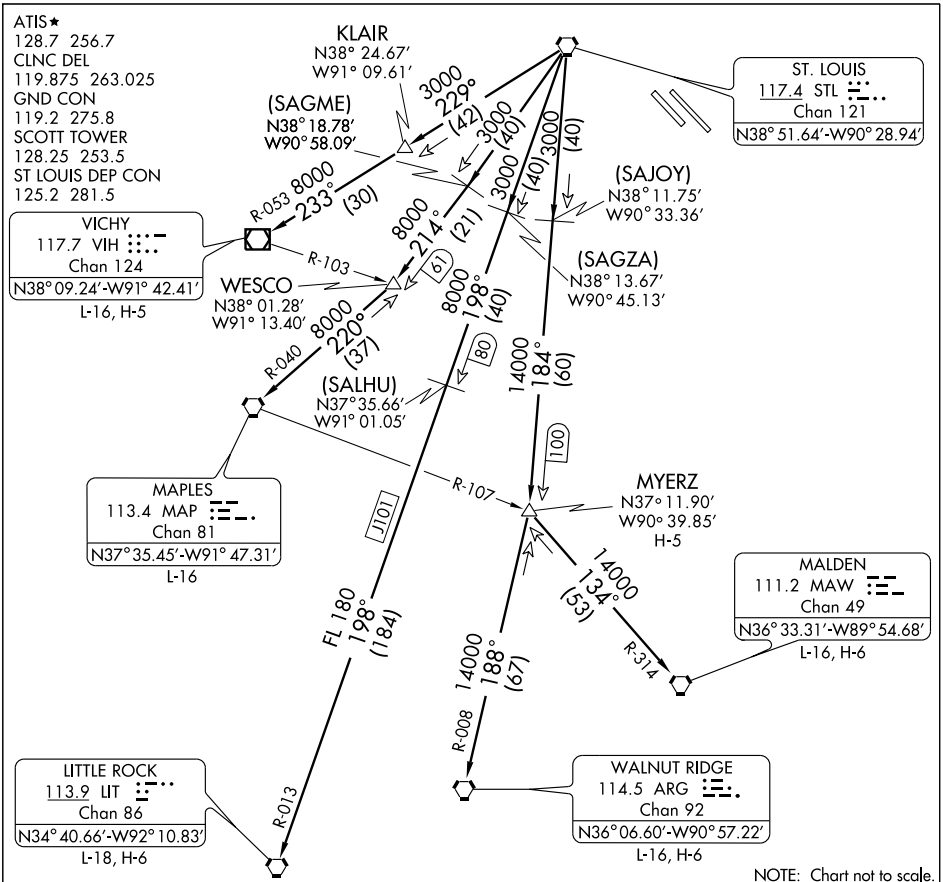
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 32L	638/40 200 (200-¾)				
S-LOC 32L	860/50 422 (500-1)		860/60 422 (500-1¼)		860-1½ 422 (500-1½)
CIRCLING	960-1 501 (600-1)		1020-1¾ 561 (600-1¾)	1140-2¼ 681 (700-2¼)	1240-2¾ 781(800-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

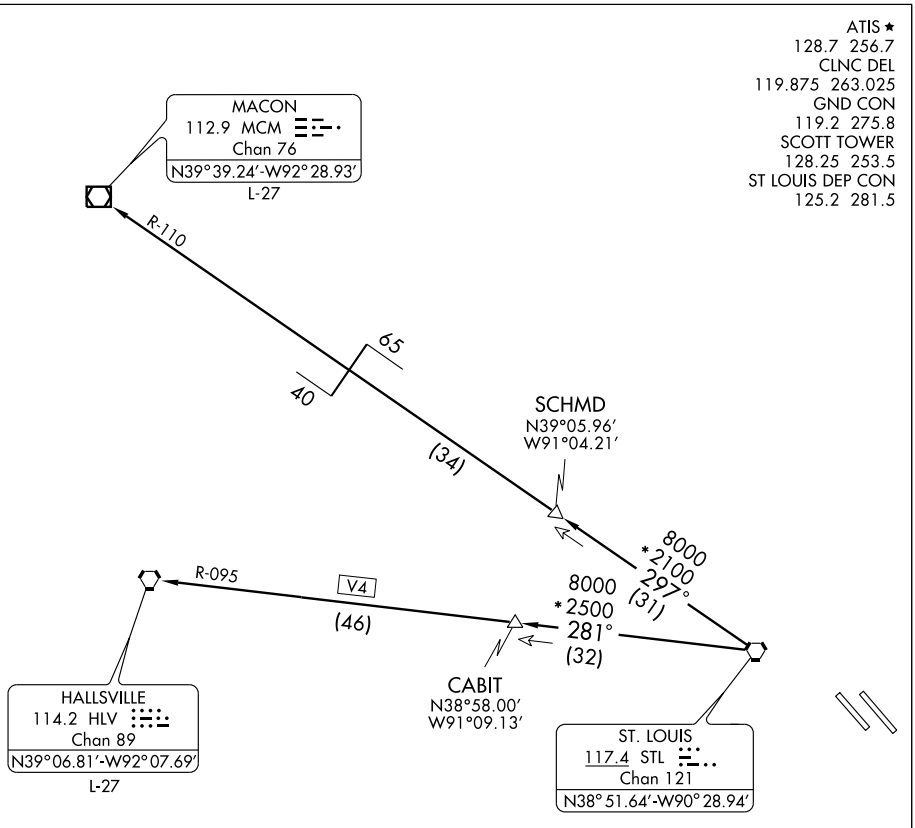
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

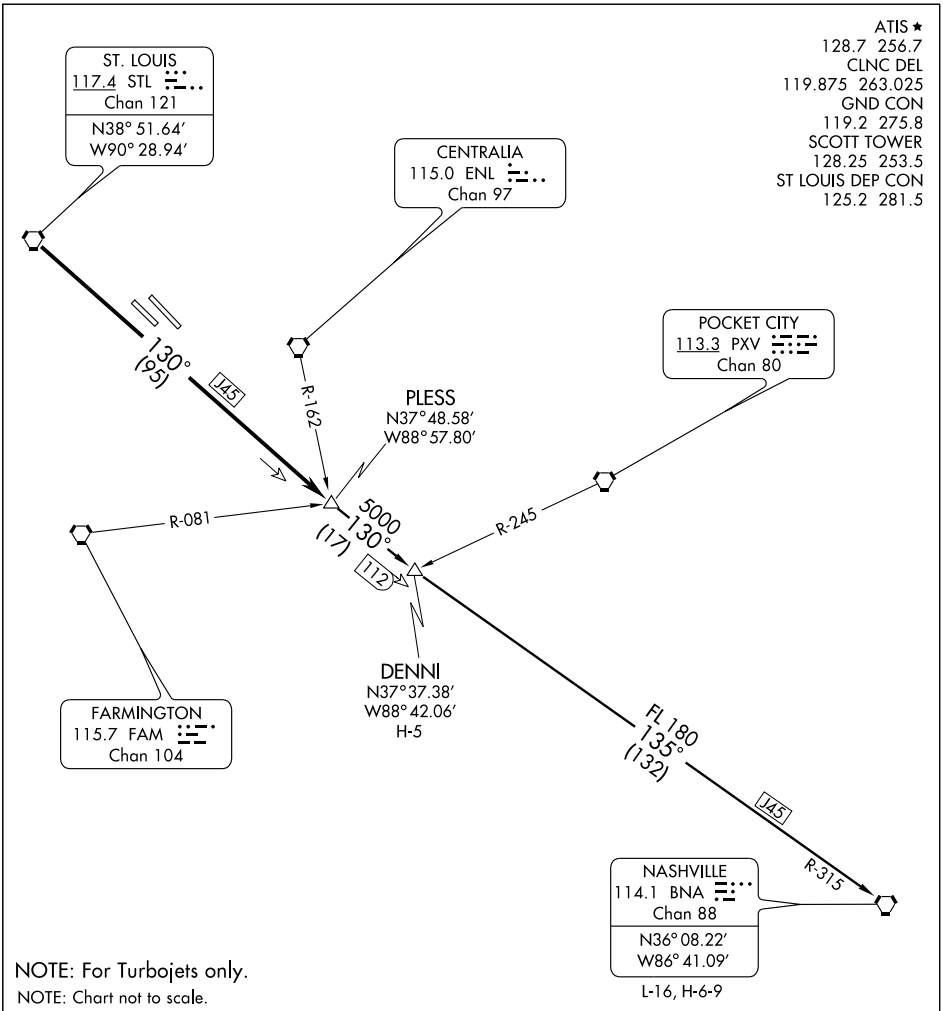
Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PLESS ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 58218	135°	TDZE	442
W14A		Apt Elev	459

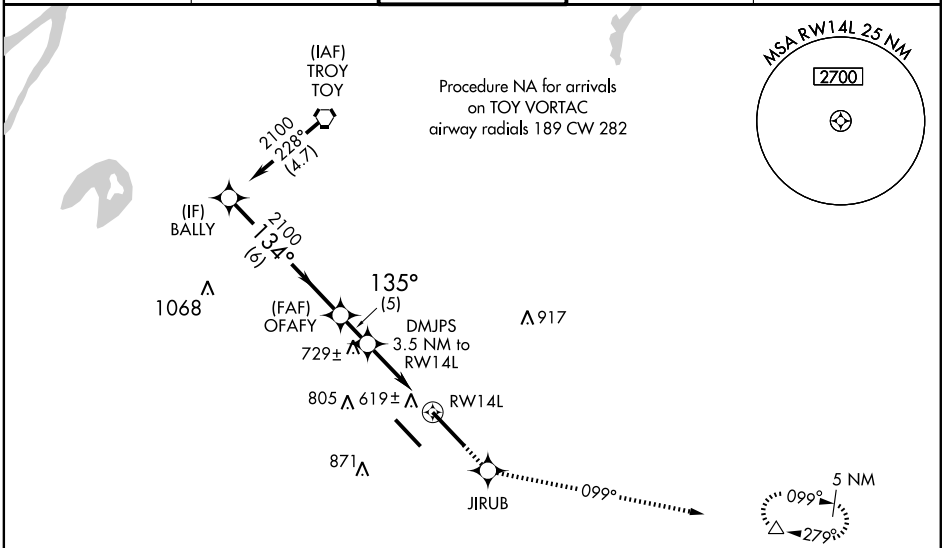
RNAV (GPS) RWY 14L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C/D and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct JIRUB and on track 099° to DUTMY and hold.

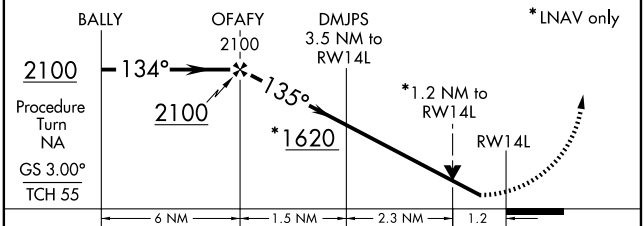
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025

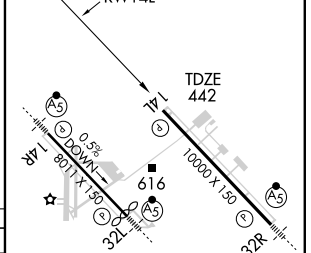


VGSI and RNAV glidepath not coincident.

2300	JIRUB	tr 099°	DUTMY

*LNAV only





CATEGORY	A	B	C	D
LPV DA	642/40 200 (200-¾)			
LNAV/VNAV DA	934-1¾ 492 (500-1¾)			
LNAV MDA	900/50 458 (500-1)		900/60 458 (500-1¼)	900-1½ 458 (500-1½)
CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8011
134°	TDZE	459
	Apt Elev	459

RNAV (GPS) RWY 14R

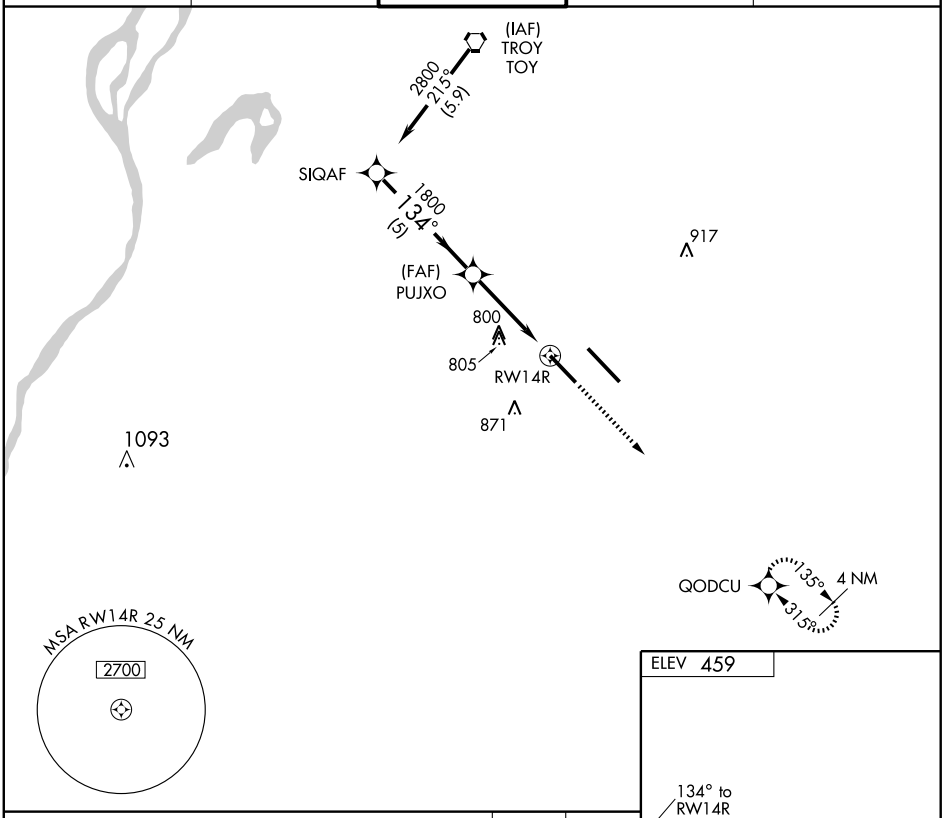
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

NA — Procedure not authorized when control tower closed.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH:Climb to 3000 direct QODCU WP and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



CATEGORY	A	B	C	D
LNAV MDA	1060/24 601 (700-½)		1060/60 601 (700-1¼)	1060-1½ 601 (700-1½)
CIRCLING	1060-1 601 (700-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	7801
315°	TDZE	438
	Apt Elev	459

RNAV (GPS) RWY 32L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

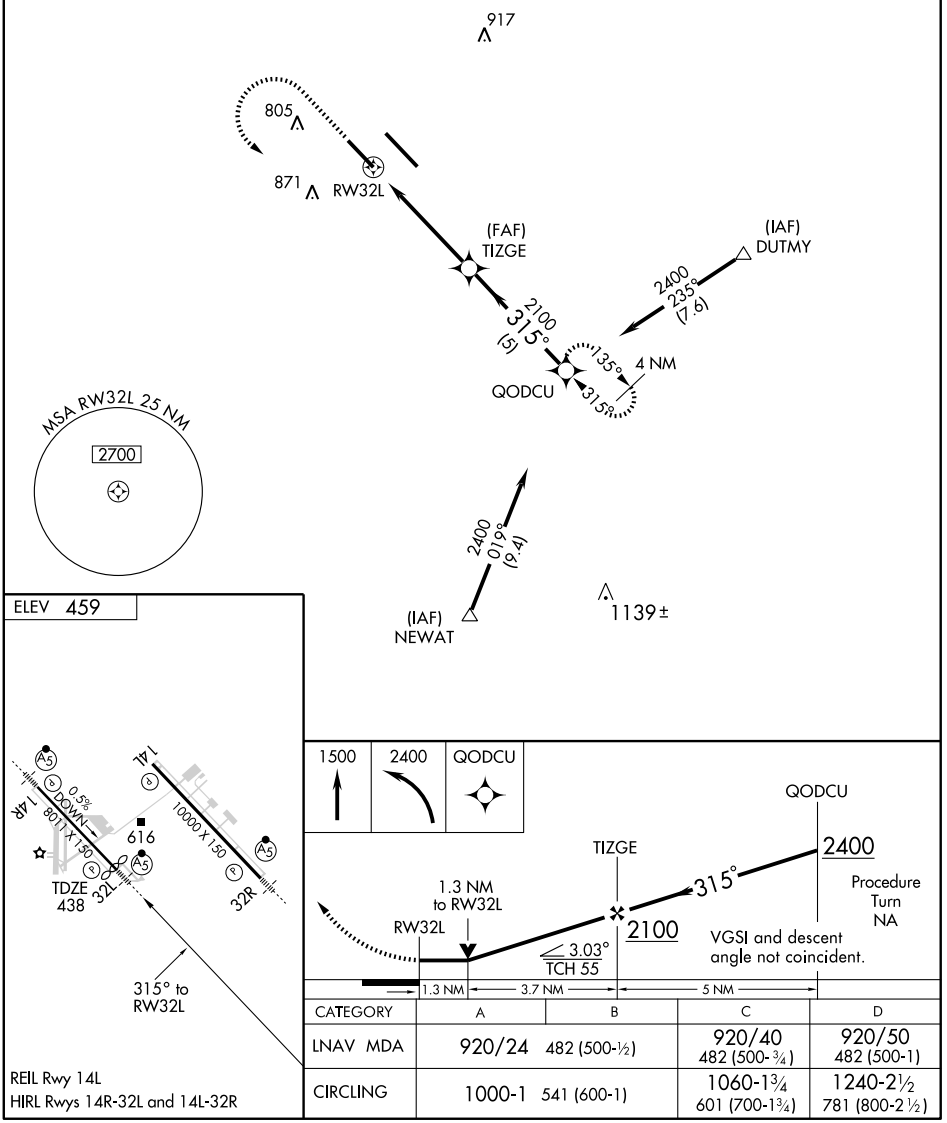
NA Procedure not authorized when control tower closed. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU WP and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025

EC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	920/24	482 (500-½)	920/40 482 (500-¾)	920/50 482 (500-1)
CIRCLING	1000-1	541 (600-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

WAAS	APP CRS	Rwy ldg 10000
CH 50518	315°	TDZE 442
W32A		Apt Elev 459

RNAV (GPS) RWY 32R

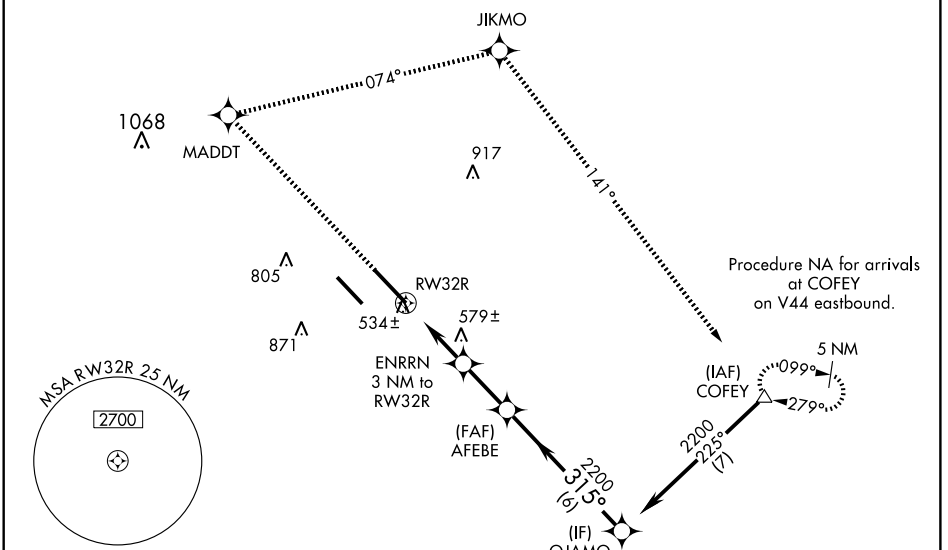
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0,3 NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile.

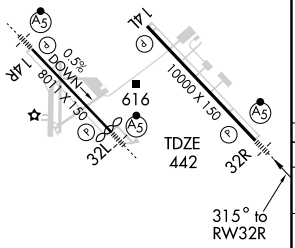
MALSR

MISSED APPROACH: Climb to 2300 direct MADDT and right turn on track 074° to JIKMO and on track 141° to COFEY and hold.

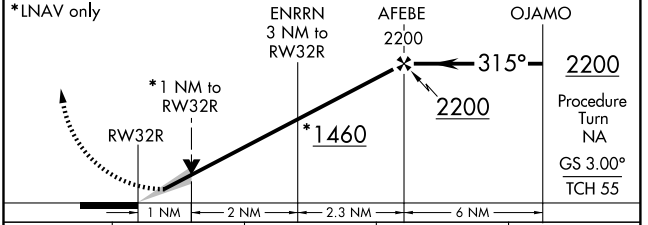
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



ELEV 459



REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R



CATEGORY	A	B	C	D
LPV DA	642-½ 200 (200-½)			
LNAV/VNAV DA	804-¾ 362 (400-¾)			
LNAV MDA	840-½ 398 (400-½)			840-1 398 (400-1)
CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
SKE Chan 59	130°	8011	459	459

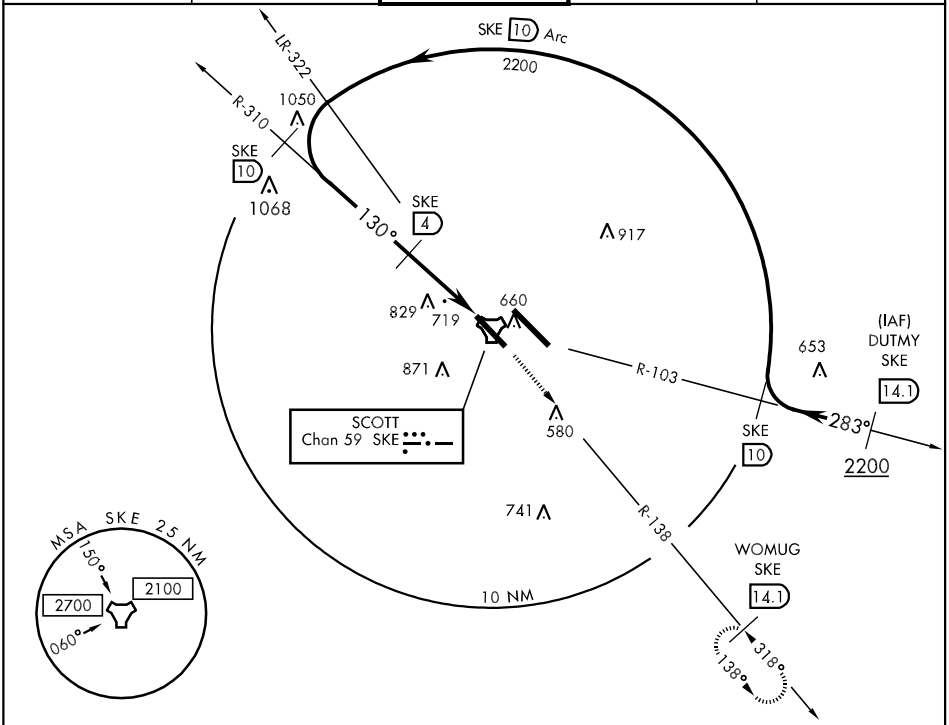
TACAN RWY 14R

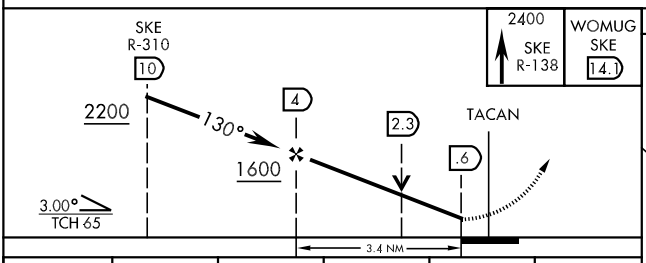
AL-46 [USAF] BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)

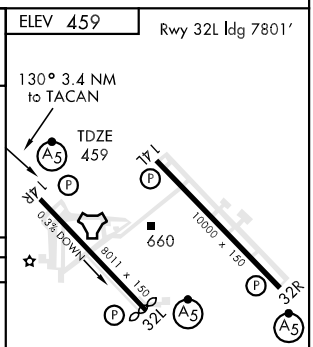
MALSR

MISSED APPROACH: Climb to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025







CATEGORY	A	B	C	D	E
S-14R	1080/24 621 (700-½)		1080/60 621 (700-1¼)	1080-1½ 621 (700-1½)	1080-1¾ 621 (700-1¾)
CIRCLING	1080-1 621 (700-1)		1080-1¾ 621 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy Idg	7801
SKE Chan 59	318°	TDZE	438
		Arpt Elev	459

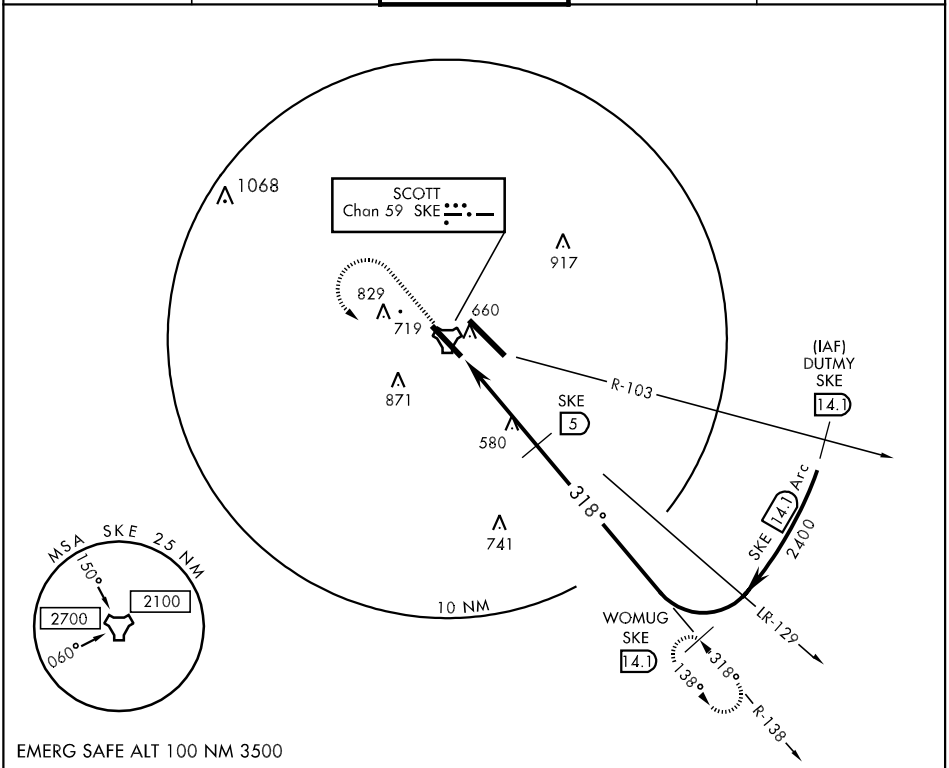
TACAN RWY 32L

AL-46 [USAF] BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)

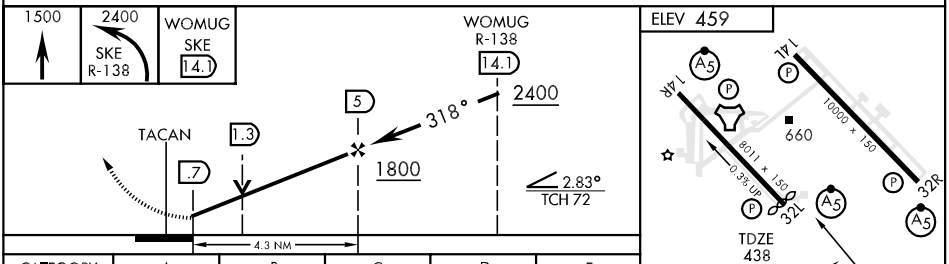
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-32L	920/24 482 (500-½)		920/40 482 (500-¾)	920/50 482 (500-1)	920/60 482 (500-1¼)
CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

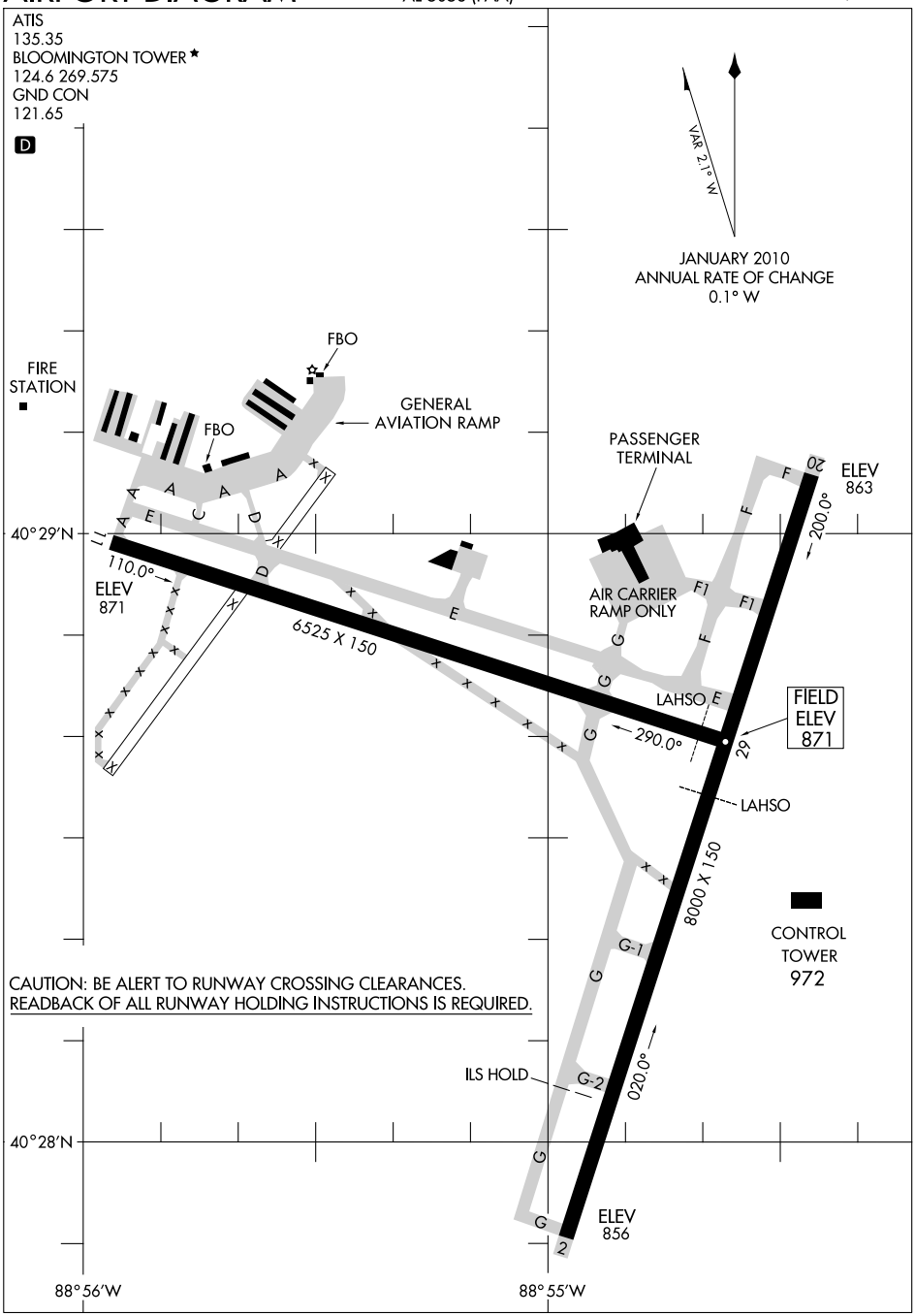
Rwy 32L ldg 7801'
REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5058 (FAA)

BLOOMINGTON, ILLINOIS



EC-3, 21 OCT 2010 to 18 NOV 2010

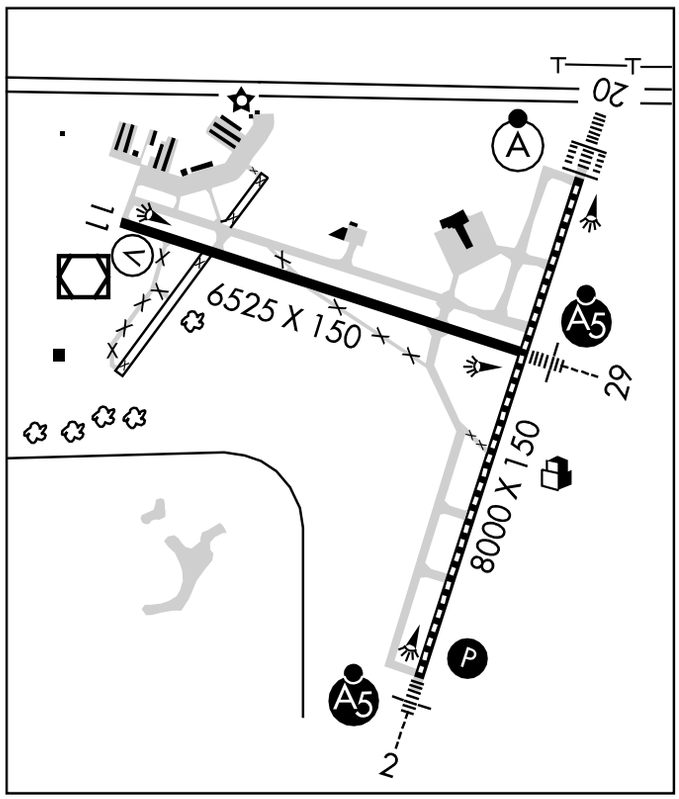
BLOOMINGTON/NORMAL

CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON–NORMAL (BMI) 3 E UTC−6(−5DT)

CHICAGO
H–5E, L–27C
IAP, AD

N40°28.63′ W88°54.96′

871 B S4 **FUEL** 100LL, JET A OX 4 Class I, ARFF Index B NOTAM FILE BMI



RWY 02–20: H8000X150 (CONC–GRVD) S–75, D–150, 2S–175, 2D–300 HIRL CL

RWY 02: MALSR. PAPI(P4R)—GA 3.0° TCH 50′.

RWY 20: ALSF2. TDZL. P–line.

RWY 11–29: H6525X150 (ASPH–CONC–GRVD) S–75, D–105, 2S–175, 2D–300 HIRL

RWY 11: VASI(V4R)—GA 3.0° TCH 43′.

RWY 29: MALSR.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	11–29	4600
RWY 11	02–20	6200

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–8000 TODA–8000 ASDA–8000 LDA–8000

RWY 11: TORA–6525 TODA–6525 ASDA–6525 LDA–6525

RWY 20: TORA–8000 TODA–8000 ASDA–8000 LDA–8000

RWY 29: TORA–6525 TODA–6525 ASDA–6525 LDA–6525

AIRPORT REMARKS: Attended 1200–0500Z‡. Birds and deer on and invof arpt. Snow removal ops in progress winter months; equipment oprs will be monitoring CTAF when twr closed. SE end of Rwy 29 565′ conc, remaining 5960′ asph. 48 hr PPR for unscheduled air carrier ops with more than 30 passengers seats call arpt manager 309–663–7383. Rwy 02 touchdown, midfield and rollout rwy visual range avbl. Rwy 20 touchdown, midfield and rollout rwy visual range avbl. Rwy 29 touchdown rwy visual range avbl. Rwy 20 ALSF2 operates as SSALR when twr clsd. Acft ldg/departing Bloomington should announce intentions on CTAF when twr clsd. ACTIVATE HIRL Rwy 11–29, HIRL Rwy 02–20, CL 02–20, TDZL Rwy 20, MALSR Rwy 02 and Rwy 29, and PAPI Rwy 02—CTAF. ALSF only avbl when twr open.

WEATHER DATA SOURCES: ASOS 135.35 (309) 661–9478. LAWRS.

COMMUNICATIONS: CTAF 124.6 **ATIS** 135.35 **UNICOM** 122.95

BLOOMINGTON RCO 123.6R 108.2T (KANKAKEE RADIO)

Ⓡ **PEORIA APP/DEP CON** 128.725

BLOOMINGTON TOWER 124.6 (1200–0400Z‡). **GND CON** 121.65

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BMI.

BLOOMINGTON (L) VOR/DME 108.2 BMI Chan 19 N40°28.85′ W88°55.88′ at fld. 882/3E.

EGROW NDB (LOM) 334 LH N40°33.62′ W88°52.48′ 201° 5.3 NM to fld.

ILS/DME 111.9 I–LHJ Chan 56. Rwy 20. LOM EGROW NDB. Unmonitored when twr is clsd. Category II ILS is not avbl when twr clsd.

ILS 108.3 I–BMI Rwy 29. Unmonitored when twr is clsd. LOC BC unusable byd 15 NM.

ILS/DME 111.9 I–TXN Chan 56. Rwy 02. Unmonitored when twr clsd.

LOC/DME I-TXN	APP CRS	Rwy Idg	8000
111.9	018°	TDZE	867
Chan 56		Apt Elev	871

BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

ILS or LOC/DME RWY 2

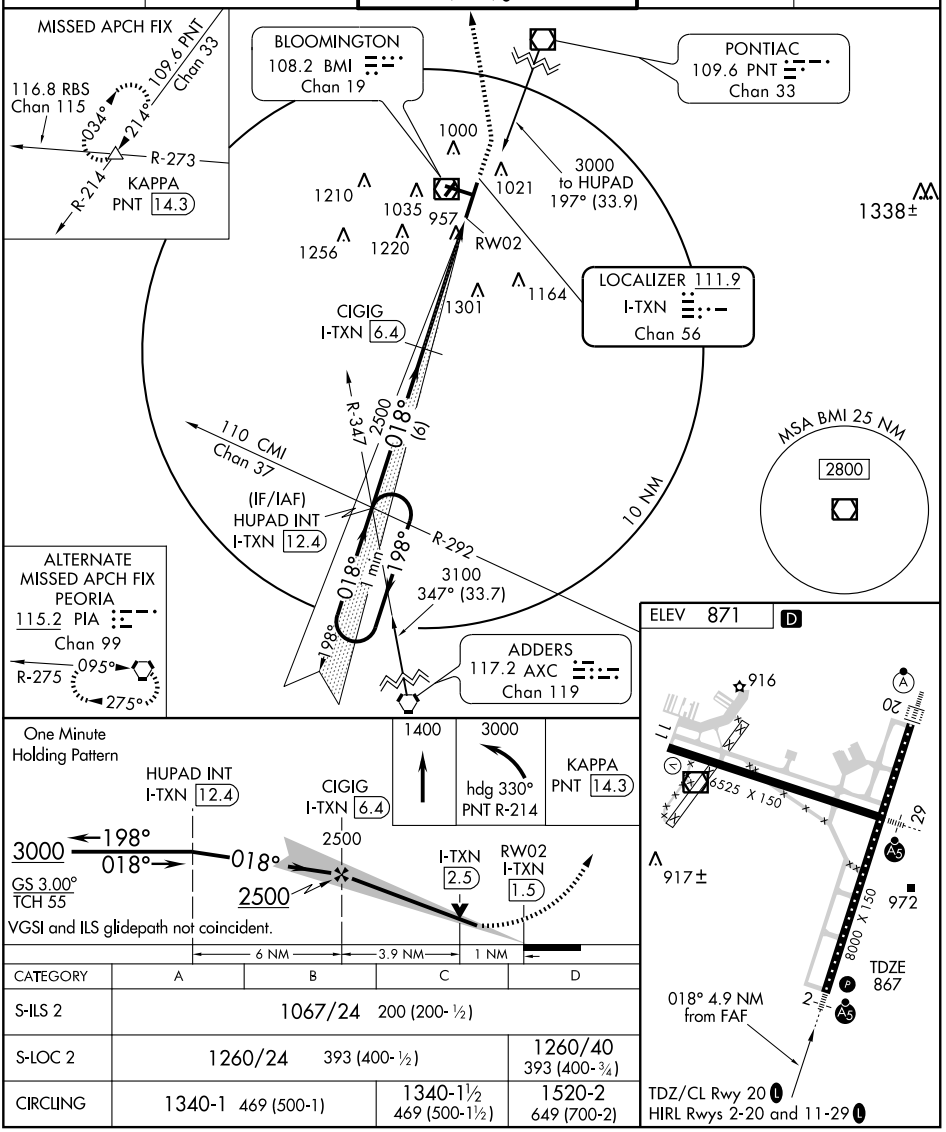
When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase S-LOC Cat C and D and Circling Cat D visibility ½ mile.

VDP NA with General Downing-Peoria Intl altimeter setting. For inoperative MALSR when using General Downing-Peoria Intl altimeter setting, increase S-ILS 2 all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 330° and PNT VOR/DME R-214 to KAPPA Int/PNT 14.3 DME and hold; or as directed by ATC.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95



CATEGORY	A	B	C	D
S-ILS 2	1067/24 200 (200-½)			
S-LOC 2	1260/24 393 (400-½)			1260/40 393 (400-¾)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LHJ	APP CRS	Rwy Idg	8000
111.9	198°	TDZE	871
Chan 56		Apt Elev	872

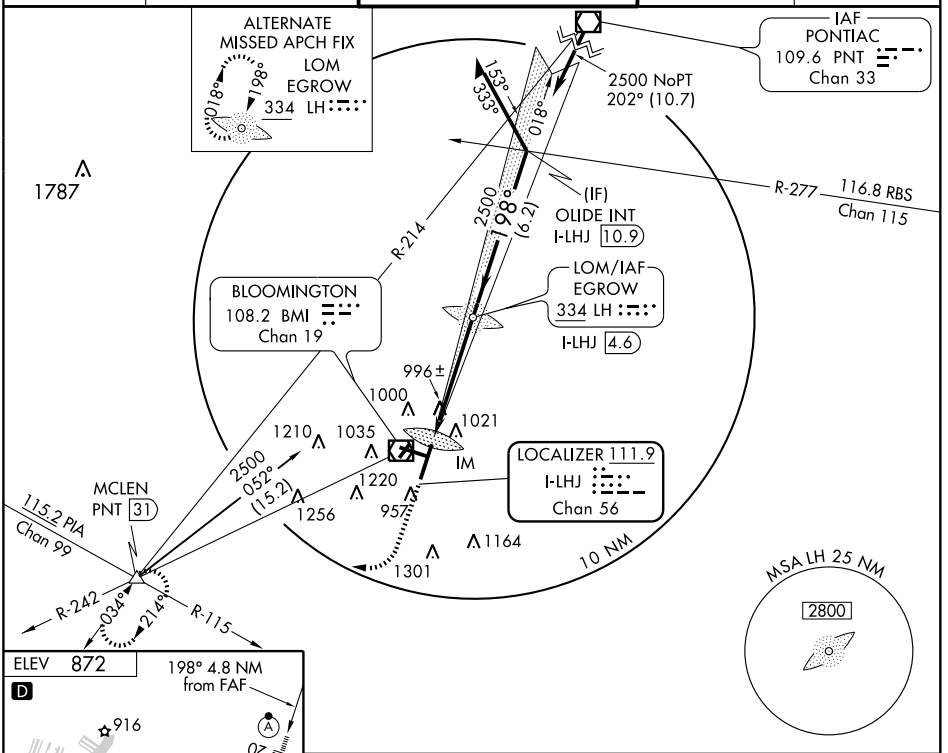
BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI) ILS or LOC RWY 20

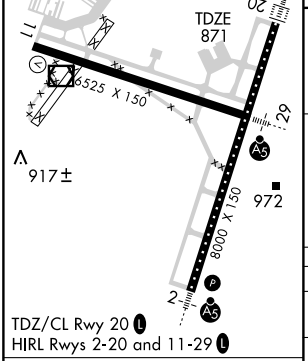
If local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using General Downing-Peoria Intl altimeter setting.

ALSF-2

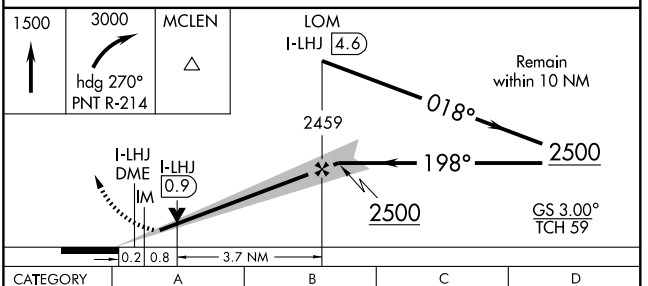
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 270° and PNT VOR/DME R-214 to MCLEN Int/PNT 31 DME and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 20	1071/18 200 (200-½)			
S-LOC 20	1260/24 389 (400-½)			1260/40 389 (400-¾)
CIRCLING	1340-1 468 (500-1)		1340-1½ 468 (500-1½)	1520-2 648 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BMI	APP CRS	Rwy Idg	6525
108.3	288°	TDZE	871
		Apt Elev	871

ILS or LOC RWY 29

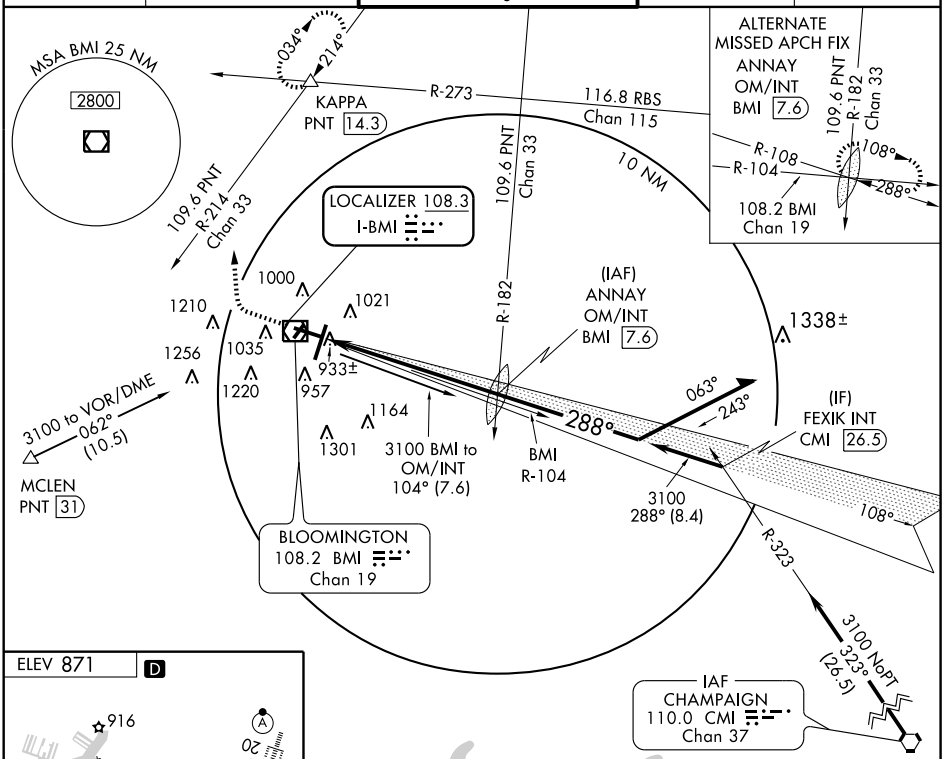
BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

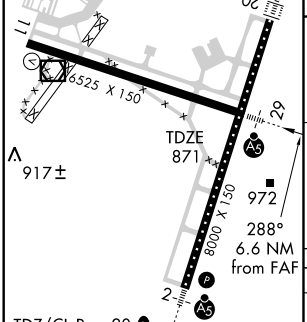
When local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR, increase S-LOC-29 Cat. D visibility to RVR 5000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 350° and PNT R-214 to KAPPA Int/PNT 14.3 DME and hold.

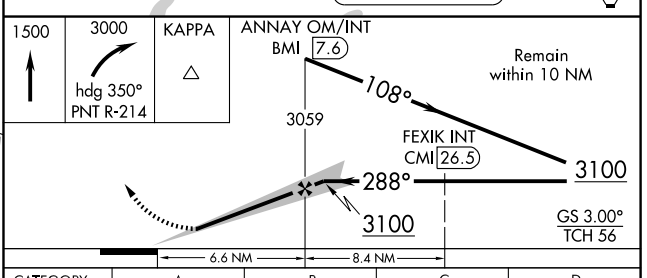
ATIS	PEORIA APP CON	BLOOMINGTON TOWER *	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95





TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-ILS 29	* 1071/24 200 (200-½)			
S-LOC 29	1200/24 329 (400-½)			1200/40 329 (400-¾)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LHJ	APP CRS	Rwy Idg	8000
111.9	198°	TDZE	871
Chan 56		Apt Elev	872

BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ILS RWY 20 (CAT II)

If local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DAs/MDAs 120 feet.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 270° and PNT VOR/DME R-214 to MCLEN Int/PNT 31 DME and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95

ALTERNATE MISSED APCH FIX
LOM EGROW
334 LH

IAF PONTIAC
109.6 PNT
Chan 33

2500 NoPT
202° (10.7)

153° 333° 018° 198°

1787

R-277 116.8 RBS Chan 115

R-214

2500 198° (6.2)

(IF) OLIDE INT
I-LHJ 10.9

BLOOMINGTON
108.2 BMI
Chan 19

LOM/IAF EGROW
334 LH
I-LHJ 4.6

1000 996±

1210 1035 1021 IM

LOCALIZER 111.9
I-LHJ
Chan 56

2500 052° (15.2)

1220 957 1256

MCLEN PNT 31

115.2 PIA Chan 99

1301 1164

10 NM

R-242 034° 214° R-115

MSA LH 25 NM
2800

ELEV 872 D

916

TDZE 871

20 11 29

6525 X 150

917±

972

8000 X 150

2

TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L

1500	3000	MCLEN
	hdg 270° PNT R-214	

Remain within 10 NM

LOM 018° 2500

2459

DH RA 122

IM 198° 198° 2500

871 MSL

2500

GS 3.00° TCH 59

1060′ 945′ 171′ 4.6 NM

CATEGORY	A	B	C	D
S-ILS-20	RA 122/12 100 DA 971			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC I-BMI	APP CRS	Rwy Idg	6525
108.3	108°	TDZE	871
		Apt Elev	871

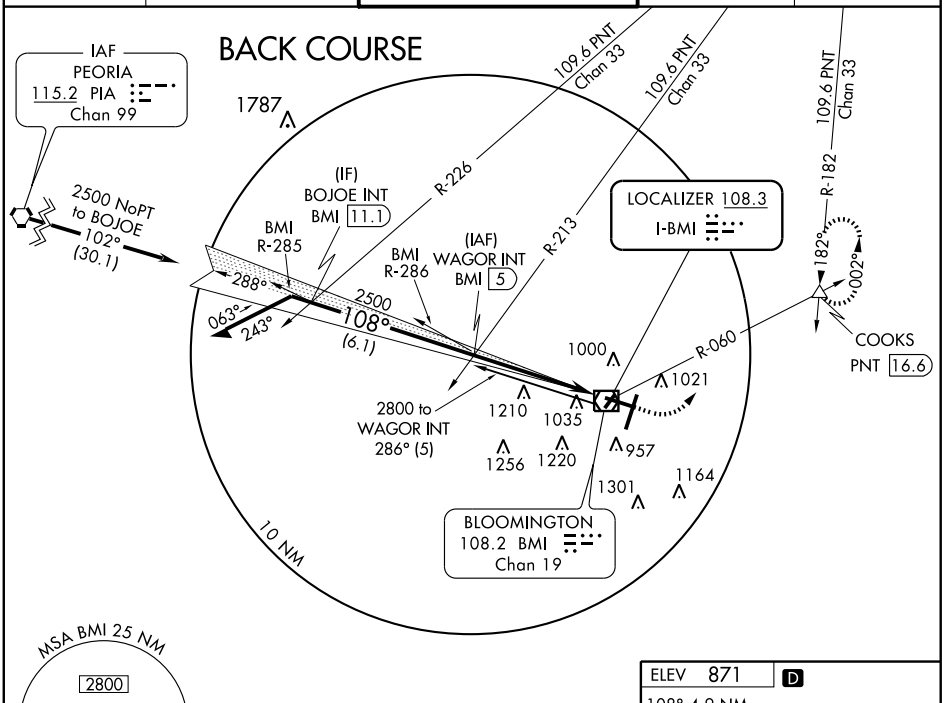
LOC BC RWY 11

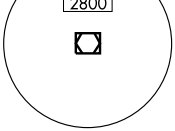
BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

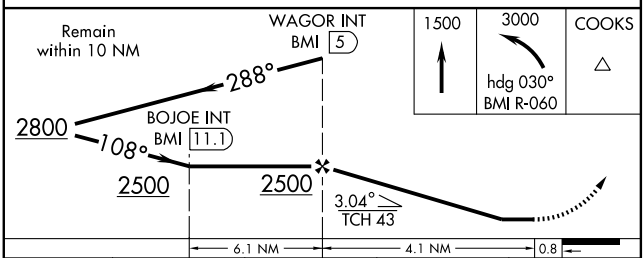
When local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 100 feet.

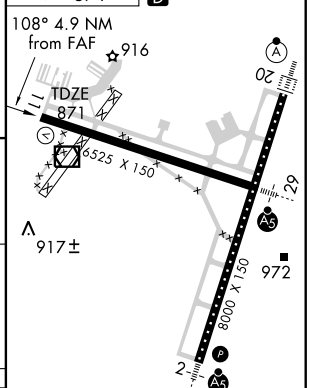
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 030° and BMI VOR/DME R-060 to COOKS Int/PNT 16.6 DME and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95









TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L

FAF to MAP 4.1 NM

CATEGORY	A	B	C	D
S-11	1200-1 329 (400-1)			
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 56303	018°	TDZE	867
W02A		Apt Elev	872

RNAV (GPS) RWY 2

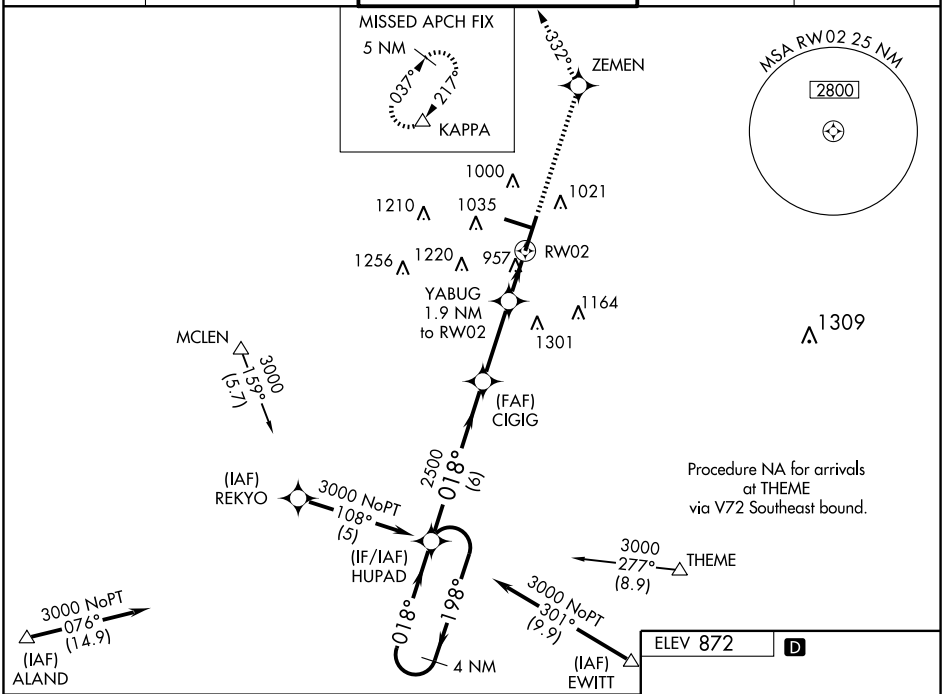
BLOOMINGTON/ NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

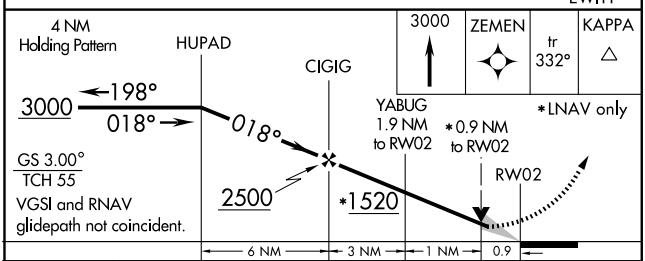
T A When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA/MDA 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting.

MALSR A5

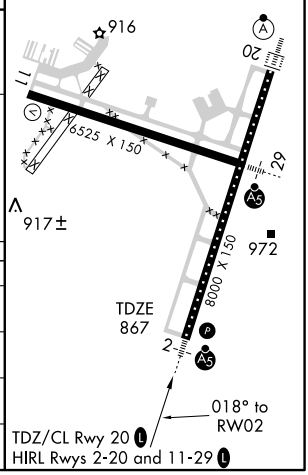
MISSED APPROACH: Climb to 3000 direct ZEMEN and on track 332° to KAPPA and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	1214-1¼ 347 (400-1¼)			
LNAV/ VNAV DA	1251-1¼ 384 (400-1¼)			
LNAV MDA	1220-1 353 (400-1)			1220-1¼ 353 (400-1¼)
CIRCLING	1340-1 468 (500-1)		1340-1½ 468 (500-1½)	1520-2 648 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6525
CH 97617	108°	TDZE	871
W11A		Apt Elev	871

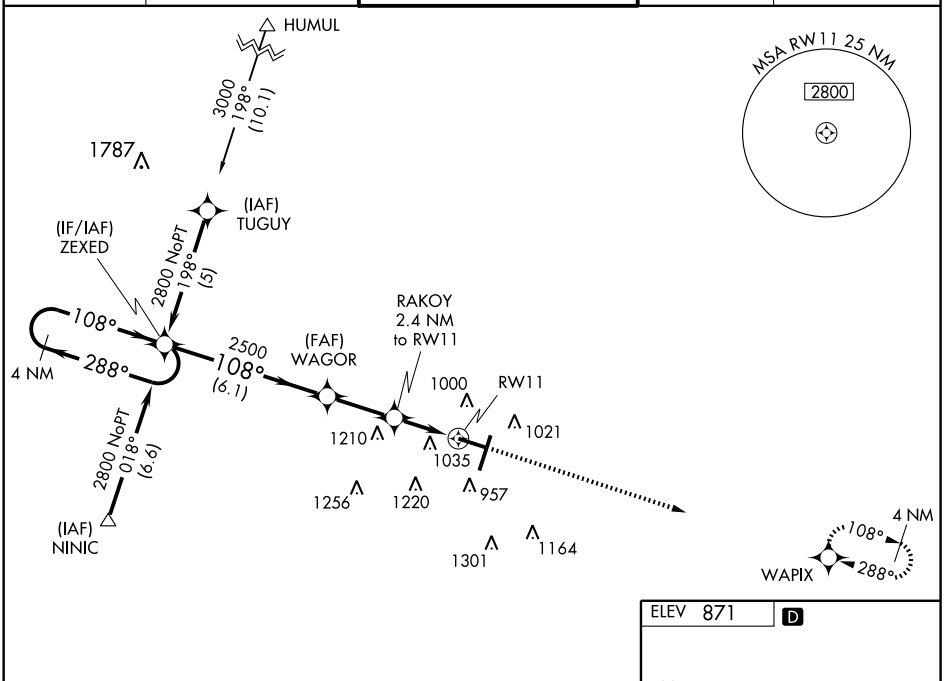
RNAV (GPS) RWY 11

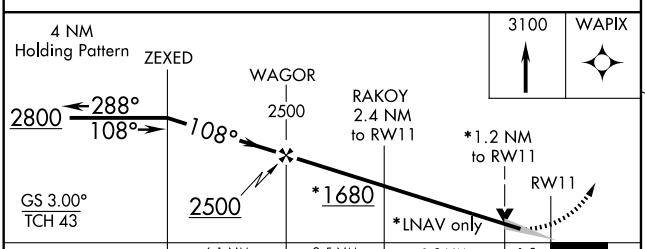
BLOOMINGTON/ NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

Baro-VNAV NA when using Peoria altimeter setting. For uncompsensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA with Peoria altimeter setting. When local altimeter setting not received, use Peoria altimeter setting and increase all DA 116 feet and all MDA 120 feet; increase LPV visibility all Cats ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile; LNAV Cat D and Circling Cat D visibility ½ mile.

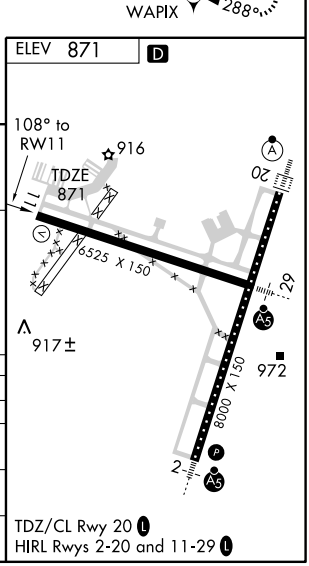
MISSED APPROACH: Climb to 3100 direct WAPIX and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	1121-¾ 250 (300-¾)			
LNAV/ VNAV DA	1341-1¾ 470 (500-1¾)			
LNAV MDA	1280-1 409 (500-1)		1280-1¼ 409 (500-1¼)	
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 99303	198°	TDZE	871
W20A		Apt Elev	871

BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

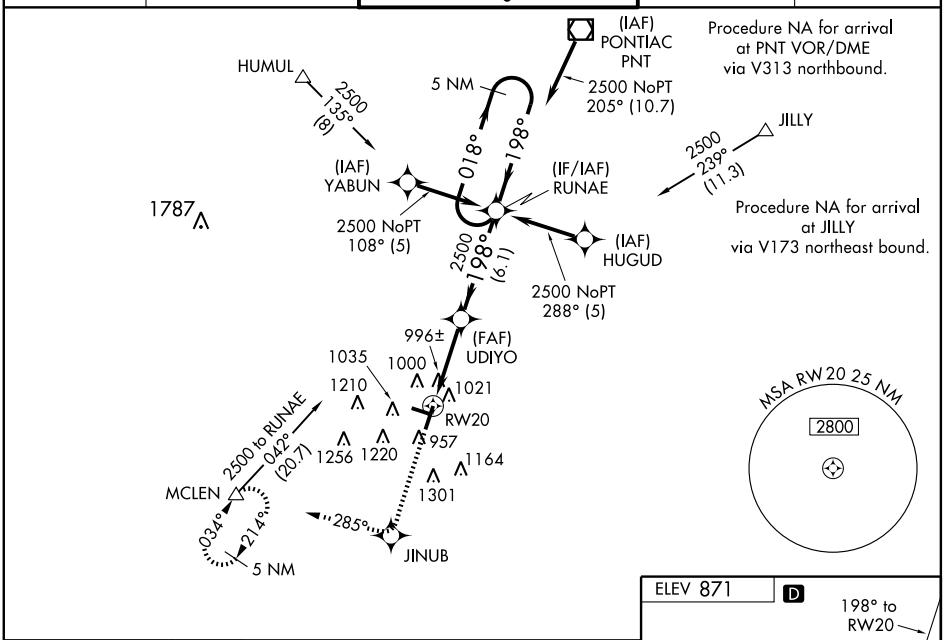
RNAV (GPS) RWY 20

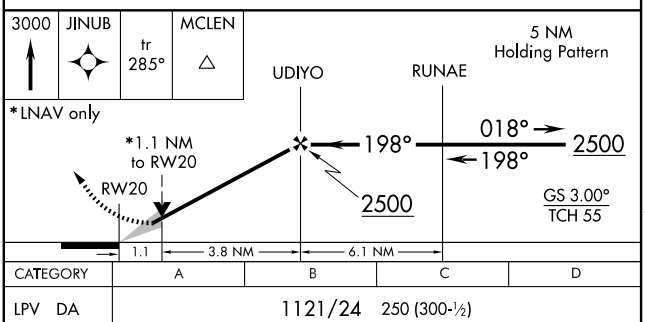
Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, and LNAV/VNAV all Cats., LNAV Cat C and Circling Cat D visibility ½ mile. For inoperative ALSF increase LNAV Cat D visibility to RVR 6000. For inoperative ALSF when using General Downing-Peoria Intl altimeter setting increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

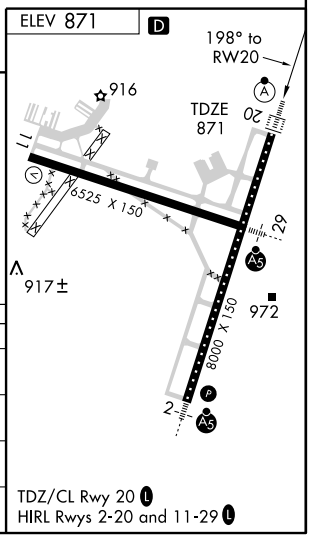
ALSF-2

MISSED APPROACH: Climb to 3000 direct JINUB and via 285° track to MCLEN and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/VNAV DA	1301/50 430 (500-1)			
LNAV MDA	1260/24 389 (400-½)			1260/50 389 (400-1)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6525
CH 60909	288°	TDZE	871
W29A		Apt Elev	871

RNAV (GPS) RWY 29

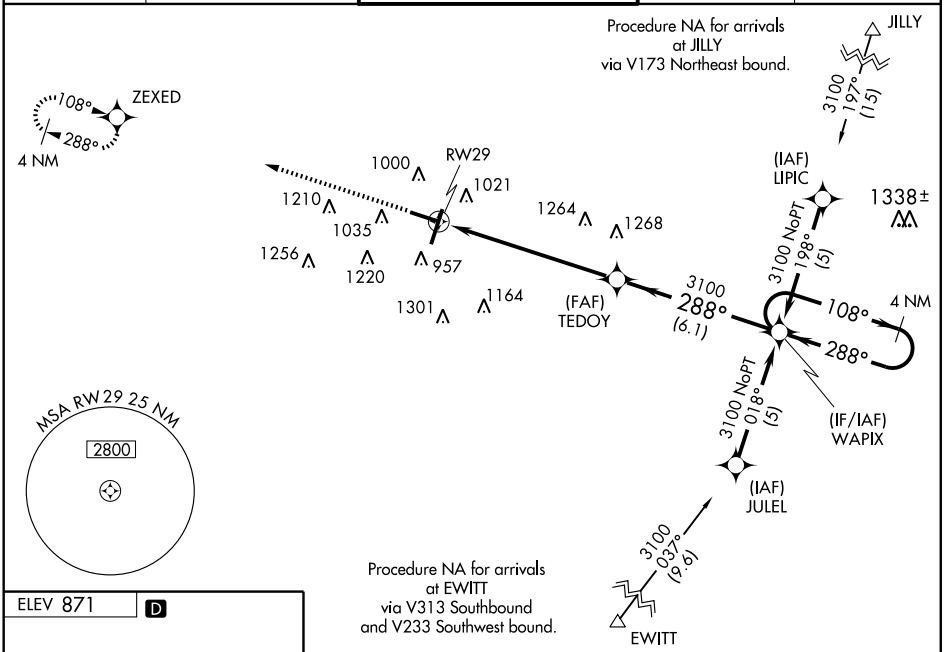
BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

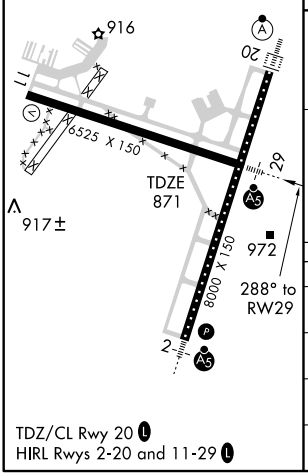
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ½ mile. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. For inoperative MALSR when using General Downing-Peoria Intl altimeter setting increase LPV visibility, all Cats, to RVR 5000. DME/DME RNP-0.3 NA.

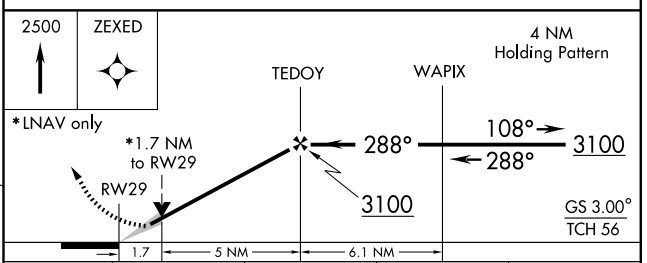
MALSR

MISSED APPROACH: Climb to 2500 direct ZEXED and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/VNAV DA	1304/50 433 (500-1)			
LNAV MDA	1460/24 589 (600-½)		1460/50 589 (600-1)	1460/60 589 (600-1¼)
CIRCLING	1460-1 589 (600-1)		1460-1½ 589 (600-1½)	1520-2 649 (700-2)

TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

BOLINGBROOK

BOLINGBROOK'S CLOW INTL (1C5) 0 NW UTC−6(−5DT) N41°41.76′ W88°07.75′ — CHICAGO

670 B S4 **FUEL** 100LL, JET A TPA—1500(830) NOTAM FILE IKK — COPTER

RWY 18–36: H3362X50 (ASPH) LIRL (NSTD) 0.5% up N. — L–28H, A

RWY 18: Thld dsplcd 190′. Tree. **RWY 36:** Building. — IAP

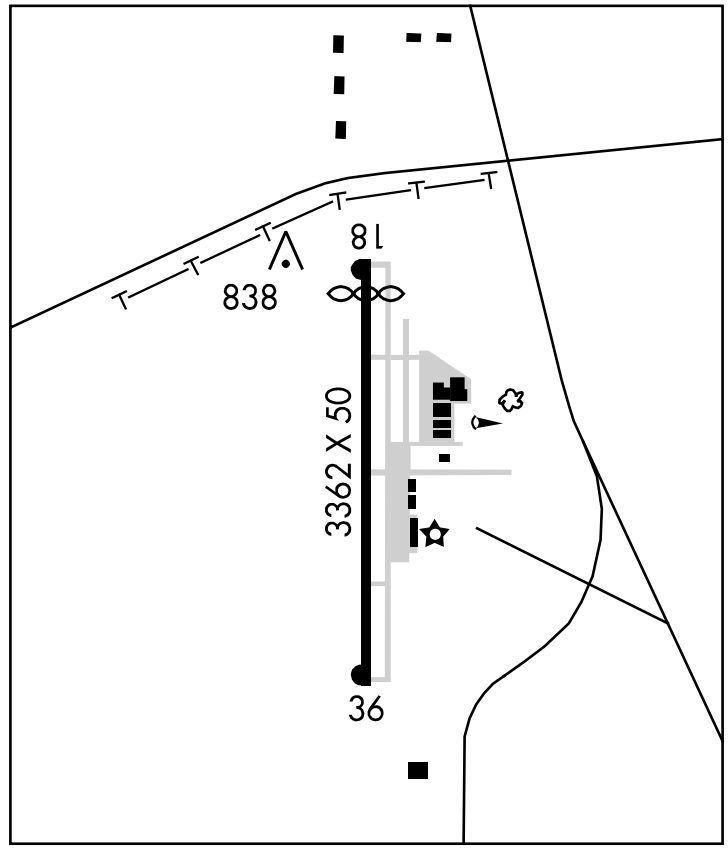
AIRPORT REMARKS: Attended 1300–0000Z‡. Rwy 18–36 NSTD LIRL, spacing and ints varies. Twy only 20′ wide. Large acft consider back–taxi.

COMMUNICATIONS: CTAF 122.9

Ⓡ **CHICAGO APP/DEP CON** 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 041° 12.4 NM to fld. 592/2E.



BRADFORD N41°09.58′ W89°35.27′ NOTAM FILE IKK. — CHICAGO

(H) VORTAC 114.7 BDF Chan 94 133° 12.4 NM to Marshall Co. 810/0E. — H–5D, L–27C

VOR portion unusable 189°–199° blo 3500′ and between 25 and 35 NM.

RCO 123.6 122.05R 114.7T (KANKAKEE RADIO).

BRESSON (See COMPTON)

BULT FIELD (See MONEE)

CABBI N37°52.21′ W89°14.28′ NOTAM FILE MDH. — ST LOUIS

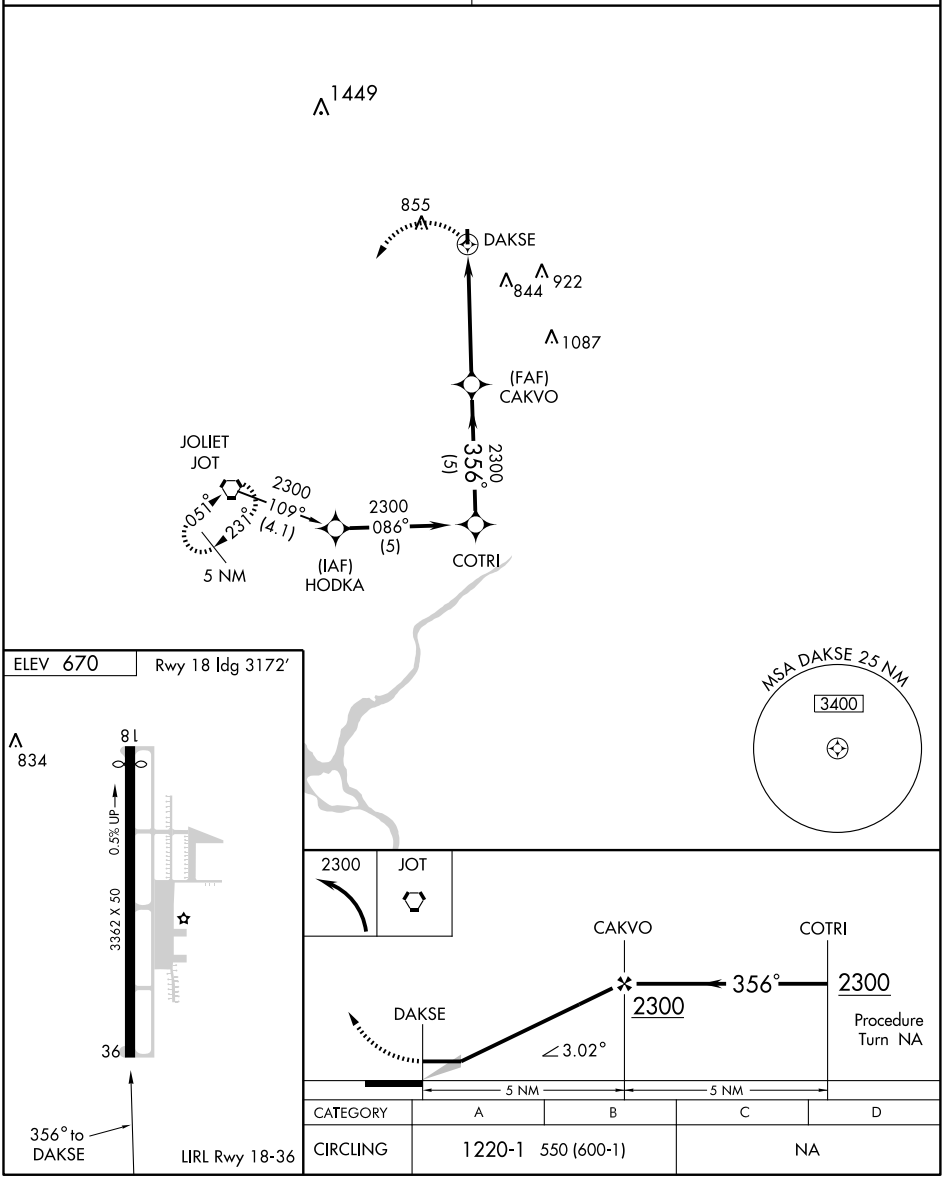
NDB (LOM) 388 MD 185° 5.6 NM to Southern Illinois. Unmonitored when twr clsd.

APP CRS	Rwy Idg	N/A
356°	TDZE	N/A
	Apt Elev	670

RNAV (GPS)-B

BOLINGBROOK'S CLOW INTL (1C5)

T NA Use Chicago/Romeoville altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 direct JOT VORTAC and hold.
CHICAGO APP CON 119.35 388.0	CTAF 122.9



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC JOT 112.3 Chan 70	APP CRS 042°	Rwy Idg N/A TDZE N/A Apt Elev 670

VOR-A

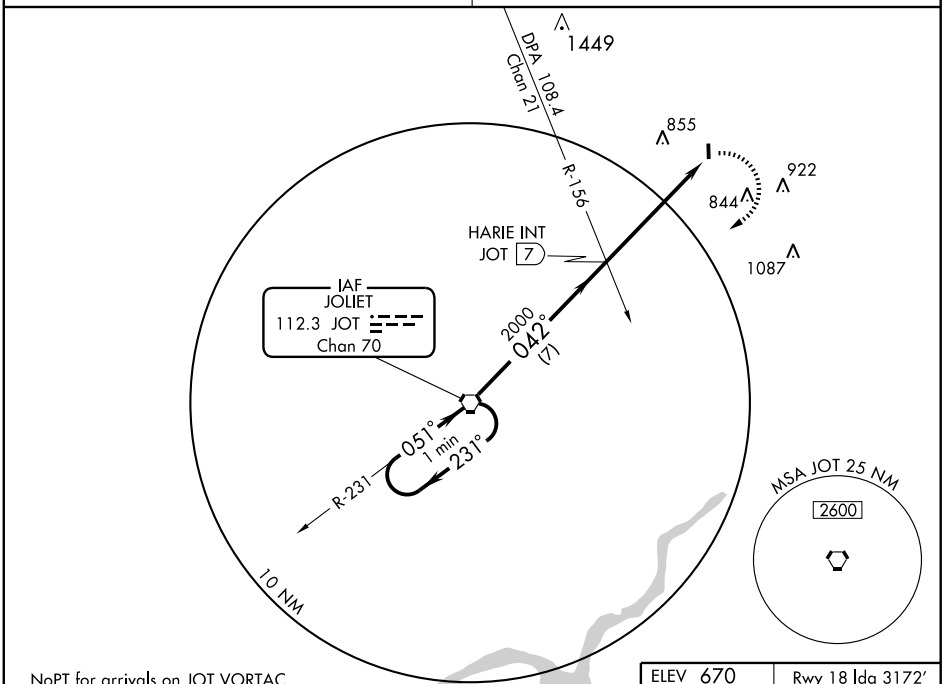
BOLINGBROOK'S CLOW INTL (1C5)

NA

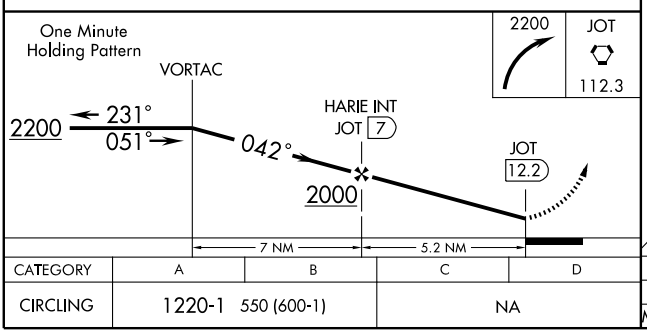
Use Lewis University altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct JOT VORTAC and hold.

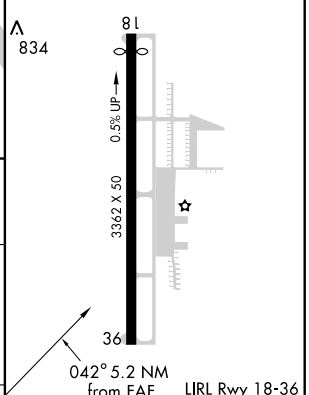
CHICAGO APP CON	CTAF
119.35 388.0	122.9



NoPT for arrivals on JOT VORTAC
Airway Radials 171 CW 261.



CATEGORY	A	B	C	D
CIRCLING	1220-1 550 (600-1)		NA	



FAF to MAP 5.2 NM

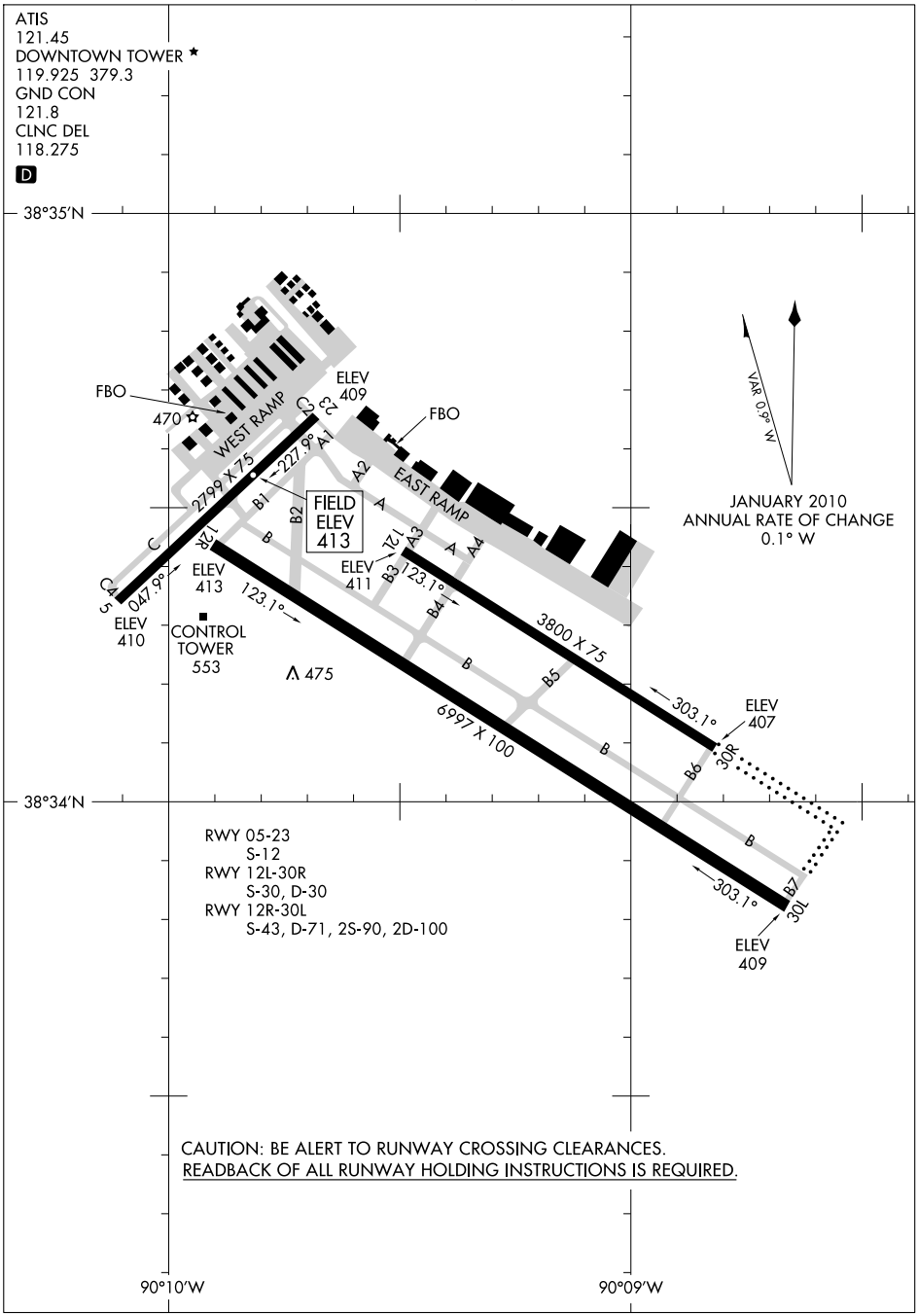
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CAHOKIA/ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

ST LOUIS (CAHOKIA, IL)

ST LOUIS DOWNTOWN (CPS) 1 E UTC−6(−5DT) N38°34.24′ W90°09.37′ **ST LOUIS**

413 B S4 **FUEL** 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL **H–5D, L–27C, A IAP**

RWY 12R–30L: H6997X100 (ASPH) S–43, D–71, 2S–90, 2D–100 MIRL

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50′. Pole.

RWY 12L–30R: H3800X75 (CONC) S–30, D–30 MIRL

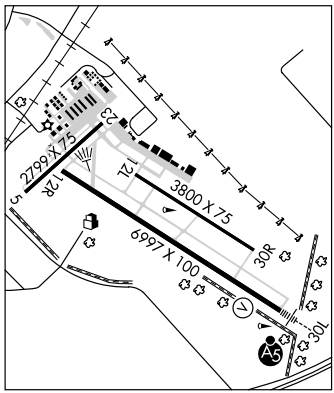
RWY 12L: REIL. Tree. **RWY 30R:** REIL. Tree.

RWY 05–23: H2799X75 (ASPH) S–12 MIRL

RWY 05: Tree. **RWY 23:** Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–2799	TODA–2799	ASDA–2799	LDA–2799
RWY 12L:	TORA–3800	TODA–3800	ASDA–3800	LDA–3800
RWY 12R:	TORA–6997	TODA–6997	ASDA–6997	LDA–6997
RWY 23:	TORA–2799	TODA–2799	ASDA–2799	LDA–2799
RWY 30L:	TORA–6997	TODA–6997	ASDA–6997	LDA–6997
RWY 30R:	TORA–3800	TODA–3800	ASDA–3800	LDA–3800



AIRPORT REMARKS: Attended continuously. Deer and migratory waterfowl on and invof arpt. Be alert: intensive student training, helicopter operations, and frequent blimp operations. Class IV, ARFF Index A. ARFF avbl Mon–Fri 1300–0200Z‡. other times by request 618–337–6060. Unscheduled air carrier ops greater than 30 passenger seats require 12 hr prior permission. Mon–Fri (1400–2230Z‡) ctc 618–337–6060. After hrs ctc 618–646–8263. Index B ARFF protection provided. Rwy 05–23 not avbl for air carrier ops except taxi ops. Rwy 12L–30R not avbl for air carrier ops except taxi ops. During daylight hours and when twr closed right tfc Rwy 12R and Rwy 30R. MIRL Rwy 12R–30L preset on med ints when tower clsd, MIRL 12L–30R not avbl when tower clsd. ACTIVATE MALSR Rwy 30L when tower clsd—CTAF. Rwy 12R–30L lgts OTS except med ints.

WEATHER DATA SOURCES: ASOS (618) 332–0001. LAWRS.

COMMUNICATIONS: CTAF 119.925 **ATIS** 121.45 **UNICOM** 122.95

Ⓡ **ST LOUIS APP/DEP CON** 123.7 **CLNC DEL** 118.275 (121.8 when twr clsd)

DOWNTOWN TOWER 119.925 (1230–0400Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc 1230–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35′ W89°55.12′ 224° 15.1 NM to fld. 570/4E.

ACORE NDB (LOM) 350 CP N38°31.19′ W90°03.57′ 304° 5.5 NM to fld.

ILS 109.1 I–CPS Rwy 30L. Class IA. LOM ACORE NDB. LOC and OM unmonitored when twr clsd. LOC unusable from 0.2 NM inbound and byd 14° right of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

ST. LOUIS DOWNTOWN HELIPORT (MO7) 0 N UTC−6(−5DT) N38°37.52′ W90°10.98′ **ST. LOUIS**

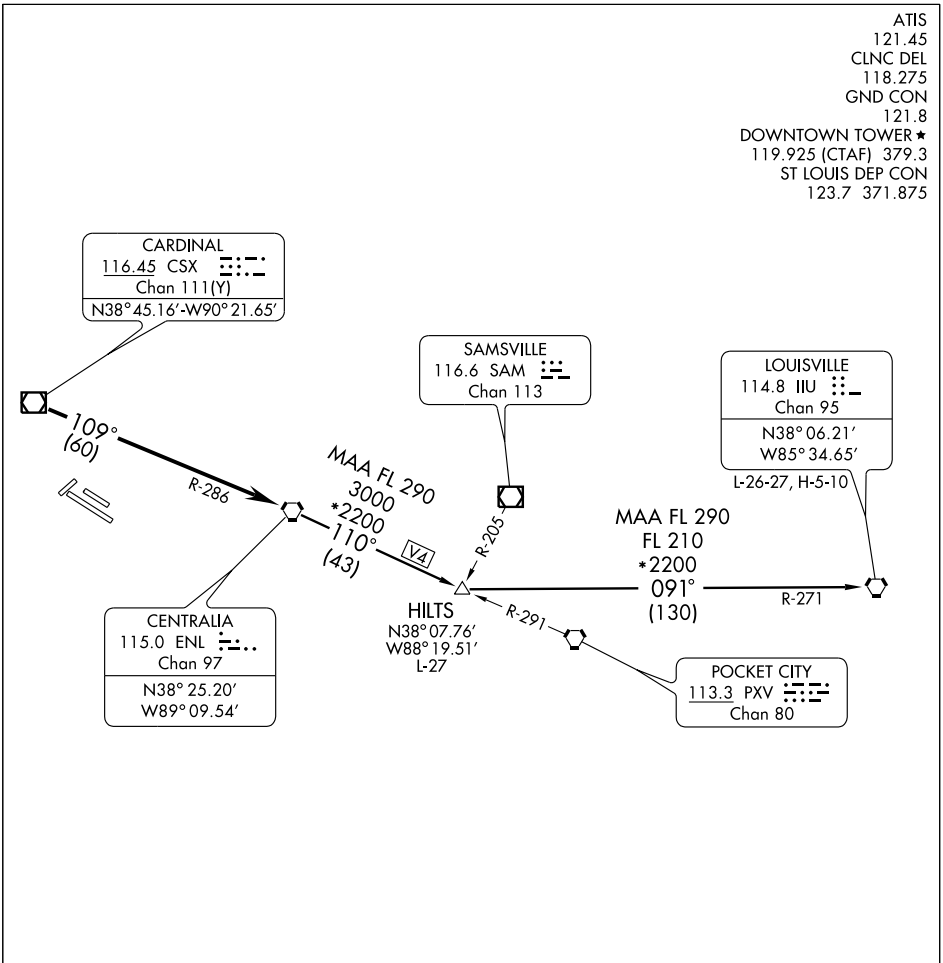
387 NOTAM FILE STL

HELIPAD H1: H37X37 (MATS)

HELIPORT REMARKS: Attended 1500–0100Z‡. Svc for acft after hrs avbl for fee, ctc heliport manager. Daylight operations only, night operations not recommended. Call heliport manager before arriving for landing availability due to heavy concentration of air taxi operations. Landing from the south and east are recommended. River barge platform measures approximately 175′ by 54′.

COMMUNICATIONS: UNICOM 122.8

BLUES TWO DEPARTURE



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned) route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.
LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.
NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.
SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 09015

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

CAHOKIA/ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

N

ATIS 121.45
CLNC DEL 118.275
GND CON 121.8
DOWNTOWN TOWER★ 119.925 (CTAF) 379.3
ST LOUIS DEP CON 123.7 371.875

ST.LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

BIBLE GROVE
109.0 BIB
Chan 27
N38°55.22'
W88°28.92'
L-27, H-5

MATTOON
109.4 MTO
Chan 31

TERRE HAUTE
115.3 TTH
Chan 100

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5-10

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

JIGSY
N38°50.53'
W89°07.18'
L-27, H-5

CREEP
N39°55.25'
W84°18.52'
H-10

SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95'
W85°49.46'

KELLY
N39°24.82'
W86°40.29'

WORKE
N39°07.05'
W87°46.42'

TWILA
N38°47.22'
W89°33.17'

TROY
116.0 TOY
Chan 107
N38°44.35'-W89°55.12'

CENTRALIA
115.0 ENL
Chan 97

(44) 094°
(38) 087°
(38) 076°
(17)
MAA FL 290
3000 076°
(21)
STL R-090
38
3000 078°
(30)
R-258
3800 067°
(35)
R-129
V12
(54)
R-097
V11
3800 029°
(28)
R-209
R-085
3800 071°
(41)
V12
R-251
FL 180 063°
(91)
R-250
R-214
FL 180 075°
(72)
R-316
R-360

NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

APP CRS	Rwy Idg	6997
302°	TDZE	412
	Apt Elev	413

GPS RWY 30L

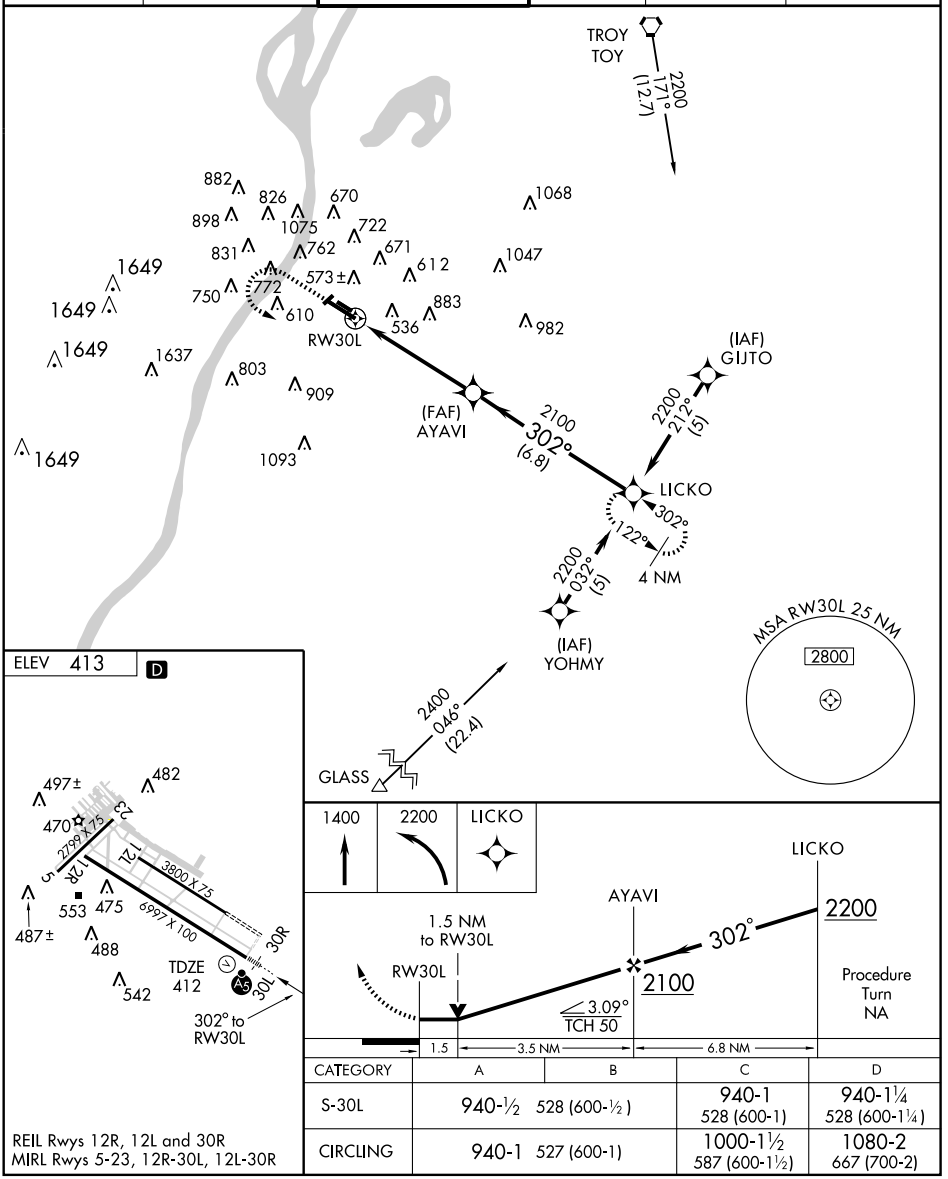
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

T
NA

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 direct LICKO WP and hold.

ATIS	ST LOUIS APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
121.45	123.7 371.875	119.925 (CTAF) L 379.3	121.8	118.275	122.95



CATEGORY	A	B	C	D
S-30L	940-½ 528 (600-½)		940-1 528 (600-1)	940-1¼ 528 (600-1¼)
CIRCLING	940-1 527 (600-1)		1000-1½ 587 (600-1½)	1080-2 667 (700-2)

REIL Rwys 12R, 12L and 30R
MIRL Rwys 5-23, 12R-30L, 12L-30R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CPS	APP CRS	Rwy Idg	6997
109.1	302°	TDZE	412
		Apt Elev	413

ILS or LOC RWY 30L

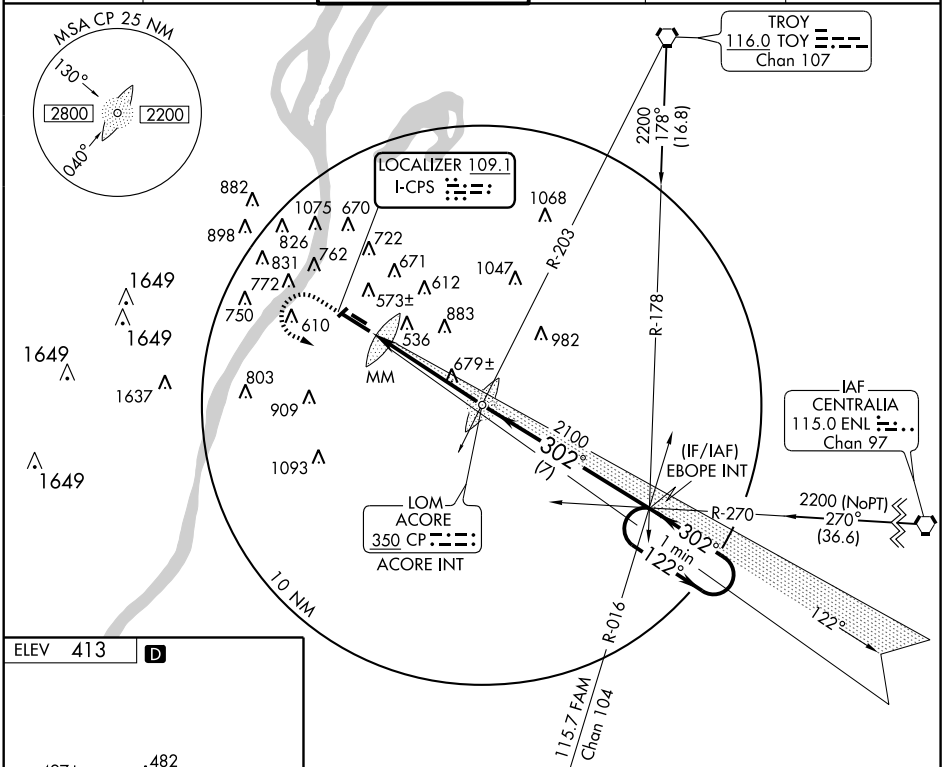
CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

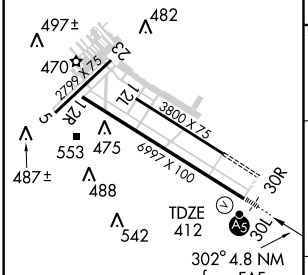
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting; increase DA to 674, increase all MDAs 80 feet, S-LOC 30L and circling visibility Cat. C/D ¼ mile. For inoperative MALSR increase Lambert-St Louis Intl altimeter setting S-ILS visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 via heading 080° and via I-CPS SE course to EBOPE Int and hold.

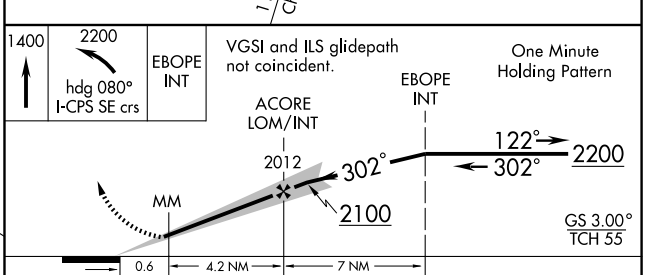
ATIS	ST LOUIS APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
121.45	123.7 371.875	119.925 (CTAF) L 379.3	121.8	118.275	122.95





REIL Rwys 12R, 12L and 30R
MIRL Rwys 5-23, 12R-30L, 12L-30R

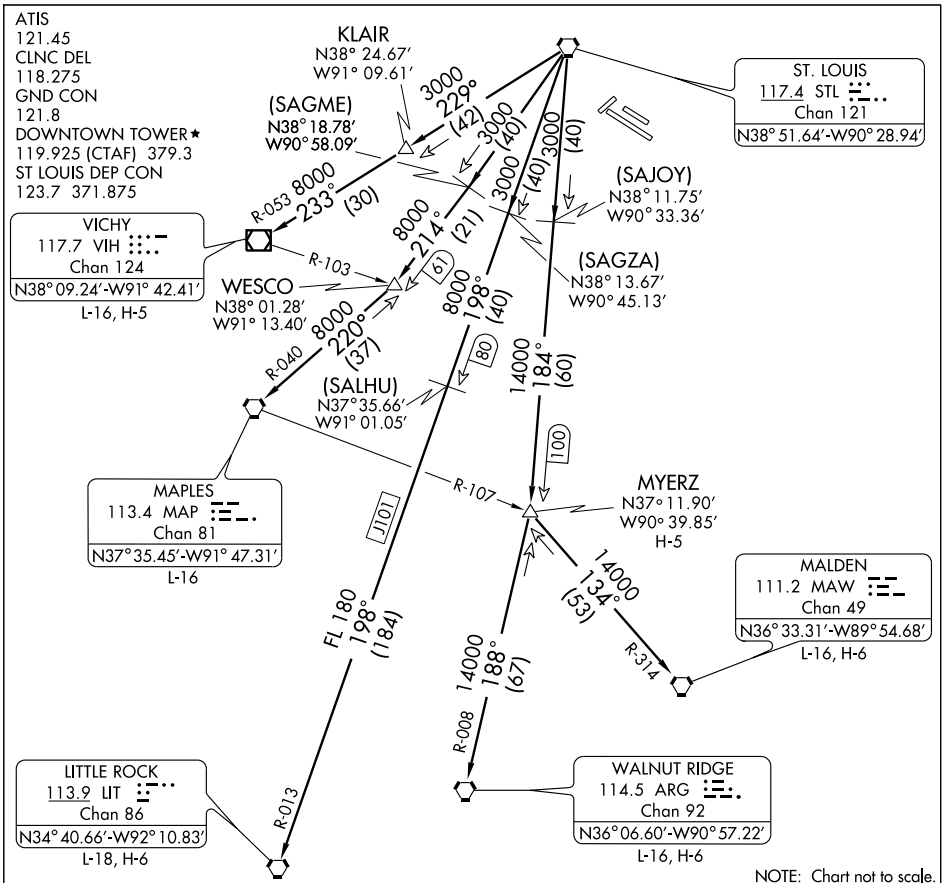
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 30L	612-½ 200 (200-½)			
S-LOC 30L	940-½ 528 (600-½)		940-1 528 (600-1)	940-1¼ 528 (600-1¼)
CIRCLING	940-1 527 (600-1)		1000-1½ 587 (600-1½)	1080-2 667 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LINDBERGH TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

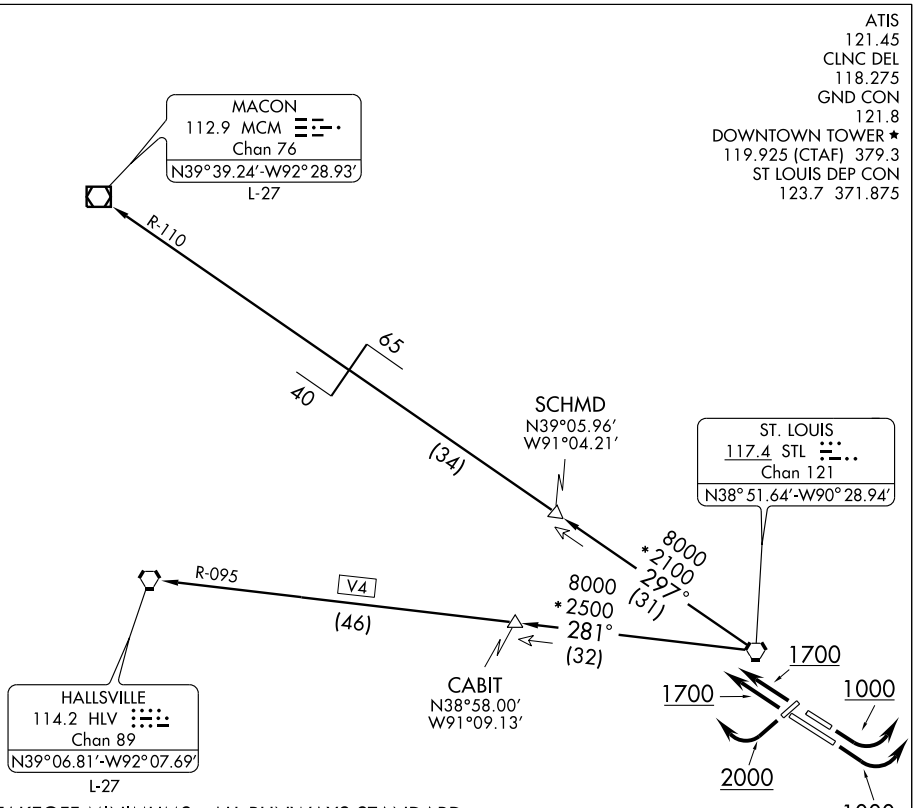
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: Rwys 12L/12R: Climb runway heading to 1000' before turning left.
Rwy 23: Climb runway heading to 2000' before turning right.
Rwys 30L/30R: Climb runway heading to 1700' before turning.

NOTE: Rwy 5, 473' MSL Pole 324' from departure end of runway, 549' right of centerline, 63' above departure end of runway, elevation/473' MSL.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

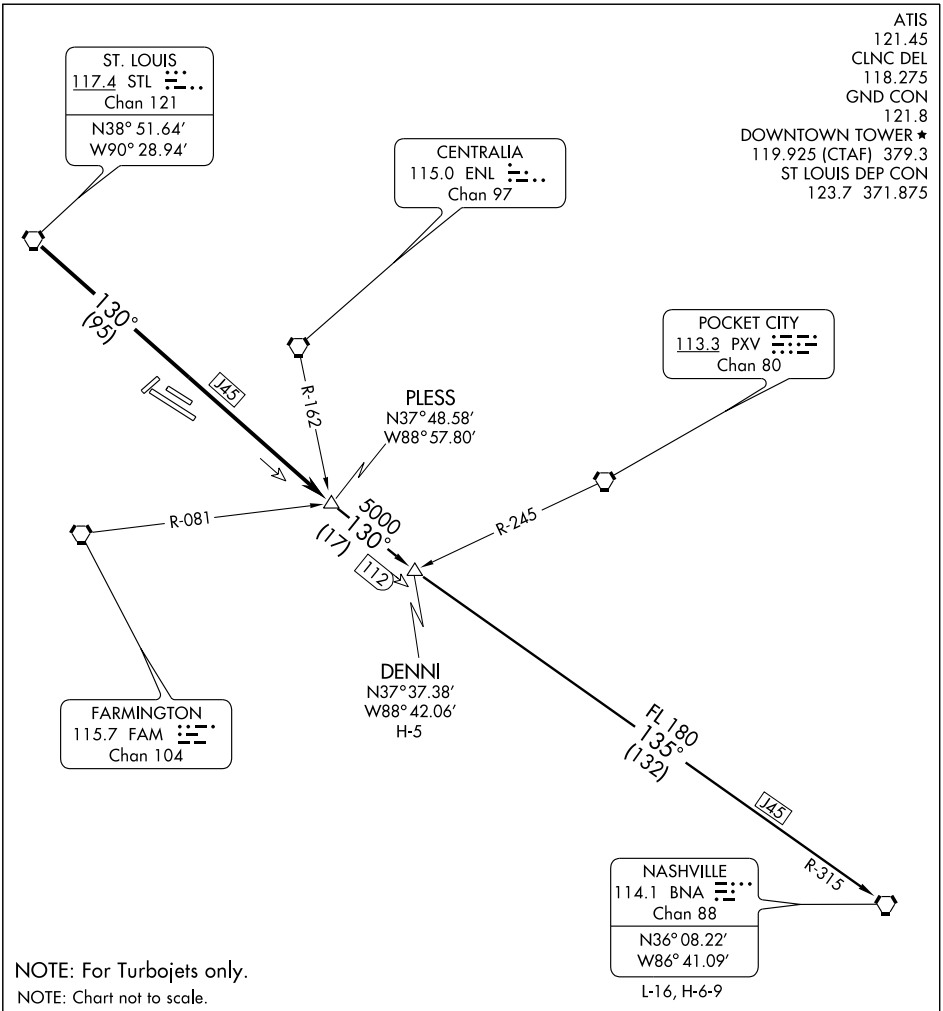
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PLESS ONE DEPARTURE

SL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6997
107°	TDZE	413
	Apt Elev	413

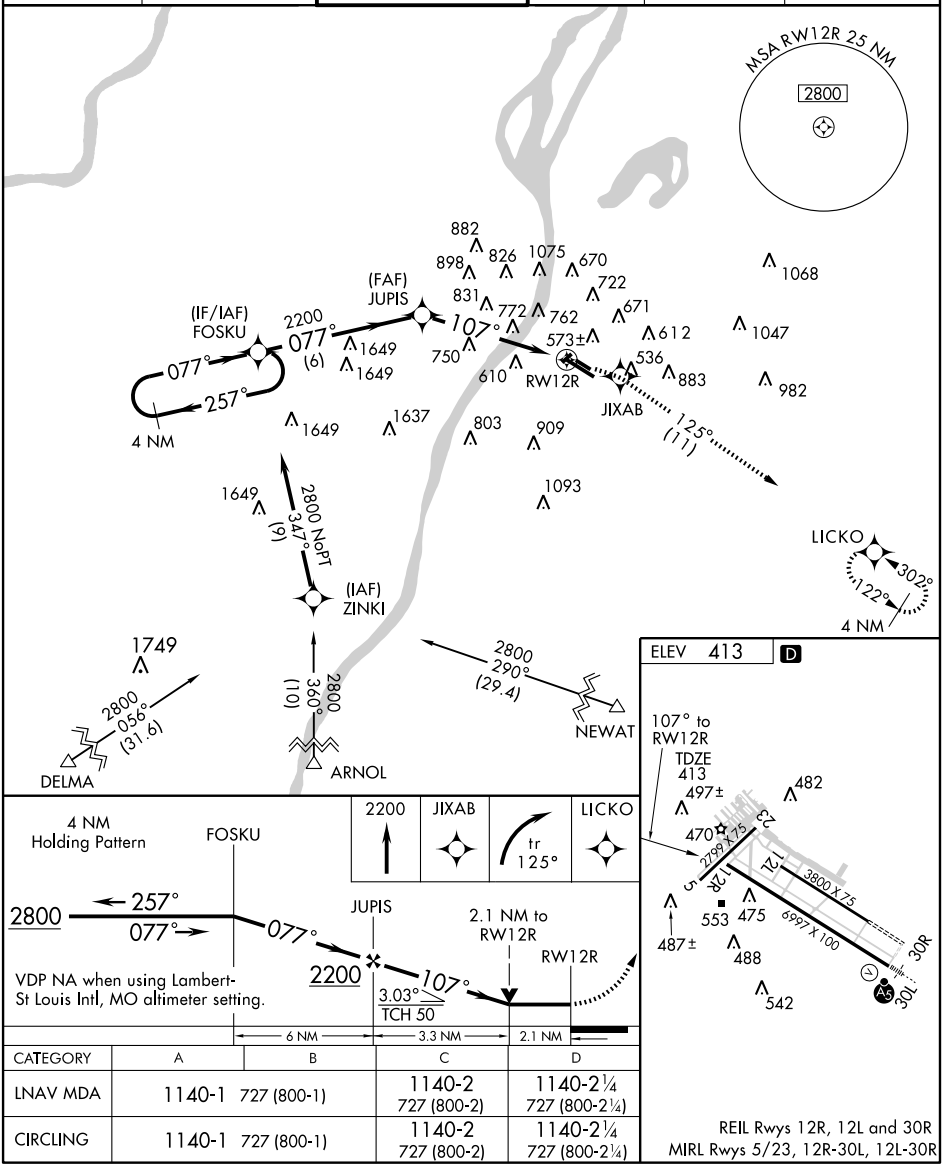
RNAV (GPS) RWY 12R

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

When local altimeter not received, use Lambert-St Louis Intl, MO altimeter setting and increase MDAs 60 feet.
Circling to Rwy 5/23 NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct JIXAB and right turn via 125° track to LICKO and hold.

ATIS	ST LOUIS APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
121.45	123.7 371.875	119.925 (CTAF) L 379.3	121.8	118.275	122.95

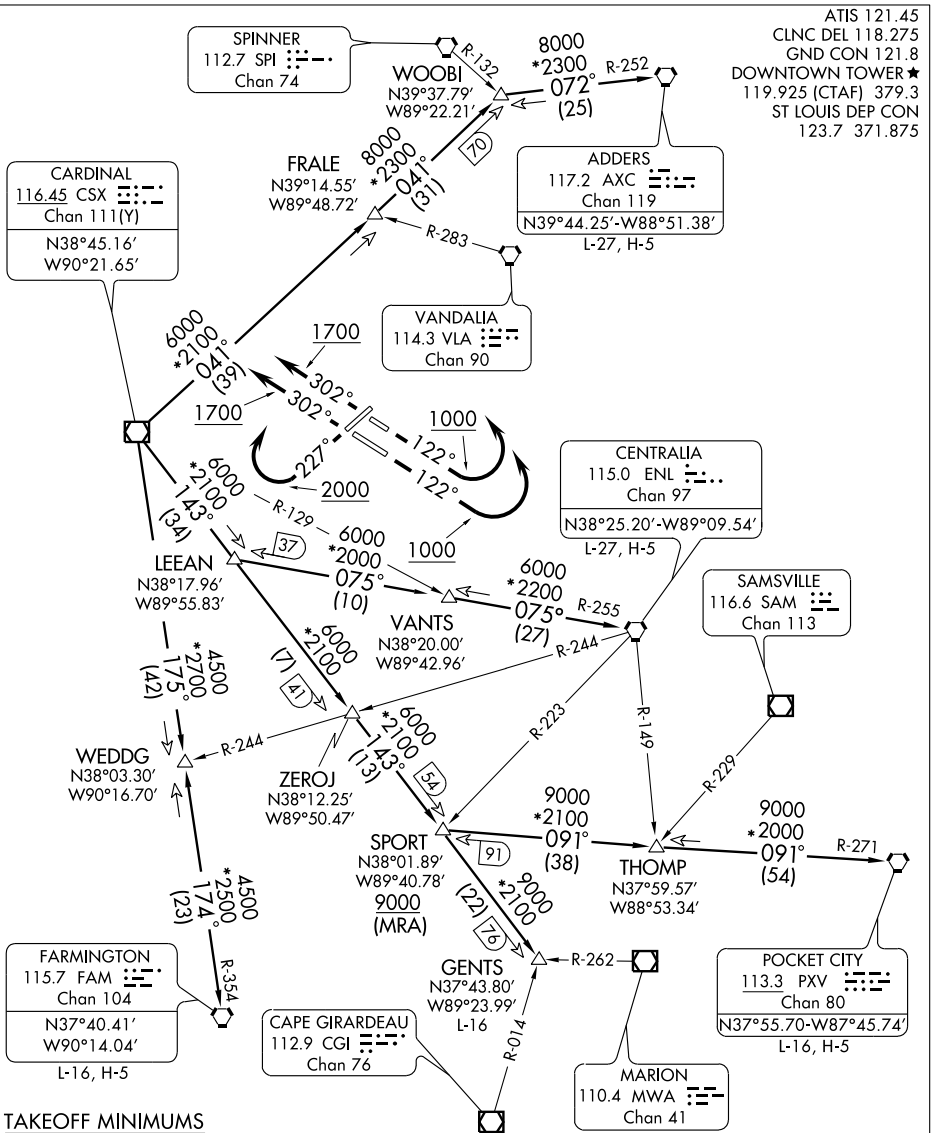


CATEGORY	A	B	C	D
LNAV MDA	1140-1 727 (800-1)		1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)
CIRCLING	1140-1 727 (800-1)		1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)

REIL Rwys 12R, 12L and 30R
MIRL Rwys 5/23, 12R-30L, 12L-30R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TURBO SIX DEPARTURE



TAKEOFF MINIMUMS

Rwy 12L, 12R, 23, 30R, Standard.

Rwy 5, 200-1¼ or standard with minimum climb of 343′ per NM to 700.

Rwy 30L, 400-2½ or standard with minimum climb of 220′ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 2100′ prior to DER.

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.
TAKEOFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.
TAKEOFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.
TAKEOFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 5: OL on Transmission Tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL. Transmission Tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.
Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.
Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL. Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.
Rwy 23: Multiple Trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL. Multiple Trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.
Rwy 30L: Multiple Trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL. Multiple Trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CAHOKIA/ST LOUIS

ST LOUIS DOWNTOWN (CPS) 1E UTC−6(−5DT) N38°34.24′ W90°09.37′ ST LOUIS

413 B S4 **FUEL** 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL **H–5D, L–27C, A**

RWY 12R–30L: H6997X100 (ASPH) S–43, D–71, 2S–90, 2D–100 MIRL **IAP, AD**

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50′. Pole.

RWY 12L–30R: H3800X75 (CONC) S–30, D–30 MIRL

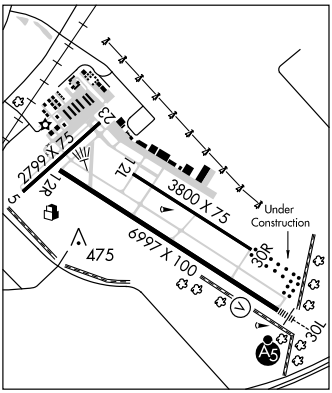
RWY 12L: REIL. Tree. **RWY 30R:** REIL. Tree.

RWY 05–23: H2799X75 (ASPH) S–12 MIRL

RWY 05: Tree. **RWY 23:** Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–2799	TODA–2799	ASDA–2799	LDA–2799
RWY 12L:	TORA–3800	TODA–3800	ASDA–3800	LDA–3800
RWY 12R:	TORA–6997	TODA–6997	ASDA–6997	LDA–6997
RWY 23:	TORA–2799	TODA–2799	ASDA–2799	LDA–2799
RWY 30L:	TORA–6997	TODA–6997	ASDA–6997	LDA–6997
RWY 30R:	TORA–3800	TODA–3800	ASDA–3800	LDA–3800



AIRPORT REMARKS: Attended continuously. Deer and migratory waterfowl on and invof arpt. Be alert: intensive student training, helicopter operations, and frequent blimp operations. Class IV, ARFF Index A. ARFF avbl Mon–Fri 1300–0200Z‡, other times by request 618–337–6060. Unscheduled air carrier ops greater than 30 passenger seats require 12 hr prior permission. Mon–Fri (1400–2230Z‡) ctc 618–337–6060. After hrs ctc 618–646–8263. Index B ARFF protection provided. Rwy 05–23 not avbl for air carrier ops except taxi ops. Rwy 12L–30R not avb for air carrier ops except taxi ops. During daylight hours and when twr closed right tfc Rwy 12R and Rwy 30R. MIRL Rwy 12R–30L preset on med ints when twr clsd, MIRL Rwy 12L–30R not avbl when twr clsd. ACTIVATE MALSR Rwy 30L when twr clsd—CTAF. Rwy 12R–30L lgts OTS except med ints.

WEATHER DATA SOURCES: ASOS (618) 332–0001. LAWRS.

COMMUNICATIONS: CTAF 119.925 **ATIS** 121.45 **UNICOM** 122.95

Ⓡ **APP/DEP CON** 123.7 **CLNC DEL** 118.275 (0300–1300Z‡)

DOWNTOWN TOWER 119.925 (1230–0400Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc 1230–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35′ W89°55.12′ 224° 15.1 NM to fld. 570/4E.

ACORE NDB (LOM) 350 CP N38°31.19′ W90°03.57′ 304° 5.5 NM to fld.

ILS 109.1 I–CPS Rwy 30L. Class IA. LOM ACORE NDB. LOC and OM unmonitored when twr clsd. LOC unusable from 0.2 NM inbound and byd 14° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

CALDE N39°47.83′ W89°35.52′ NOTAM FILE SPI. ST LOUIS

NDB (LOM) 240 CJ 306° 4.9 NM to Abraham Lincoln Capital.

CAIRO RGNL (CIR) 4 NW UTC−6(−5DT) N37°03.87′ W89°13.18′ ST LOUIS

321 B **FUEL** 100LL NOTAM FILE CIR **L–16H**

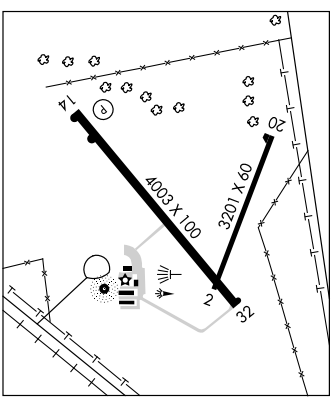
RWY 14–32: H4003X100 (ASPH) S–30,D–35 MIRL **IAP**

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.

RWY 32: Tree.

RWY 02–20: H3201X60 (ASPH) S–6 MIRL

RWY 02: Tree. **RWY 20:** Tree.



AIRPORT REMARKS: Attended 1400–2330Z‡. Self svc fuel avbl 24 hrs. Parachute Jumping on weekends. MIRL Rwy 14–32 preset low ints; to increase ints ACTIVATE—CTAF. MIRL Rwy 02–20 by prior req only call 618–734–0600.

WEATHER DATA SOURCES: AWOS–3 118.025 (618) 734–9173.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52′ W88°50.21′ 277°18.7 NM to fld. 480/3E.

NDB (MHW) 397 CIR N37°03.70′ W89°13.41′ at fld. NOTAM FILE CIR.

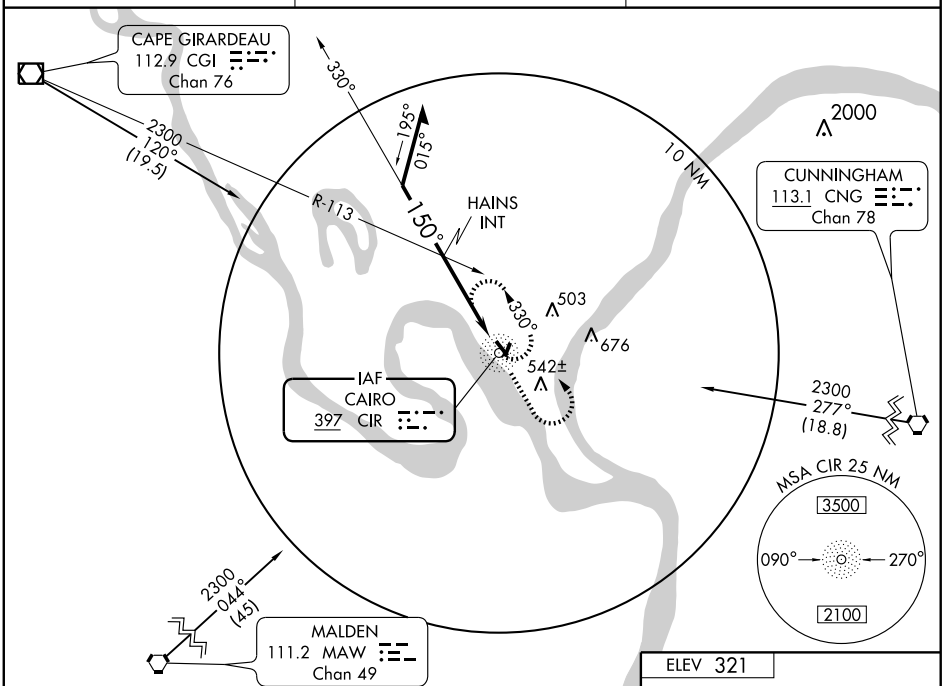
NDB CIR	APP CRS	Rwy Idg	4003
397	150°	TDZE	321
		Apt Elev	321

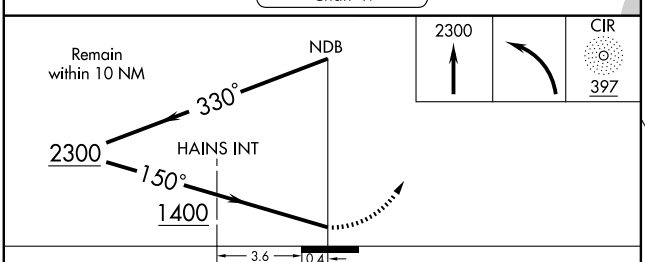
NDB or GPS RWY 14
CAIRO RGNL (CIR)

NA Use Cape Girardeau altimeter setting.

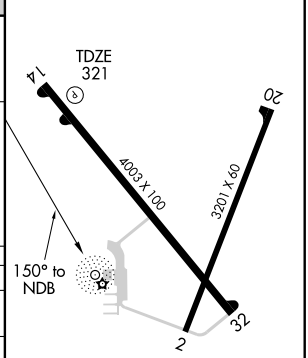
MISSED APPROACH: Climb to 2300 then left turn direct CIR NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
CIRCLING	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
HAINS FIX MINIMUMS				
S-14	920-1 599 (600-1)		920-1½ 599 (600-1½)	NA
CIRCLING	920-1 599 (600-1)		920-1½ 599 (600-1½)	NA



REIL Rwy 14
MIRL Rwy 2-20
MIRL Rwy 14-32 L

Knots	60	90	120	150	180
Min:Sec					

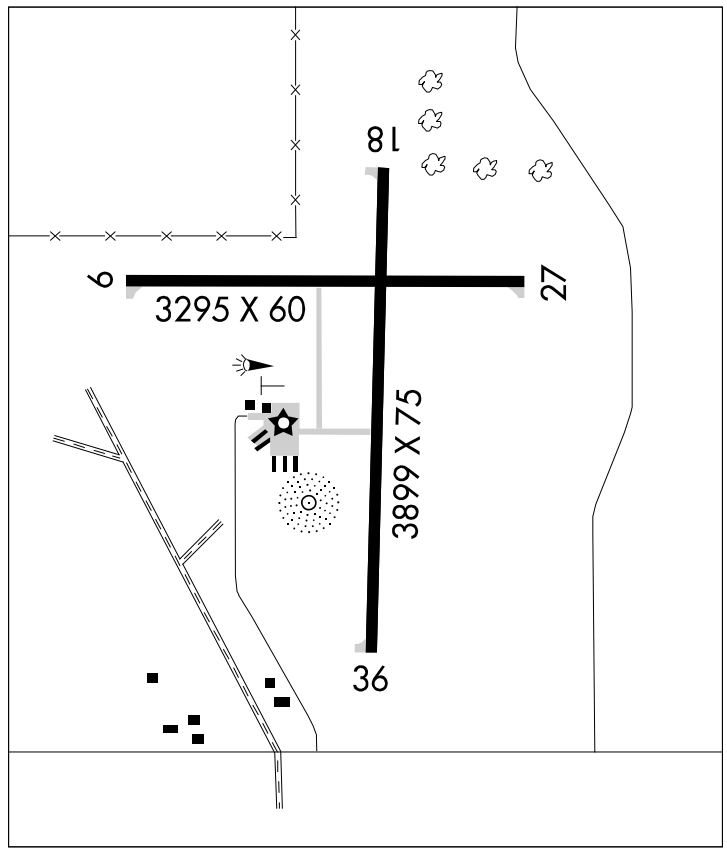
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CAMPBELL (See GRAYSLAKE)

CANTON N40°33.95′ W90°04.62′ NOTAM FILE IKK. CHICAGO
NDB (MHW) 236 CTK at Ingersoll. L–27B

CANTON

INGERSOLL (CTK) 2 NW UTC−6(−5DT) N40°34.15′ W90°04.49′ CHICAGO
684 B S4 **FUEL** 100LL, MOGAS TPA—1484(800) NOTAM FILE PIA L–27B
RWY 18–36: H3899X75 (ASPH) S–10 MIRL 0.3% up N IAP
RWY 18: Trees. **RWY 36:** REIL. Trees.
RWY 09–27: H3295X60 (ASPH) S–11 MIRL
RWY 09: Pole. **RWY 27:** Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwys 09–27 and 18–36 and REIL Rwy 36 and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PEORIA APP/DEP CON** 124.675
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 239° 14.5 NM to fld. 730/4E.
CANTON NDB (MHW) 236 CTK N40°33.95′ W90°04.62′ at fld. NOTAM FILE IKK.



NDB CTK 236	APP CRS 350°	Rwy Idg 3899 TDZE 682 Apt Elev 684

NDB RWY 36

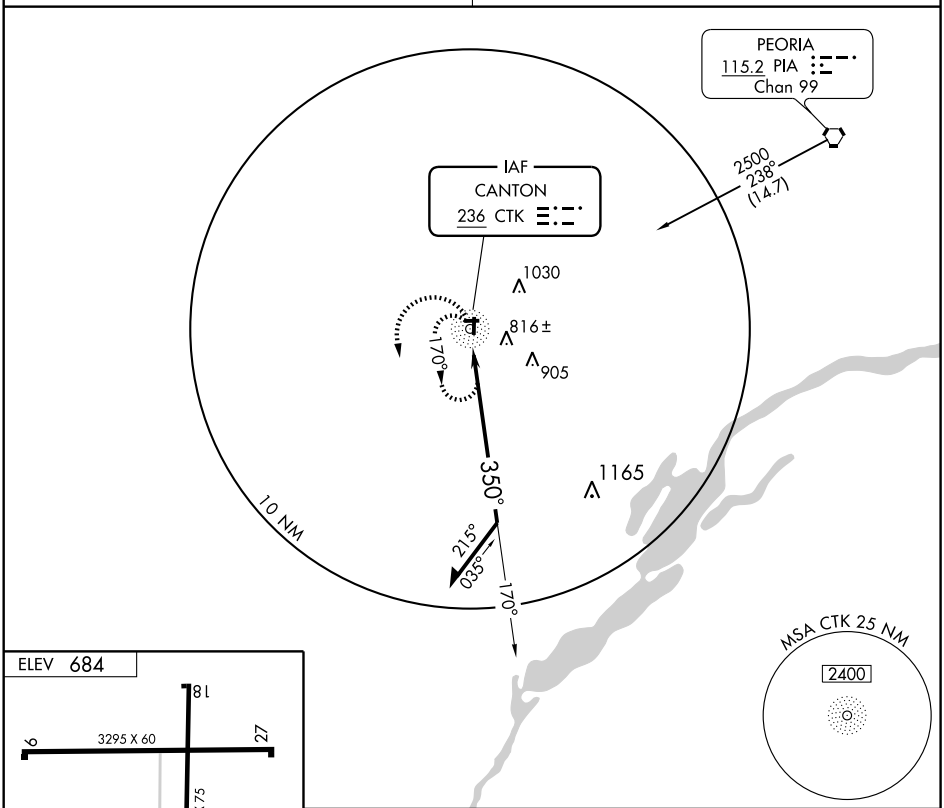
CANTON/ INGERSOLL (CTK)

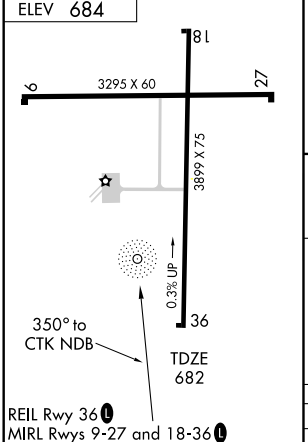
▼ NA — When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in CTK NDB holding pattern.

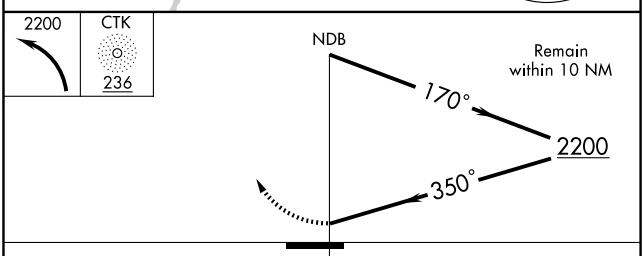
PEORIA APP CON **124.675 269.2**

UNICOM **122.8** (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	NA
CIRCLING	1240-1	558 (600-1)	1420-2 738 (800-2)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3899
179°	TDZE	682
	Apt Elev	684

RNAV (GPS) RWY 18

CANTON/ INGERSOLL (CTK)

NA — When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 direct CETRU and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L

Procedure NA for arrival at VICKS via V10 Northeast bound.

VICKS

2500 179° (11.8)

4 NM

359° 179°

(IF/IAF) LUYIL

(IAF) VICGU — 2500 NoPT 089° (5)

2500 NoPT 269° (5) — (IAF) TULYU

2500 179° (6.5)

2500 304° (9.3) PIA PEORIA

(FAF) NUVCI

HUGSU 2.7 NM to RW18

909±

∧1030

RW18

∧905

Procedure NA for arrivals on PIA VORTAC airway radials 269° CW 329°

1165∧

MSA RW18 25 NM — 2500

ELEV 684

179° to RW18

8L TDZE 682

6 — 3295 X 60 — 27

3899 X 75

0.3% UP

36

MISSED APCH FIX CETRU 179° 359° 4 NM

2500 CETRU

4 NM Holding Pattern

NUVCI LUYIL

HUGSU 2.7 NM to RW18 — 3.05° TCH 40

1.4 NM to RW18

179° 2500 359° 179° 2500

RW18 1580

1.4 — 1.4 — 2.8 NM — 6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1160-1 478 (500-1)		1160-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1 476 (500-1)		1160-1½ 476 (500-1½)	NA

REIL Rwy 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3899
359°	TDZE	682
	Apt Elev	684

RNAV (GPS) RWY 36

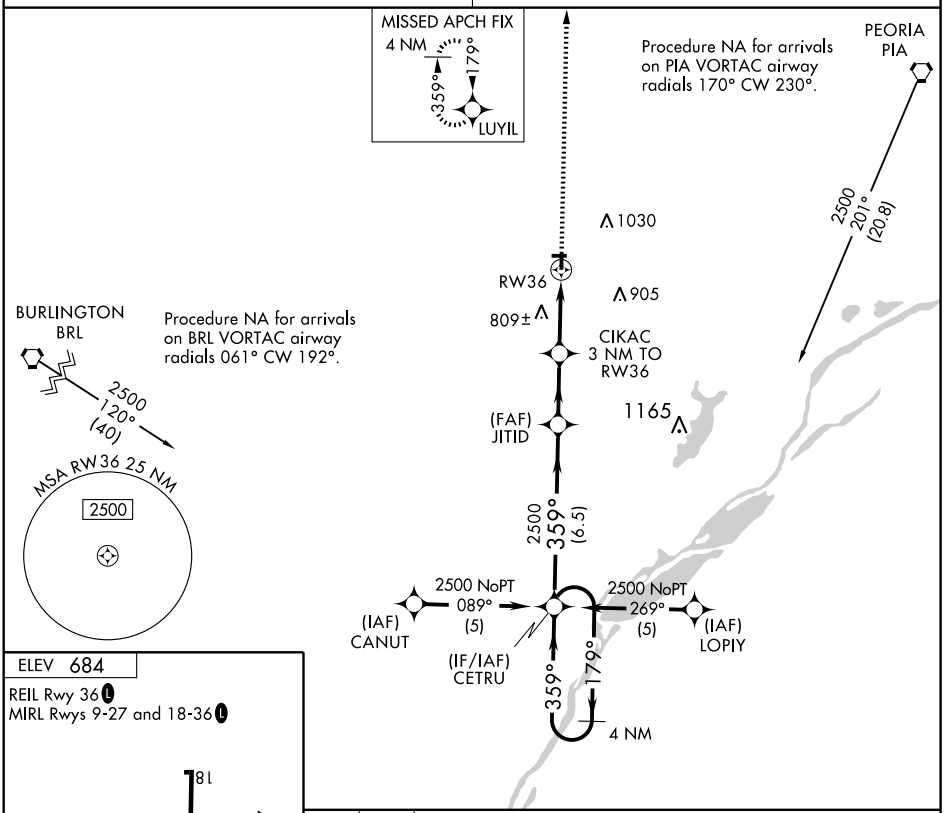
CANTON/ INGERSOLL (CTK)

T NA — When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 direct LUYIL and hold.

PEORIA APP CON **124.675 269.2**

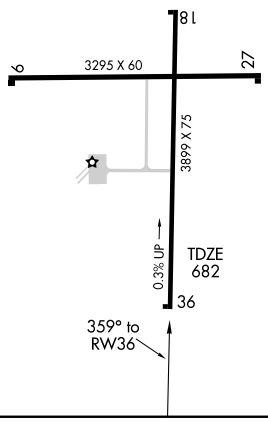
UNICOM **122.8** (CTAF) L

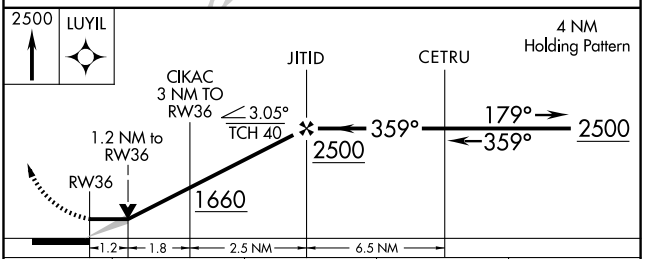


ELEV 684

REIL Rwy 36 L

MIRL Rwys 9-27 and 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	NA
CIRCLING	1140-1 456 (500-1)		1140-1½ 456 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIA	APP CRS	Rwy Idg	N/A
115.2	239°	TDZE	N/A
Chan 99		Apt Elev	684

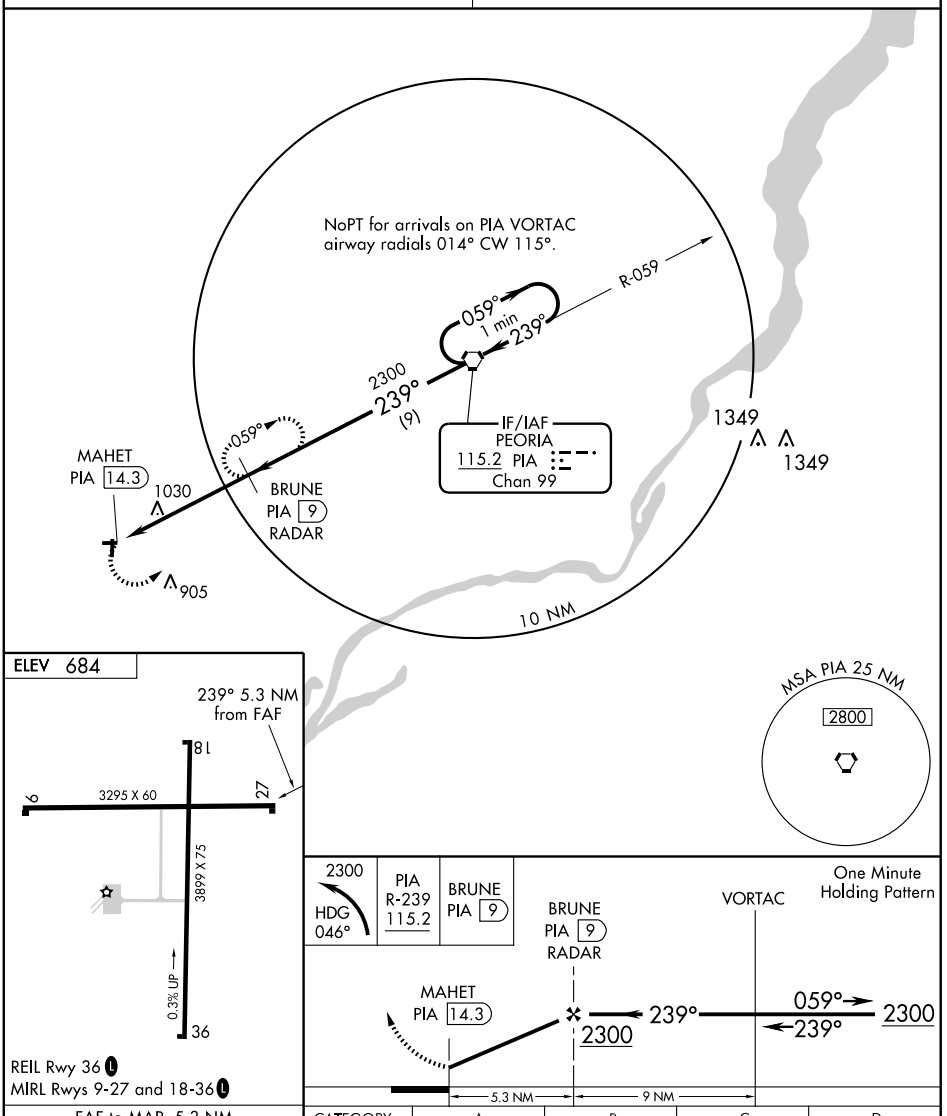
VOR-A

CANTON/ INGERSOLL (CTK)

T
A NA When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile. DME or RADAR required.

MISSED APPROACH: Climbing left turn to 2300 via heading 046° and PIA R-239 to BRUNE/PIA 9 DME and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L



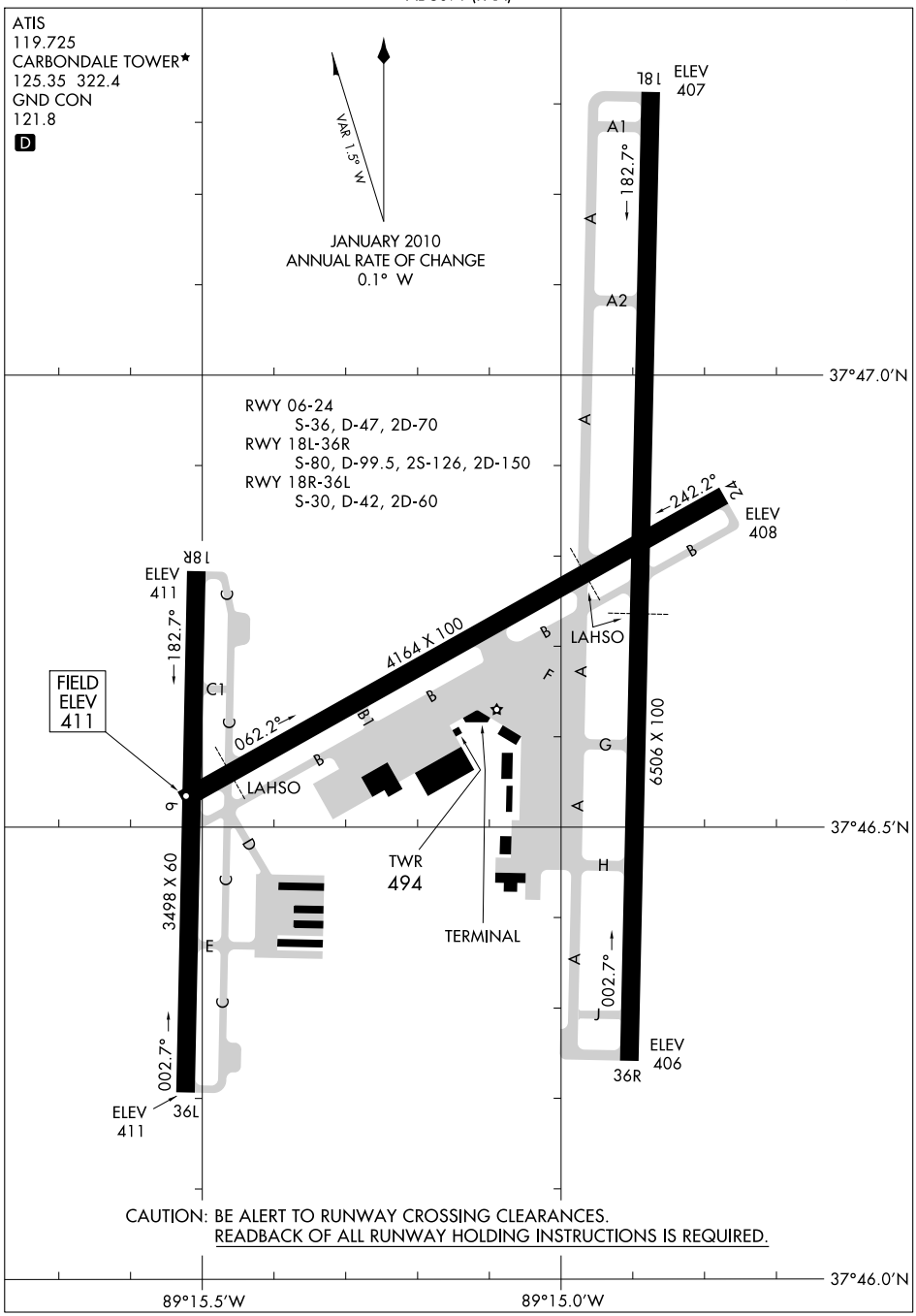
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
CIRCLING	1340-1 656 (700-1)		1340-1¾ 656 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)
AL-5091 (FAA)
CARBONDALE-MURPHYSBORO, ILLINOIS



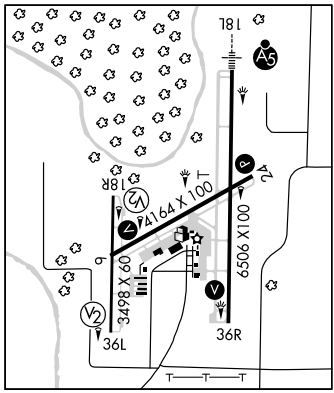
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO, ILLINOIS
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

CARBONDALE/MURPHYSBORO

SOUTHERN ILLINOIS (MDH) 3 NW UTC−6(−5DT) N37°46.69′ W89°15.12′ **ST LOUIS**
411 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH **H–5E, L–16H**
RWY 18L–36R: H6506X100 (ASPH–GRVD–PFC) S–80, D–99.5, 2S–126, 2D–150 HIRL **IAP, AD**
RWY 18L: MALSR.
RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69′. Pole.
RWY 06–24: H4164X100 (ASPH–PFC) S–36, D–47, 2D–70 MIRL
RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48′. Trees.
RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25′.
RWY 18R–36L H3498X60 (ASPH) S–30, D–42, 2D–60 MIRL
RWY 18R: PVASI(PSIL)—GA 3.0° TCH 27′. Trees.
RWY 36L: PVASI(PSIL)—GA 3.0° TCH 25′. Trees.



LAND AND HOLD SHORT OPERATIONS

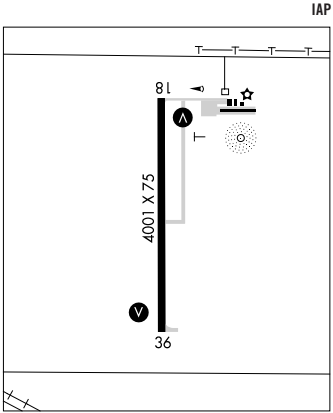
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L–36R	3100
RWY 24	18R–36L	3800
RWY 36R	06–24	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–4164	TODA–4164	ASDA–4164	LDA–4164
RWY 18L:	TORA–6506	TODA–6506	ASDA–6506	LDA–6506
RWY 18R:	TORA–3498	TODA–3498	ASDA–3498	LDA–3498
RWY 24:	TORA–4164	TODA–4164	ASDA–4164	LDA–4164
RWY 36L:	TORA–3498	TODA–3498	ASDA–3498	LDA–3498
RWY 36R:	TORA–6506	TODA–6506	ASDA–6506	LDA–6506

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Heavy student training activity. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager Mon–Fri 618–529–1721. Rwy 06–24 and Rwy 18R–36L not avbl for air carrier ops with more than 30 passenger seats. Rwy 06–24 restricted to acft 12,500 pounds or less; unless prior arrangement with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L–36R preset med ints only; ACTIVATE MALSR Rwy 18L and VASI Rwys 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06–24; MIRL Rwy 18R–36L and PVASI Rwy 18R and Rwy 36L by req only—call 618–529–2221.
WEATHER DATA SOURCES: ASOS (618) 529–1821. LAWRS.
COMMUNICATIONS: CTAF 125.35 **ATIS** 119.725 **UNICOM** 122.95
KANSAS CITY CENTER APP/DEP CON 125.3
CARBONDALE TOWER 125.35 126.25 (1300–0300Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.
MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26′ W89°00.70′ 273° 11.5 NM to fld. 468/4E.
CABBI NDB (LOM) 388 MD N37°52.21′ W89°14.23′ 185° 5.6 NM to fld. Unmonitored when twr clsd.
ILS 110.9 I–MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

CARMI MUNI (CUL) 2E UTC−6(−5DT) N38°05.37′ W88°07.38′ **ST LOUIS**
388 B **FUEL** 100LL, MOGAS TPA—1188(800) NOTAM FILE CUL **L–16I**
RWY 18–36: H4001X75 (ASPH) S–12 MIRL **IAP**
RWY 18: VASI(V2L)—GA 3.0° TCH 20′. Tree.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1500–2300Z‡. Parachute Jumping. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE VASI Rwys 18 and 36 and REIL Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 (618) 382–3760.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 127.35 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70′ W87°45.74′ 297° 19.6 NM to fld. 384/3E. **HIWAS.**
NDB (MHW) 332 CUL N38°05.61′ W88°07.18′ at fld. NOTAM FILE CUL.



LOC I-MDH	APP CRS	Rwy Idg	6506
110.9	182°	TDZE	407
		Apt Elev	411

ILS or LOC RWY 18L

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

ADF Required. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase DA 36 feet and all MDA 40 feet. For inoperative MALSR, increase S-LOC 18L Cat D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS	KANSAS CITY CENTER	CARBONDALE TOWER ★	GND CON	UNICOM
119.725	125.3 269.5	125.35 (CTAF) 322.4	121.8	122.95

ALTERNATE MISSED APCH FIX
GENTS
R-262 MWA 18.5
082°
262°
110.4 MWA
Chan 41

IAF
CENTRALIA
115.0 ENL
Chan 97

2400 NoPT to HEMPA INT
184° (27)

137°
317°
002°
R-184
(IF)
HEMPA INT
R-316
10 NM
2100
182°
(6.2)
LOM/IAF
CABBI
388 MD
200°

Procedure NA for arrivals on ENL VORTAC on V72 northeast bound.

LOCALIZER 110.9
I-MDH

MARION
110.4 MWA
Chan 41

873
MM
463±
2400
298°
(13.1)
2400
042°
(11.2)
741
550
520±
870
749
860
809
988
1130
GENTS

MSA MD 25 NM
2400
270°
2700
360°

ELEV 411 D
182° 4.9 NM from FAF
TDZE 407
18 l
HIRL Rwy 18L-36R
MIRL Rwys 6-24 and 18R-36L
REIL Rwys 6, 24 and 36R
18R
24
4164 X 100
6506 X 100
473±
494 464
3498 X 60
36L
36R

2100	2400	MD

LOM
Remain within 10 NM
002°
2037
182°
2400
GS 3.00°
TCH 55
2100
4.9 NM

CATEGORY	A	B	C	D
S-ILS 18L	607-½ 200 (200-½)			
S-LOC 18L	720-½ 313 (400-½)			720-¾ 313 (400-¾)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOM MD	APP CRS	Rwy Idg	6506
388	182°	TDZE	407
		Apt Elev	411

NDB RWY 18L

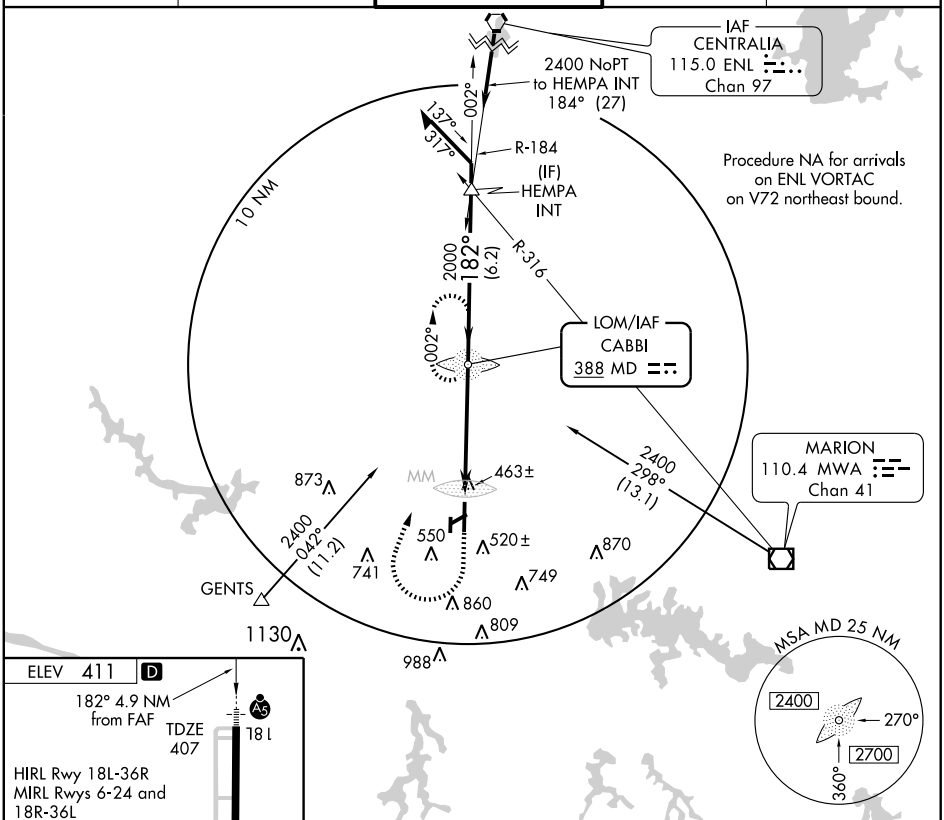
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

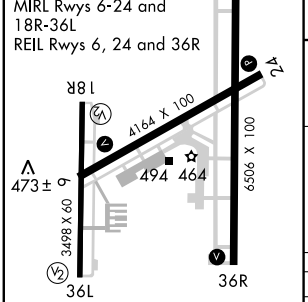
T NA — When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet and increase S-18L Cat D visibility ¼ mile.

MALSR

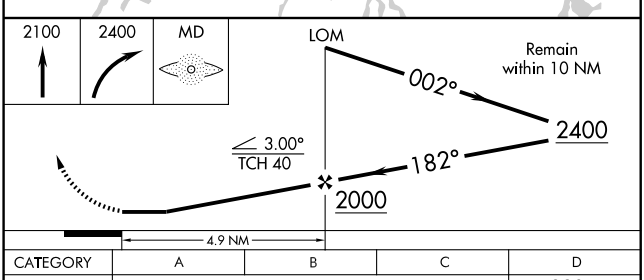
MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS	KANSAS CITY CENTER	CARBONDALE TOWER ★	GND CON	UNICOM
119.725	125.3 269.5	125.35 (CTAF) L 322.4	121.8	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-18L	820-¾ 413 (500-¾)			820-1 413 (500-1)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6506
182°	TDZE	407
	Apt Elev	411

RNAV (GPS) RWY 18L

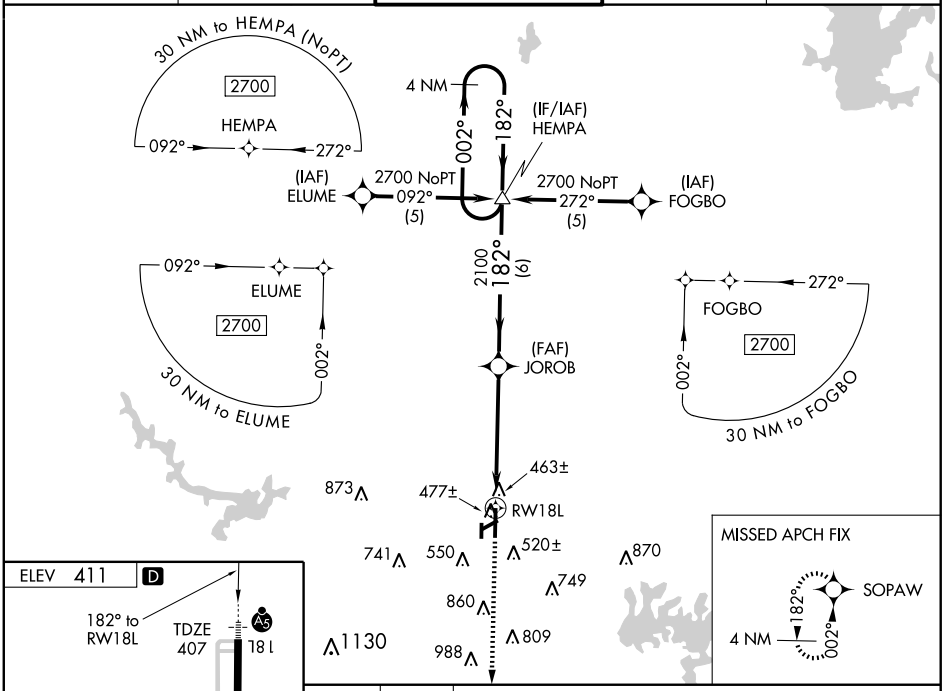
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

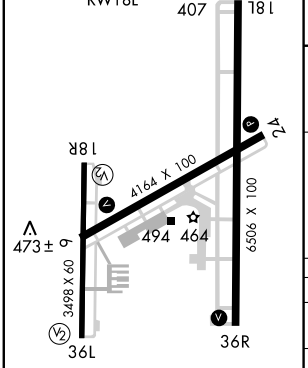
▼▲ Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F) DME/DME RNP-0.3 NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all DA 36 feet and all MDA 40 feet and increase LNAV/VNAV Cat A, B, C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. Baro-VNAV NA when using Williamson Co Rgnl altimeter setting. VDP NA when using Williamson Co Rgnl altimeter setting. For inoperative MALSR when using Williamson Co Rgnl altimeter setting, increase LNAV Cat D visibility to 1¼ mile.

MALSR (A5)

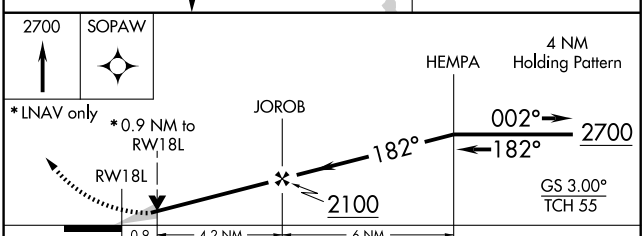
MISSED APPROACH: Climb to 2700 direct SOPAW and hold.

ATIS	KANSAS CITY CENTER	CARBONDALE TOWER ★	GND CON	UNICOM
119.725	125.3 269.5	125.35 (CTAF) L 322.4	121.8	122.95





HIRL Rwy 18L-36R
MIRL Rwys 6-24 and 18R-36L
REIL Rwys 6, 24 and 36R



CATEGORY	A	B	C	D
LNAV/ VNAV DA	726-½ 319 (400-½)			726-¾ 319 (400-¾)
LNAV MDA	740-½ 333 (400-½)			740-1 333 (400-1)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6506
002°	TDZE	407
	Apt Elev	411

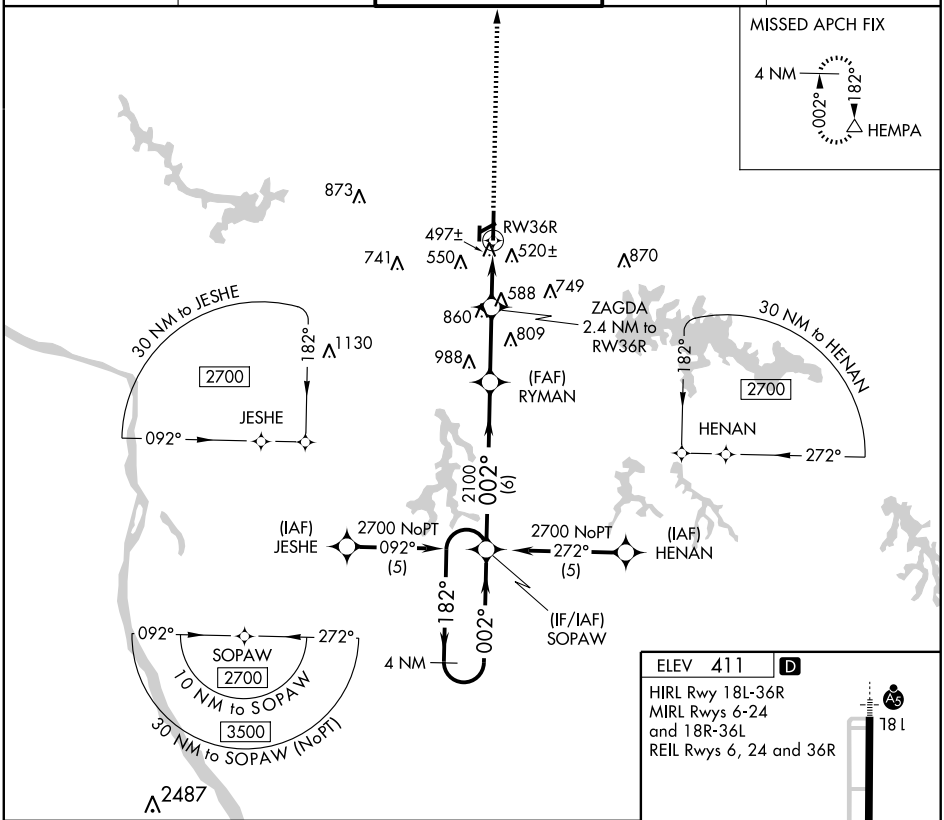
RNAV (GPS) RWY 36R

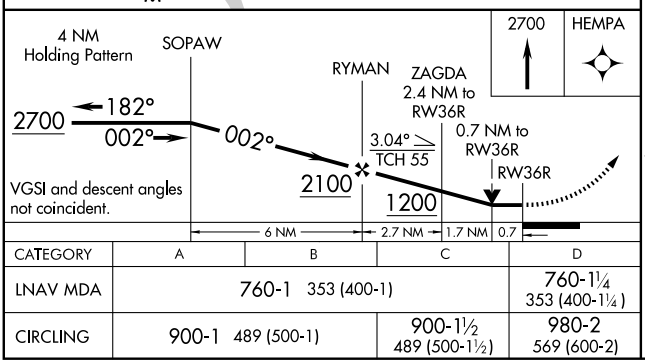
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet. VDP NA when using Williamson Co Rgnl altimeter setting.

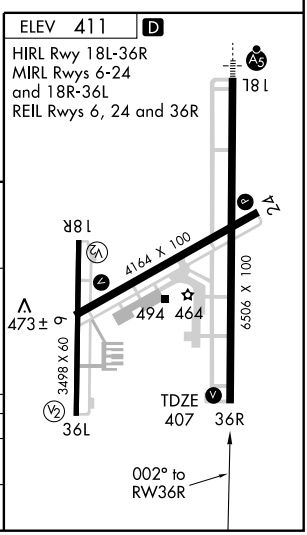
MISSED APPROACH: Climb to 2700 direct HEMPA and hold.

ATIS	KANSAS CITY CENTER	CARBONDALE TOWER ★	GND CON	UNICOM
119.725	125.3 269.5	125.35 (CTAF) 322.4	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	760-1 353 (400-1)			760-1¼ 353 (400-1¼)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

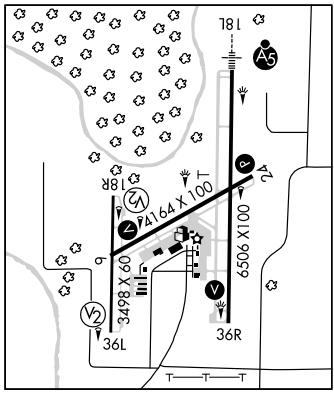


EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CARBONDALE/MURPHYSBORO

SOUTHERN ILLINOIS (MDH) 3 NW UTC−6(−5DT) N37°46.69′ W89°15.12′ **ST LOUIS**
411 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH **H–5E, L–16H**
RWY 18L–36R: H6506X100 (ASPH–GRVD–PFC) S–80, D–99.5, 2S–126, 2D–150 HIRL **IAP, AD**
RWY 18L: MALSR.
RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69′. Pole.
RWY 06–24: H4164X100 (ASPH–PFC) S–36, D–47, 2D–70 MIRL
RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48′. Trees.
RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25′.
RWY 18R–36L H3498X60 (ASPH) S–30, D–42, 2D–60 MIRL
RWY 18R: PVASI(PSIL)—GA 3.0° TCH 27′. Trees.
RWY 36L: PVASI(PSIL)—GA 3.0° TCH 25′. Trees.



LAND AND HOLD SHORT OPERATIONS

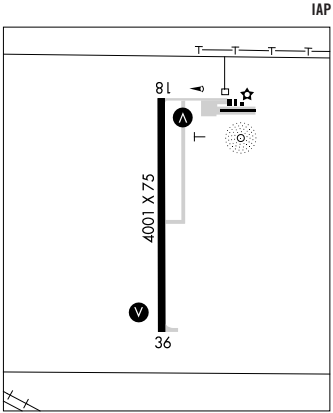
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L–36R	3100
RWY 24	18R–36L	3800
RWY 36R	06–24	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–4164	TODA–4164	ASDA–4164	LDA–4164
RWY 18L:	TORA–6506	TODA–6506	ASDA–6506	LDA–6506
RWY 18R:	TORA–3498	TODA–3498	ASDA–3498	LDA–3498
RWY 24:	TORA–4164	TODA–4164	ASDA–4164	LDA–4164
RWY 36L:	TORA–3498	TODA–3498	ASDA–3498	LDA–3498
RWY 36R:	TORA–6506	TODA–6506	ASDA–6506	LDA–6506

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Heavy student training activity. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager Mon–Fri 618–529–1721. Rwy 06–24 and Rwy 18R–36L not avbl for air carrier ops with more than 30 passenger seats. Rwy 06–24 restricted to acft 12,500 pounds or less; unless prior arrangement with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L–36R preset med ints only; ACTIVATE MALSR Rwy 18L and VASI Rwys 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06–24; MIRL Rwy 18R–36L and PVASI Rwy 18R and Rwy 36L by req only—call 618–529–2221.
WEATHER DATA SOURCES: ASOS (618) 529–1821. LAWRS.
COMMUNICATIONS: CTAF 125.35 **ATIS** 119.725 **UNICOM** 122.95
KANSAS CITY CENTER APP/DEP CON 125.3
CARBONDALE TOWER 125.35 126.25 (1300–0300Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.
MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26′ W89°00.70′ 273° 11.5 NM to fld. 468/4E.
CABBI NDB (LOM) 388 MD N37°52.21′ W89°14.23′ 185° 5.6 NM to fld. Unmonitored when twr clsd.
ILS 110.9 I–MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

CARMI MUNI (CUL) 2E UTC−6(−5DT) N38°05.37′ W88°07.38′ **ST LOUIS**
388 B **FUEL** 100LL, MOGAS TPA—1188(800) NOTAM FILE CUL **L–16I**
RWY 18–36: H4001X75 (ASPH) S–12 MIRL **IAP**
RWY 18: VASI(V2L)—GA 3.0° TCH 20′. Tree.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1500–2300Z‡. Parachute Jumping. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE VASI Rwys 18 and 36 and REIL Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 (618) 382–3760.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 127.35 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70′ W87°45.74′ 297° 19.6 NM to fld. 384/3E. **HIWAS.**
NDB (MHW) 332 CUL N38°05.61′ W88°07.18′ at fld. NOTAM FILE CUL.



APP CRS	Rwy Idg	4001
001°	TDZE	384
	Apt Elev	388

GPS RWY 36
CARMI MUNI (CUL)

NA

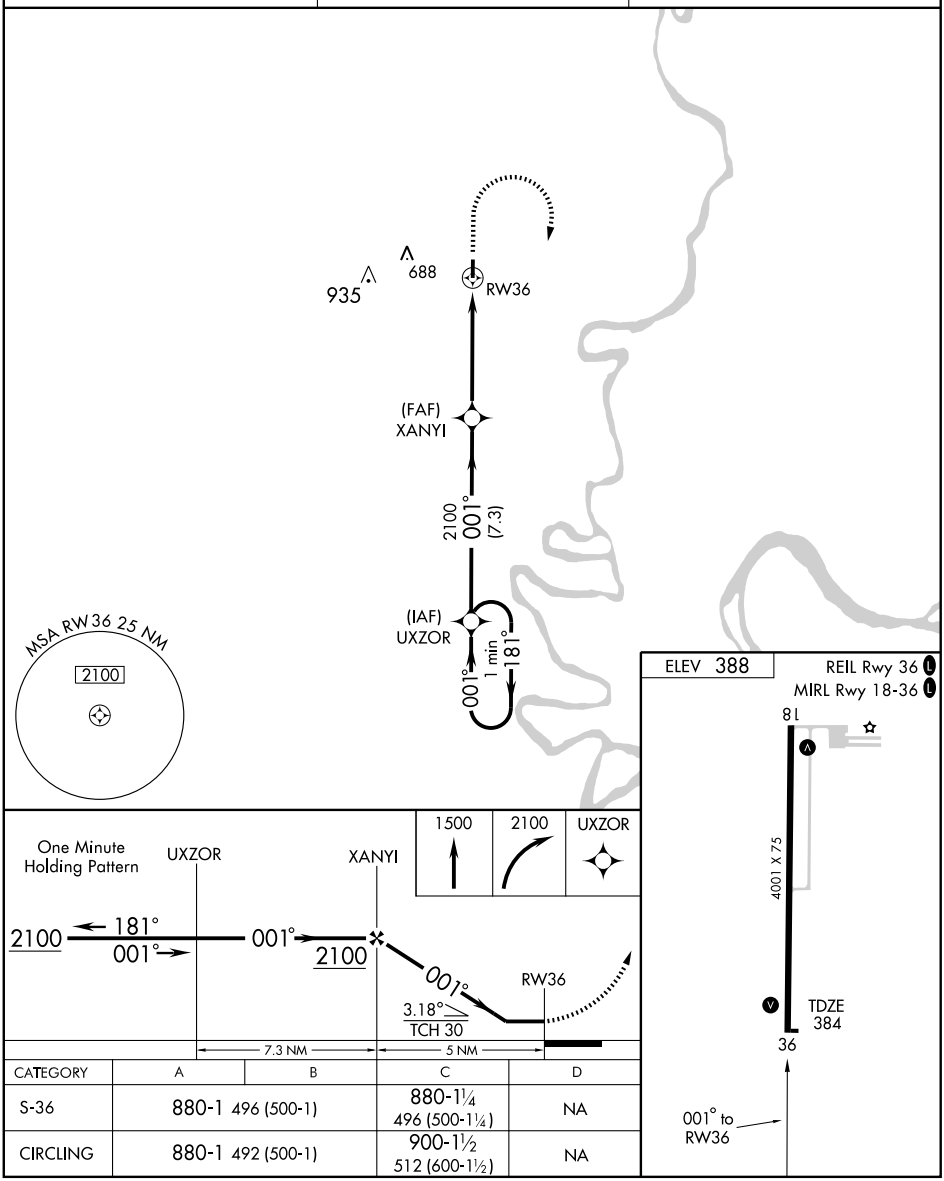
If local altimeter setting not received, use Evansville altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UXZOR WP and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
118.425	127.35 267.9	122.8 (CTAF) L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-36	880-1 496 (500-1)		880-1¼ 496 (500-1¼)	NA
CIRCLING	880-1 492 (500-1)		900-1½ 512 (600-1½)	NA

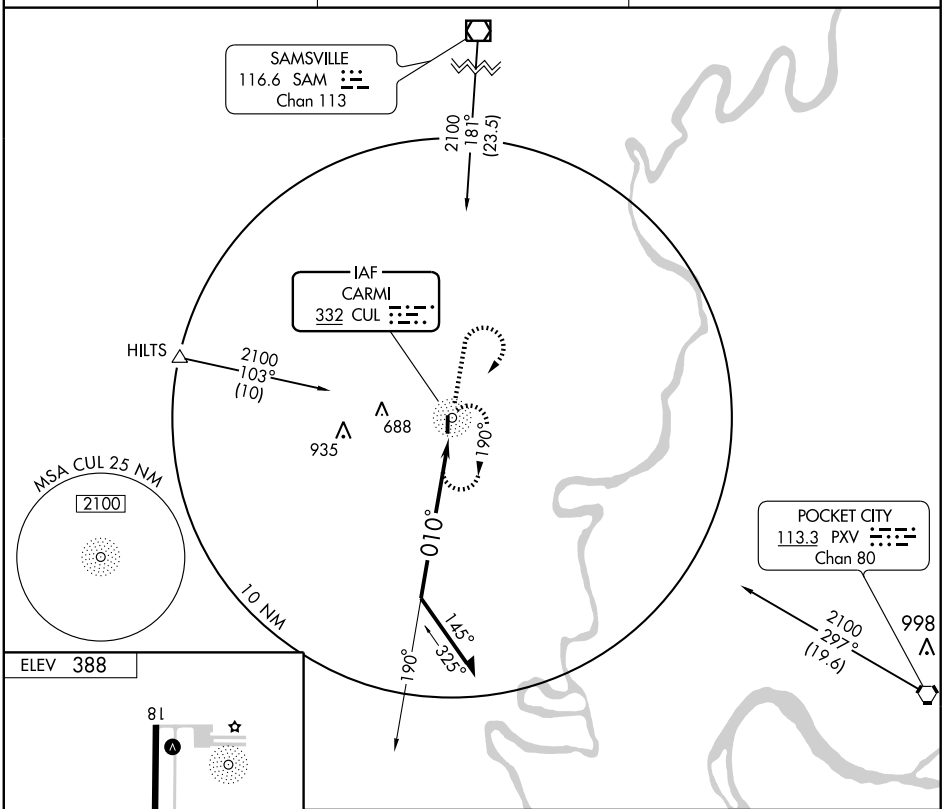
NDB CUL	APP CRS	Rwy Idg	4001
332	010°	TDZE	384
		Apt Elev	388

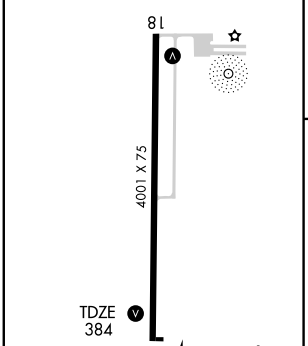
NDB RWY 36
CARMI MUNI (CUL)

T NA — If local altimeter setting not received, use Evansville altimeter setting.

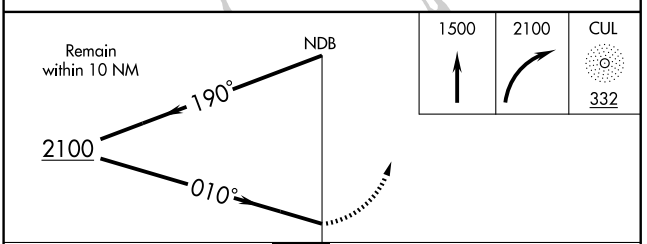
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct CUL NDB and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
118.425	127.35 267.9	122.8 (CTAF) L





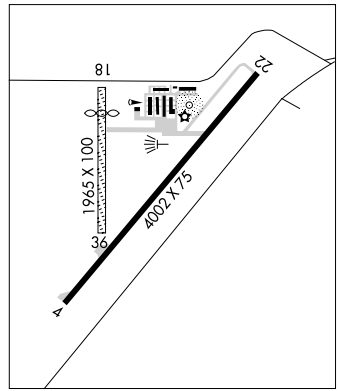
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1080-1	696 (700-1)	1080-2 696 (700-2)	NA
CIRCLING	1080-1	692 (700-1)	1080-2 692 (700-2)	NA

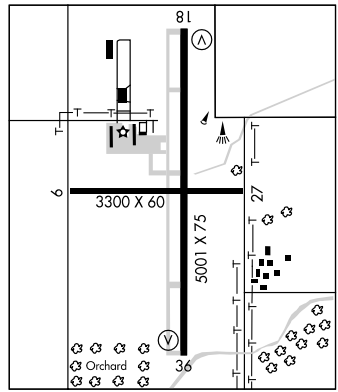
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CASEY MUNI (1H8) 1 NW UTC−6(−5DT) N39°18.15′ W88°00.24′ ST LOUIS
654 B S4 **FUEL** 100LL TPA—1454(800) NOTAM FILE STL L–27C
RWY 04–22: H4002X75 (ASPH) S–12 MIRL IAP
RWY 04: REIL. Trees. **RWY 22:** Road. Rgt tfc.
RWY 18–36: 1965X100 (TURF)
RWY 18: Thld dsplcd 315′. Road. Rgt tfc. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400Z‡–2300Z‡. MIRL Rwy 04–22 and REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy lgts—CTAF. Rwy 18 dsplcd thld marked with white gravel in shape of ''L'' on rwy edges.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 125.45 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22′ W88°28.91′ 041° 32 NM to fld. 540/3E.
NDB (MHW) 359 CZB N39°18.31′ W88°00.12′ at fld. Unmonitored. NOTAM FILE STL.



CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON–NORMAL (See BLOOMINGTON/NORMAL)

CENTRALIA MUNI (ENL) 2 E UTC−6(−5DT) N38°30.91′ W89°05.47′ ST LOUIS
534 B S2 **FUEL** 100LL, JET A NOTAM FILE ENL H–5E, L–27C
RWY 18–36: H5001X75 (ASPH) S–30, D–40 MIRL 0.3% up S IAP
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 25′. Tree.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 25′. Tree.
RWY 09–27: H3300X60 (ASPH) S–12.5 MIRL
RWY 09: REIL. Road.
RWY 27: REIL. Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For svc after hrs call 618–533–1626. MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27 on request through UNICOM.
WEATHER DATA SOURCES: AWOS–3 121.125 (618) 533–4417. **HIWAS** 115.0 ENL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 115.0T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 025° 6.5 NM to fld. 546/4E. **HIWAS.** VOR portion unusable 100°–134° blo 3000′; 135°–140° blo 2700′.



CHAMPAIGN N40°02.07′ W88°16.56′ NOTAM FILE CMI. CHICAGO
(L) VORTAC 110.0 CMI Chan 37 at University of Illinois–Willard. 745/3E. L–27C
RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA N40°02.07′ W88°16.56′ CHICAGO
RCO 122.45 (ST LOUIS RADIO) L–27C

NDB RWY 4

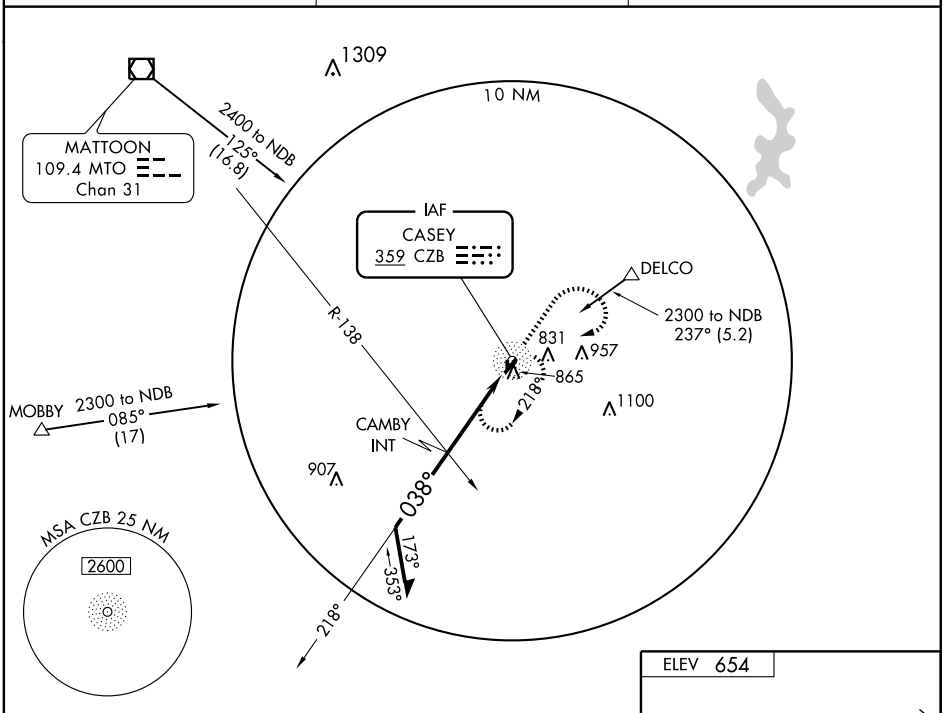
CASEY MUNI (1H8)

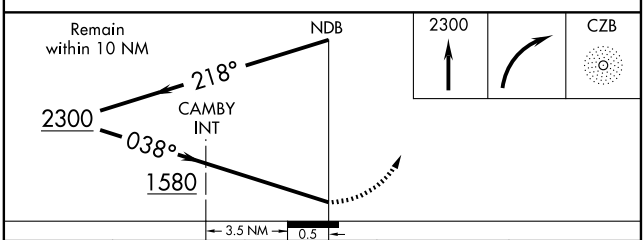
NDB CZB	APP CRS	Rwy Idg	4002
359	038°	TDZE	653
		Apt Elev	654

NA — Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting, when not received, use Robinson altimeter setting.

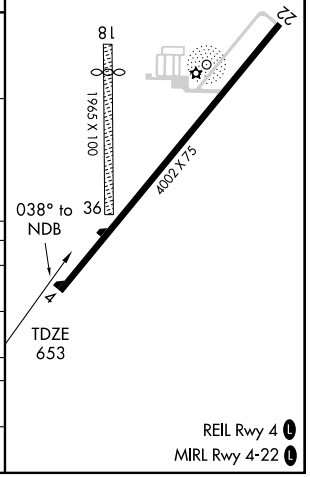
MISSED APPROACH: Climb to 2300 then right turn direct CZB NDB and hold.

TERRE HAUTE ASOS	HULMAN APP CON ★	UNICOM
127.5 284.4	125.45 288.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	1580-1¼ 927 (1000-1¼)		1580-2¾ 927 (1000-2¾)	1580-3 927 (1000-3)
CIRCLING	1580-1¼ 926 (1000-1¼)		1580-2¾ 926 (1000-2¾)	1580-3 926 (1000-3)
CAMBY FIX MINIMUMS				
S-4	1320-1 667 (700-1)		1320-1¾ 667 (700-1¾)	1320-2 667 (700-2)
CIRCLING	1320-1 666 (700-1)		1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB CZB	APP CRS	Rwy Idg	4002
359	228°	TDZE	654
		Apt Elev	654

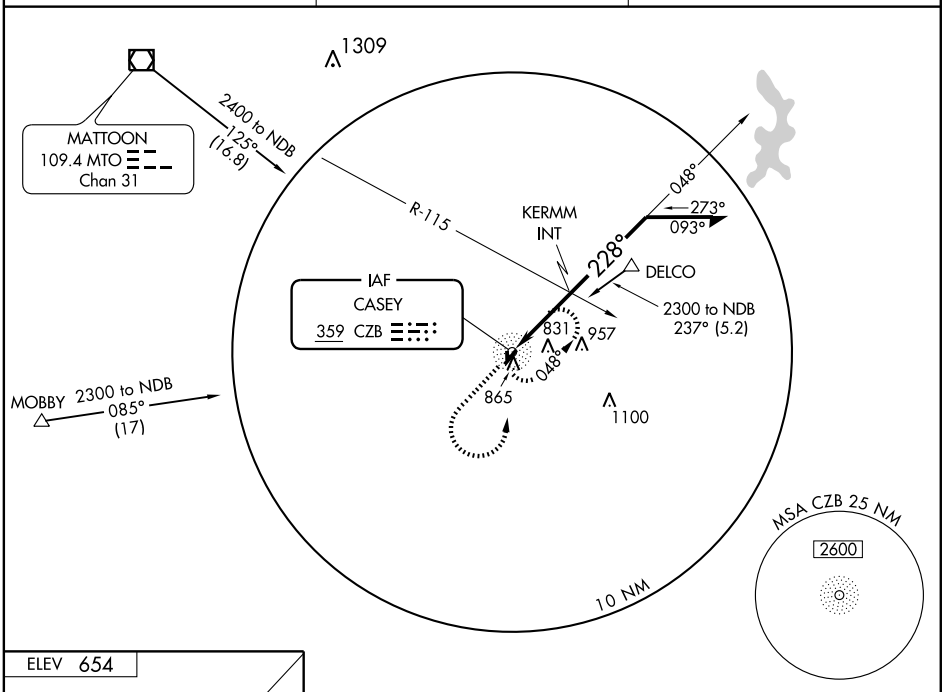
NDB RWY 22

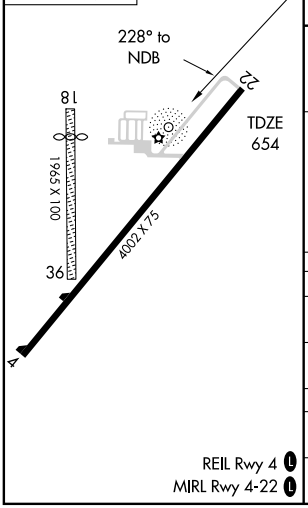
CASEY MUNI (1H8)

T NA Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

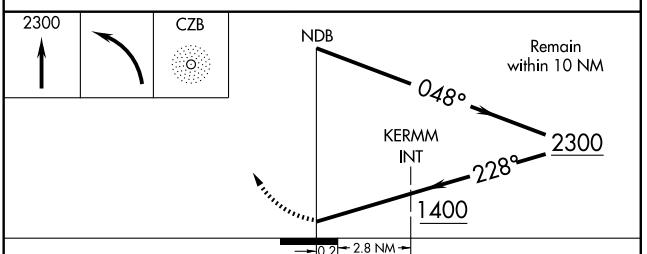
MISSED APPROACH: Climb to 2300 then left turn direct CZB NDB and hold.

TERRE HAUTE ASOS	HULMAN APP CON ★	UNICOM
127.5 284.4	125.45 288.15	122.8 (CTAF) L





REIL Rwy 4 L
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-22	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
CIRCLING	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
KERMM FIX MINIMUMS				
S-22	1280-1 626 (700-1)		1280-1¾ 626 (700-1¾)	1280-2 626 (700-2)
CIRCLING	1320-1 666 (700-1)		1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
042°	TDZE	653
	Apt Elev	654

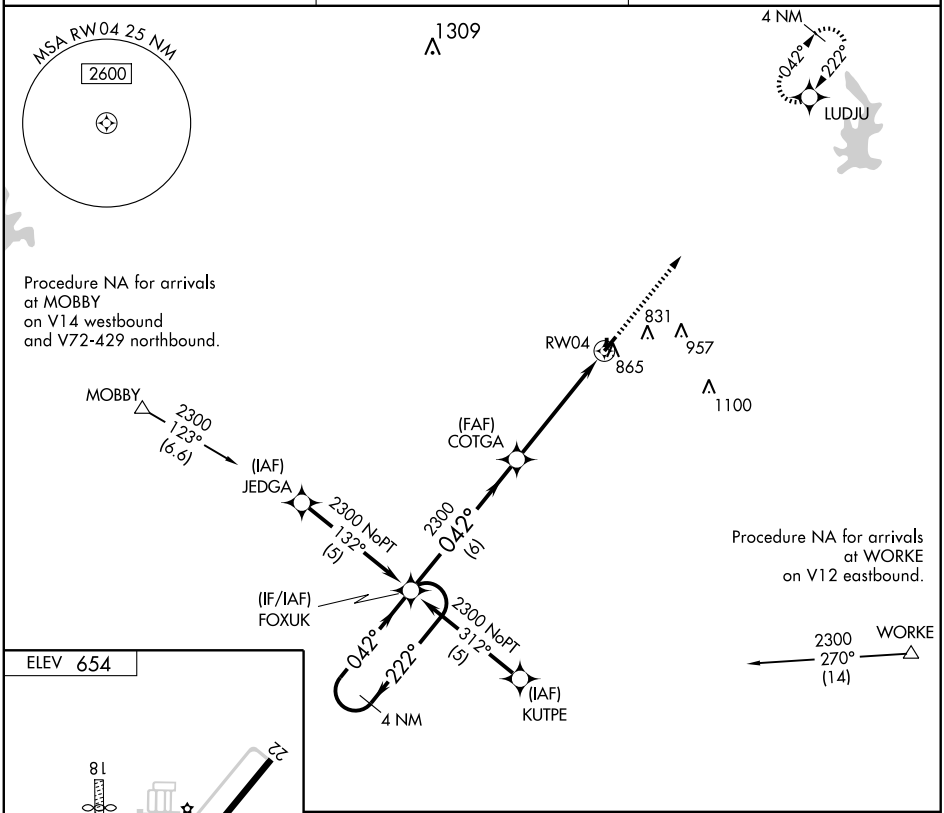
RNAV (GPS) RWY 4

CASEY MUNI (1H8)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LUDJU and hold.

TERRE HAUTE ASOS	HULMAN APP CON ★	UNICOM
127.5 284.4	125.45 288.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	607 (700-1)	1260-1¾ 607 (700-1¾)	1260-2 607 (700-2)
CIRCLING	1320-1	666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

CASEY MUNI (1H8)

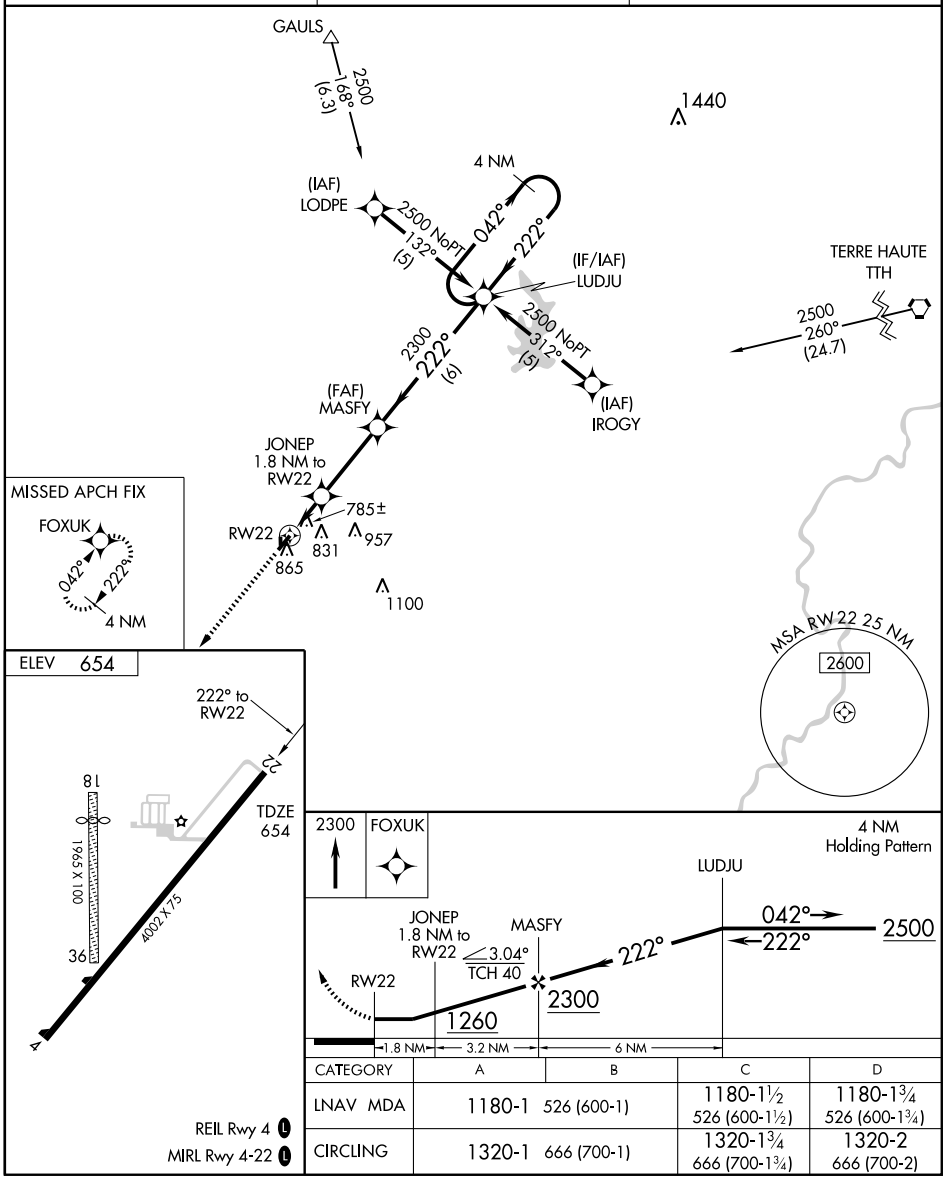
APP CRS	Rwy Idg	4002
222°	TDZE	654
	Apt Elev	654

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH:Climb to 2300 direct FOXUK and hold.

TERRE HAUTE ASOS	HULMAN APP CON ★	UNICOM
127.5 284.4	125.45 288.15	122.8 (CTAF) L



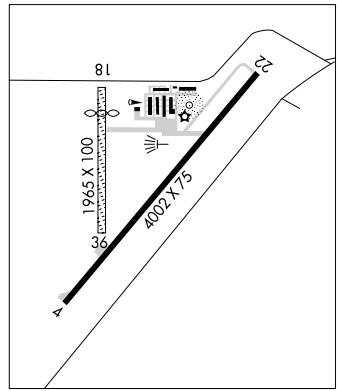
CATEGORY	A	B	C	D
LNAV MDA	1180-1	526 (600-1)	1180-1½ 526 (600-1½)	1180-1¾ 526 (600-1¾)
CIRCLING	1320-1	666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

REIL Rwy 4 L

MIRL Rwy 4-22 L

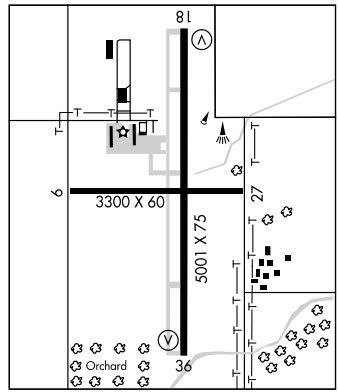
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CASEY MUNI (1H8) 1 NW UTC−6(−5DT) N39°18.15′ W88°00.24′ ST LOUIS
654 B S4 **FUEL** 100LL TPA—1454(800) NOTAM FILE STL L–27C
RWY 04–22: H4002X75 (ASPH) S–12 MIRL IAP
RWY 04: REIL. Trees. **RWY 22:** Road. Rgt tfc.
RWY 18–36: 1965X100 (TURF)
RWY 18: Thld dsplcd 315′. Road. Rgt tfc. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400Z‡–2300Z‡. MIRL Rwy 04–22 and REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy lgts—CTAF. Rwy 18 dsplcd thld marked with white gravel in shape of ''L'' on rwy edges.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 125.45 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22′ W88°28.91′ 041° 32 NM to fld. 540/3E.
NDB (MHW) 359 CZB N39°18.31′ W88°00.12′ at fld. Unmonitored. NOTAM FILE STL.



CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON–NORMAL (See BLOOMINGTON/NORMAL)

CENTRALIA MUNI (ENL) 2 E UTC−6(−5DT) N38°30.91′ W89°05.47′ ST LOUIS
534 B S2 **FUEL** 100LL, JET A NOTAM FILE ENL H–5E, L–27C
RWY 18–36: H5001X75 (ASPH) S–30, D–40 MIRL 0.3% up S IAP
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 25′. Tree.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 25′. Tree.
RWY 09–27: H3300X60 (ASPH) S–12.5 MIRL
RWY 09: REIL. Road.
RWY 27: REIL. Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For svc after hrs call 618–533–1626. MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27 on request through UNICOM.
WEATHER DATA SOURCES: AWOS–3 121.125 (618) 533–4417. **HIWAS** 115.0 ENL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 115.0T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 025° 6.5 NM to fld. 546/4E. **HIWAS.** VOR portion unusable 100°–134° blo 3000′; 135°–140° blo 2700′.



CHAMPAIGN N40°02.07′ W88°16.56′ NOTAM FILE CMI. CHICAGO
(L) VORTAC 110.0 CMI Chan 37 at University of Illinois–Willard. 745/3E. L–27C
RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA N40°02.07′ W88°16.56′ CHICAGO
RCO 122.45 (ST LOUIS RADIO) L–27C

RNAV (GPS) RWY 18

CENTRALIA MUNI (ENL)

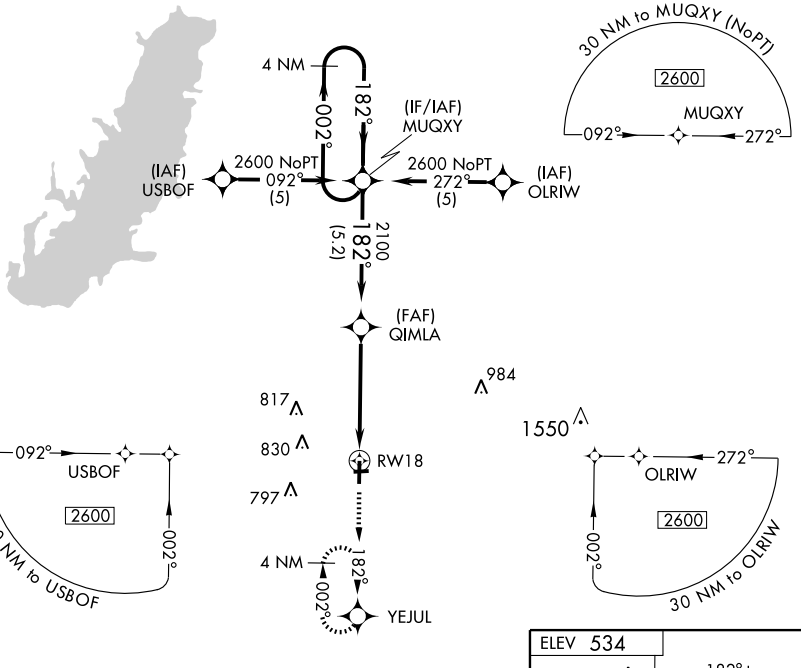
APP CRS	Rwy Idg	5001
182°	TDZE	520
	Apt Elev	534

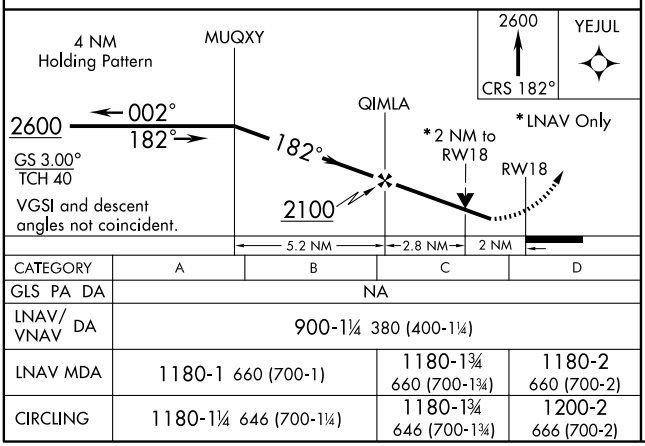
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (3° F).

NA

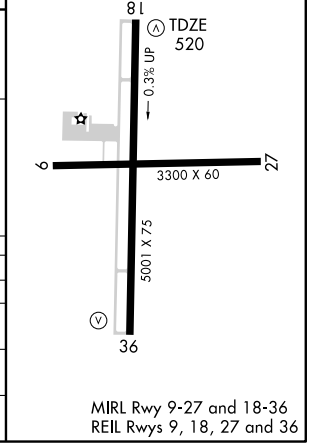
MISSED APPROACH: Climb to 2600 via 182° course to YEJUL WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.7 317.7	122.8 (CTAF)





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900-1¼ 380 (400-1¼)			
LNAV MDA	1180-1 660 (700-1)		1180-1¾ 660 (700-1¾)	1180-2 660 (700-2)
CIRCLING	1180-1¼ 646 (700-1¼)		1180-1¾ 646 (700-1¾)	1200-2 666 (700-2)



MIRL Rwy 9-27 and 18-36
REIL Rwys 9, 18, 27 and 36

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RNAV (GPS) RWY 36

CENTRALIA MUNI (ENL)

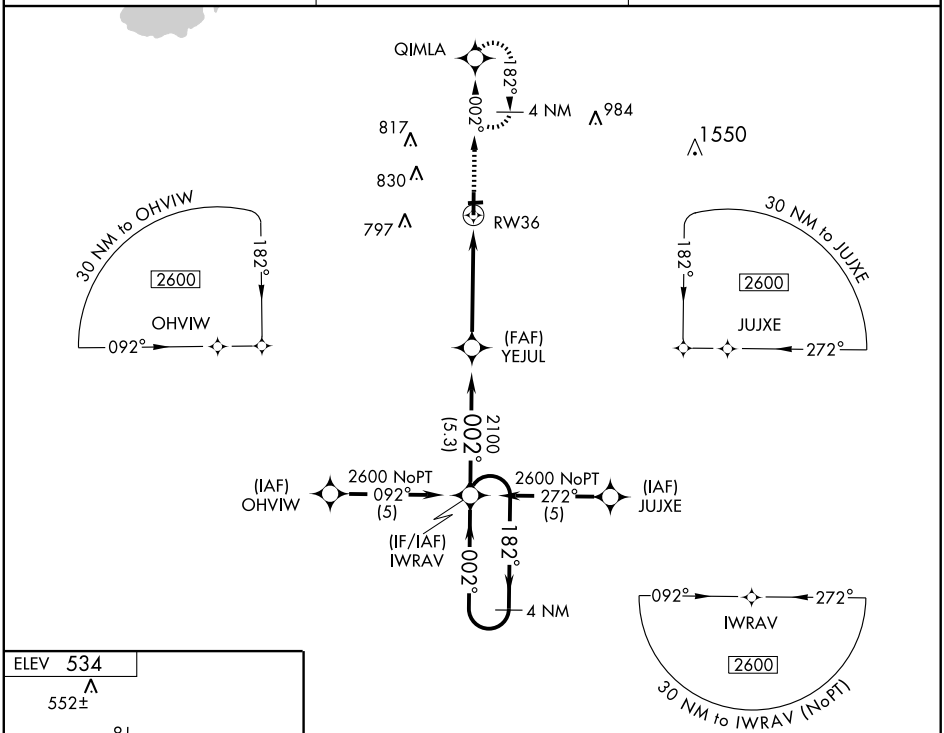
APP CRS	Rwy Idg	5001
002°	TDZE	534
	Apt Elev	534

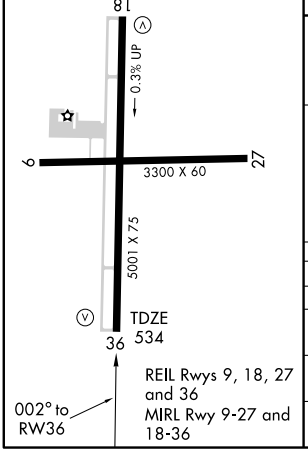
NA

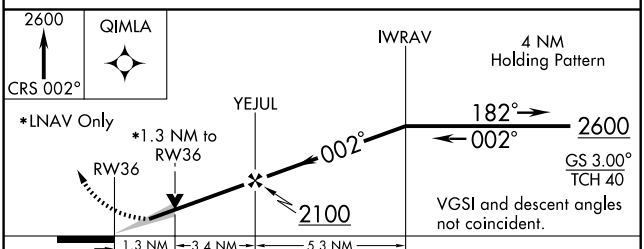
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (3° F).

MISSED APPROACH: Climb to 2600 via 002° course to QIMLA WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.7 317.7	122.8 (CTAF)







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	920-1¼ 386 (400-1¼)			
LNAV MDA	980-1 446 (500-1)		980-1¼ 446 (500-1¼)	980-1½ 446 (500-1½)
CIRCLING	980-1¼ 446 (500-1¼)	1000-1¼ 466 (500-1¼)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)

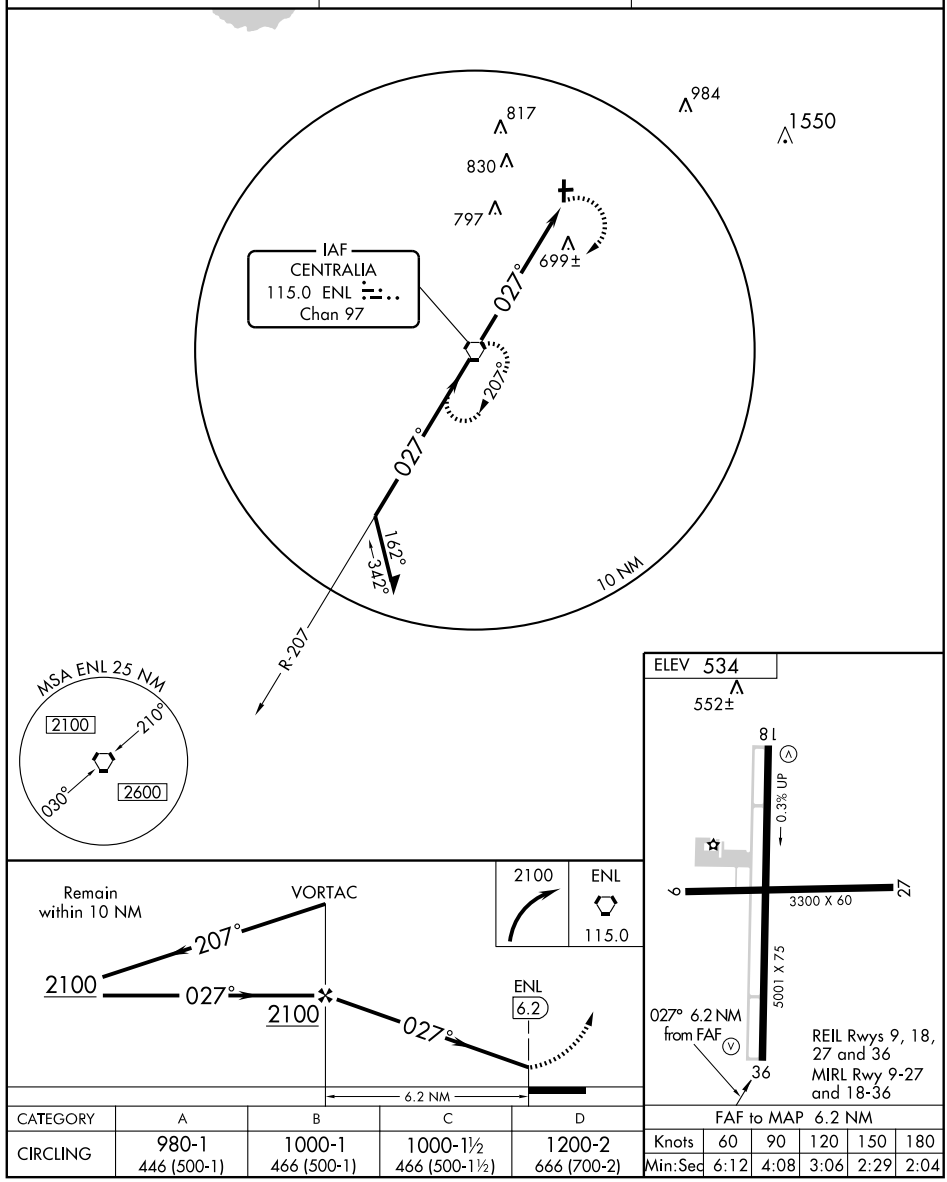
EC-3, 21 OCT 2010 to 18 NOV 2010
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VORTAC ENL 115.0 Chan 97	APP CRS 027°	Rwy ldg N/A TDZE N/A Apt Elev 534

VOR-A
CENTRALIA MUNI (ENL)

MISSED APPROACH: Climbing right turn to 2100 direct ENL VORTAC and hold.

AWOS-3 121.125	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.8 (CTAF)



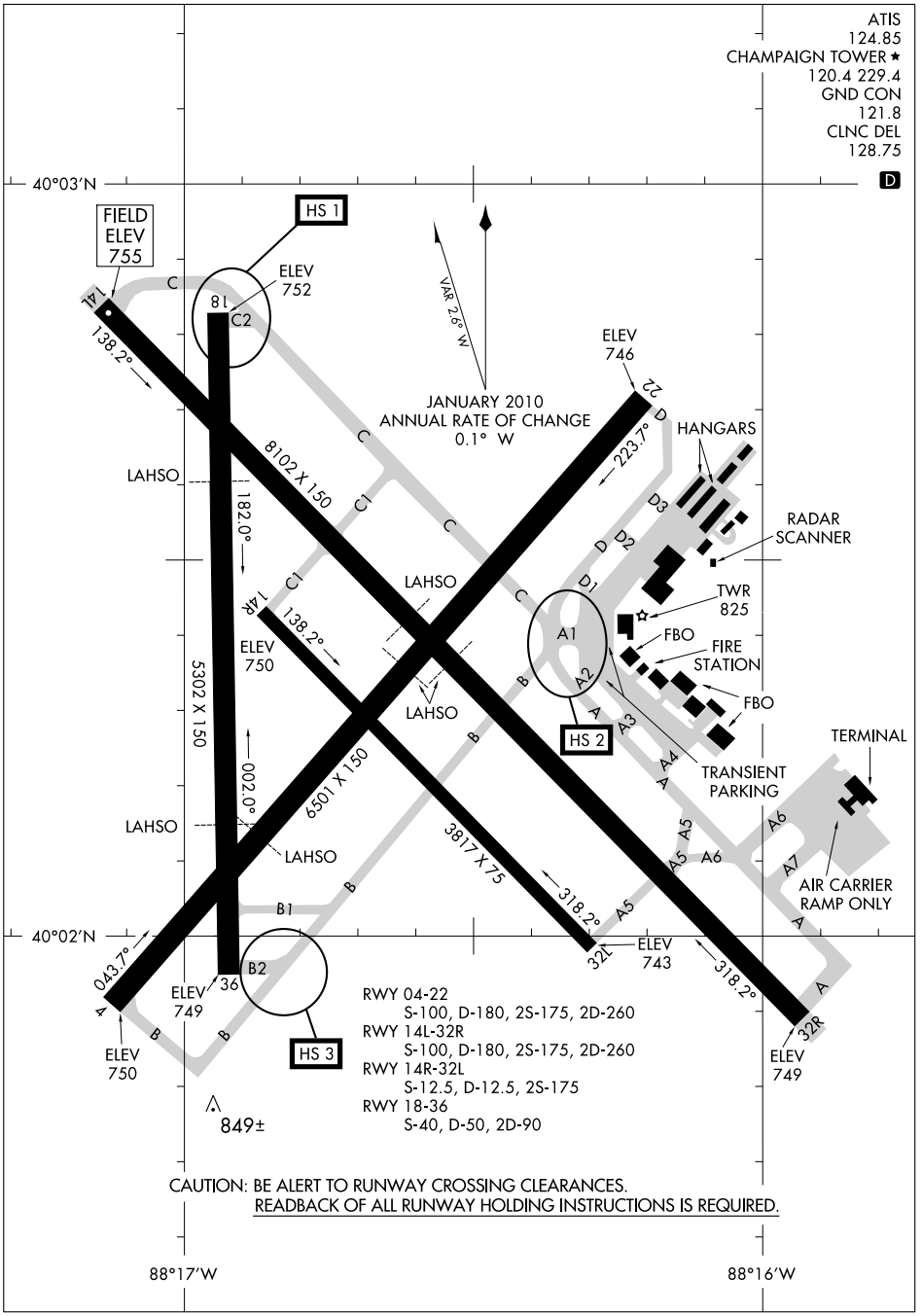
CATEGORY	A	B	C	D
CIRCLING	980-1 446 (500-1)	1000-1 466 (500-1)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)
AL-709 (FAA)
CHAMPAIGN-URBANA, ILLINOIS



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AIRPORT DIAGRAM

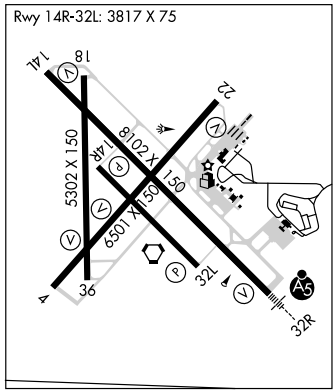
CHAMPAIGN-URBANA, ILLINOIS
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

10266

CHAMPAIGN/URBANA

UNIVERSITY OF ILLINOIS–WILLARD (CMI) 5 SW UTC–6(–5DT) N40°02.33′ W88°16.67′ **CHICAGO**
755 B S4 **FUEL** 100LL, JET A1 + OX 1 TPA–1505(750) Class I, ARFF Index B **H–5E, L–27C**
NOTAM FILE CMI **IAP, AD**

RWY 14L–32R: H8102X150 (ASPH–CONC–GRVD) S–100, D–180, 2S–175, 2D–260 HIRL
RWY 14L: VASI(V4L)—GA 3.0° TCH 31′.
RWY 32R: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 04–22: H6501X150 (CONC–GRVD) S–100, D–180, 2S–175, 2D–260 MIRL
RWY 04: VASI(V4L)—GA 3.0° TCH 45′.
RWY 22: VASI(V4L)—GA 3.0° TCH 41′. Tree.
RWY 18–36: H5302X150 (CONC) S–40, D–50, 2D–90 MIRL
RWY 36: VASI(V4L)—GA 3.0° TCH 40′. Tree.
RWY 14R–32L: H3817X75 (ASPH) S–12.5, D–12.5, 2S–175 MIRL
RWY 14R: PAPI(P4L)—GA 3.0° TCH 35′.
RWY 32L: PAPI(P4L)—GA 3.0° TCH 35′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	14L–32R	3600
RWY 14L	04–22	3550
RWY 18	04–22	4100
RWY 22	18–36	4700
RWY 32R	04–22	4050
RWY 36	14L–32R	3950

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14R: TORA–3817 TODA–3817 ASDA–3817 LDA–3817
RWY 32L: TORA–3817 TODA–3817 ASDA–3817 LDA–3817

AIRPORT REMARKS: Attended 1200–0500Z‡. Rwy 18–36 CLOSED 0500–1200Z‡. Rwy 18–36 CLOSED to scheduled air carrier ops 10 seats or more and clsd to unscheduled air carrier ops greater than 30 passenger seats. Avbl for air carrier taxi only. Rwy 14R–32L CLOSED 0500–1200Z‡. Birds on and invof arpt. AER 22 and 32 not visible from each other. Rwy 14L and Rwy 18 apch ends are closely aligned. Rwy 04 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats between 0500–1200Z‡, call arpt manager 217–244–8689/8764. Taxiing acft should use caution in early morning and late afternoon hrs; sun glare may make visual recognition of signs and pavement markings difficult. Twy A5 and Twy C1 southwest of Rwy 14L–32R closed to acft over 11800 lbs. Twy A6 and A7, adjacent to ramp, not visible from the control twr. When twr is clsd Rwy 32R is the preferred calm wind rwy. When twr clsd HIRL Rwy 14L–32R preset on radio control, to increase ints and ACTIVATE MIRL Rwy 04–22 and MALSR Rwy 32R—CTAF. Itinerant parking on SE ramp only.

WEATHER DATA SOURCES: ASOS (217) 352–9118.

COMMUNICATIONS: CTAF 120.4 **ATIS** 124.85 **UNICOM** 122.95
CHAMPAIGN RCO 122.1R 110.0T (ST LOUIS RADIO)
CHAMPAIGN/URBANA RCO 122.45 (ST LOUIS RADIO)
Ⓡ **CHAMPAIGN APP/DEP CON** 132.85 (136°–315°) 121.35 (316°–135°) 133.97 (1200–0500Z‡)
CHICAGO CENTER APP/DEP CON 121.35 (0500–1200Z‡)
CHAMPAIGN TOWER 120.4 118.25 (1200–0500Z‡) **GND CON** 121.8 **CLNC DEL** 128.75

AIRSPACE: CLASS C svc 1200–0500Z‡ ctc **APP CON** other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07′ W88°16.56′ at fld. 745/3E.
VEALS NDB (LOM) 407 CM N39°57.97′ W88°10.95′ 315° 6.2 NM to fld.
ILS 109.1 I–CMI Rwy 32R. Class IE. LOM VEALS NDB. ILS unmonitored when twr clsd.
ASR (1200–0500Z‡)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CMI	APP CRS	Rwy Idg	8102
109.1	316°	TDZE	750
		Apt Elev	755

ILS or LOC RWY 32R

CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

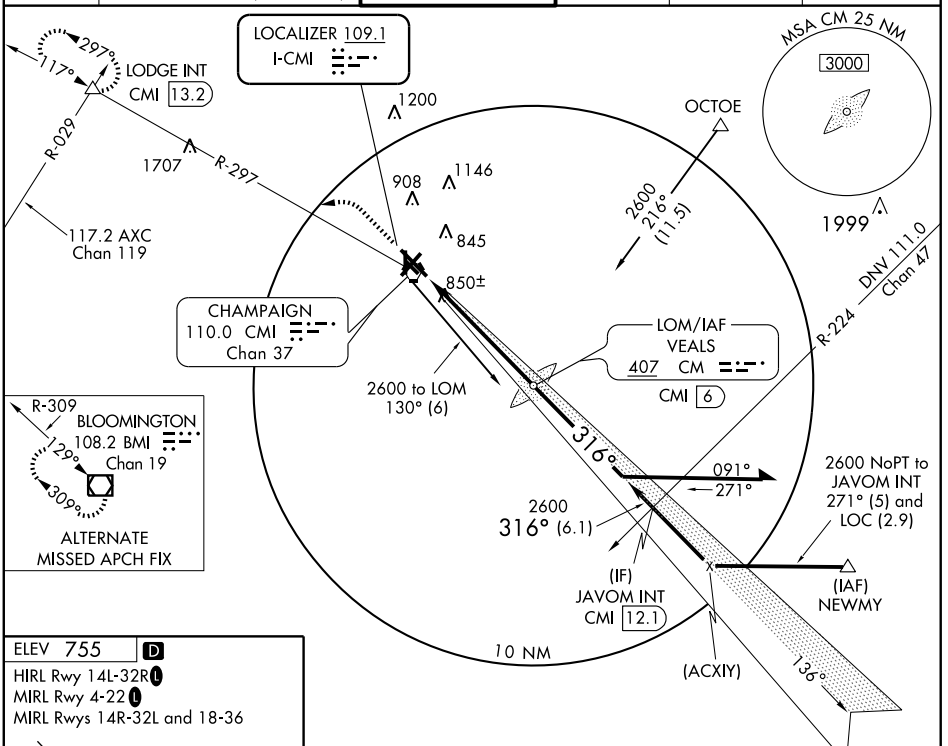
ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Rantoul altimeter setting and increase DA 41 feet, and all MDA 60 feet, increase S-LOC 32R Cat. C visibility to RVR 4000.

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI VORTAC 13.2 DME and hold.

ATIS	CHAMPAIGN APP CON*	CHAMPAIGN TOWER*	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95



EC-3, 21 OCT 2010 to 18 NOV 2010

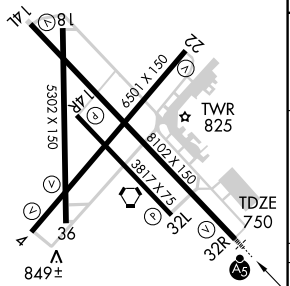
EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 755 D

HIRL Rwy 14L-32R L

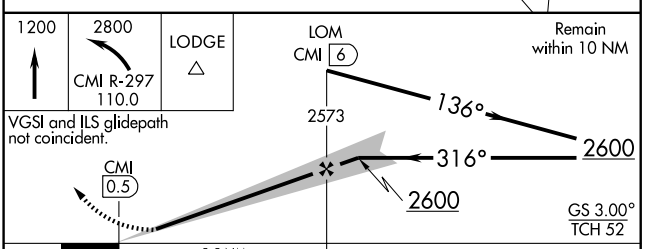
MIRL Rwy 4-22 L

MIRL Rwys 14R-32L and 18-36



316° 5.5 NM from FAF

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 32R	*950/24 200 (200-½)			
S-LOC 32R	1100/24 350 (400-½)			1100/40 350 (400-¾)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC I-CMI	APP CRS	Rwy Idg	8102
109.1	136°	TDZE	755
		Apt Elev	755

LOC/DME BC RWY 14L

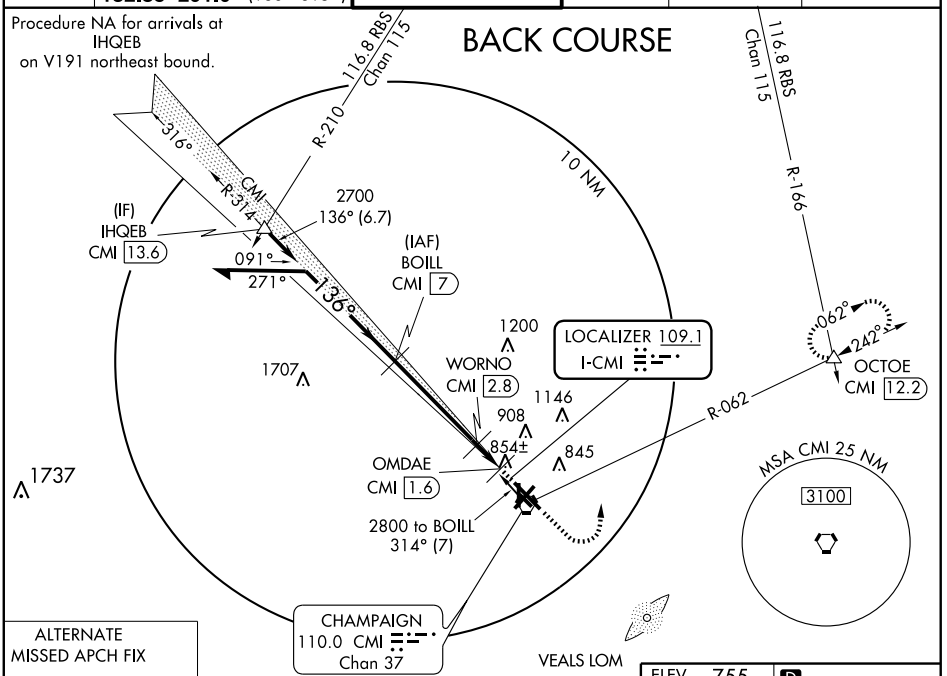
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T A ASR Disregard glideslope indications. When local altimeter setting not received use Rantoul altimeter setting and increase all MDA 60 feet, increase S-14L Cat C visibility ¼ mile. DME from CMI VORTAC. Simultaneous reception of I-CMI and CMI DME required.

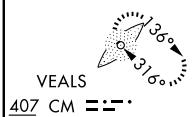
MISSED APPROACH: Climb to 2700 then left turn on heading 010° and CMI VORTAC R-062 to OCTOE Int/CMI VORTAC 12.2 DME and hold, or as directed by ATC.

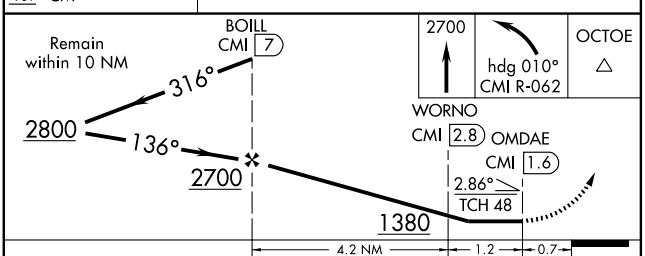
ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95

Procedure NA for arrivals at IHQEB on V191 northeast bound.

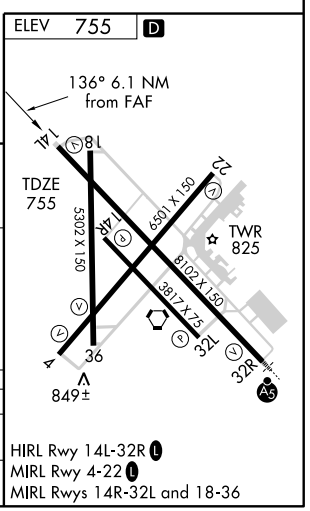


ALTERNATE MISSED APCH FIX





CATEGORY	A	B	C	D
S-14L	1120-1 365 (400-1)			1120-1¼ 365 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM CM	APP CRS	Rwy Idg	8102
407	316°	TDZE	750
		Apt Elev	755

NDB RWY 32R

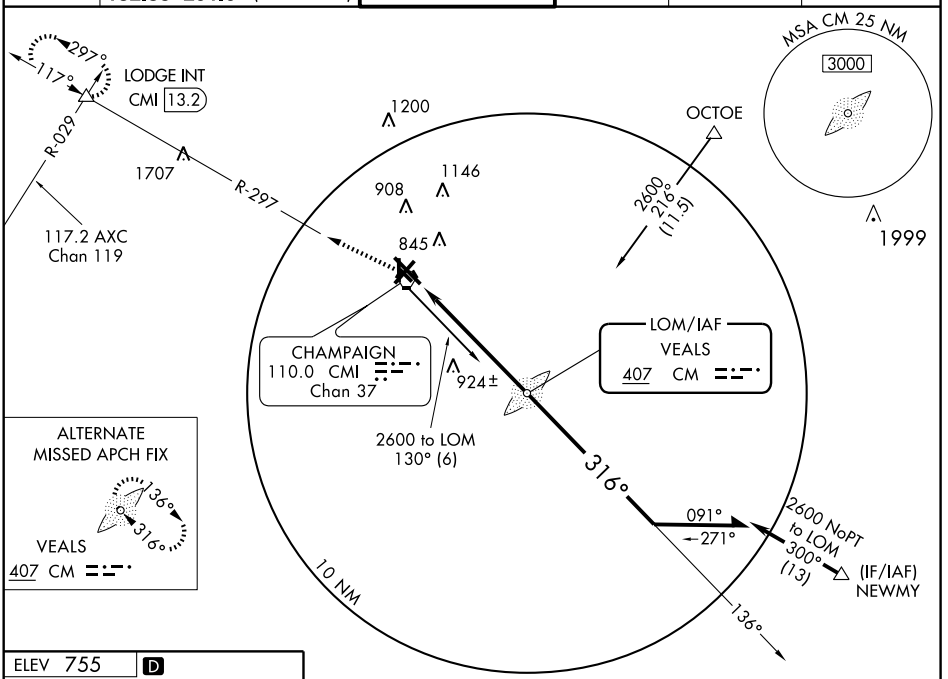
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet. Increase S-32R Cat. C visibility to RVR 5000, Cat. D visibility to 1½ miles.

MALSR

MISSED APPROACH: Climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI 13.2 DME and hold.

ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95



EC-3, 21 OCT 2010 to 18 NOV 2010

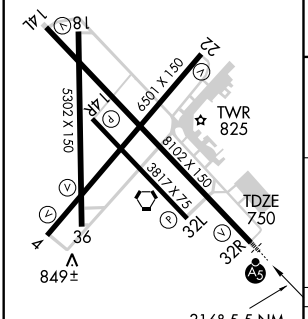
EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 755 D

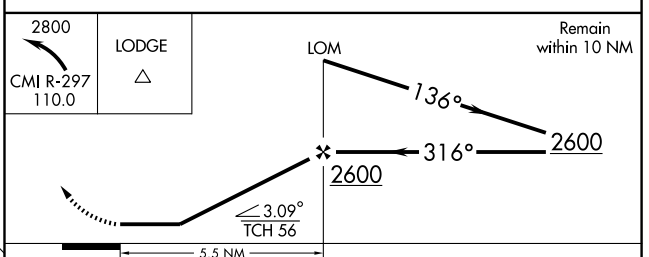
HIRL Rwy 14L-32R L

MIRL Rwy 4-22 L

MIRL Rwys 14R-32L and 18-36



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-32R	1240/40 490 (500-¾)			1240/60 490 (500-1¼)
CIRCLING	1240-1 485 (500-1)		1240-1½ 485 (500-1½)	1320-2 565 (600-2)

WAAS	APP CRS	Rwy Idg	6501
CH 58311	041°	TDZE	751
W04A		Apt Elev	755

RNAV (GPS) RWY 4

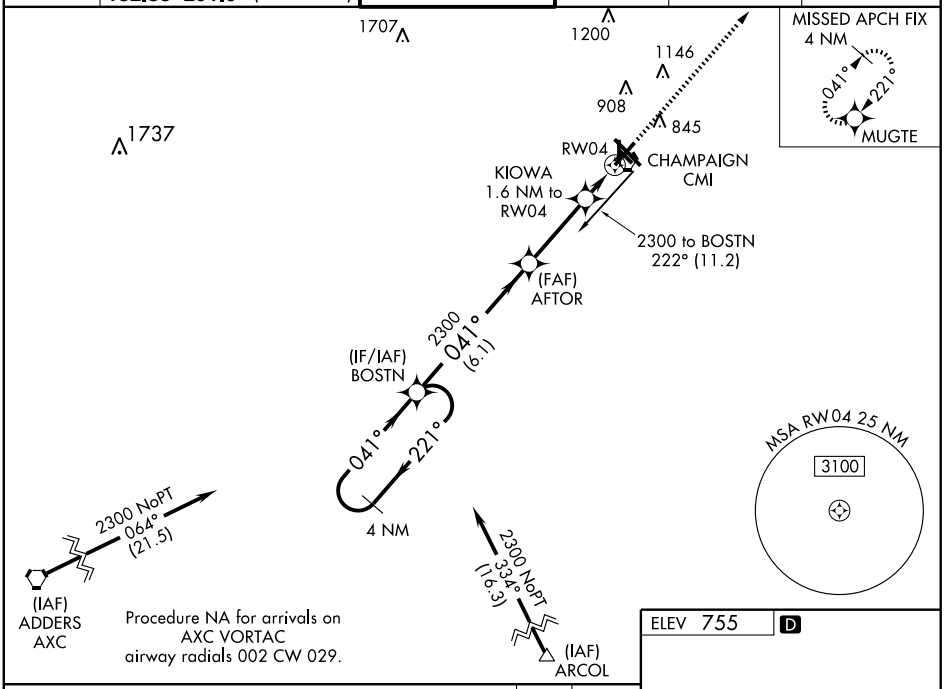
CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMI)

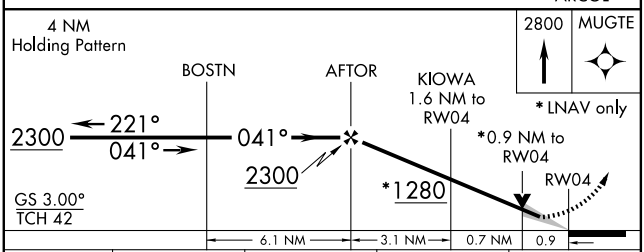
▼ ▲ ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

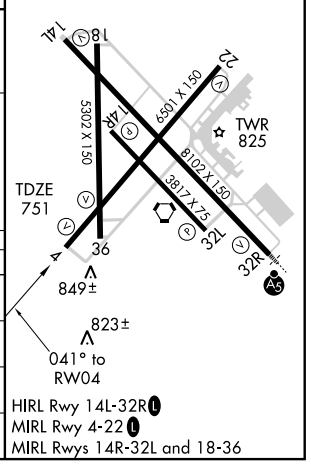
MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95





CATEGORY	A	B	C	D
LPV DA	1001-1 250 (300-1)			
LNAV/VNAV DA	1083-1¼ 332 (400-1¼)			
LNAV MDA	1080-1 329 (400-1)			
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
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WAAS	APP CRS	Rwy Idg	8102
CH 86419	136°	TDZE	755
W14A		Apt Elev	755

RNAV (GPS) RWY 14L

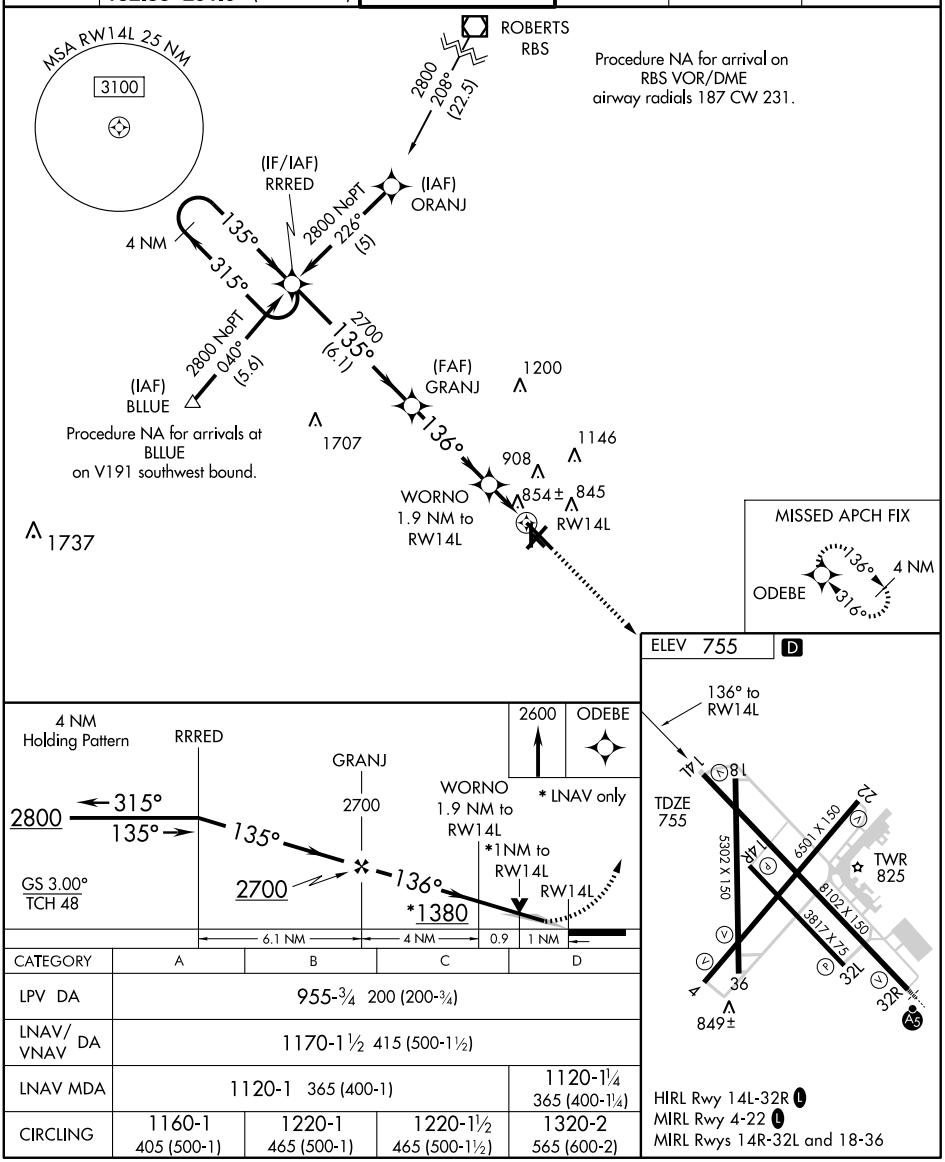
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

ASR

MISSED APPROACH: Climb to 2600 direct ODEBE and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95



CATEGORY	A	B	C	D
LPV DA	955-¾ 200 (200-¾)			
LNAV/VNAV DA	1170-1½ 415 (500-1½)			
LNAV MDA	1120-1 365 (400-1)			1120-1¼ 365 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5302
Ch 45919	179°	TDZE	753
W18A		Apt Elev	755

RNAV (GPS) RWY 18

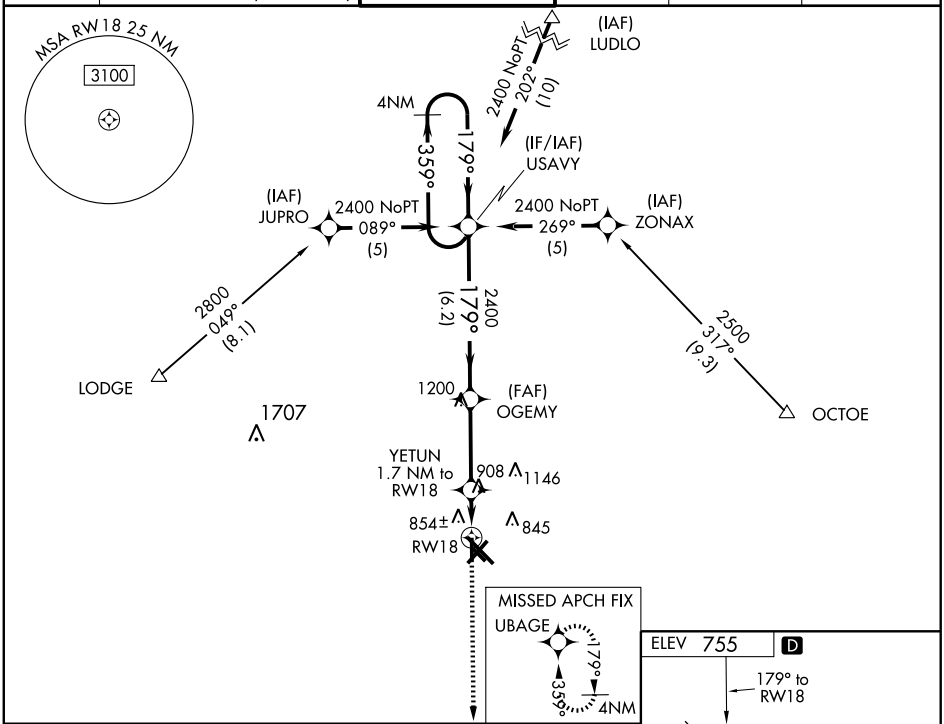
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

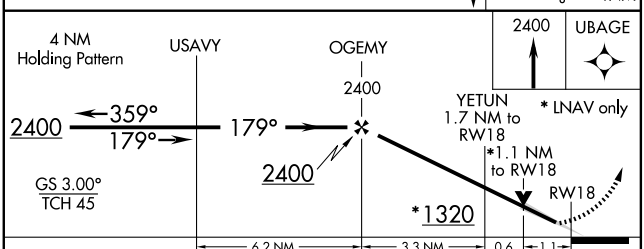
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

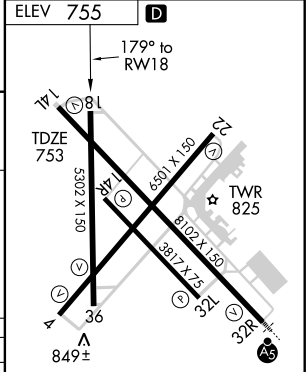
ASR

MISSED APPROACH: Climb to 2400 direct UBAGE and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95







CATEGORY	A	B	C	D
LPV DA	953-¾ 200 (200-¾)			
LNAV/VNAV DA	1145-1½ 392 (400-1½)			
LNAV MDA	1160-1 407 (500-1)		1160-1¼ 407 (500-1¼)	
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 97619	221°	TDZE	750
W22A		Apt Elev	755

RNAV (GPS) RWY 22

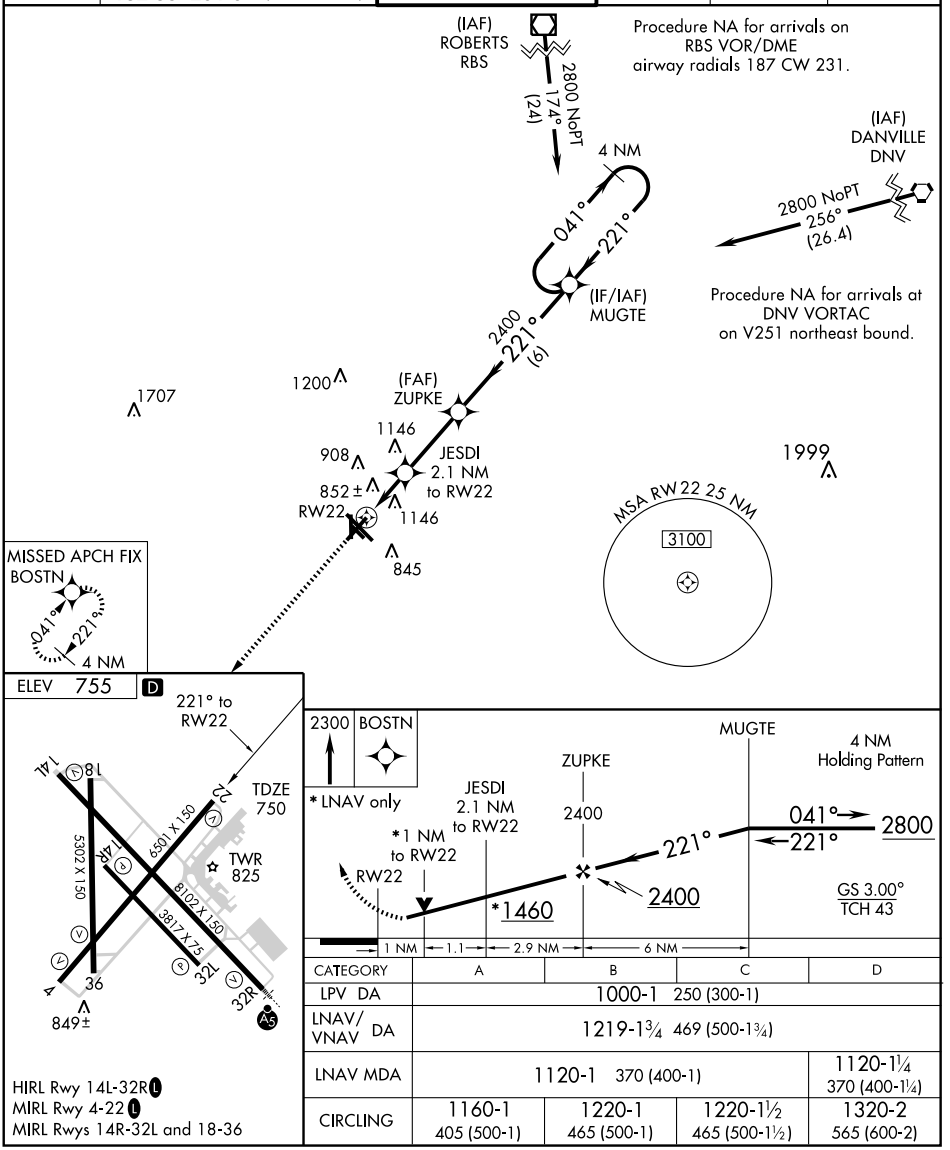
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T A ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet. Baro-VNAV and VDP NA when using Rantoul altimeter setting. LNAV and Circling minimums NA with Rantoul altimeter setting.

MISSED APPROACH: Climb to 2300 direct BOSTN and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95



CATEGORY	A	B	C	D
LPV DA	1000-1 250 (300-1)			
LNAV/ VNAV DA	1219-1¾ 469 (500-1¾)			
LNAV MDA	1120-1 370 (400-1)			1120-1¼ 370 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8102
CH 61110	316°	TDZE	749
W32A		Apt Elev	754

RNAV (GPS) RWY 32R

CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMI)

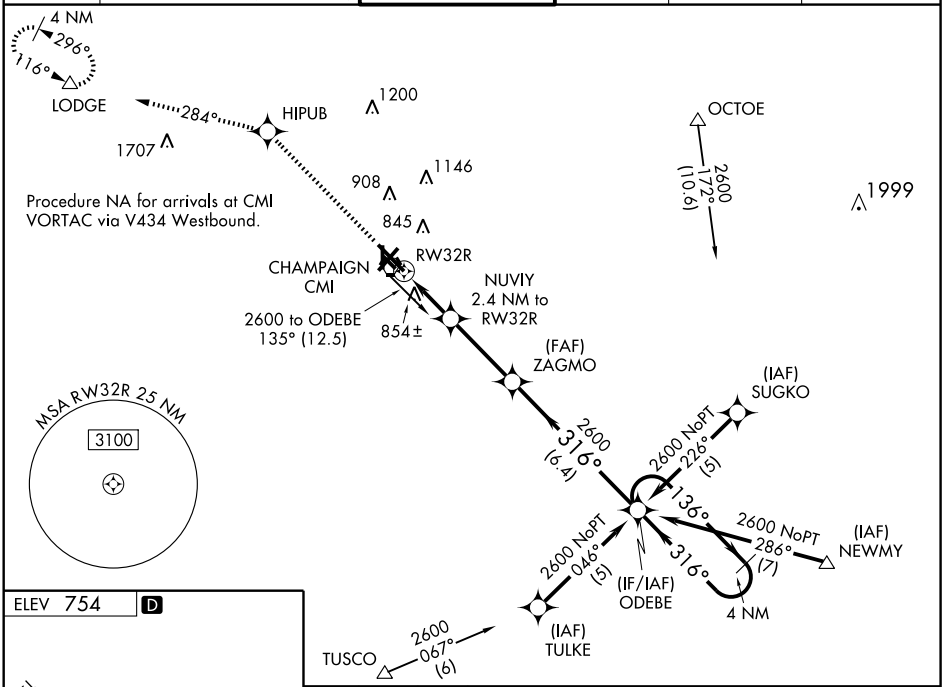
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat. C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2800 direct HIPUB and via 284° track to LODGE and hold.

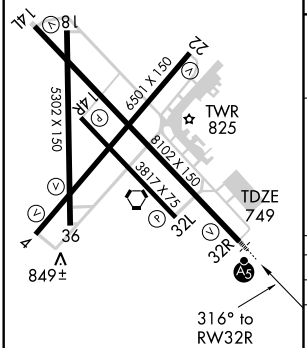
ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95



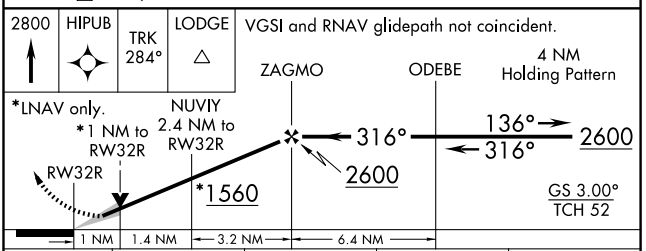
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 754 D



HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36



CATEGORY	A	B	C	D
LPV DA	999/24 250 (300-½)			
LNAV/VNAV DA	1153/50 404 (400-1)			
LNAV MDA	1120/24 371 (400-½)			1120/50 371 (400-1)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

WAAS	APP CRS	Rwy Idg	5302
CH 77919	359°	TDZE	752
W36A		Apt Elev	755

RNAV (GPS) RWY 36

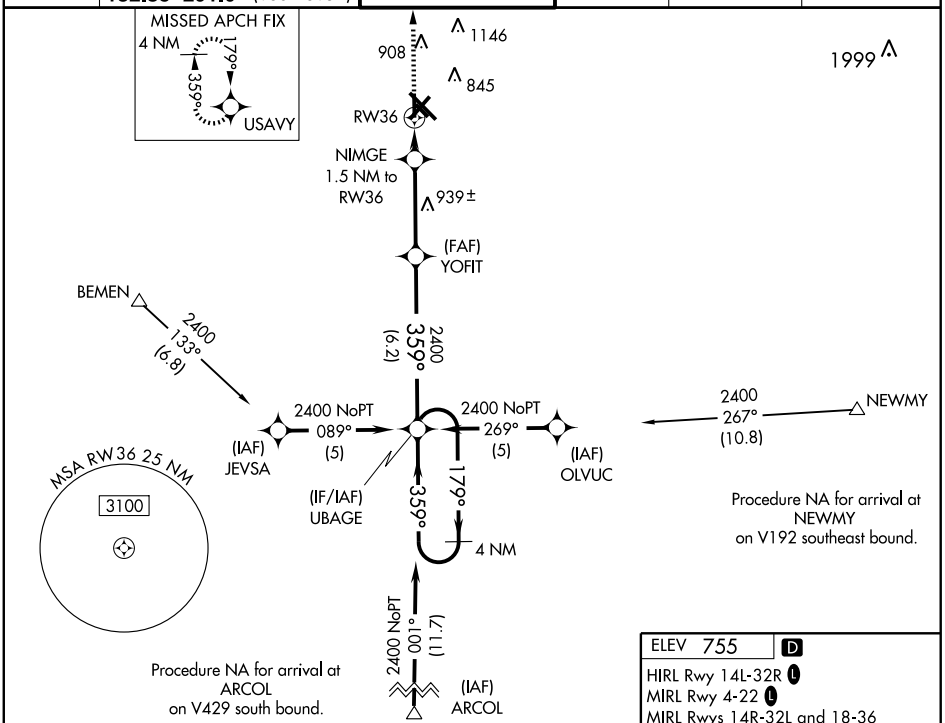
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

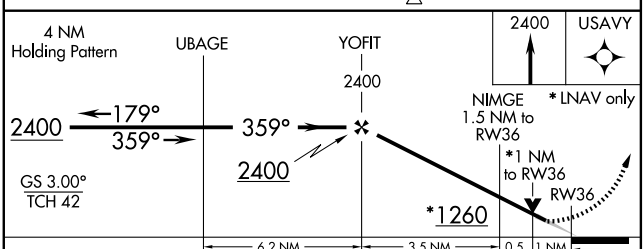
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

ASR

MISSED APPROACH: Climb to 2400 direct USAVY and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95





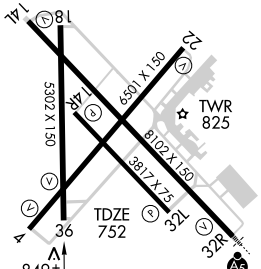
CATEGORY	A	B	C	D
LPV DA	1022-1 270 (300-1)			
LNAV/VNAV DA	1119-1¼ 367 (400-1¼)			
LNAV MDA	1100-1 348 (400-1)			1100-1¼ 348 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

ELEV 755 D

HIRL Rwy 14L-32R L

MIRL Rwy 4-22 L

MIRL Rwys 14R-32L and 18-36



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 14L

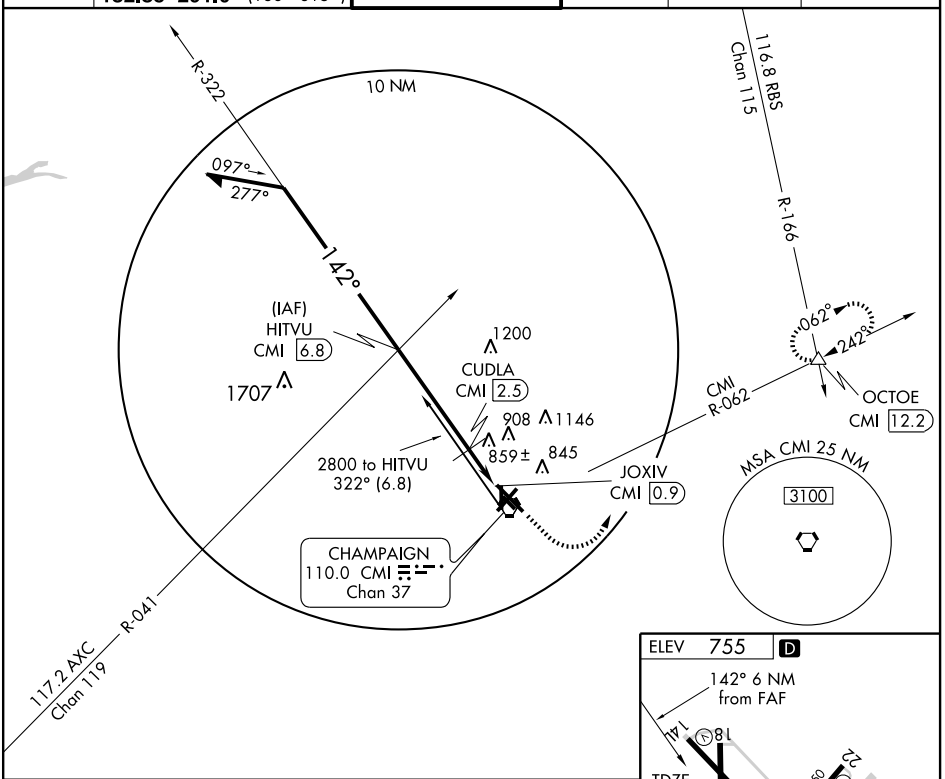
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

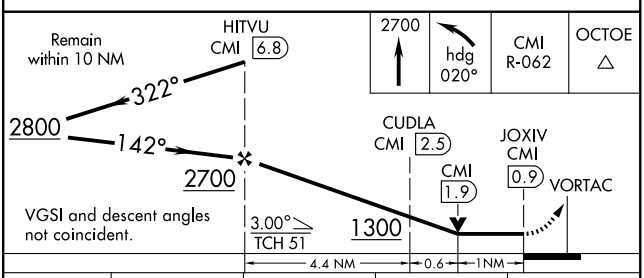
VORTAC CMI	APP CRS	Rwy Idg	8102
110.0	142°	TDZE	755
Chan 37		Apt Elev	755

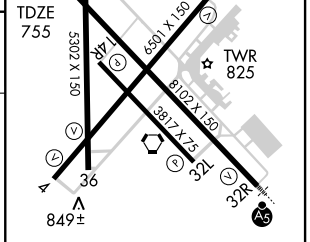
When local altimeter setting not received, use Rantoul Natl altimeter setting and increase all MDA 60 feet and increase Cat C visibility ¼ mile.
ASR VDP NA when using Rantoul Natl altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn heading 020° and CMI R-062 to OCTOE Int/12.2 DME and hold.

ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95







CATEGORY	A	B	C	D
S-14L	1120-1 365 (400-1)			1120-1¼ 365 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CMI	APP CRS	Rwy Idg	6501
110.0	207°	TDZE	749
Chan 37		Apt Elev	754

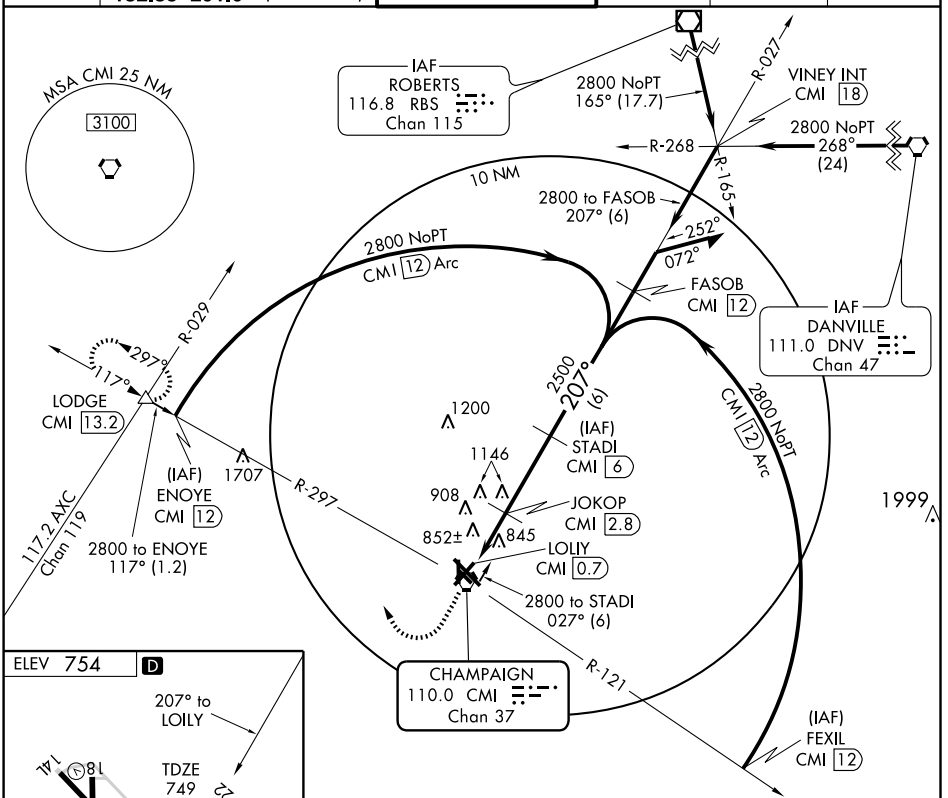
VOR/DME RWY 22

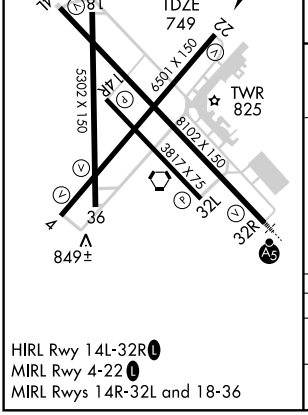
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

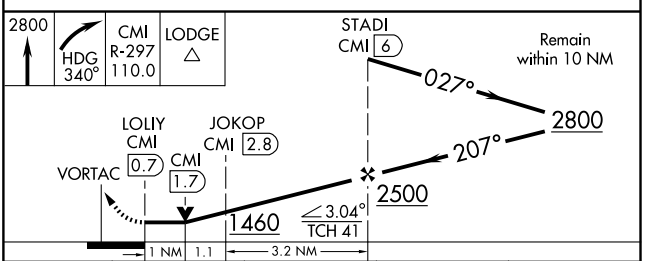
ASR

MISSED APPROACH: Climb to 2800 then right turn via heading 340° and CMI R-297 to LODGE Int/CMI 13.2 DME and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95







CATEGORY	A	B	C	D
S-22	1120-1 371 (400-1)			1120-1¼ 371 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CMI	APP CRS	Rwy Idg	6501
110.0	052°	TDZE	751
Chan 37		Apt Elev	755

VOR RWY 4

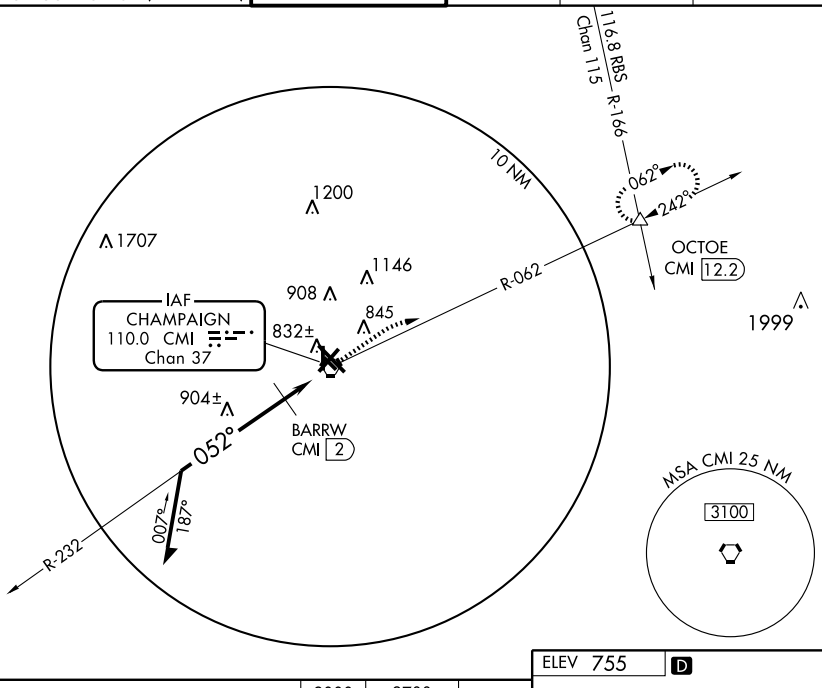
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

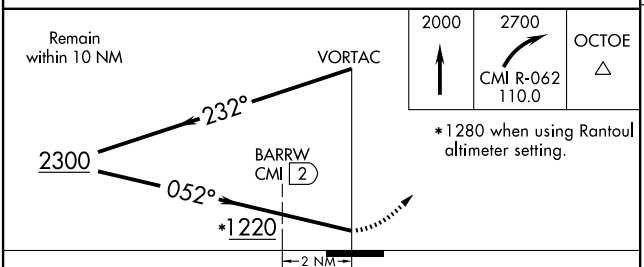
ASR

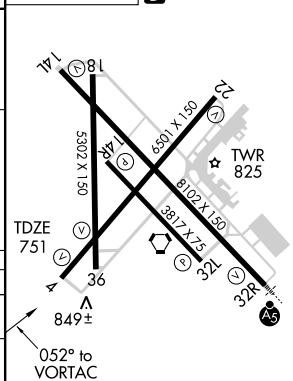
When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet, increase S-4 Cat. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via CMI VORTAC R-062 to OCTOE Int/CMI 12.2 DME and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95







CATEGORY	A	B	C	D
S-4	1220-1 469 (500-1)		1220-1¼ 469 (500-1¼)	1220-1½ 469 (500-1½)
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)
BARRW FIX MINIMUMS				
S-4	1140-1 389 (400-1)			1140-1¼ 389 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CMI 110.0 Chan 37	APP CRS 164°	Rwy Idg 5302 TDZE 753 Apt Elev 754

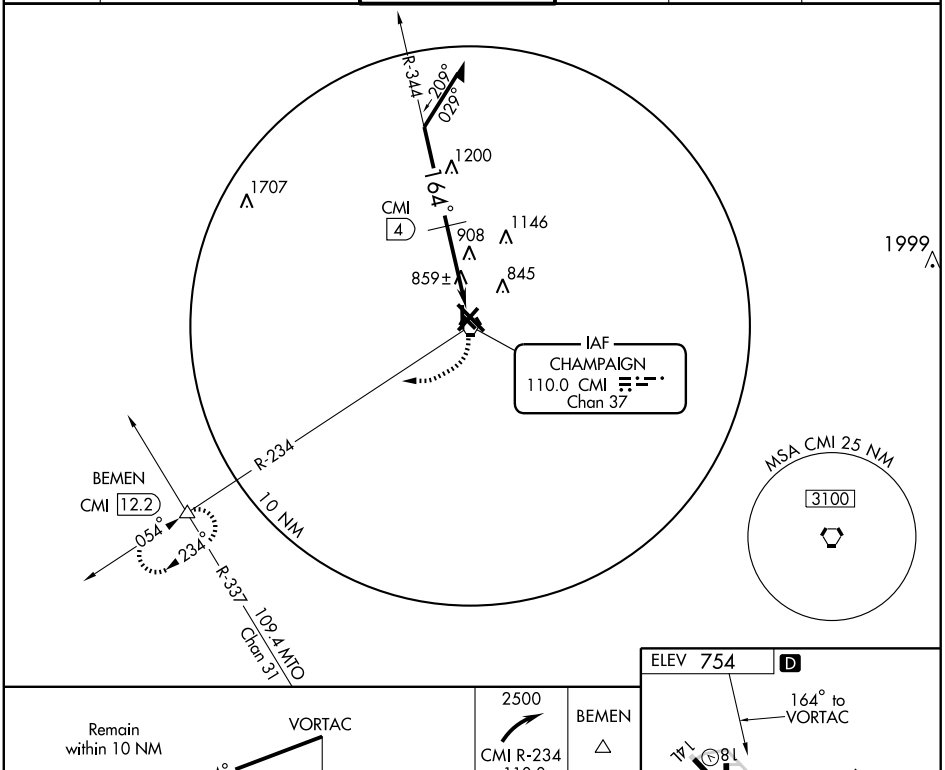
VOR RWY 18

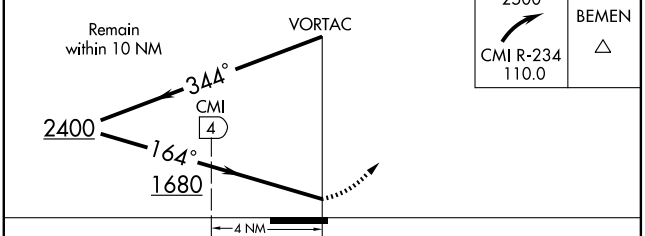
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

NA
ASR

MISSED APPROACH: Climbing right turn to 2500 via CMI R-234 to BEMEN Int and hold.

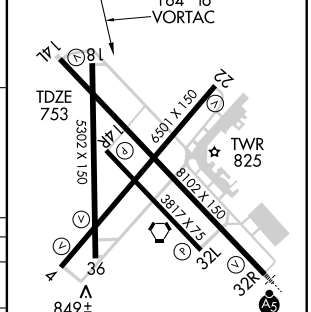
ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95





2500 CMI R-234 110.0	BEMEN

CATEGORY	A	B	C	D
S-18	1680-1¼ 927 (1000-1¼)		1680-2¾ 927 (1000-2¾)	1680-3 927 (1000-3)
CIRCLING	1680-1¼ 926 (1000-1¼)		1680-2¾ 926 (1000-2¾)	1680-3 926 (1000-3)
DME MINIMUMS				
S-18	1220-1 467 (500-1)		1220-1¼ 467 (500-1¼)	1220-1½ 467 (500-1½)
CIRCLING	1220-1 466 (500-1)	1240-1 486 (500-1)	1240-1½ 486 (500-1½)	1320-2 566 (600-2)



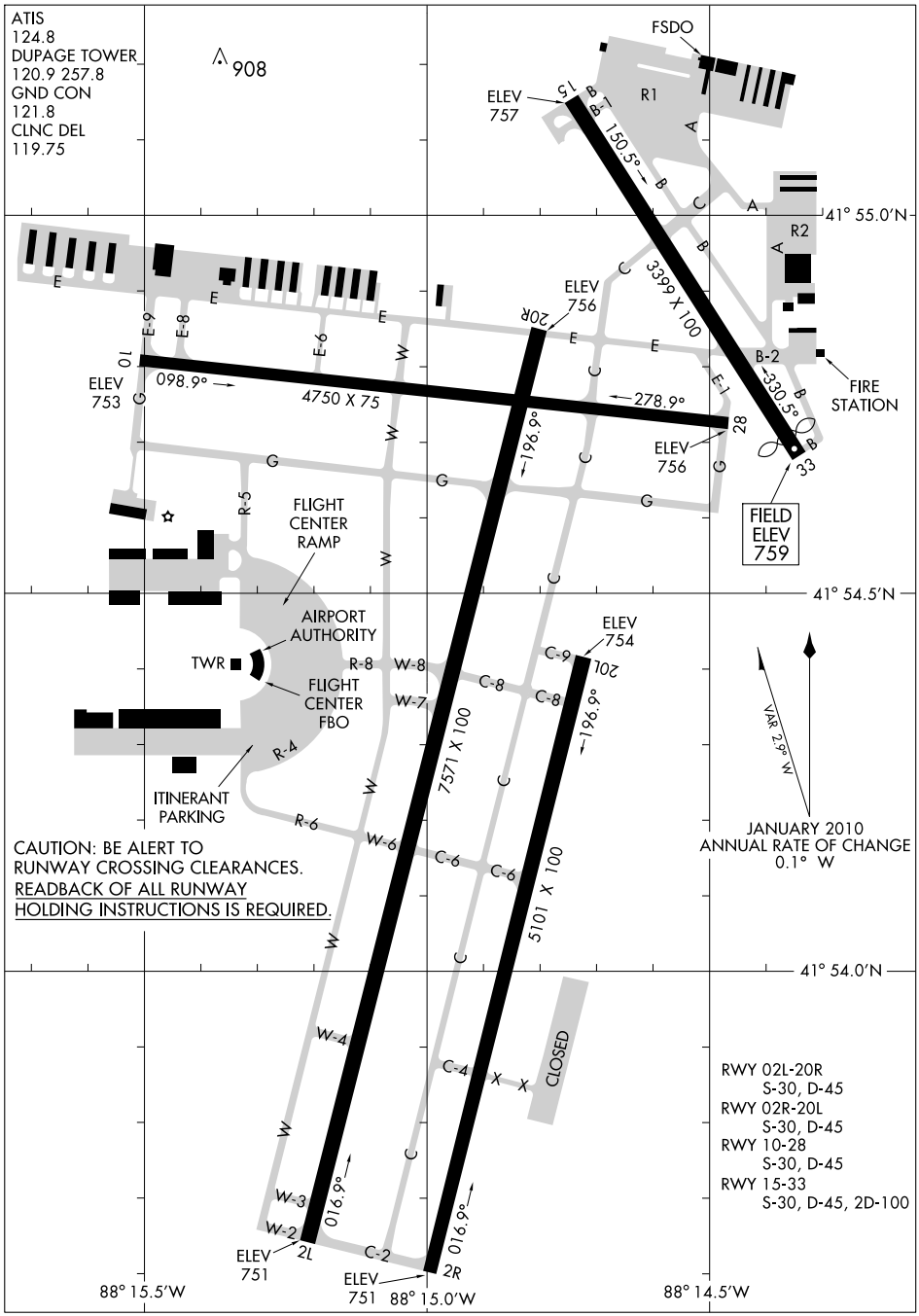
HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5104 (FAA)

CHICAGO/ DUPAGE (DPA)
CHICAGO (WEST CHICAGO), ILLINOIS



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHICAGO (WEST CHICAGO), ILLINOIS
CHICAGO/ DUPAGE (DPA)

10210

CHICAGO/WAUKEGAN

WAUKEGAN RGNL (UGN) 35 N UTC−6(−5DT) N42°25.33′ W87°52.07′ **CHICAGO**

727 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1527(800) LRA NOTAM FILE UGN **H–5E, L–28H, A**

RWY 05–23: H6000X150 (ASPH–PFC) S–95, D–120, 2S–152, 2D–200 HIRL **IAP, AD**

RWY 05: VASI(V4L)—GA 3.0° TCH 37′. Road.

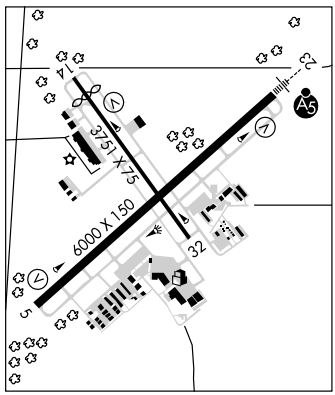
RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 38.4′. Tree. Rgt tfc.

RWY 14–32: H3751X75 (ASPH) S–16, D–23 MIRL 0.4% up NW

RWY 14: VASI(V4L)—GA 3.5° TCH 30′. Thld dsplcd 500′. Tree.

RWY 32: Tree.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Noise abatement procedures in effect ctc arpt manager 847–244–0055. No touch and go ldgs on Rwy 14. When twr clsd MIRL Rwy 14–32 preset low ints; to increase ints and ACTIVATE HIRL Rwy 05–23; MALSR Rwy 23 and twy lgts—CTAF. A110–02 ctc arpt management office 847–244–0055. US customs user fee arpt. For customs clearance 2 hrs minimum advance notice rqr Mon–Fri during business hrs and by 4 PM Fri for weekend arrivals.



WEATHER DATA SOURCES: ASOS (847) 782–0876.

COMMUNICATIONS: CTAF 120.05 **ATIS** 132.4 **UNICOM** 122.95

RCO 122.55 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 120.55

TOWER 120.05 (1200–0200Z‡) **GND CON** 121.65

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 019° 12.6 NM to fld. 758/2W.

WAUKE NDB (LOM) 379 UG N42°27.84′ W87°48.09′ 233° 3.9 NM to fld.

ILS 110.7 I–UGN Rwy 23. LOM WAUKE NDB. LOC only.

CHICAGO (WEST CHICAGO)

DUPAGE (DPA) 29 W UTC−6(−5DT) N41°54.42′ W88°14.89′ **CHICAGO**

759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1559(800) NOTAM FILE DPA **COPTER**

RWY 02L–20R: H7571X100 (CONC–GRVD) S–30, D–45 HIRL CL **H–5E, L–28H, A**

RWY 02L: MALSR. TDZL. **IAP, AD**

RWY 20R: PAPI(P4L)—GA 3.0° TCH 40′. Tree.

RWY 02R–20L: H5101X100(CONC–GVRD) S–30, D–45 MIRL

RWY 02R: Bldg. Rgt tfc.

RWY 10–28: H4750X75 (ASPH–PFC) S–30, D–45 HIRL

RWY 10: LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.

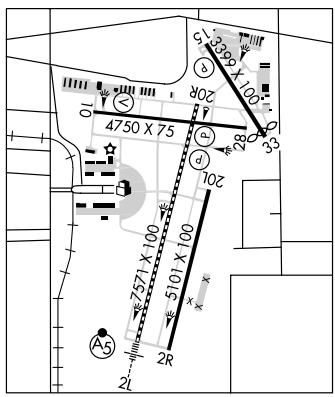
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

RWY 15–33: H3399X100 (ASPH) S–30, D–45, 2D–100 MIRL

RWY 15: REIL. PAPI(P4R)—GA 3.9° TCH 42′. Tree.

RWY 33: REIL. Thld dsplcd 190′. Tree.

AIRPORT REMARKS: Attended continuously. Deer, birds and migratory waterfowl on and invof arpt. Acft on short final to Rwy 15 are not visible from tower due to trees. U.S. Customs user fee arpt.



WEATHER DATA SOURCES: ASOS (630) 584–2728 LAWRS.

COMMUNICATIONS: ATIS 124.8 **UNICOM** 122.95

RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

Ⓡ **APP/DEP CON** 133.5

TOWER 120.9 124.5 **GND CON** 121.8 **CLNC DEL** 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(L) VOR/DME 108.4 DPA Chan 21 N41°53.42′ W88°21.01′ 076° 4.7 NM to fld. 838/2E.

VOR portion unusable 290°–310° byd 35 NM

DME unusable 290°–340° byd 35 NM

ILS 111.7 I–GVK Rwy 02L.

ILS 109.5 I–DPA Rwy 10.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

CIVIC MEMORIAL N38°53.54′ W90°03.38′ NOTAM FILE ALN. **ST LOUIS**

NDB (MHW) 263 CVM at St Louis Rgnl. **A**

COLES CO MEML (See MATTOON–CHARLESTON)

LOC I-GVK	APP CRS	Rwy Idg	7571
111.7	015°	TDZE	754
		Apt Elev	759

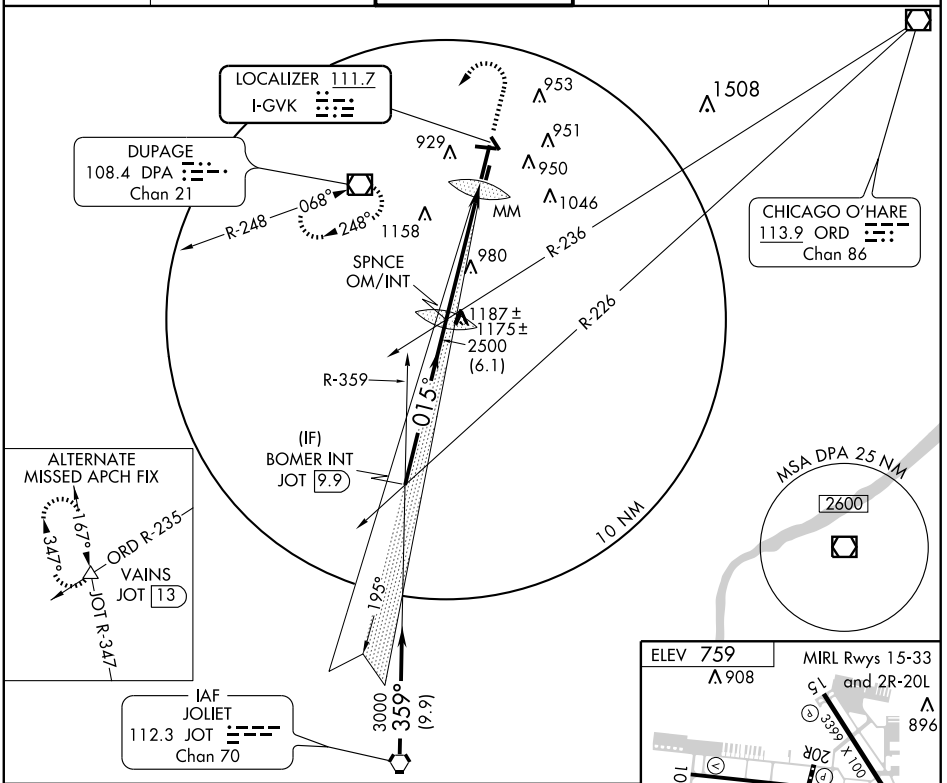
ILS or LOC RWY 2L
CHICAGO/DUPAGE (DPA)

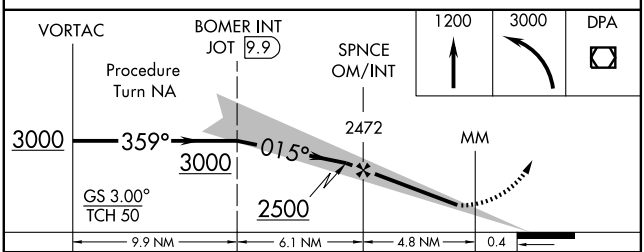
When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet. Increase S-LOC 2L and Circling Cats C, D visibility ¼ mile.

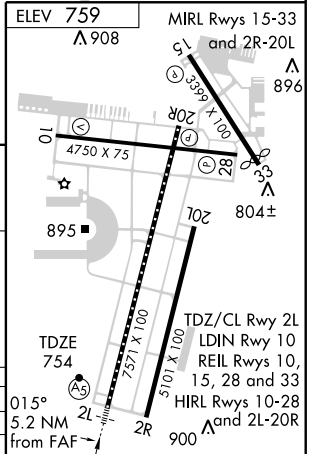
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	CHICAGO APP CON	DUPAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75







CATEGORY	A	B	C	D
S-ILS 2L	954-½ 200 (200-½)			
S-LOC 2L	1400-½ 646 (700-½)		1400-1¼ 646 (700-1¼)	1400-1½ 646 (700-1½)
CIRCLING	1400-1 641 (700-1)		1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DPA	APP CRS		
109.5	097°	Rwy Idg	4750
		TDZE	756
		Apt Elev	758

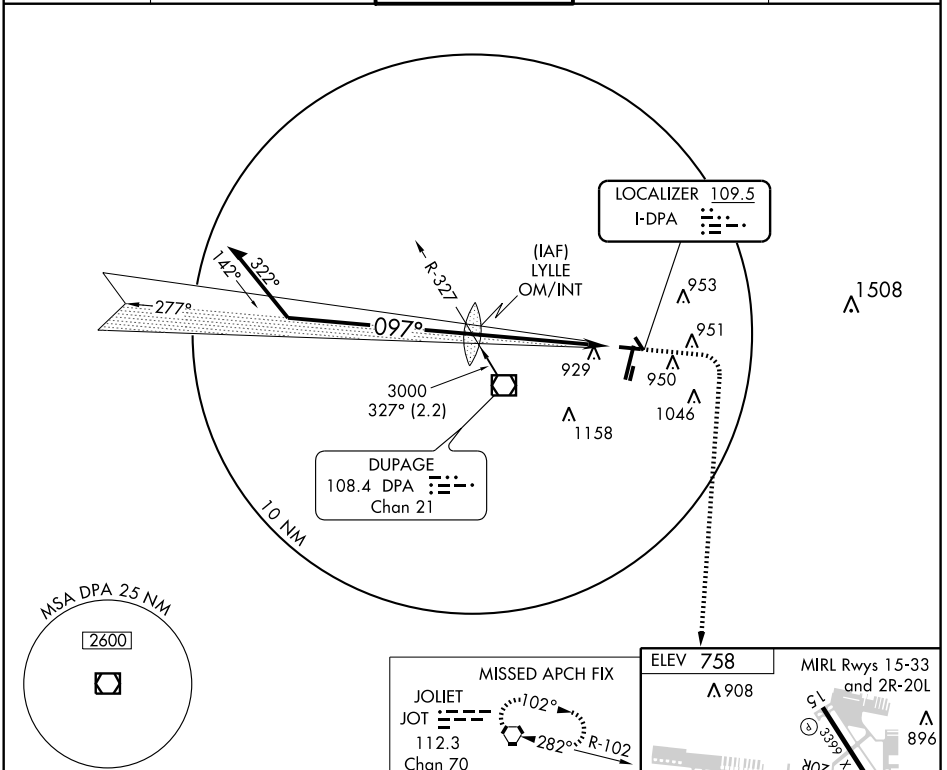
ILS or LOC RWY 10

CHICAGO/ DUPAGE (DPA)

Air carrier landing visibility reduction for local conditions not authorized.

MISSED APPROACH: Climb to 1200, then climbing right turn to 2600 direct JOT VORTAC and hold.

ATIS	CHICAGO APP CON	DUPAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75



CATEGORY	A	B	C	D
S-ILS 10	1006-¾ 250 (300-¾)			
S-LOC 10	1180-1 424 (500-1)		1180-1¼ 424 (500-1¼)	
CIRCLING	1260-1 502 (600-1)		1360-1¾ 602 (700-1¾)	1360-2 602 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4750
CH 53618	097°	TDZE	756
W10A		Apt Elev	759

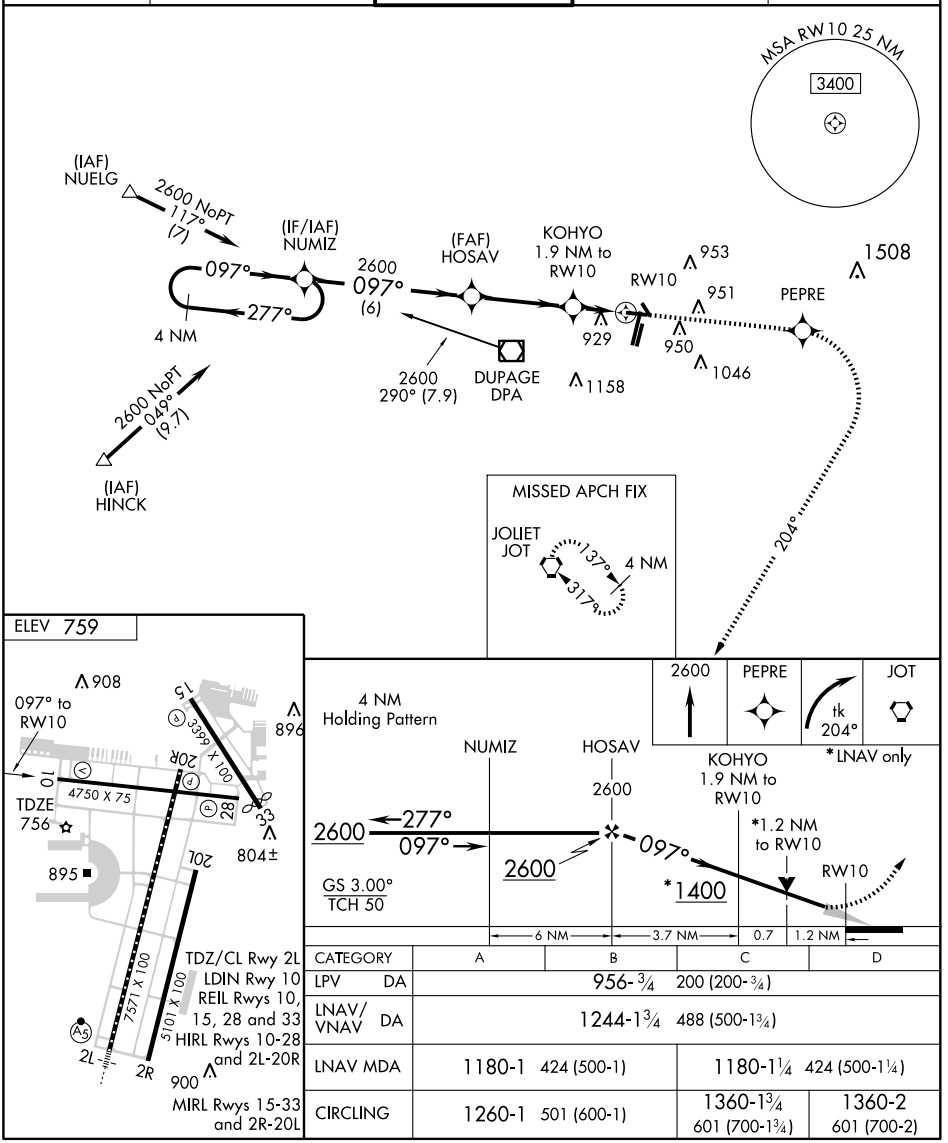
RNAV (GPS) RWY 10

CHICAGO/ DUPAGE (DPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2600 direct PEPRE and right turn on track 204° to JOT VORTAC and hold.

ATIS	CHICAGO APP CON	DUPAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75



CATEGORY	A	B	C	D
LPV DA	956-¾ 200 (200-¾)			
LNAV/VNAV DA	1244-1¾ 488 (500-1¾)			
LNAV MDA	1180-1 424 (500-1)		1180-1¼ 424 (500-1¼)	
CIRCLING	1260-1 501 (600-1)		1360-1¾ 601 (700-1¾)	1360-2 601 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
195°	Rwy Idg	7571
	TDZE	758
	Apt Elev	758

RNAV (GPS) RWY 20R

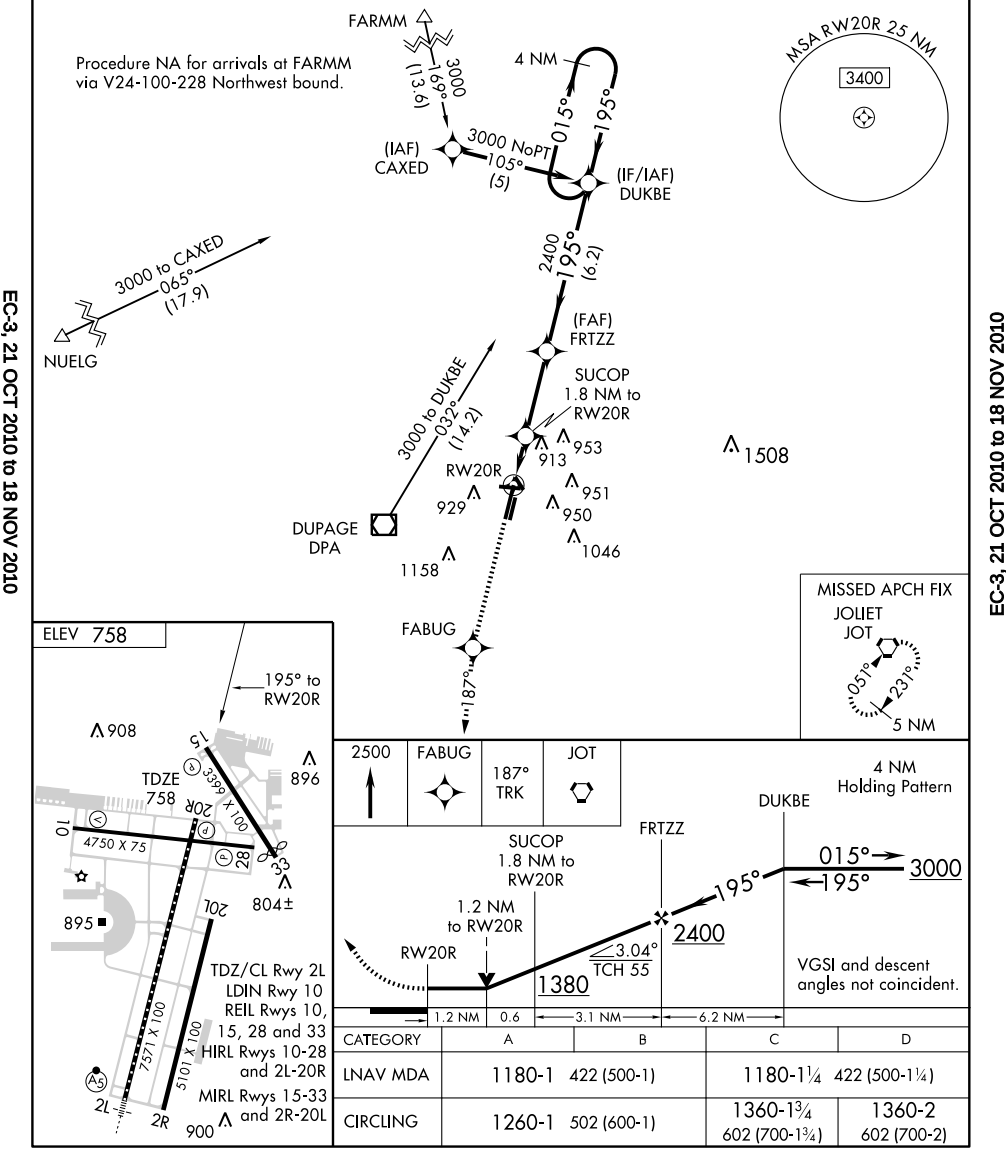
CHICAGO/ DUPAGE (DPA)

▼ When local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 40 feet and LNAV Cat D visibility ¼ mile.
▲ VDP NA using Aurora altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct FABUG then via 187° track to JOT VORTAC and hold.

ATIS	CHICAGO APP CON	DUPAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75

Procedure NA for arrivals at FARMM via V24-100-228 Northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1180-1 422 (500-1)		1180-1¼ 422 (500-1¼)	
CIRCLING	1260-1 502 (600-1)		1360-1¾ 602 (700-1¾)	1360-2 602 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC JOT 112.3 Chan 70	APP CRS 006°	Rwy Idg 7571 TDZE 754 Apt Elev 758

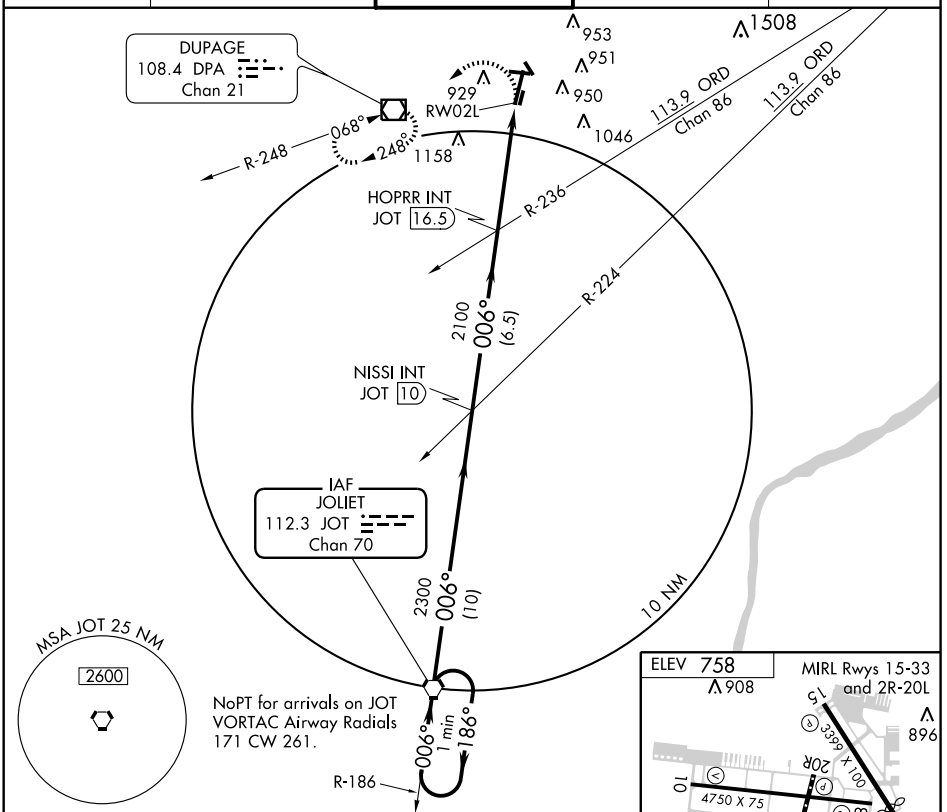
VOR or GPS RWY 2L

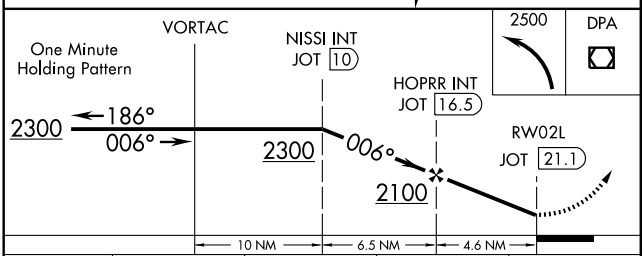
CHICAGO/DUPAGE (DPA)

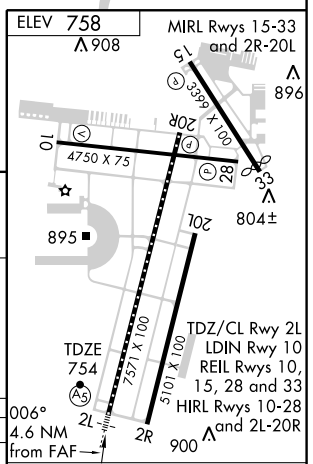
MALSR

MISSED APPROACH: Climbing left turn to 2500 direct DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	DUPAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75







CATEGORY	A	B	C	D
S-2L	1420-½ 666 (700-½)	1420-¾ 666 (700-¾)	1420-1¼ 666 (700-1¼)	1420-1½ 666 (700-1½)
CIRCLING	1420-1 662 (700-1)	1420-1¼ 662 (700-1¼)	1420-1¾ 662 (700-1¾)	1420-2 662 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME DPA	APP CRS	Rwy Idg	4750
108.4	068°	TDZE	756
Chan 21		Apt Elev	759

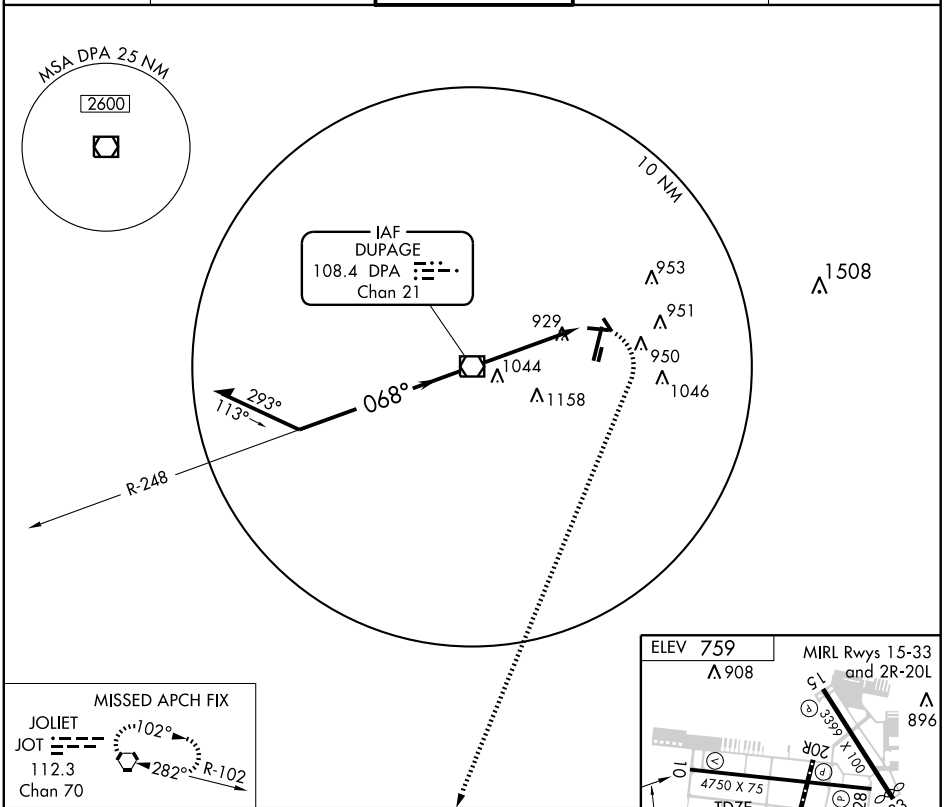
VOR RWY 10

CHICAGO/DUPAGE (DPA)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 40 feet.
VDP NA with Aurora altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct JOT VORTAC and hold.

ATIS	CHICAGO APP CON	DUPAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75



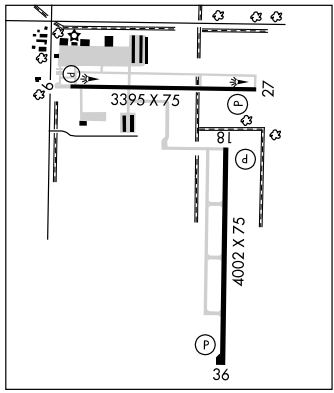
CATEGORY	A	B	C	D
S-10	1200-1	444 (500-1)	1200-1¼ 444 (500-1¼)	1200-1½ 444 (500-1½)
CIRCLING	1260-1	501 (600-1)	1360-1¾ 601 (700-1¾)	1360-2 601 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LANSING MUNI (IGQ) 21 S UTC−6(−5DT) N41°32.10′ W87°31.77′ CHICAGO
620 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1620(1000) NOTAM FILE IGQ L–28H, A
RWY 18–36: H4002X75 (ASPH–PFC) S–24 MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tower.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 09–27: H3395X75 (ASPH–PFC) S–12.5 MIRL
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tower.
AIRPORT REMARKS: Attended 1300–0100Z‡. Birds on and invof arpt. All pattern flying in noise sensitive area. 146′ Twr 4325′ from Rwy 27 665′ rgt of extended centerline. Rwy 09 thld was relocated; Dsplcd thld is now twy. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09–27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (708) 895–9526. Visibility unreliable.
COMMUNICATIONS: CTAF/UNICOM 122.7
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO).
Ⓡ **CHICAGO APP/DEP CON** 118.4
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 050° 2.4 NM to fld. 634/2E.
ILS/DME 109.15 I–XJX Chan 28(Y) Rwy 36. LOC only.

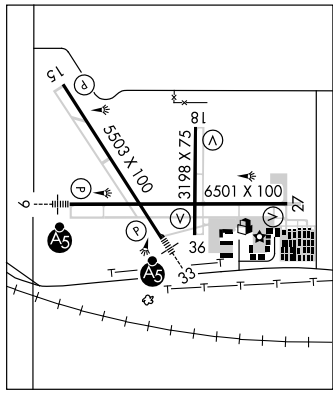


CHICAGO/AURORA

AURORA MUNI (ARR) 38 W UTC−6(−5DT) N41°46.32′ W88°28.54′ CHICAGO
712 B S4 **FUEL** 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR H–5E, L–28H, A
RWY 09–27: H6501X100 (CONC–GRVD) S–30, D–130, 2S–165 HIRL IAP, AD
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 42′.
RWY 15–33: H5503X100 (CONC–GRVD) D–130, 2S–165 HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Tree.
RWY 33: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 48′. Tree.
RWY 18–36: H3198X75 (ASPH) S–30 MIRL
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 30′. Pole.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 34′. Tree.
LAND AND HOLD SHORT OPERATIONS

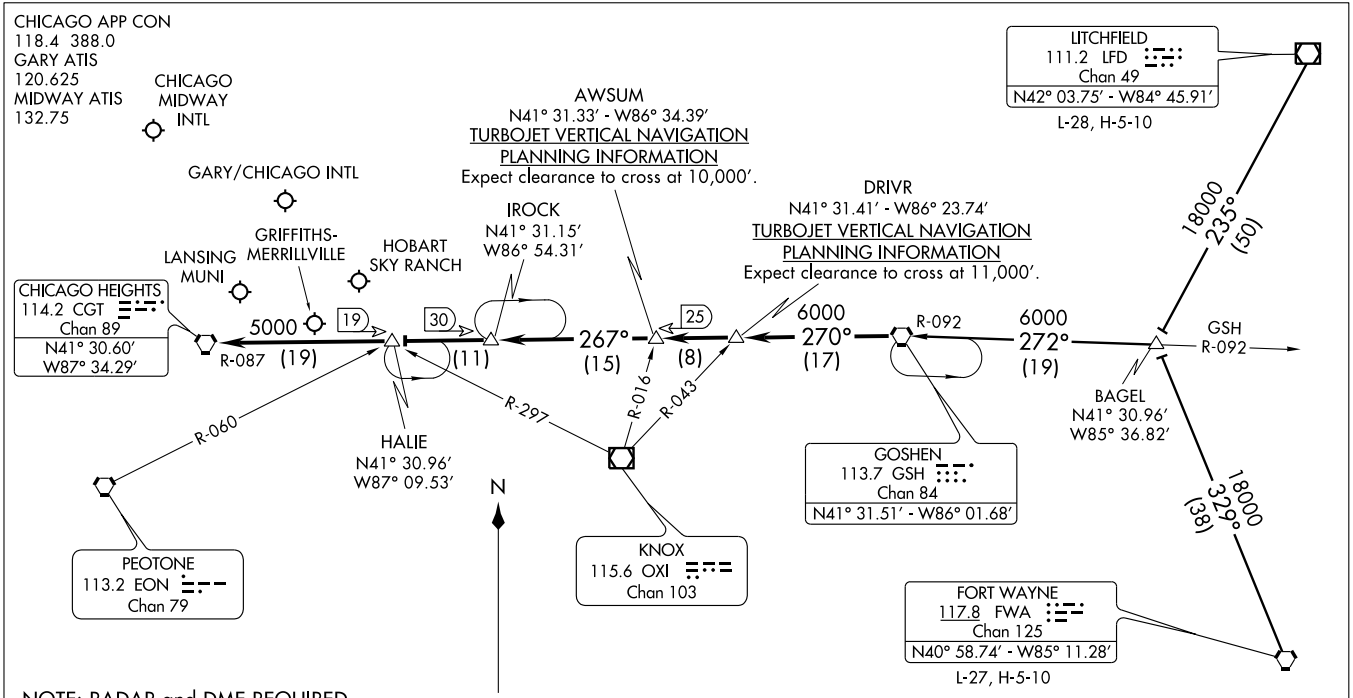
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18–36	3450
RWY 15	09–27	3900
RWY 27	15–33	4000

AIRPORT REMARKS: Attended Mon–Sat 1100–0600Z‡, Sun 1300–0400Z‡. Rwy 18–36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15–33 and Rwy 09–27 and MIRL Rwy 18–36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 125.85 (630) 466–4024. LAWRS.
COMMUNICATIONS: CTAF 120.6 **ATIS** 125.85
UNICOM 123.5 122.95
JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)
JOLIET RCO 122.5 (KANKAKEE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.5 **CLNC DEL** 121.7 (When twr clsd)
TOWER 120.6 (1300–0300Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42′ W88°21.01′ 216° 9.1 NM to fld. 838/2E.
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 330° 15.3 NM to fld. 592/2E.
ILS 108.9 I–ARR Rwy 09.
ILS/DME 115.15 I–ROF Chan 48(Y) Rwy 33.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



CHICAGO EXECUTIVE (See CHICAGO/PROSPECT HGTS/WHEELING)

08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

LOC/DME I-XJX	APP CRS	Rwy Idg	4002
109.15	002°	TDZE	620
Chan 28 (Y)		Apt Elev	620

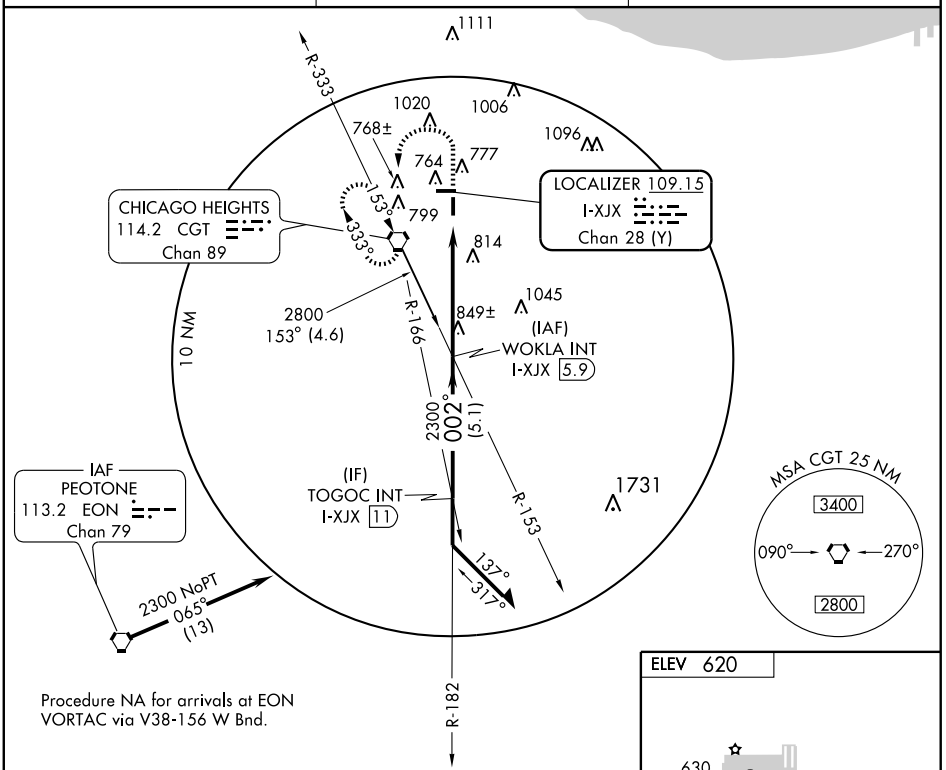
LOC RWY 36

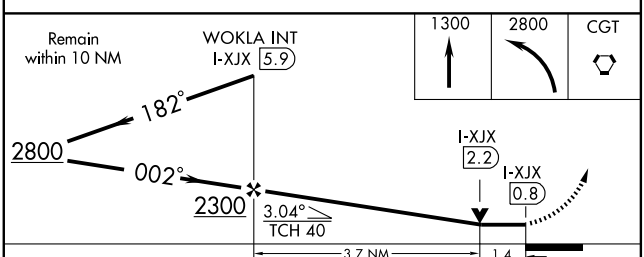
CHICAGO/ LANSING MUNI (IGQ)

T NA — If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Chicago Midway Intl altimeter setting.

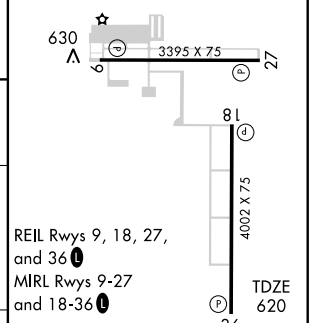
MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold. Continue climb-in-hold to 2800.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-36	1100-1	480 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3395
092°	TDZE	617
	Apt Elev	620

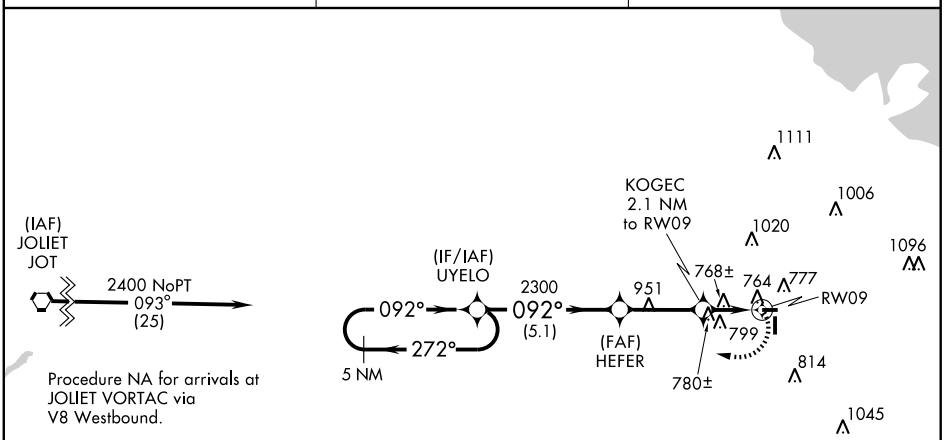
RNAV (GPS) RWY 9

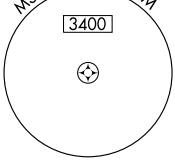
CHICAGO/ LANSING MUNI (IGQ)

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

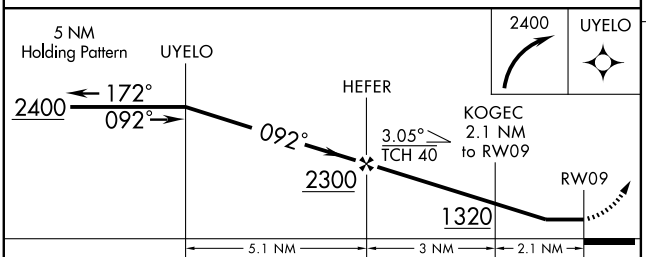
MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L

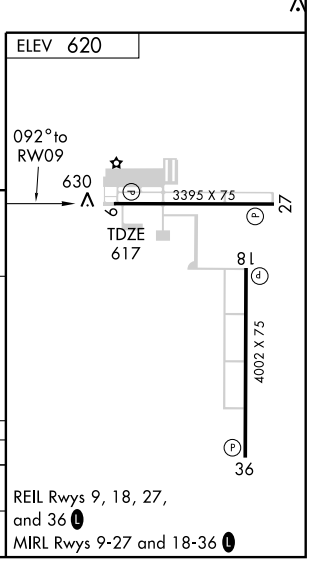








CATEGORY	A	B	C	D
LNAV MDA	1080-1 463 (500-1)		NA	
CIRCLING	1140-1 520 (600-1)		NA	



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3395
CH 61303	272°	TDZE	617
W27A		Apt Elev	620

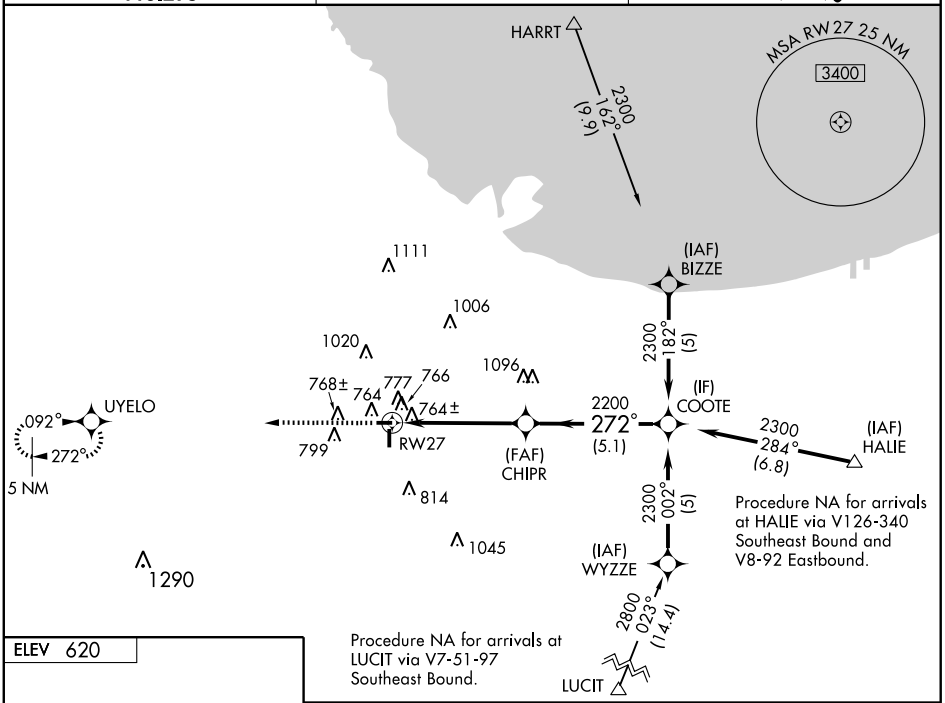
RNAV (GPS) RWY 27

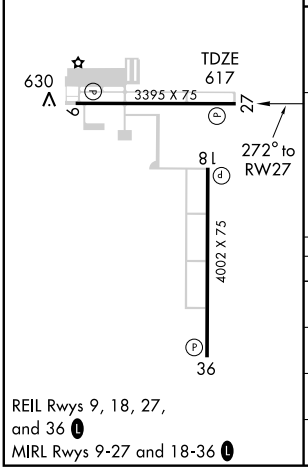
CHICAGO/LANSING MUNI (IGQ)

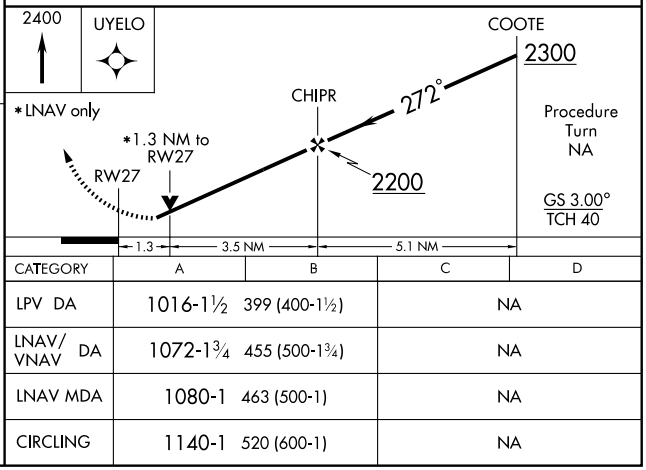
If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DAs 42 feet and all MDAs 60 feet. Baro-VNAV NA when using Chicago Midway Intl altimeter setting. VDP NA when using Chicago Midway Intl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct UYELO and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1016-1½ 399 (400-1½)		NA	
LNAV/VNAV DA	1072-1¾ 455 (500-1¾)		NA	
LNAV MDA	1080-1 463 (500-1)		NA	
CIRCLING	1140-1 520 (600-1)		NA	

REIL Rwys 9, 18, 27, and 36 L

MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
002°	TDZE	620
	Apt Elev	620

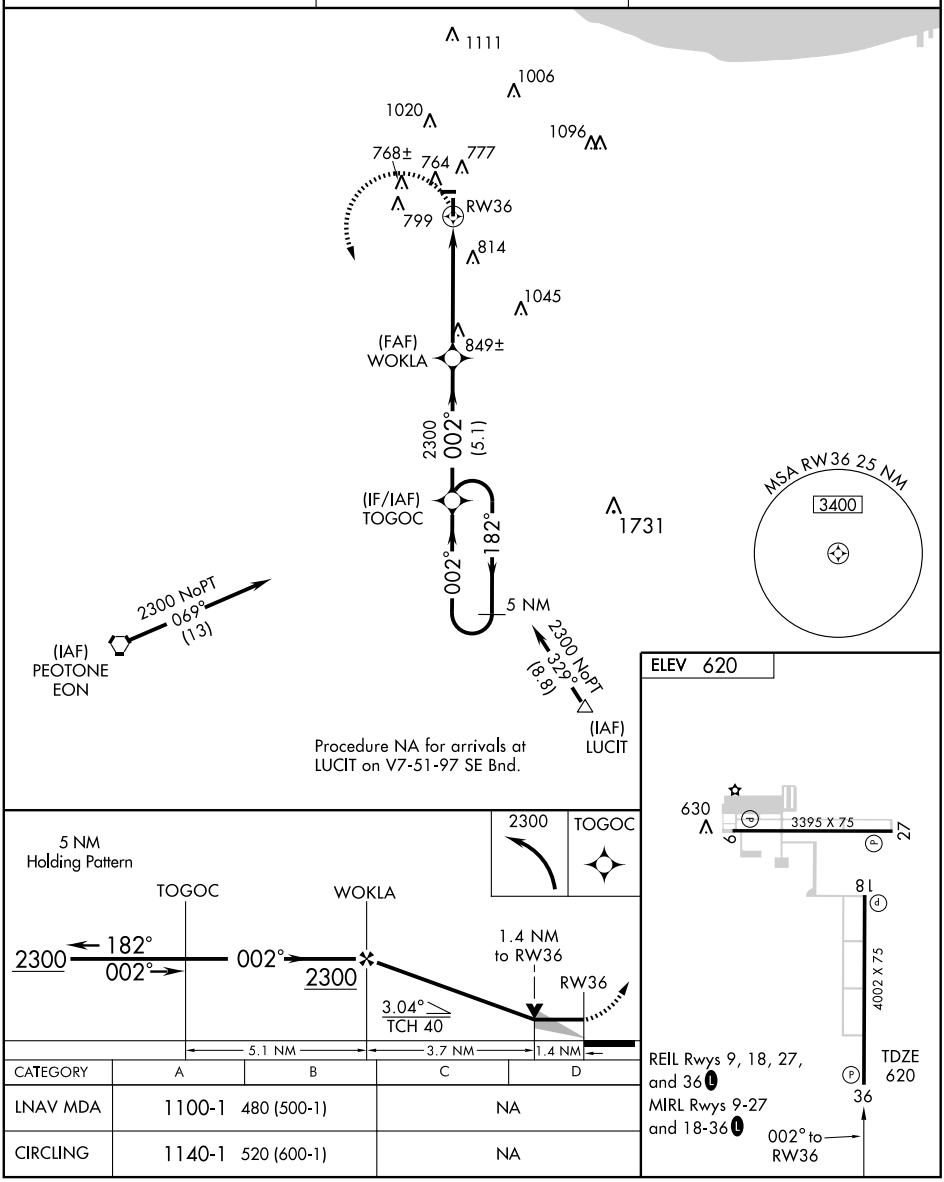
RNAV (GPS) RWY 36

CHICAGO/LANSING MUNI (IGQ)

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1100-1	480 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CGT	APP CRS	Rwy Idg	N/A
114.2	049°	TDZE	N/A
Chan 89		Apt Elev	620

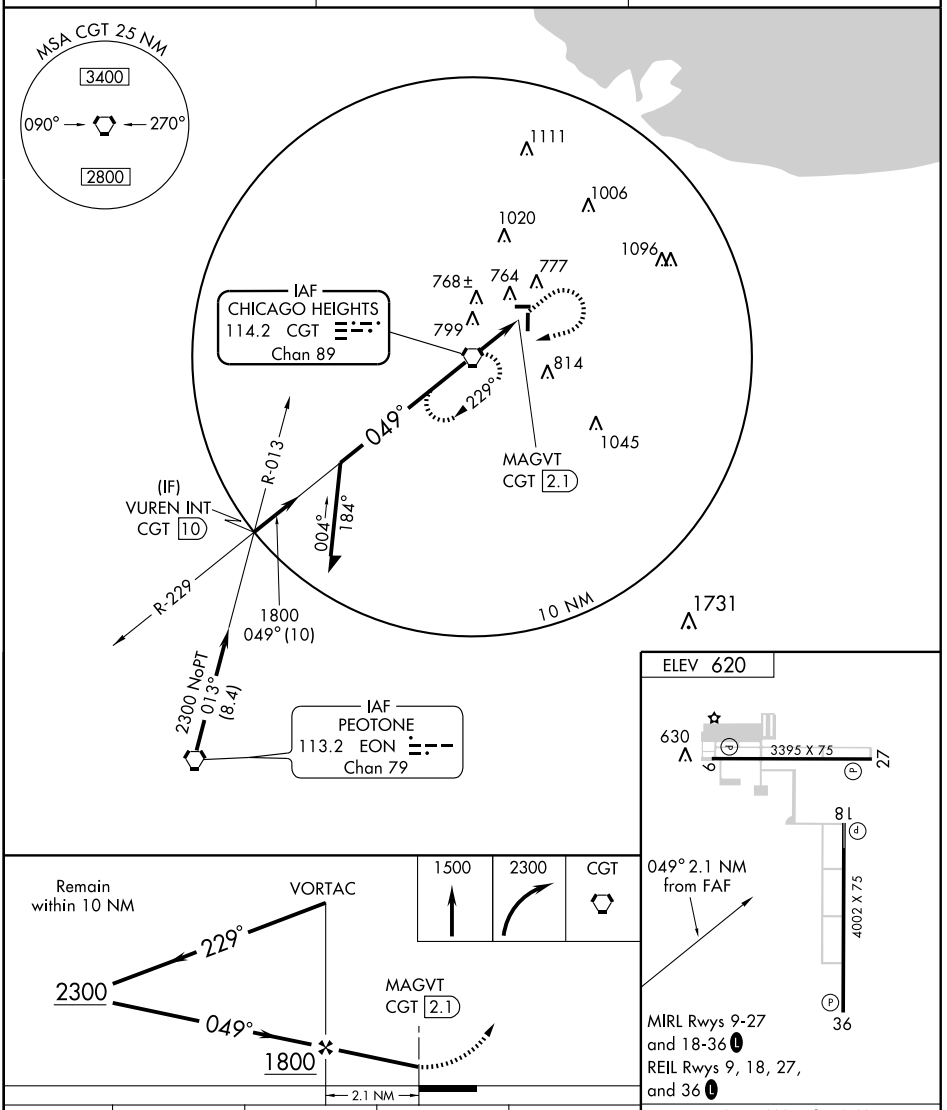
VOR-A

CHICAGO/LANSING MUNI (IGQ)

T A If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1140-1 520 (600-1)		NA	

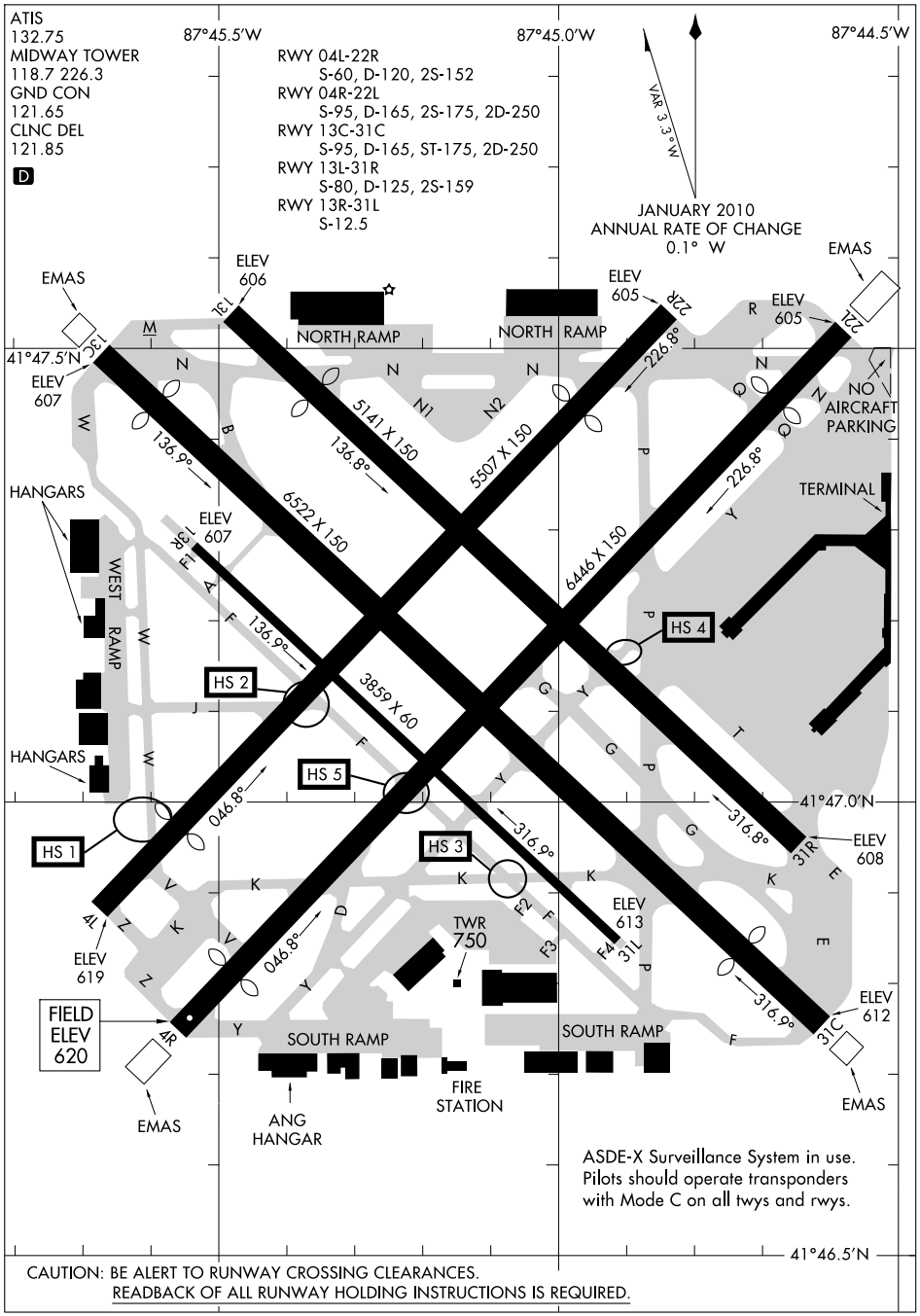
FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

10266

CHICAGO

CHICAGO MIDWAY INTL (MDW) 9SW UTC−6(−5DT) N41°47.16′ W87°45.15′ **CHICAGO**
620 B S4 **FUEL** 100LL, JET A1 + OX 2, 4 AOE ARFF Index—See Remarks **COPTER**
NOTAM FILE MDW **H–5E, L–28H, A**
IAP, AD

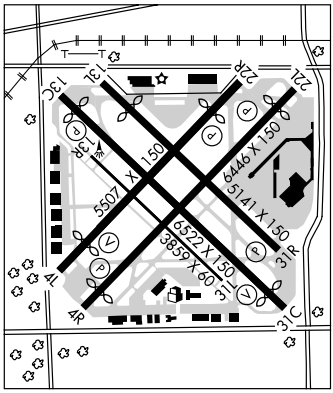
RWY 13C–31C: H6522X150 (CONC–GRVD) S–95, D–165, 2S–175, 2D–250 HIRL
RWY 13C: LDIN. PAPI (P4R)—GA 3.0° TCH 46′. Thld dsplcd 463′. Road.
RWY 31C: LDIN. REIL. VASI(V4L)—GA 3.0° TCH 44′. Thld dsplcd 696′. Road.

RWY 04R–22L: H6446X150 (CONC–ASPH–GRVD) S–95, D–165, 2S–175, 2D–250 HIRL
RWY 04R: REIL. PAPI(P4L)—GA 3.0° TCH 66′. Thld dsplcd 518′. Road.
RWY 22L: REIL. PAPI(P4R)—GA 3.0° TCH 43′. Thld dsplcd 634′. Road.

RWY 04L–22R: H5507X150 (ASPH–GRVD) S–60, D–120, 2S–152 MIRL
RWY 04L: VASI(V4R)—GA 3.75° TCH 55′. Thld dsplcd 758′. Road.
RWY 22R: PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 878′. Road.

RWY 13L–31R: H5141X150 (ASPH–GRVD) S–80, D–125, 2S–159 MIRL
RWY 13L: Thld dsplcd 752′. Road.
RWY 31R: PAPI(P4L)—GA 3.0° TCH 44′. Tree.

RWY 13R–31L: H3859X60 (CONC) S–12.5 MIRL
RWY 13R: Pole. **RWY 31L:** Tree.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:	TORA–5507	TODA–5507	ASDA–5507	LDA–4749
RWY 04R:	TORA–6446	TODA–6446	ASDA–6446	LDA–5928
RWY 13L:	TORA–5141	TODA–5141	ASDA–5141	LDA–4389
RWY 13C:	TORA–6522	TODA–6522	ASDA–6522	LDA–6059
RWY 22L:	TORA–6446	TODA–6446	ASDA–6446	LDA–5812
RWY 22R:	TORA–5507	TODA–5507	ASDA–5507	LDA–4629
RWY 31C:	TORA–6522	TODA–6522	ASDA–6522	LDA–5826
RWY 31R:	TORA–5141	TODA–5141	ASDA–5141	LDA–5141

ARRESTING GEAR/SYSTEM
RWY 04R: EMAS
RWY 13C: EMAS
RWY 22L: EMAS
RWY 31C: EMAS

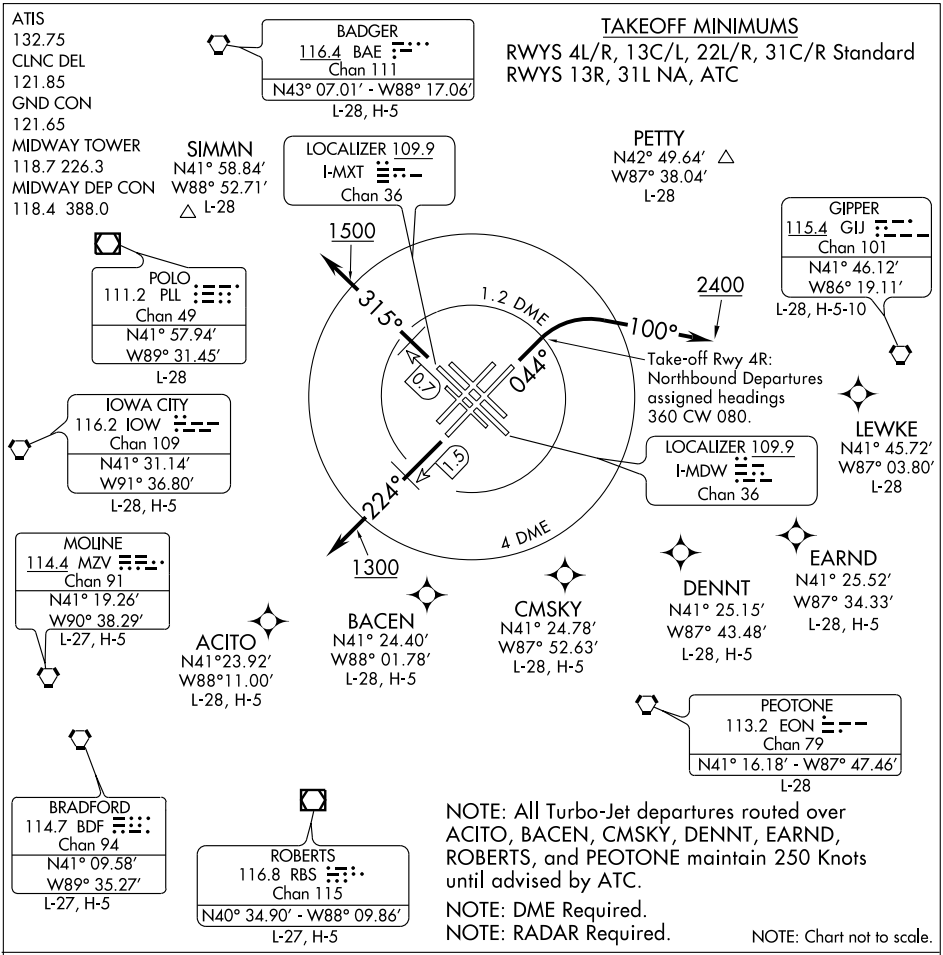
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Arpt CLOSED to solo student training. Rwy 13R–31L; Rwy 13L–31R and Rwy 04L–22R not avbl for scheduled air carrier ops with more than 9 passenger seats or unscheduled air carrier ops at least 31 passenger seats. Class I, ARFF Index C. Class I ARFF Index C. ARFF Index D equipment avbl with 8 hrs notification to arpt ops 773–838–0677. Noise abatement procedures: all departures are requested to expedite climb through 1500′ MSL 0400–1200Z‡ daily. ASDE–X surveillance system in use. Pilots should operate transponders with Mode C on all twys and rwys. Twy A and F clsd to acft over 79′ wing span. Rwy 22L preferred departure rwy 0400–1300Z‡. Rwy 31C VASI unusable byd 7.5° right of centerline. Ldg fee. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS 132.75 (773) 581–8094.

COMMUNICATIONS: D-ATIS 132.75 (773) 581–9967 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 118.4 126.05
MIDWAY TOWER 118.7 **GND CON** 121.65 **CLNC DEL** 121.85 **PRE TAXI CLNC** 121.85

AIRSPACE: CLASS C svc continuous ctc **MIDWAY RADAR** 119.45 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 332° 18.4 NM to fld. 634/2E.
ERMIN NDB (MHW/LOM) 332 HK N41°43.14′ W87°50.18′ 044° 5.5 NM to fld. NOTAM FILE MDW.
KEDZI NDB (MHW/LOM) 248 MX N41°44.49′ W87°41.38′ 315° 3.9 NM to fld. NOTAM FILE MDW.
ILS/DME 109.9 I–MDW Chan 36 Rwy 13C. Class IE.
DME also serves Rwy 31C. DME unusable byd 25° left of course.
ILS 111.5 I–HKH Rwy 04R. Class IE. LOM ERMIN NDB.
ILS/DME 109.9 I–MXT Chan 36 Rwy 31C. Class IC. LOM KEDZI NDB. DME also serves Rwy



TAKEOFF MINIMUMS

RWYS 4L/R, 13C/L, 22L/R, 31C/R Standard
RWYS 13R, 31L NA, ATC

NOTE: All Turbo-Jet departures routed over ACITO, BACEN, CMSKY, DENNT, EARND, ROBERTS, and PEOTONE maintain 250 Knots until advised by ATC.

NOTE: DME Required.
NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute fix. Maintain 3000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME of Midway.

TAKE-OFF RWY 4R: Northbound departures assigned headings 360° (CW) thru 080° fly heading 044° to 1.2 DME, turn right, climb on heading 100° until leaving 2400 feet, Thence . . . .

TAKE-OFF RWY 22L: Fly heading 224° to 1.5 DME. Continue climb to 1300 feet, thence via tower assigned heading/vector to assigned route. Thence . . . .

TAKE-OFF RWY 31C: Fly heading 315° to 0.7 DME. Continue climb to 1500'. Thence . . . .

TAKE-OFF ALL OTHER RWYS: Fly assigned heading to 1.2 DME. Thence . . . .

. . . .via tower assigned heading/vector to assigned route.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

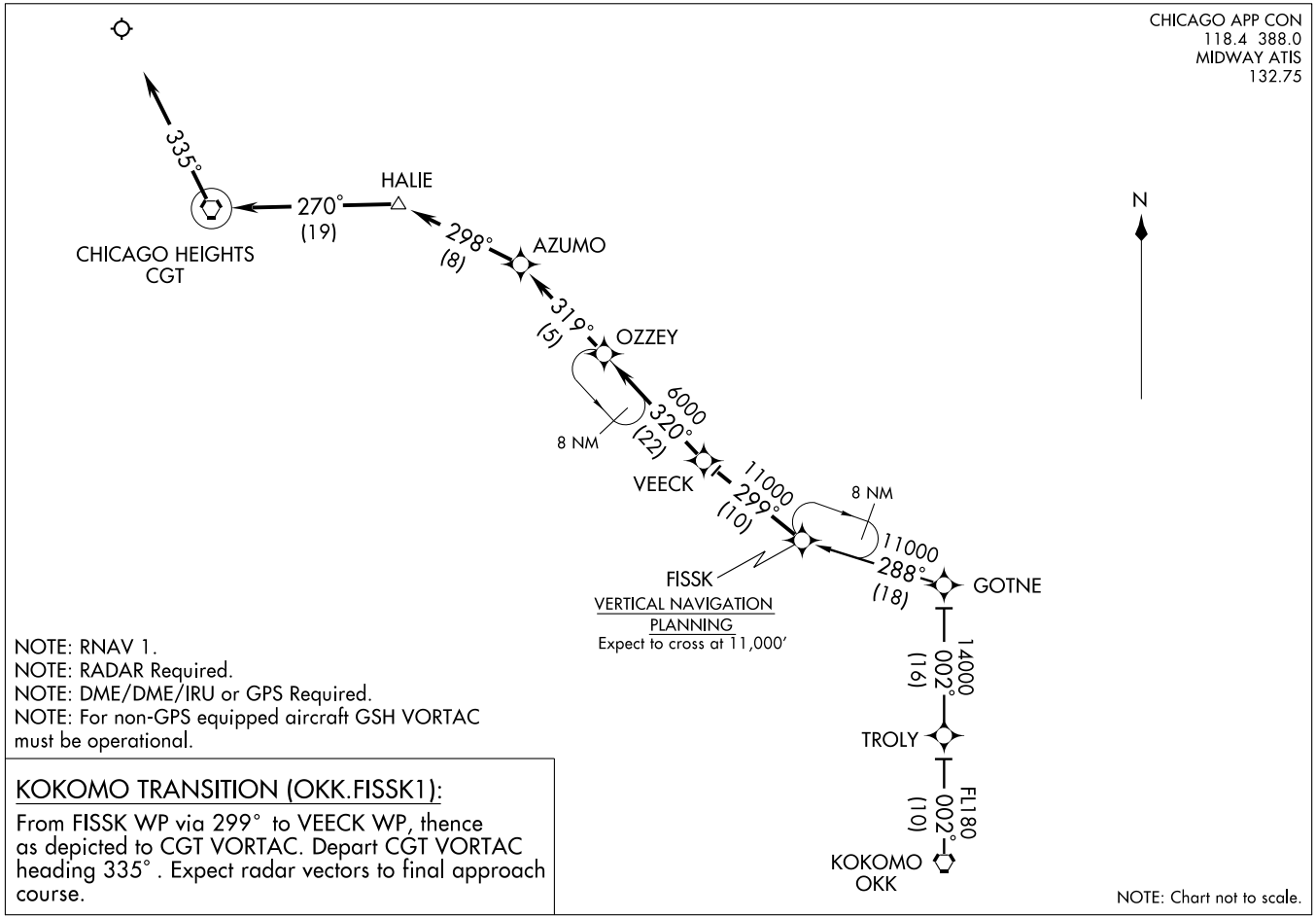
NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

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FISSK ONE ARRIVAL (RNAV)

(FISSK.FISSK1) 07074

CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft GSH VORTAC must be operational.

KOKOMO TRANSITION (OKK.FISSK1):

From FISSK WP via 299° to VEECK WP, thence as depicted to CGT VORTAC. Depart CGT VORTAC heading 335° . Expect radar vectors to final approach course.

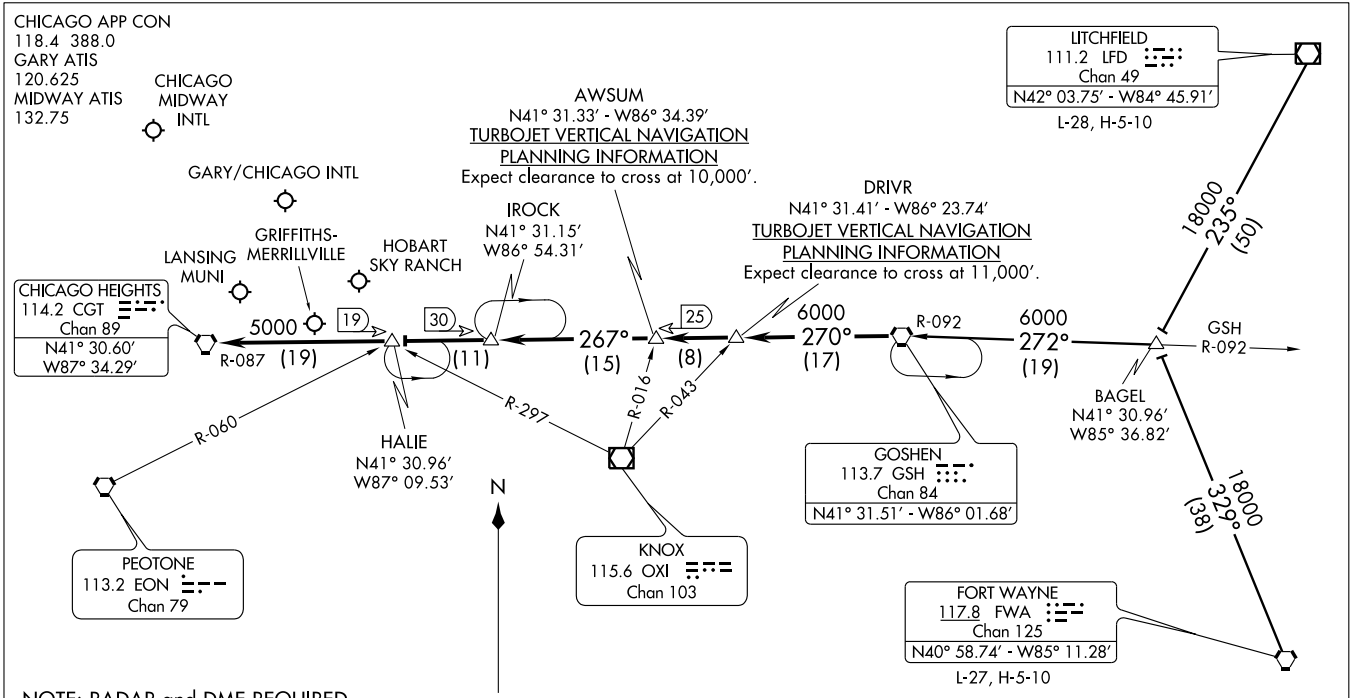
(FISSK.FISSK1) 07074

FISSK ONE ARRIVAL (RNAV)

ST-81 (FAA)

CHICAGO MIDWAY INTL
CHICAGO, ILLINOIS

08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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HOT SPOTS

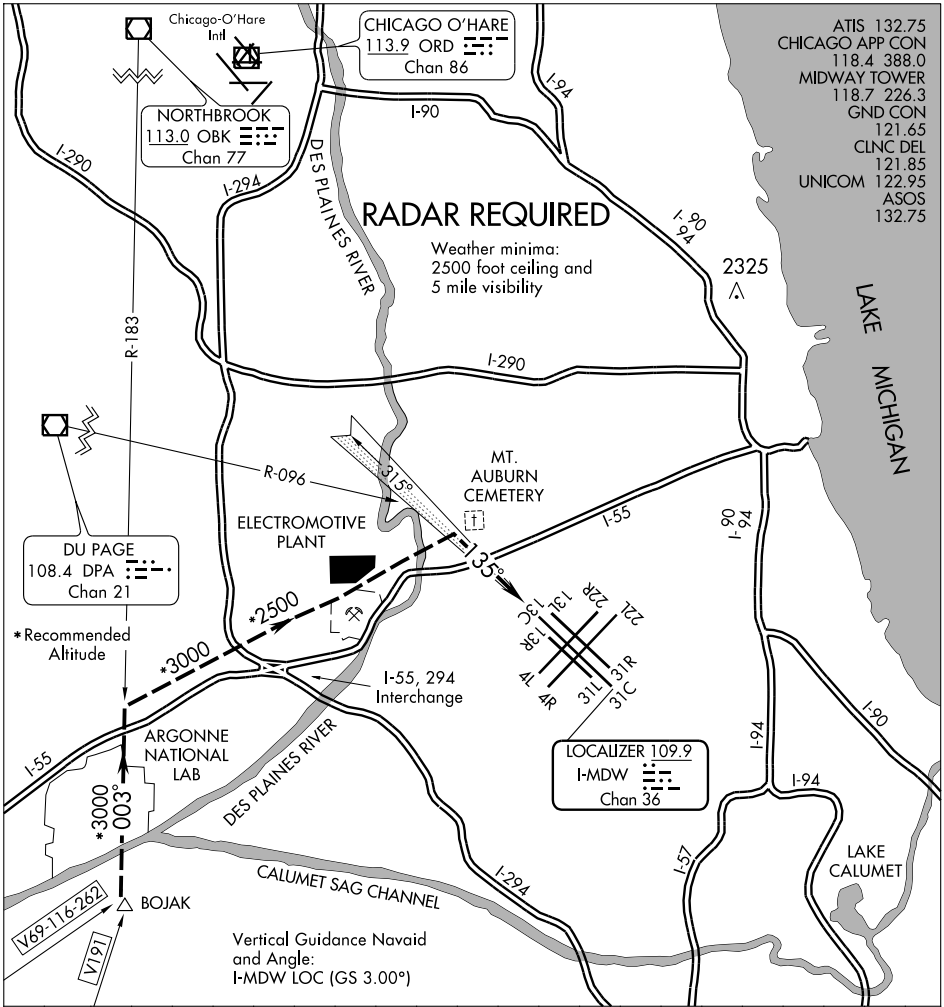
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

I-55 VISUAL APPROACH RWY 13C

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



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I-55 APPROACH (VISUAL) RWY 13C

Radar vectors will be provided to Bojak Int via V69-116-262 or V191. When cleared for the I-55 Visual Approach aircraft are to depart Bojak Int on a 003° heading until reaching Interstate 55. Aircraft will then parallel the northside of Interstate 55 until reaching Mt. Auburn Cemetery. Aircraft will proceed from Mt. Auburn via 135° heading/MDW Localizer (109.9) to Rwy 13C. All aircraft shall remain south of the DPA VOR/DME R-096 at all times.

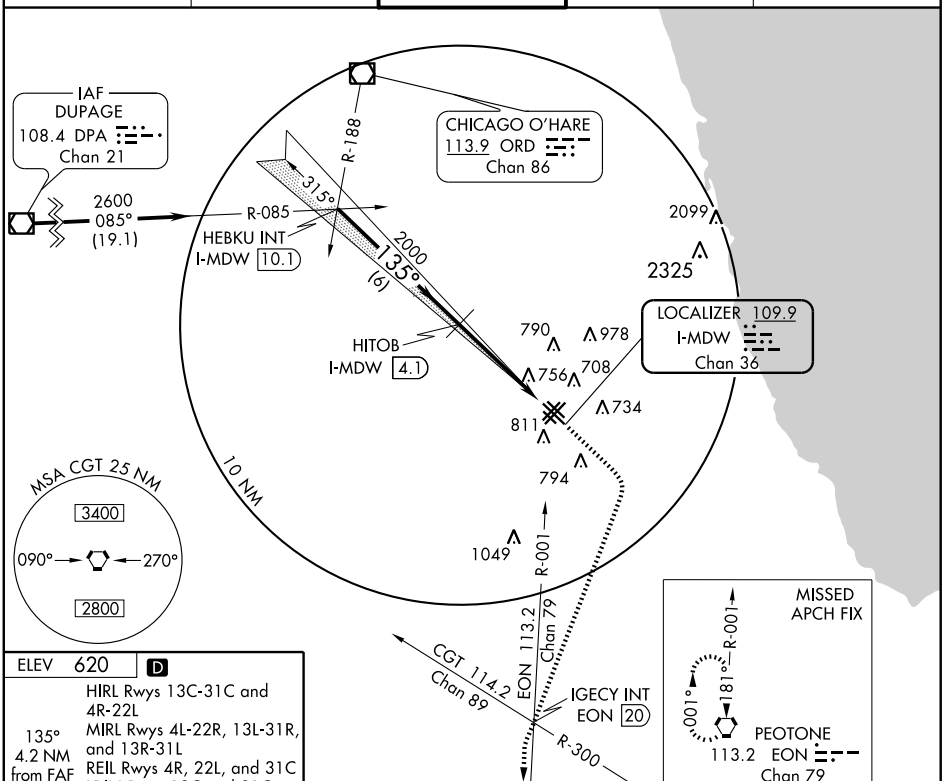
LOC/DME I-MDW	APP CRS	Rwy Idg 6059
109.9	135°	TDZE 611
Chan 36		Apt Elev 620

ILS or LOC/DME RWY 13C

CHICAGO MIDWAY INTL (MDW)

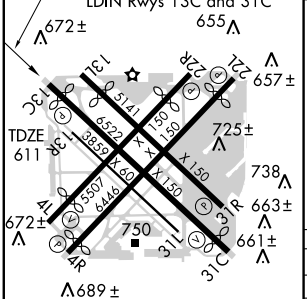
MISSED APPROACH: Climb to 1100, then climbing right turn to 2100 via heading 280° and EON VORTAC R-001 until crossing IGECY Int, then climb to 2600 to EON VORTAC and hold.

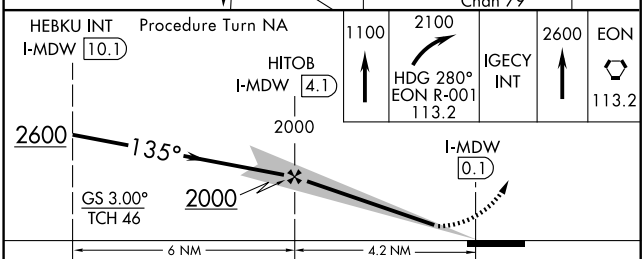
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
S-ILS 13C	861/50 250 (300-1)			
S-LOC 13C	1000/50 389 (400-1)			1000/60 389 (400-1¼)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

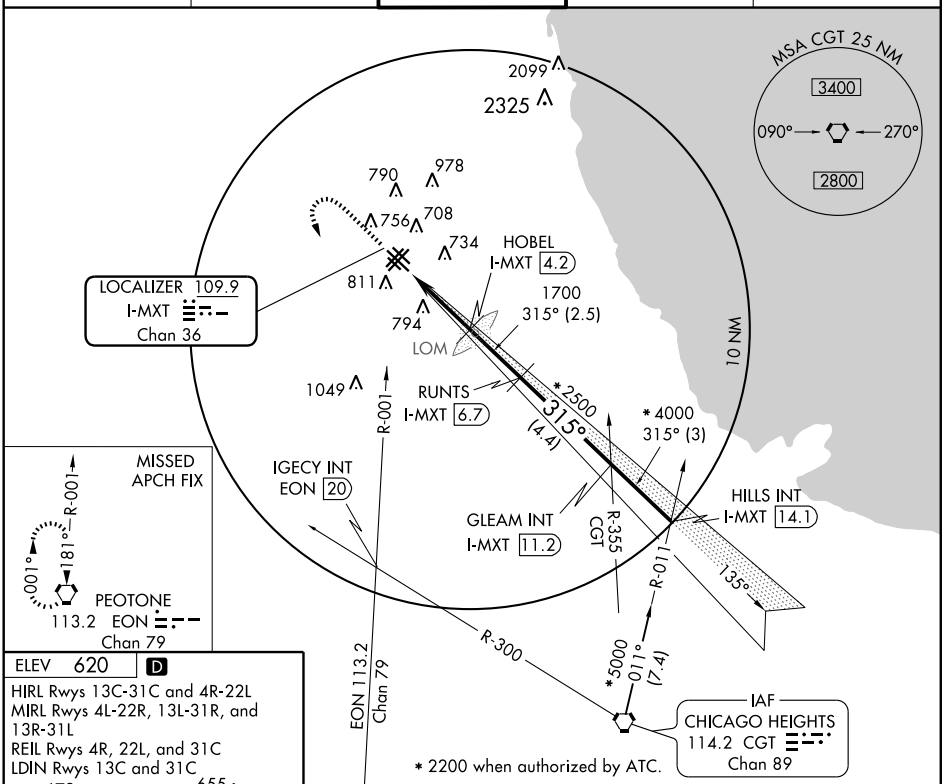
LOC/DME I-MXT	APP CRS	Rwy Idg	5826
109.9	315°	TDZE	613
Chan 36		Apt Elev	620

ILS or LOC/DME RWY 31C

CHICAGO MIDWAY INTL (MDW)

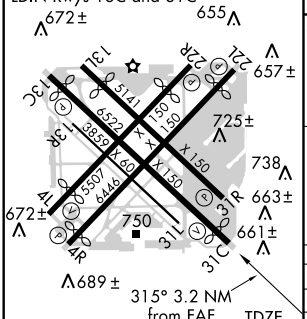
MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 via heading 150° and EON VORTAC R-001 until crossing IGECY Int, then climb to 2600 to EON VORTAC and hold.

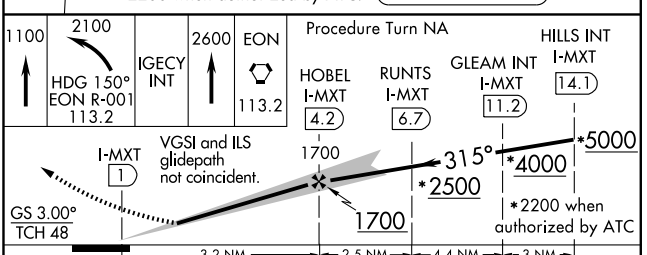
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
S-ILS 31C	863/40 250 (300-¾)			
S-LOC 31C	1020/50 407 (400-1)		1020/60 407 (400-1¼)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

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EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-HKH	APP CRS	Rwy Idg	5928
111.5	044°	TDZE	619
		Apt Elev	620

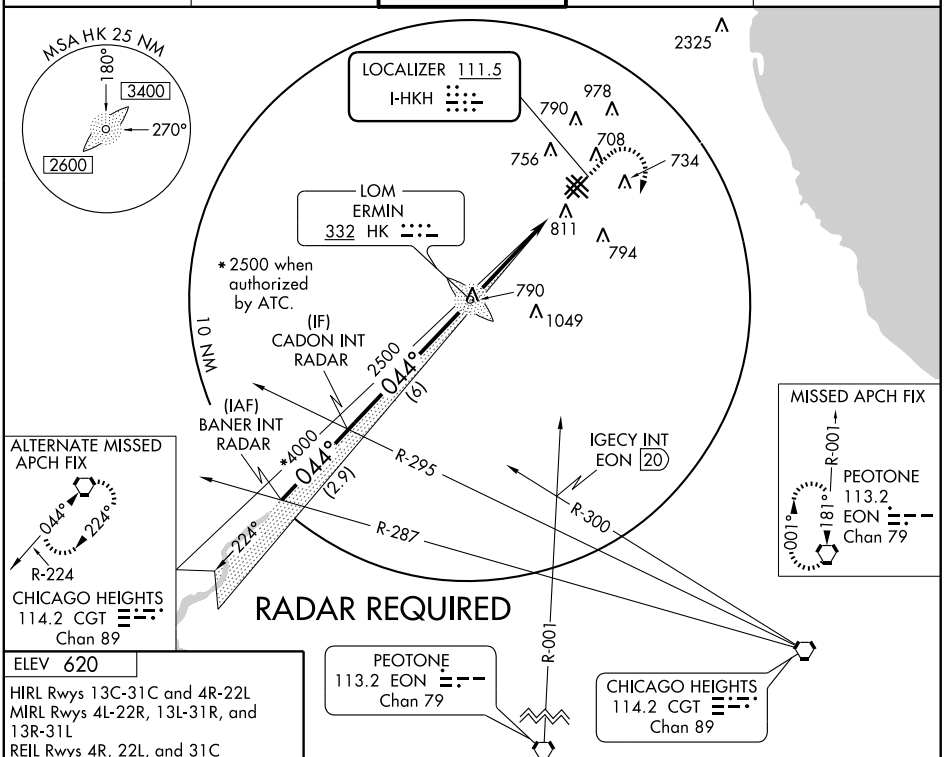
ILS or LOC RWY 4R

CHICAGO MIDWAY INTL (MDW)

▼ Visibility reduction by helicopters NA.

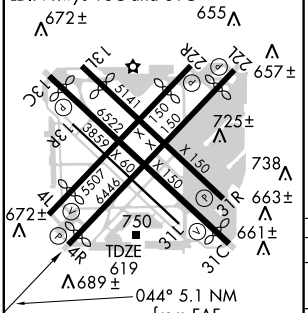
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 via EON VORTAC R-001 until crossing IGECY Int/EON 20 DME, then climb to 2600 to PEOTONE VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85

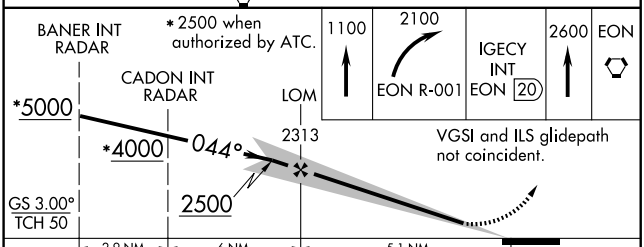


ELEV 620

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

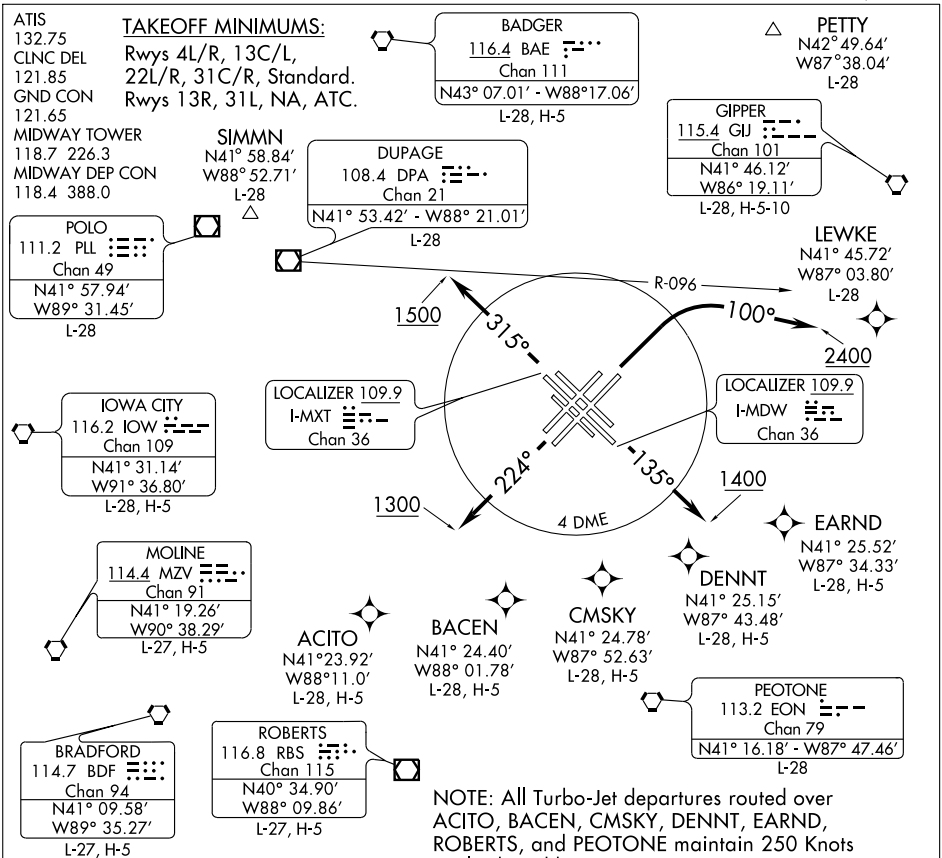


CATEGORY	A	B	C	D
S-ILS 4R	869/50 250 (300-1)			
S-LOC 4R	1120/50 501 (500-1)		1120-1½ 501 (500-1½)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

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EC-3, 21 OCT 2010 to 18 NOV 2010

MIDWAY SEVEN DEPARTURE

SL-81 (FAA)



EC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:

TAKE-OFF RWYS 4L/R: Northbound departures assigned headings 360° (CW) thru 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . . .

TAKE-OFF RWY 13C: Climb heading 135° to 1400 before turning, thence. . . .

TAKE-OFF RWY 13L: Climb heading 135° to 1400 before turning, thence. . . .

TAKE-OFF RWY 22L: Climb heading 224° to 1300 before turning, thence. . . .

TAKE-OFF RWY 22R: Climb heading 224° to 1300 before turning, thence. . . .

TAKE-OFF RWY 31C: Climb heading 315° to 1500 before turning, thence. . . .

TAKE-OFF RWY 31R: Climb heading 315° to 1500 before turning, thence. . . .

DME EQUIPPED AIRCRAFT: Complete initially assigned turn within 4 DME of Midway. Maintain 3000 feet or assigned lower altitude, thence. . . .

NON-DME EQUIPPED AIRCRAFT: Complete initially assigned turn south of DPA R-096, maintain 3000 feet or assigned lower altitude, thence. . . .

....expect radar vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

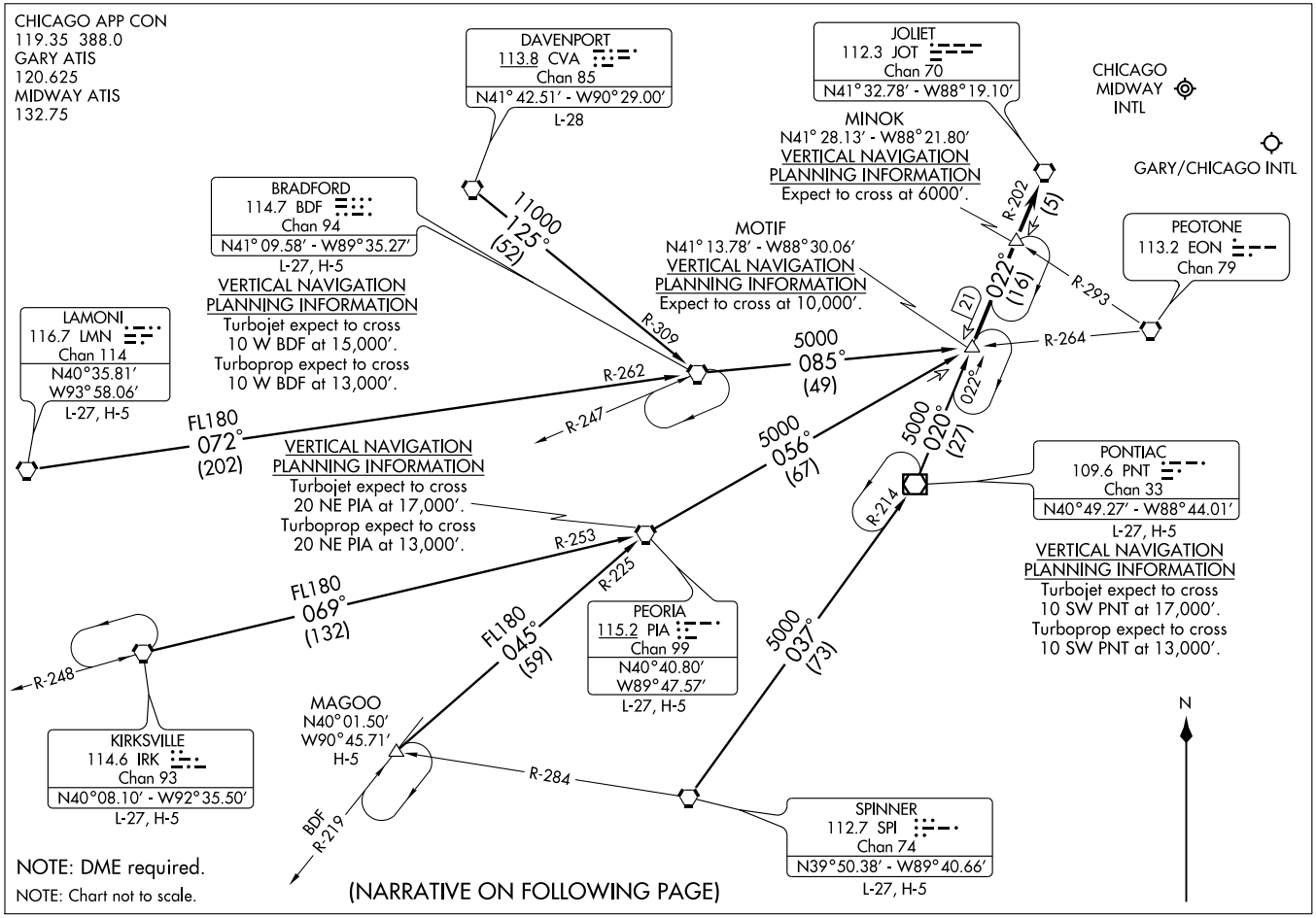
NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010



09351 MOTIF THREE ARRIVAL (MOTIF.MOTIF3) CHICAGO, ILLINOIS

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4751
044°	TDZE	617
	Apt Elev	620

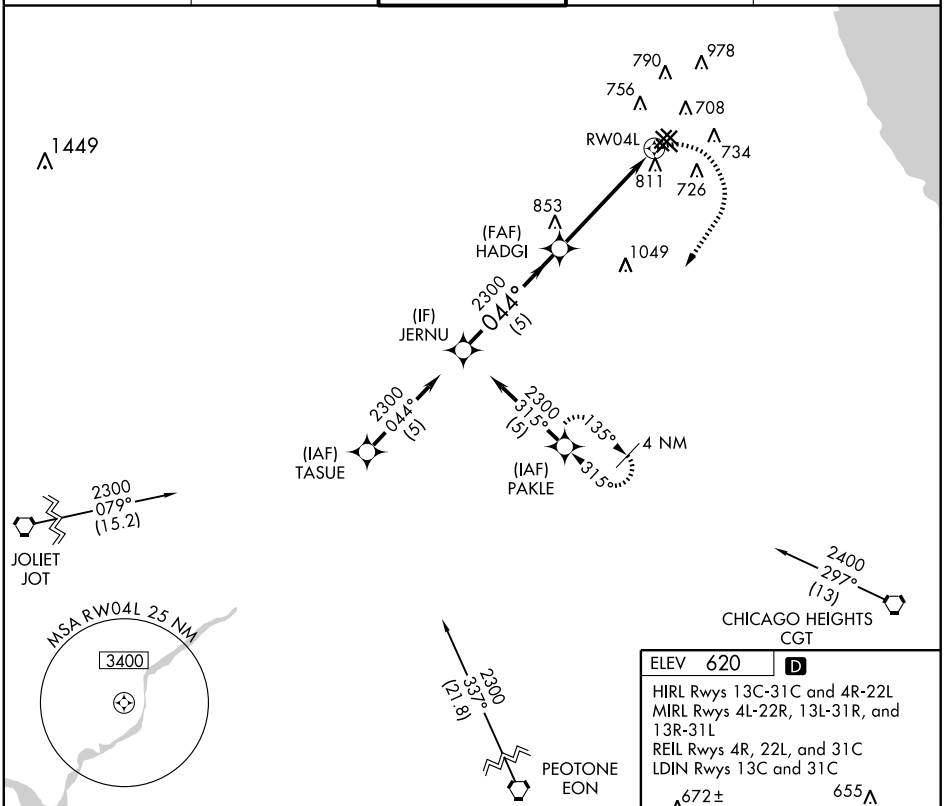
RNAV (GPS) RWY 4L
CHICAGO MIDWAY INTL (MDW)

T
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA
Straight-in Minimums NA at night.

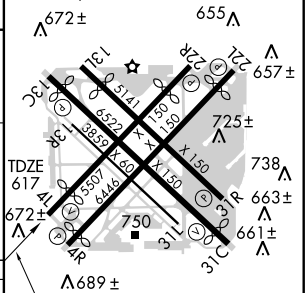
MISSED APPROACH: Climbing right turn to 2400 direct PAKLE WP and hold.

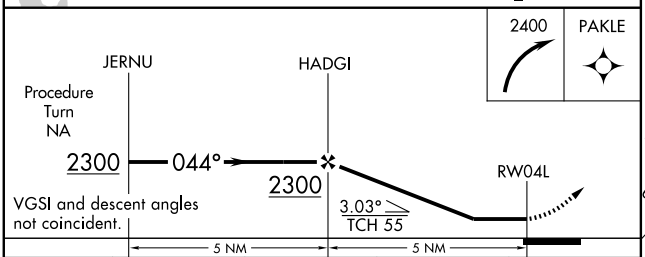
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
LNAV MDA	1080-1	463 (500-1)	1080-1¼ 463 (500-1¼)	1080-1½ 463 (500-1½)
CIRCLING	1120-1	500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

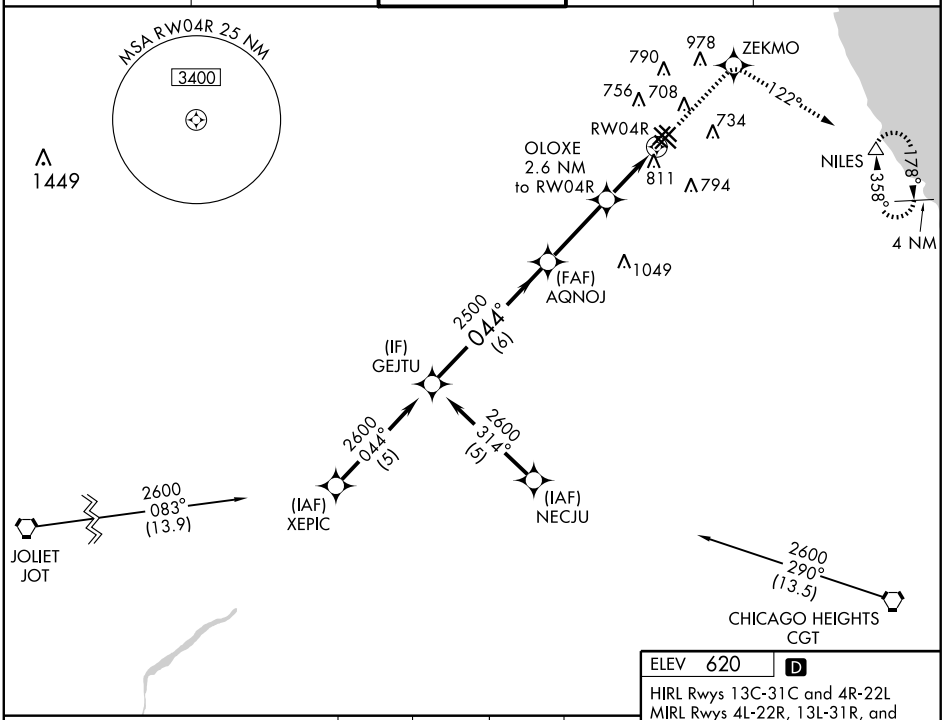
WAAS	APP CRS	Rwy Idg	5928
CH 65614	044°	TDZE	619
W04A		Apt Elev	620

RNAV (GPS) RWY 4R
CHICAGO MIDWAY INTL (MDW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZEKMO and via 122° track to NILES and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



Procedure Turn NA

GEJTU

2600

044°

AQNOJ

OLOXE
2.6 NM
to RW04R

RW04R

GS 3.00°
TCH 50

2500

*1500

VGSI and RNAV glidepath not coincident.

6 NM | 3.1 NM | 2.6 NM

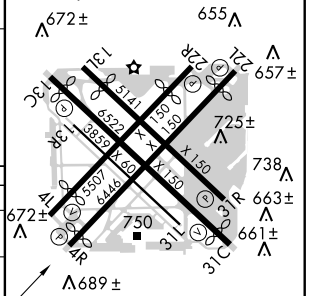
2600	ZEKMO	122° TRK	NILES

*LNAV only.

CATEGORY	A	B	C	D
LPV DA		980/60	361 (400-1¼)	
LNAV/VNAV DA		1080-1½	461 (500-1½)	
LNAV MDA	1080/50 461 (500-1)		1080/60 461 (500-1¼)	1080-1½ 461 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4389
135°	TDZE	609
	Apt Elev	620

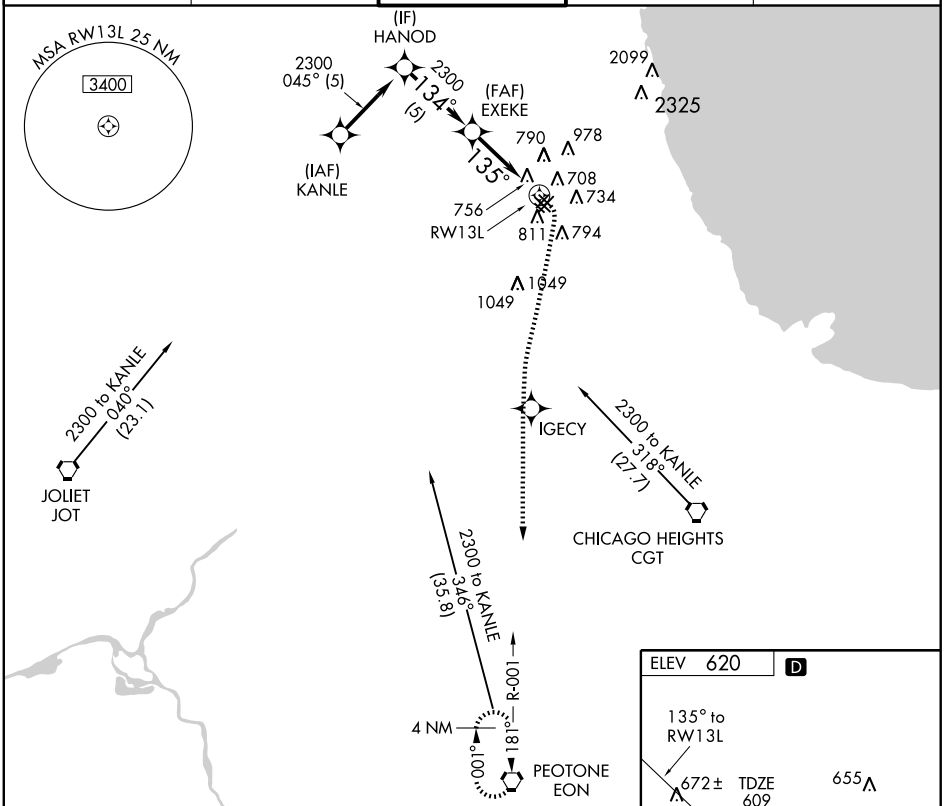
RNAV (GPS) RWY 13L
CHICAGO MIDWAY INTL (MDW)

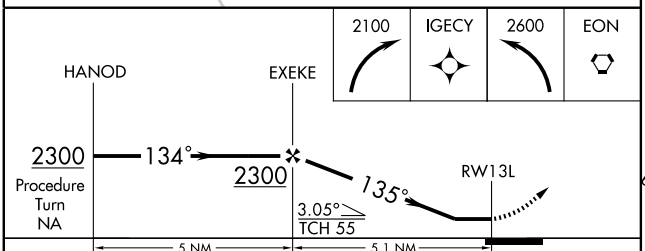
T
A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA
Straight-in Minimums NA at night.

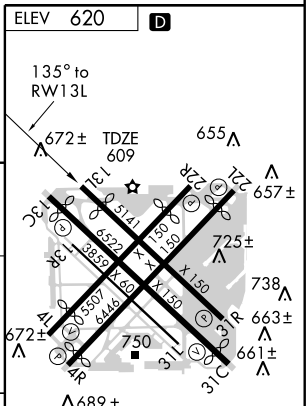
MISSED APPROACH: Climbing right turn to 2100 direct IGECY WP then climbing left turn to 2600 direct EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85





CATEGORY	A	B	C	D
LNAV MDA	1020-1 411 (400-1)		1020-1¼ 411 (400-1¼)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22R

CHICAGO MIDWAY INTL (MDW)

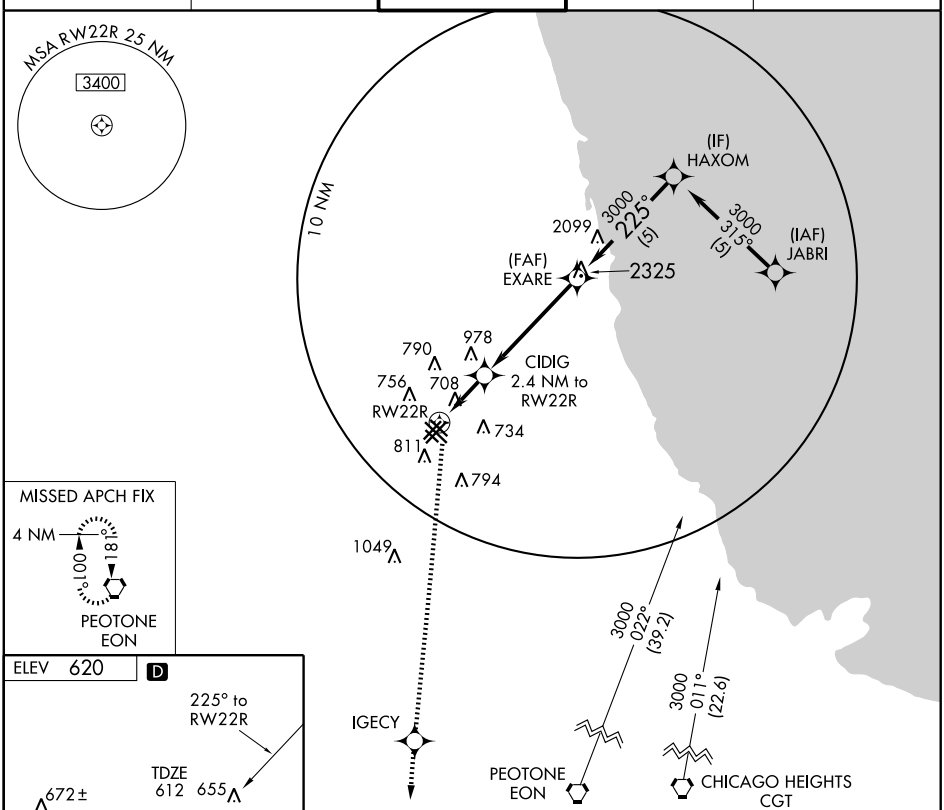
APP CRS	Rwy Idg	4629
225°	TDZE	612
	Apt Elev	620

T
NA

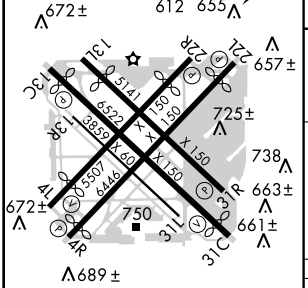
DME/DME RNP-0.3 NA
Straight-in Minimums NA at night.

MISSED APPROACH: Climb to 2100 direct IGECY WP then climbing right turn to 3000 direct EON VORTAC and hold.

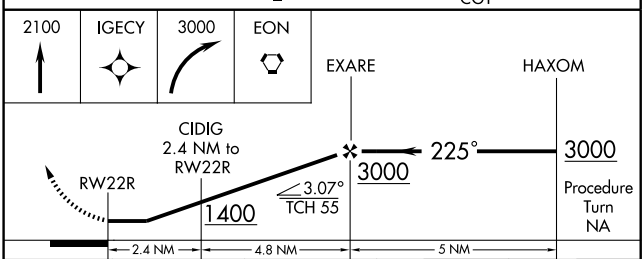
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D



HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



CATEGORY	A	B	C	D
LNAV MDA	1020-1 408 (400-1)		1020-1¼ 408 (400-1¼)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5826
CH 50512	315°	TDZE	613
W31A		Apt Elev	620

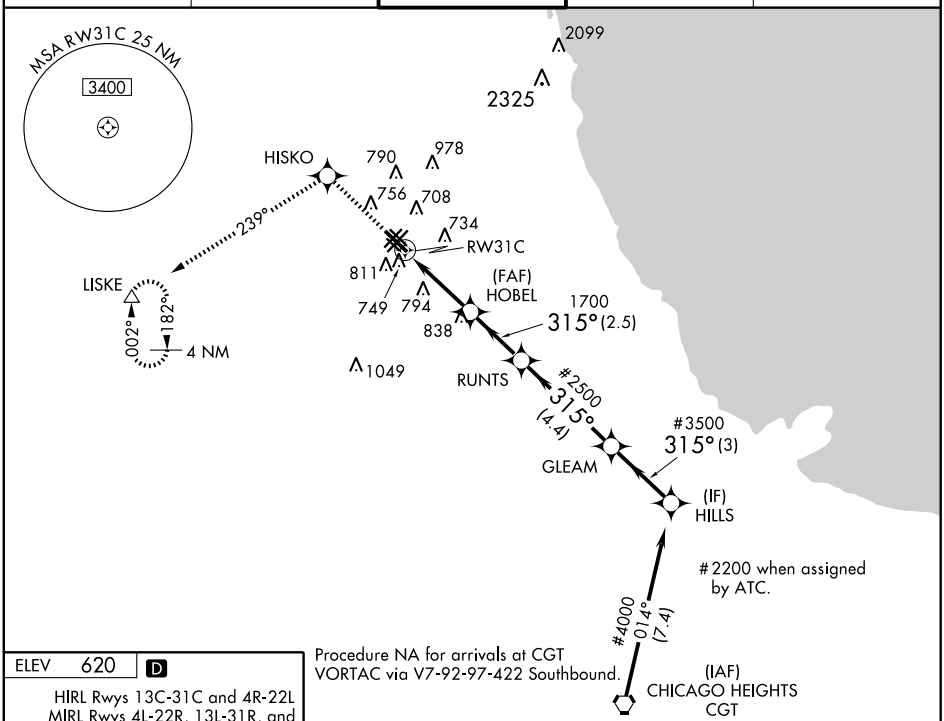
RNAV (GPS) RWY 31C

CHICAGO MIDWAY INTL (MDW)

Circling to Rwy 4L, 13L-31R, 13R-31L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

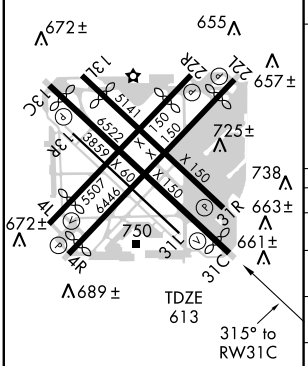
MISSED APPROACH: Climb to 2500 direct HISKO and via 239° track to LISKE and hold.

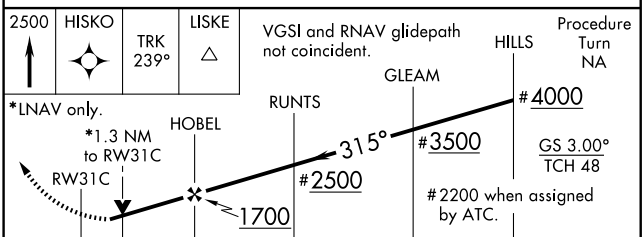
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
LPV DA	886/50 273 (300-1)			
LNAV/VNAV DA	1049-1½ 436 (500-1½)			
LNAV MDA	1080/50 467 (500-1)		1080/60 467 (500-1¼)	1080-1½ 467 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31R

CHICAGO MIDWAY INTL (MDW)

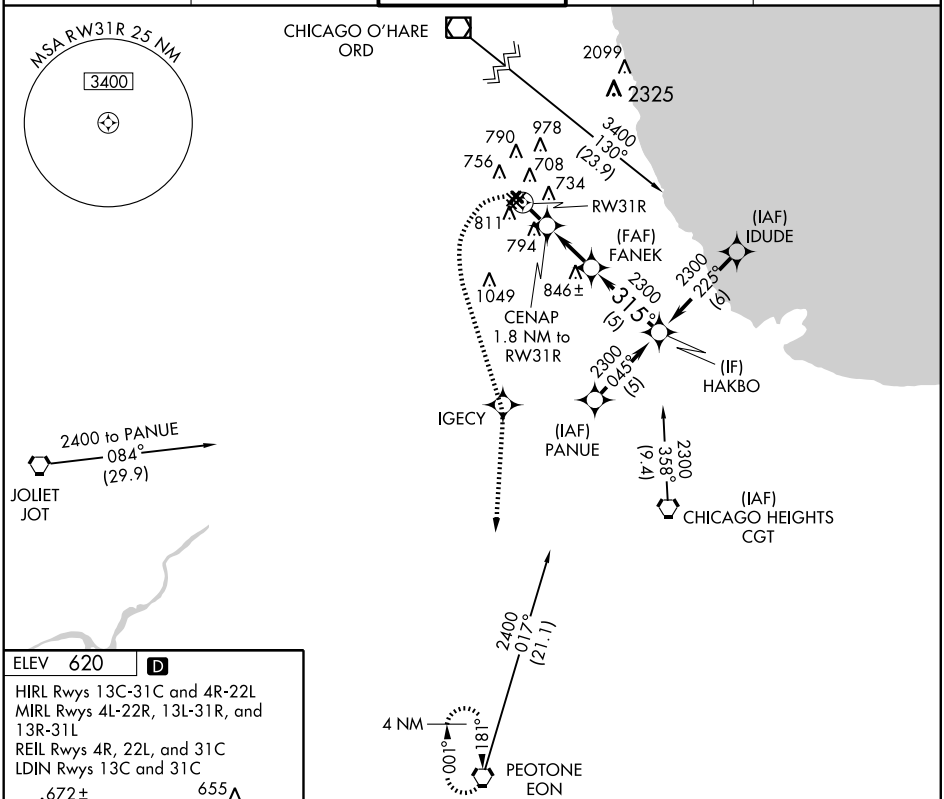
APP CRS	Rwy Idg	5142
315°	TDZE	609
	Apt Elev	620

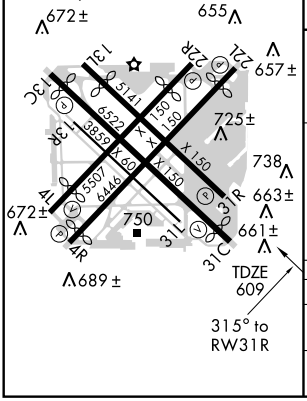
T
A NA

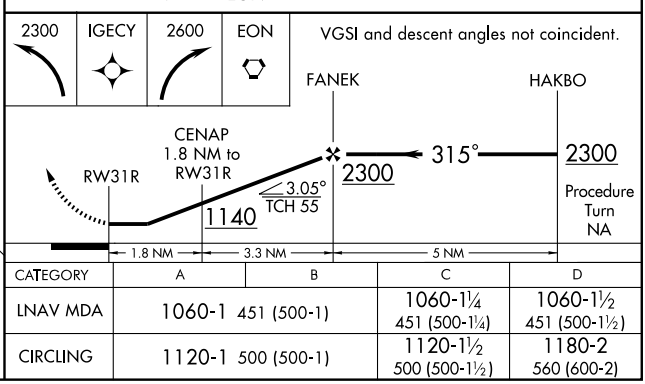
DME/DME RNP-0.3 NA.
Straight-in Minimums NA at night.

MISSED APPROACH: Climbing left turn to 2300 direct IGECY WP then climbing right turn to 2600 direct EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85







CATEGORY	A	B	C	D
LNAV MDA	1060-1 451 (500-1)		1060-1¼ 451 (500-1¼)	1060-1½ 451 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 13C

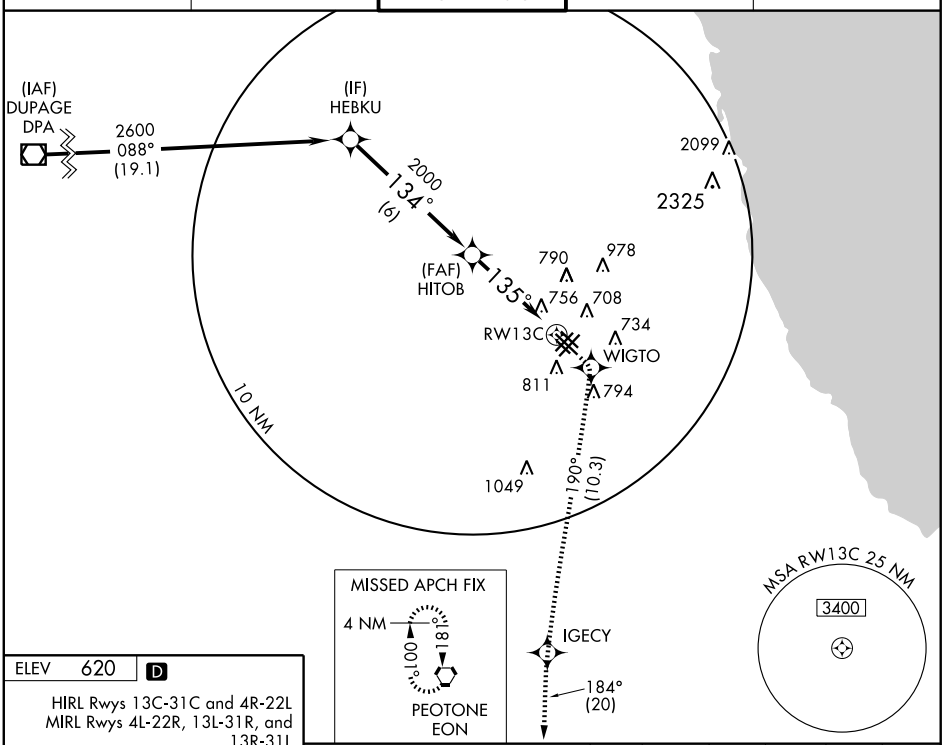
CHICAGO MIDWAY INTL (MDW)

APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 4L, 13L-31R, 13R-31L.
When VGSI inoperative, procedure NA at night.
Baro-VNAV NA below -16° C (4° F).

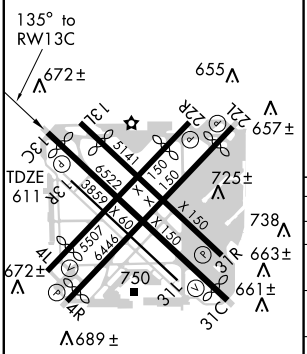
MISSED APPROACH: Climb to 2100 direct WIGTO and via 190° track to IGECY, then climb to 2600 via 184° track to EON VORTAC and hold.

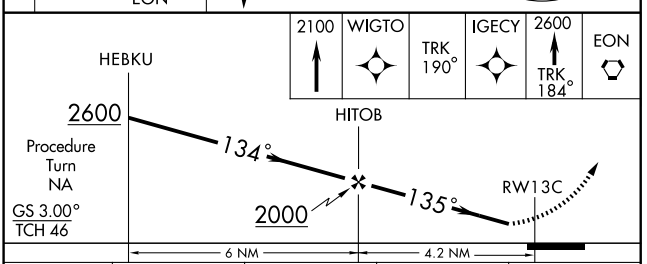
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1040-1½ 429 (500-1½)			
LNAV MDA	1020/50 409 (400-1)		1020/60 409 (400-1¼)	
CIRCLING	1120-1½ 500 (500-1½)			1180-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

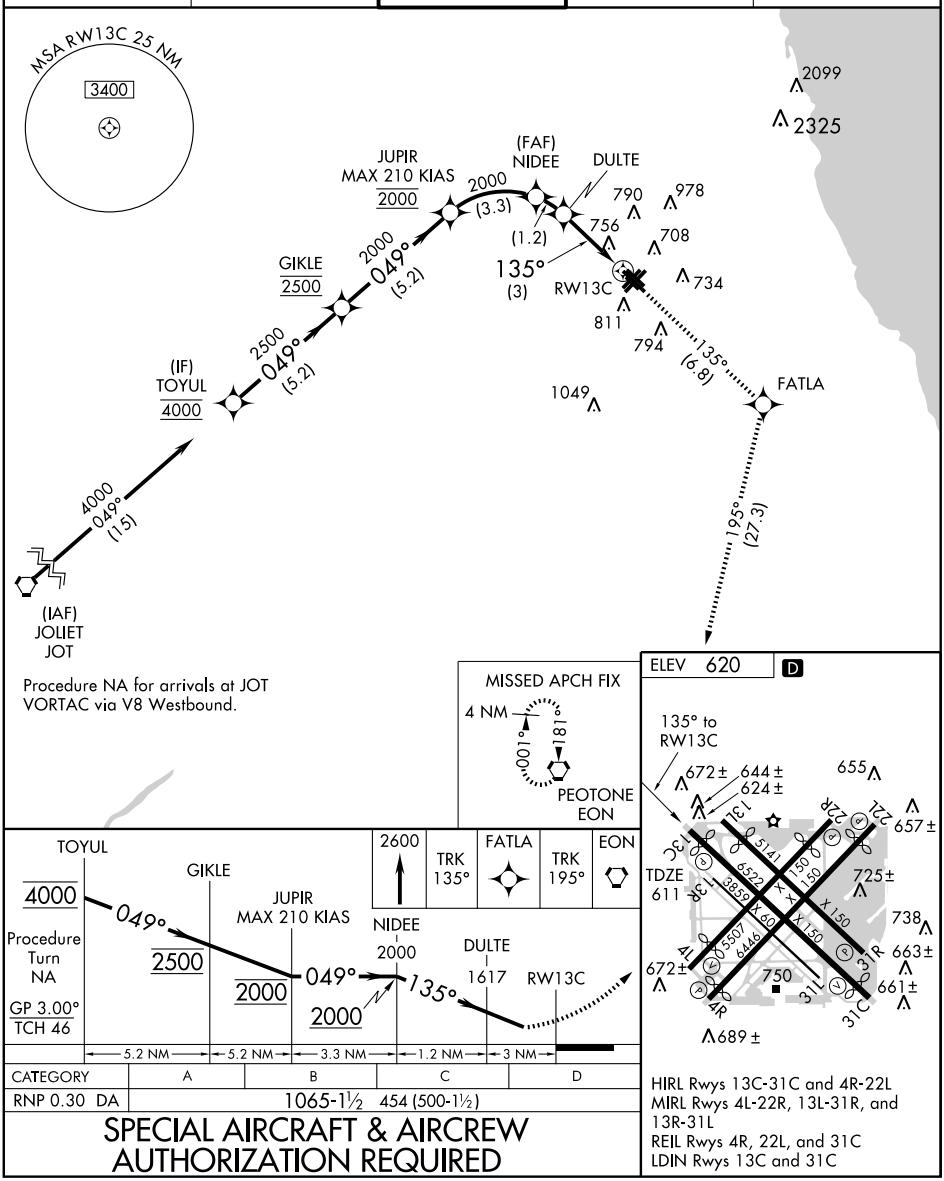
RNAV (RNP) Y RWY 13C

CHICAGO MIDWAY INTL (MDW)

RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, procedure NA below -15° C (5° F) or above 47° C (116° F). When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 2600 via 135° track to FATLA and 195° track to EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CGT	APP CRS	Rwy Idg	5812
114.2	235°	TDZE	610
Chan 89		Apt Elev	620

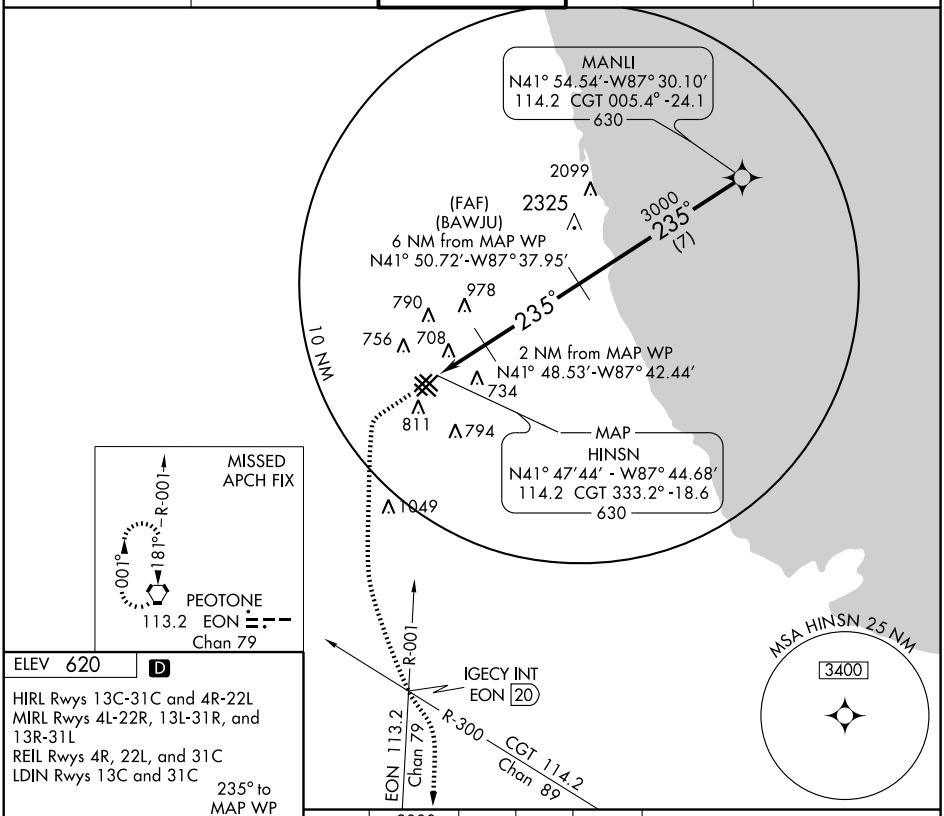
VOR/DME RNAV or GPS RWY 22L

CHICAGO MIDWAY INTL (MDW)

RADAR REQUIRED

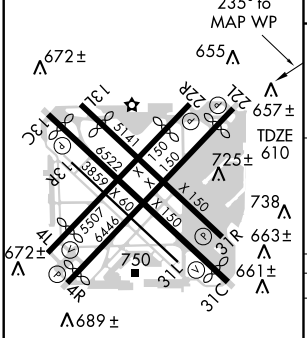
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 via EON VORTAC R-001 until crossing IGECY Int, then climb to 2600 to EON VORTAC and hold.

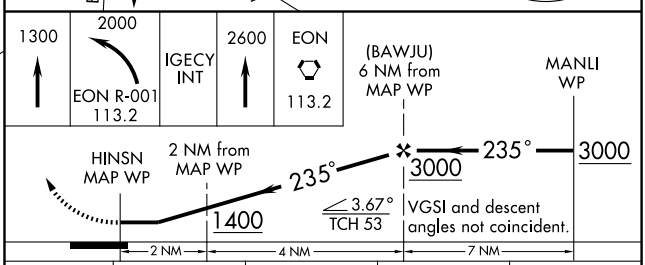
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
S-22L	1300-1 690 (700-1)		1300-2 690 (700-2)	1300-2¼ 690 (700-2¼)
CIRCLING	1300-1 680 (700-1)		1300-2 680 (700-2)	1300-2¼ 680 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO-O'HARE INTL (ORD)
CHICAGO, ILLINOIS

ATIS
135.4 282.225
O'HARE TOWER NORTH
128.15
O'HARE TOWER CENTER
120.75 126.9 132.7 348.0
GND CON TOWER NORTH
124.125
GND CON TOWER CENTER
121.75 226.675 (OBND)
121.9 226.675 (IBND)
CLNC DEL
121.6

D

ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

HS 1 HS 2 HS 3 HS 4 HS 5 HS 6 HS 7 HS 8 HS 9 HS 10 HS 11

LAHSO

ELEV 668
ELEV 653
ELEV 664
ELEV 648
ELEV 666
ELEV 660
ELEV 656
ELEV 650
ELEV 672
ELEV 655
ELEV 654
ELEV 651
ELEV 661

093.2°
273.2°
143.2°
323.1°
042.7°
222.7°
143.1°
093.1°
273.1°
224.7°
044.7°

7500 X 150
10005 X 150
7967 X 150
9685 X 200
13001 X 150
8075 X 150

14L PAD
14R PAD
4R PAD
10 PAD
28 PAD
32R PAD
B PAD

TWR 910
TWR 905
SCENIC HOLD PAD
FIRE STATION
FIRE STATION
PENALTY BOX
SEE INSET
NORTHEAST CARGO RAMP
FBO RAMP
SOUTH CARGO RAMP
SOUTH CARGO RAMP
EMAS

FIELD ELEV 672

0.3% DOWN
0.3% DOWN

VAR 3.2° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1 W

RWY 04L-22R, 10-28, 14L-32R, 14R-32L
PCN 108 R/C/W/U
S-100, D-185, 2S-175, 2D-350
RWY 04R-22L
PCN 108 R/C/W/U
S-100, D-200, 2S-175, 2D-350
RWY 09L-27R
S-75, D-210, 2S-175, 2D-500,
2D/D1-633, 2D/2D2-913, 3D-690
RWY 09R-27L
PCN 108 R/C/W/U
S-100, D-210, 2S-175, 2D-350

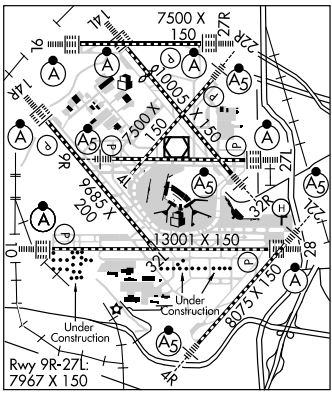
42°01′ N
42°00′ N
41°59′ N
41°58′ N
41°57′ N
87°56′ W
87°55′ W
87°54′ W
87°53′ W

CAUTION BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO O'HARE INTL (ORD) 14 NW UTC−6(−5DT) N41°58.90′ W87°54.40′ **CHICAGO**
672 B S4 **FUEL** 100LL, JET A1 OX 1, 2, 3, LRA Class I, ARFF Index E NOTAM FILE ORD **COPTER**
RWY 10–28: H13001X150 (ASPH–CONC–GRVD) S–100, D–185, **H–5E, L–28H, A**
2S–175, 2D–350 PCN 108 R/C/W/U HIRL CL **IAP, AD**
RWY 10: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74′. Pole. 0.3% down.
RWY 28: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 79′. Sign.
RWY 14L–32R: H10005X150 (ASPH–GRVD) S–100, D–185, 2S–175, 2D–350 PCN 108 R/C/W/U HIRL CL
RWY 14L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 1998′.
RWY 32R: MALSR. TDZL. Pole.
RWY 14R–32L: H9685X200 (ASPH–CONC–GRVD) S–100, D–185, 2S–175, 2D–350 PCN 108 R/C/W/U HIRL CL
RWY 14R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69′. Trees.
RWY 04R–22L: H8075X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 108 R/C/W/U HIRL CL
RWY 04R: MALSR. TDZL. 0.3% down.
RWY 22L: MALSR. TDZL. Antenna.
RWY 09R–27L: H7967X150 (ASPH–CONC–GRVD) S–100, D–210, 2S–175, 2D–350 PCN 108 R/C/W/U HIRL CL
RWY 09R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 74′.
RWY 27L: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72′. Antenna.
RWY 04L–22R: H7500X150 (ASPH–GRVD) S–100, D–185, 2S–175, 2D–350 PCN 108 R/C/W/U HIRL CL
RWY 22R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69′.



RWY 09L–27R: H7500X150 (CONC–GRVD) S–75, D–210, 2D–500, 2D/D1–633, 2D/2D2–913 HIRL CL
RWY 09L: ALSF2. TDZL. Antenna. **RWY 27R:** ALSF2. TDZL. Antenna.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09R	14L–32R	6100
RWY 10	Twy S	12156
RWY 22R	09R–27L	6050
RWY 27L	04L–22R	5700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500
RWY 04R:	TORA–8075	TODA–8075	ASDA–8075	LDA–8075
RWY 09L:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500
RWY 09R:	TORA–7967	TODA–7967	ASDA–7967	LDA–7967
RWY 10:	TORA–13000	TODA–13000	ASDA–13000	LDA–12246
RWY 14L:	TORA–10005	TODA–10005	ASDA–10005	LDA–8007
RWY 14R:	TORA–9685	TODA–9685	ASDA–9662	LDA–8650
RWY 22L:	TORA–8075	TODA–8075	ASDA–8075	LDA–8075
RWY 22R:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500
RWY 27L:	TORA–7967	TODA–7967	ASDA–7967	LDA–7967
RWY 27R:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500
RWY 32L:	TORA–9685	TODA–9685	ASDA–9685	
RWY 32R:	TORA–10005	TODA–10005	ASDA–10005	LDA–10005

ARRESTING GEAR/SYSTEM
RWY 04R: EMAS
RWY 22L: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93. Attended continuously. Rwy 32L CLOSED to arrivals. Birds on and invof arpt. Pyrotechnics and bird cannons in use for bird control. General aviation ramp and FBO located at the north east ramp vicinity of Rwy 27L approach. PAEW near various twys. Twr is authorized to conduct arrivals to Rwy 14L and Rwy 14R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous converging instrument approaches to Rwy 14R and Rwy 22R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous opposite direction departures on Rwy 09R and Rwy 28 during IFR weather conditions. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Magnetic deviation possible immediately W of Twy M7 and Rwy 22L apch on Twy M. Taxi Into Position and Hold Waiver in effect after dark at the following intersections, Rwy 32L at Twy T–10, Rwy 28 at Twy ZW and Twy ZV, Rwy 14L at Twy U2 and Twy V, Rwy 32R at Twy V and Rwy 10 at

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

Twy ZH. These rwys will be used for departures only when exercising the provisions of this waiver. Rwy 04L and Rwy 22R touchdown and rollout rwy visual range avbl. Rwy 04R, Rwy 10, Rwy 28, Rwy 22L, Rwy 09L, Rwy 27R, Rwy 09R, Rwy 27L, Rwy 14L, Rwy 32R, Rwy 32L and Rwy 14R touchdown, midfield and rollout rwy visual range avbl. Be Alert: The northeast/southwest portion of Twy Y is not visible from Center twr. Be Alert: Twy K–1 outbound or eastbound only, Twy K–2 inbound or westbound only and Twy S5 northbound only exiting rwy,Twy V westbound only between Twy WT and KK; Twy LL northbound only between Rwy 14L–32R and Twy MM. Be Alert: B747–400's, B777–300's or A340–600's cannot pass on Twys A and B insufficient wingtip clearance. Twy V rstd to acft less than 117′ wingspan or wheelbase less than 30′ (design group 4–5–6) between Twy KK and Twy LL. All part 91 and unscheduled Part 125, 133 and 135 charter operators ctc Signature Flight Support at 773–686–7000 regarding new security regulations prior to dep. Arpt ngt time noise abatement procedures are in effect from 0400 to 1300Z‡; ctc arpt manager 773–686–2255. Rwy 14R–32L possible low level turbulence on AER 14R. Primary run–up location ground run–up exclosure; secondary run–up locations avbl upon req contact city ops 773–686–2255. During periods of cold weather; the apch end of Rwy 32R may not be visible from the ATCT due to steam plume from arpt heating plant. Be Alert: Of duplicate alpha–numeric twy designators and terminal gate designations involving the letters G, H, K, L and M. Acft with wingspan greater than 214′; require 48 hrs PPR—call 773–686–2255. Periodic fire department training at N sector of arpt. Fee req. Deicing fluid not avbl to transient acft. Rotating bcn OTS indef. Yankee Echo gate is manned 24 hours a day. Yankee Tango gate is manned 24 hours a day. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Intersection Departures During Periods of Darkness. Intersecting Runway Operations, and Simultaneous Opposite Direction Operations. Intersecting Runway Operations. Simultaneous ILS Approaches with One Glide Slope Out of Service. Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (773) 462–0118. **HIWAS** 113.9 ORD. LLWAS. TDWR.

COMMUNICATIONS: D-ATIS 135.4 (773) 601–8921 **UNICOM** 122.95

Ⓡ **APP CON** 119.0 (360°–179°) 133.625 128.45 125.7 (180°–359°) 121.15 124.35

O'HARE TOWER – CENTER 120.75 126.9 127.925 132.7

GND CON – CENTER 121.9 (Inbound) 121.75 (Outbound)

O'HARE TOWER – NORTH 128.15

GND CON – NORTH 124.125

CLNC DEL 121.6

PRE–TAXI CLNC 121.6 119.25 **GND METERING** 121.675

Ⓡ **DEP CON** 125.0 (340°–159°) 125.4 (220°–339°) 126.625 (160°–219°)

AIRSPACE: CLASS B: See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORD.

(L) VORW/DME 113.9 ORD Chan 86 N41°59.26′ W87°54.29′ at fld. 650/2E. **HIWAS.**
NOTE: See Special Notices Section.
VOR portion unusable: 140°–155° byd 15 NM; 100°–140° and 155°–060° byd 35 NM blo 2,500′.

ILS 110.75 I–IDN Rwy 32R. Class IA.

ILS/DME 110.5 I–JAV Chan 42 Rwy 09R. Class IB. Loc unusable byd 30° left of course and byd 30° right of course.

ILS 110.1 I–LQQ Rwy 22L. Class IB. OM OTS indef.

ILS/DME 111.1 I–TSL Chan 48 Rwy 28. Class IIIE.

ILS/DME 109.75 I–ORD Chan 34(Y) Rwy 14R. Class IIIE.

ILS/DME 111.1 I–MED Chan 48 Rwy 10. Class IIIE.

ILS 111.3 I–RXZ Rwy 22R. Class IC.

ILS/DME 108.95 I–RVG Chan 26(Y) Rwy 32L.

ILS/DME 110.5 I–IAC Chan 42 Rwy 27L. Class IIIE.

ILS 110.1 I–FJU Rwy 04R. Class IE.

ILS/DME 110.9 I–OHA Chan 46 Rwy 14L. Class IIIE.

ILS 111.3 I–HNA Rwy 04L. LOC only.

ILS/DME 111.75 I–SAJ Chan 54(Y) Rwy 09L. Class IIID

ILS/DME 111.75 I–ABU Chan 54(Y) Rwy 27R. Class IIIE. DME unusable byd 10° right of course.

COMM/NAV/WEATHER REMARKS: CLASS B frequency 133.5 for VFR acft req tfc advisories or to transition CLASS B South of O'Hare. CLASS B frequency 120.55 for VFR acft req tfc advisories or to transition CLASS B North of O'Hare. If unable to ctc Chicago App/Dep Control 133.1; call 312–686–0681 to obtain IFR CLNC.

• • • •

BENKY ONE ARRIVAL (RNAV) Transition Routes

(BENKY.BENKY1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225

BRADFORD
BDF
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL240.

5000
065°
(45)
9 NM

BENKY
VERTICAL
NAVIGATION
PLANNING
INFORMATION
Expect to cross
at 11000'

See following page
for arrival route.

9 NM

(90)

LOAMY
FL180
069°
(19)
KEOKK

FL180
068°
(41)
KIRKSVILLE
IRK

10 NM

(75)

WIMPI

FL180
026°
(113)

MAGOO
(12)

FL180
041°
(24)
BAYLI

10 NM

GROOV

10 NM

FL180
026°
(48)

FL180
356°
(34)

FORISTELL
FTZ

ST LOUIS
STL

N

NOTE: For non-GPS equipped aircraft, PNT DME must be operational.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: STL Transition: ATC assigned only.

NOTE: Chart not to scale.

(Continued on next page)

BENKY ONE ARRIVAL (RNAV) Transition Routes
(BENKY.BENKY1) 10042
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

ST-166 (FAA)

BENKY ONE ARRIVAL (RNAV) Arrival Route

(BENKY.BENKY1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

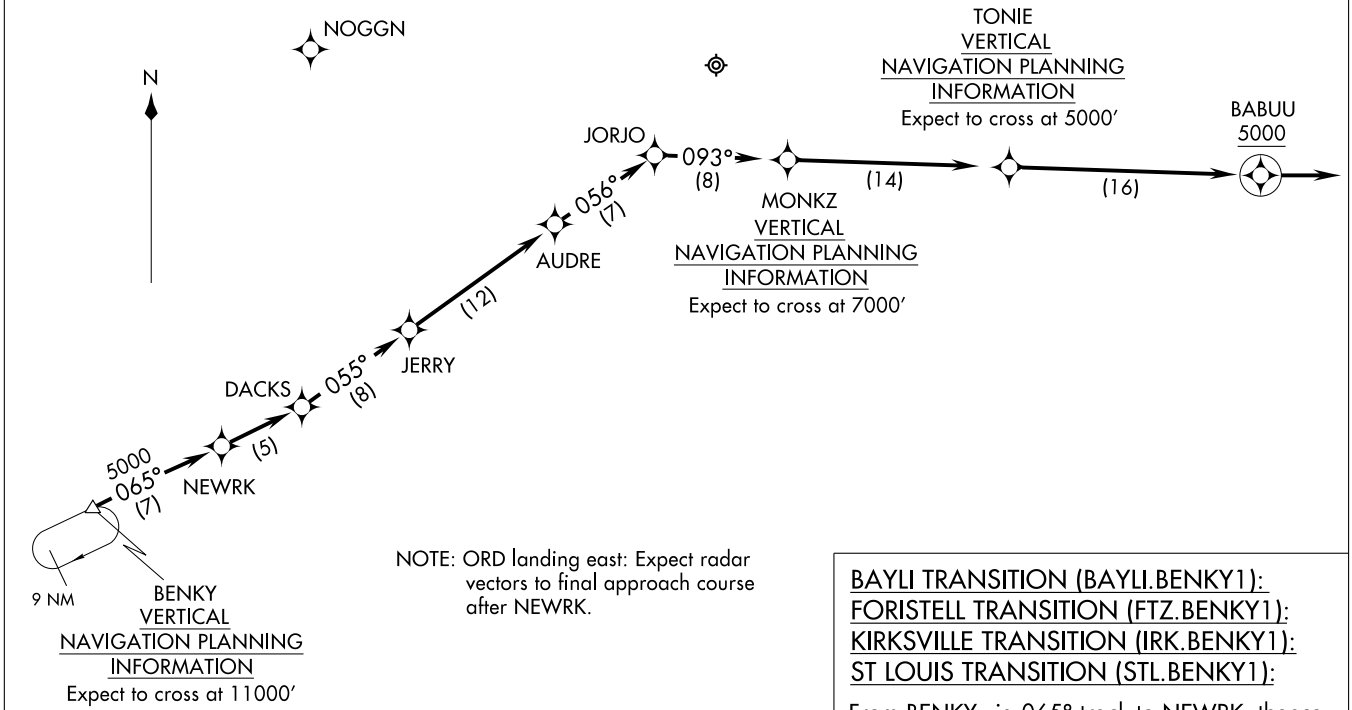
BENKY ONE ARRIVAL (RNAV) Arrival Route

(BENKY.BENKY1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

ST-166 (FAA)

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225



NOTE: ORD landing east: Expect radar vectors to final approach course after NEWRK.

BAYLI TRANSITION (BAYLI.BENKY1):
FORISTELL TRANSITION (FTZ.BENKY1):
KIRKSVILLE TRANSITION (IRK.BENKY1):
ST LOUIS TRANSITION (STL.BENKY1):

From BENKY via 065° track to NEWRK, thence as depicted to BABUU, thence via 093° heading. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

BRADFORD FIVE ARRIVAL

(BDF.BDF5) 08325

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

ATIS
135.4 269.9.
CHICAGO APP CON
133.625 363.8

(NARRATIVE ON FOLLOWING PAGE)

CHICAGO O'HARE
113.9 ORD
Chan 86
N41°59.26′ - W87°54.29′

NEWRK
N41° 33.97′
W88° 34.27′

BENKY
N41° 30.71′ - W88° 42.54′
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 11,000′

BRADFORD
114.7 BDF
Chan 94
N41°09.58′ - W89°35.27′
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL240.

JOLIET
112.3 JOT
Chan 70

PONTIAC
109.6 PNT
Chan 33

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ - W92°35.50′
L-27, H-5

KEOKK
N40° 33.20′
W91° 24.22′

LOAMY
N40° 25.47′
W91° 47.06′

WIMPI
N40° 10.69′
W90° 36.37′

MAGOO
N40° 01.50′
W90° 45.71′

QUINCY
113.6 UIN
Chan 83

SPINNER
112.7 SPI
Chan 74

BAYLI
N39° 42.54′
W91° 04.78′
H-5

GROOV
N39° 25.88′
W90° 34.15′

FORISTELL
110.8 FTZ
Chan 45
N38° 41.66′ - W90° 58.27′
L-27, H-5

ST LOUIS
117.4 STL
Chan 121
N38° 51.64′ - W90° 28.94′
L-27, H-5

NOTE: STL Transition
ATC assigned only.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence....

FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence....

KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence....

ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....

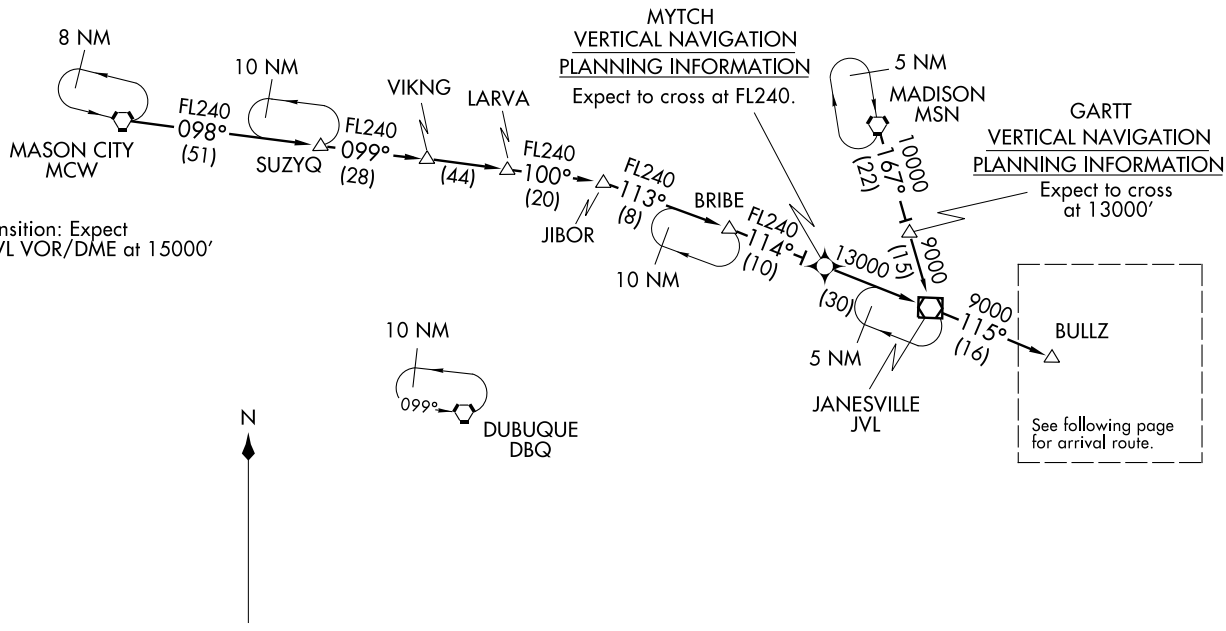
....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course.

EC-3, 21 OCT 2010 to 18 NOV 2010

(BULLZ.BULLZ1) 10042
BULLZ ONE ARRIVAL (RNAV) Transition Routes
CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225

NOTE: MSN Transition: For non-GPS equipped aircraft, BAE DME must be operational.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.



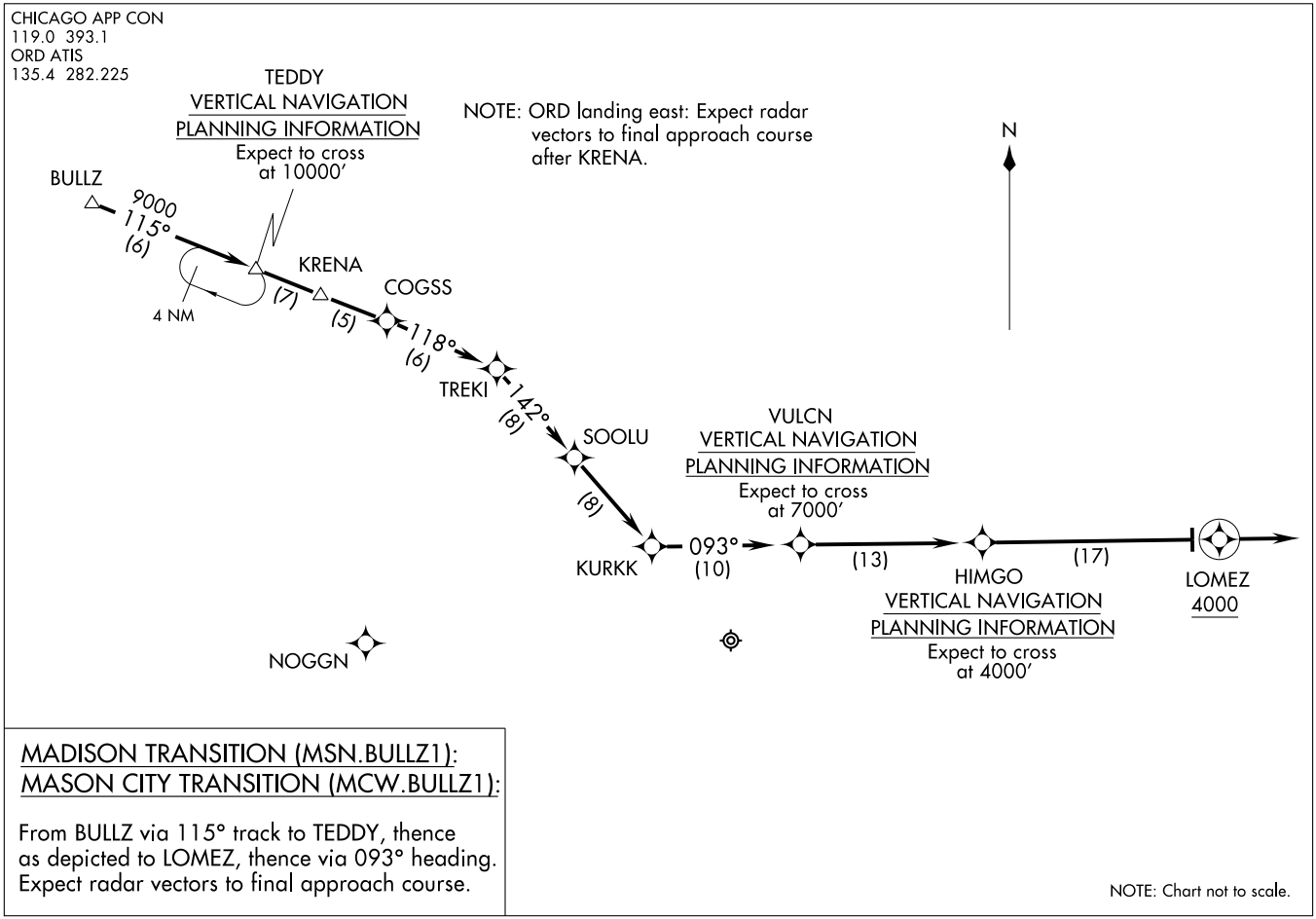
NOTE: Chart not to scale.

(Continued on next page)

BULLZ ONE ARRIVAL (RNAV) Arrival Route

(BULLZ.BULLZ1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL



MADISON TRANSITION (MSN.BULLZ1):
MASON CITY TRANSITION (MCW.BULLZ1):

From BULLZ via 115° track to TEDDY, thence as depicted to LOMEZ, thence via 093° heading. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

(BULLZ.BULLZ1) 10042

ST-166 (FAA)

BULLZ ONE ARRIVAL (RNAV) Arrival Route

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

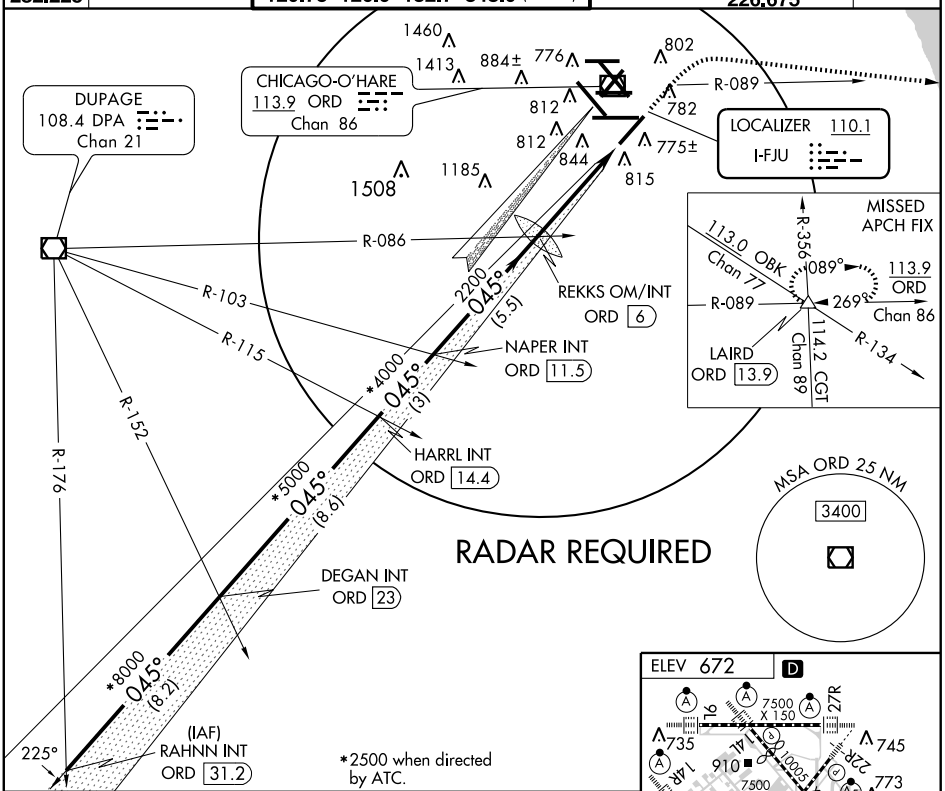
LOC I-FJU	APP CRS	Rwy Idg	8075
110.1	045°	TDZE	661
		Apt Elev	672

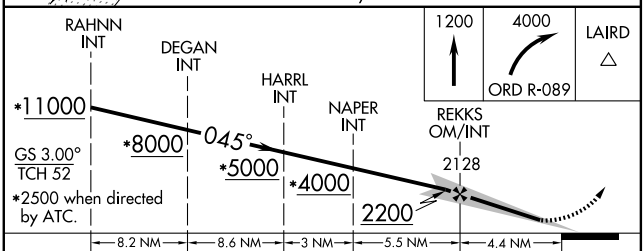
ILS or LOC RWY 4R
CHICAGO-O'HARE INTL (ORD)

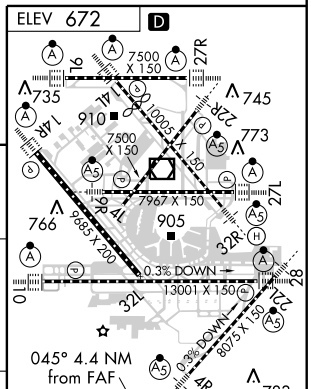
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 via ORD R-089 to LAIRD Int and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6







CATEGORY	A	B	C	D
S-ILS 4R	861/18		200 (200-½)	
S-LOC 4R	1260/24 599 (600-½)		1260/50 599 (600-1)	1260/60 599 (600-1¼)
CIRCLING	1260-1 588 (600-1)		1260-1½ 588 (600-1½)	1260-2 588 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SAJ	APP CRS	Rwy Idg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	672

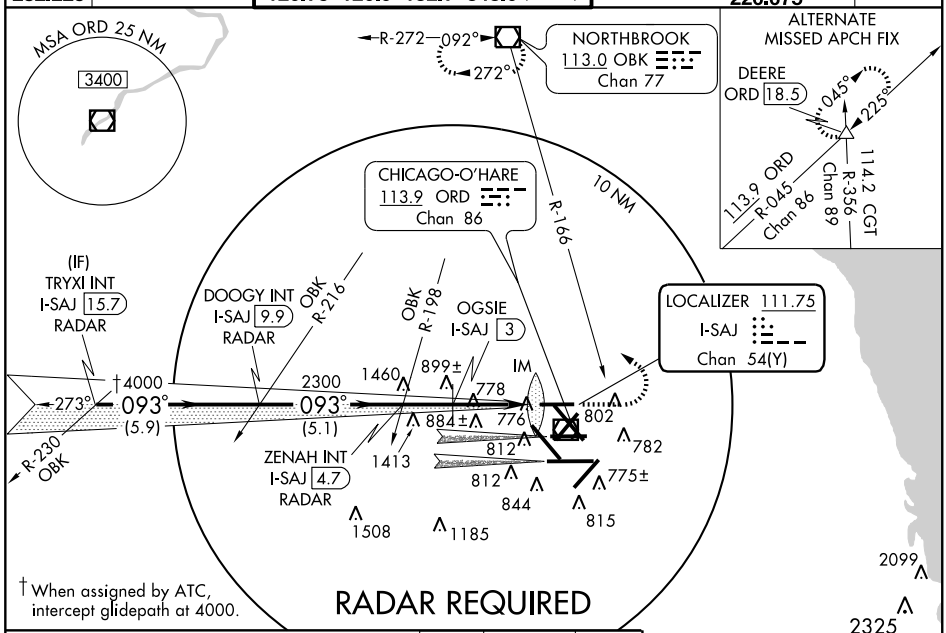
ILS or LOC RWY 9L
CHICAGO-O'HARE INTL (ORD)

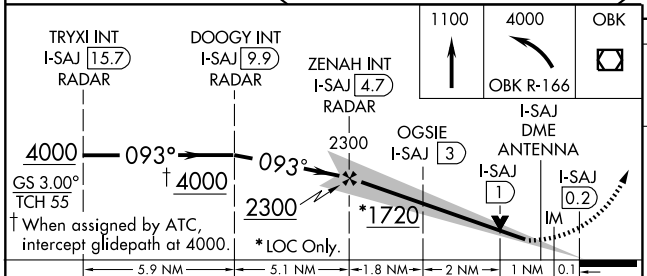
Simultaneous approach authorized with Rwy 9R and 10.
Localizer unusable for rollout guidance.

ALSF-2

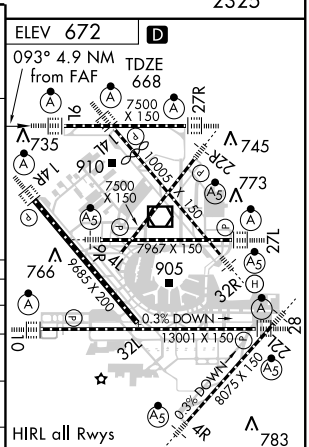
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6





CATEGORY	A	B	C	D
S-ILS 9L	868/18 200 (200-½)			
S-LOC 9L	1720/40 1052 (1100-¾)	1720/50 1052 (1100-1)	1720-2½ 1052 (1100-2½)	
CIRCLING	1720-1¼ 1048 (1100-1¼)	1720-1½ 1048 (1100-1½)	1720-3 1048 (1100-3)	
OGSIE FIX MINIMUMS				
S-LOC 9L	1080/24 412 (500-½)		1080/40 412 (500-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JAV	APP CRS	Rwy Idg 7967
110.5	093°	TDZE 660
Chan 42		Apt Elev 672

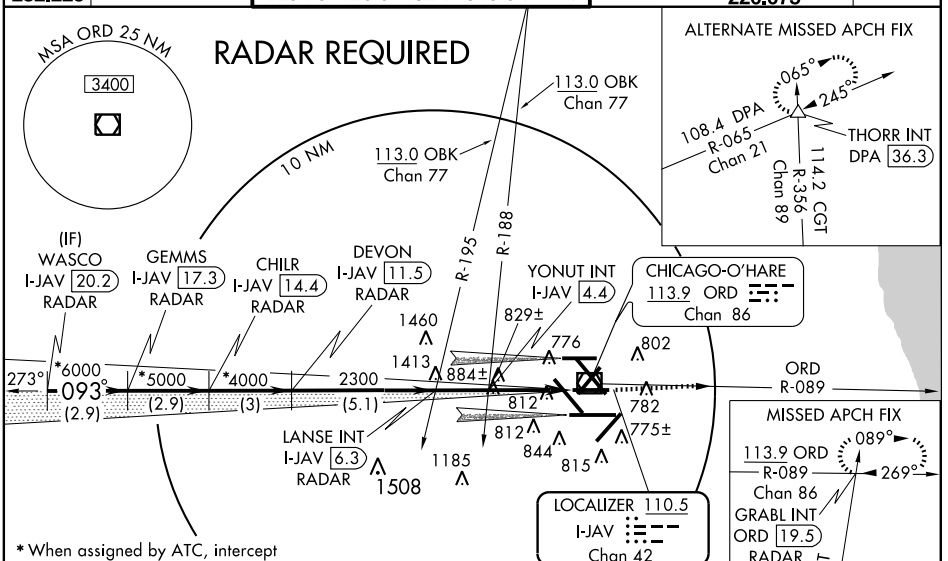
ILS or LOC RWY 9R
CHICAGO-O'HARE INTL (ORD)

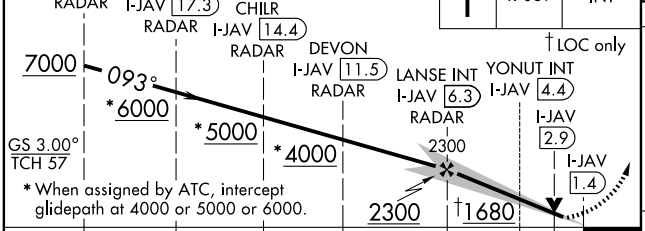
Simultaneous approach authorized with Rwy 9L and 10. DME or RADAR Required.

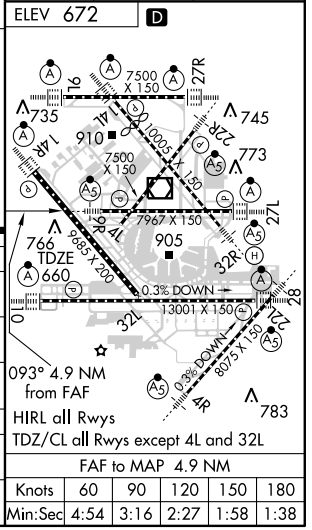
MALSR

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-089 to GRABL Int/ORD 19.5 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6







CATEGORY	A	B	C	D
S-ILS 9R	860/18 200 (200-½)			
S-LOC 9R	1680/40 1020 (1100-¾)	1680/50 1020 (1100-1)	1680-2½ 1020 (1100-2½)	
CIRCLING	1680-1¼ 1008 (1100-1¼)	1680-1½ 1008 (1100-1½)	1680-3 1008 (1100-3)	
YONUT FIX MINIMUMS				
S-LOC 9R	1200/24 540 (600-½)		1200/50 540 (600-1)	1200/60 540 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MED	APP CRS	Rwy Idg 12246
111.1	093°	TDZE 672
Chan 48		Apt Elev 672

ILS or LOC RWY 10
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6

ALTERNATE MISSED APCH FIX
CGT R-008
ORD R-091
113.9 ORD Chan 86
091°
271°
114.2 CGT Chan 89
BLUTO INT
ORD 19.8

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

MSA ORD 25 NM
3400

10 NM
R-197

CHICAGO-O'HARE 113.9 ORD Chan 86

LOCALIZER 111.1 I-MED Chan 48

(IF) BURKE I-MED 21.1 RADAR
SYSCO I-MED 18.2 RADAR
PRATT I-MED 15.3 RADAR
CARLE I-MED 12.4 RADAR
BUGSE INT I-MED 7.3 RADAR
POPME I-MED 3.8
DUPAGE 108.4 DPA Chan 21
IM

6000 5000 4000 2300
093° 093° 093° 093°
(2.9) (2.9) (3) (5.1)
273°

1460 1413 884± 776 812 802 782 775± 844 815 758± 1185 1508

R-248 068° 248° R-084

BURKE I-MED 21.1 RADAR
SYSCO I-MED 18.2 RADAR
PRATT I-MED 15.3 RADAR
CARLE I-MED 12.4 RADAR
BUGSE INT I-MED 7.3 RADAR
POPME I-MED 3.8
I-MED 2.4
IM

7000
093°
**6000
**5000
**4000
2300
*1180

GS 3.00°
TCH 56

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

* LOC only

1100 4000 DPA
DPA R-084

VGSI and ILS glide-path not coincident.

2.9 NM | 2.9 NM | 3 NM | 5.1 NM | 3.5 NM | 1.3 | 0.1

CATEGORY	A	B	C	D
S-ILS 10	872/18	200 (200-½)		
S-LOC 10	1180/24 508 (600-½)		1180/50 508 (600-1)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)
POPME FIX MINIMUMS				
S-LOC 10	1100/24 428 (500-½)		1100/40 428 (500-¾)	1100/50 428 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672 D

7500 X 150
10005 X 150
7500 X 150
7967 X 150
9685 X 200
13001 X 150
8075 X 150
0.3% DOWN
TDZE 672
093° 4.9 NM from FAF

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OHA	APP CRS	Rwy ldg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

ILS or LOC RWY 14L

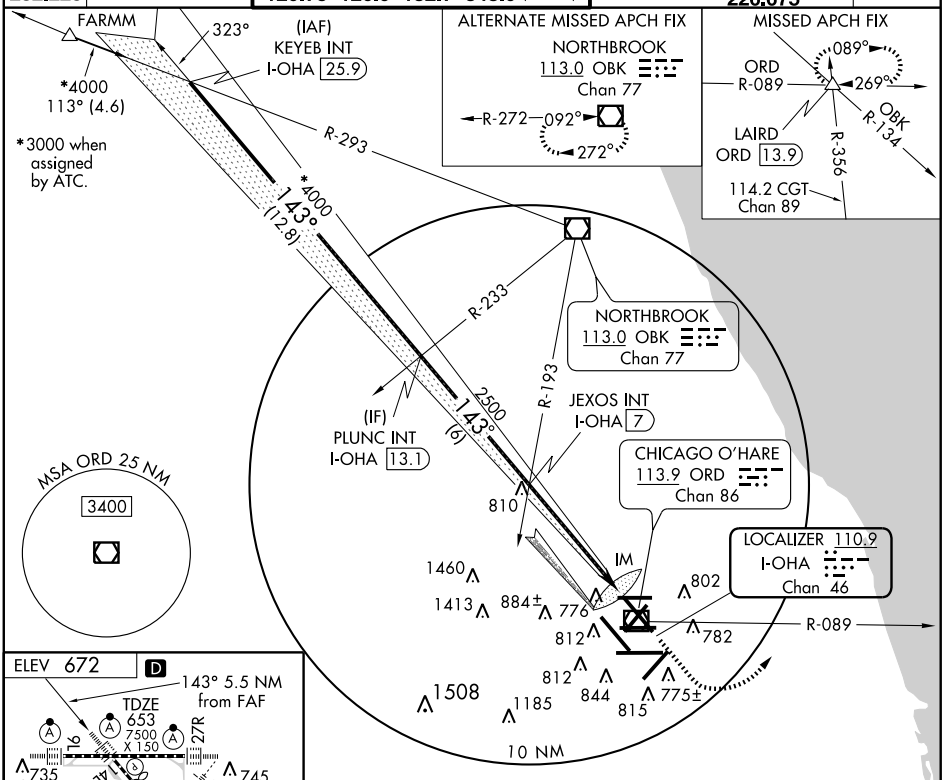
CHICAGO-O'HARE INTL (ORD)

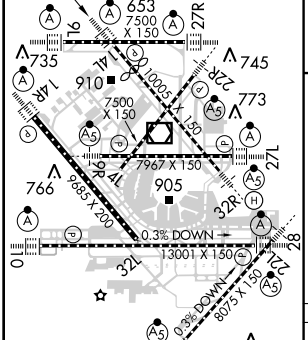
Simultaneous approach authorized with Rwy 14R.

ALSF-2

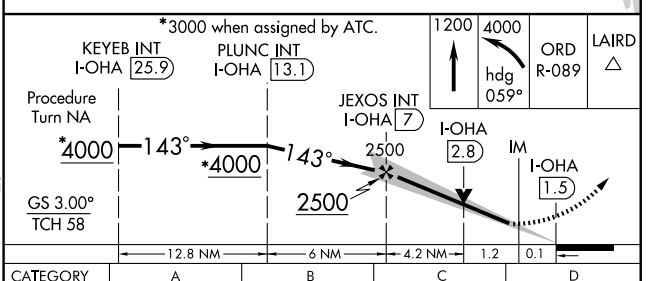
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 14L	853/18 200 (200-½)			
S-LOC 14L	1140/24 487 (500-½)		1140/40 487 (500-¾)	1140/50 487 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ORD	APP CRS	Rwy Idg	8650
109.75	143°	TDZE	668
Chan 34 (Y)		Apt Elev	672

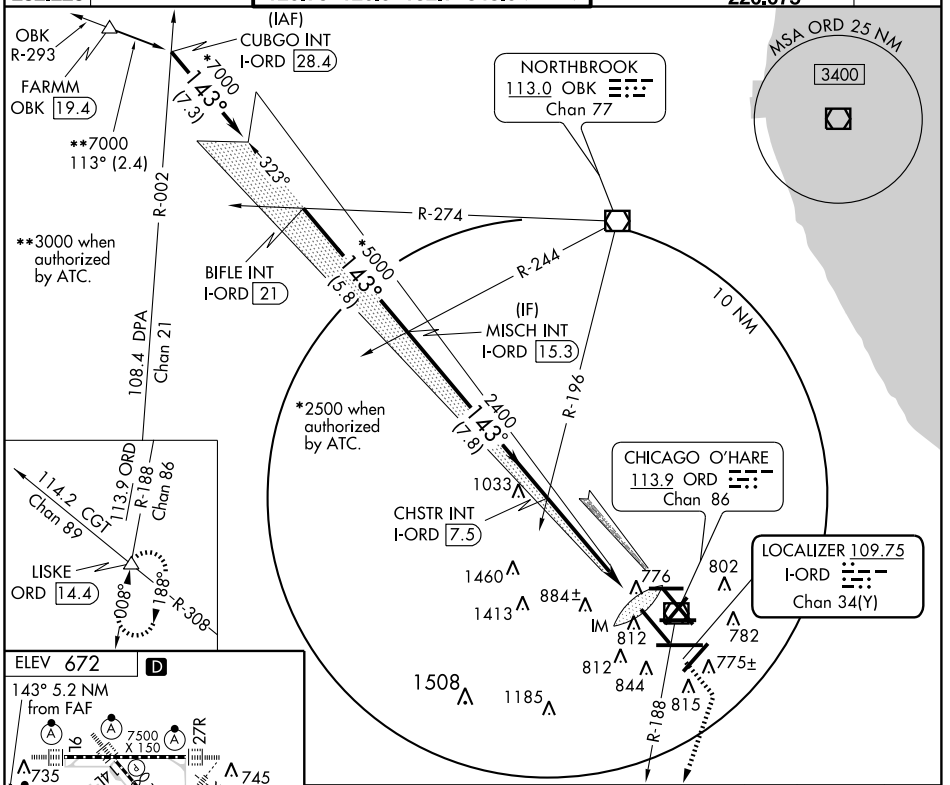
ILS or LOC RWY 14R
CHICAGO-O'HARE INTL (ORD)

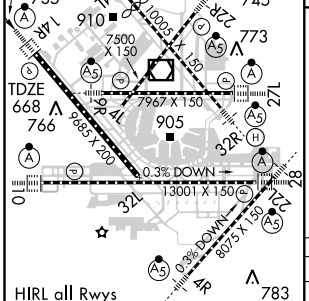
Simultaneous approach authorized with Rwy 14L.

ALSF-2

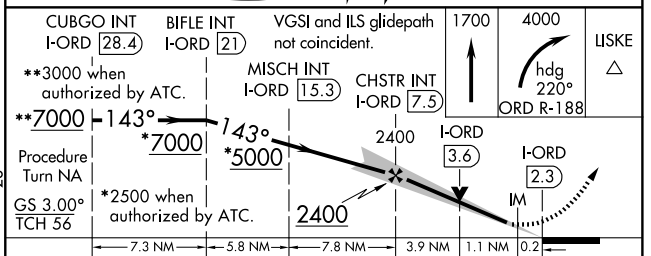
MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)
282.225		120.75 126.9 132.7 348.0 (CENTER)		121.9 (IBND) 226.675	121.6





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 14R	868/18 200 (200-½)			
S-LOC 14R	1140/24 472 (500-½)		1140/40 472 (500-¾)	1140/50 472 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-LQQ	APP CRS	Rwy Idg	8075
110.1	225°	TDZE	654
		Apt Elev	672

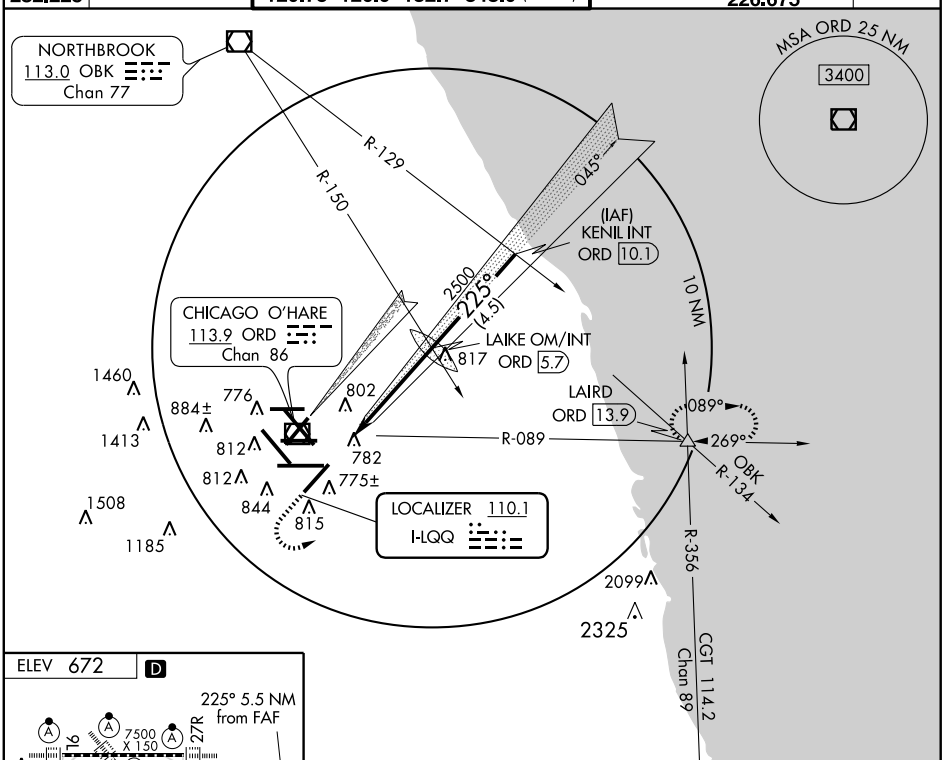
ILS or LOC RWY 22L
CHICAGO-O'HARE INTL (ORD)

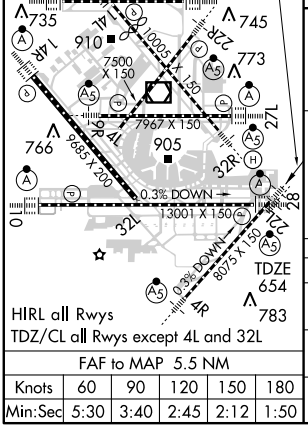
Simultaneous approach authorized with Rwy 22R. RADAR REQUIRED.

MALSR

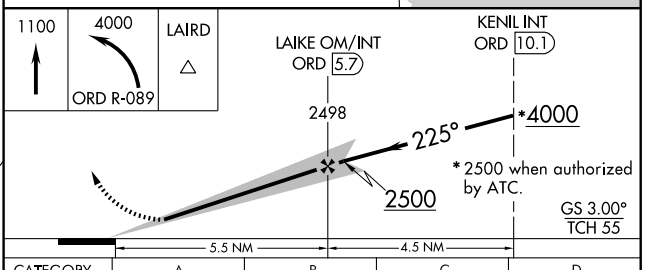
MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 via ORD VOR/DME R-089 to LAIRD Int and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 22L	854/18 200 (200-½)			
S-LOC 22L	1080/24 426 (500-½)		1080/40 426 (500-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-RXZ	APP CRS	Rwy Idg	7500
111.3	223°	TDZE	651
		Apt Elev	672

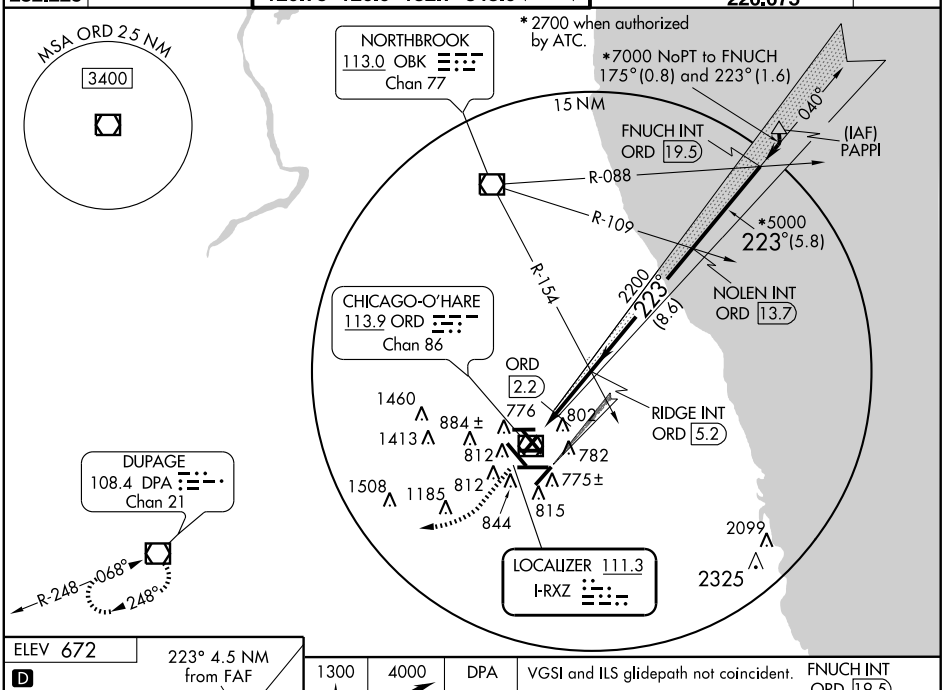
ILS or LOC RWY 22R
CHICAGO-O'HARE INTL (ORD)

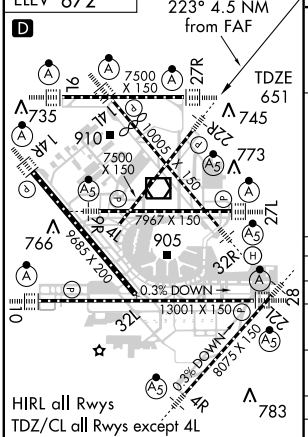
Simultaneous approach authorized with Rwy 22L. For inoperative MALSR, increase DME minimums S-LOC 22R Cat. D visibility to RVR 5000. DME from ORD VOR/DME.

MALSR

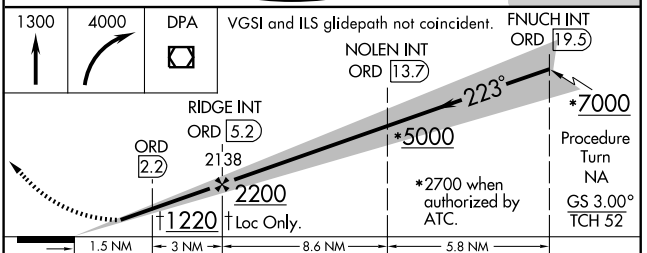
MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 22R	851/18 200 (200-½)			
S-LOC 22R	1220/24 569 (600-½)		1220/50 569 (600-1)	1220/60 569 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)
DME MINIMUMS				
S-LOC 22R	980/24 329 (400-½)			980/40 329 (400-¾)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAC	APP CRS	Rwy Idg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

ILS or LOC RWY 27L
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR required. Light poles and sign up to 739 MSL located between 580 ft and 980 ft south of Rwy.

ALSF-2

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/ORD 19.4 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

NORTHBROOK 113.0 OBK Chan 77

ALTERNATE MISSED APCH FIX
CGT R-322 142° 322° DPA R-021 UKUNE CGT 48 RADAR 108.4 DPA Chan 21 114.2 CGT Chan 89

MSA ORD 25 NM 3400

MISSED APCH FIX
ORD R-267 087° 267° DPA R-004 113.9 ORD Chan 86 WASCO ORD 19.4 RADAR 108.4 DPA Chan 21

CHICAGO-O'HARE 113.9 ORD Chan 86

10 NM

OBK R-154

ORD R-267 1460 1413 1508 1185 884± 776 812 812 844 775± IM 802 782 816 815 860 2200 273° (5.4) *4000 273° (3) *5000 273° (2.9) *6000 273° (2.9) 093°

TAFFS INT I-IAC 4.5 RADAR
EBENS I-IAC 10 RADAR
BASHH I-IAC 12.9 RADAR
RIPPR I-IAC 15.8 RADAR
(IF) GRABL I-IAC 18.7 RADAR

LOCALIZER 110.5 I-IAC Chan 42

2099 2325

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

ELEV 672 D

273° 4.7 NM from FAF

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

4000 | ORD R-267 | WASCO INT

VGSI and ILS glidepath not coincident.

I-IAC DME ANTENNA I-IAC 0.1 I-IAC 1 2200 IM TAFFS INT I-IAC 4.5 RADAR EBENS I-IAC 10 RADAR BASHH I-IAC 12.9 RADAR RIPPR I-IAC 15.8 RADAR GRABL I-IAC 18.7 RADAR

273° 7000 *6000 *5000 *4000 2200 GS 3.00° TCH 52

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

0.1 | 1 NM | 3.5 | 5.4 NM | 3 NM | 2.9 NM | 2.9 NM

CATEGORY	A	B	C	D
S-ILS 27L	853/18 200 (200-½)			
S-LOC 27L	1080/24 427 (500-½)		1080/40 427 (500-¾)	1080/50 427 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ABU	APP CRS	Rwy ldg	7500
111.75	273°	TDZE	664
Chan 54 (Y)		Apt Elev	672

ILS or LOC RWY 27R
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

092° 272° R-183 R-128 R-154 R-139

ALTERNATE MISSED APCH FIX

R-333 R-027 153° 333° R-293 UMUZI ORD 17.9 OBK 113.0 Chan 77 ORD 113.9 Chan 86 DPA 108.4 Chan 21

LOCALIZER 111.75 I-ABU Chan 54 (Y)

CHICAGO-O'HARE 113.9 ORD Chan 86

*When assigned by ATC, intercept glidepath at 4000.

(IF) HAREE INT I-ABU 17.3 RADAR

IM 1460 1413 884± 776 812 802 782 812 844 815 775± 1508 1185

2200 273° (5.4) *4000 273° (5.9) 093°

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

MSA ORD 25 NM 3400 2099 2325

ELEV 672 D

TDZE 664 273° 4.6 NM from FAF

7500 X 150 9L 27R 14L 14R 10000 X 150 22L 22R 7500 X 150 9R 9L 7967 X 150 27L 9685 X 200 0.3% DOWN 32R 32L 13001 X 150 0.3% DOWN 10 28 8075 X 150 4R 4L

735 745 910 773 766 905 783

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1100 4000 OBK R-183 OBK

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

HAREE INT I-ABU 17.3 RADAR

2200 273° *4000 273° 4000 GS 3.00° TCH 55

I-ABU 1.4 I-ABU 2.5 IM 2200

*When assigned by ATC, intercept glidepath at 4000.

0.1 1.0 3.5 NM 5.4 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS 27R	864/18 200 (200-½)			
S-LOC 27R	1060/24 396 (400-½)			1060/40 396 (400-¾)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TSL	APP CRS	Rwy Idg	13001
111.1	273°	TDZE	651
Chan 48		Apt Elev	672

ILS or LOC RWY 28
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

NORTHBROOK 113.0 OBK Chan 77

DUPAGE 108.4 DPA Chan 21
068° 248° R-248
MISSED APCH FIX

CHICAGO O'HARE 113.9 ORD Chan 86

ALTERNATE MISSED APCH FIX
BURKE INT
ORD 19.9 RADAR
R-358
ORD 113.9 Chan 86
085° R-265 265°
DPA 108.4 Chan 21

MSA ORD 25 NM
3400

10 NM

R-155

WAVIE I-TSL 12.8 RADAR

(IF) BLUTO I-TSL 18.6 RADAR

ADAME I-TSL 9.8 RADAR

WILLT INT I-TSL 4.4 RADAR

ROCSE I-TSL 15.7 RADAR

LOCALIZER 111.1 I-TSL Chan 48

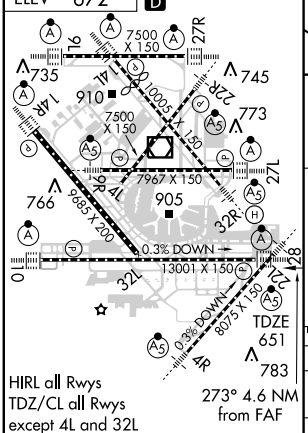
108.4 DPA R-082 Chan 21

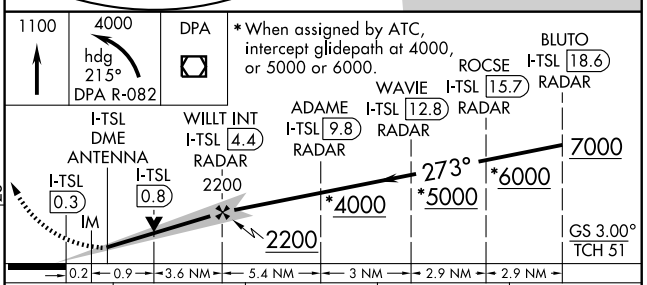
IM

1460 1413 1508 1185 884± 776 802 812 812 844 775± 782 888 810 815 2200 273° (5.4) 4000 273° (3) 5000 273° (2.9) 6000 273° (2.9) 093° 2099 2325

RADAR REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 28	851/18 200 (200-½)			
S-LOC 28	1060/24 409 (400-½)		1060/40 409 (400-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

LOC I-IDN	APP CRS	Rwy Idg	10003
110.75	323°	TDZE	653
		Apt Elev	672

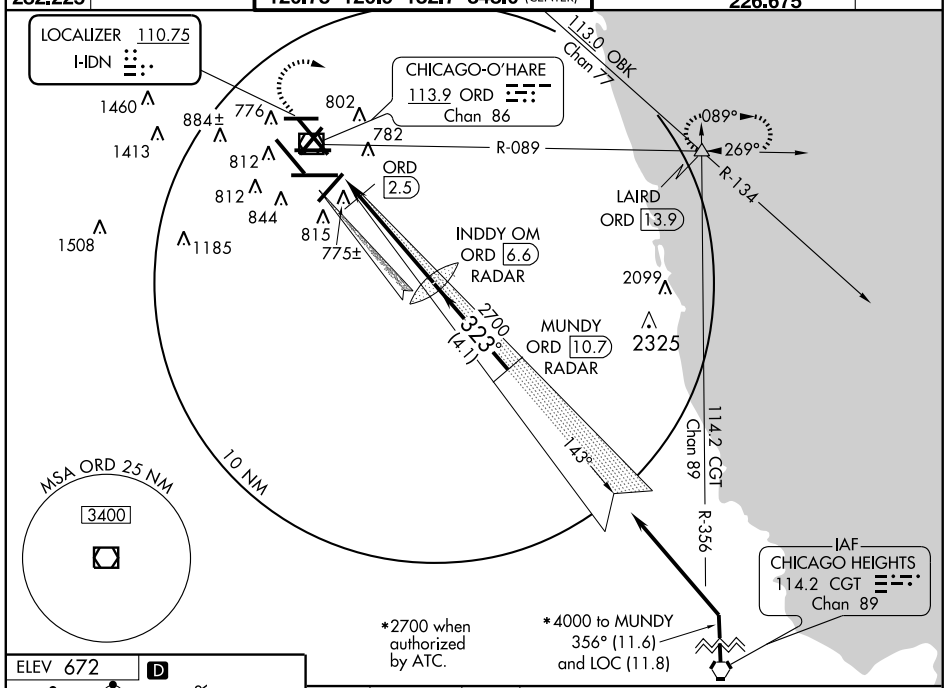
ILS or LOC RWY 32R
CHICAGO-O'HARE INTL (ORD)

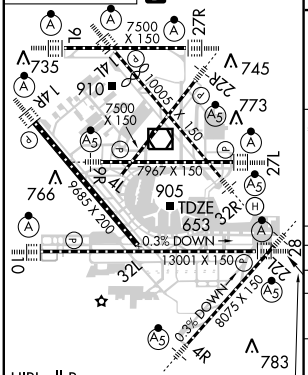
Simultaneous approach authorized with Rwy 32L. DME from ORD VOR/DME.

MALSR

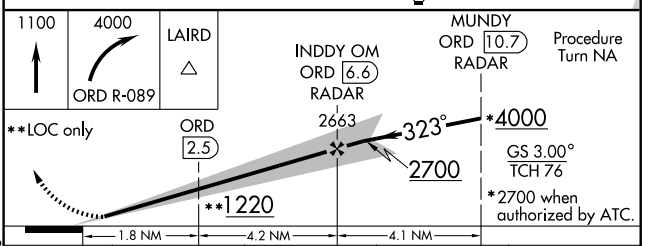
MISSED APPROACH: Climb to 1100, then climbing right turn to 4000 via ORD R-089 to LAIRD Int/ORD 13.9 DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 32R	853/18 200 (200-½)			
S-LOC 32R	1220/24 567 (600-½)		1220/50 567 (600-1)	1220/60 567 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)
DME MINIMUMS				
S-LOC 32R	1100/24 447 (500-½)		1100/40 447 (500-¾)	1100/50 447 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SAJ	APP CRS	Rwy Idg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	672

ILS RWY 9L (CAT II)

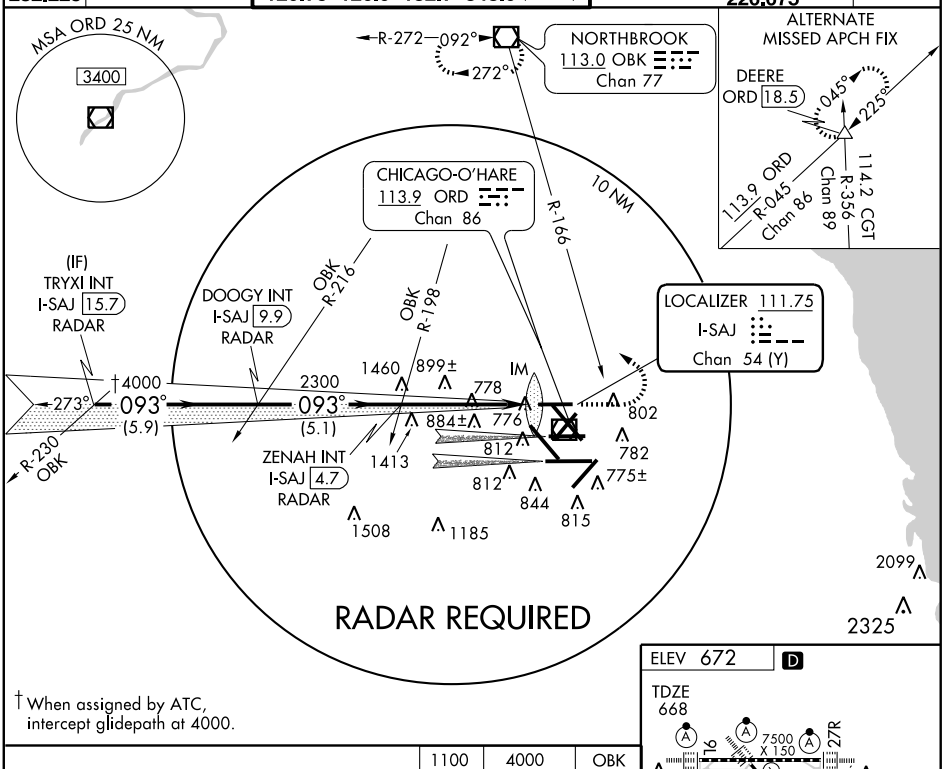
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R and 10.
Localizer unusable for rollout guidance.

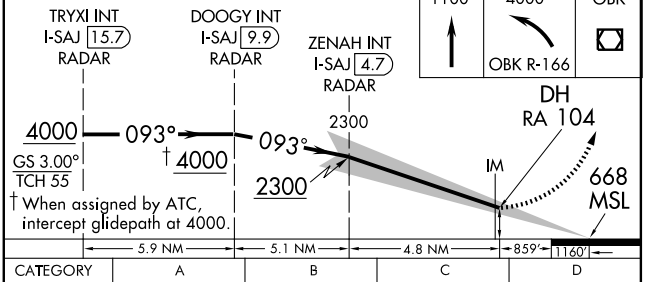
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6

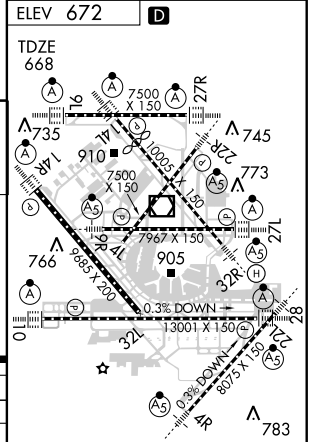


† When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 09L	RA 104/12 100 DA 768			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SAJ	APP CRS	Rwy ldg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	672

ILS RWY 9L (CAT III)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R and 10.
Localizer unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6

MSA ORD 25 NM
3400

R-272—092°
272°

NORTHBROOK
113.0 OBK
Chan 77

ALTERNATE MISSED APCH FIX
DEERE
ORD 18.5
045°
225°
113.9 ORD
R-045
Chan 86
R-356
Chan 89
114.2 CGT

CHICAGO-O'HARE
113.9 ORD
Chan 86
10 NM
R-166

(IF)
TRYXI INT
I-SAJ 15.7
RADAR

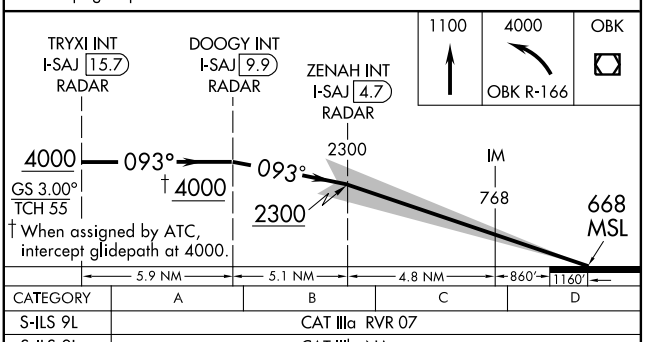
DOOGY INT
I-SAJ 9.9
RADAR
OBK R-216
OBK R-198

LOCALIZER 111.75
I-SAJ
Chan 54 (Y)

†4000
273°
093°
(5.9)
2300
093°
(5.1)
1460
899±
IM
778
884±
776
802
782
812
812
844
815
775±
1413
ZENAH INT
I-SAJ 4.7
RADAR
1508
1185
R-230
OBK
2099
2325

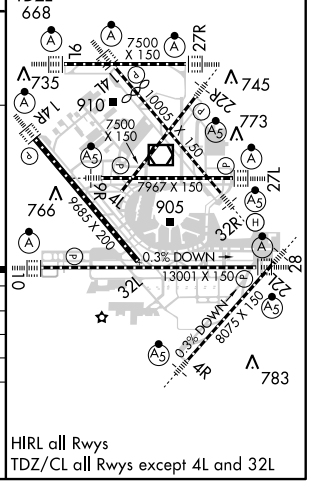
RADAR REQUIRED

† When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 9L	CAT IIIa RVR 07			
S-ILS 9L	CAT IIIb NA			
S-ILS 9L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MED	APP CRS	Rwy Idg 12246
111.1	093°	TDZE 672
Chan 48		Apt Elev 672

ILS RWY 10 (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6

ALTERNATE MISSED APCH FIX
CGT R-008
ORD R-091
113.9 ORD Chan 86
091°
271°
114.2 CGT Chan 89
BLUTO INT
ORD 19.8

RADAR REQUIRED

NORTHBROOK
113.0 OBK
Chan 77

MSA ORD 25 NM
3400

10 NM

R-197

CHICAGO-O'HARE
113.9 ORD
Chan 86

LOCALIZER 111.1
I-MED
Chan 48

(IF) BURKE I-MED 21.1 RADAR
SYSCO I-MED 18.2 RADAR
PRATT I-MED 15.3 RADAR
CARLE I-MED 12.4 RADAR
BUGSE INT I-MED 7.3 RADAR

6000 093° (2.9)
5000 093° (2.9)
4000 093° (3)
2300 093° (5.1)
273°

1460
1413
776
884±
812
802
782
775±
844
815
758±
IM
1508
1185

DUPAGE
108.4 DPA
Chan 21

POPME
I-MED 3.8

R-248
068°
248°
R-084

ELEV 672 D

BURKE I-MED 21.1 RADAR
SYSCO I-MED 18.2 RADAR
PRATT I-MED 15.3 RADAR
CARLE I-MED 12.4 RADAR
BUGSE INT I-MED 7.3 RADAR

VGSI and ILS glide-path not coincident.

1100 4000 DPA
DPA R-084

7000
093°
**6000
**5000
**4000
2300
2300
IM
DH RA 95
672 MSL

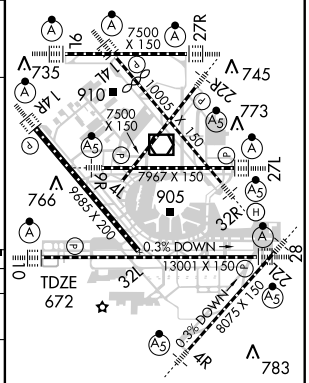
GS 3.00°
TCH 56

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

2.9 NM 2.9 NM 3 NM 5.1 NM 4.8 NM 840' 1114'

CATEGORY	A	B	C	D
S-ILS 10	RA 95/12 100 DA 772			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MED	APP CRS	Rwy Idg 12246
111.1	093°	TDZE 672
Chan 48		Apt Elev 672

ILS RWY 10 (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6

ALTERNATE MISSED APCH FIX

CGT R-008

ORD R-091

113.9 ORD Chan 86

091° 271°

114.2 CGT Chan 89

BLUTO INT ORD 19.8

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

MSA ORD 25 NM

3400

10 NM

R-197

CHICAGO-O'HARE 113.9 ORD Chan 86

LOCALIZER 111.1 I-MED Chan 48

(IF) BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

6000 5000 4000 2300

093° 093° 093° 093°

(2.9) (2.9) (3) (5.1)

273°

1460 1413 776 884± 812 802 782 812 844 758± 1185 1508 775± 815 IM

DUPAGE 108.4 DPA Chan 21

POPME I-MED 3.8

R-248 068° 248° R-084

VGSI and ILS glide-path not coincident.

1100 4000 DPA

DPA R-084

BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

IM

7000 093° **6000 **5000 **4000 2300 772 672 MSL

GS 3.00° TCH 56

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

2.9 NM 2.9 NM 3 NM 5.1 NM 4.8 NM 840' 1114'

CATEGORY	A	B	C	D
S-ILS 10	CAT IIIa RVR 07			
S-ILS 10	CAT IIIb RVR 06			
S-ILS 10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 672 D

9L 7500 X 150 27R

735 910 745

14L 10005 X 150 22R

14R 7500 X 150 773

9R 7967 X 150 27L

4L 766 9685 X 200 905 32R

0.3% DOWN 13001 X 150 28

TDZE 672 32L 22L

0.3% DOWN 8075 X 150 4R 783

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OHA	APP CRS	Rwy ldg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

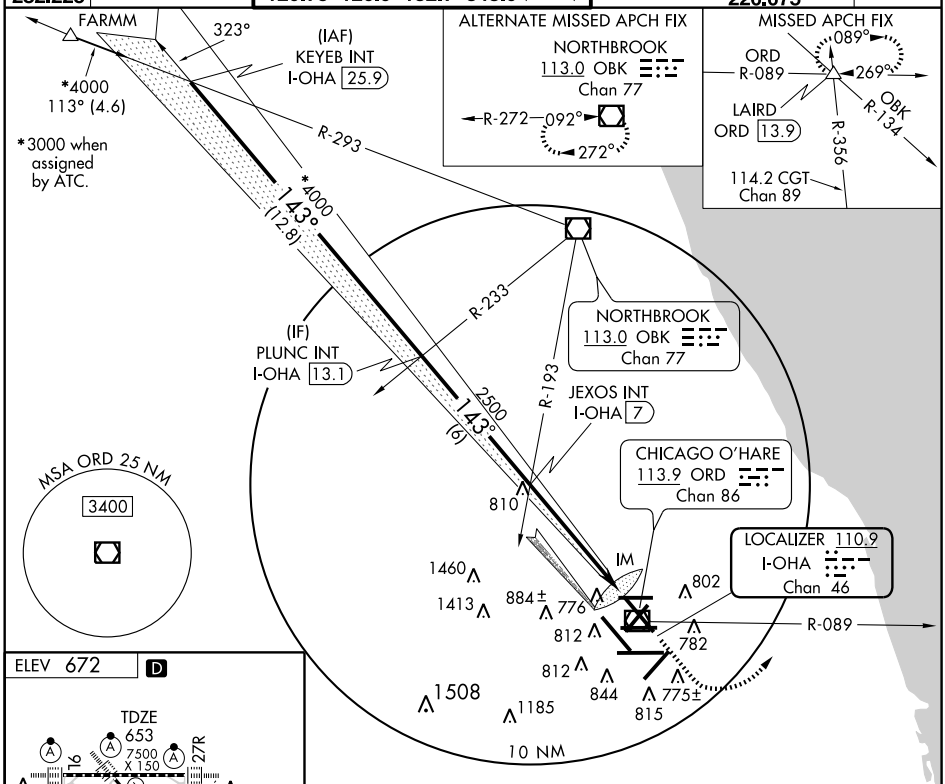
ILS RWY 14L (CAT II)
CHICAGO-O'HARE INTL (ORD)

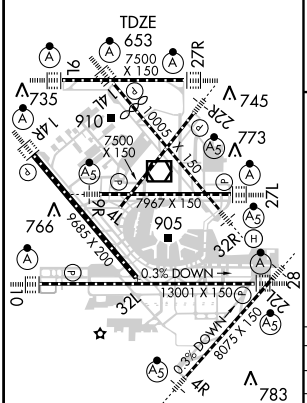
Simultaneous approach authorized with Rwy 14R.

ALSF-2

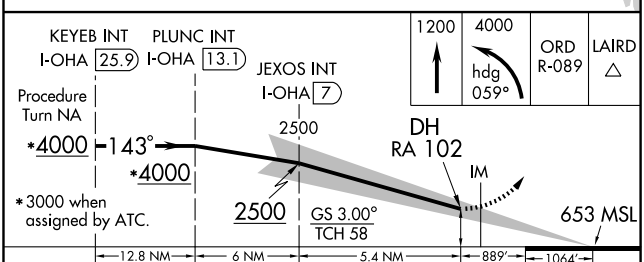
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6





HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L



CATEGORY	A	B	C	D
S-ILS 14L	RA 102/12 100 DA 753			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OHA	APP CRS	Rwy ldg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

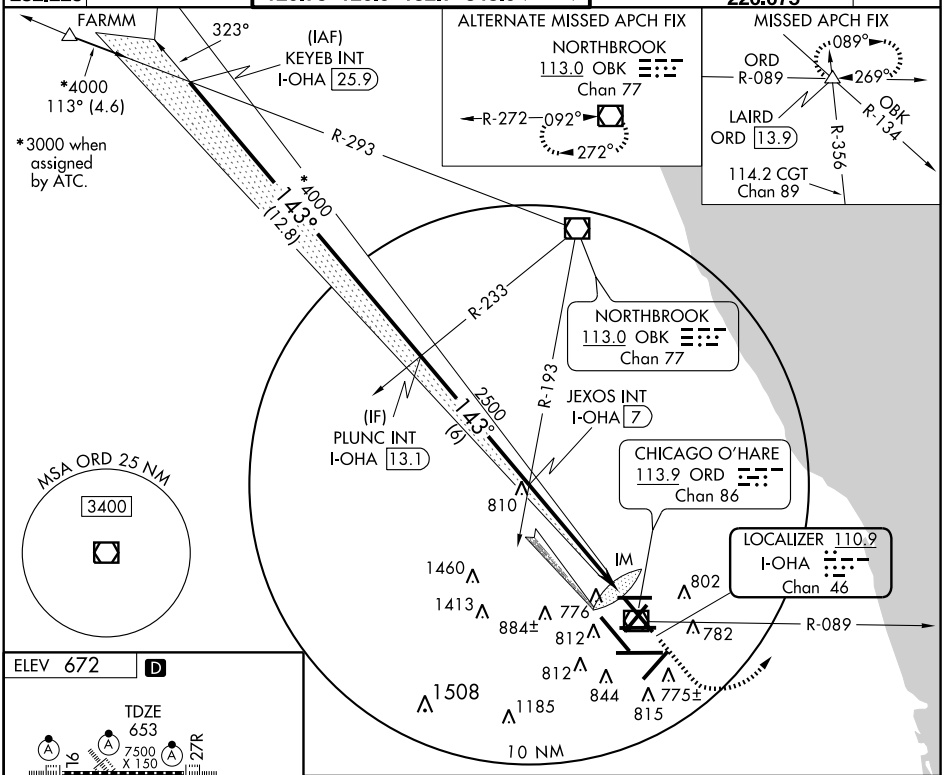
ILS RWY 14L (CAT III)
CHICAGO-O'HARE INTL (ORD)

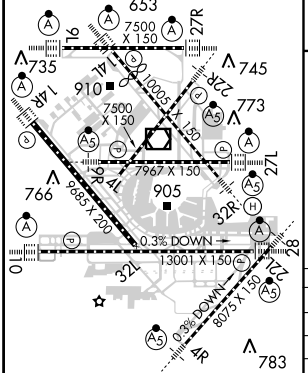
Simultaneous approach authorized with Rwy 14R.

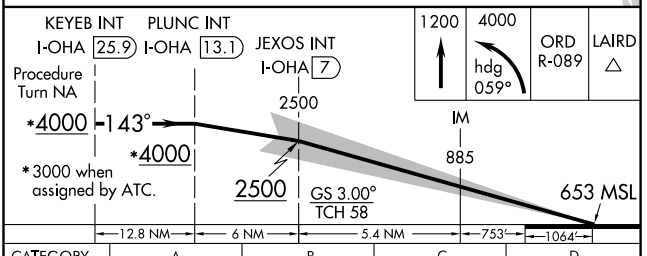
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6







CATEGORY	A	B	C	D
S-ILS 14L	Cat IIIa	RVR 07		
S-ILS 14L	Cat IIIb	RVR 06		
S-ILS 14L	Cat IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ORD	APP CRS	Rwy Idg	8650
109.75	143°	TDZE	668
Chan 34 (Y)		Apt Elev	672

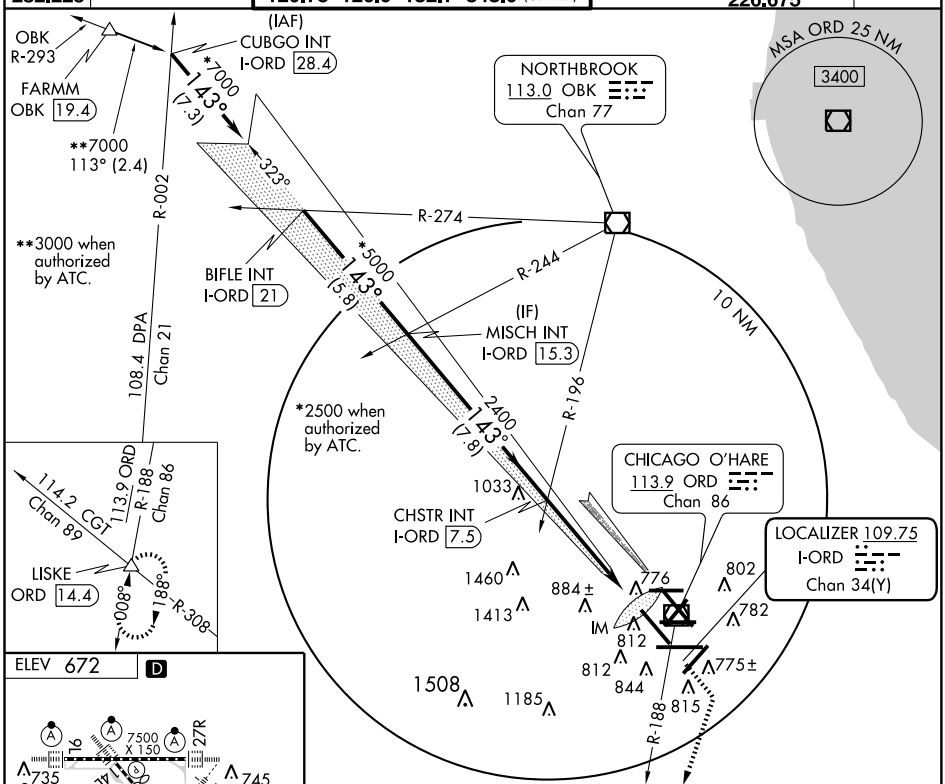
ILS RWY 14R (CAT II)
CHICAGO-O'HARE INTL (ORD)

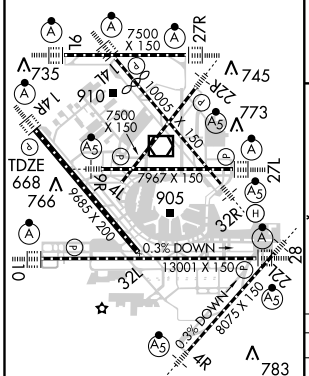
Simultaneous approach authorized with Rwy 14L.

ALSF-2

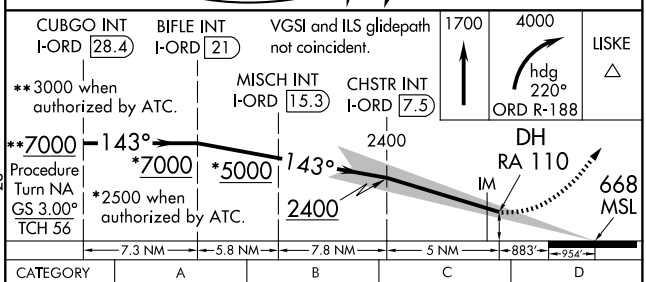
MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6





HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L



CATEGORY	A	B	C	D
S-ILS 14R	RA 110/12 100 DA 768			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ORD	APP CRS	Rwy Idg	8650
109.75	143°	TDZE	668
Chan 34 (Y)		Apt Elev	672

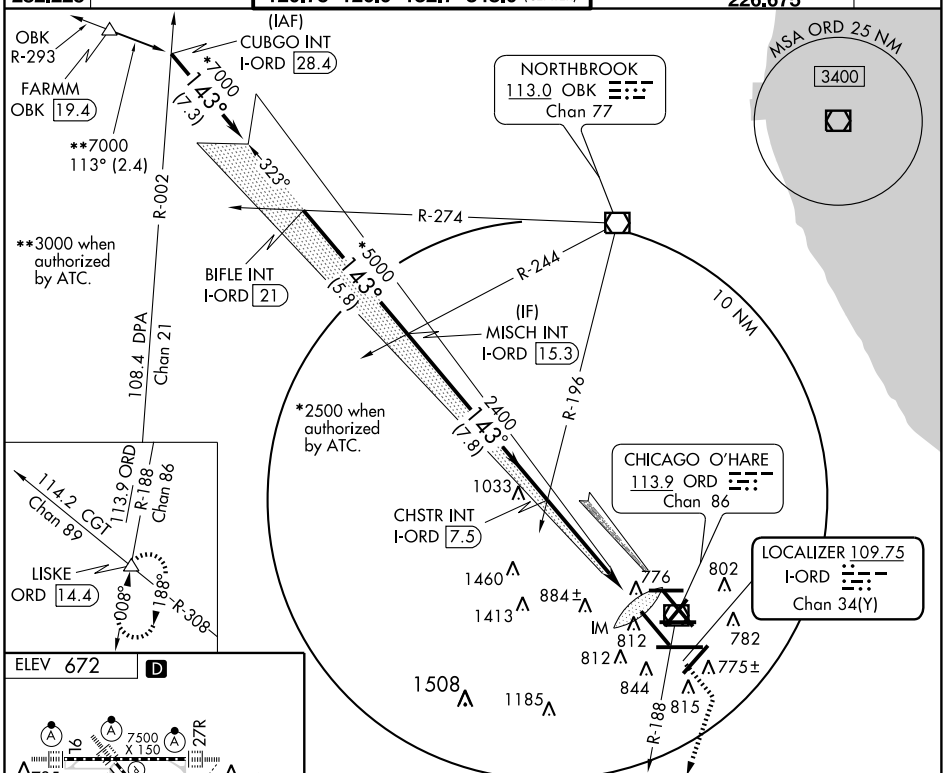
ILS RWY 14R (CAT III)
CHICAGO-O'HARE INTL (ORD)

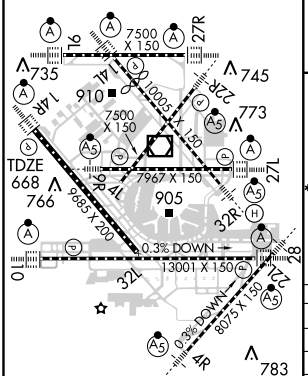
Simultaneous approach authorized with Rwy 14L.

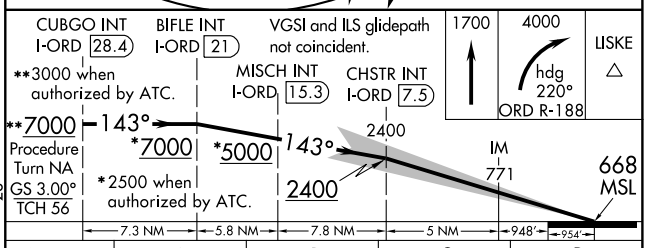
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6







CATEGORY	A	B	C	D
S-ILS 14R		CAT IIIa	RVR 07	
S-ILS 14R		CAT IIIb	RVR 06	
S-ILS 14R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAC	APP CRS	Rwy ldg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

ILS RWY 27L (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR REQUIRED. Light poles and sign up to 739 MSL located between 580 feet and 980 feet south of Rwy.

ALSF-2

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/ORD 19.4 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

NORTHBROOK 113.0 OBK Chan 77

ALTERNATE MISSED APCH FIX
CGT R-322
142°
322°
DPA R-021
UKUNE CGT 48 RADAR
108.4 DPA Chan 21
114.2 CGT Chan 89

MSA ORD 25 NM
3400

MISSED APCH FIX
ORD R-267
DPA R-004
113.9 ORD Chan 86
087°
267°
WASCO ORD 19.4 RADAR
108.4 DPA Chan 21

CHICAGO-O'HARE 113.9 ORD Chan 86

10 NM

OBK R-154

ORD R-267

1460 1413 1185 1508
776 884± 812 812 844 775±
IM 802 782 816 815
860
2200 273° (5.4)
*4000 273° (3)
*5000 273° (2.9)
*6000 273° (2.9)
093°

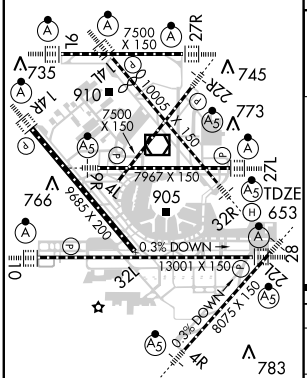
TAFFS INT I-IAC 4.5 RADAR
EBENS I-IAC 10 RADAR
BASHH I-IAC 12.9 RADAR
RIPPR I-IAC 15.8 RADAR
(IF) GRABL I-IAC 18.7 RADAR
2099
2325

LOCALIZER 110.5 I-IAC Chan 42

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

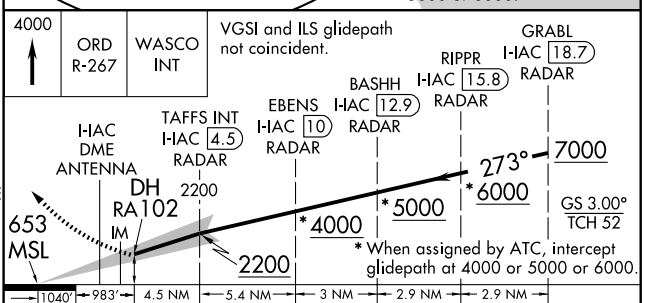
ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

4000 | ORD R-267 | WASCO INT

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 27L	RA 102/12 100 DA 753			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAC	APP CRS	Rwy Idg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

ILS RWY 27L (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR REQUIRED. Light poles and sign up to 739 MSL located between 580 feet and 980 feet south of Rwy.

ALSF-2

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/ORD 19.4 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

NORTHBROOK 113.0 OBK Chan 77

ALTERNATE MISSED APCH FIX
CGT R-322
142°
322°
DPA R-021
UKUNE CGT 48 RADAR
108.4 DPA Chan 21
114.2 CGT Chan 89

MSA ORD 25 NM
3400

MISSED APCH FIX
ORD R-267
DPA R-004
113.9 ORD Chan 86
087°
267°
WASCO ORD 19.4 RADAR
108.4 DPA Chan 21

CHICAGO-O'HARE 113.9 ORD Chan 86

10 NM

OBK R-154

ORD R-267

1460 1413 884± 776 IM 802 860 812 812 782 816 844 775± 815 1508 1185

2200 273° (5.4)

*4000 273° (3)

*5000 273° (2.9)

*6000 273° (2.9) 093°

TAFFS INT I-IAC 4.5 RADAR

EBENS I-IAC 10 RADAR

BASHH I-IAC 12.9 RADAR

RIPPR I-IAC 15.8 RADAR

(IF) GRABL I-IAC 18.7 RADAR

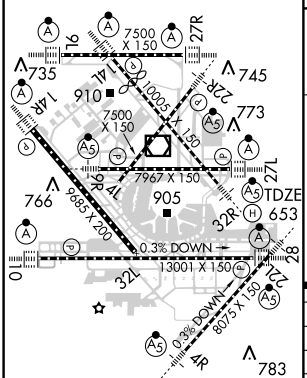
LOCALIZER 110.5 I-IAC Chan 42

2099 2325

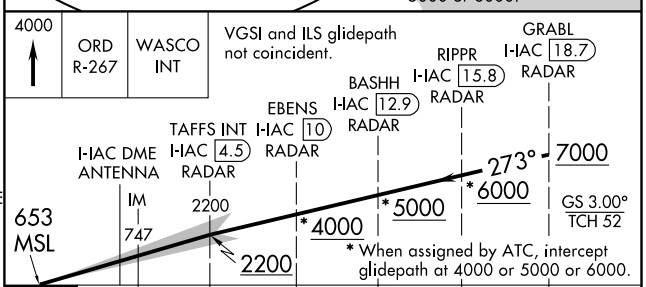
RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L



CATEGORY	A	B	C	D
S-ILS 27L	CAT IIIa RVR 07			
S-ILS 27L	CAT IIIb RVR 06			
S-ILS 27L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ABU	APP CRS	Rwy Idg	7500
111.75	273°	TDZE	664
Chan 54 (Y)		Apt Elev	672

ILS RWY 27R (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

092° 272° R-183 R-128 R-154 R-139

ALTERNATE MISSED APCH FIX

R-333 R-027 153° 333° UMUZI ORD 17.9 R-293 OBK 113.0 Chan 77 ORD 113.9 Chan 86 DPA 108.4 Chan 21

*When assigned by ATC, intercept glidepath at 4000.

LOCALIZER 111.75 I-ABU Chan 54 (Y)

CHICAGO-O'HARE 113.9 ORD Chan 86

(IF) HAREE INT I-ABU 17.3 RADAR

1460 IM 884± 776 1413 812 802 782 812 844 815 775± 1508 1185

2200 273° (5.4) *4000 273° (5.9) 093°

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

MSA ORD 25 NM 3400 2099 2325

ELEV 672 D

TDZE 664

7500 X 150 735 745 910 773 766 905 783

10005 X 150 7967 X 150 9685 X 200 13001 X 150 8075 X 150

0.3% DOWN

1100	4000	OBK R-183	OBK

*When assigned by ATC, intercept glidepath at 4000.

BONZO INT I-ABU 11.4 RADAR

HAREE INT I-ABU 17.3 RADAR

SIBLY INT I-ABU 6 RADAR

DH RA 101

2200

664 MSL IM 273° 273° 4000 *4000 2200

GS 3.00° TCH 55

1136' 870' 4.4 NM 5.4 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS-27R	RA 101/12 100 DA 764			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ABU	APP CRS	Rwy ldg	7500
111.75	273°	TDZE	664
Chan 54 (Y)		Apt Elev	672

ILS RWY 27R (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)
282.225		120.75 126.9 132.7 348.0 (CENTER)		121.9 (IBND)
				226.675
				121.6

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

092° 272°

R-183

LOCALIZER 111.75 I-ABU Chan 54 (Y)

CHICAGO-O'HARE 113.9 ORD Chan 86

R-128 R-139 R-154

ALTERNATE MISSED APCH FIX

UMUZI ORD 17.9

R-333 R-027 153° 333° R-293

OBK 113.0 Chan 77

ORD 113.9 Chan 86

DPA 108.4 Chan 21

*When assigned by ATC, intercept glidepath at 4000.

(IF) HAREE INT I-ABU 17.3 RADAR

1460 776 IM 2200 *4000 093°

273° (5.4) 273° (5.9)

1413 884± 812 802 782

812 844 815 775±

1508 1185

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

MSA ORD 25 NM 3400

2099 2325

ELEV 672 D

TDZE 664

7500 X 150

10005 X 150

7967 X 150

9685 X 200

13001 X 150

80/75 X 150

0.3% DOWN

735 745 773 910 905 766 783

1100 4000 OBK R-183 OBK

*When assigned by ATC, intercept glidepath at 4000.

BONZO INT I-ABU 11.4 RADAR

HAREE INT I-ABU 17.3 RADAR

SIBLY INT I-ABU 6 RADAR

2200 IM 764 664 MSL 273° 273° 4000 *4000 2200

GS 3.00° TCH 55

1136′ 860′ 4.4 NM 5.4 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS-27R	CAT IIIa RVR 07			
S-ILS-27R	CAT IIIb RVR 06			
S-ILS-27R	CAT IIIc NA			

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TSL	APP CRS	Rwy Idg 13001
111.1	273°	TDZE 651
Chan 48		Apt Elev 672

ILS RWY 28 (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON (TWR NORTH)	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

NORTHBROOK 113.0 OBK Chan 77

DUPAGE 108.4 DPA Chan 21 068° 248° R-248 MISSED APCH FIX

CHICAGO O'HARE 113.9 ORD Chan 86

ALTERNATE MISSED APCH FIX: BURKE INT ORD 19.9 RADAR; ORD 113.9 Chan 86; 085° R-265 265° R-358; DPA 108.4 Chan 21

MSA ORD 25 NM: 3400

10 NM

R-155

WAVIE I-TSL 12.8 RADAR

(IF) BLUTO I-TSL 18.6 RADAR

ADAME I-TSL 9.8 RADAR

WILLT INT I-TSL 4.4 RADAR

ROCSE I-TSL 15.7 RADAR

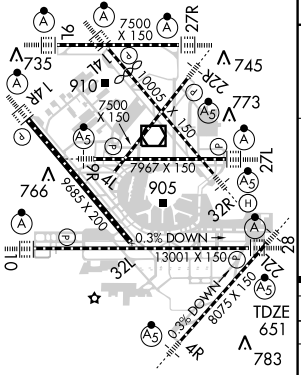
LOCALIZER 111.1 I-TSL Chan 48

108.4 DPA R-082 Chan 21

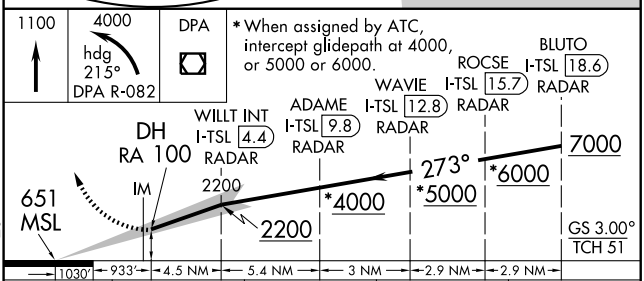
1460 1413 884± 776 802 812 812 782 775± 844 815 IM 810 888 1185 2200 273° (5.4) 4000 273° (3) 5000 273° (2.9) 6000 273° (2.9) 093° 2099 2325

RADAR REQUIRED

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L



CATEGORY	A	B	C	D
S-ILS-28	RA 100/12 100 DA 751			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TSL	APP CRS	Rwy Idg 13001
111.1	273°	TDZE 651
Chan 48		Apt Elev 672

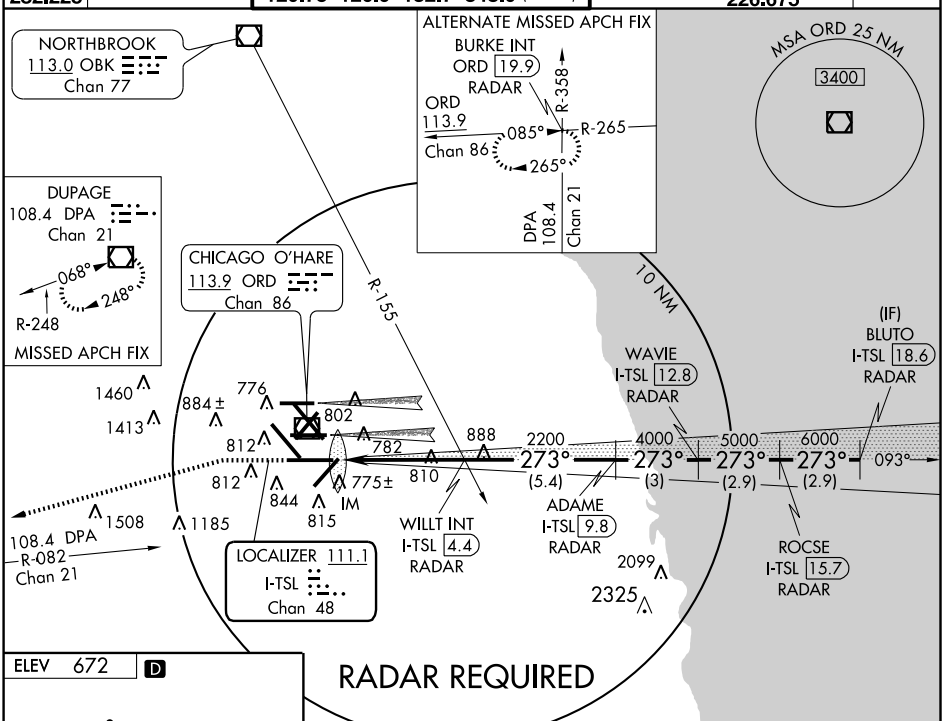
ILS RWY 28 (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

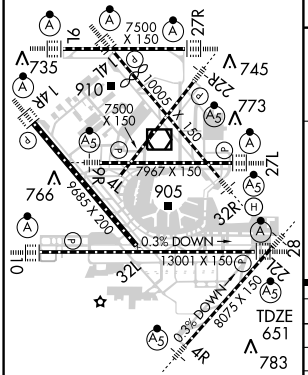
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6



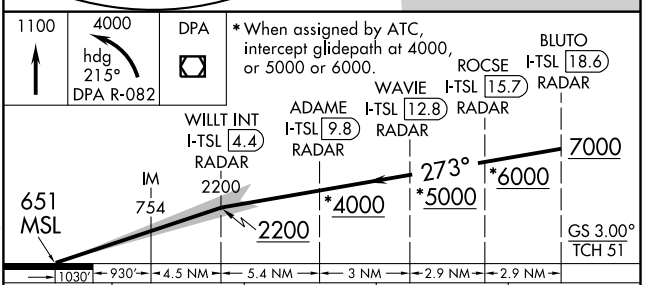
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

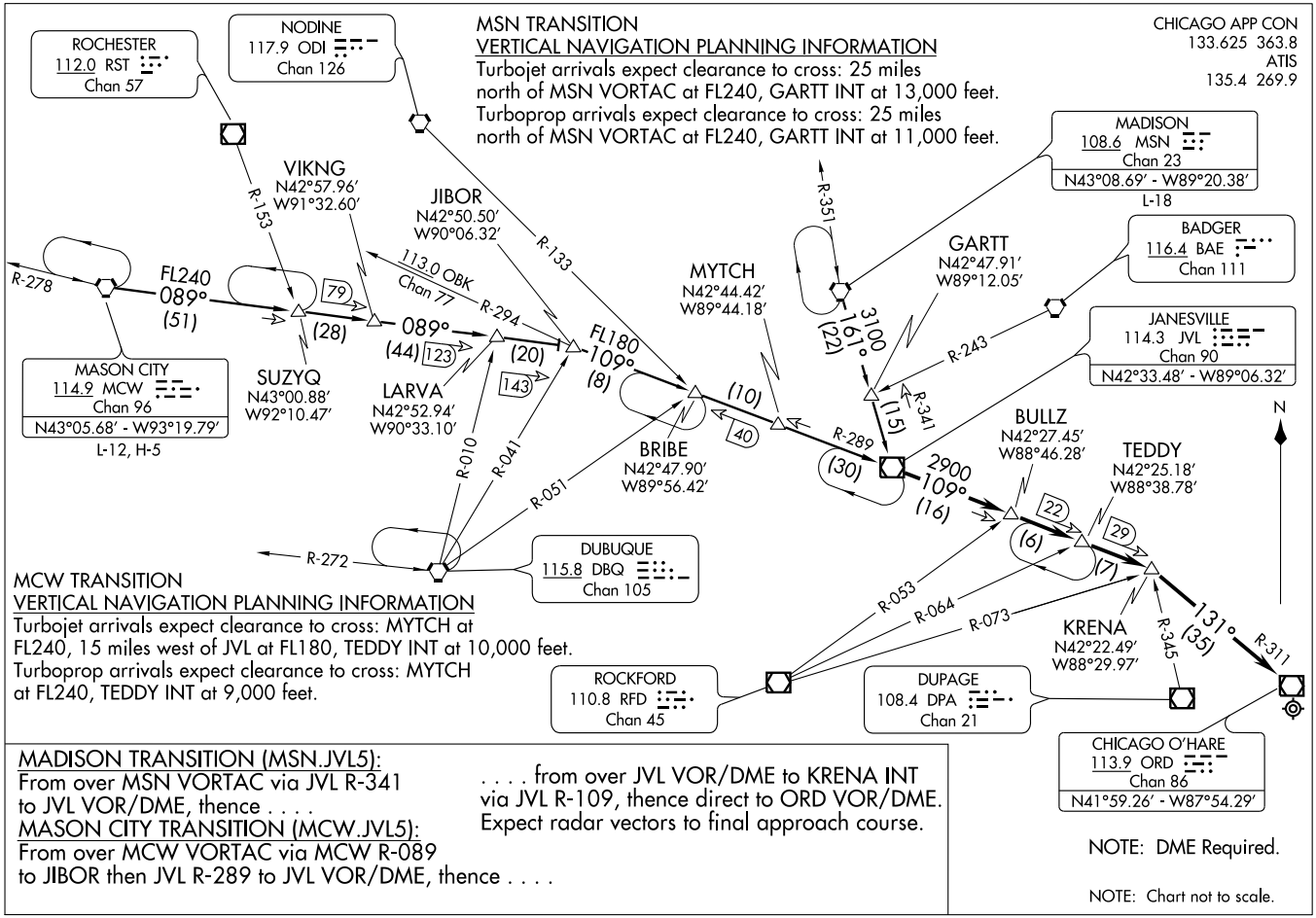


CATEGORY	A	B	C	D
S-ILS 28	CAT IIIa RVR 07			
S-ILS 28	CAT IIIb RVR 06			
S-ILS 28	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

JANESVILLE FIVE ARRIVAL (JVL.JVL5) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL



ST-166 (FAA)

JANESVILLE FIVE ARRIVAL (JVL.JVL5) 10042

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

KNOX FOUR ARRIVAL

(OXI.OXI4) 08325

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

CHICAGO APP CON
119.0 393.1
ATIS
135.4 269.9

BRIGGS TRANSITION (BSV.OXI4): From over BSV VOR/DME via BSV R-286 and OXI R-095 to OXI VOR/DME. Thence. . . .

DRYER TRANSITION (DJB.OXI4): From over DJB VOR/DME via DJB R-270 and OXI R-095 to OXI VOR/DME. Thence. . . .

FORT WAYNE TRANSITION (FWA.OXI4): From over FWA VORTAC via FWA R-311 and OXI R-095 to OXI VOR/DME. Thence. . . .

WATERVILLE TRANSITION (VWV.OXI4): From over VWV VOR/DME via VWV R-248 and OXI R-095 to OXI VOR/DME. Thence. . . .

. . . . From over OXI VOR/DME via OXI R-345 to STYLE INT, then via 340° heading. Expect vectors to final approach course.

CHICAGO O'HARE
113.9 ORD
Chan 86
N41° 59.26′
W87° 54.29′

STYLE
N41° 46.44′
W86° 48.50′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 12,000′

340°

GIPPER
115.4 GIJ
Chan 101

WATERVILLE
113.1 VWV
Chan 78
N41° 27.09′ - W83° 38.32′
L-28, H-10

DRYER
113.6 DJB
Chan 83
N41° 21.48′ - W82° 09.72′
L-30, H-10

R-297
26
HALIE
N41° 30.96′
W87°09.53′

8000
345°
(28)

WATSN
N41° 17.01′
W86° 02.12′

SPANN
N41° 15.28′
W85° 36.54′

KULHY
N41° 10.19′
W84° 28.01′

18000
248°
(41)

18000
270°
(105)

R-095
12000
(28)

14000
275°
(19)
47

18000
275°
(52)
99

275°
(15)
115

18000
286°
(125)

311°
14000
(25)

R-117

N

KNOX
115.6 OXI
Chan 103
N41° 19.32′ - W86° 38.96′

KUKEY
N41° 08.54′
W84° 07.67′

FORT WAYNE
117.8 FWA
Chan 125
N40° 58.74′ - W85° 11.28′
L-27, H-5-10

BRIGGS
112.4 BSV
Chan 71
N40° 44.44′ - W81° 25.93′
L-29 H-10

NOTE: RADAR and DME Required.
NOTE: RADAR Required from BSV VOR/DME to KUKEY.

NOTE: Chart not to scale.

KNOX FOUR ARRIVAL
(OXI.OXI4) 08325
ST-166 (FAA)
CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

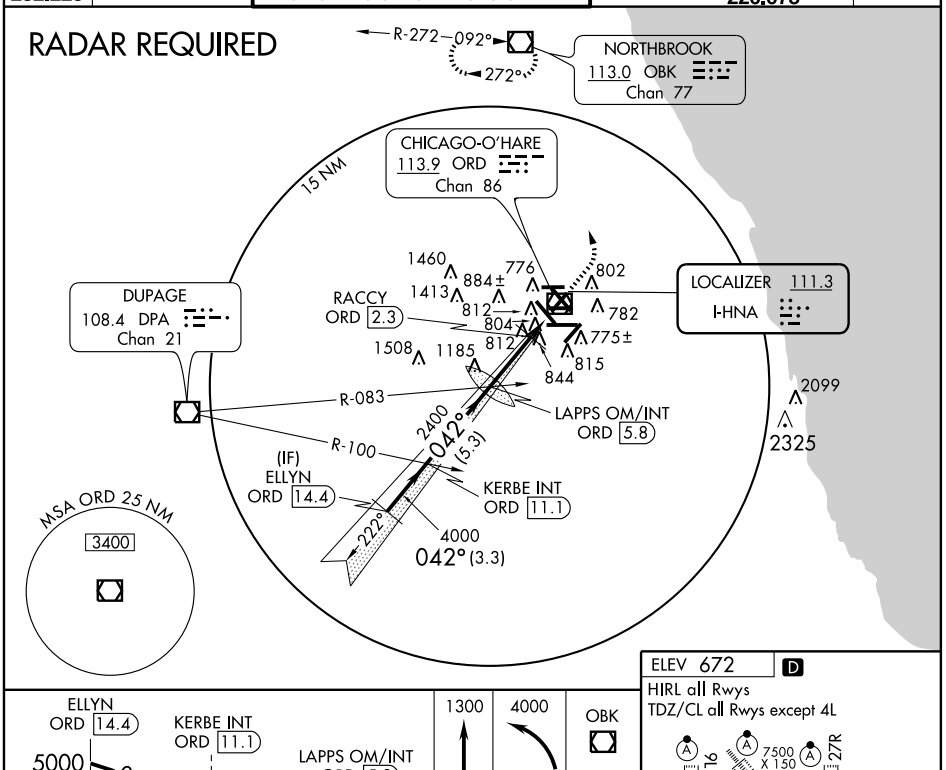
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

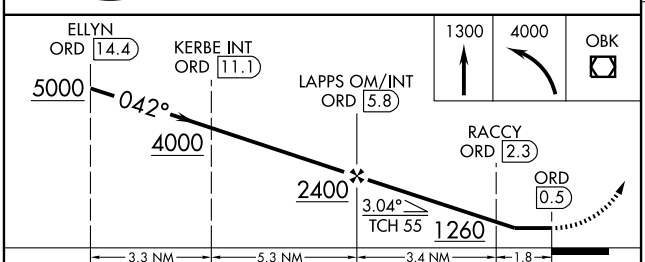
LOC I-HNA	APP CRS	Rwy Idg	7500
111.3	042°	TDZE	658
		Apt Elev	672

LOC RWY 4L
CHICAGO-O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6



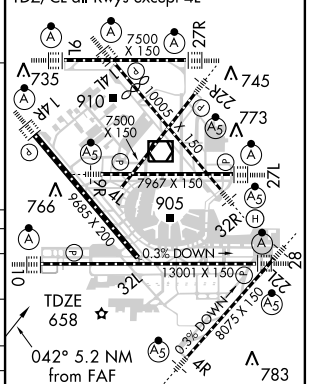


CATEGORY	A	B	C	D
S-4L	1260/50 602 (600-1)		1260-1¾ 602 (600-1¾)	1260-2 602 (600-2)
CIRCLING	1260-1 588 (600-1)		1260-1¾ 588 (600-1¾)	1260-2 588 (600-2)
RACCY FIX MINIMUMS				
S-4L	1060/50 402 (400-1)		1060/60 402 (400-1¼)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672 D

HIRL all Rwys

TDZ/CL all Rwys except 4L



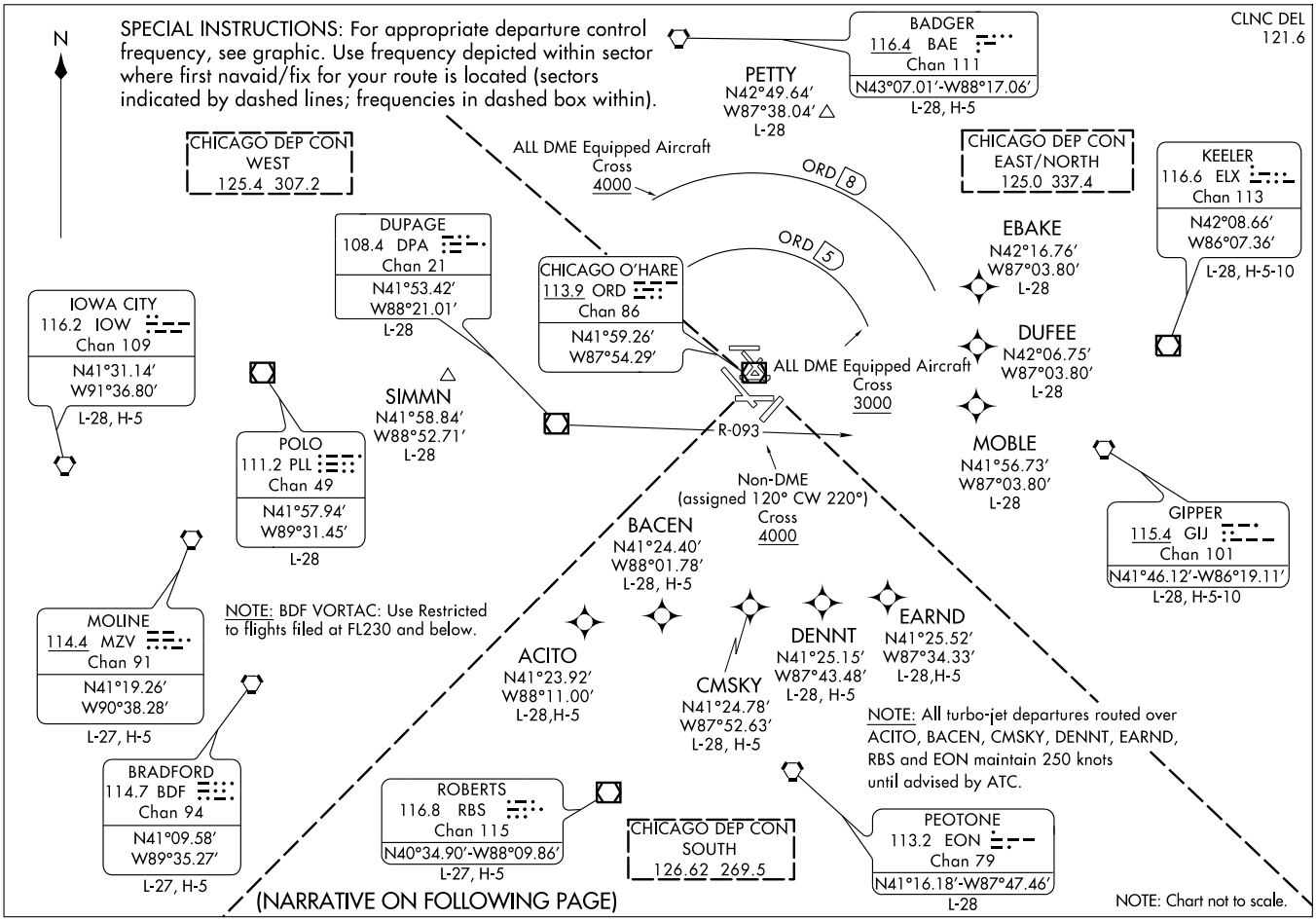
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

O'HARE FIVE DEPARTURE

(ORD5.ORD) 10210

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS



(ORD5.ORD) 10210

O'HARE FIVE DEPARTURE

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

SL-166 (FAA)

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute navaid/fix. Expect clearance to requested altitude/flight level ten minutes after departure.
ALL DME EQUIPPED AIRCRAFT: Cross 5 DME arc of ORD at or above 3000 feet MSL, cross 8 DME arc of ORD at or above 4000 feet, maintain 5000 feet or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.
NON-DME PROCEDURES: Aircraft intially assigned heading 120° CW 220°, cross DPA R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

TAKE-OFF MINIMUMS:
Rwys 4L/R, 9L/R, 10, 14L/R, 22L/R, 32R, Standard.
Rwy 27L, Standard with minimum climb of 220 feet per NM to 1700.
Rwy 27R, Standard with minimum climb of 228 feet per NM to 1800.
Rwy 28, Standard with minimum climb of 222 feet per NM to 1700.
Rwy 32L, Standard with minimum climb of 240 feet per NM to 1800.

TAKE-OFF OBSTACLES:
Rwy 4L: Buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL.
Rwy 4R:Tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL.
Rwy 9L: Building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL.
Rwy 9R: Street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL.
Rwy 10: Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL.
Rwy 14L: Light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 363' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL.
Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL 736' MSL.
Rwy 22R: Parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL.
Rwy 27L: Parked aircraft on ramp 70' from DER, 408' left of centerline, 80' AGL/740' MSL. Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL.
Rwy 27R: Tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL. Lighted hopper and elevator 2778' from DER, 1020' left of centerline,111' AGL/776' MSL.
Rwy 28: Trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL.
Rwy 32L: Pole 1993' from DER, 791' right of centerline, 49' AGL/716' MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010

PAITN ONE ARRIVAL

(PAITN.PAITN1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 269.9

N

SAULT STE MARIE
112.2 SSM
Chan 59
N46° 24.72' - W84°18.89'
L-31, H-2-11

AU SABLE
116.1 ASP
Chan 108
N44°26.95' - W83°23.66'
H-11

TRAVERSE CITY
114.6 TVC
Chan 93
N44° 40.07'
W85° 33.00'
L-31, H-2

JODEE
N45°16.72'
W84°42.06'

BOHIC
N44°04.61'
W85°05.62'

PECOK
N44°00.46'
W85°43.26'

UFDUH
N43°42.60'
W85°47.78'

BITTR
N43°07.30'
W85°56.67'

RHIVR
N42°38.76' W86°16.24'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at FL200.

CSTLO
N43°10.84'
W85°22.54'

OBSTR
N43°41.70' W85°12.89'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at FL320.

WYNDE
N42°27.35' W87°06.61'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at 10,000.

PAITN
N42°33.66'
W86°43.36'

EMMMA
N42°53.07'
W84°34.84'

LTOUR
N42°50.96' W84°55.10'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at FL320.

FIYER
N42°23.87'
W87°19.27'

ERNNY
N42°20.32'
W87°32.05'

DITCA
N42°44.84'
W85°43.00'

WLTER
N42°41.19'
W86°03.07'

PAPPI
N42°16.20'
W87°36.43'

PULLMAN
112.1 PMM
Chan 058
N42° 27.93' - W86° 06.35'
L-28, H-10

GRAND RAPIDS
115.95 GRR
Chan 106(Y)
N42° 47.20' - W85° 29.82'
L-28, H-10

FLINT
116.9 FNT
Chan 116
N42°58.01' - W83°44.82'
L-28, H-10-11

CHICAGO O'HARE
113.9 ORD
Chan 86
N41°59.26' - W87°54.29'

NOTE: RADAR and DME Required.
NOTE: TVC transition is restricted to arrivals at or below FL 240.

NOTE: Chart not to scale.

ST-166 (FAA)

ARRIVAL DESCRIPTION

AU SABLE TRANSITION (ASP.PAITN1): From over ASP VOR/DME via ASP R-261 to BOHIC then via GRR R-017 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

FLINT TRANSITION (FNT.PAITN1): From over FNT VORTAC via FNT R-269 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

GRAND RAPIDS TRANSITION (GRR.PAITN1): From over GRR VOR/DME via GRR R-260 to PAITN. Thence....

PULLMAN TRANSITION (PMM.PAITN1): From over PMM VOR/DME via PMM R-282 to PAITN. Thence....

SAULT STE MARIE TRANSITION (SSM.PAITN1): From over SSM VOR/DME via SSM R-198 to BOHIC then via GRR R-17 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

TRAVERSE CITY TRANSITION (TVC.PAITN1): From over TVC VORTAC via TVC R-193 to BITTR/TVC R-190 to WLTER/TVC 122 DME then via GRR R-260 to PAITN. Thence....

....From over PAITN via OBK VOR/DME R-071 to WYNDE, then via OBK VOR/DME R-071 to FIYER, then via OBK VOR/DME R-071 to ERNNY, then via ORD VOR/DME R-036 to PAPPI, then via ORD VOR/DME R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

EC-3, 21 OCT 2010 to 18 NOV 2010

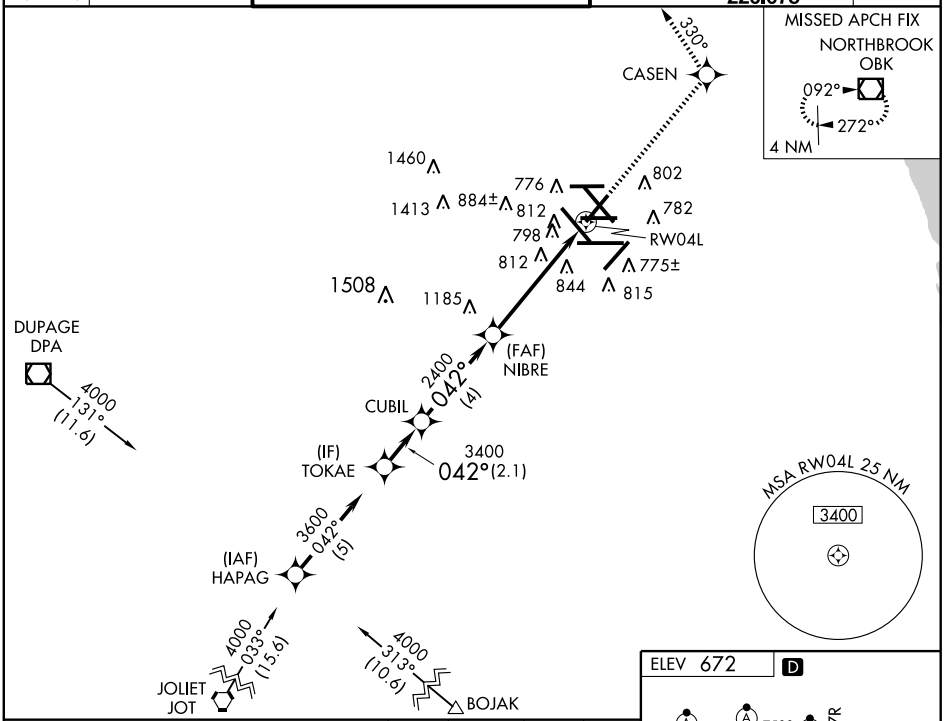
WAAS	APP CRS	Rwy Idg	7500
CH 62905	042°	TDZE	658
W04A		Apt Elev	672

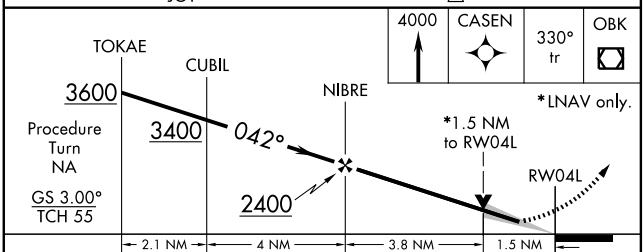
RNAV (GPS) RWY 4L
CHICAGO-O'HARE INTL (ORD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

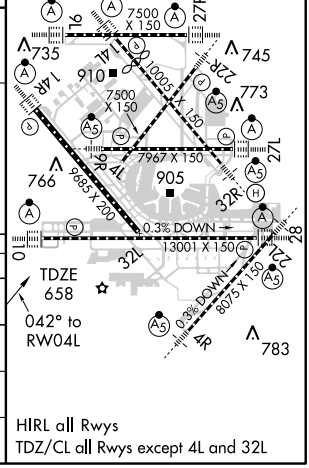
MISSED APPROACH: Climb to 4000 direct CASEN and via 330° track to NORTHBROOK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6





CATEGORY	A	B	C	D
LPV DA	908/40 250 (300-¾)			
LNAV/VNAV DA	1097-1½ 439 (500-1½)			
LNAV MDA	1180/50 522 (600-1)		1180-1½ 522 (600-1½)	1180-1¾ 522 (600-1¾)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8075
041°	TDZE	661
	Apt Elev	672

RNAV (GPS) RWY 4R

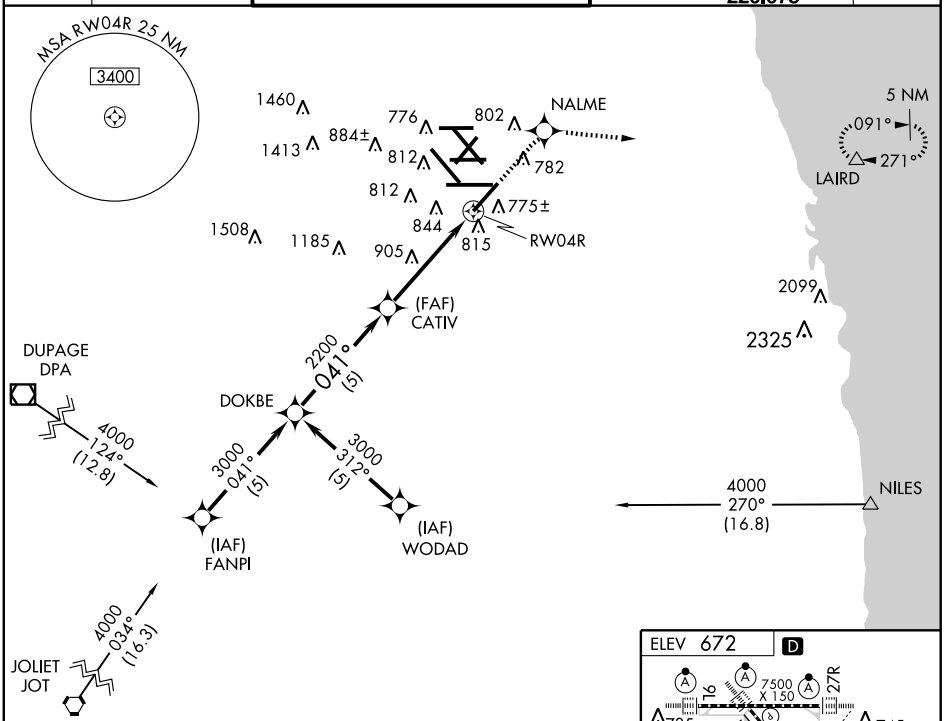
CHICAGO-O'HARE INTL (ORD)

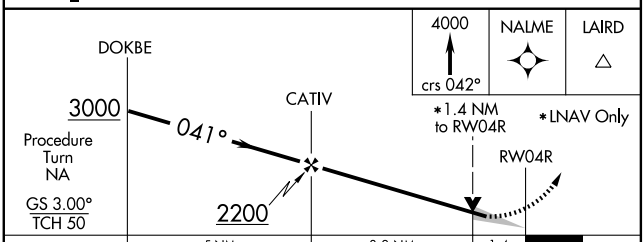
NA — DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

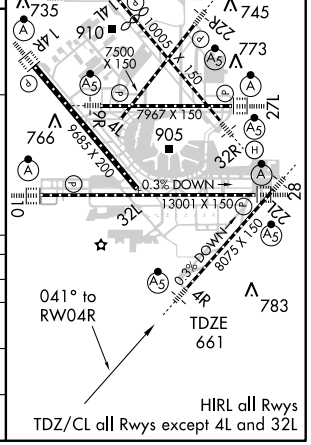
MALSR

MISSED APPROACH: Climb to 4000 via 042° course to NALME WP then direct to LAIRD WP and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1136/60 475 (500-1¼)			
LNAV MDA	1160/40 499 (500-¾)			1160/50 499 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 99508 W09B	APP CRS 093°	Rwy Idg 7500 TDZE 668 Apt Elev 672

RNAV (GPS) RWY 9L

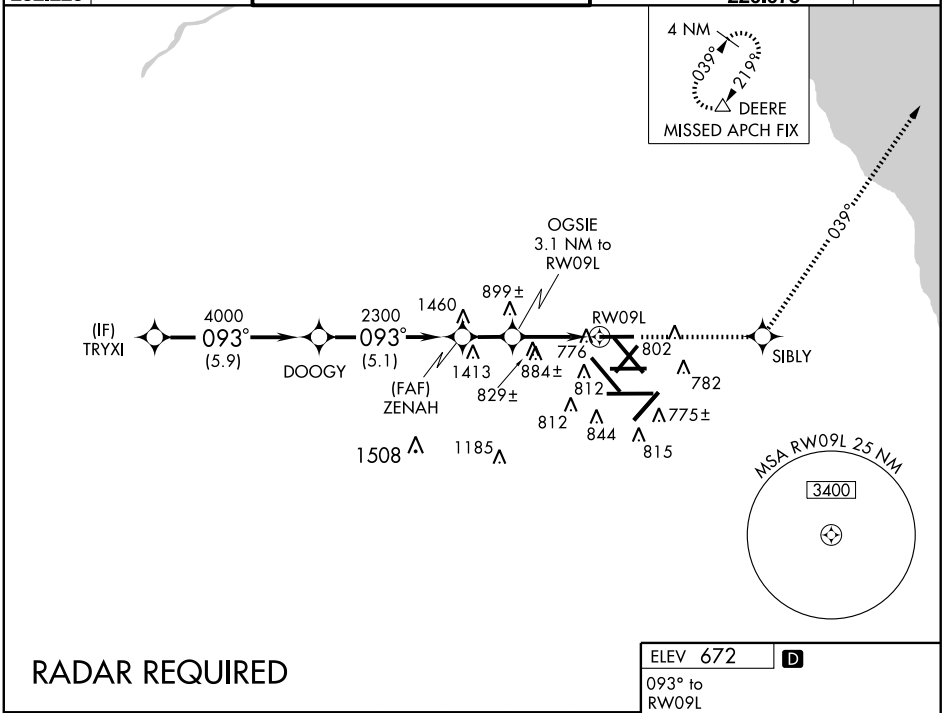
CHICAGO-O'HARE INTL (ORD)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct SIBLY and via 039° track to DEERE and hold.

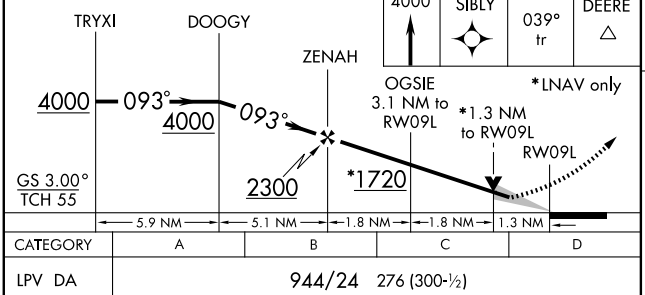
ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) 124.125 (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	121.6



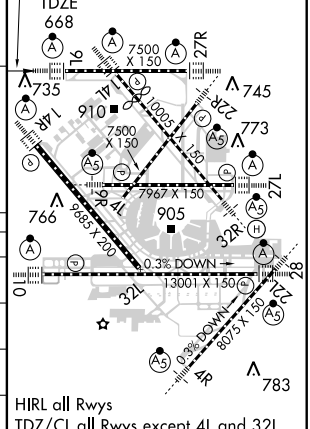
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	944/24 276 (300-½)			
LNAV/VNAV DA	1106/50 438 (500-1)			
LNAV MDA	1140/24 472 (500-½)		1140/40 472 (500-¾)	1140/50 472 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



RNAV (GPS) RWY 9R

CHICAGO-O'HARE INTL (ORD)

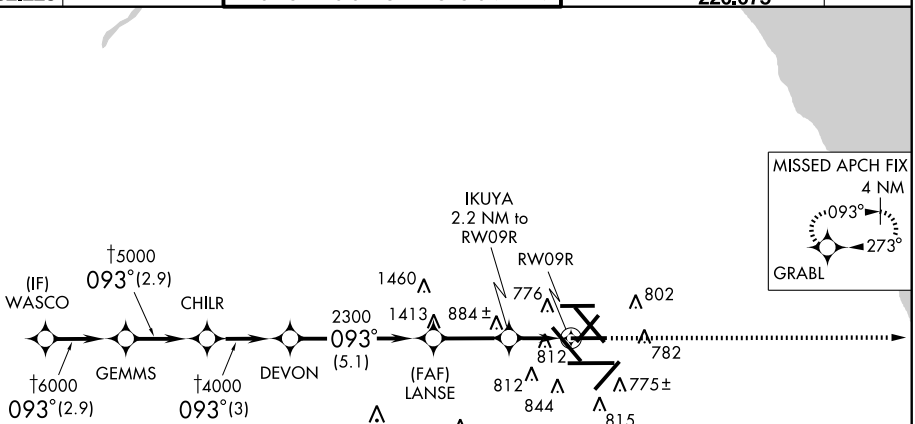
WAAS	APP CRS	Rwy Idg	7967
CH 78204	093°	TDZE	660
W09A		Apt Elev	672

For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

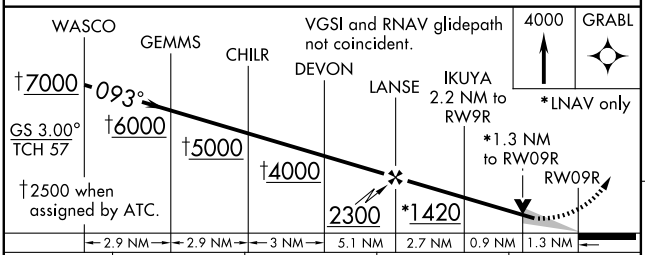
MISSED APPROACH: Climb to 4000 direct GRABL and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

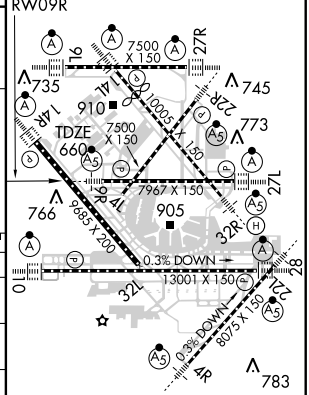




RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	976/24 316 (400-½)			
LNAV/VNAV DA	1097/50 437 (500-1)			
LNAV MDA	1160/24 500 (500-½)		1160/40 500 (500-¾)	1160/50 500 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	12246
CH 48904	093°	TDZE	672
W10A		Apt Elev	672

RNAV (GPS) RWY 10

CHICAGO-O'HARE INTL (ORD)

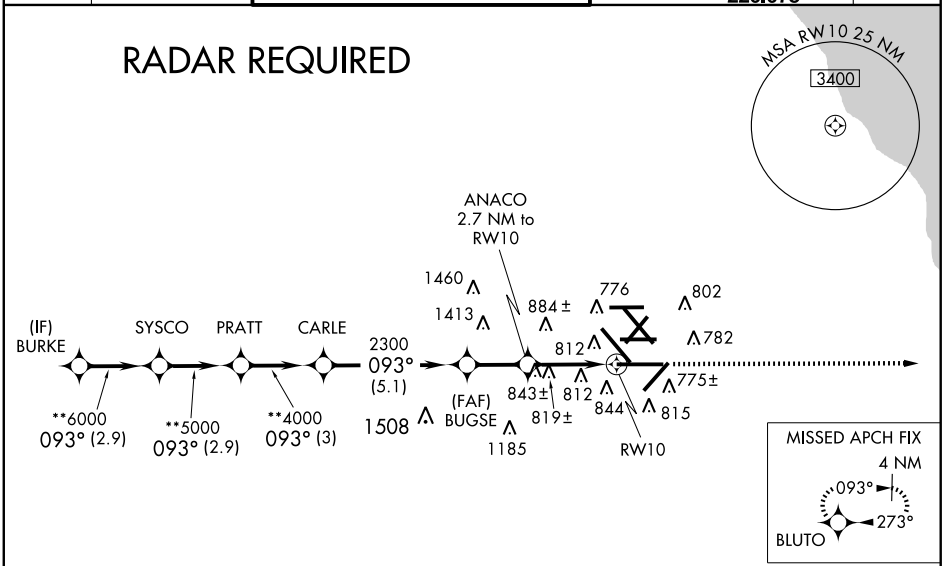
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

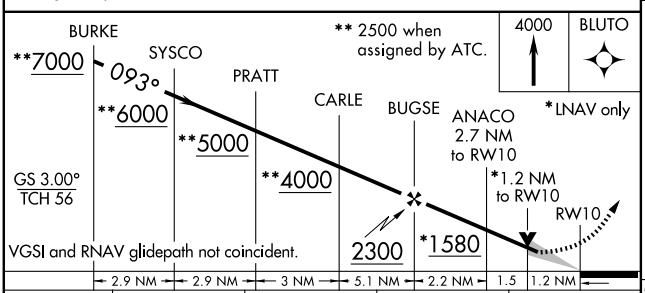
MISSED APPROACH: Climb to 4000 direct BLUTO and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6

RADAR REQUIRED

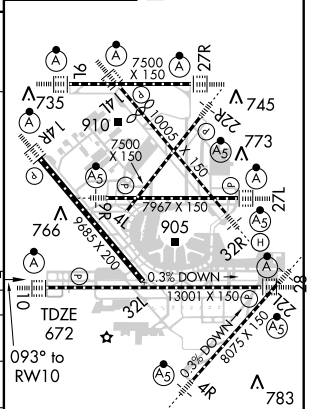


**2500 when assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	922/24 250 (300-½)			
LNAV/VNAV DA	1119/50 447 (500-1)			
LNAV MDA	1100/24 428 (500-½)		1100/40 428 (500-¾)	1100/50 428 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8007
CH 70601	140°	TDZE	653
W14A		Apt Elev	672

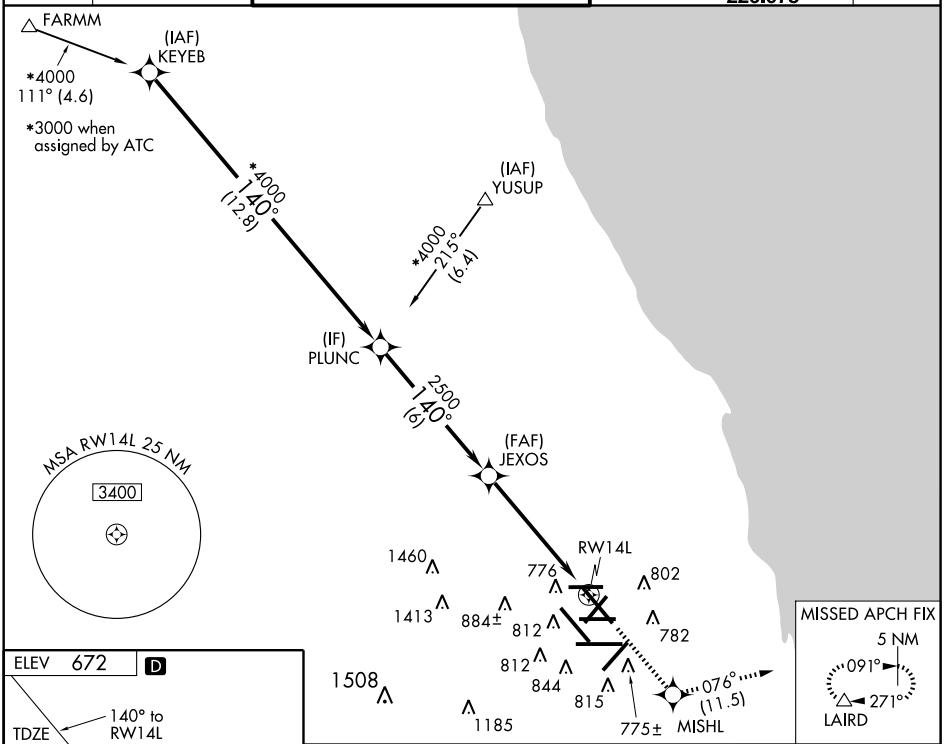
RNAV (GPS) RWY 14L
CHICAGO-O'HARE INTL (ORD)

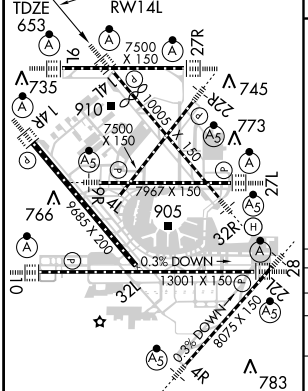
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). For inoperative ALSF-2, increase LPV visibility to RVR 6000 all cats.

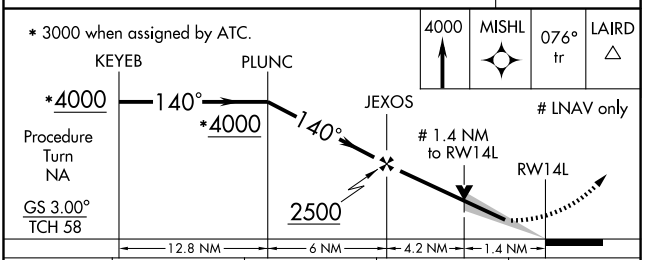
ALSF-2

MISSED APPROACH: Climb to 4000 direct MISHL and via 076° track to LAIRD and hold, continue climb-in-hold to 4000.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6







CATEGORY	A	B	C	D
LPV DA	1025/40 372 (400-¾)			
LNAV/VNAV DA	1160/60 507 (500-1¼)			
LNAV MDA	1160/24 507 (500-½)		1160/50 507 (500-1)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14R

CHICAGO-O'HARE INTL (ORD)

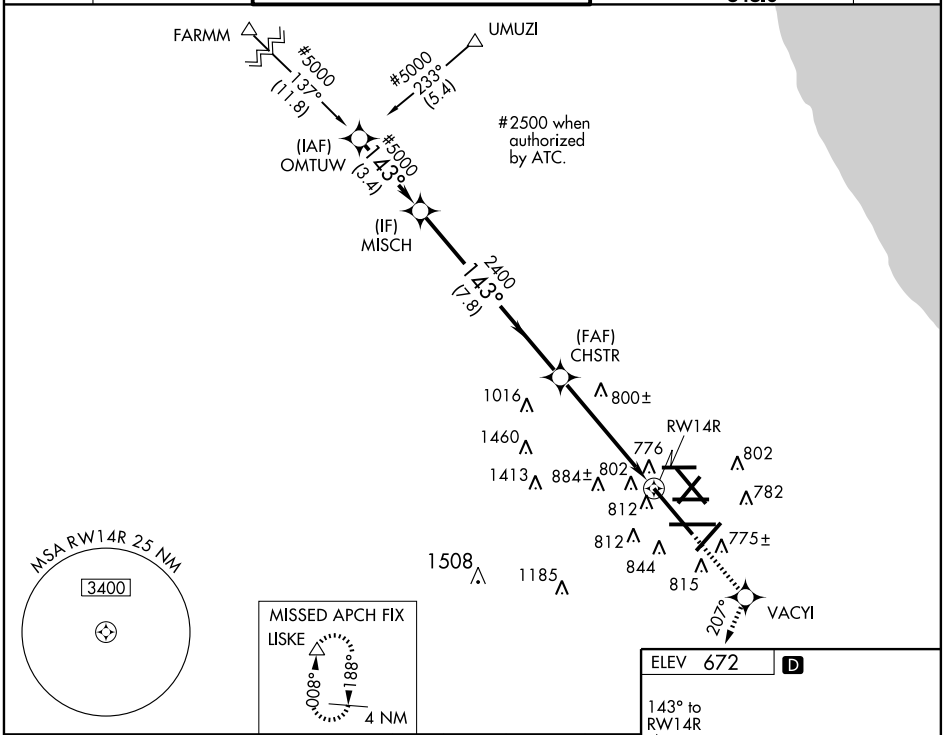
WAAS	APP CRS	Rwy Idg	8650
CH 93603	143°	TDZE	668
W14B		Apt Elev	672

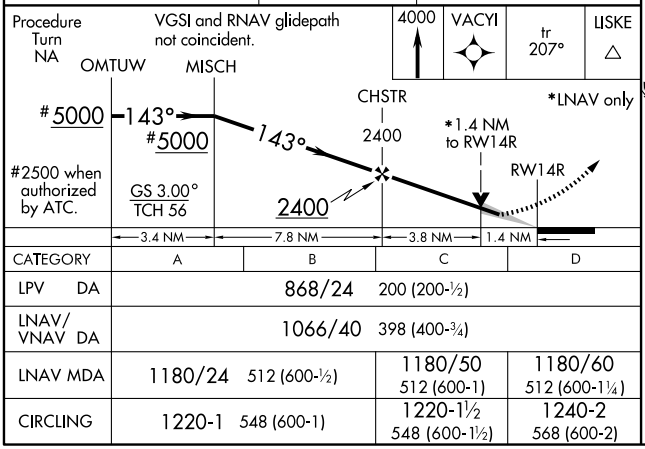
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

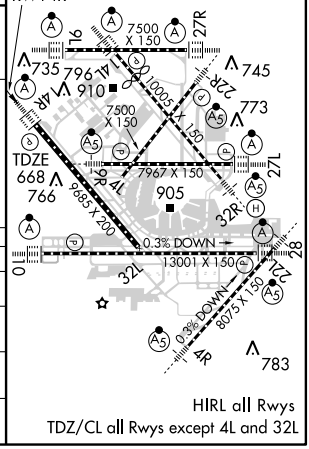
MISSED APPROACH: Climb to 4000 direct VACYI and on track 207° to LISKE and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)	121.6
282.225		120.75 126.9 132.7 390.9 (CENTER)		121.9 (IBND) 348.6	





CATEGORY	A	B	C	D
LPV DA	868/24	200 (200-½)		
LNAV/VNAV DA	1066/40	398 (400-¾)		
LNAV MDA	1180/24	512 (600-½)	1180/50 512 (600-1)	1180/60 512 (600-1¼)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7500
CH 90504	223°	TDZE	651
W22A		Apt Elev	672

RNAV (GPS) RWY 22R

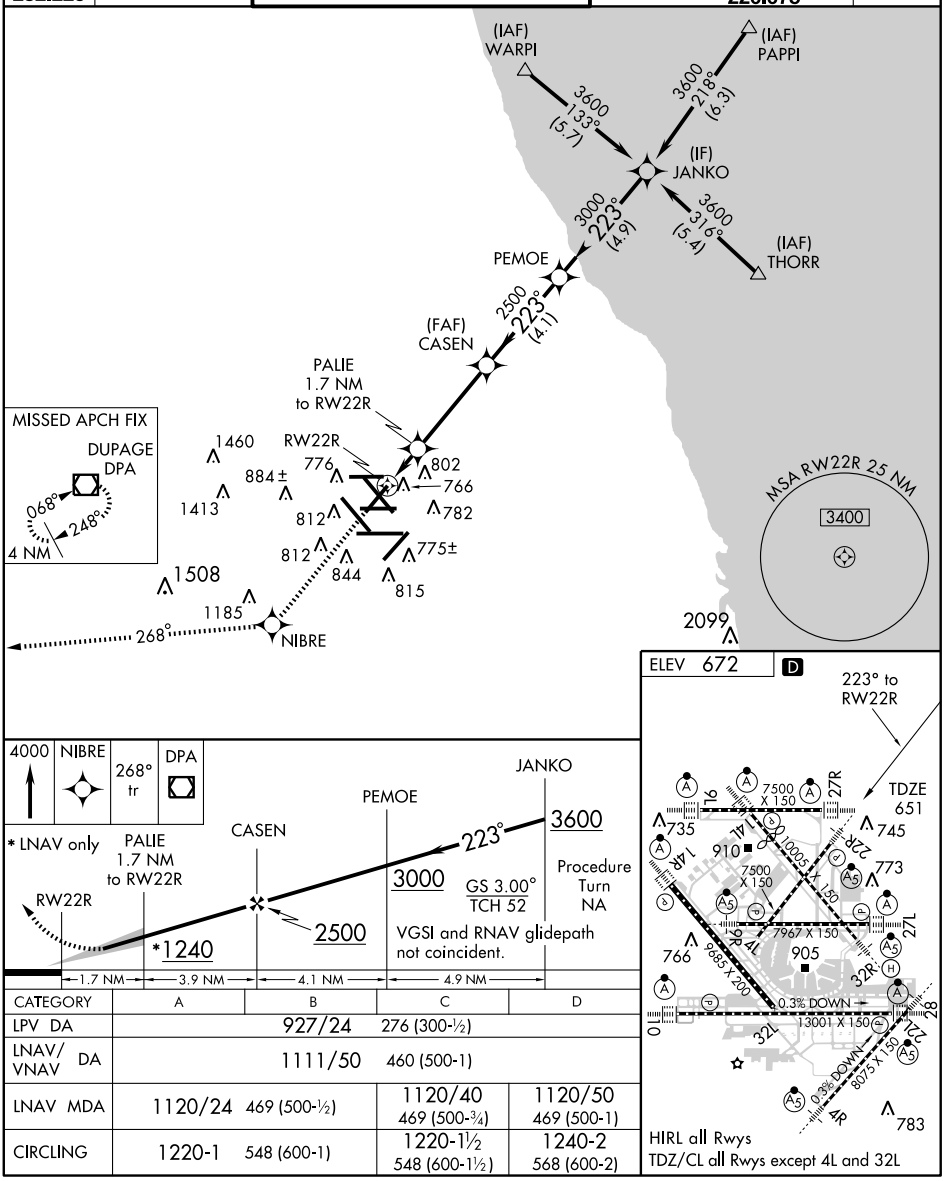
CHICAGO-O'HARE INTL (ORD)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct NIBRE and via 268° track to DUPAGE VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)	121.6
282.225		120.75 126.9 132.7 348.0 (CENTER)		121.9 (IBND) 226.675	



CATEGORY	A	B	C	D
LPV DA	927/24	276 (300-½)		
LNAV/VNAV DA	1111/50	460 (500-1)		
LNAV MDA	1120/24 469 (500-½)		1120/40 469 (500-¾)	1120/50 469 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7967
CH 77804	273°	TDZE	653
W27A		Apt Elev	672

RNAV (GPS) RWY 27L
CHICAGO-O'HARE INTL (ORD)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct WASCO and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6

RADAR REQUIRED

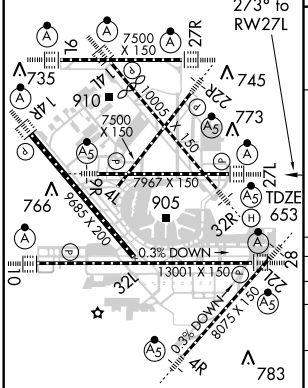
MISSED APCH FIX
WASCO
093°
273°
4 NM

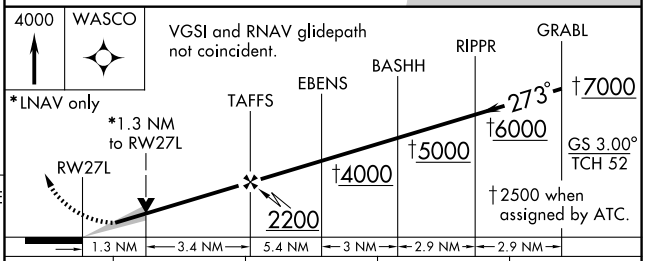
†2500 when assigned by ATC.

1460 1413 884± 776 RW27L 812 812 844 1508 1185 775± 815 802 794 782 816 (FAF) TAFFS 2200 273° (5.4) EBENS †4000 273° (3) BASHH †5000 273° (2.9) RIPPR (IF) GRABL †6000 273° (2.9) 2099 2325

MSA RW27L 25 NM
3400

ELEV 672 D





CATEGORY	A	B	C	D
LPV DA	935/24 282 (300-½)			
LNAV/VNAV DA	1111/50 458 (500-1)			
LNAV MDA	1120/24 467 (500-½)		1120/40 467 (500-¾)	1120/50 467 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27R

CHICAGO-O'HARE INTL (ORD)

WAAS	APP CRS	Rwy ldg	7500
CH 69508	273°	TDZE	664
W27B		Apt Elev	672

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct ZENAH and via 356° track to UMUZI and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6

RADAR REQUIRED

4 NM 176° 356° UMUZI

MISSED APCH FIX

MSA RW27R 25 NM

3400

356°

ZENAH 1460 1413 884± 776 812 RW27R 766 802 782 834± (FAF) SIBLY 2200 273° (5.4) BONZO 4000 273° (5.9) (IF) HAREE

812 844 775± 815

1508 1185

2099 2325

ELEV 672 D

273° to RW27R

TDZE 664

7500 X 150

10003 X 150

7967 X 150

9685 X 200

13001 X 150

8075 X 150

0.3% DOWN

735 745 773 766 905 783 910

4000 ZENAH 356° tr UMUZI

* LNAV only

* 1.2 NM to RW27R

BONZO HAREE SIBLY RW27R 273° 4000 4000 2200

GS 3.00° TCH 55

1.2 NM 3.4 NM 5.4 NM 5.9 NM

CATEGORY	A	B	C	D
LPV DA	977/24 313 (400-½)			
LNAV/VNAV DA	1063/40 399 (400-¾)			
LNAV MDA	1100/24 436 (500-½)		1100/40 436 (500-¾)	1100/50 436 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

HIRL all Rwys

TDZ/CL all Rwys except 4L and 32L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 13001
CH 42804	273°	TDZE 651
W28A		Apt Elev 672

RNAV (GPS) RWY 28

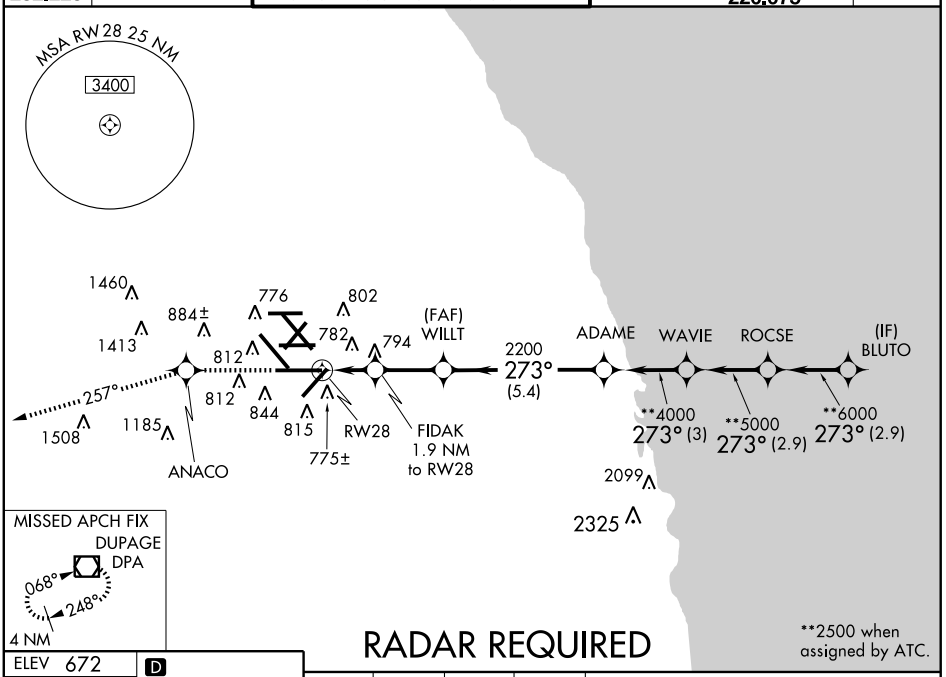
CHICAGO-O'HARE INTL (ORD)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

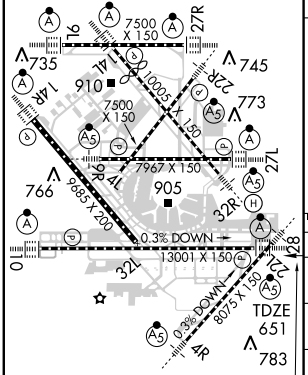
ALSF-2

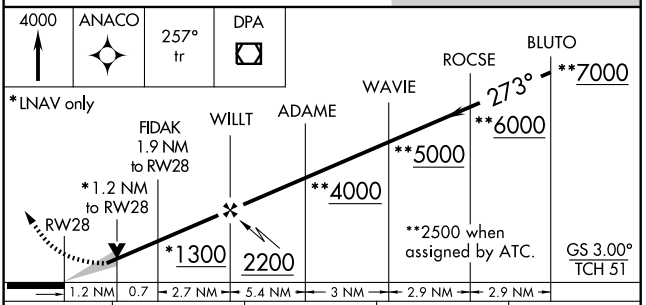
MISSED APPROACH: Climb to 4000 direct ANACO and via 257° track to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS (NORTH)	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6



ELEV 672 D





CATEGORY	A	B	C	D
LPV DA	945/24 294 (300-½)			
LNAV/VNAV DA	1133/60 482 (500-1¼)			
LNAV MDA	1100/24 449 (500-½)		1100/40 449 (500-¾)	1100/50 449 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32R

CHICAGO-O'HARE INTL (ORD)

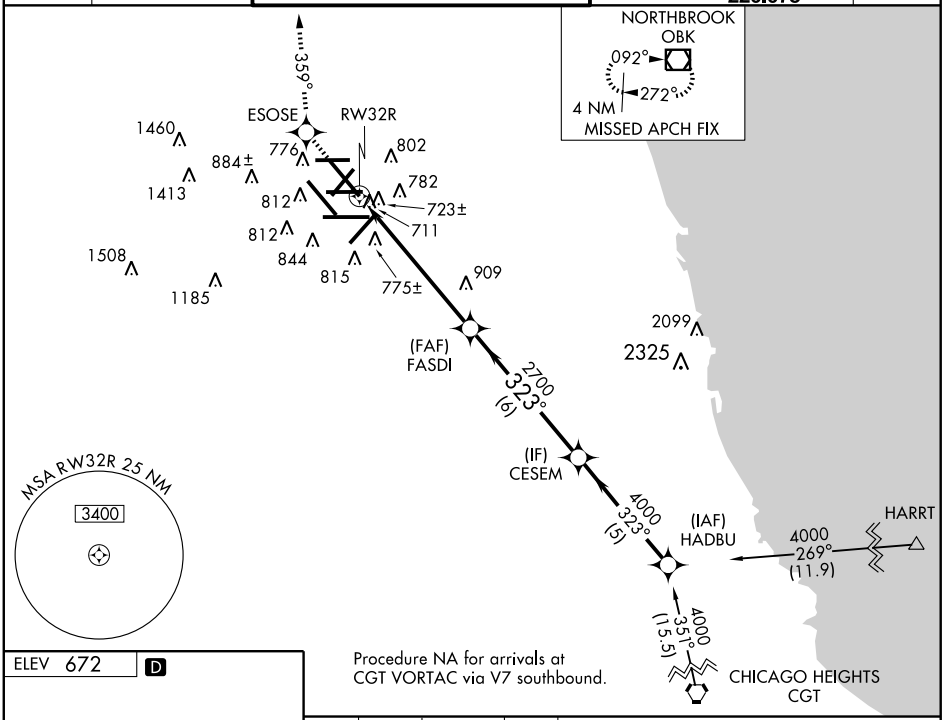
WAAS	APP CRS	Rwy ldg	10005
CH 69504	323°	TDZE	653
W32A		Apt Elev	672

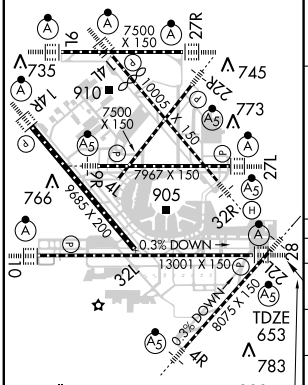
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

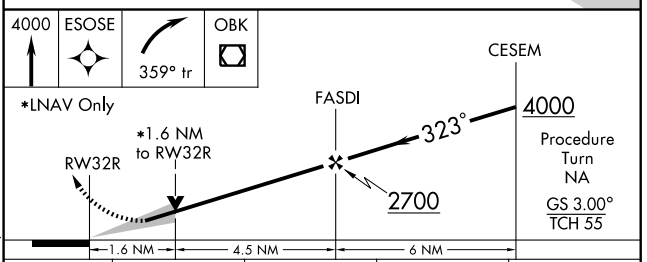
MALSR

MISSED APPROACH: Climb to 4000 direct ESOSE and right turn via 359° track to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6







CATEGORY	A	B	C	D
LPV DA	928/24 275 (300-½)			
LNAV/VNAV DA	1073/50 420 (500-1)			
LNAV MDA	1220/24 567 (600-½)		1220/50 567 (600-1)	1220/60 567 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8075
222°	TDZE	654
	Apt Elev	672

RNAV (GPS) Y RWY 22L

CHICAGO-O'HARE INTL (ORD)

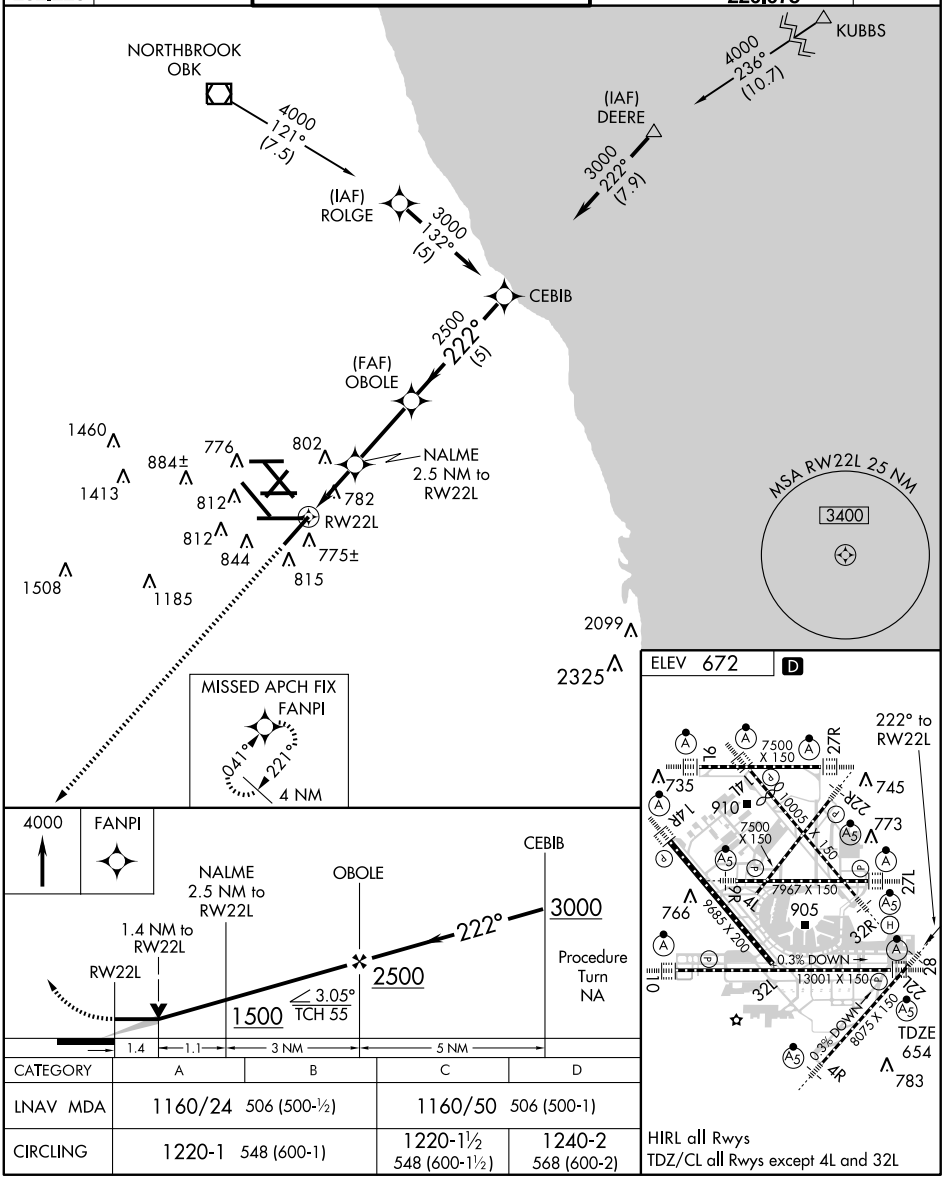
NA

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct FANPI and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6



CATEGORY	A	B	C	D
LNAV MDA	1160/24 506 (500-½)		1160/50 506 (500-1)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8075
222°	TDZE	654
	Apt Elev	672

RNAV (GPS) Z RWY 22L

CHICAGO-O'HARE INTL (ORD)

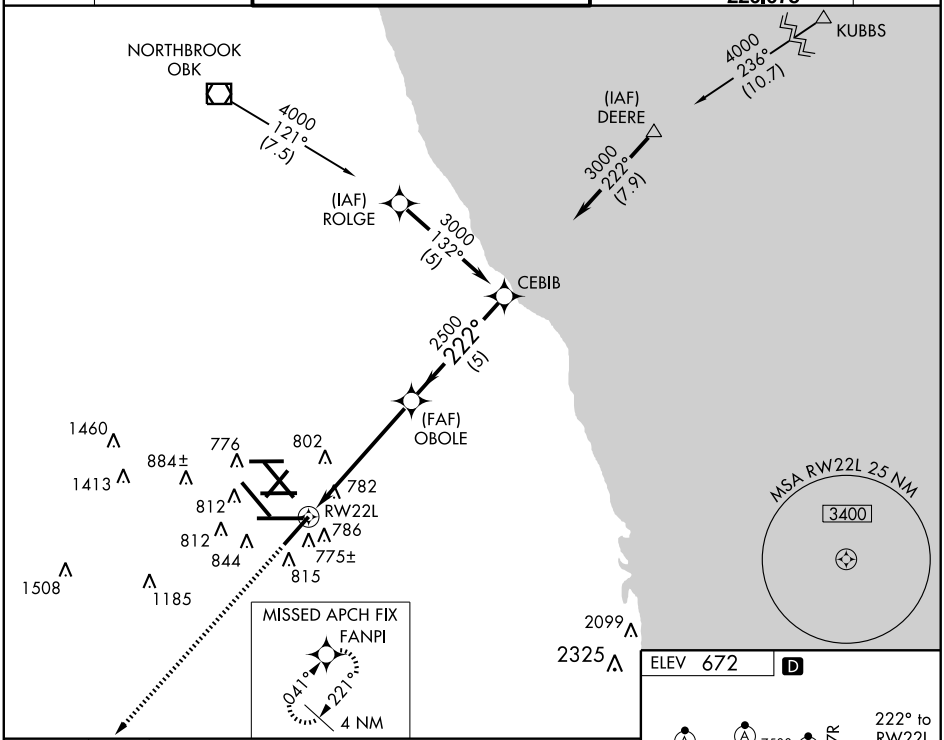
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

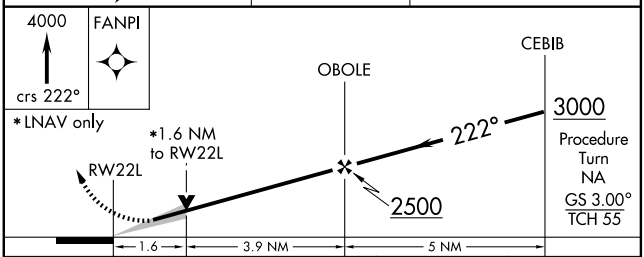
NA

MALSR

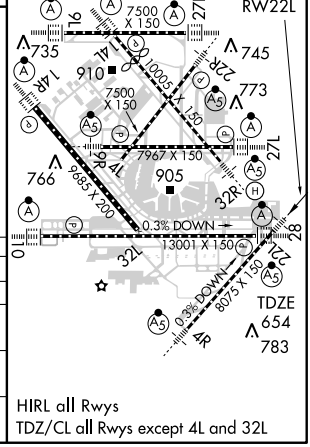
MISSED APPROACH: Climb to 4000 via 222° course to FANPI WP and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060/50 406 (400-1)			
LNAV MDA	1220/24 566 (600-½)		1220/50 566 (600-1)	1220/60 566 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WATSN ONE ARRIVAL (RNAV)

(WATSN.WATSN1) 08325

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

WATSN ONE ARRIVAL (RNAV)

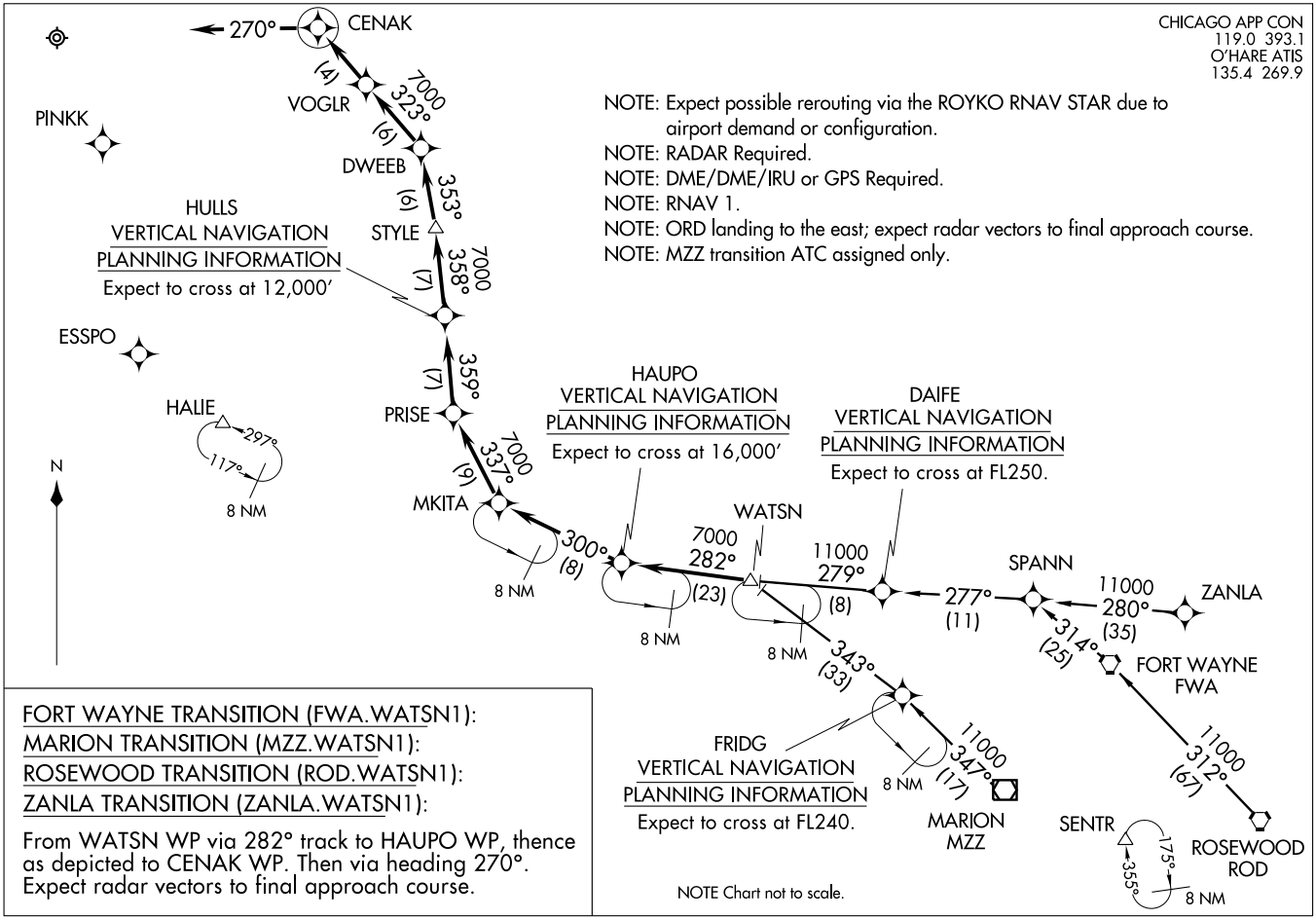
(WATSN.WATSN1) 08325

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

ST-166 (FAA)

CHICAGO APP CON
119.0 393.1
O'HARE ATIS
135.4 269.9

NOTE: Expect possible rerouting via the ROYKO RNAV STAR due to airport demand or configuration.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: ORD landing to the east; expect radar vectors to final approach course.
NOTE: MZZ transition ATC assigned only.



FORT WAYNE TRANSITION (FWA.WATSN1):
MARION TRANSITION (MZZ.WATSN1):
ROSEWOOD TRANSITION (ROD.WATSN1):
ZANLA TRANSITION (ZANLA.WATSN1):

From WATSN WP via 282° track to HAUPO WP, thence as depicted to CENAK WP. Then via heading 270°. Expect radar vectors to final approach course.

NOTE Chart not to scale.

AU SABLE TRANSITION (ASP.WYNDE2):
FLINT TRANSITION (FNT.WYNDE2):
PULLMAN TRANSITION (PMM.WYNDE2):
SAULT STE MARIE TRANSITION (SSM.WYNDE2):
TRAVERSE CITY TRANSITION (TVC.WYNDE2):

From WYNDE via 253° track to FIYER, thence as depicted to RALPH, thence via 273° heading. Expect radar vectors to final approach course.

NOTE: TVC transition is restricted to arrivals at or below FL240.

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225

SAULT STE MARIE
SSM

FL180 197° (70)
12 NM
JODEE
196° (74)
12 NM
AU SABLE
ASP
FL180 257° (77)
BOHIC
FL180 196° (24)
12 NM
OBSTR
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect to cross at FL320.
(32)
CSTLO
(24)
10000
265° (15)
12 NM
FL180 266° (37)
FLINT
FNT
EMMMA
10000 (26)
LTOUR
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect to cross at FL320.

TRAVERSE CITY
TVC
FL180 194° (40)
10 NM
PECOK
193° (18)
UFDUH
10 NM
(36)
BITTR
(27)
WLTER
RHIVR
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect to cross at FL200.

WYNDE
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect to cross at 10,000.

PAITN
9 NM
10000 259° (10)
(15)
DITCA
10 NM
10000 259° (10)
GRAND RAPIDS
GRR

9 NM
6000 253° (18)
(21)
(10)
RAINE
10000 285° (18)
PULLMAN
PMM

N

See following page for arrival route.

NOTE: ASP, FNT and PMM Transitions: For non-GPS equipped aircraft, GIJ DME must be operational.
NOTE: SSM Transition: For non-GPS equipped aircraft, SAW and GIJ DMEs must be operational.
NOTE: TVC Transition: For non-GPS equipped aircraft, GRR, MBL and GIJ DMEs must be operational.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: ORD landing west: Expect radar vectors to final approach course after PAITN.

NOTE: Chart not to scale.

(WYNDE.WYNDE2) 10098
WYNDE TWO ARRIVAL (RNAV) Transition Routes
CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

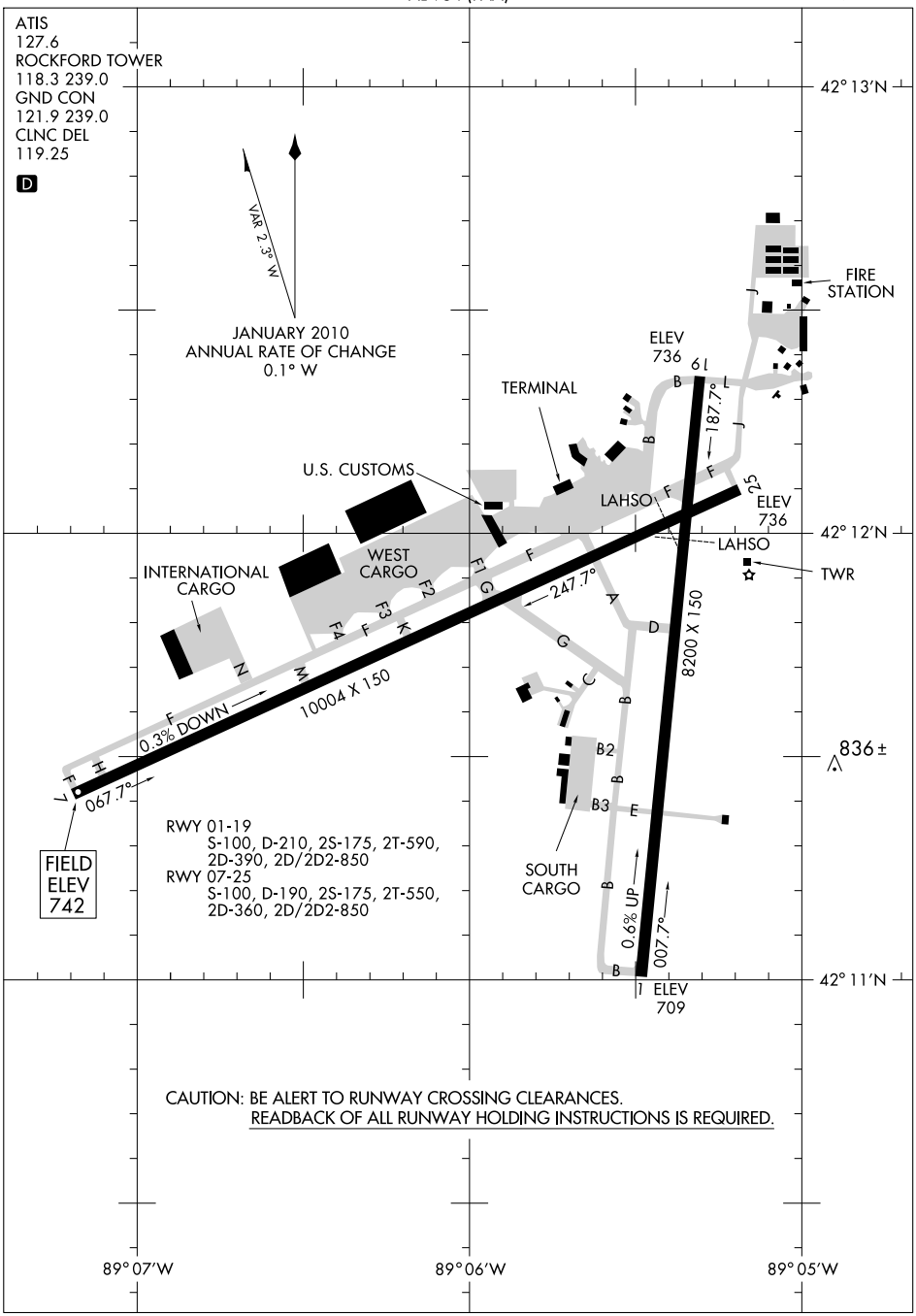
EC-3, 21 OCT 2010 to 18 NOV 2010

WYNDE TWO ARRIVAL (RNAV) Arrival Route
(WYNDE.WYNDE2) 10098
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

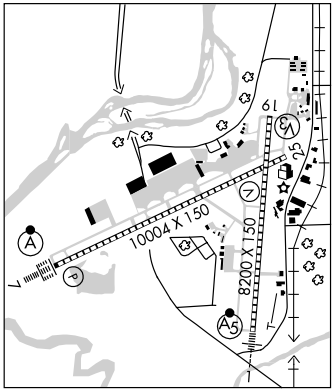
EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO/ROCKFORD INTL (RFD) 68 NW UTC−6(−5DT) N42°11.72′ W89°05.83′

CHICAGO
H–5D, L–28H
IAP, AD

742 B S4 **FUEL** 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks
NOTAM FILE RFD

RWY 07–25: H10004X150 (ASPH–CONC–GRVD) S–100, D–190 2D–360, 2D/2D2–850 HIRL CL
RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68′. Trees. 0.3% down.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37′. Tree.
RWY 01–19: H8200X150 (ASPH–GRVD) S–100, D–210 2D–390, 2D/2D2–850 HIRL CL
RWY 01: MALSR. TDZL. Road. 0.6% up.
RWY 19: REIL. VASI(V6L)—Upper GA 3.25° TCH 90′. Lower GA 3.0° TCH 50′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07–25	6000
RWY 07	01–19	8800

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–8199 TODA–8199 ASDA–8199 LDA–8199
RWY 19: TORA–8199 TODA–8199 ASDA–8099 LDA–8099

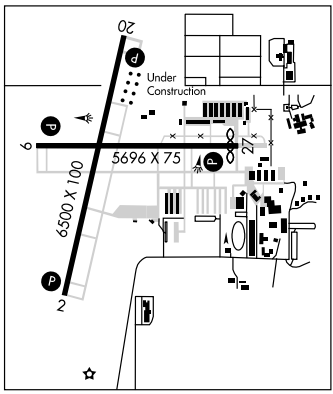
AIRPORT REMARKS: Attended continuously. Birds and Deer on and invof arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815–969–4011. US customs office rqr 2 hr advance notice during business hrs Mon–Fri 1430–2300Z‡. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z‡ Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.
WEATHER DATA SOURCES: ASOS (815) 399–0627.
COMMUNICATIONS: ATIS 127.6 **UNICOM** 122.95
ROCKFORD RCO 122.65 (KANKAKEE RADIO)
Ⓡ **ROCKFORD APP/DEP CON** 126.0 (West) 121.0 (East)
ROCKFORD TOWER 118.3 **CLNC DEL** 119.25 **GND CON** 121.9
TRSA svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NZTAM FILE RFD.
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53′ W89°11.96′ 111° 4.9 NM to fld. 868/1E.
GILMY NDB (LOM) 275 RF N42°06.86′ W89°05.92′ 001° 4.9 NM to fld.
ILS/DME 109.3 I–RFD Chan 30 Rwy 01. Class IE. LOM GILMY NDB.
ILS 109.55 I–UDY Rwy 07. Class IIIE.
ASR

CHICAGO/ROMEOVILLE

LEWIS UNIVERSITY (LOT) 20 SW UTC−6(−5DT) N41°36.49′ W88°05.77′

CHICAGO
COPTER
H–5E, L–28H, A
IAP

679 B S4 **FUEL** 100LL, JET A NOTAM FILE LOT
RWY 02–20: H6500X100 (CONC–GRVD) D–99 MIRL 0.3% up S
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 20: REIL. PAPI(P4L)—GA 3.2° TCH 40′.
RWY 09–27: H5696X75 (ASPH–PFC) MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41′.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 196′. Tree.



AIRPORT REMARKS: Attended 1300–0300Z‡. Twy A clsd indef. N parking ramp clsd to all multi engine acft. Birds on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 02–20 and Rwy 09–27 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy 02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (815) 588–4802.
COMMUNICATIONS: CTAF/UNICOM 122.8
JOLIET RCO 122.5 122.1R 112.3T (KANKAKEE RADIO).
Ⓡ **CHICAGO APP/DEP CON** 119.35
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 068° 10.7 NM to fld. 592/2E.
ILS/DME 111.95 I–LOT Chan 56Y Rwy 09. LOC only.
ILS/DME 108.55 I–JQH Chan 22Y Rwy 02. LOC only.

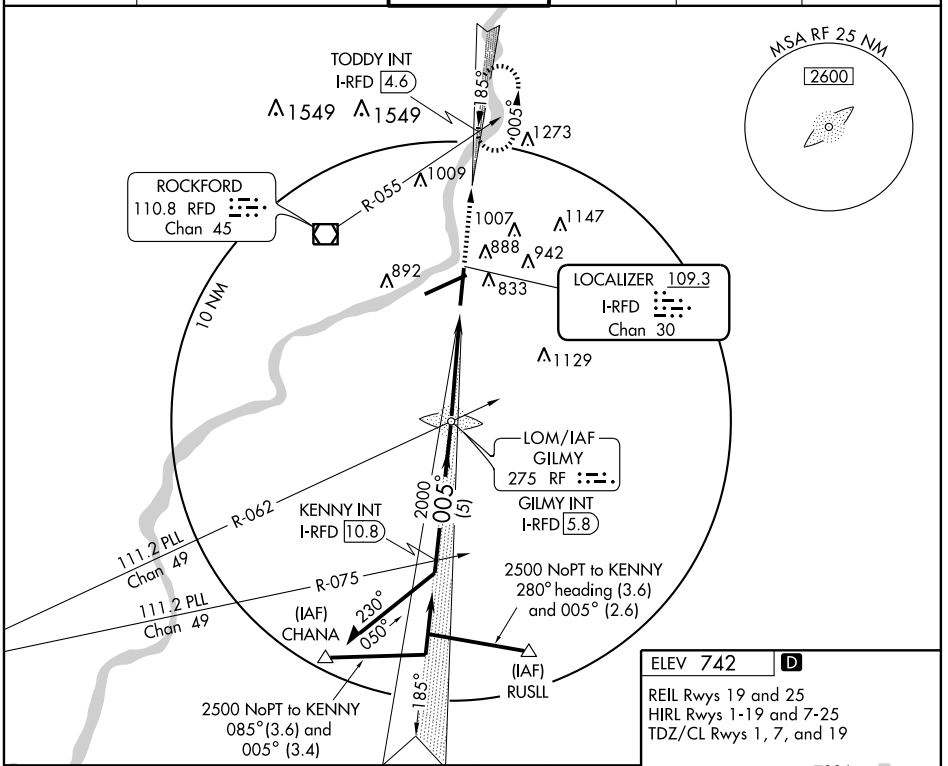
LOC/DME I-RFD	APP CRS	Rwy Idg	8199
109.3	005°	TDZE	729
Chan 30		Apt Elev	742

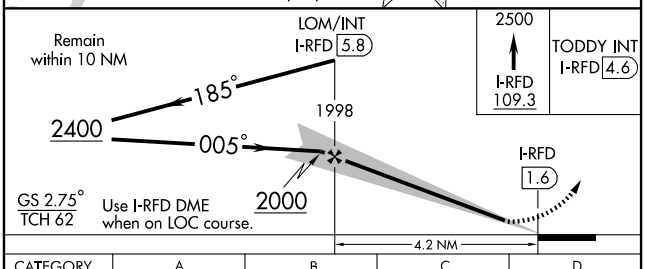
ILS or LOC RWY 1

CHICAGO/ROCKFORD INTL (RFD)

ASR	MALSR	MISSED APPROACH: Climb to 2500 via I-RFD North course to TODDY Int/I-RFD 4.6 DME and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95

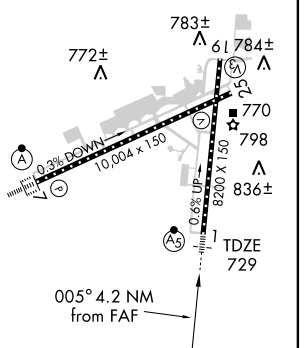




CATEGORY	A	B	C	D
S-ILS 1	929/24 200 (200-½)			
S-LOC 1	1140/24 411 (400-½)		1140/40 411 (400-¾)	
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)

ELEV 742 D

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

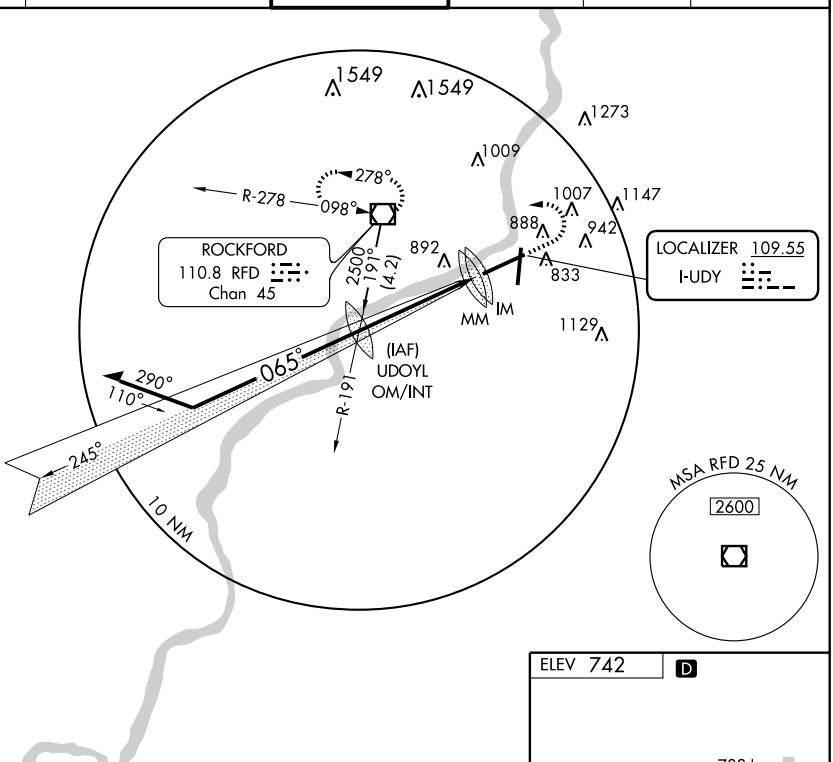
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

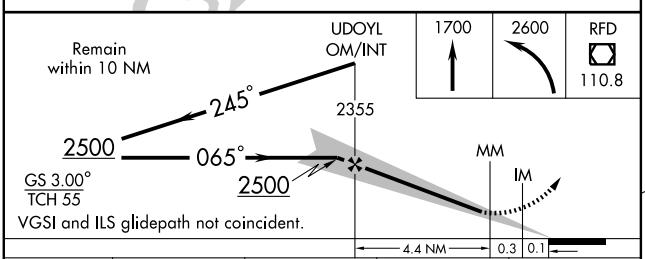
LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

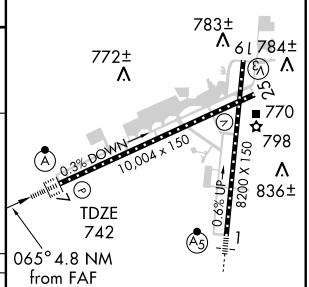
ILS or LOC RWY 7
CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
S-ILS 7	942/18	200 (200-½)		
S-LOC 7	1200/24	458 (500-½)	1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

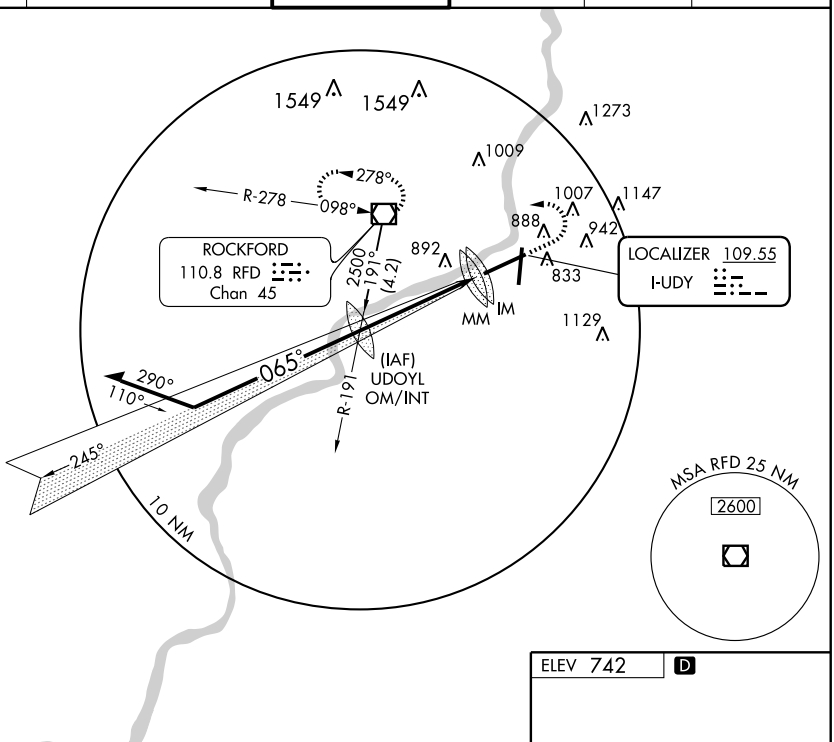
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

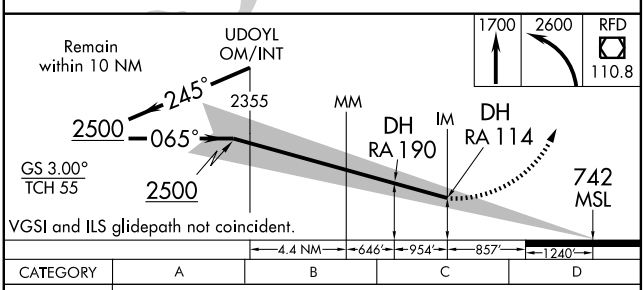
LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

ILS RWY 7 (CAT II)
CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

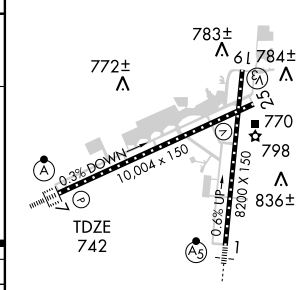
ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95





CATEGORY	A	B	C	D
S-ILS 7	RA 190/16 150 DA 892			
S-ILS 7	RA 114/12 100 DA 842			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

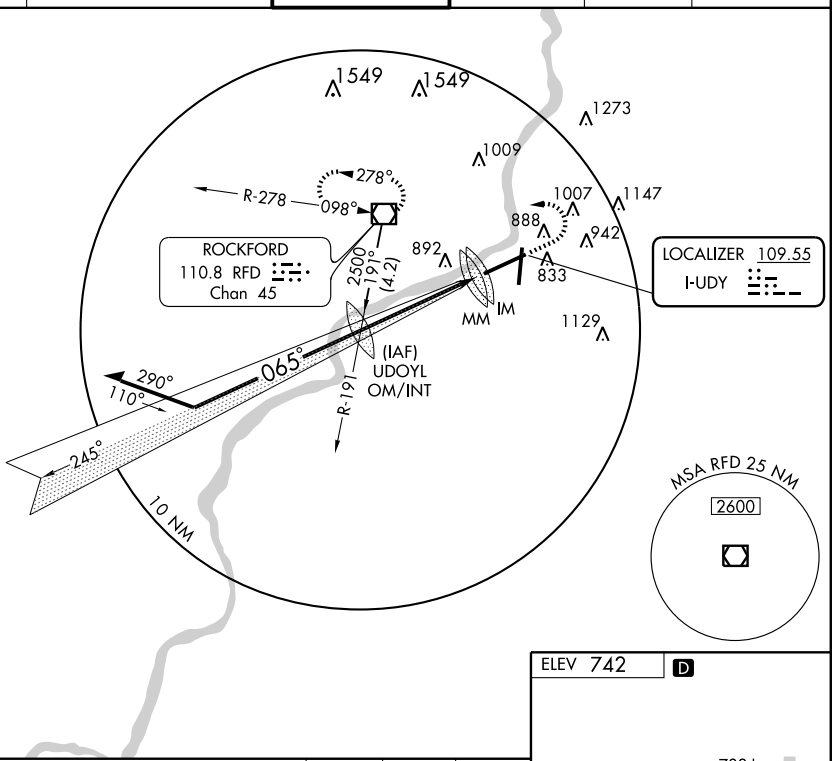
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

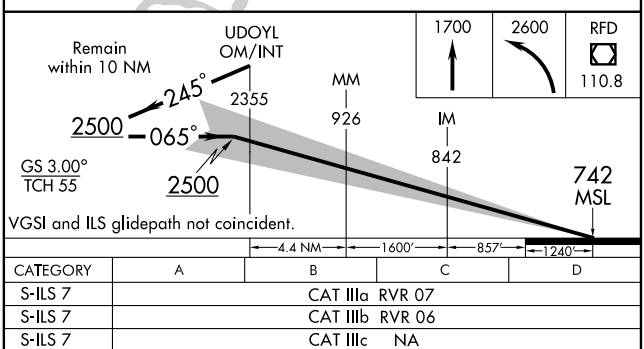
LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

ILS RWY 7 (CAT III)
CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

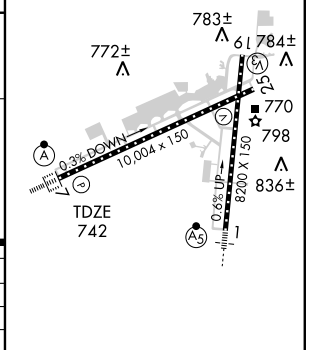
ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95





CATEGORY	A	B	C	D
S-ILS 7	CAT IIIa RVR 07			
S-ILS 7	CAT IIIb RVR 06			
S-ILS 7	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME I-RFD	APP CRS	Rwy Idg	8099
109.3	185°	TDZE	736
Chan 30		Apt Elev	742

LOC BC RWY 19

CHICAGO/ROCKFORD INTL (RFD)

ASR

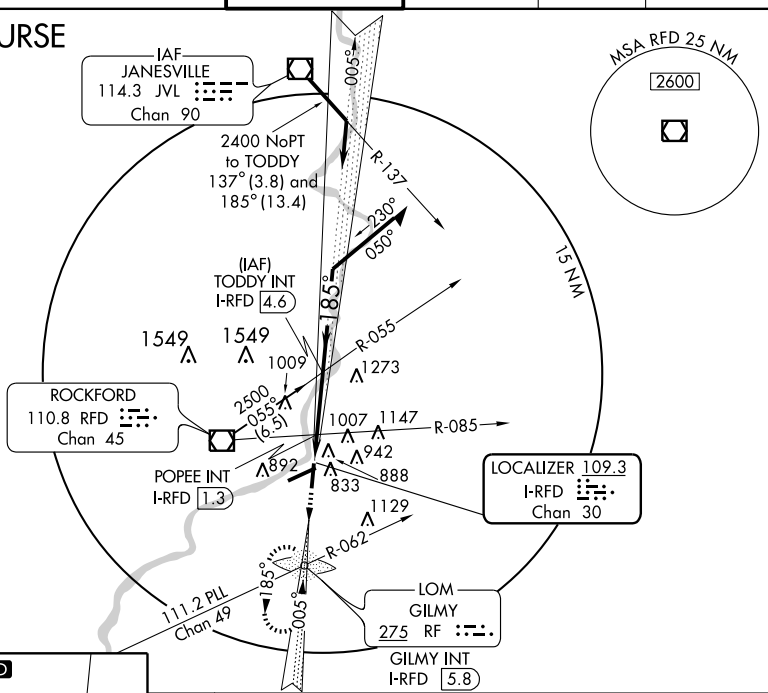
MISSED APPROACH: Climb to 2500 via I-RFD LOC S course to GILMY LOM/Int/I-RFD 5.8 DME and hold.

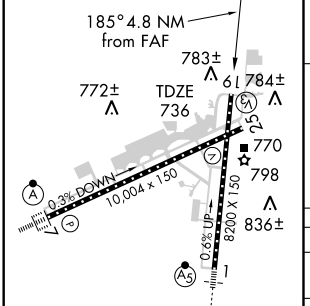
ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

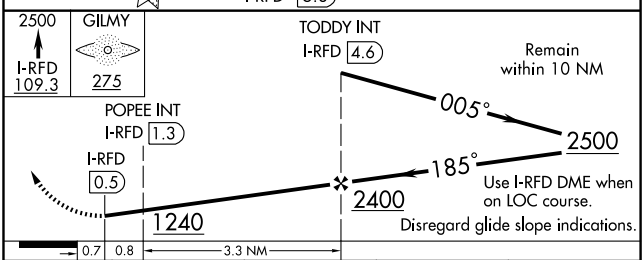
BACK COURSE





REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-19	1240-1 504 (500-1)		1240-1½ 504 (500-1½)	
CIRCLING	1240-1 504 (600-1)		1240-1½ 504 (600-1½)	1320-2 584 (600-2)
POPEE INT/DME MINIMUMS				
S-19	1140-1 404 (400-1)		1140-1¼ 404 (400-1¼)	
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)

LOM RF	APP CRS	Rwy Idg	8199
275	004°	TDZE	729
		Apt Elev	742

NDB RWY 1

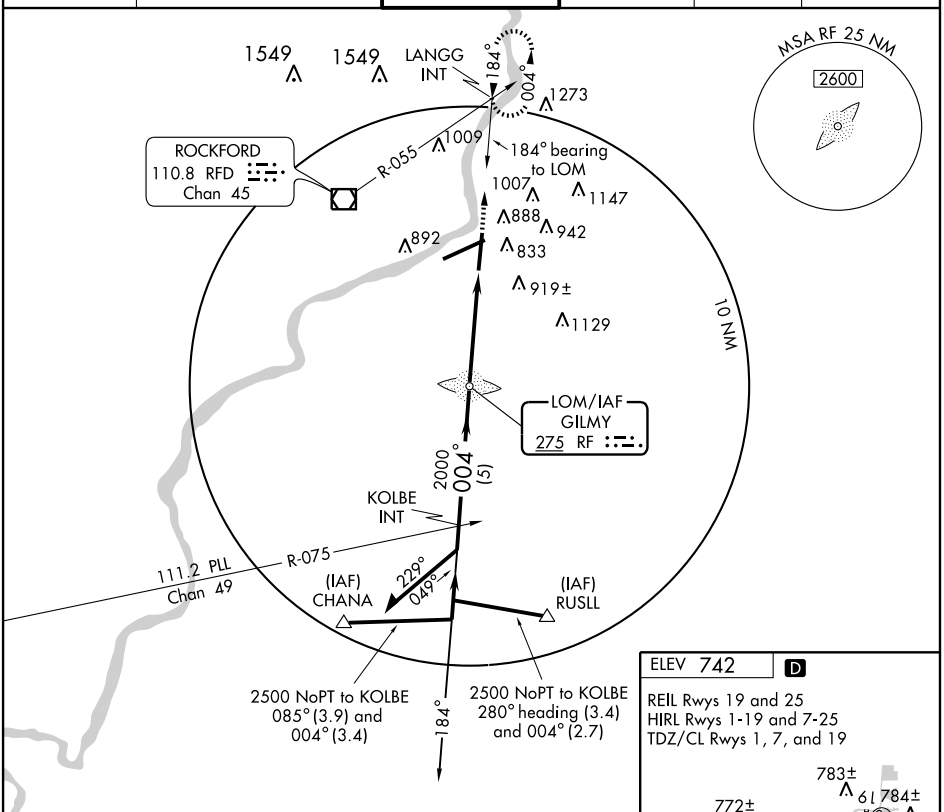
CHICAGO/ROCKFORD INTL (RFD)

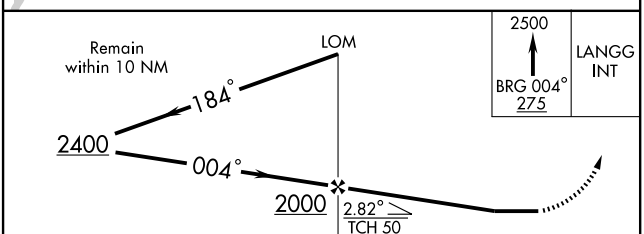
NA
ASR

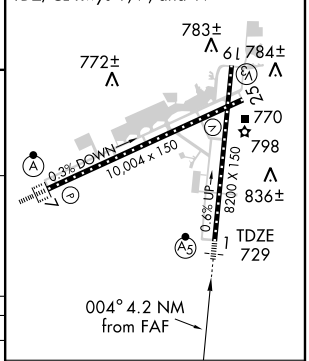
MALSR

MISSED APPROACH: Climb to 2500 via 004° bearing from RF LOM to LANGG Int and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
S-1	1220/40 491 (500-¾)			1220/60 491 (500-1¼)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8199
005°	TDZE	729
	Apt Elev	742

RNAV (GPS) RWY 1
CHICAGO/ROCKFORD INTL (RFD)

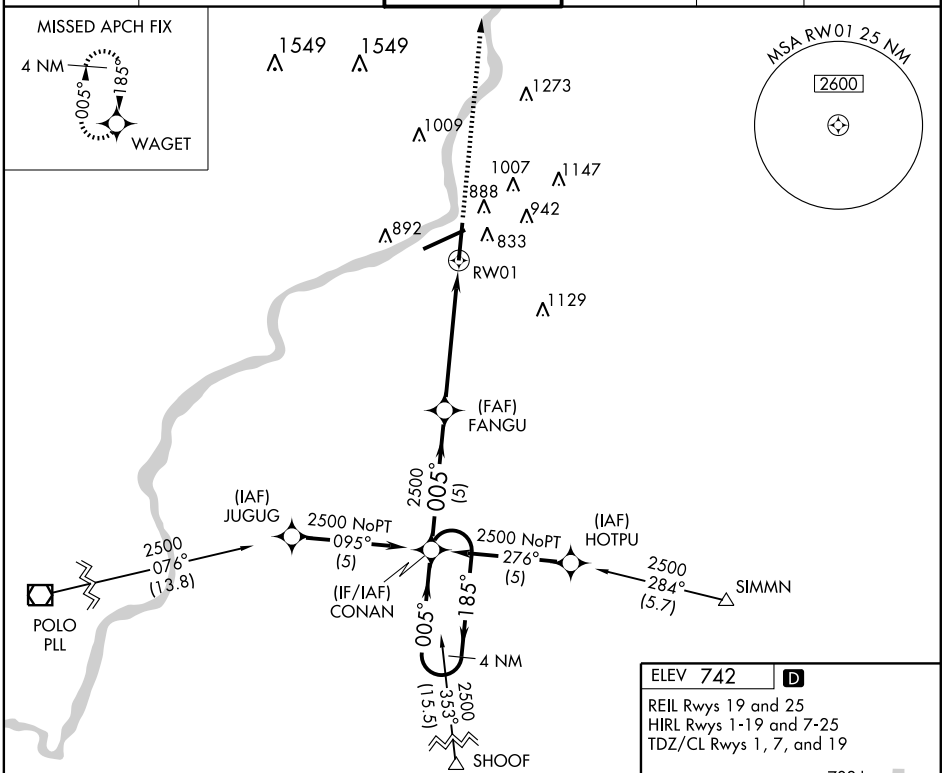
NA
ASR

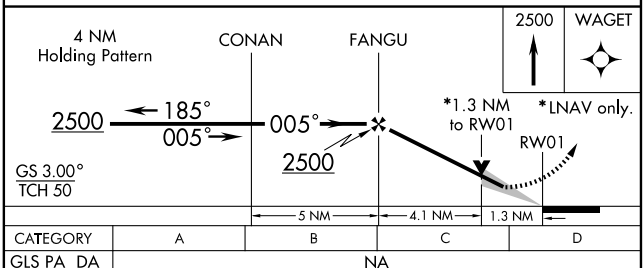
Baro-VNAV NA below -16° C (3° F)
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

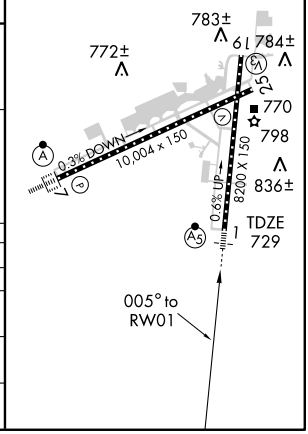
MALSR

MISSED APPROACH: Climb to 2500 direct WAGET WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1080/40 351 (400-¾)			
LNAV MDA	1180/24 451 (500-½)			1180/50 451 (500-1)
CIRCLING	1220-1¼ 478 (500-1¼)	1240-1¼ 498 (500-1¼)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10004
065°	TDZE	742
	Apt Elev	742

RNAV (GPS) RWY 7

CHICAGO/ROCKFORD INTL (RFD)

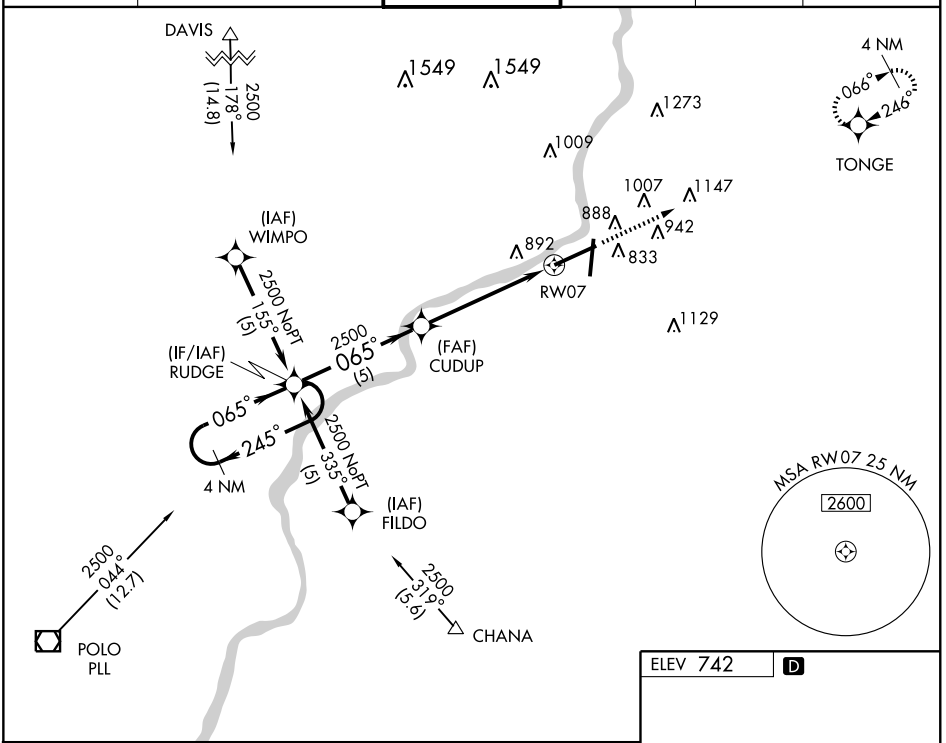
NA
ASR

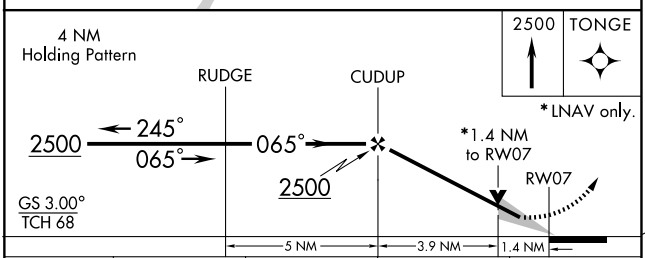
Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

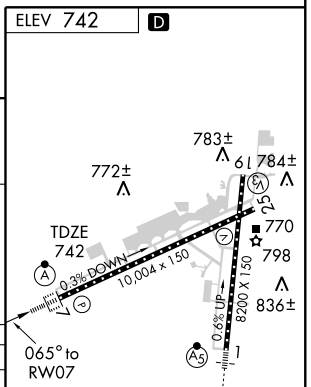
ALSF-2

MISSED APPROACH: Climb to 2500 direct TONGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140/40 398 (400-¾)			
LNAV MDA	1240/24 498 (500-½)		1240/40 498 (500-¾)	1240/50 498 (500-1)
CIRCLING	1240-1¼ 498 (500-1¼)		1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8099
185°	TDZE	736
	Apt Elev	742

RNAV (GPS) Y RWY 19

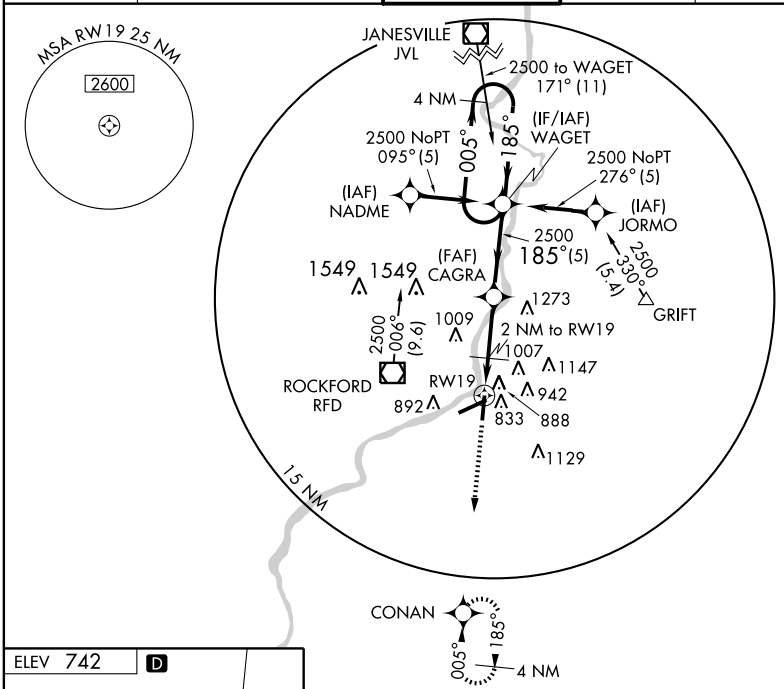
CHICAGO/ROCKFORD INTL (RFD)

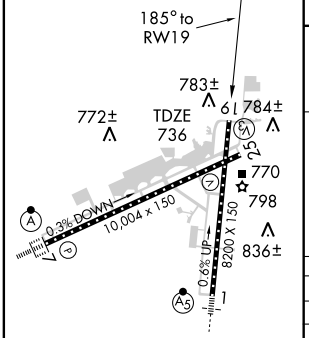
NA
ASR

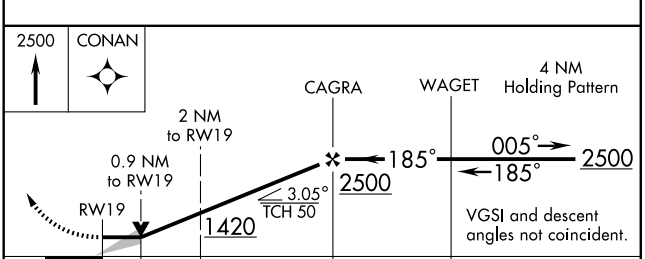
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2500 direct CONAN WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 344 (400-1)			1080-1¼ 344 (400-1¼)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10004
246°	TDZE	735
	Apt Elev	742

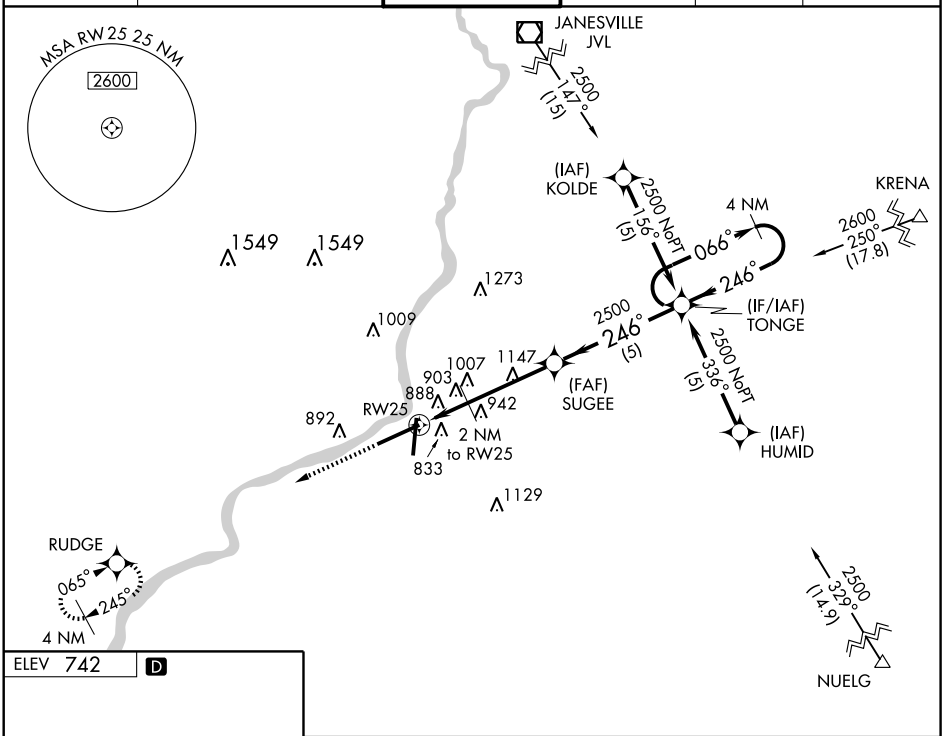
RNAV (GPS) Y RWY 25
CHICAGO/ROCKFORD INTL (RFD)

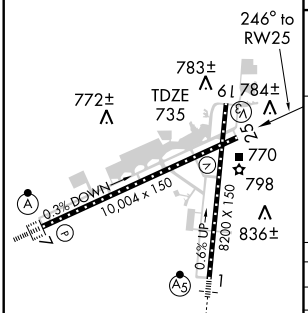
NA
ASR

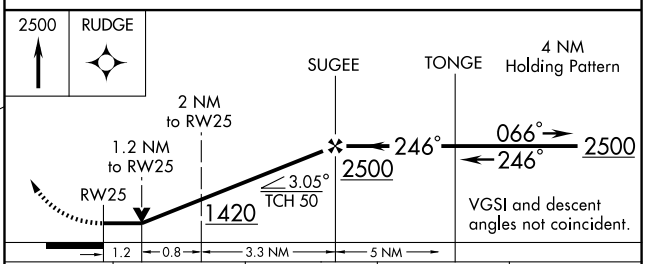
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct RUDGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1160-1 425 (500-1)		1160-1¼ 425 (500-1¼)	
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 19

CHICAGO/ROCKFORD INTL (RFD)

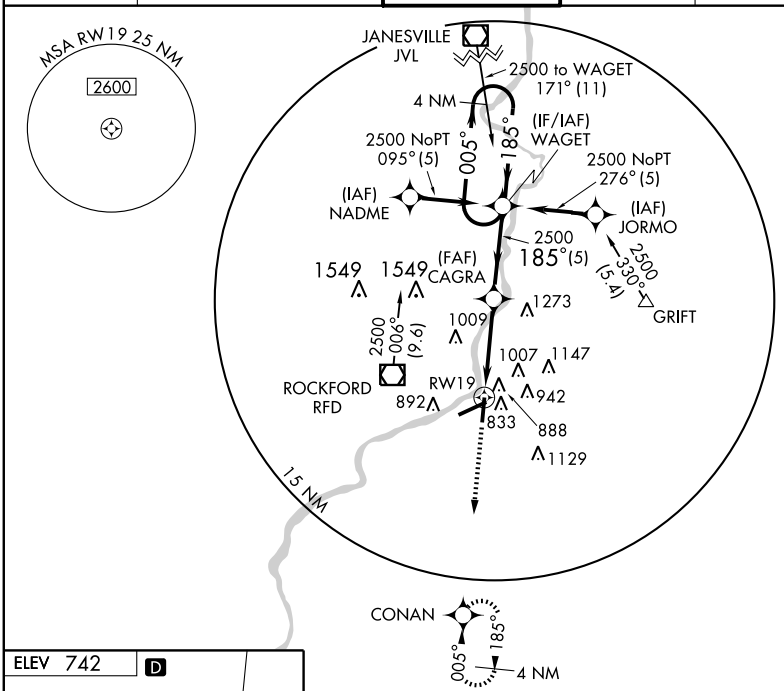
APP CRS	Rwy Idg	8099
185°	TDZE	736
	Apt Elev	742

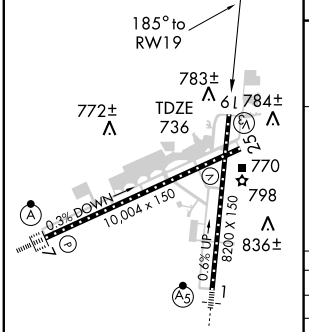
NA
ASR

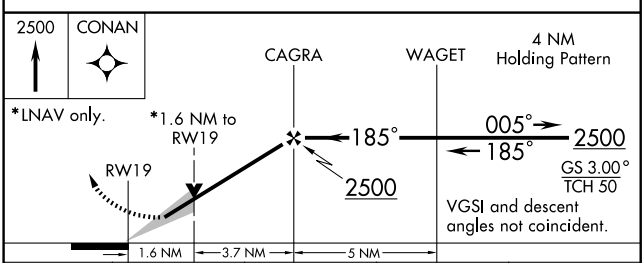
Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct CONAN WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-1 324 (400-1)			
LNAV MDA	1300-1 564 (600-1)		1300-1½ 564 (600-1½)	1300-1¾ 564 (600-1¾)
CIRCLING	1300-1 558 (600-1)		1300-1½ 558 (600-1½)	1320-2 578 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10004
246°	TDZE	735
	Apt Elev	742

RNAV (GPS) Z RWY 25

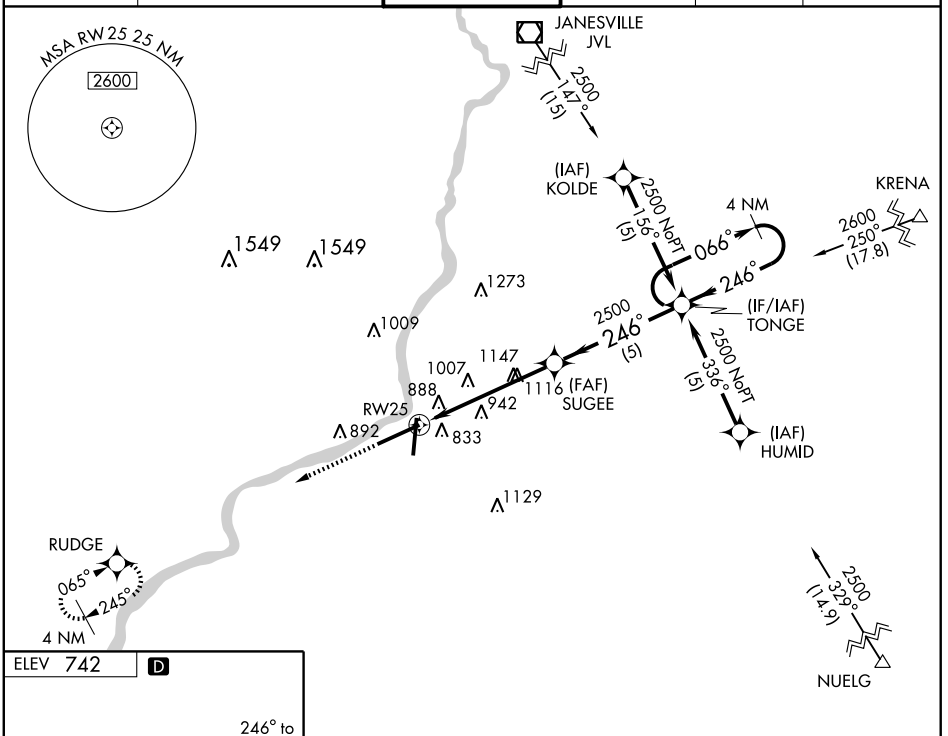
CHICAGO/ROCKFORD INTL (RFD)

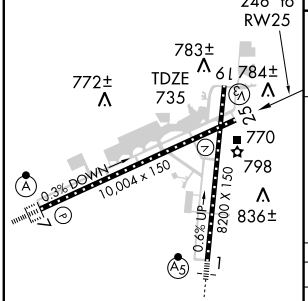
NA
ASR

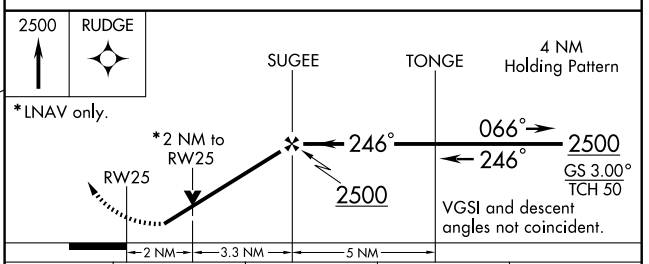
Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct RUDGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140-1½ 405 (400-1½)			
LNAV MDA	1420-1 685 (700-1)		1420-2 685 (700-2)	1420-2¼ 685 (700-2¼)
CIRCLING	1420-1½ 678 (700-1½)		1420-2 678 (700-2)	1420-2¼ 678 (700-2¼)

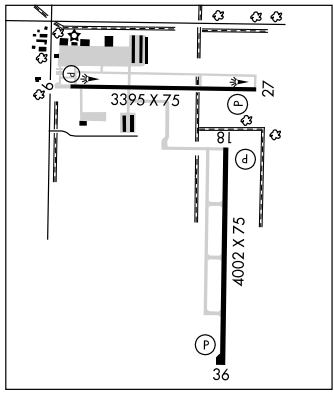
REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LANSING MUNI (IGQ) 21 S UTC−6(−5DT) N41°32.10′ W87°31.77′ CHICAGO
620 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1620(1000) NOTAM FILE IGQ L–28H, A
RWY 18–36: H4002X75 (ASPH–PFC) S–24 MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tower.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 09–27: H3395X75 (ASPH–PFC) S–12.5 MIRL
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tower.
AIRPORT REMARKS: Attended 1300–0100Z‡. Birds on and invof arpt. All pattern flying in noise sensitive area. 146′ Twr 4325′ from Rwy 27 665′ rgt of extended centerline. Rwy 09 thld was relocated; Dsplcd thld is now twy. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09–27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (708) 895–9526. Visibility unreliable.
COMMUNICATIONS: CTAF/UNICOM 122.7
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO).
Ⓡ **CHICAGO APP/DEP CON** 118.4
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 050° 2.4 NM to fld. 634/2E.
ILS/DME 109.15 I–XJX Chan 28(Y) Rwy 36. LOC only.

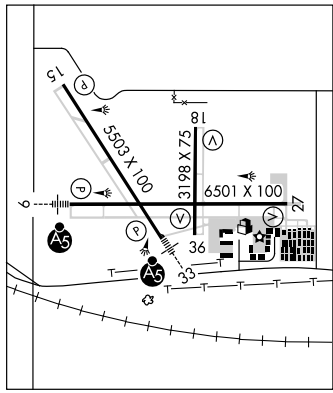


CHICAGO/AURORA

AURORA MUNI (ARR) 38 W UTC−6(−5DT) N41°46.32′ W88°28.54′ CHICAGO
712 B S4 **FUEL** 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR H–5E, L–28H, A
RWY 09–27: H6501X100 (CONC–GRVD) S–30, D–130, 2S–165 HIRL IAP, AD
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 42′.
RWY 15–33: H5503X100 (CONC–GRVD) D–130, 2S–165 HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Tree.
RWY 33: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 48′. Tree.
RWY 18–36: H3198X75 (ASPH) S–30 MIRL
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 30′. Pole.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 34′. Tree.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18–36	3450
RWY 15	09–27	3900
RWY 27	15–33	4000

AIRPORT REMARKS: Attended Mon–Sat 1100–0600Z‡, Sun 1300–0400Z‡. Rwy 18–36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15–33 and Rwy 09–27 and MIRL Rwy 18–36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 125.85 (630) 466–4024. LAWRS.
COMMUNICATIONS: CTAF 120.6 **ATIS** 125.85
UNICOM 123.5 122.95
JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)
JOLIET RCO 122.5 (KANKAKEE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.5 **CLNC DEL** 121.7 (When twr clsd)
TOWER 120.6 (1300–0300Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42′ W88°21.01′ 216° 9.1 NM to fld. 838/2E.
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 330° 15.3 NM to fld. 592/2E.
ILS 108.9 I–ARR Rwy 09.
ILS/DME 115.15 I–ROF Chan 48(Y) Rwy 33.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



CHICAGO EXECUTIVE (See CHICAGO/PROSPECT HGTS/WHEELING)

LOC I-ARR	APP CRS	Rwy Idg	6501
108.9	090°	TDZE	706
		Apt Elev	712

ILS or LOC RWY 9

CHICAGO/AURORA MUNI (ARR)

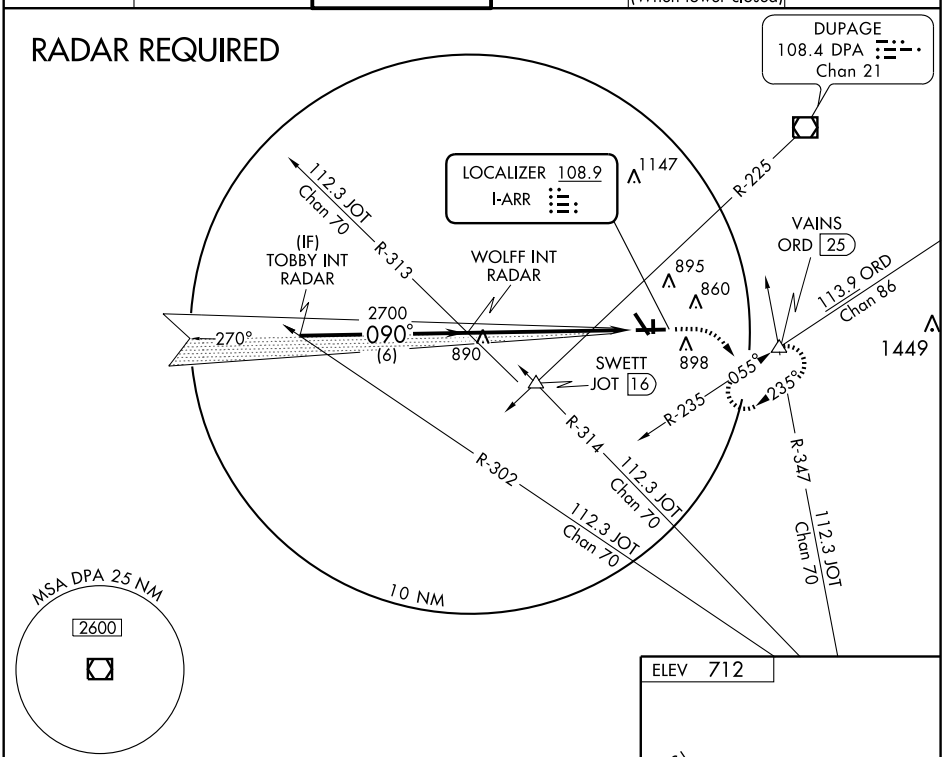
If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA/MDAs 80 feet.

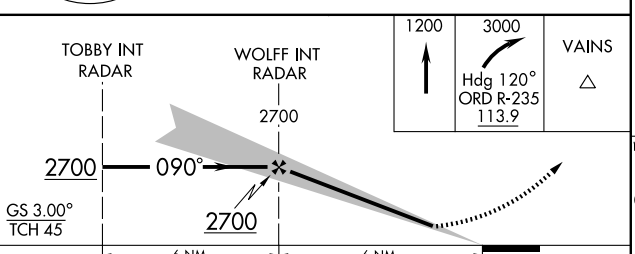
MALSR

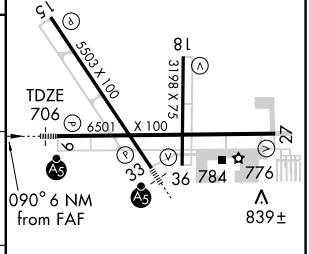
MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via heading 120° and ORD R-235 to VAINS Int/25 DME and hold, continue climb-in-hold to 3000.

ATIS	CHICAGO APP CON	AURORA TOWER ★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 9	906-½ 200 (200-½)			
S-LOC 9	1160-½ 454 (500-½)		1160-¾ 454 (500-¾)	1160-1 454 (500-1)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ROF	APP CRS	Rwy ldg	5503
111.15	328°	TDZE	706
Chan 48 (Y)		Apt Elev	712

ILS or LOC RWY 33

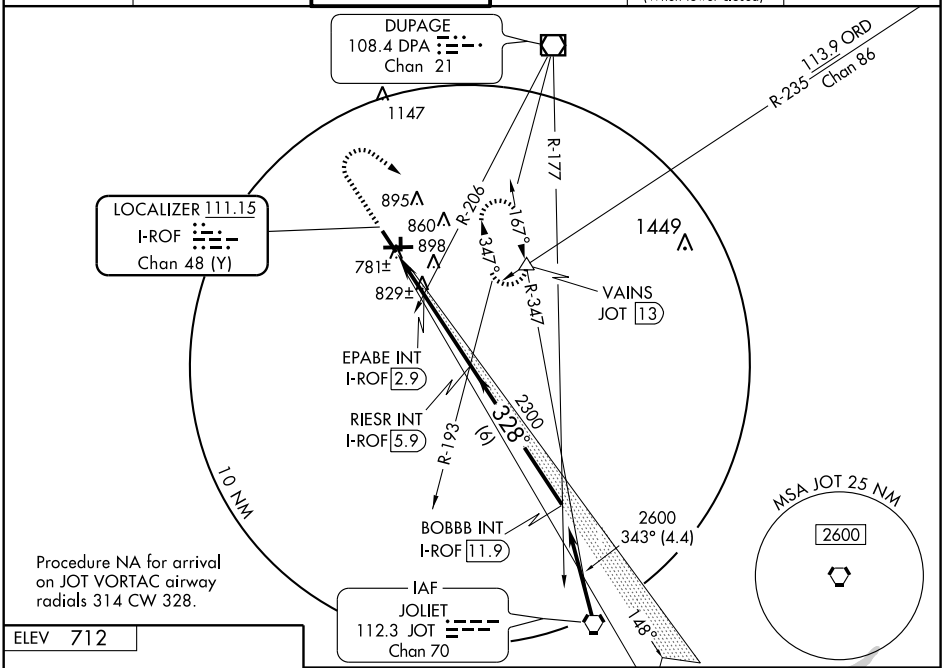
CHICAGO/AURORA MUNI (ARR)

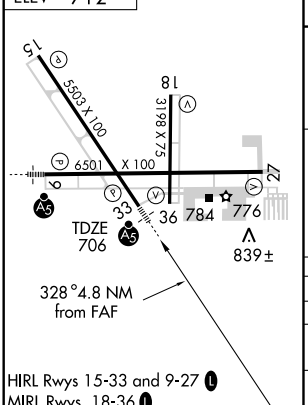
For inoperative MALSR, increase S-LOC 33 Cats A/B visibility to 1 mile, and EPABE fix minimums S-LOC 33 Cats A/B/C visibility to 1mile. Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet.

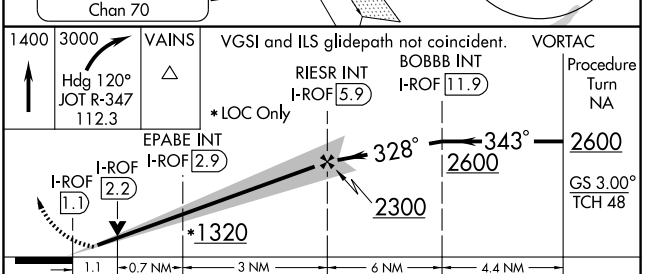
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 120° and via JOT VORTAC R-347 to VAINS INT/13 DME and hold, continue climb-in-hold to 3000.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, 33 and 36 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 33	956-¾ 250 (300-¾)			
S-LOC 33	1320-¾ 614 (700-¾)		1320-1¼ 614 (700-1¼)	1320-1½ 614 (7001½)
CIRCLING	1320-1 608 (700-1)		1320-1¾ 608 (700-1¾)	1320-2 608 (700-2)
EPABE FIX MINIMUMS				
S-LOC 33	1080-¾ 374 (400-¾)			
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

WAAS CH 45522 W09A	APP CRS 090°	Rwy Idg 6501 TDZE 706 Apt Elev 712

RNAV (GPS) RWY 9

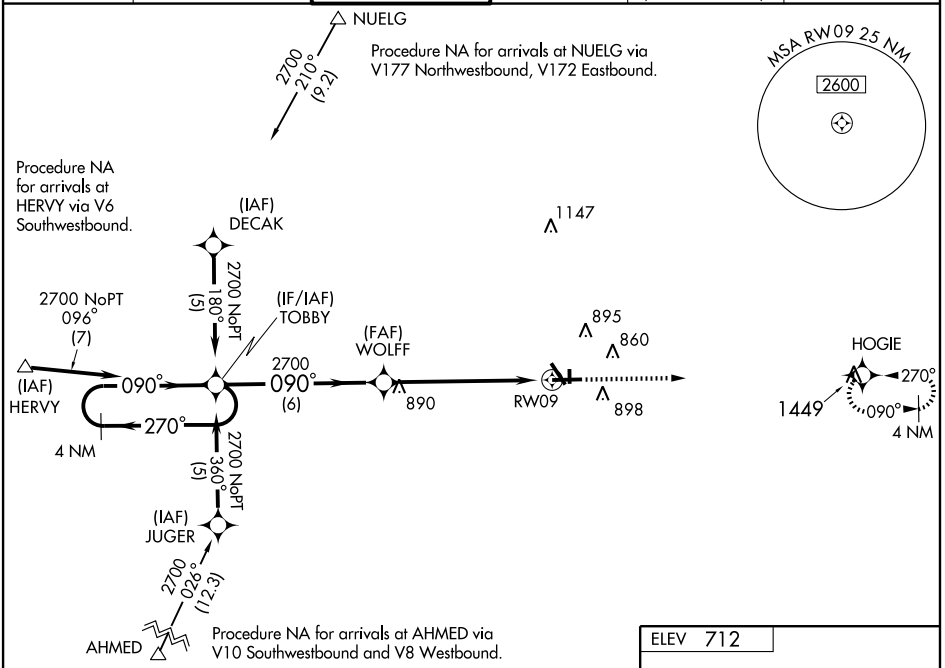
CHICAGO/AURORA MUNI (ARR)

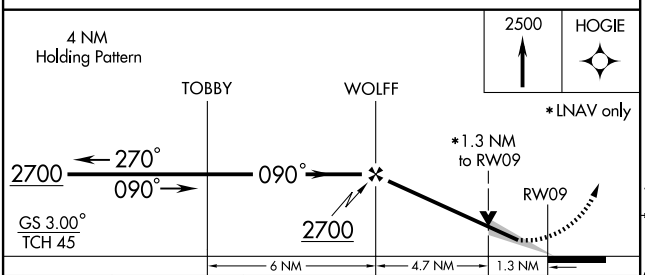
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 3/4 all Cats, and increase LNAV/VNAV Cat. D visibility to 1. If local altimeter setting not received, use Chicago O'Hare Intl. altimeter setting and increase all DA/MDAs 80 feet.
Baro-VNAV and VDP NA when using Chicago O'Hare Intl altimeter setting.

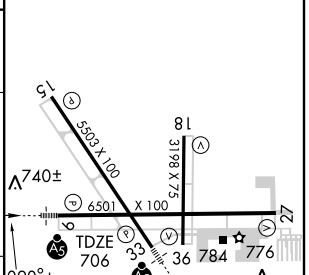
MALSR

MISSED APPROACH: Climb to 2500 direct HOGIE and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







CATEGORY	A	B	C	D
LPV DA	956-½ 250 (300-½)			
LNAV/VNAV DA	990-½ 284 (300-½)			990-¾ 284 (300-¾)
LNAV MDA	1160-½ 454 (500-½)		1160-¾ 454 (500-¾)	1160-1 454 (500-1)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

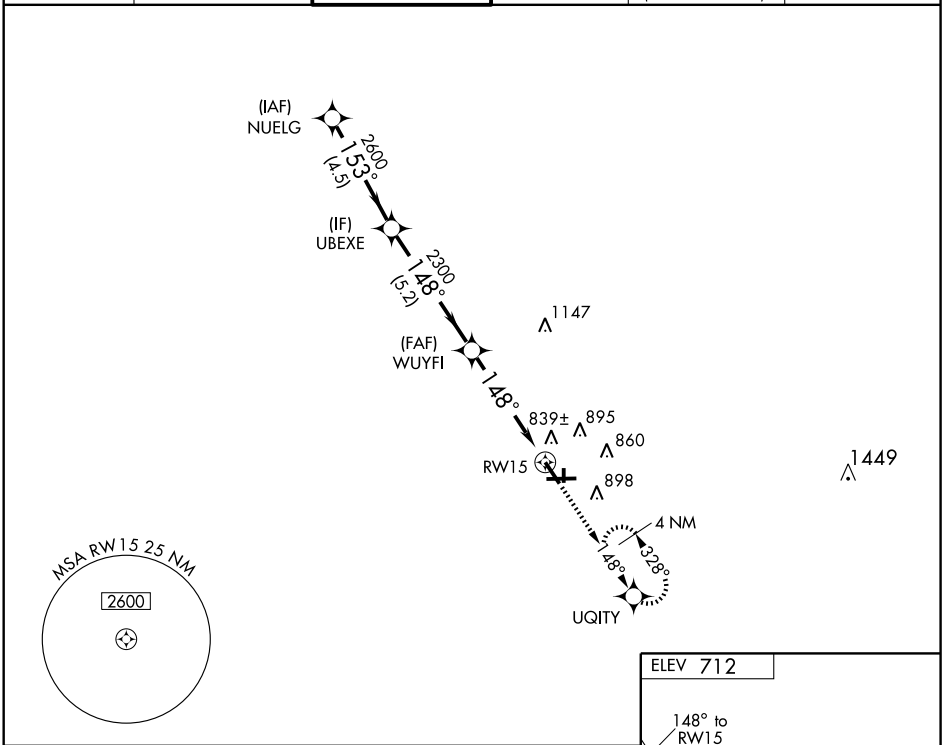
CHICAGO/AURORA MUNI (ARR)

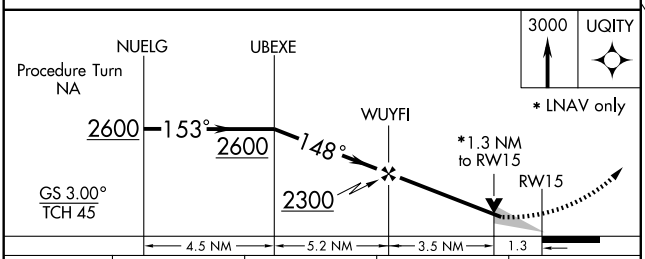
APP CRS	Rwy ldg	5503
148°	TDZE	712
	Apt Elev	712

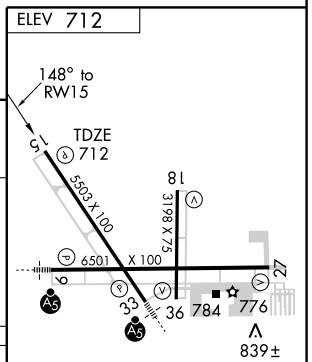
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 3000 direct UQITY WP and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1100-1¼ 388 (400-1¼)			
LNAV MDA	1180-1 468 (500-1)		1180-1¼ 468 (500-1¼)	1180-1½ 468 (500-1½)
CIRCLING	1200-1¼ 488 (500-1¼)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, 33 and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

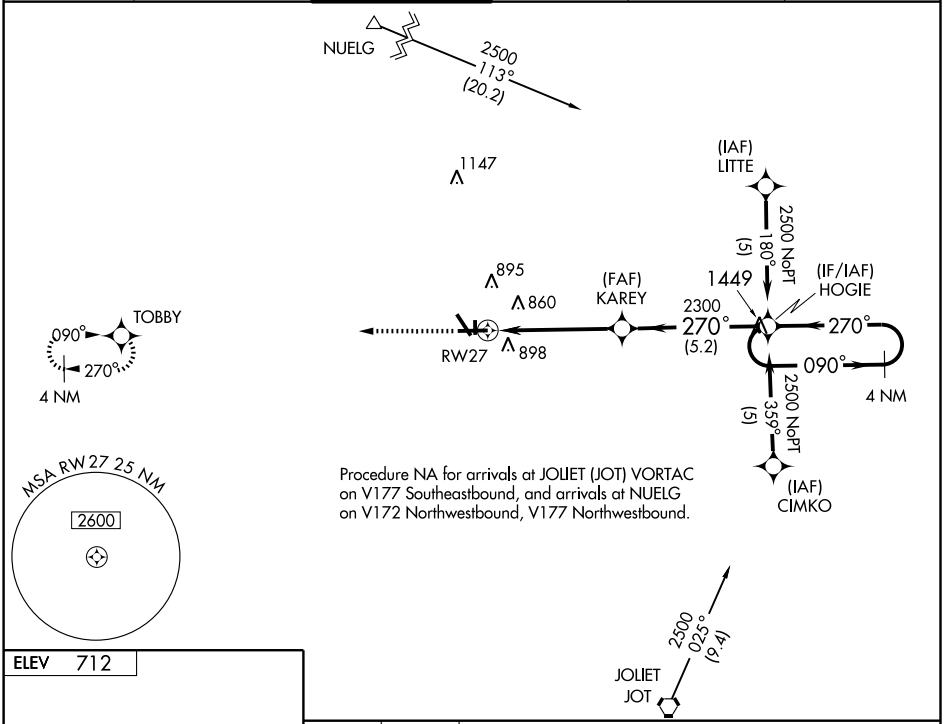
APP CRS	Rwy Idg	6501
270°	TDZE	706
	Apt Elev	712

RNAV (GPS) RWY 27
CHICAGO/AURORA MUNI (ARR)

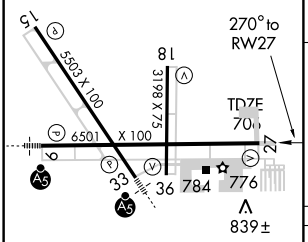
Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP -0.3 Required, DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2700 direct TOBBY WP and hold.

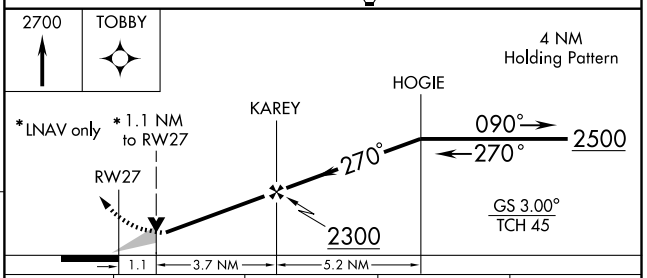
ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5



ELEV 712



MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-1½ 454 (500-1½)			
LNAV MDA	1100-1 394 (400-1)			1100-1¼ 394 (400-1¼)
CIRCLING	1200-1½ 488 (500-1½)			1280-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5503
CH 49105	328°	TDZE	706
W33A		Apt Elev	712

RNAV (GPS) RWY 33

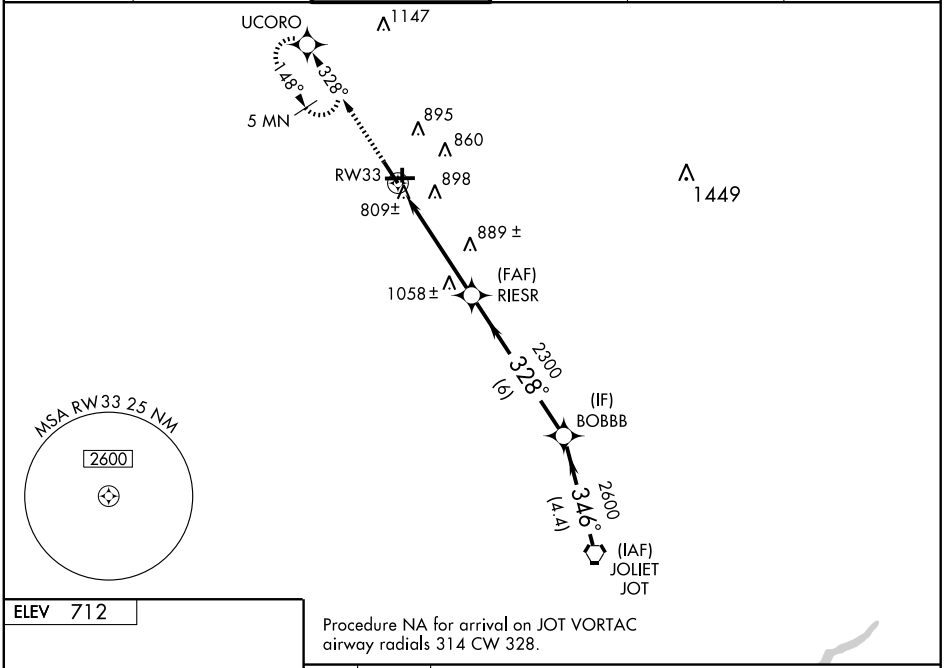
CHICAGO/AURORA MUNI (ARR)

DME/DME RNP-0.3 NA. Baro-VNAV NA when using Chicago O'Hare Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet. For inoperative MALSR, increase LPV visibility to 1 mile all Cats, LNAV Cats A/B visibility to 1 mile.

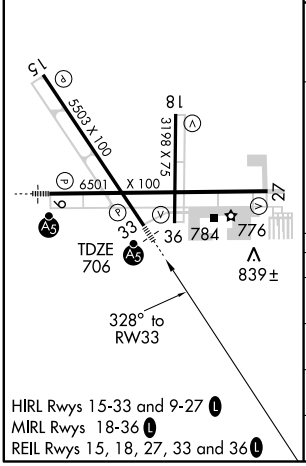
MALSR

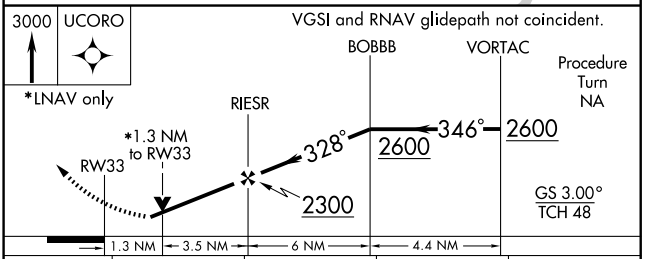
MISSED APPROACH: Climb to 3000 direct UCORO and hold, continue climb-in-hold to 3000.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5



Procedure NA for arrival on JOT VORTAC airway radials 314 CW 328.





CATEGORY	A	B	C	D
LPV DA	1042-¾ 336 (400-¾)			
LNAV/VNAV DA	1194-1¼ 488 (500-1¼)			
LNAV MDA	1140-¾ 434 (500-¾)			1140-1 434 (500-1)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

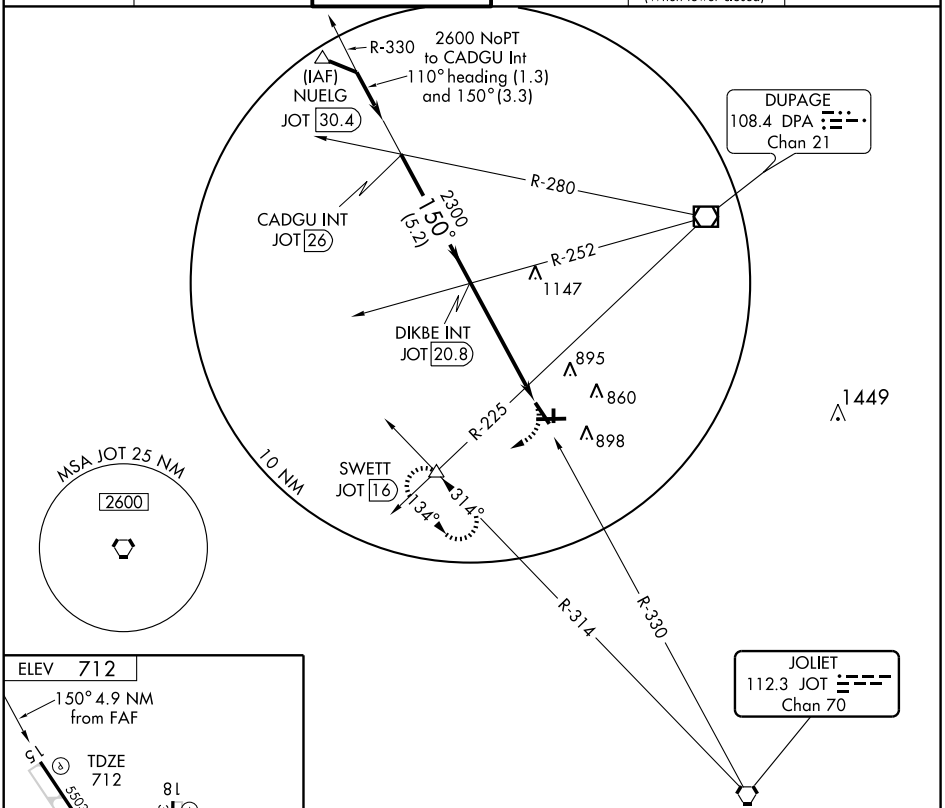
VORTAC JOT 112.3 Chan 70	APP CRS 150°	Rwy Idg 5503 TDZE 712 Apt Elev 712

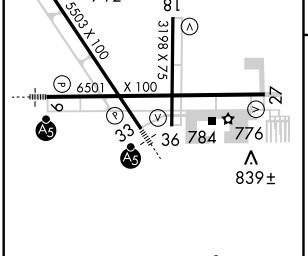
VOR RWY 15

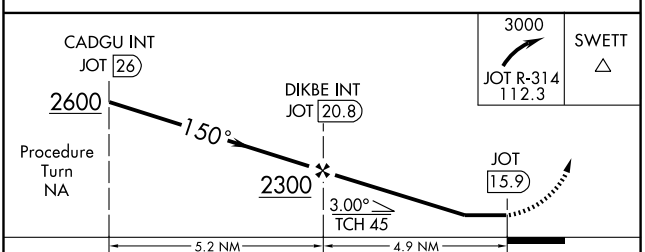
CHICAGO/AURORA MUNI (ARR)

MISSED APPROACH: Climbing right turn to 3000 via JOT R-314 to SWETT Int and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, 33 and 36 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-15	1300-1 588 (600-1)		1300-1½ 588 (600-1½)	1300-1¾ 588 (600-1¾)
CIRCLING	1300-1 588 (600-1)		1300-1½ 588 (600-1½)	1300-2 588 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC JOT	APP CRS	Rwy Idg 5503
112.3	330°	TDZE 706
Chan 70		Apt Elev 712

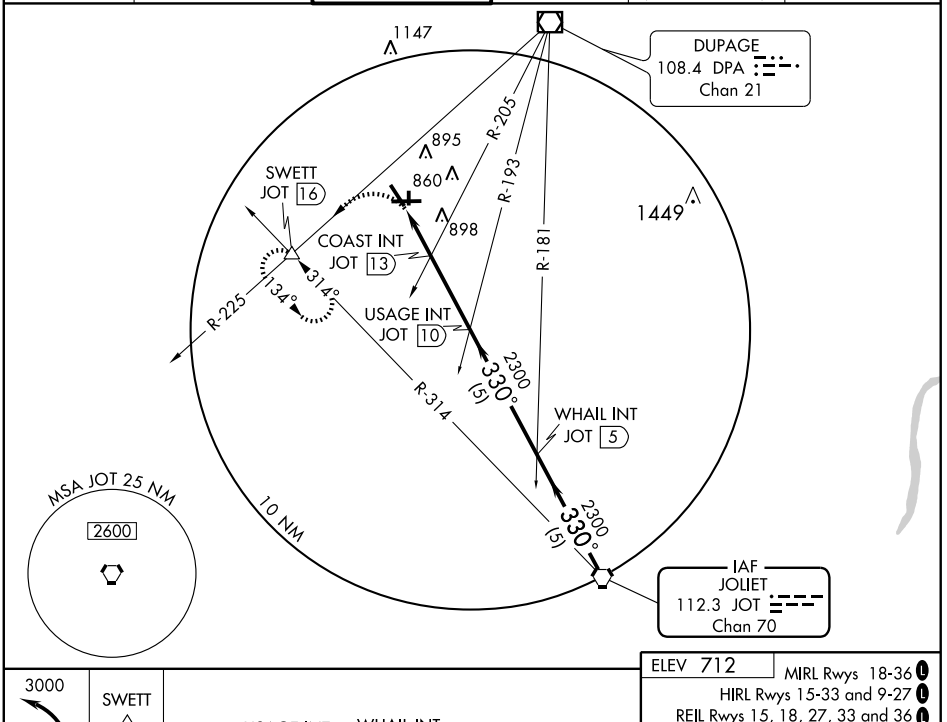
VOR RWY 33

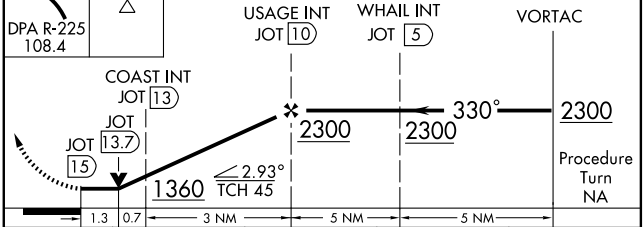
CHICAGO/AURORA MUNI (ARR)

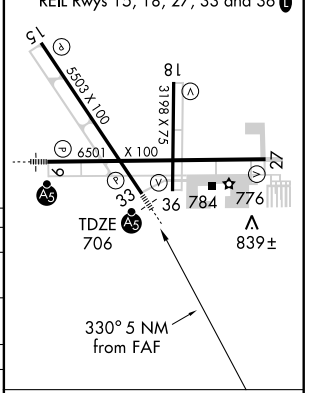
MALSR

MISSED APPROACH: Climbing left turn to 3000 via DPA R-225 to SWETT Int and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







CATEGORY	A	B	C	D
S-33	1360-1 654 (700-1)		1360-1¾ 654 (700-1¾)	1360-2 654 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1¾ 648 (700-1¾)	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-33	1160-1 454 (500-1)		1160-1¼ 454 (500-1¼)	1160-1½ 454 (500-1½)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

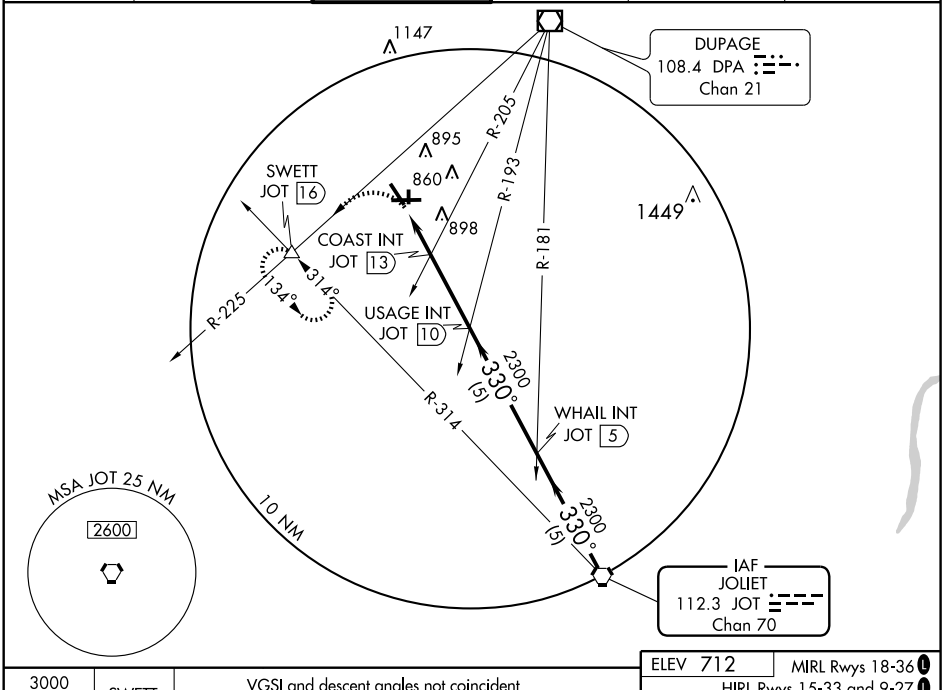
VORTAC JOT 112.3 Chan 70	APP CRS 330°	Rwy Idg 3198 TDZE 702 Apt Elev 712

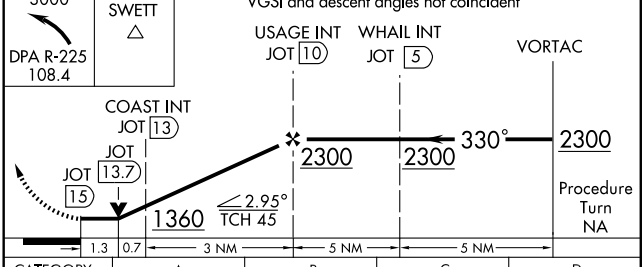
VOR RWY 36

CHICAGO/ AURORA MUNI (ARR)

MISSED APPROACH: Climbing left turn to 3000 via DPA R-225 to SWETT Int and hold.

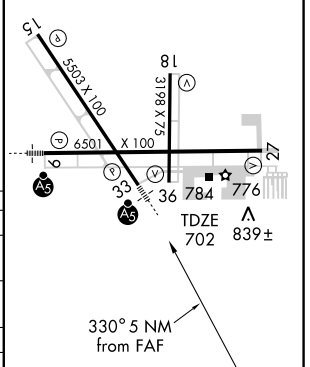
ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5





CATEGORY	A	B	C	D
S-36	1360-1 658 (700-1)		1360-1¾ 658 (700-1¾)	1360-2 658 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1¾ 648 (700-1¾)	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-36	1160-1 458 (500-1)		1160-1¼ 458 (500-1¼)	1160-1½ 458 (500-1½)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

ELEV 712
MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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CHICAGO HEIGHTS N41°30.60′ W87°34.29′ NOTAM FILE IKK.

CHICAGO
L–28H, A

(L) VORTAC 114.2 CGT Chan 89 050° 2.4 NM to Lansing Muni. 634/2E.

DME unusable:

050°–070° byd 20 NM blo 4000′
110°–145° byd 20 NM blo 4000′
145°–150° byd 20 NM blo 4000′
150°–225° byd 20 NM blo 4000′
225°–280° byd 20 NM blo 4000′

RCO 122.1R 114.2T (KANKAKEE RADIO)

CHICAGO/LAKE IN THE HILLS

LAKE IN THE HILLS (3CK) 38 NW UTC−6(−5DT) N42°12.41′ W88°19.38′

CHICAGO
COPTER
L–28H, A
IAP

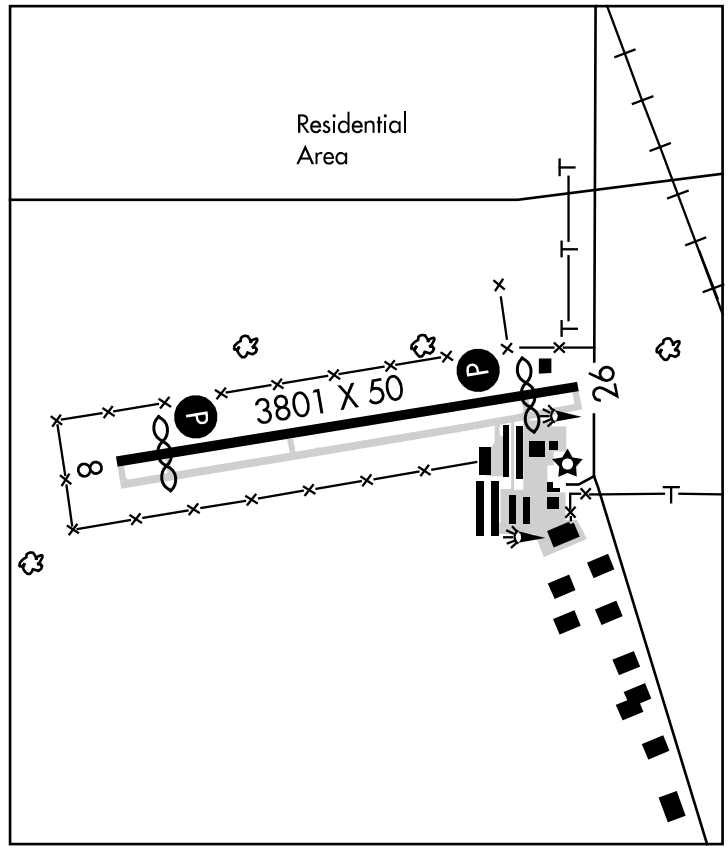
888 B S4 **FUEL** 100LL, JET A TPA—1888(1000) NOTAM FILE IKK

RWY 08–26: H3801X50 (ASPH) MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 361′. Trees.

RWY 26: PAPI(P2R)—GA 3.0° TCH 20′. Thld dsplcd 383′.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Numerous deer invof Rwy 08–26. Numerous geese invof arpt. Acft with wingspan greater than 56′ cannot use parallel twy. Acft with wingspan greater than 45.5′ cannot use parallel twy E of Twy Bravo. ACTIVATE REIL Rwy 08. PAPI Rwy 08 and Rwy 26—122.75.



COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **CHICAGO APP/DEP CON** 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 269° 16.6 NM to fld. 758/2W.

COMM/NAV/WEATHER REMARKS: For VFR wx advisory 5 clicks CTAF. Phone 815–444–1729. Wind speed and direction info broadcast on Unicom is inaccurate.

CHICAGO MEIGS N41°51.52′ W87°36.50′

CHICAGO
COPTER
L–28H, A

RCO 122.15 (KANKAKEE RADIO)

RNAV (GPS) RWY 8

CHICAGO/LAKE IN THE HILLS/ LAKE IN THE HILLS (3CK)

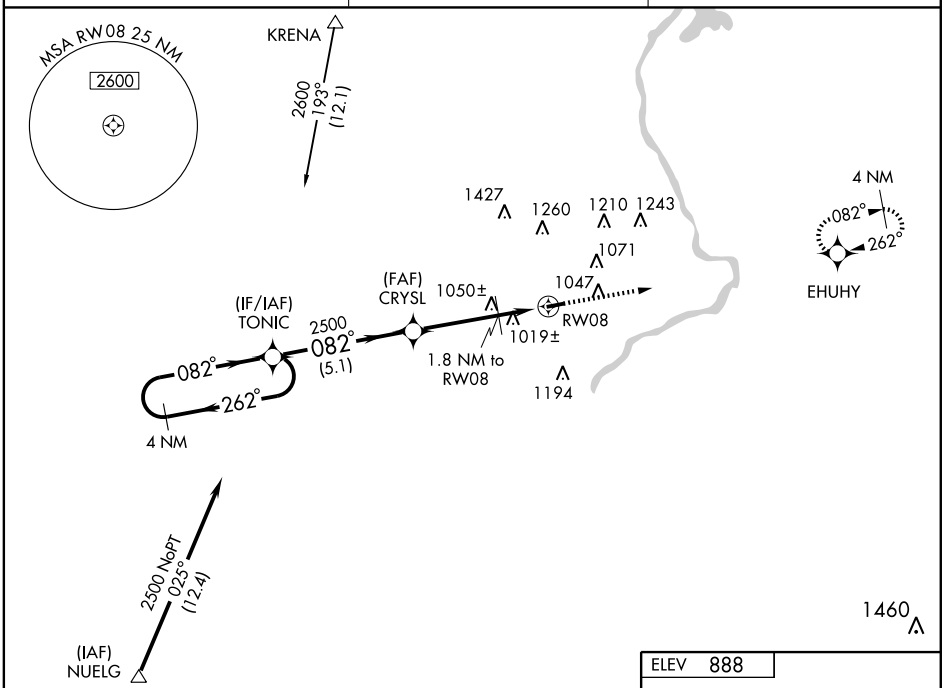
APP CRS	Rwy Idg	3440
082°	TDZE	887
	Apt Elev	888

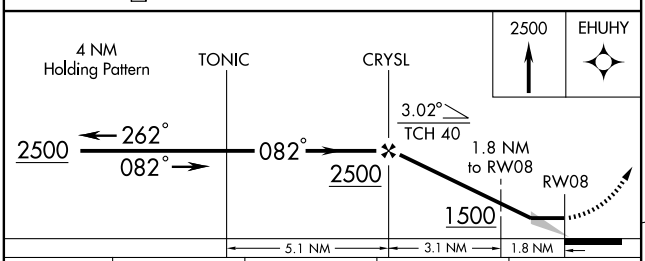
NA

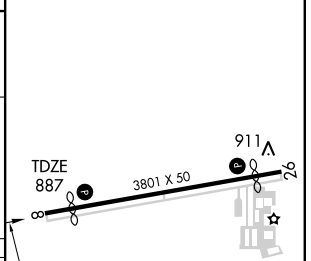
Obtain local altimeter setting on CTAF; when not received, use Chicago Du Page altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct EHUHY WP and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 392 (400-1)			NA
CIRCLING	1380-1 492 (500-1)		1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1 452 (500-1)		1340-1¼ 452 (500-1¼)	NA
CIRCLING	1460-1 572 (600-1)		1460-1½ 572 (600-1½)	NA

REIL Rwy 8 L
MIRL Rwy 8-26

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RNAV (GPS) RWY 26

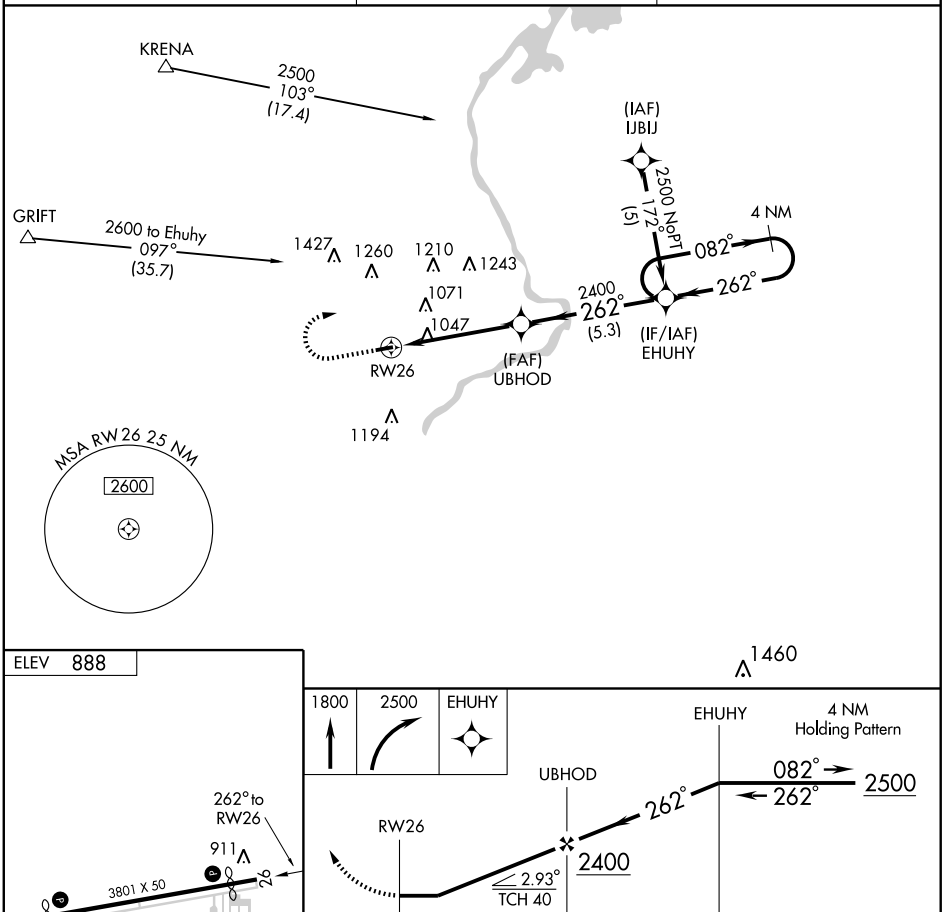
CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

APP CRS	Rwy Idg	3418
262°	TDZE	887
	Apt Elev	888

NA — Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

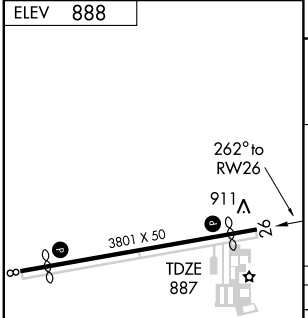
MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct EHUHY WP and hold.

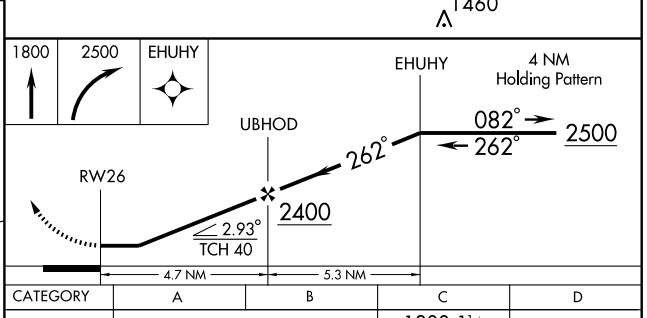
CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L



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EC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	1300-1 412 (500-1)		1300-1¼ 412 (500-1¼)	NA
CIRCLING	1380-1 492 (500-1)		1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
LNAV MDA	1360-1 472 (500-1)		1360-1¼ 472 (500-1¼)	NA
CIRCLING	1460-1 572 (600-1)		1460-1½ 572 (600-1½)	NA

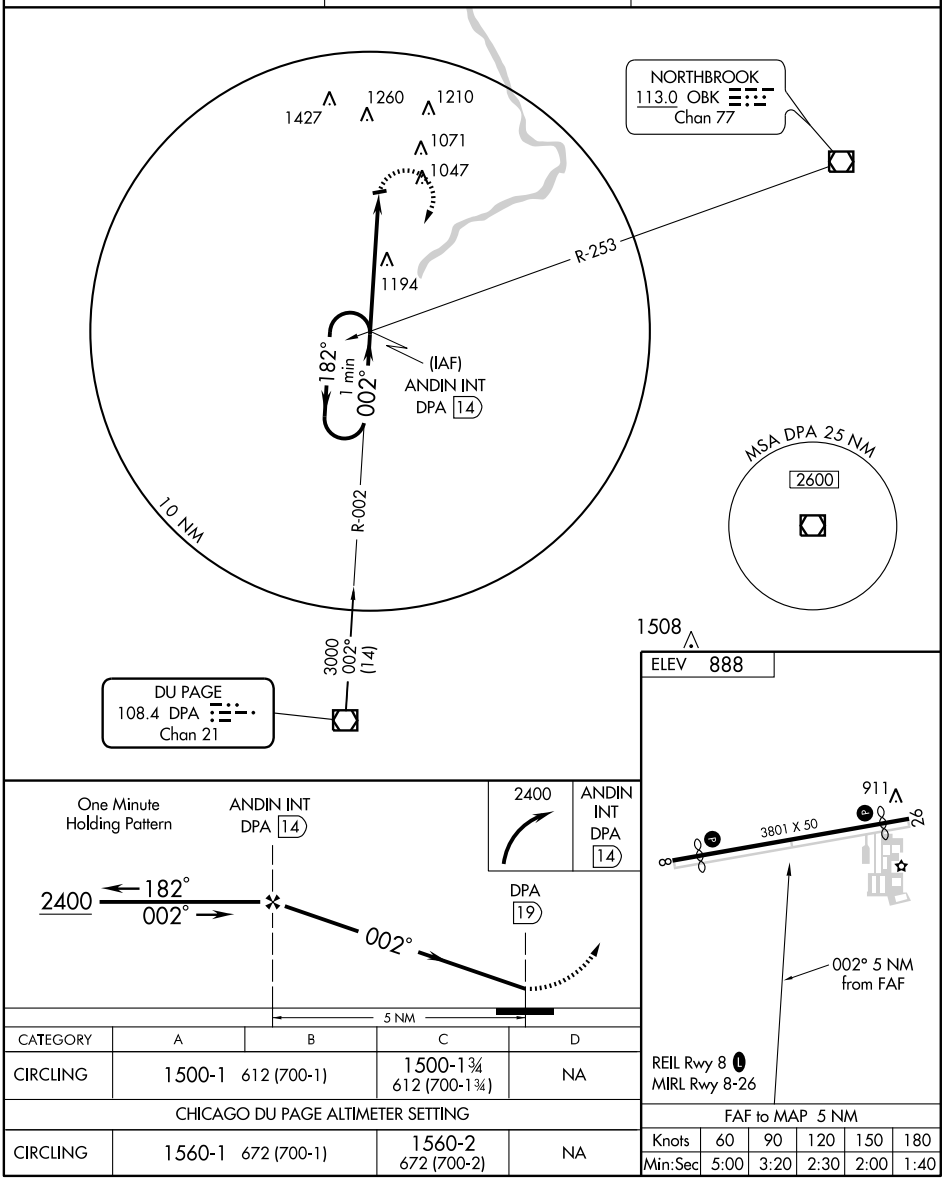
VOR/DME DPA	APP CRS	Rwy Idg	N/A
108.4 Chan 21	002°	TDZE	N/A
		Apt Elev	888

VOR-A

CHICAGO/LAKE IN THE HILLS / LAKE IN THE HILLS (3CK)

NA	Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.	MISSED APPROACH: Climbing right turn to 2400 direct ANDIN Int and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L



CATEGORY	A	B	C	D
CIRCLING	1500-1 612 (700-1)		1500-1¾ 612 (700-1¾)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
CIRCLING	1560-1 672 (700-1)		1560-2 672 (700-2)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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VORTAC OBK	APP CRS	Rwy Idg	3418
113.0	269°	TDZE	887
Chan 77		Apt Elev	888

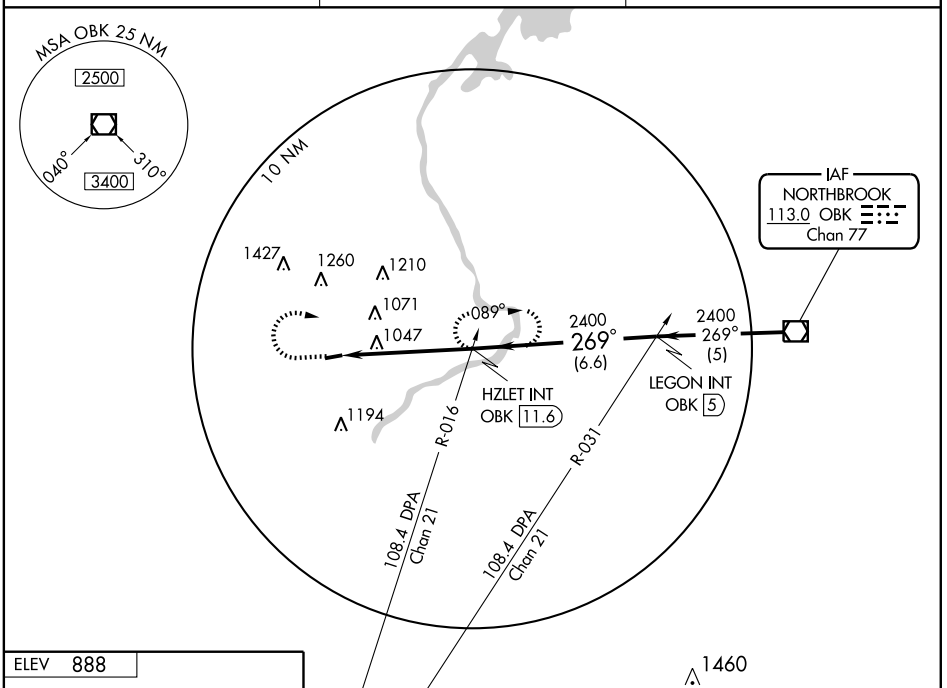
VOR RWY 26

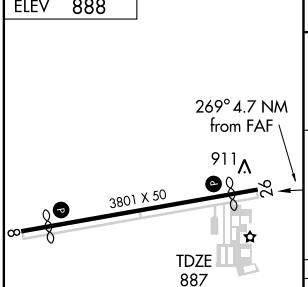
CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

NA — Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 via OBK R-269 to HZLET Int/11.6 DME and hold.

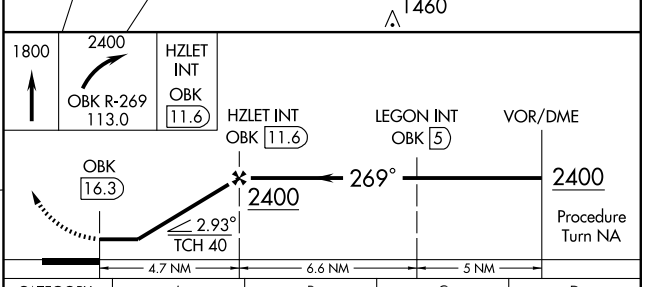
CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L





REIL Rwy 8 L
MIRL Rwy 8-26

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

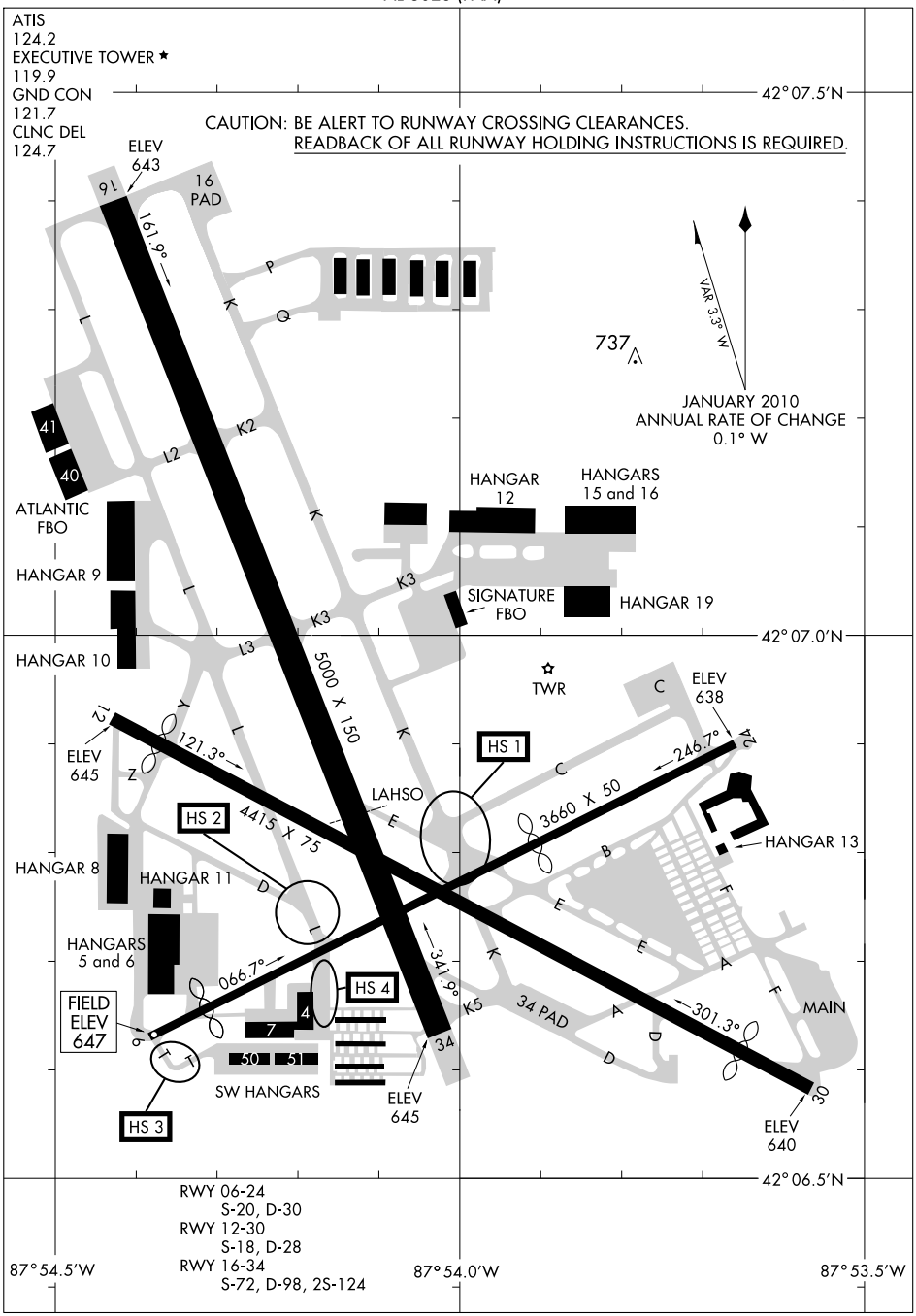


CATEGORY	A	B	C	D
S-26	1380-1 492 (500-1)		1380-1¼ 492 (500-1¼)	NA
CIRCLING	1380-1 492 (500-1)		1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
S-26	1440-1 552 (600-1)		1440-1½ 552 (600-1½)	NA
CIRCLING	1460-1 572 (600-1)		1460-1½ 572 (600-1½)	NA

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AIRPORT DIAGRAM

EC-3, 21 OCT 2010 to 18 NOV 2010



CHICAGO/PROSPECT HEIGHTS/WHEELING

CHICAGO EXECUTIVE (PWK) 18 NW UTC−6(−5DT) N42°06.86′ W87°54.09′ CHICAGO

647 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks LRA NOTAM FILE PWK **COPTER**

RWY 16–34: H5000X150 (ASPH–GRVD) S–72, D–98, 2S–124 HIRL **H–5E, L–28H, A**

RWY 16: LDIN (NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 49′. Bldg. **IAP, AD**

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.

RWY 12–30: H4415X75 (ASPH–GRVD) S–18, D–28 HIRL

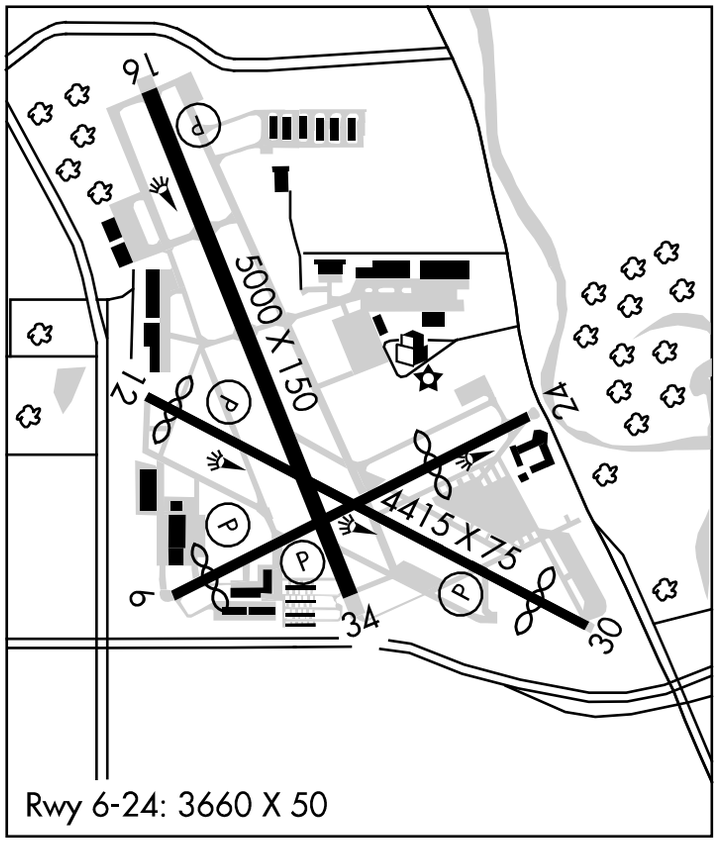
RWY 12: PAPI(P4L)—GA 3.0° TCH 42′. Thld dsplcd 296′. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 43′. Thld dsplcd 433′. Road. Rgt tfc.

RWY 06–24: H3660X50 (ASPH) S–20, D–30 HIRL

RWY 06: PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 354′. Pole.

RWY 24: Thld dsplcd 1251′. Tree. Rgt tfc.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 16	12–30	3623

AIRPORT REMARKS: Attended continuously. Migratory birds on and invof arpt. Rwy 16 LDIN NSTD due to spacing. ACTIVATE HIRL Rwy 16–34, Rwy 06–24, Rwy 12–30, LDIN lights Rwy 16, REIL Rwy 16 and Rwy 34—CTAF. Twy Z closed indef. Noise abatement procedures: When holding at the Rwy 16 pad align acft at 315°; for Rwy 34 pad align acft at 190° while waiting tkf. While awaiting tkf in the Rwy 16–34 pads, tail acft toward center of arpt for noise abatement. TPA—For piston acft 1647(1000) and for jets 2147(1500). Noise sensitive neighbors N and S of arpt. US customs users fee. For customs clnc 2 hrs minimum advance notice req Mon–Fri 1800–0200Z‡ and not later than 2200Z‡ Fri for weekend arrivals. Ctc customs at 800–323–7887 extension 333 or 708–537–1200 extension 333. NOTE: See Special Notices—Cabaa Visual Departure Chicago Executive Airport.

WEATHER DATA SOURCES: ASOS (847) 465–0291.

COMMUNICATIONS: CTAF 119.9 **ATIS** 124.2 **UNICOM** 122.95

Ⓡ **CHICAGO APP/DEP CON** 120.55 125.0

EXECUTIVE TOWER 119.9 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–0400Z‡) **GND CON** 121.7

CLNC DEL 124.7 (By CHICAGO APP CON on 124.7 when twr is clsd.)

AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡ Sat–Sun 1300–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 163° 6.8 NM to fld. 758/2W.

ILS 111.9 I–PWK Rwy 16.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

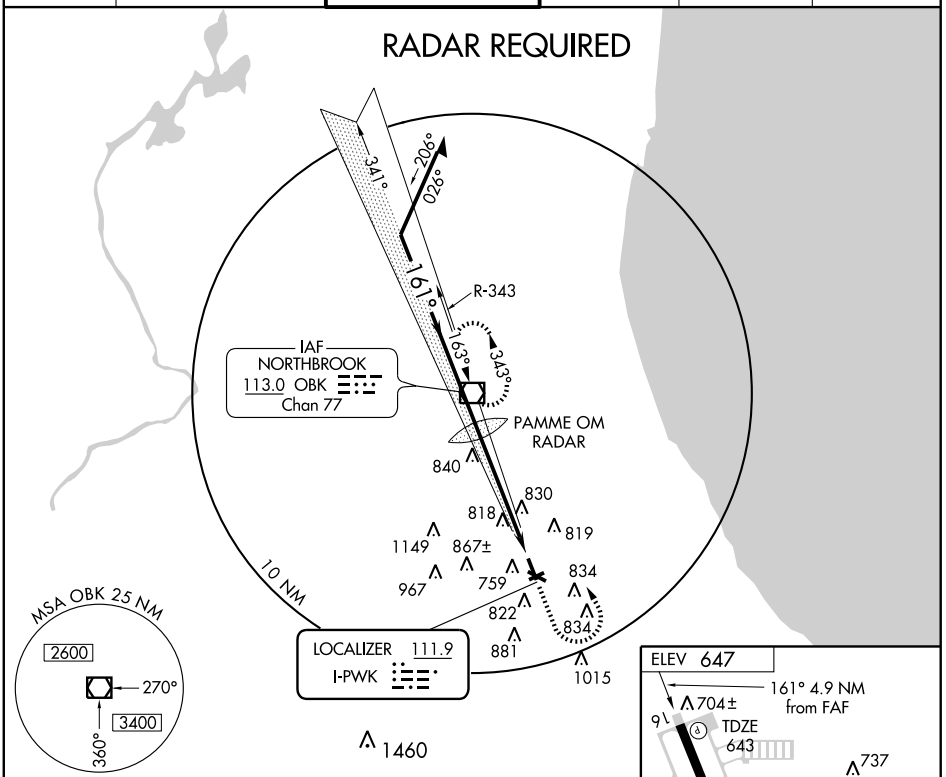
LOC I-PWK	APP CRS	Rwy Idg	5000
111.9	161°	TDZE	643
		Apt Elev	647

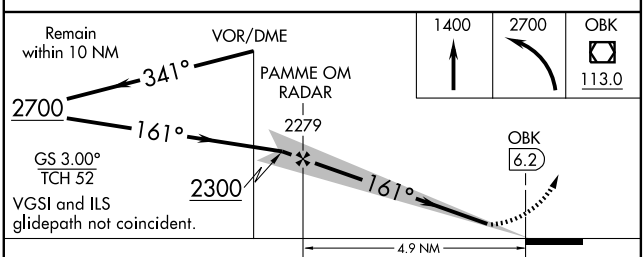
ILS or LOC RWY 16
CHICAGO EXECUTIVE (PWK)

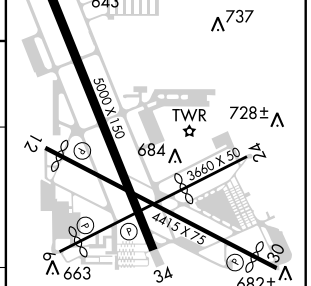
If local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting and increase all DAs 22 feet, and all visibilities ¼ mile; increase all MDAs 40 feet, and S-LOC Cat C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) L	121.7	124.7	122.95







CATEGORY	A	B	C	D
S-ILS 16	893-¾ 250 (300-¾)			
S-LOC 16	1140-1 497 (500-1)		1140-1¼ 497 (500-1¼)	1140-1½ 497 (500-1½)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

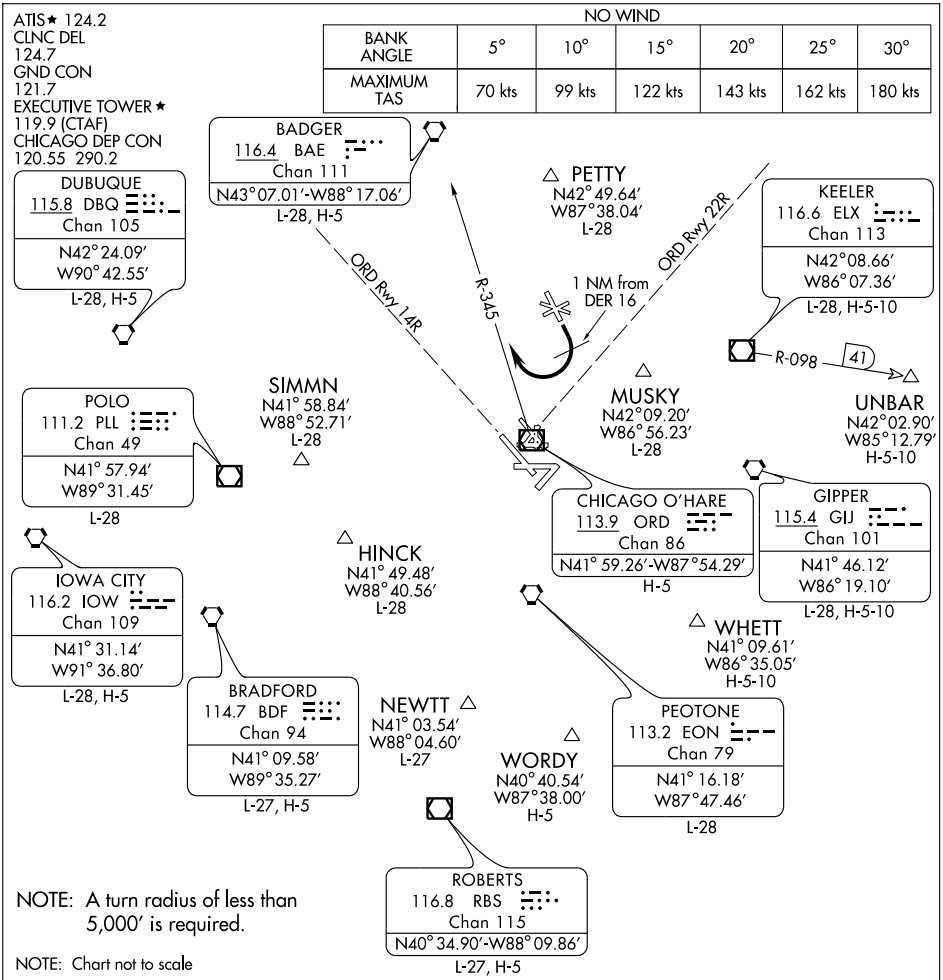
(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

PAL-WAUKEE TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate navaid/fix; maintain 3000 feet or assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engine or five minutes for piston engines) after departure.

TAKE-OFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading east of R-345 of the ORD VOR/DME. This will insure separation from the runway 14R final approach course at O'Hare Intl. If unable to comply, advise Executive Tower prior to take-off.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

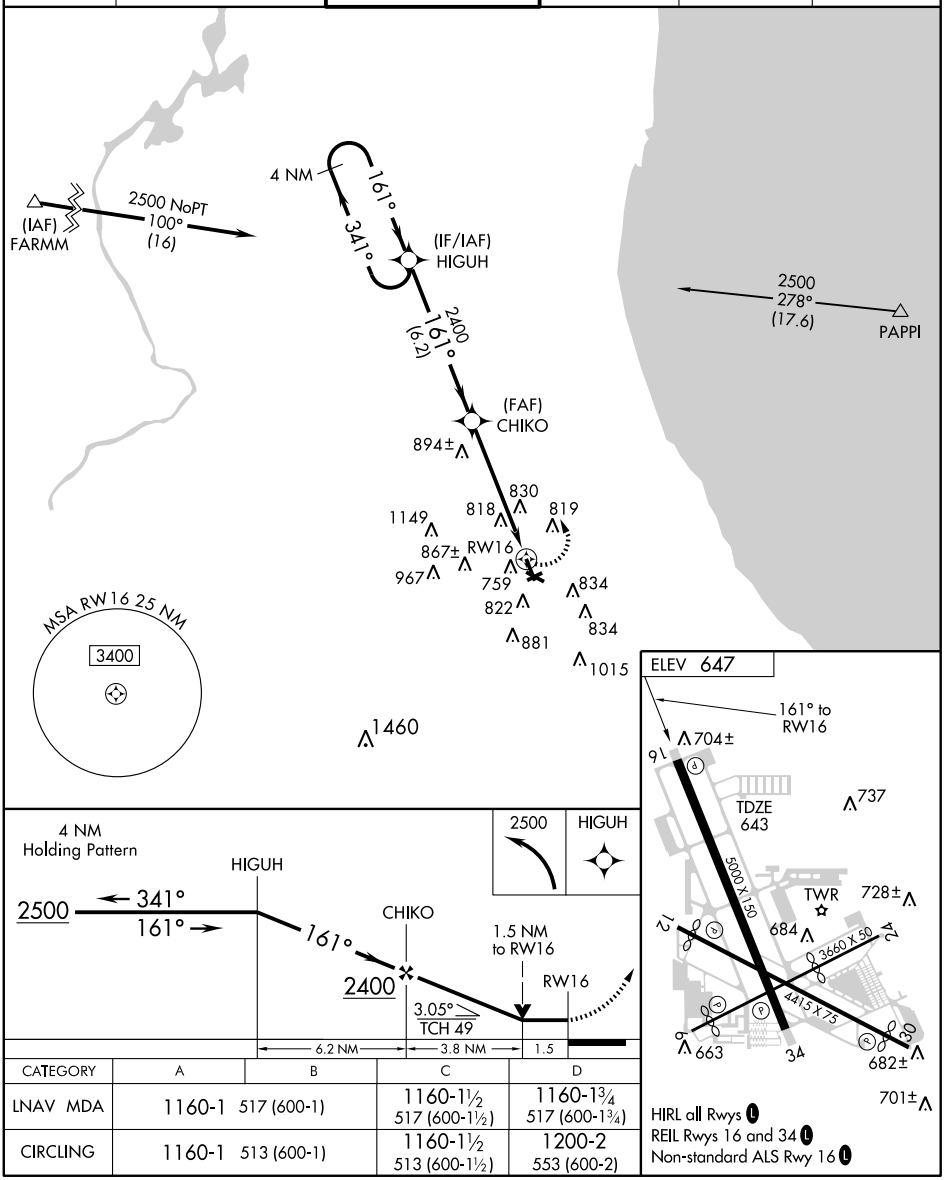
CHICAGO EXECUTIVE (PWK)

APP CRS	Rwy Idg	5000
161°	TDZE	643
	Apt Elev	647

If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct HIGUH and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) L	121.7	124.7	122.95



CATEGORY	A	B	C	D
LNAV MDA	1160-1	517 (600-1)	1160-1½ 517 (600-1½)	1160-1¾ 517 (600-1¾)
CIRCLING	1160-1	513 (600-1)	1160-1½ 513 (600-1½)	1200-2 553 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

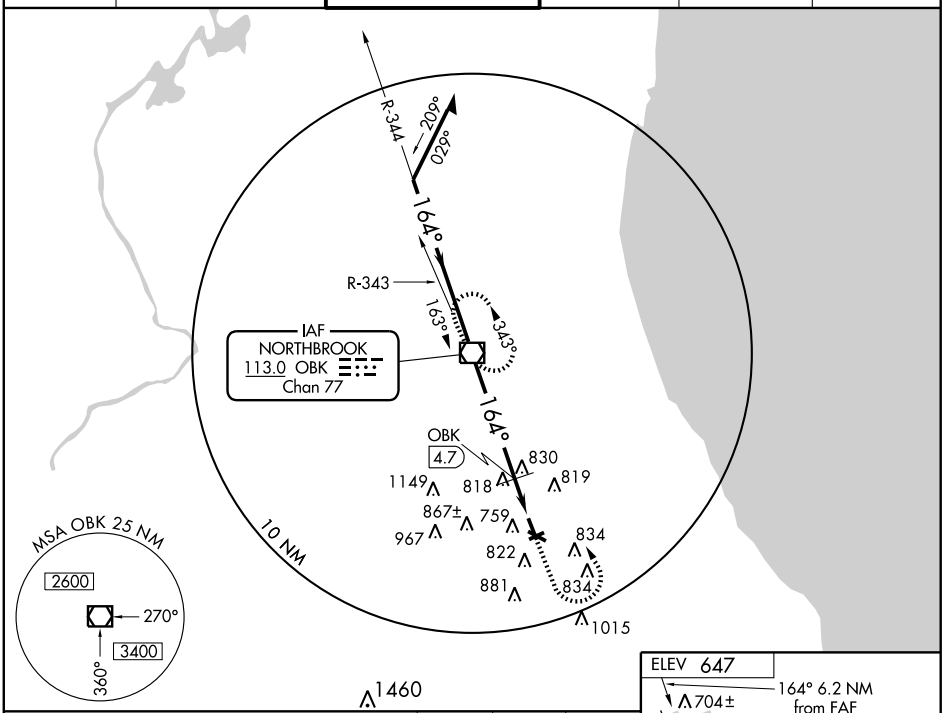
VOR/DME OBK	APP CRS	Rwy Idg	5000
113.0	164°	TDZE	643
Chan 77		Apt Elev	647

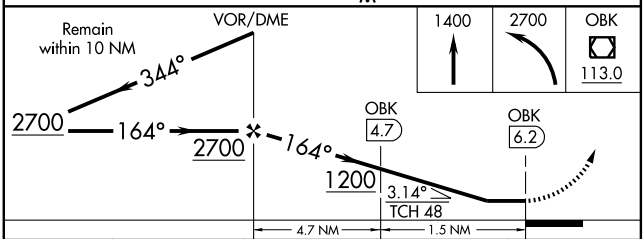
VOR RWY 16

CHICAGO EXECUTIVE (PWK)

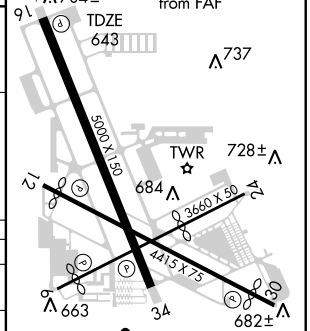
MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) L	121.7	124.7	122.95





CATEGORY	A	B	C	D
S-16	1200-1	557 (600-1)	1200-1½ 557 (600-1½)	1200-1¾ 557 (600-1¾)
CIRCLING	1200-1	553 (600-1)	1200-1½ 553 (600-1½)	1200-2 553 (600-2)
DME MINIMUMS				
S-16	1080-1	437 (500-1)	1080-1¼ 437 (500-1¼)	1080-1½ 437 (500-1½)
CIRCLING	1140-1	493 (500-1)	1140-1½ 493 (500-1½)	1200-2 553 (600-2)



HIRL all Rwys L
REIL Rwys 16 and 34 L
Non-standard ALS Rwy 16 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

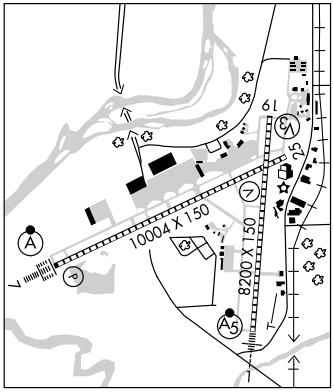
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO/ROCKFORD INTL (RFD) 68 NW UTC−6(−5DT) N42°11.72′ W89°05.83′

CHICAGO
H–5D, L–28H
IAP, AD

742 B S4 **FUEL** 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks
NOTAM FILE RFD

RWY 07–25: H10004X150 (ASPH–CONC–GRVD) S–100, D–190 2D–360, 2D/2D2–850 HIRL CL
RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68′. Trees. 0.3% down.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37′. Tree.
RWY 01–19: H8200X150 (ASPH–GRVD) S–100, D–210 2D–390, 2D/2D2–850 HIRL CL
RWY 01: MALSR. TDZL. Road. 0.6% up.
RWY 19: REIL. VASI(V6L)—Upper GA 3.25° TCH 90′. Lower GA 3.0° TCH 50′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07–25	6000
RWY 07	01–19	8800

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–8199 TODA–8199 ASDA–8199 LDA–8199
RWY 19: TORA–8199 TODA–8199 ASDA–8099 LDA–8099

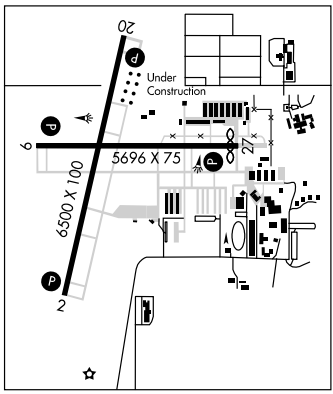
AIRPORT REMARKS: Attended continuously. Birds and Deer on and invof arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815–969–4011. US customs office rqr 2 hr advance notice during business hrs Mon–Fri 1430–2300Z‡. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z‡ Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.
WEATHER DATA SOURCES: ASOS (815) 399–0627.
COMMUNICATIONS: ATIS 127.6 **UNICOM** 122.95
ROCKFORD RCO 122.65 (KANKAKEE RADIO)
Ⓡ **ROCKFORD APP/DEP CON** 126.0 (West) 121.0 (East)
ROCKFORD TOWER 118.3 **CLNC DEL** 119.25 **GND CON** 121.9
TRSA svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NZTAM FILE RFD.
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53′ W89°11.96′ 111° 4.9 NM to fld. 868/1E.
GILMY NDB (LOM) 275 RF N42°06.86′ W89°05.92′ 001° 4.9 NM to fld.
ILS/DME 109.3 I–RFD Chan 30 Rwy 01. Class IE. LOM GILMY NDB.
ILS 109.55 I–UDY Rwy 07. Class IIIE.
ASR

CHICAGO/ROMEOVILLE

LEWIS UNIVERSITY (LOT) 20 SW UTC−6(−5DT) N41°36.49′ W88°05.77′

CHICAGO
COPTER
H–5E, L–28H, A
IAP

679 B S4 **FUEL** 100LL, JET A NOTAM FILE LOT
RWY 02–20: H6500X100 (CONC–GRVD) D–99 MIRL 0.3% up S
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 20: REIL. PAPI(P4L)—GA 3.2° TCH 40′.
RWY 09–27: H5696X75 (ASPH–PFC) MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41′.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 196′. Tree.



AIRPORT REMARKS: Attended 1300–0300Z‡. Twy A clsd indef. N parking ramp clsd to all multi engine acft. Birds on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 02–20 and Rwy 09–27 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy 02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (815) 588–4802.
COMMUNICATIONS: CTAF/UNICOM 122.8
JOLIET RCO 122.5 122.1R 112.3T (KANKAKEE RADIO).
Ⓡ **CHICAGO APP/DEP CON** 119.35
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 068° 10.7 NM to fld. 592/2E.
ILS/DME 111.95 I–LOT Chan 56Y Rwy 09. LOC only.
ILS/DME 108.55 I–JQH Chan 22Y Rwy 02. LOC only.

LOC/DME I-LOT	APP CRS	Rwy Idg	5696
111.95	090°	TDZE	673
Chan 56 (Y)		Apt Elev	679

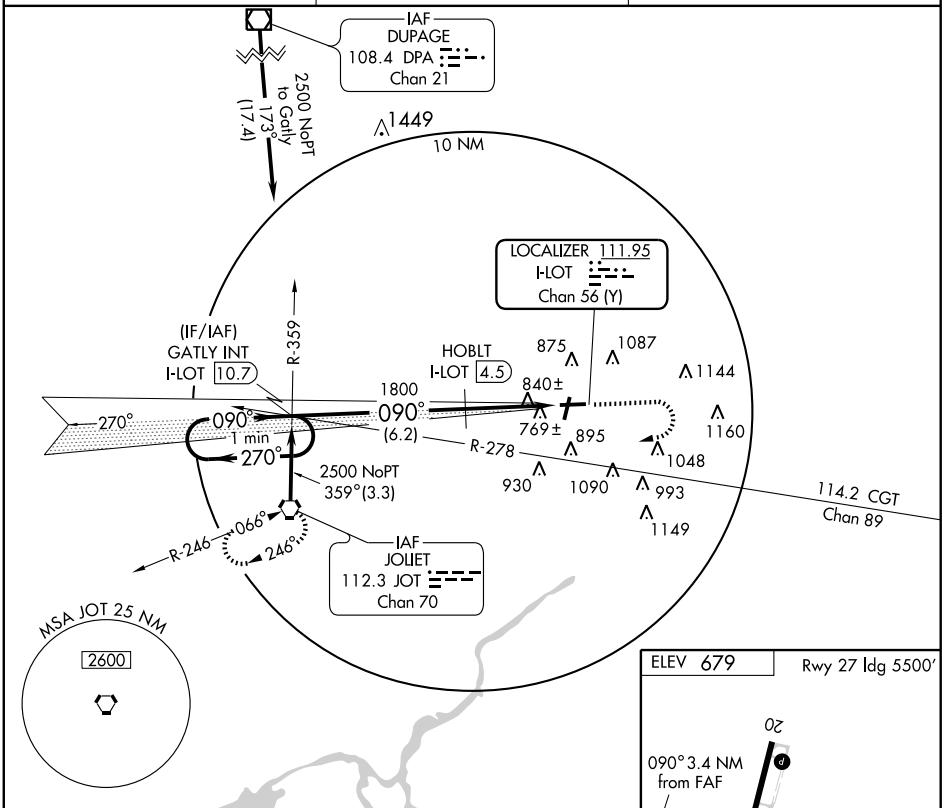
LOC/DME RWY 9

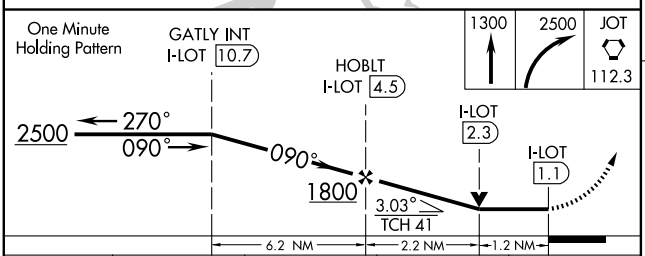
CHICAGO/ LEWIS UNIVERSITY (LOT)

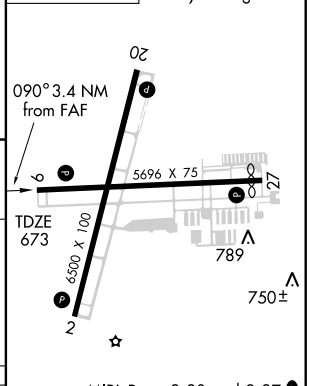
If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.
NA VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

CATEGORY	A	B	C	D
S-9	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JQH	APP CRS	Rwy Idg 6500
108.55	016°	TDZE 679
Chan 22 (Y)		Apt Elev 679

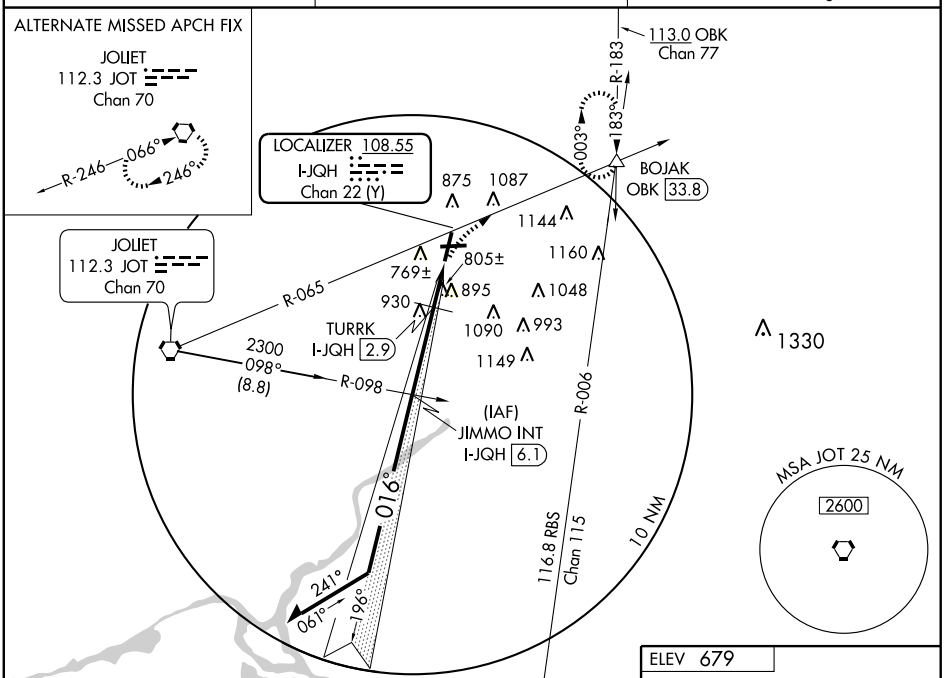
LOC RWY 2

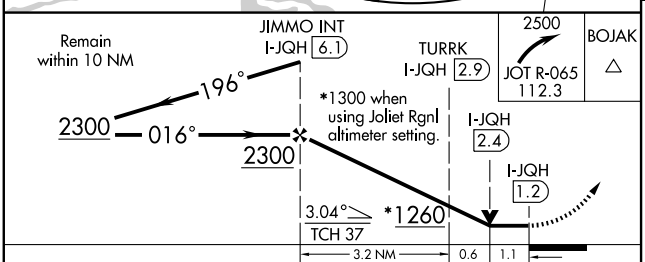
CHICAGO/ LEWIS UNIVERSITY (LOT)

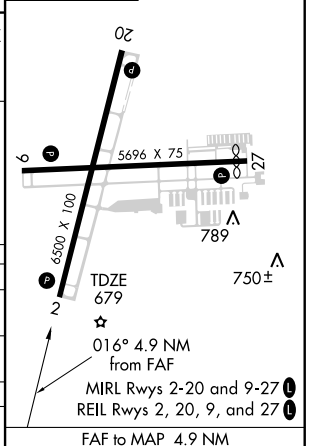
VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet. Increase S-2 Cat C and D and Circling Cat C visibility ¼ mile. TURRK Fix Minimums: Increase S-2 Cat D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via JOT VORTAC R-065 to BOJAK INT/ OBK 33.8 DME and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)
TURRK FIX MINIMUMS				
S-2	1080-1 401 (500-1)		1080-1¼ 401 (500-1¼)	
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 93520 W02A	APP CRS 016°	Rwy Idg 6500 TDZE 679 Apt Elev 679

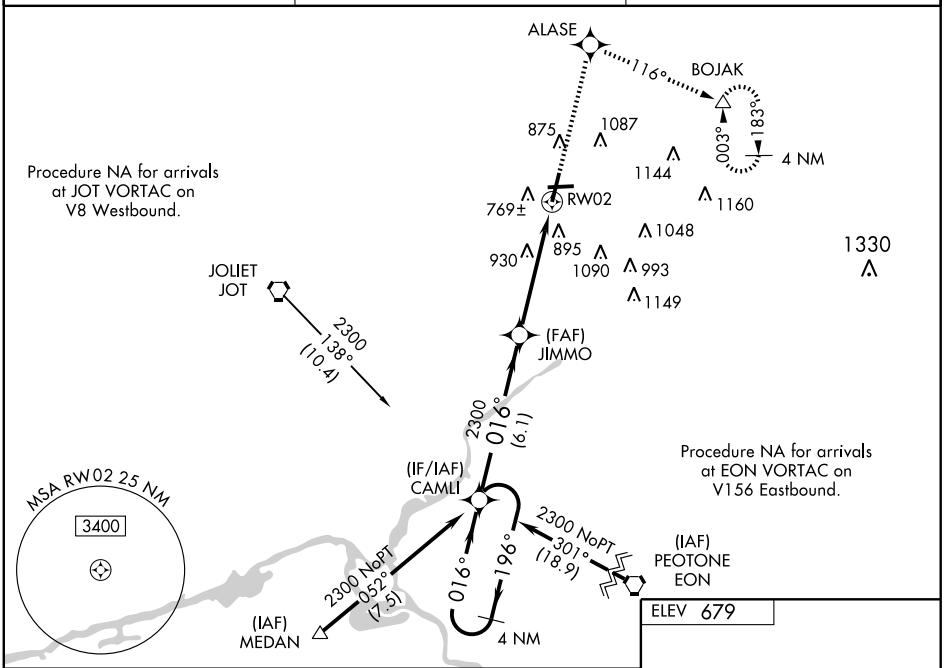
RNAV (GPS) RWY 2

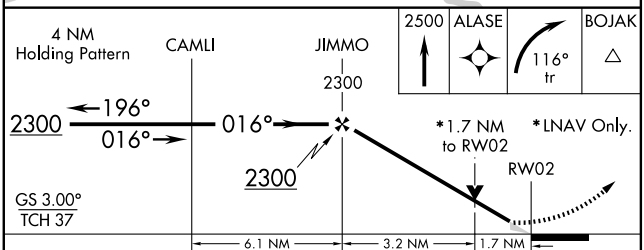
CHICAGO/ LEWIS UNIVERSITY (LOT)

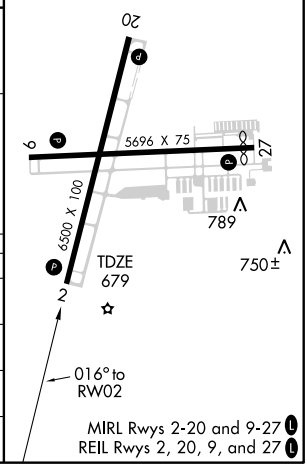
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV Cat C and D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct ALASE and right turn on track 116° to BOJAK and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	879-¾	200 (200-¾)		
LNAV/VNAV DA	1256-2	577 (600-2)		
LNAV MDA	1240-1	561 (600-1)	1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5696
CH 72604	090°	TDZE	673
W09A		Apt Elev	679

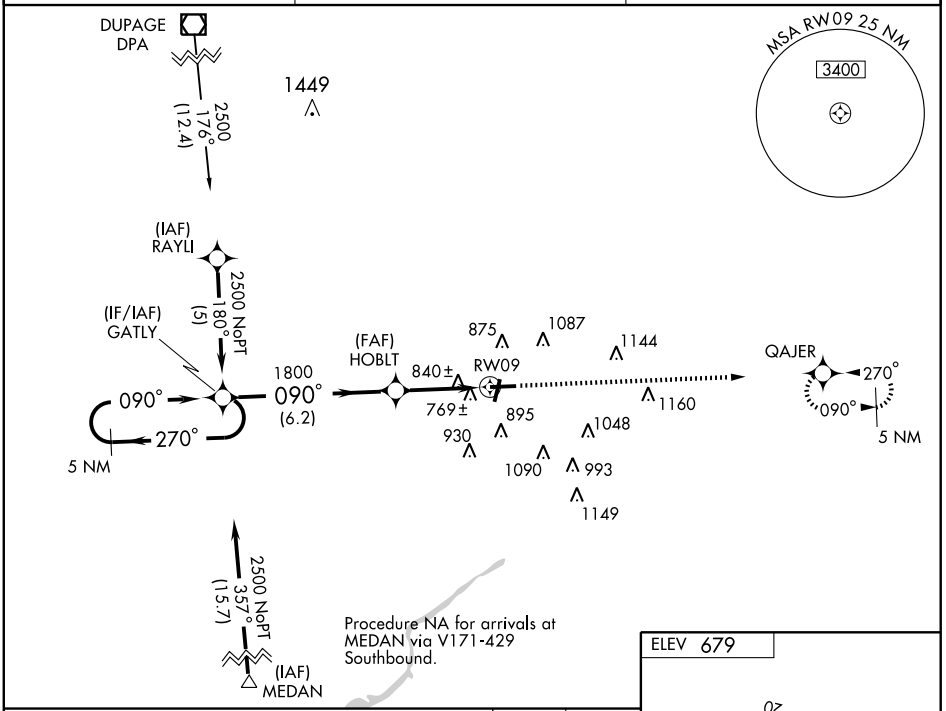
RNAV (GPS) RWY 9

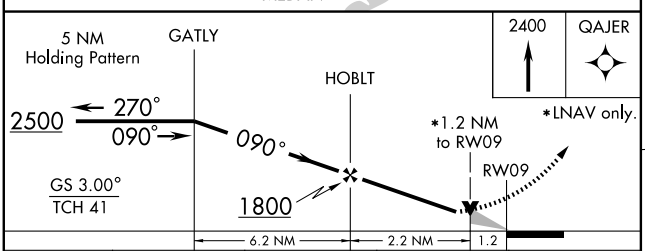
CHICAGO/ LEWIS UNIVERSITY (LOT)

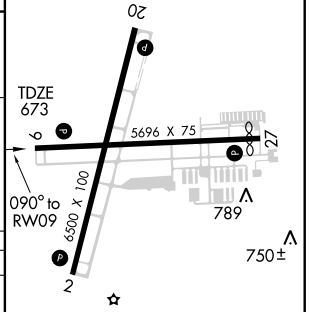
Baro-VNAV NA when using Joliet Rgnl altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F).

MISSED APPROACH: Climb to 2400 direct QAJER and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1124-1½ 451 (500-1½)			
LNAV/VNAV DA	1153-1¾ 480 (500-1¾)			
LNAV MDA	1100-1 427 (500-1)		1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
196°	TDZE	668
	Apt Elev	679

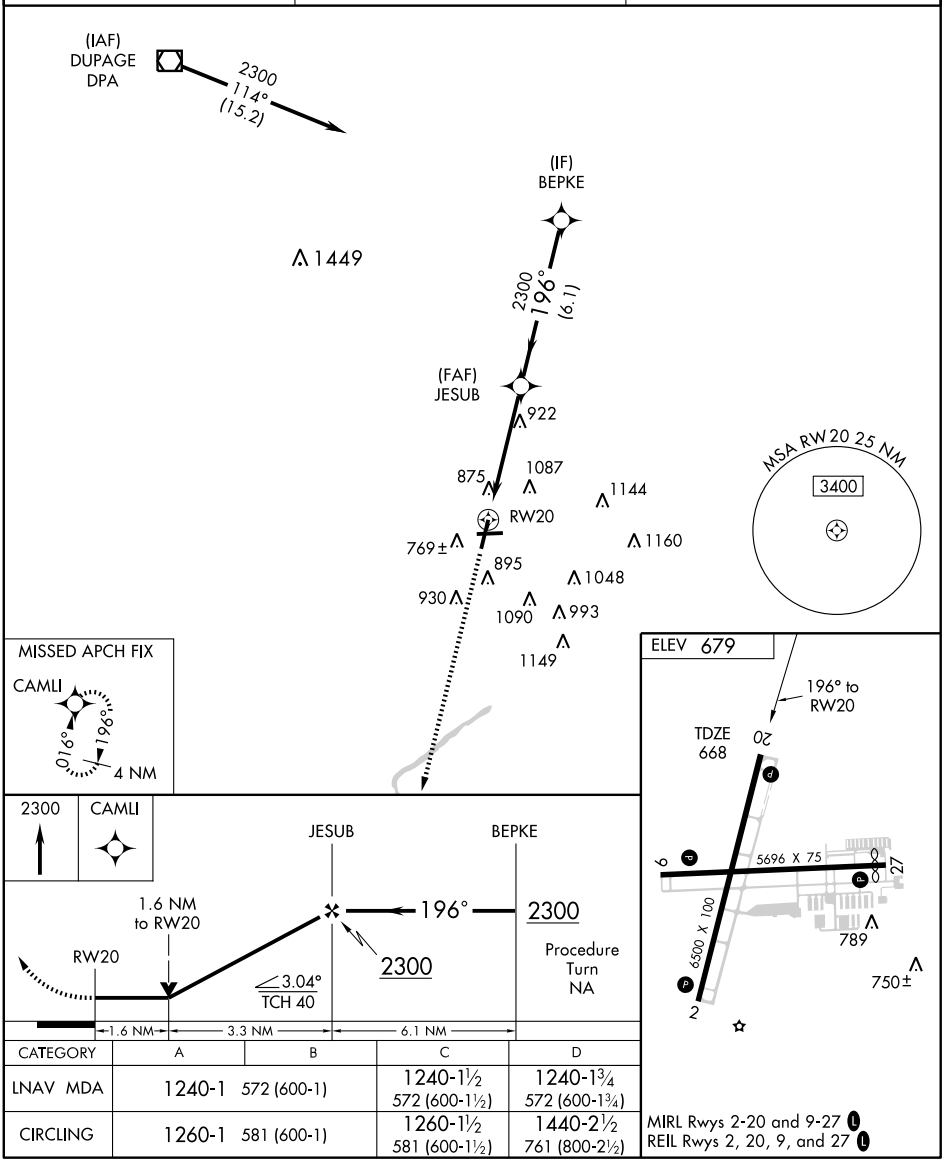
RNAV (GPS) RWY 20

CHICAGO/ LEWIS UNIVERSITY (LOT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 572 (600-1)		1240-1½ 572 (600-1½)	1240-1¾ 572 (600-1¾)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 78004	270°	TDZE	668
W27A		Apt Elev	679

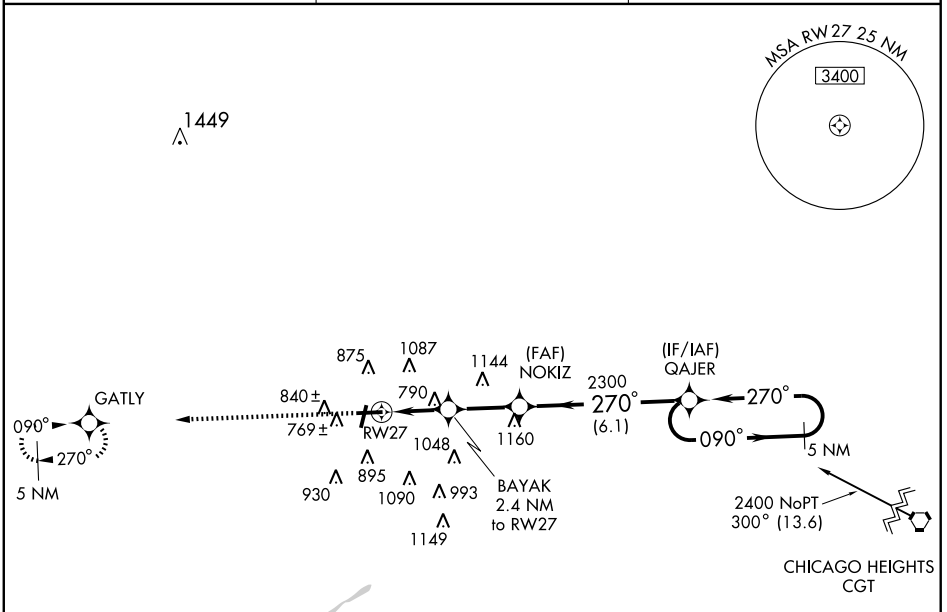
RNAV (GPS) RWY 27

CHICAGO/ LEWIS UNIVERSITY (LOT)

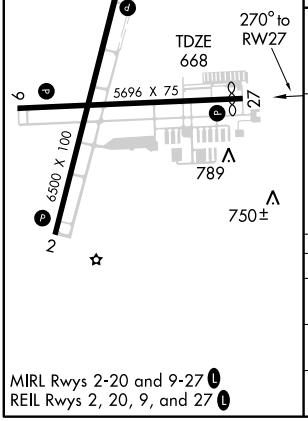
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase Cat C circling visibility ¼ mile.

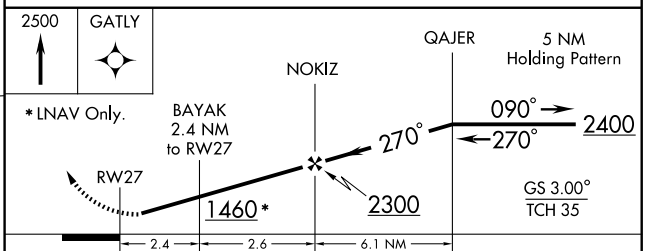
MISSED APPROACH: Climb to 2500 direct GATLY and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L



Procedure NA for arrivals at CGT VORTAC on airway radials 272 CW 356.





CATEGORY	A	B	C	D
LPV DA	934-1 266 (300-1)			
LNAV MDA	1120-1 452 (500-1)		1120-1¼ 452 (500-1¼)	1120-1½ 452 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC JOT	APP CRS	Rwy Idg	5696
112.3	066°	TDZE	673
Chan 70		Apt Elev	679

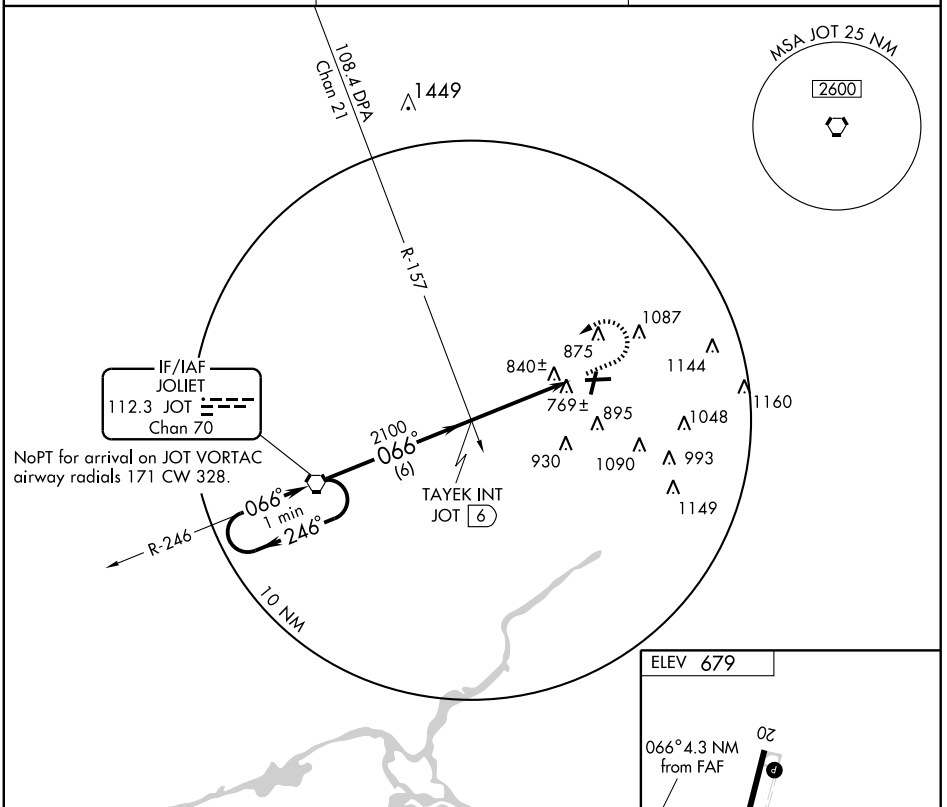
VOR RWY 9

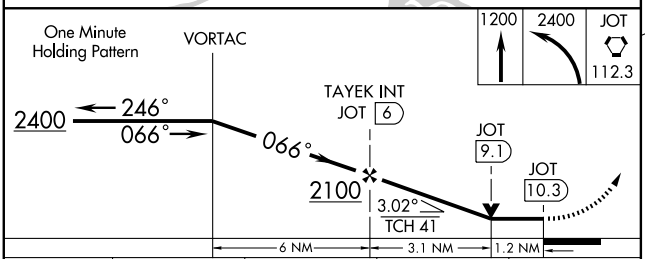
CHICAGO/ LEWIS UNIVERSITY (LOT)

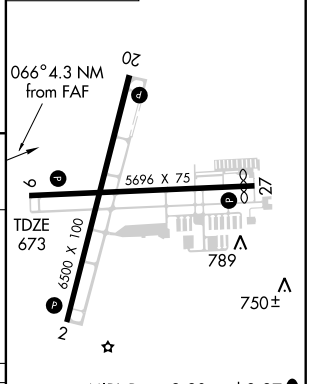
If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet. VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct JOT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

CATEGORY	A	B	C	D
S-9	1100-1 427 (500-1)		1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5324 (FAA)

CHICAGO/ WAUKEGAN RGNL (UGN)
CHICAGO/WAUKEGAN, ILLINOIS

ATIS
132.4
WAUKEGAN TOWER ★
120.05 380.15
GND CON
121.65

VAR 3.3° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FIELD ELEV 727

ELEV 723

ELEV 725

ELEV 712

14

32

23

5

147.5°

231.8°

051.7°

327.5°

0.4% UP

3751 X 75

6000 X 150

NORTH RAMP

WEST RAMP

HANGAR

EAST RAMP

PORTA PORTS

HANGAR

U.S. CUSTOMS

SOUTH RAMP

MAIN RAMP

TWR

42° 25.5'N

42° 25.0'N

87° 52.5'W

87° 52.0'W

87° 51.5'W

RWY 05-23
S-95, D-120, 2S-152, 2D-200
RWY 14-32
S-16, D-23

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO/WAUKEGAN

WAUKEGAN RGNL (UGN) 35 N UTC−6(−5DT) N42°25.33′ W87°52.07′ **CHICAGO**

727 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1527(800) LRA NOTAM FILE UGN **H–5E, L–28H, A**

RWY 05–23: H6000X150 (ASPH–PFC) S–95, D–120, 2S–152, 2D–200 HIRL **IAP, AD**

RWY 05: VASI(V4L)—GA 3.0° TCH 37′. Road.

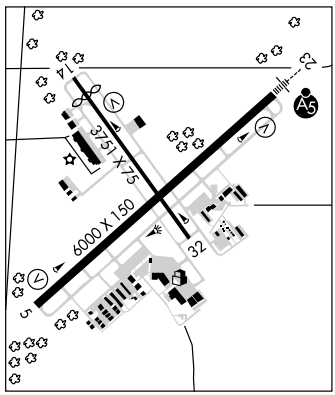
RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 38.4′. Tree. Rgt tfc.

RWY 14–32: H3751X75 (ASPH) S–16, D–23 MIRL 0.4% up NW

RWY 14: VASI(V4L)—GA 3.5° TCH 30′. Thld dsplcd 500′. Tree.

RWY 32: Tree.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Noise abatement procedures in effect ctc arpt manager 847–244–0055. No touch and go ldgs on Rwy 14. When twr clsd MIRL Rwy 14–32 preset low ints; to increase ints and ACTIVATE HIRL Rwy 05–23; MALSR Rwy 23 and twy lgts—CTAF. A110–02 ctc arpt management office 847–244–0055. US customs user fee arpt. For customs clearance 2 hrs minimum advance notice rqr Mon–Fri during business hrs and by 4 PM Fri for weekend arrivals.



WEATHER DATA SOURCES: ASOS (847) 782–0876.

COMMUNICATIONS: CTAF 120.05 **ATIS** 132.4 **UNICOM** 122.95

RCO 122.55 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 120.55

TOWER 120.05 (1200–0200Z‡) **GND CON** 121.65

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 019° 12.6 NM to fld. 758/2W.

WAUKE NDB (LOM) 379 UG N42°27.84′ W87°48.09′ 233° 3.9 NM to fld.

ILS 110.7 I–UGN Rwy 23. LOM WAUKE NDB. LOC only.

CHICAGO (WEST CHICAGO)

DUPAGE (DPA) 29 W UTC−6(−5DT) N41°54.42′ W88°14.89′ **CHICAGO**

759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1559(800) NOTAM FILE DPA **COPTER**

RWY 02L–20R: H7571X100 (CONC–GRVD) S–30, D–45 HIRL CL **H–5E, L–28H, A**

RWY 02L: MALSR. TDZL. **IAP, AD**

RWY 20R: PAPI(P4L)—GA 3.0° TCH 40′. Tree.

RWY 02R–20L: H5101X100(CONC–GVRD) S–30, D–45 MIRL

RWY 02R: Bldg. Rgt tfc.

RWY 10–28: H4750X75 (ASPH–PFC) S–30, D–45 HIRL

RWY 10: LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.

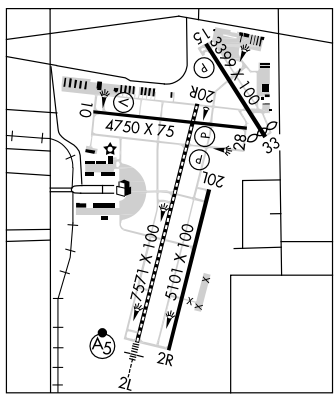
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

RWY 15–33: H3399X100 (ASPH) S–30, D–45, 2D–100 MIRL

RWY 15: REIL. PAPI(P4R)—GA 3.9° TCH 42′. Tree.

RWY 33: REIL. Thld dsplcd 190′. Tree.

AIRPORT REMARKS: Attended continuously. Deer, birds and migratory waterfowl on and invof arpt. Acft on short final to Rwy 15 are not visible from tower due to trees. U.S. Customs user fee arpt.



WEATHER DATA SOURCES: ASOS (630) 584–2728 LAWRS.

COMMUNICATIONS: ATIS 124.8 **UNICOM** 122.95

RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

Ⓡ **APP/DEP CON** 133.5

TOWER 120.9 124.5 **GND CON** 121.8 **CLNC DEL** 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(L) VOR/DME 108.4 DPA Chan 21 N41°53.42′ W88°21.01′ 076° 4.7 NM to fld. 838/2E.

VOR portion unusable 290°–310° byd 35 NM

DME unusable 290°–340° byd 35 NM

ILS 111.7 I–GVK Rwy 02L.

ILS 109.5 I–DPA Rwy 10.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

CIVIC MEMORIAL N38°53.54′ W90°03.38′ NOTAM FILE ALN. **ST LOUIS**

NDB (MHW) 263 CVM at St Louis Rgnl. **A**

COLES CO MEML (See MATTOON–CHARLESTON)

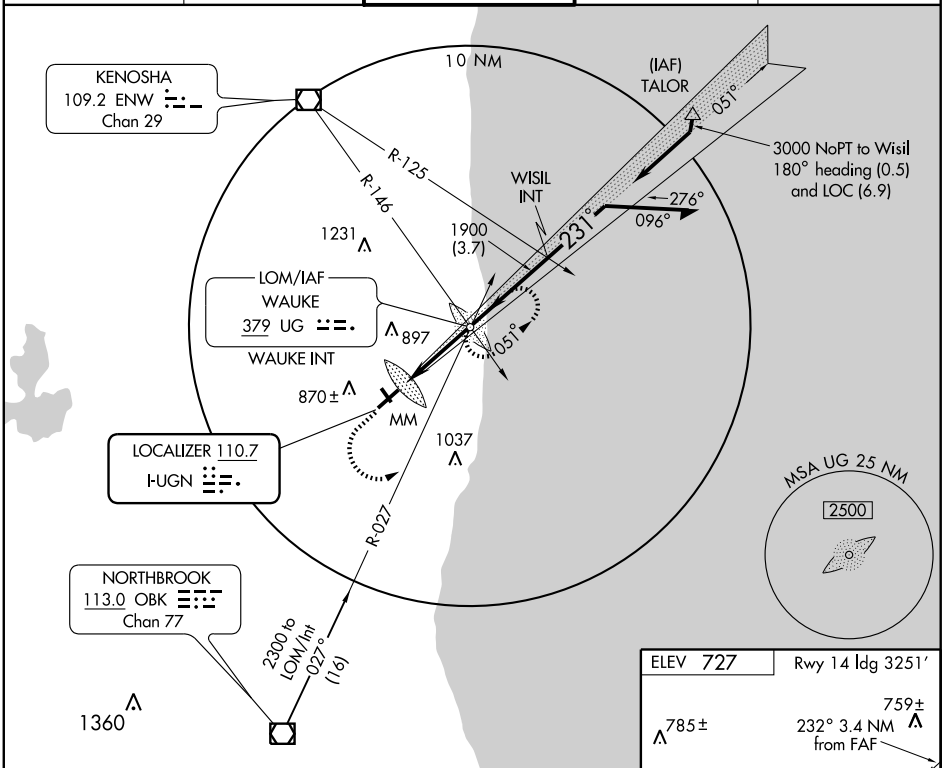
LOC I-UGN	APP CRS	Rwy Idg	6000
110.7	231°	TDZE	723
		Apt Elev	727

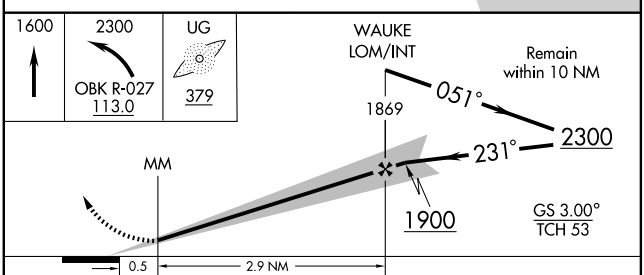
ILS RWY 23
CHICAGO/WAUKEGAN RGNL (UGN)

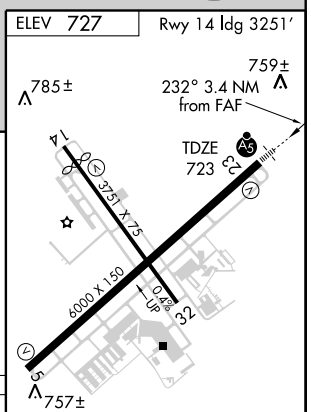
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 to intercept OBK R-027 to LOM/INT and hold.

ATIS	CHICAGO APP CON	WAUKEGAN TOWER ★	GND CON	UNICOM
132.4	120.55 290.2	120.05 (CTAF) L 380.15	121.65	122.95







CATEGORY	A	B	C	D
S-ILS 23	923-½ 200 (200-½)			
S-LOC 23	1140-½ 417 (500-½)			1140-¾ 417 (500-¾)
CIRCLING	1180-1 453 (500-1)		1180-1½ 453 (500-1½)	1280-2 553 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 81812	051°	TDZE	725
W05A		Apt Elev	727

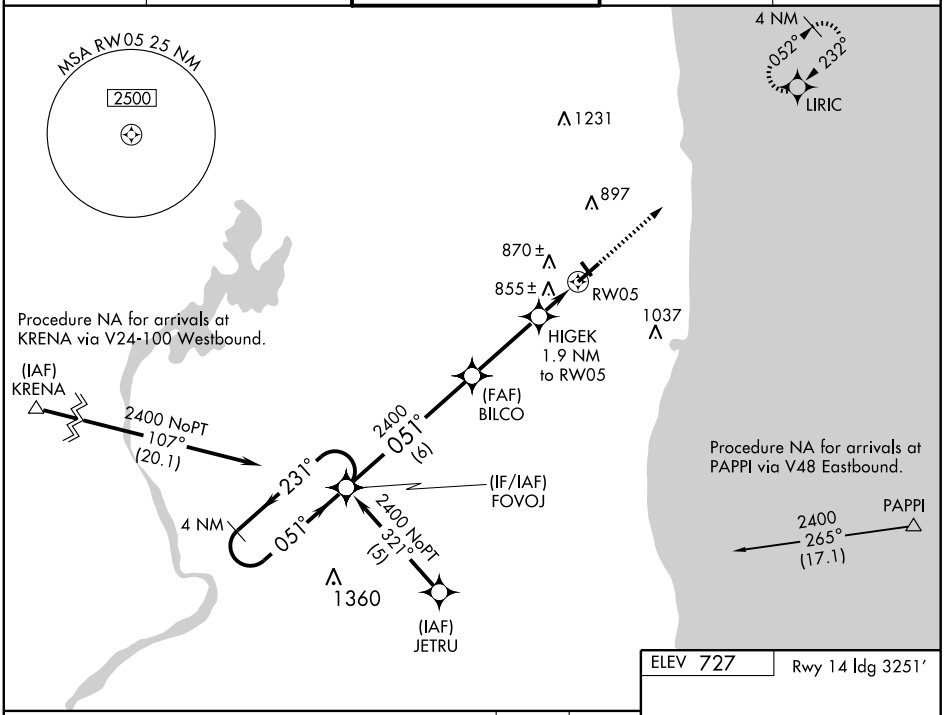
RNAV (GPS) RWY 5

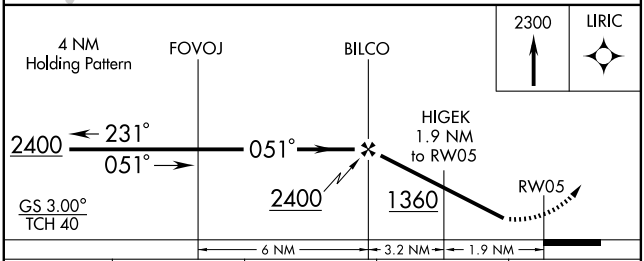
CHICAGO/WAUKEGAN RGNL (UGN)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
When VGSI inoperative, straight-in/circling to Rwy 5 NA at night.
Circling to Rwy 14/32 NA at night.

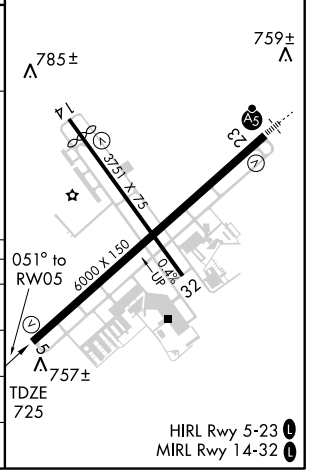
MISSED APPROACH: Climb to 2300 direct LIRIC and hold.

ATIS	CHICAGO APP CON	WAUKEGAN TOWER ★	GND CON	UNICOM
132.4	120.55 290.2	120.05 (CTAF) (L) 380.15	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	990-1 265 (300-1)			
LNAV/VNAV DA	1140-1½ 415 (500-1½)			
LNAV MDA	1120-1 395 (400-1)			1120-1¼ 395 (400-1¼)
CIRCLING	1180-1½ 453 (500-1½)			1280-2 553 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 86211	232°	TDZE	723
W23A		Apt Elev	727

RNAV (GPS) RWY 23

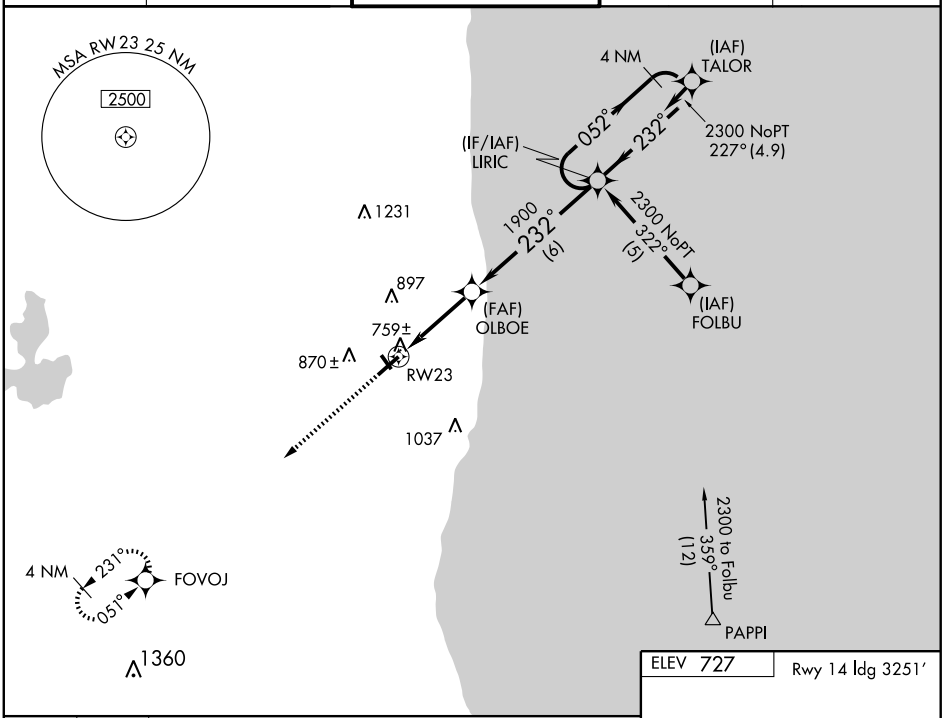
CHICAGO/WAUKEGAN RGNL (UGN)

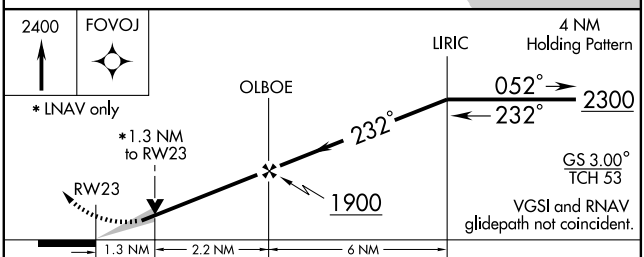
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F). Circling to Rwy 14/32 NA at night. For inoperative MALSR increase LPV visibility to ¾ all Cats., and increase LNAV/VNAV Cat. D visibility to 1.

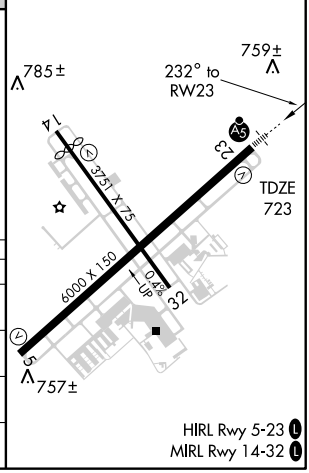
MALSR

MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.

ATIS	CHICAGO APP CON	WAUKEGAN TOWER ★	GND CON	UNICOM
132.4	120.55 290.2	120.05 (CTAF) L 380.15	121.65	122.95





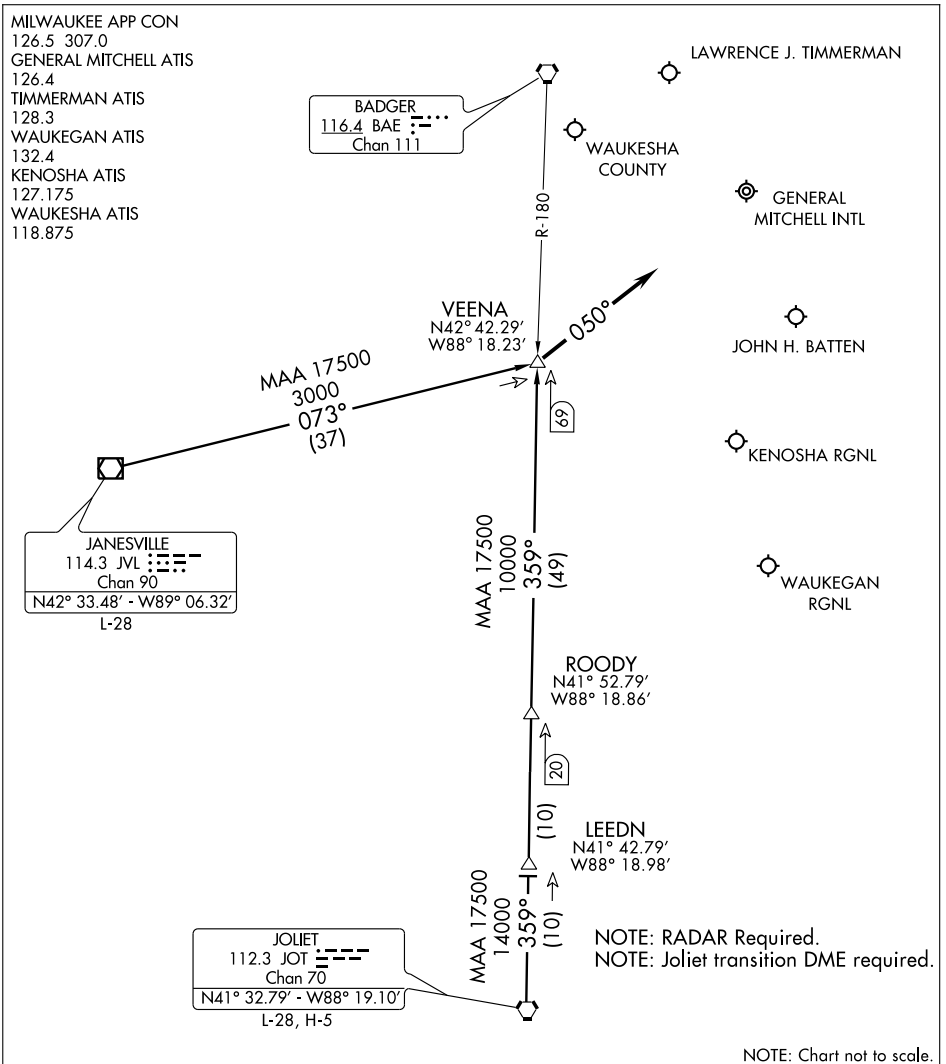


CATEGORY	A	B	C	D
LPV DA	980-½ 257 (300-½)			
LNAV/VNAV DA	1020-½ 297 (300-½)			1020-¾ 297 (300-¾)
LNAV MDA	1160-½ 437 (500-½)		1160-¾ 437 (500-¾)	1160-1 437 (500-1)
CIRCLING	1180-1 453 (500-1)		1180-1½ 453 (500-1½)	1280-2 553 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN



JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . . .

. . . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

COLUMBIA

SACKMAN FLD (H49) 2 NW UTC−6(−5DT) N38°27.14′ W90°14.16′ **ST LOUIS**

420 NOTAM FILE STL

RWY 03–21: 2450X150 (TURF) LIRL (NSTD)

RWY 03: P–line. **RWY 21:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Admin bldg can be accessed by ciper lock which has applicable instructions. P–line marked with orange balls. Rwy 03–21 NSTD LIRL due to uneven spacing and non–frangible mounts. For Rwy lgts key 122.9 3 clicks. Lgts go off after 15 min.

COMMUNICATIONS: CTAF 122.9

COMPTON

BRESSON (C82) 4 N UTC−6(−5DT) N41°45.75′ W89°06.09′ **CHICAGO**

769 S4 TPA—1569(800) NOTAM FILE IKK

RWY 18–36: 2590X184 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 292′. Dike. **RWY 36:** Thld dsplcd 320′. Road.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt clsd winter months when snow covered except for ski equipped acft. For NSTD LIRL Rwy 18–36 call 815–628–7111/7431. Rwy 18 and Rwy 36 dsplcd thld marked with tires. Rwy 18–36 NSTD LIRL due to non–frangible mountings; spacing and ints.

COMMUNICATIONS: CTAF/UNICOM 123.0

COTTONWOOD (See ROCKFORD)

CUSHING FLD LTD (See NEWARK)

DACY (See HARVARD)

DANVILLE N40°17.63′ W87°33.43′ NOTAM FILE DNV. **CHICAGO**

(L) VORTAC 111.0 DNV Chan 47 195° 5.9 NM to Vermilion Rgnl. 700/2E. **H–5E, 4H, L–27D**

RCO 122.1R 111.0T (ST LOUIS RADIO)

DANVILLE

VERMILION RGNL (DNV) 4 NE UTC−6(−5DT) N40°11.98′ W87°35.73′ **CHICAGO**

697 B S4 **FUEL** 100LL, JET A NOTAM FILE DNV **H–5E, L–27D**

RWY 03–21: H6002X100 (ASPH–PFC) S–50, D–75, 2S–95 HIRL 0.8% up NE **IAP**

RWY 03: VASI(V4L)—GA 3.0° TCH 41′. Tree.

RWY 21: MALSR. PAPI(P4L).

RWY 16–34: H3999X100 (ASPH–GRVD) S–40, D–50 MIRL 0.6% up N

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 26′. Tree.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 26′. Road.

AIRPORT REMARKS: Attended 1300–0400Z‡. HIRL Rwy 03–21 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 21, MIRL Rwy 16–34, VASI Rwy 03, Rwy 16 and Rwy 34, PAPI Rwy 21, REIL Rwys 16 and 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (217) 442–4660.

COMMUNICATIONS: CTAF/UNICOM 122.7.

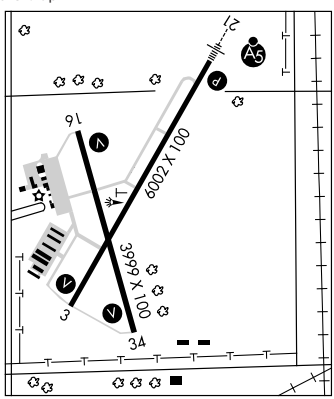
DANVILLE RCO 122.1R 111.0T (ST LOUIS RADIO)

Ⓡ **CHAMPAIGN APP/DEP CON** 121.35 (1200–0500Z‡)

CHICAGO CENTER APP/DEP CON 135.75 (0500–1200Z‡)

CHAMPAIGN CLNC DEL 121.7

AIRSPACE: CLASS E svc 1200–1800Z‡ and 0200–0400Z‡ other times CLASS G.



RADIO AIDS TO NAVIGATION: NOTAM FILE DNV.

DANVILLE (L) VORTAC 111.0 DNV Chan 47 N40°17.63′ W87°33.43′ 195° 5.9 NM to fld. 700/2E.

JULIP NDB (LOM) 332 DN N40°17.37′ W87°31.78′ 209° 6.2 NM to fld.

ILS 108.5 I–DNV Rwy 21. LOM JULIP NDB. Unmonitored.

LOC I-DNV	APP CRS	Rwy Idg	6002
108.5	209°	TDZE	697
		Apt Elev	697

ILS or LOC RWY 21

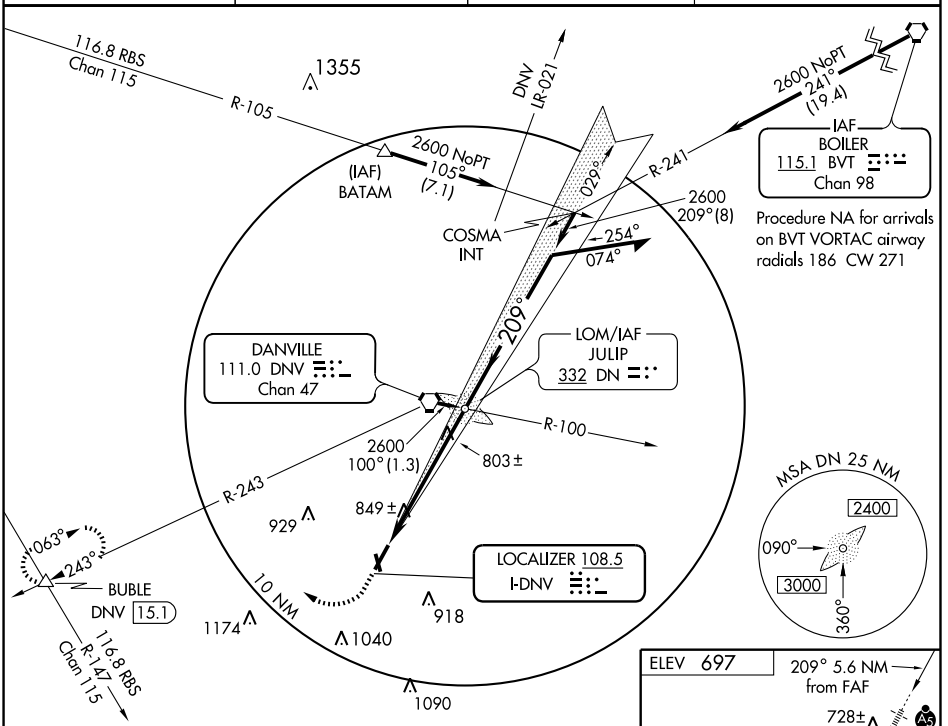
DANVILLE/ VERMILION RGNL (DNV)

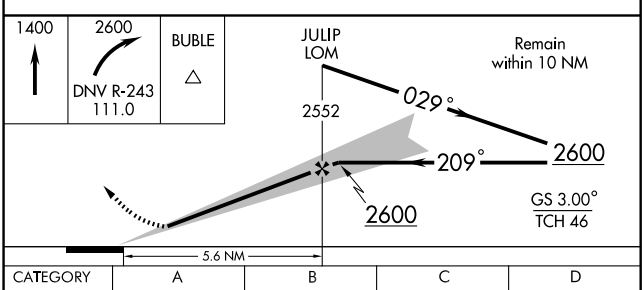
If local altimeter not received, use University of Illinois-Willard altimeter setting, and increase all DAs/MDAs 100 feet.

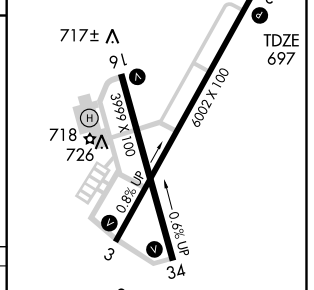
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 via DNV R-243 to BUBLE Int and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S- ILS 21	897-½ 200 (200-½)			
S- LOC 21	1060-½ 363 (400-½)			1060-¾ 363 (400-¾)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
030°	TDZE	674
	Apt Elev	697

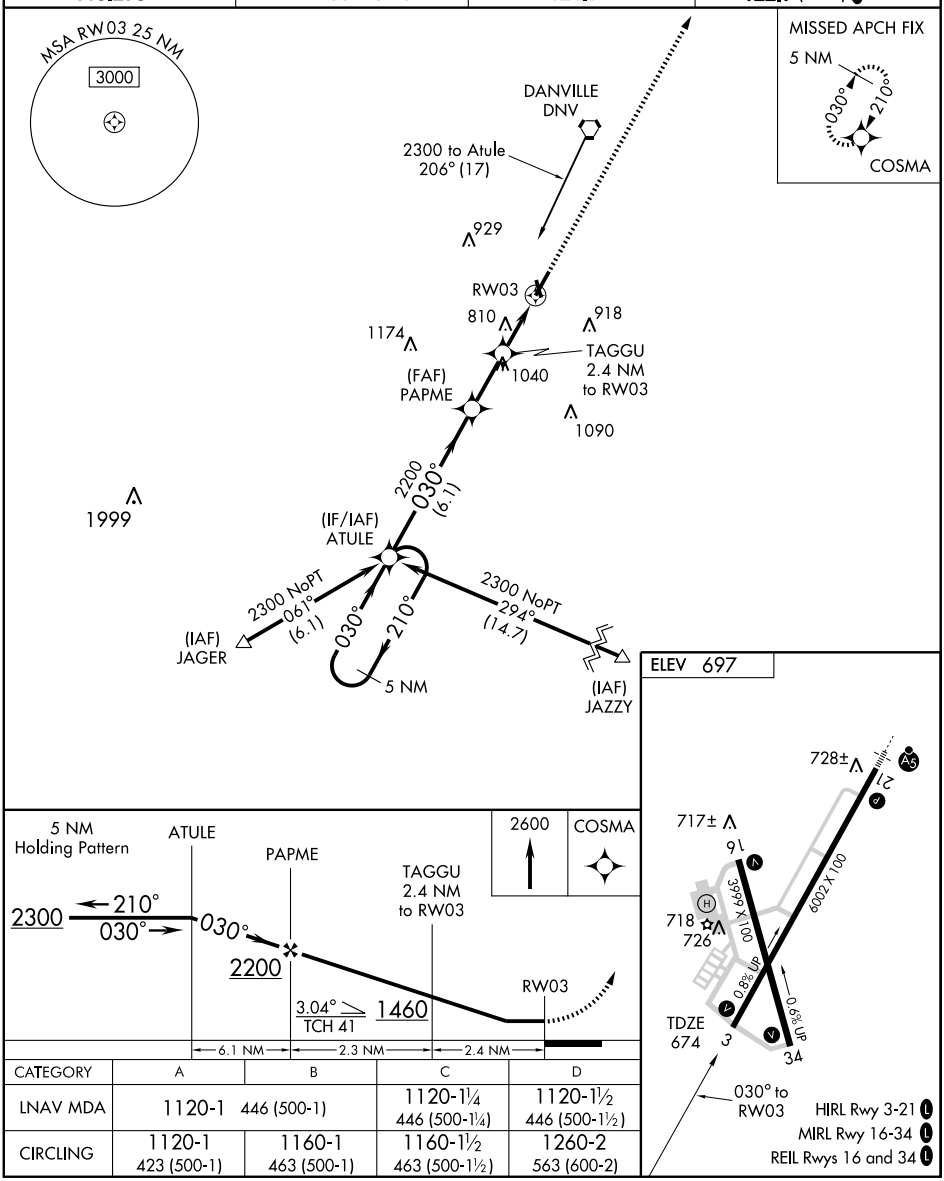
RNAV (GPS) RWY 3

DANVILLE/VERMILION RGNL (DNV)

If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct COSMA and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1120-1 446 (500-1)		1120-1¼ 446 (500-1¼)	1120-1½ 446 (500-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6002
CH 58004	210°	TDZE	697
W21A		Apt Elev	697

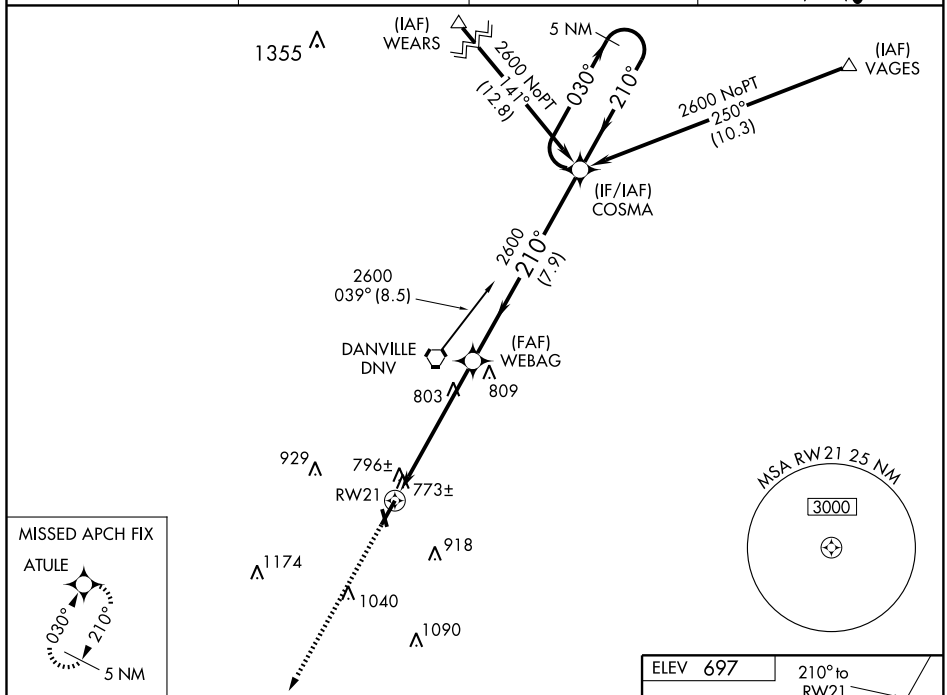
RNAV (GPS) RWY 21
DANVILLE/VERMILION RGNL (DNV)

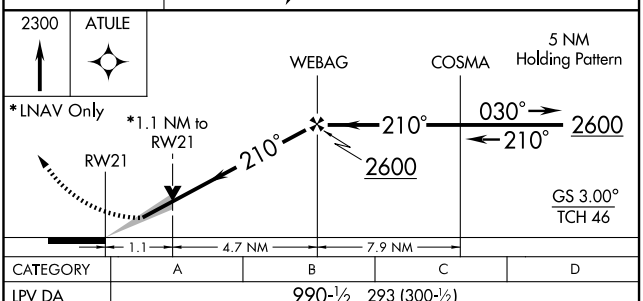
If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using University of Illinois-Willard altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. DME/DME RNP-0.3 NA.

MALSR

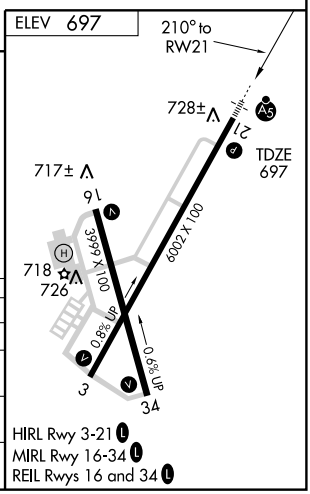
MISSED APPROACH: Climb to 2300 direct ATULE and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	990-½ 293 (300-½)			
LNAV/VNAV DA	1069-¾ 372 (400-¾)			
LNAV MDA	1080-½ 383 (400-½)			1080-1 383 (400-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)



HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

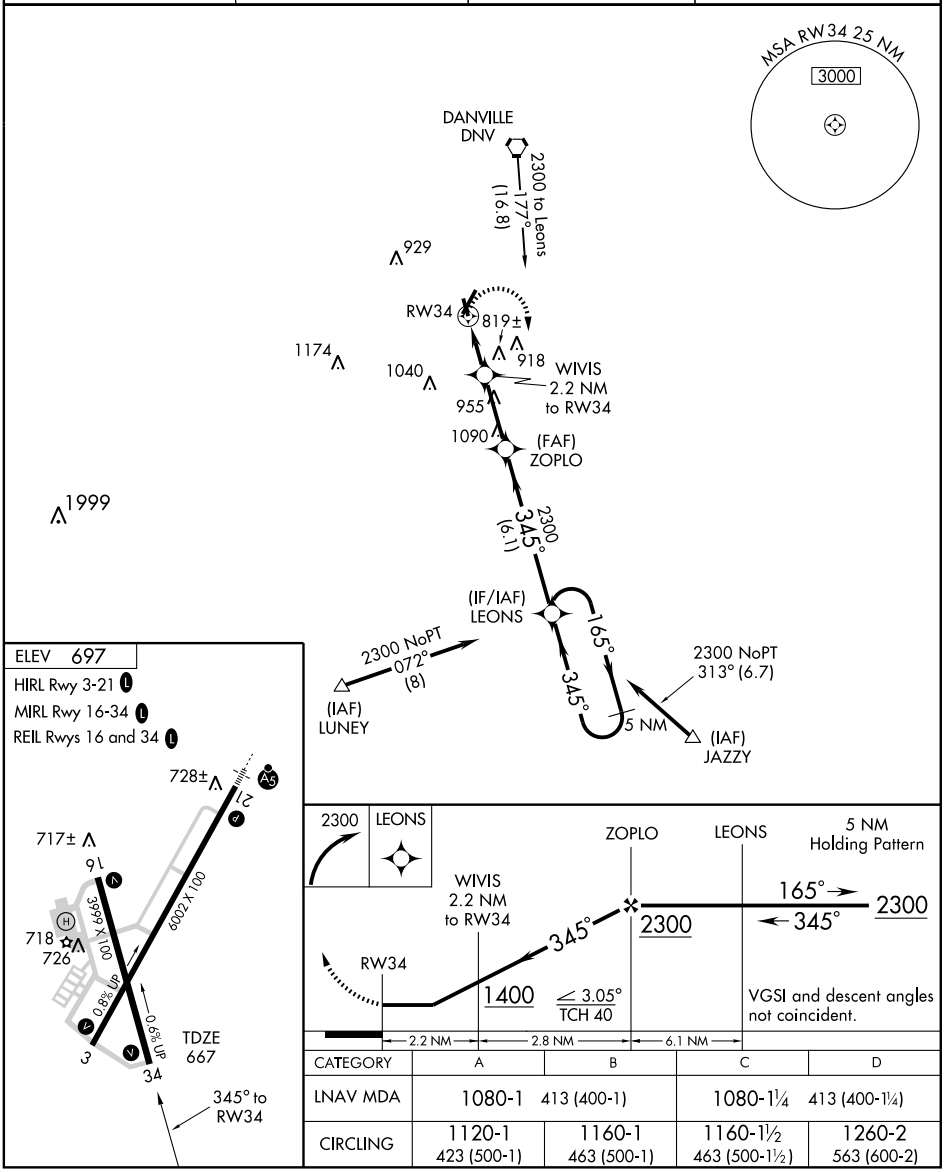
APP CRS	Rwy Idg	3999
345°	TDZE	667
	Apt Elev	697

RNAV (GPS) RWY 34
DANVILLE/VERMILION RGNL (DNV)

If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1	413 (400-1)	1080-1¼	413 (400-1¼)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DNV 111.0 Chan 47	APP CRS 016°	Rwy Idg 6002 TDZE 674 Apt Elev 697

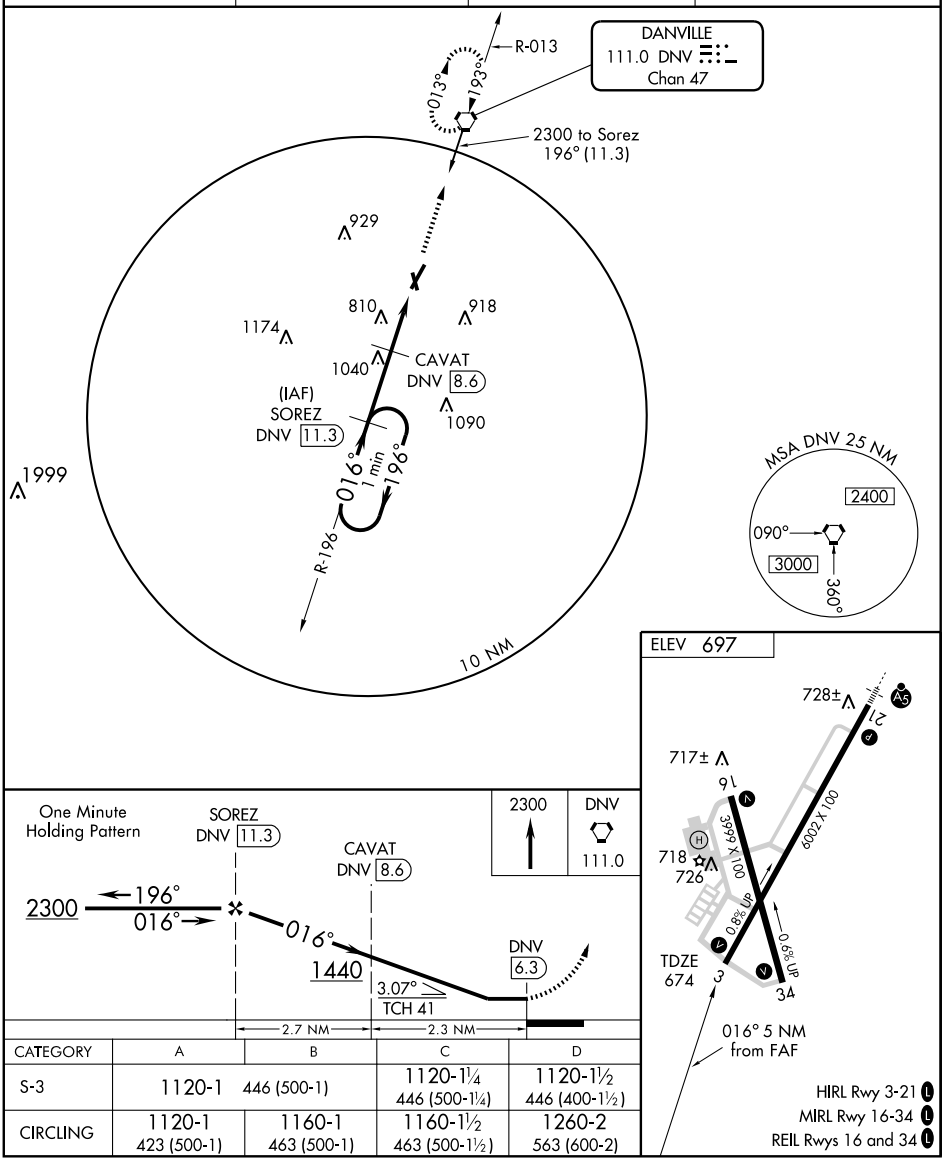
VOR/DME RWY 3

DANVILLE/ VERMILION RGNL (DNV)

If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct DNV VORTAC and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-3	1120-1 446 (500-1)		1120-1¼ 446 (500-1¼)	1120-1½ 446 (400-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DNV	APP CRS	Rwy Idg 6002
111.0	193°	TDZE 697
Chan 47		Apt Elev 697

VOR RWY 21

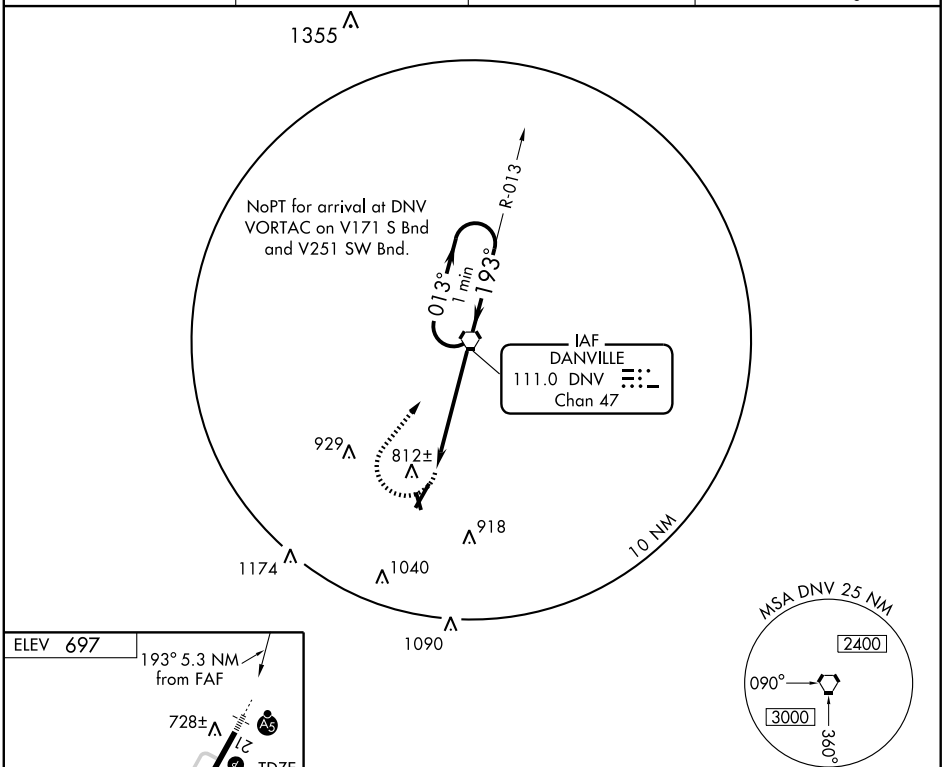
DANVILLE/VERMILION RGNL (DNV)

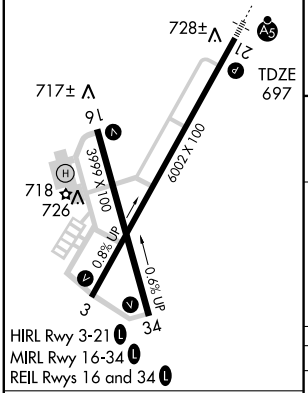
If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. VDP NA when using University of Illinois-Willard altimeter setting. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-21 Cats A and B visibility to 1, and Cat D visibility to 1¼ .

MALSR

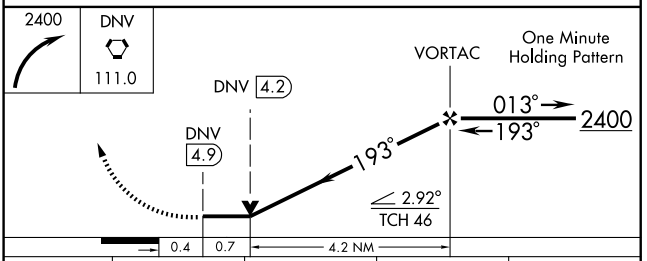
MISSED APPROACH: Climbing right turn to 2400 direct DNV VORTAC and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L





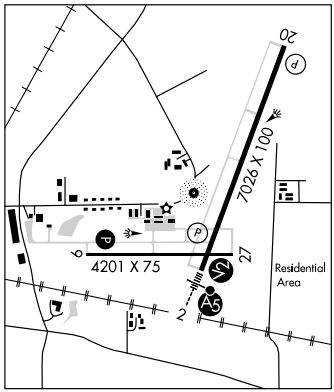
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



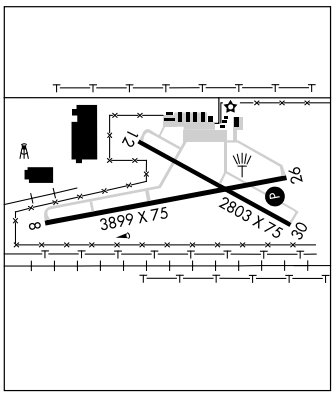
CATEGORY	A	B	C	D
S-21	1100-¾ 403 (500-¾)			1100-1 403 (500-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

DE KALB TAYLOR MUNI (DKB) 2 E UTC−6(−5DT) N41°56.03′ W88°42.34′ **CHICAGO**
914 B S2 **FUEL** 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB **H–5E, L–28H**
RWY 02–20: H7026X100 (ASPH–GRVD) S–25, D–80 MIRL **IAP**
RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55′. Railroad.
RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27′. Tree.
RWY 09–27: H4201X75 (ASPH–GRVD) S–25, D–80 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Tree.
RWY 27: REIL. PVASI(PSIL)–GA 3.0° TCH 21′. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1330–2300Z‡, Apr–Oct 1330–0000Z‡. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02–20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09–27 opr dusk–dawn.
WEATHER DATA SOURCES: AWOS–3 119.075 (815) 748–2350.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CHICAGO APP/DEP CON** 133.5
GCO 121.725 (CHICAGO–O HARE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42′ W88°21.01′ 277° 16.1 NM to fld. 838/2E.
NDB (MHW) 209 DKB N41°56.04′ W88°42.44′ at fld. NOTAM FILE DKB.
ILS/DME 109.95 I–DJK Chan 36Y Rwy 02. Class IT. LOC only.
COMM/NAV/WEATHER REMARKS: GCO OTS indef.



DIXON MUNI–CHARLES R. WALGREEN FLD (C73) 1 E UTC−6(−5DT) N41°50.02′ W89°26.77′ **CHICAGO**
785 B S4 **FUEL** 100LL, JET A TPA—1585(800) NOTAM FILE IKK **L–28H**
RWY 08–26: H3899X75 (ASPH) S–12 MIRL **IAP**
RWY 08: REIL. Tree.
RWY 26: PAPI(P4L)—GA 3.0° TCH 20′. Pole.
RWY 12–30: H2803X75 (ASPH) S–12 MIRL 0.3% up E
RWY 12: Stack. **RWY 30:** Railroad.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Sun on call. For attendant call 815–667–0161 or 815–440–6557. Self fueling avbl 24 hr. MIRL Rwy 12–30 preset on low ints SS–SR; to increase ints and ACTIVATE MIRL Rwy 08–26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.
COMMUNICATIONS: CTAF/UNICOM 123.05
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)
Ⓡ **ROCKFORD APP/DEP CON** 126.0
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 153° 8.7 NM to fld. 840/3E. **HIWAS.**



DUPAGE (See CHICAGO/WEST CHICAGO)

LOC/DME I-DJK	APP CRS	Rwy Idg 7026
109.95	022°	TDZE 913
Chan 36 (Y)		Apt Elev 914

ILS or LOC RWY 2

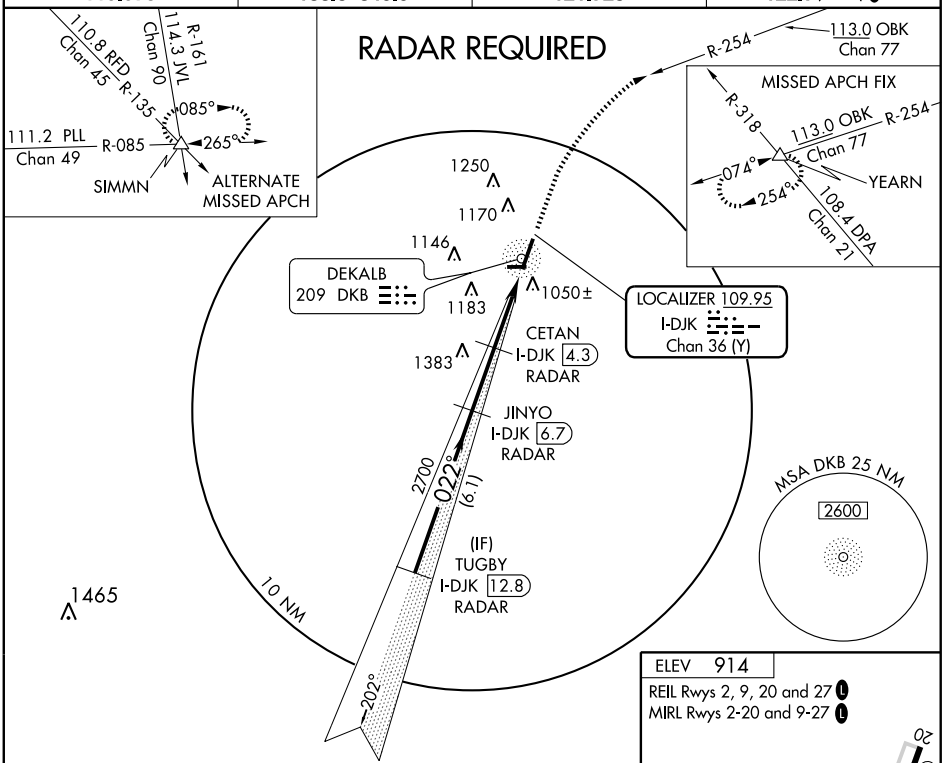
DE KALB TAYLOR MUNI (DKB)

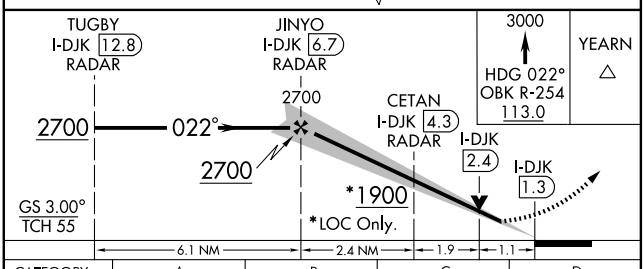
DME or RADAR Required. VDP NA when using Aurora altimeter setting.
When local altimeter setting not received, use Aurora altimeter setting and increase DA 95 feet and all MDA 80 feet, increase S-ILS 2 all Cats., S-LOC 2 Cat. C and D, and Circling Cat. C and D visibility ¼ mile.

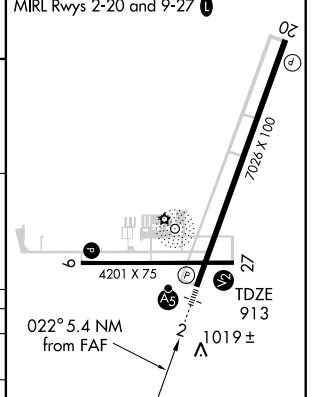
MALSR

MISSED APPROACH: Climb to 3000 via heading 022° and OBK VOR/DME R-254to YEARN Int and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	1113- ¾ 200 (200-¾)			
S-LOC 2	1280-1 367 (400-1)			1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB DKB	APP CRS	Rwy Idg	4201
209	288°	TDZE	912
		Apt Elev	915

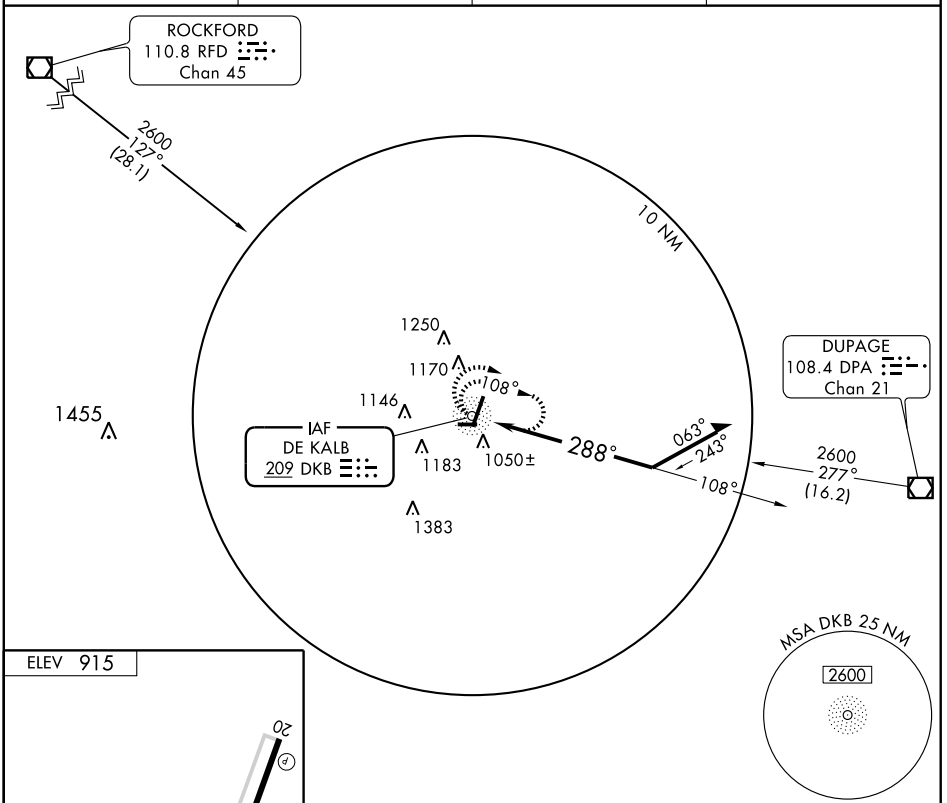
NDB RWY 27

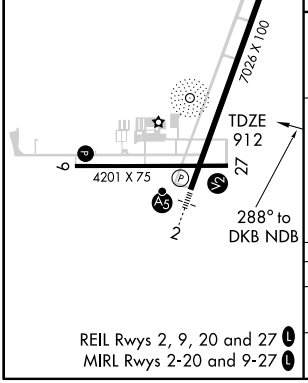
DE KALB TAYLOR MUNI (DKB)

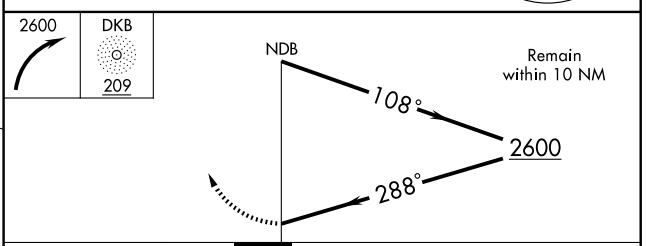
NA

MISSED APPROACH: Climbing right turn to 2600 in DKB NDB holding pattern.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7(CTAF) L







CATEGORY	A	B	C	D
S-27	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	545 (600-1)	1540-1¾ 625 (700-1¾)	1540-2 625 (700-2)

REIL Rwys 2, 9, 20 and 27 L
MIRL Rwys 2-20 and 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7026
CH 58109	021°	TDZE	913
W02A		Apt Elev	914

RNAV (GPS) RWY 2

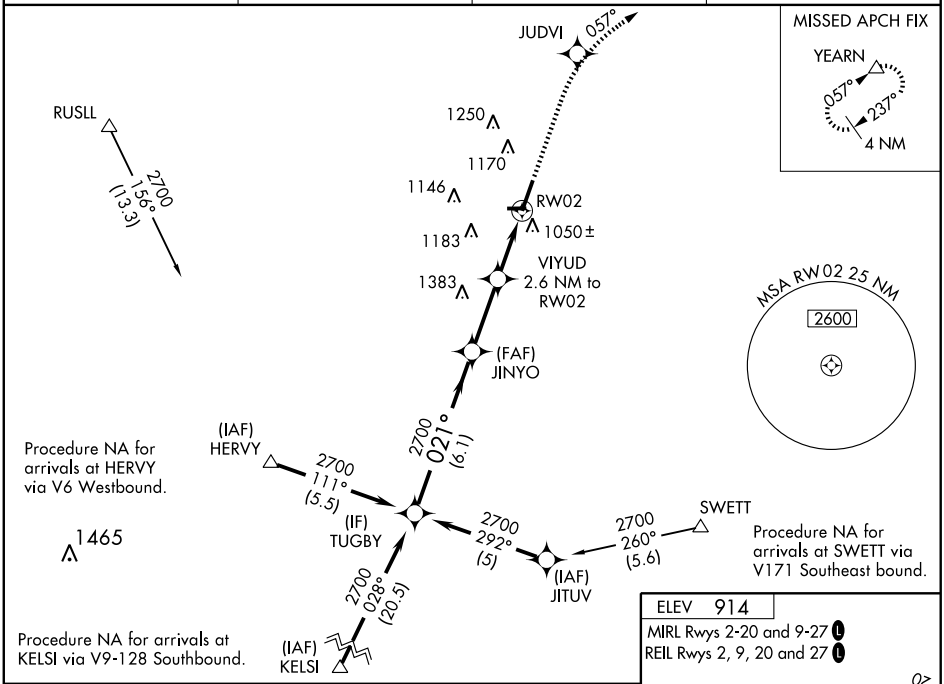
DE KALB TAYLOR MUNI (DKB)

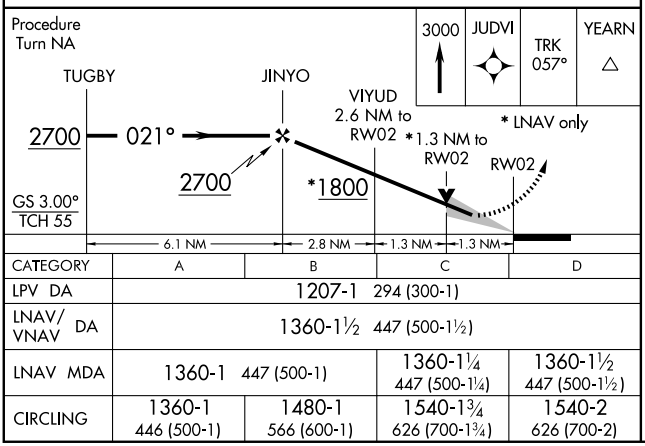
Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile.

MALSR

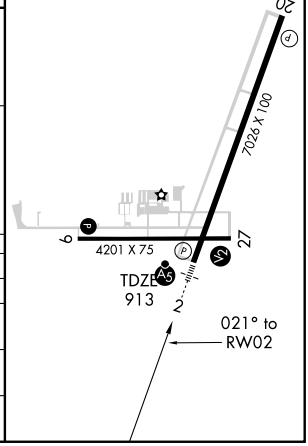
MISSED APPROACH: Climb to 3000 direct JUDVI and via 057° track to YEARN and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1207-1 294 (300-1)			
LNAV/VNAV DA	1360-1½ 447 (500-1½)			
LNAV MDA	1360-1 447 (500-1)		1360-1¼ 447 (500-1¼)	1360-1½ 447 (500-1½)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

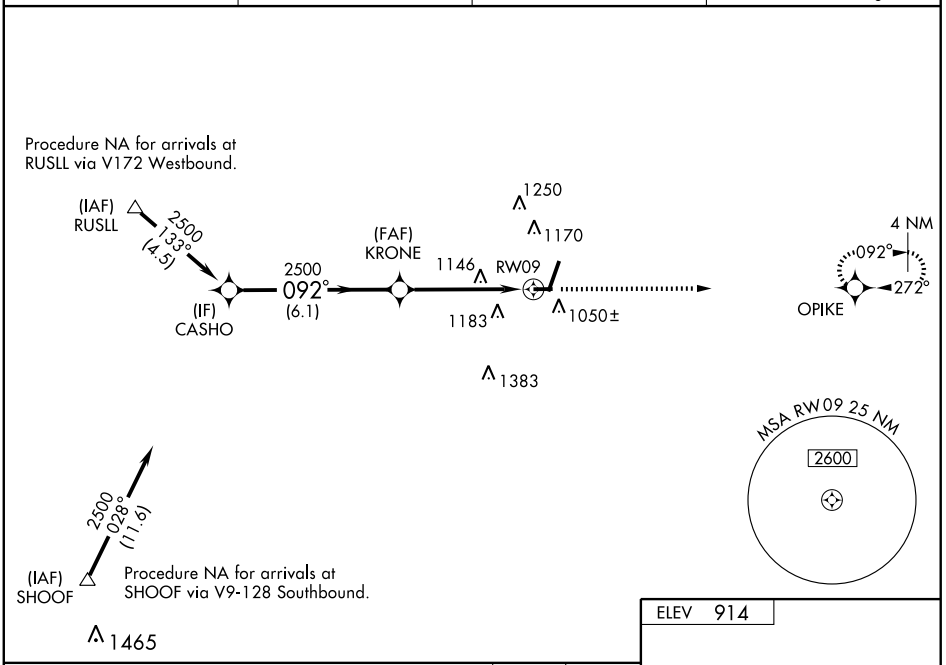
WAAS	APP CRS	Rwy Idg	4201
CH 82208	092°	TDZE	912
W09A		Apt Elev	914

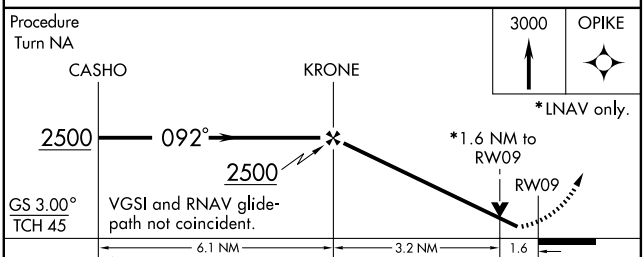
RNAV (GPS) RWY 9
DE KALB TAYLOR MUNI (DKB)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

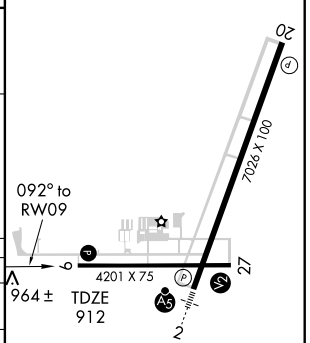
MISSED APPROACH: Climb to 3000 direct OPIKE and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1186-1 274 (300-1)			
LNAV/VNAV DA	1543-2¼ 631 (700-2¼)			
LNAV MDA	1460-1 548 (600-1)		1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1 546 (600-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)



MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 9, 20 and 27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50409 W20A	APP CRS 202°	Rwy Idg 7026 TDZE 905 Apt Elev 914

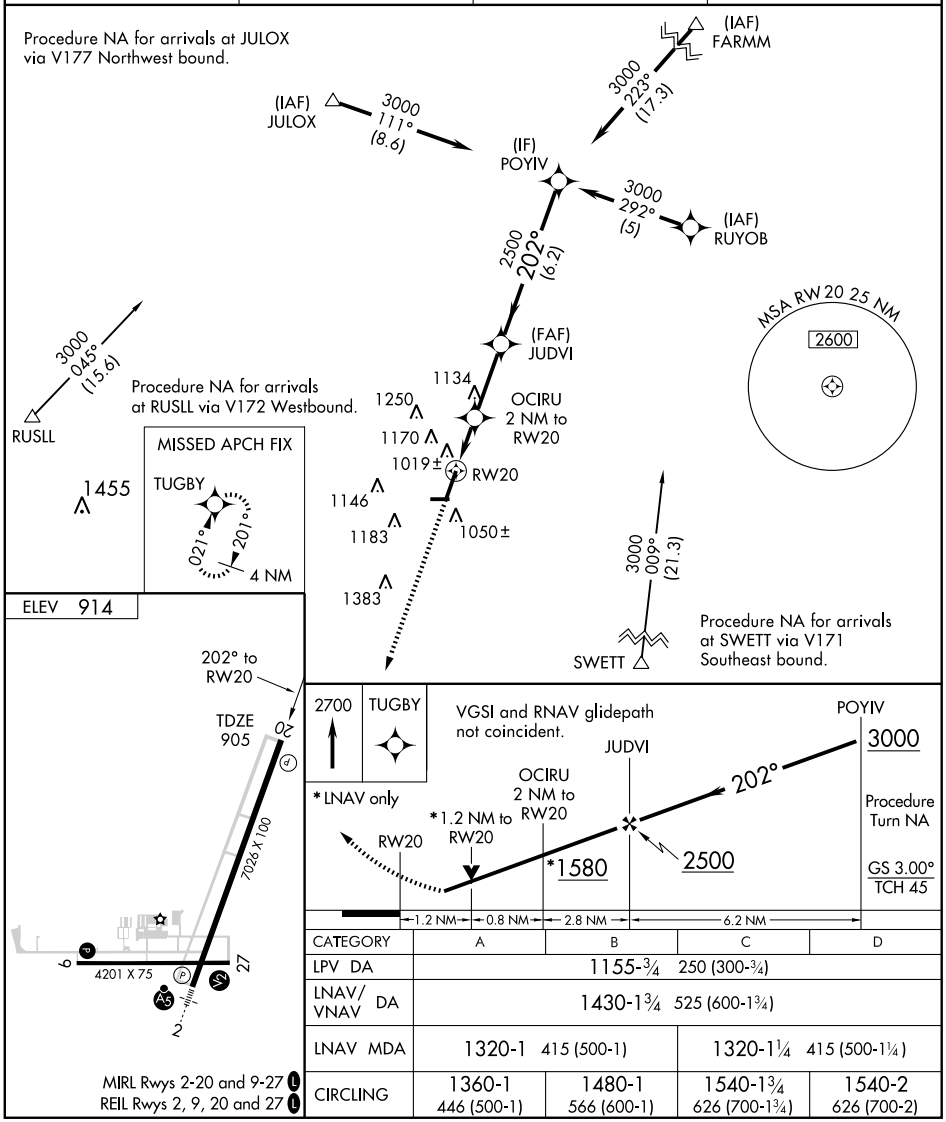
RNAV (GPS) RWY 20

DE KALB TAYLOR MUNI (DKB)

Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat. D visibility, and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct TUGBY and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1155-¾ 250 (300-¾)			
LNAV/VNAV DA	1430-1¾ 525 (600-1¾)			
LNAV MDA	1320-1 415 (500-1)		1320-1¼ 415 (500-1¼)	
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4201
CH 72709	272°	TDZE	912
W27A		Apt Elev	914

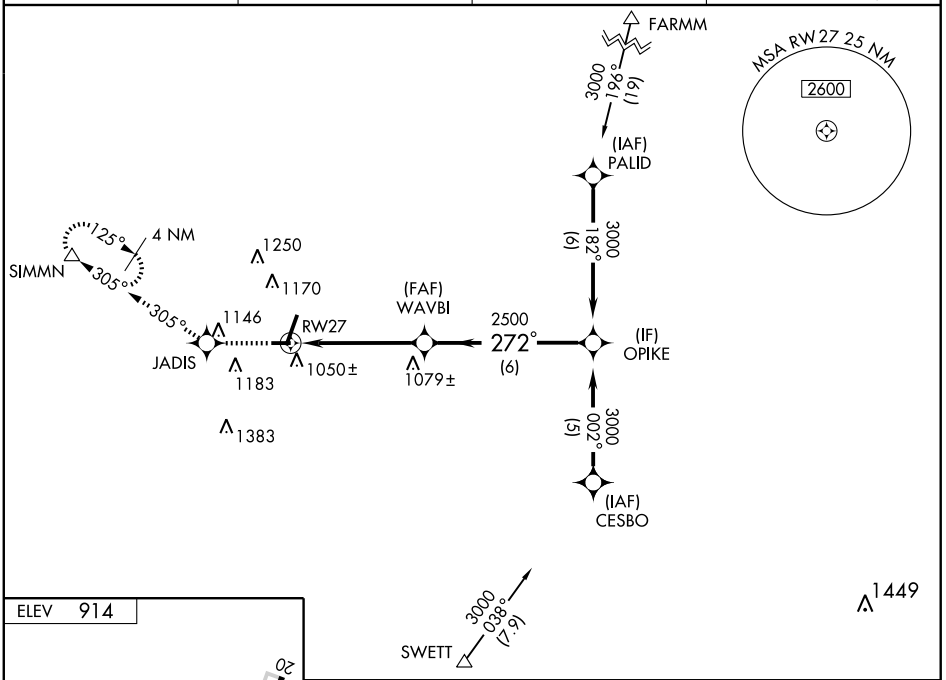
RNAV (GPS) RWY 27

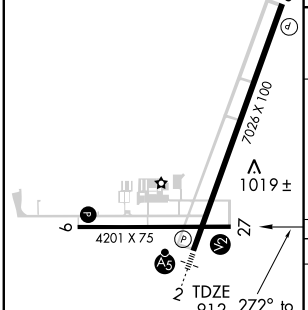
DE KALB TAYLOR MUNI (DKB)

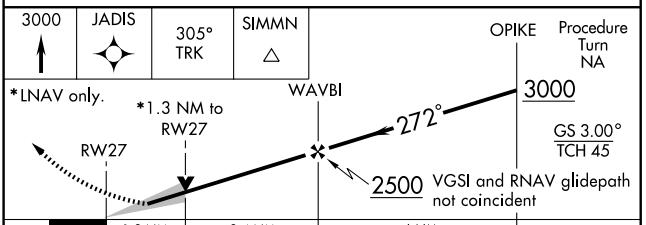
When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1162-¾ 250 (300-¾)			
LNAV/VNAV DA	1317-1½ 405 (500-1½)			
LNAV MDA	1360-1 448 (500-1)		1360-1¼ 448 (500-1¼)	1360-1½ 448 (500-1½)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

REIL Rwys 2, 9, 20 and 27 L
MIRL Rwys 2-20 and 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-710 (FAA)

DECATUR (DEC)
DECATUR, ILLINOIS

EC-3, 21 OCT 2010 to 18 NOV 2010

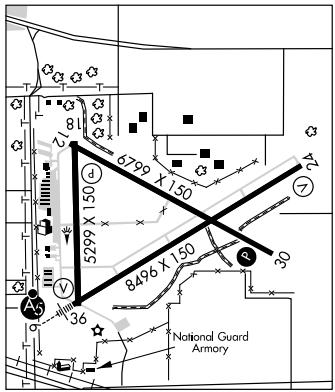
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

DECATUR, ILLINOIS
DECATUR (DEC)

DECATUR (DEC) 4 E UTC−6(−5DT) N39°50.02′ W88°51.94′ **ST LOUIS**
682 B **FUEL** 100LL, JET A OX 2, 4 Class II, ARFF Index A NOTAM FILE DEC **H–5E, L–27C**
RWY 06–24: H8496X150 (ASPH–CONC–GRVD) S–75, D–200, 2S–175, 2D–245 HIRL **IAP, AD**
RWY 06: MALSR. Road.
RWY 24: VASI(V4L)—GA 3.0° TCH 41′.
RWY 12–30: H6799X150 (ASPH–CONC–GRVD) S–75, D–200, 2S–175, 2D–245 MIRL
RWY 12: Tree. **RWY 30:** PAPI(P4L).
RWY 18–36: H5299X150 (ASPH–GRVD) S–75, D–115, 2S–146, 2D–180 MIRL
RWY 18: PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 42′. Pole.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12–30	4800
RWY 12	06–24	4450
RWY 18	06–24	4450
RWY 24	12–30	3000
RWY 24	18–36	8000
RWY 30	18–36	5050
RWY 36	12–30	4800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–8496	TODA–8496	ASDA–8496	LDA–8496
RWY 12:	TORA–6799	TODA–6799	ASDA–6799	LDA–6799
RWY 18:	TORA–5299	TODA–5299	ASDA–5299	LDA–5299
RWY 24:	TORA–8496	TODA–8496	ASDA–8496	LDA–8496
RWY 30:	TORA–6799	TODA–6799	ASDA–6799	LDA–6799
RWY 36:	TORA–5299	TODA–5299	ASDA–5299	LDA–5299

AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1300–0330Z‡. Birds; deer and other wildlife on and invof arpt. Snow removal ops in progress winter months; vehicle opr will be monitoring CTAF; acft ldg/dep use CTAF when twr clsd. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 217–428–2423 or 217–428–8836. PPR for AARF index B call arpt manager. Rwy 12 and Rwy 18 apch ends are closely aligned. Rwy 06 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. N ramp from Hangar B to Hangar G closed to acft over 12,500 lbs. Glider ops by written approval only; contact arpt manager 217–428–2423. Glider ops allowed on Rwys 06 and 30 only. No sod ops. Rwy 06 touchdown runway visual range avbl. Rwy 24 midfield rwy visual range avbl. When twr clsd HIRL Rwy 06–24 preset low ints; to increase ints and ACTIVATE MIRL Rwy 12–30 and Rwy 18–36; PAPI Rwy 30, twy lgts and MALSR Rwy 06—CTAF. When the twr is clsd, be alert for intermittent vehicular tfc in arpt ops areas. For U.S. Customs call 217–425–4803. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (217) 429–0052. **HIWAS** 117.2 DEC.

COMMUNICATIONS: CTAF 118.9 **ATIS** 126.35 **UNICOM** 122.95
RCO 122.3 (ST LOUIS RADIO)
ADDERS RCO 122.1R 117.2T (ST LOUIS RADIO)
Ⓡ **CHAMPAIGN APP/DEP CON** 132.85 (1200–0500Z‡)
CHICAGO CENTER APP/DEP CON 121.35 (0500–1200Z‡)
TOWER 118.9 (1200–0400Z‡) **GND CON** 121.75

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.
ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25′ W88°51.38′ 353° 5.8 NM to fld. 700/3E. **HIWAS.**
ELWIN NDB (LOM) 275 DE N39°47.43′ W88°57.23′ 058° 4.9 NM to fld.
ILS/DME 110.9 I–DEC Chan 46 Rwy 06. Class 1E. LOM ELWIN NDB. Unmonitored when twr clsd. LOC BC unusable byd 15 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

LOC/DME I-DEC	APP CRS	Rwy Idg	8496
110.9	060°	TDZE	676
Chan 46		Apt Elev	682

ILS or LOC RWY 6

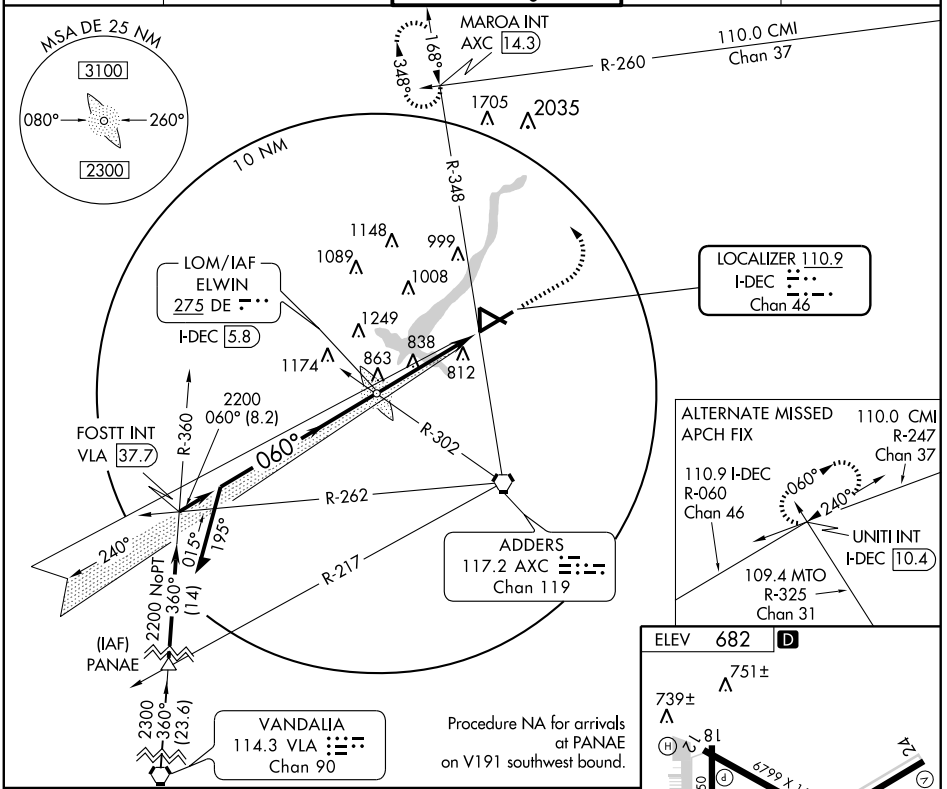
DECATUR (DEC)

T A *RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received use Logan County altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 6 Cat C/D visibility to RVR 4000 and Circling Cat C/D visibility ¼ mile. For inoperative MALSR when using Logan County altimeter setting increase S-ILS 6 all Cats visibility to RVR 5000. VDP NA with Logan County altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 via AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

ATIS	CHAMPAIGN APP CON*	DECATUR TOWER*	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95



CATEGORY	A	B	C	D
S-ILS 6		* 876/24 200 (200-½)		
S-LOC 6	1100/24 424 (500-½)		1100/40 424 (500-¾)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

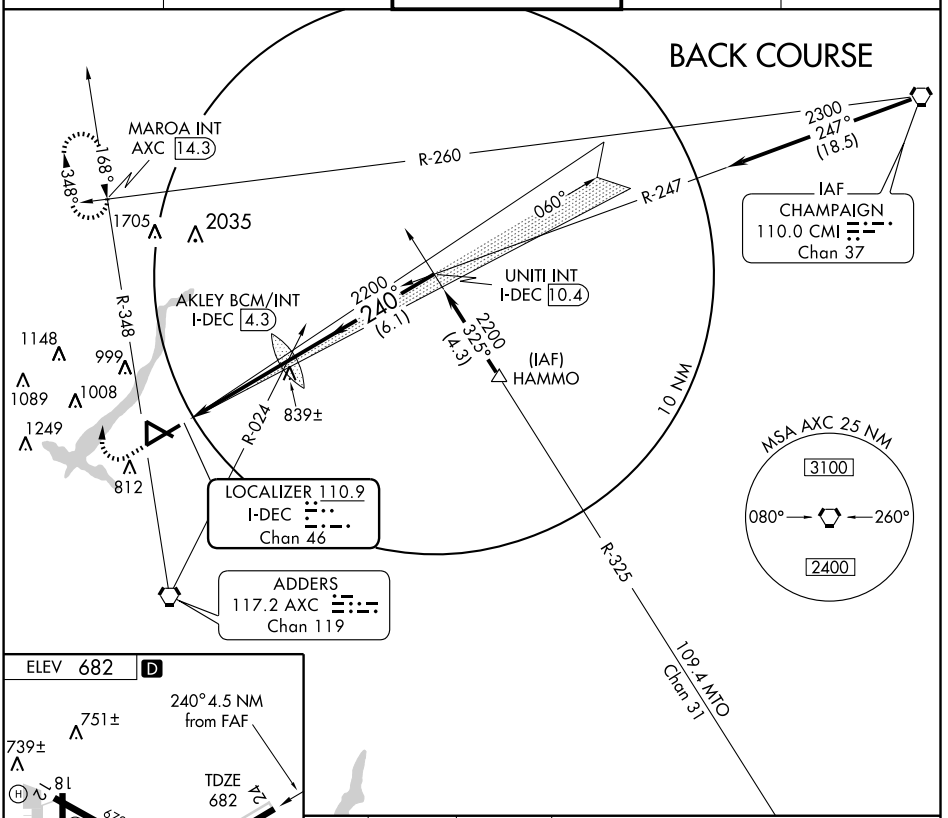
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

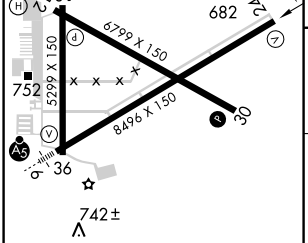
LOC/DME I-DEC	APP CRS	Rwy Idg	8496
110.9	240°	TDZE	682
Chan 46		Apt Elev	682

LOC BC RWY 24
DECATUR (DEC)

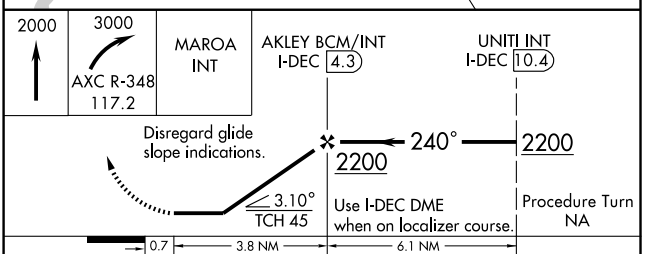
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via AXC R-348 to MAROA INT and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-24	1060-1 378 (400-1)			1060-1¼ 378 (400-1¼)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

DECATUR (DEC)

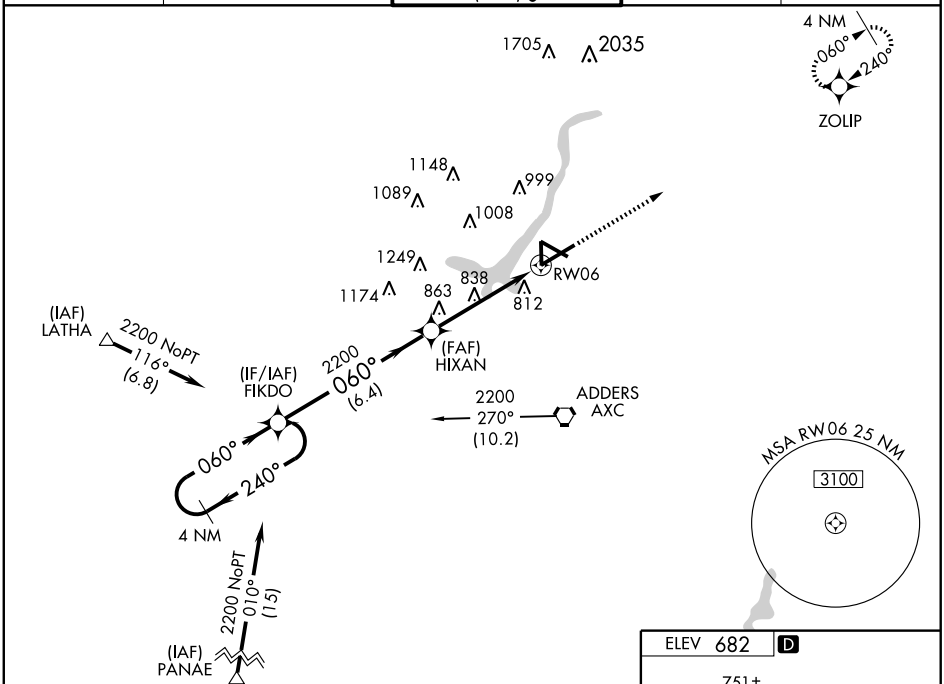
WAAS	APP CRS	Rwy Idg	8496
CH 86207	060°	TDZE	676
W06A		Apt Elev	682

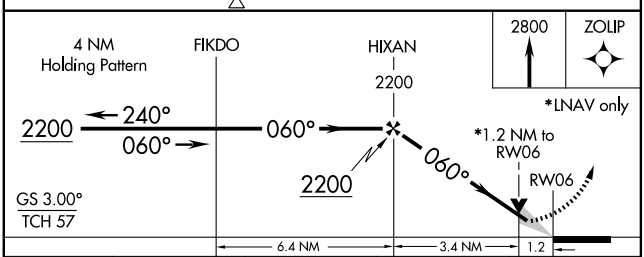
T A For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA/MDA 80 feet, increase all Cats LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Logan County altimeter setting increase LPV visibility to 1¼ mile.

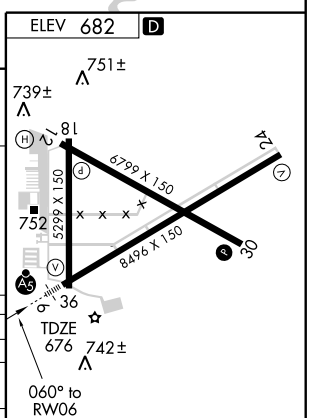
MALSR

MISSED APPROACH: Climb to 2800 direct ZOLIP and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95







CATEGORY	A	B	C	D
LPV DA	950/24 274 (300-½)			
LNAV/VNAV DA	1100/50 424 (500-1)			
LNAV MDA	1100/24 424 (500-½)		1100/40 424 (500-¾)	1100/50 424 (500-1)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5299
180°	TDZE	679
	Apt Elev	682

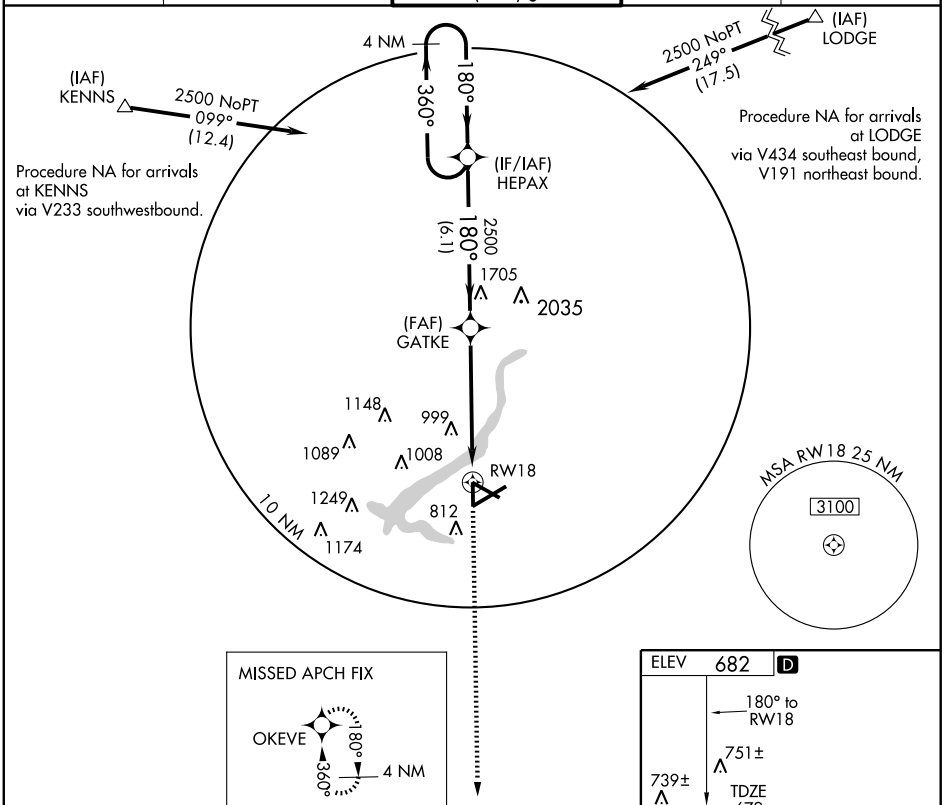
RNAV (GPS) RWY 18

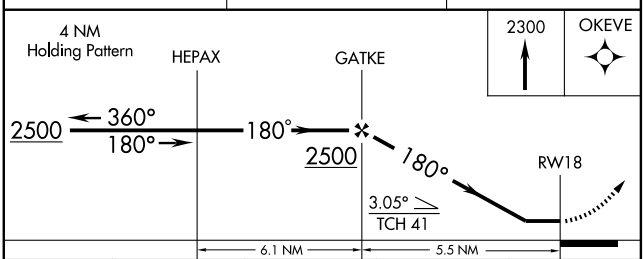
DECATUR (DEC)

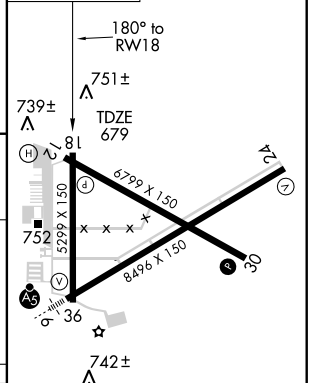
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct OKEVE and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1240-1 561 (600-1)		1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)
CIRCLING	1240-1 558 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

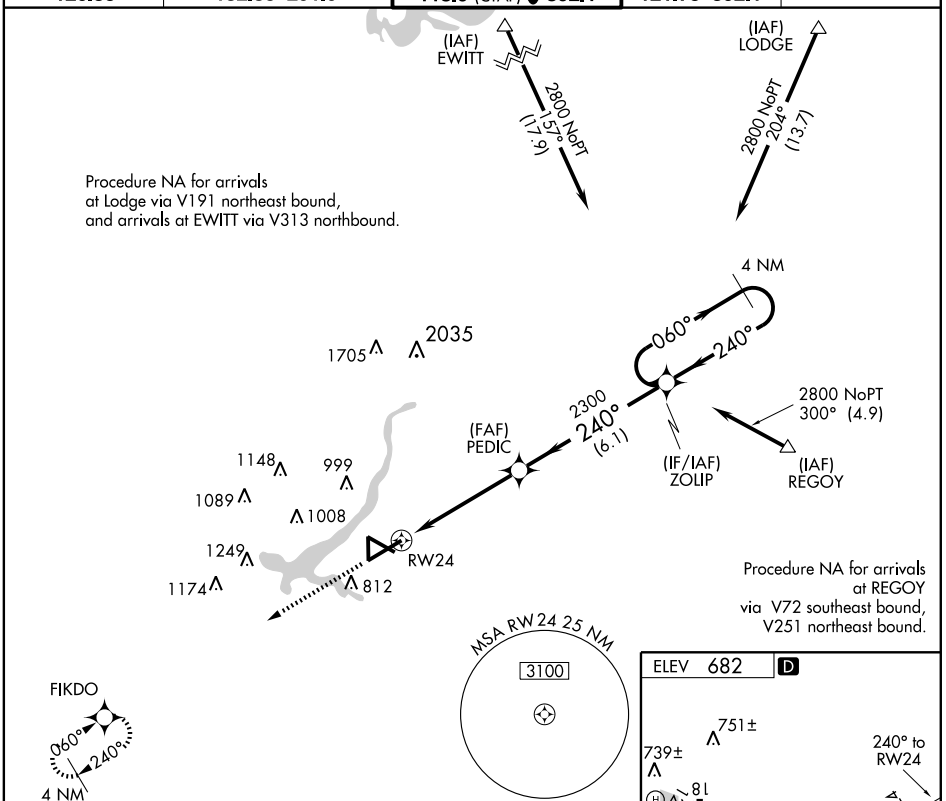
APP CRS		
240°	Rwy Idg	8496
	TDZE	682
	Apt Elev	682

RNAV (GPS) RWY 24
DECATUR (DEC)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. VDP NA when using Logan County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct FIKDO and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95



CATEGORY	A	B	C	D
LNAV MDA	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

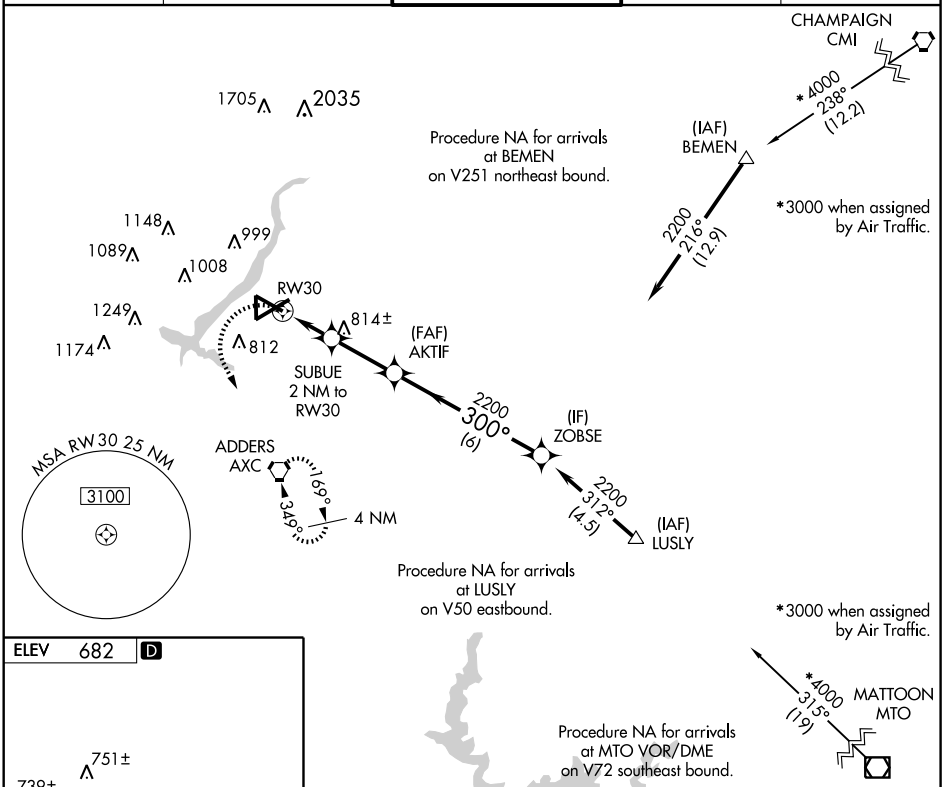
DECATUR (DEC)

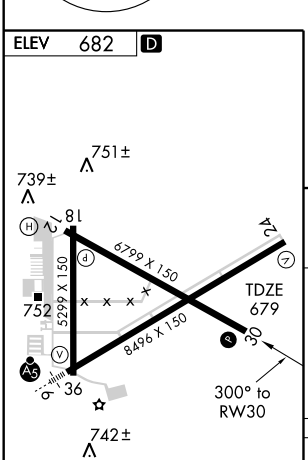
APP CRS	Rwy Idg	6799
300°	TDZE	679
	Apt Elev	682

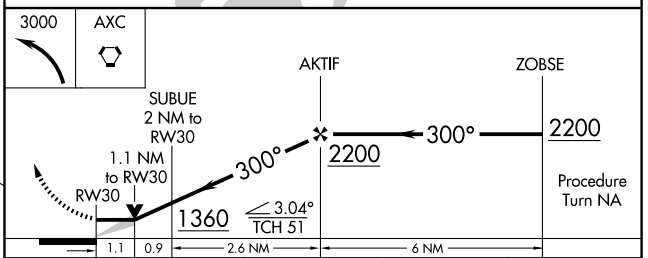
T A — DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet and increase LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. VDP NA with Logan County altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.

ATIS	CHAMPAIGN APP CON ★	DECATUR TOWER ★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1080-1 401 (400-1)		1080-1¼ 401 (400-1¼)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

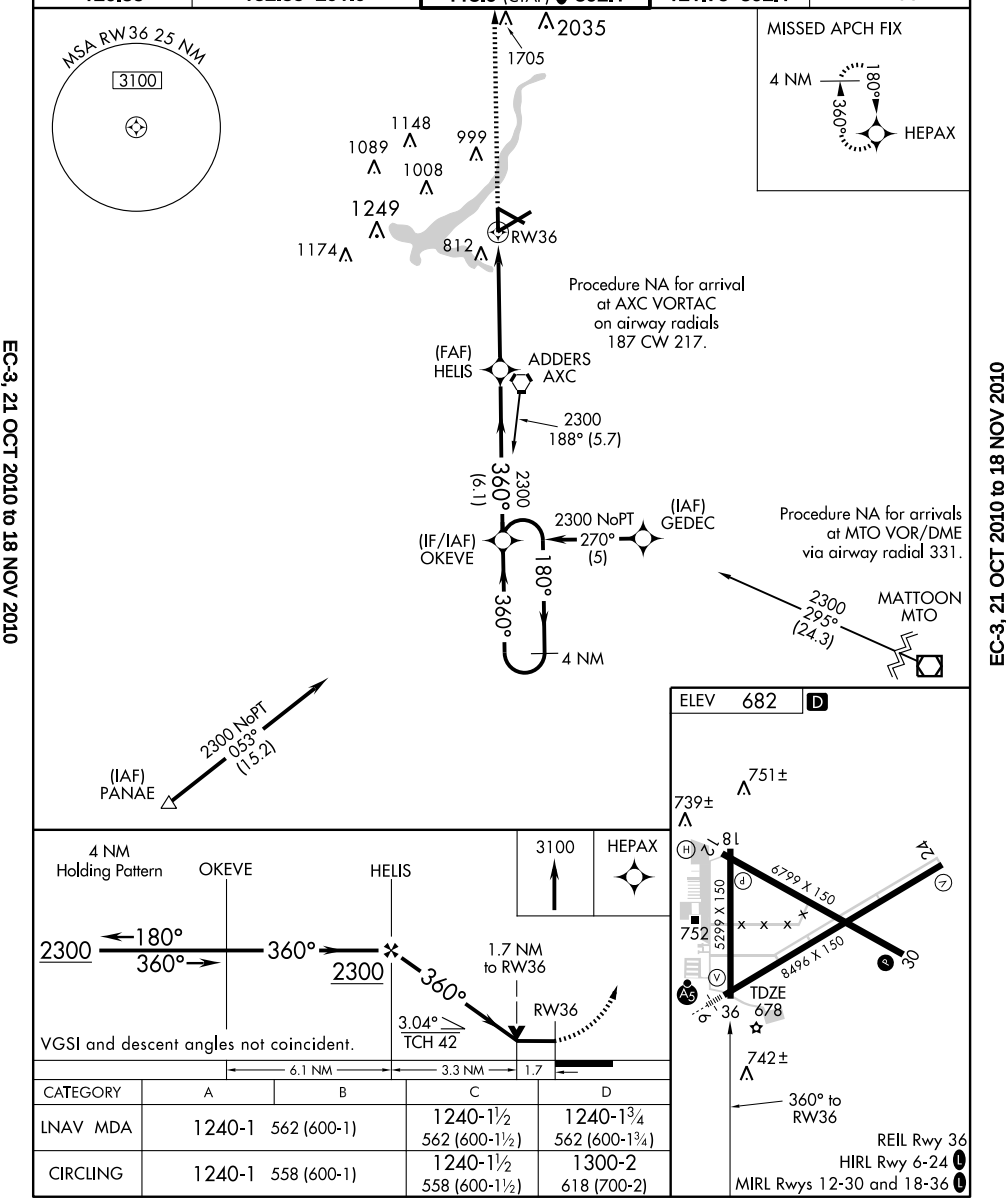
DECATUR (DEC)

APP CRS	Rwy Idg	5299
360°	TDZE	678
	Apt Elev	682

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct HEPAX and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95



CATEGORY	A	B	C	D
LNAV MDA	1240-1 562 (600-1)		1240-1½ 562 (600-1½)	1240-1¾ 562 (600-1¾)
CIRCLING	1240-1 558 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 18

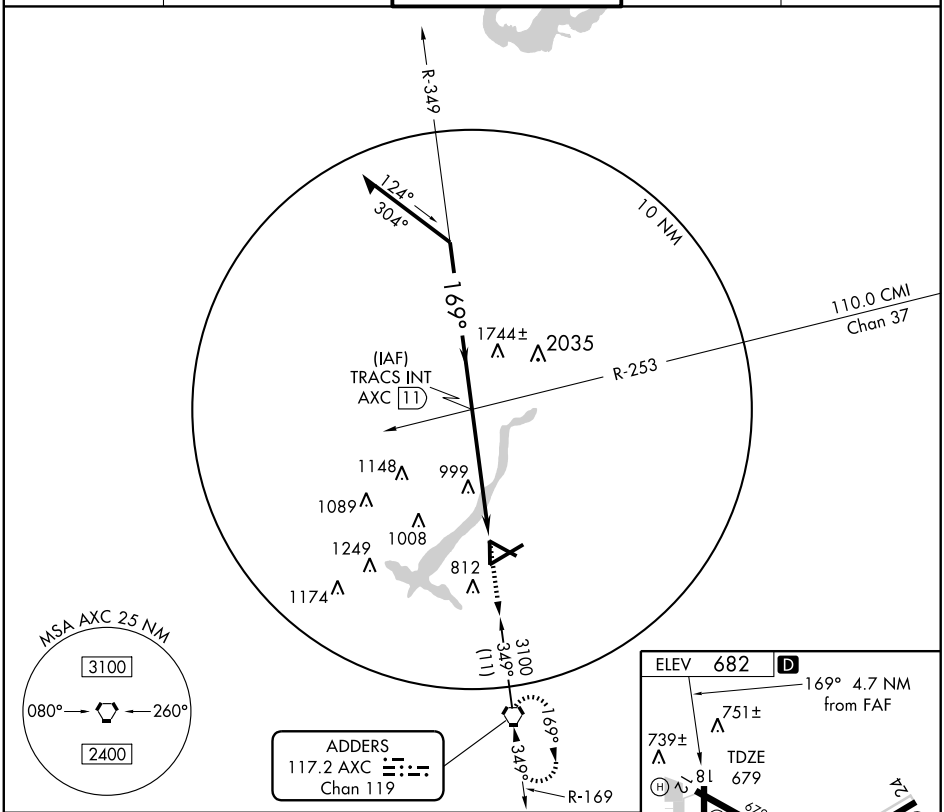
DECATUR (DEC)

VORTAC AXC	APP CRS	Rwy Idg	5299
117.2	169°	TDZE	679
Chan 119		Apt Elev	682

Visibility reduction by helicopters NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase S-18 Cat C/D and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95



REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

CATEGORY	A	B	C	D
S-18	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)
CIRCLING	1260-1	578 (600-1)	1260-1½ 578 (600-1½)	1300-2 618 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 36

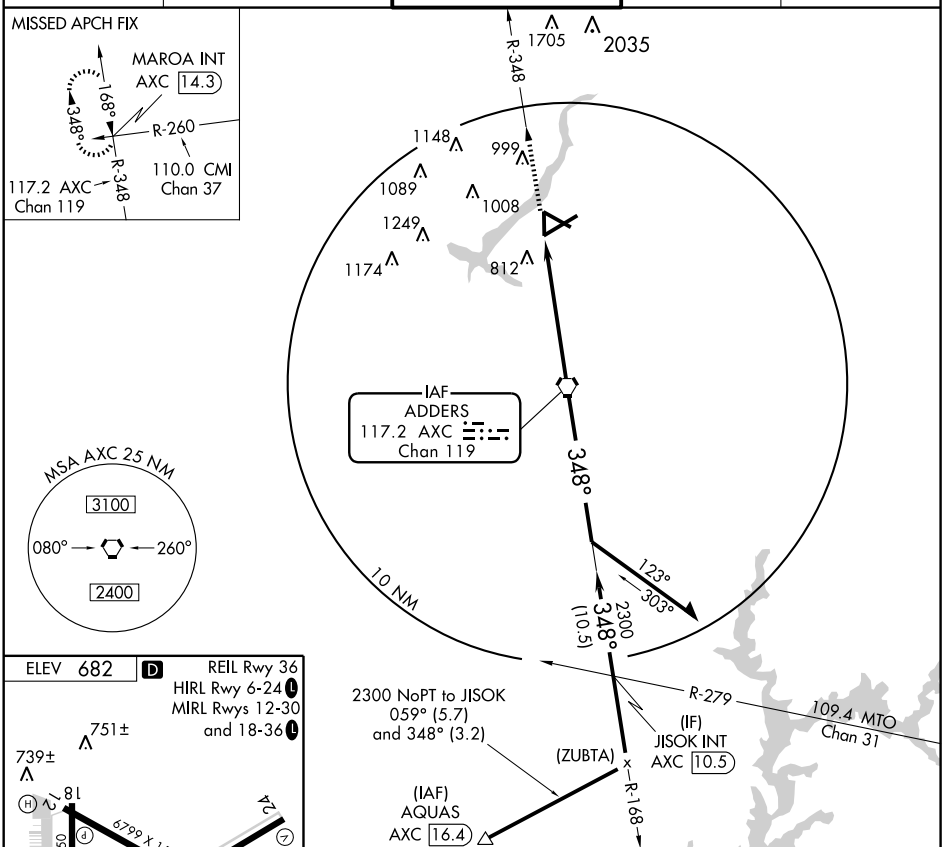
DECATUR (DEC)

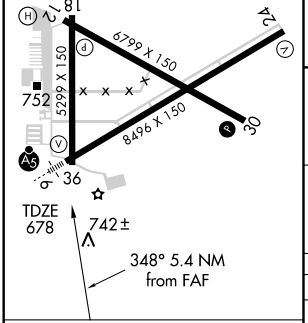
VORTAC AXC 117.2 Chan 119	APP CRS 348°	Rwy Idg 5299 TDZE 678 Apt Elev 682

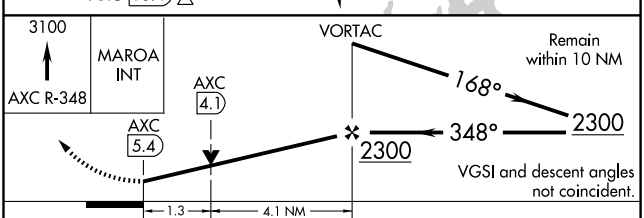
Visibility reduction by helicopters NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase S-36 Cat C/D and Circling Cat C/D visibility ¼ mile. VDP NA when using Logan County altimeter setting.

MISSED APPROACH: Climb to 3100 via AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

ATIS	CHAMPAIGN APP CON ★	DECATUR TOWER ★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) 392.1	121.75 392.1	122.95







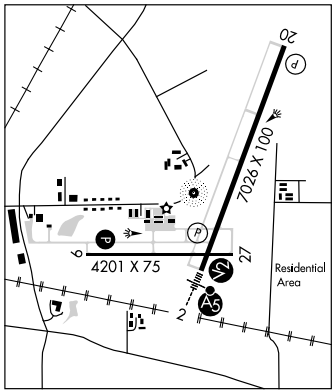
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-36	1160-1 482 (500-1)		1160-1¼ 482 (500-1¼)	1160-1½ 482 (500-1½)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

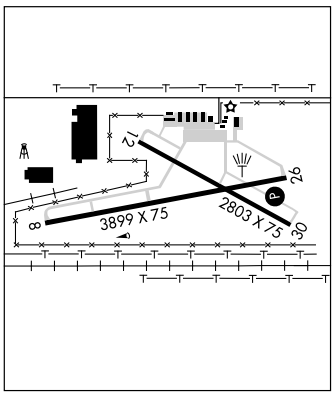
DE KALB TAYLOR MUNI (DKB) 2 E UTC−6(−5DT) N41°56.03′ W88°42.34′ CHICAGO
914 B S2 **FUEL** 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB H–5E, L–28H IAP

RWY 02–20: H7026X100 (ASPH–GRVD) S–25, D–80 MIRL
RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55′. Railroad.
RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27′. Tree.
RWY 09–27: H4201X75 (ASPH–GRVD) S–25, D–80 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Tree.
RWY 27: REIL. PVASI(PSIL)–GA 3.0° TCH 21′. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1330–2300Z‡, Apr–Oct 1330–0000Z‡. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02–20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09–27 opr dusk–dawn.
WEATHER DATA SOURCES: AWOS–3 119.075 (815) 748–2350.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CHICAGO APP/DEP CON** 133.5
GCO 121.725 (CHICAGO–O HARE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42′ W88°21.01′ 277° 16.1 NM to fld. 838/2E.
NDB (MHW) 209 DKB N41°56.04′ W88°42.44′ at fld. NOTAM FILE DKB.
ILS/DME 109.95 I–DJK Chan 36Y Rwy 02. Class IT. LOC only.
COMM/NAV/WEATHER REMARKS: GCO OTS indef.



DIXON MUNI–CHARLES R. WALGREEN FLD (C73) 1 E UTC−6(−5DT) N41°50.02′ W89°26.77′ CHICAGO
785 B S4 **FUEL** 100LL, JET A TPA—1585(800) NOTAM FILE IKK L–28H IAP

RWY 08–26: H3899X75 (ASPH) S–12 MIRL
RWY 08: REIL. Tree.
RWY 26: PAPI(P4L)—GA 3.0° TCH 20′. Pole.
RWY 12–30: H2803X75 (ASPH) S–12 MIRL 0.3% up E
RWY 12: Stack. **RWY 30:** Railroad.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Sun on call. For attendant call 815–667–0161 or 815–440–6557. Self fueling avbl 24 hr. MIRL Rwy 12–30 preset on low ints SS–SR; to increase ints and ACTIVATE MIRL Rwy 08–26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.
COMMUNICATIONS: CTAF/UNICOM 123.05
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)
Ⓡ **ROCKFORD APP/DEP CON** 126.0
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 153° 8.7 NM to fld. 840/3E. **HIWAS.**



DUPAGE (See CHICAGO/WEST CHICAGO)

APP CRS	Rwy Idg	3899
082°	TDZE	782
	Apt Elev	785

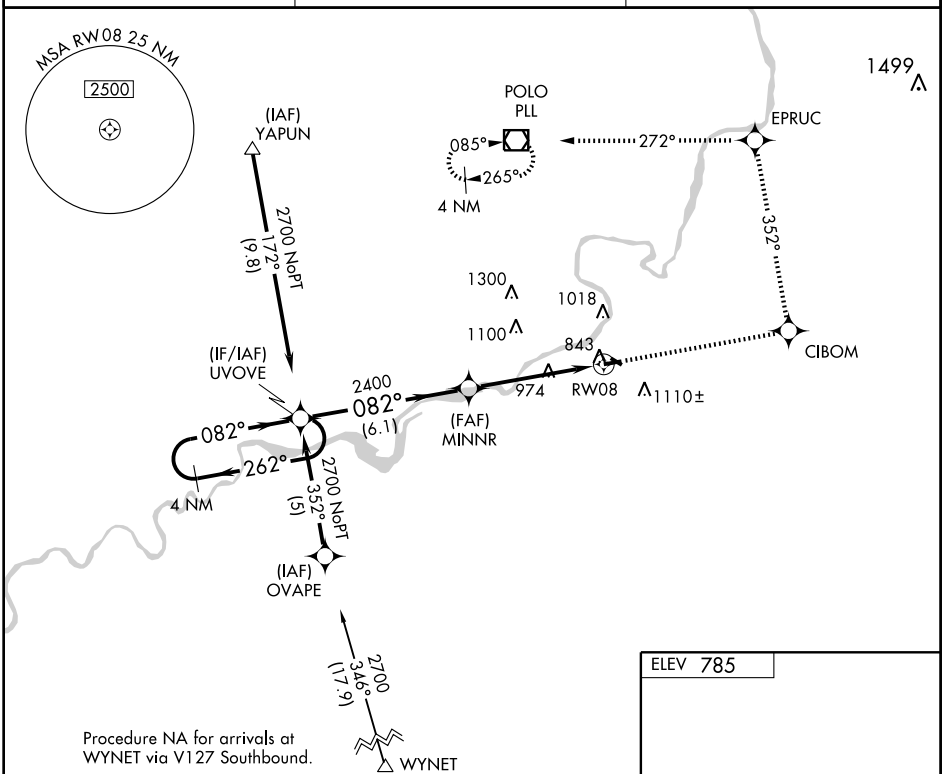
RNAV (GPS) RWY 8

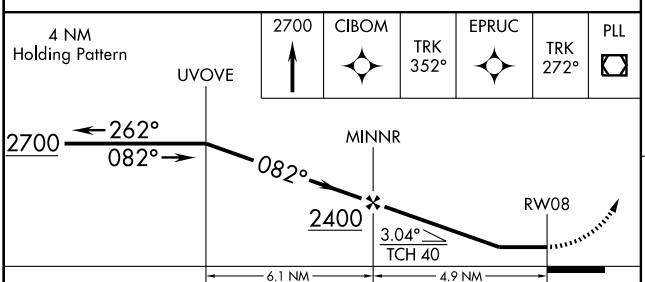
DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

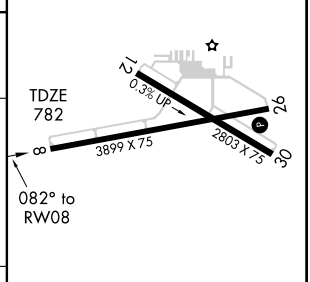
MISSED APPROACH: Climb to 2700 direct CIBOM and via track 352° to EPRUC and via track 272° to PLL VOR/DME and hold.

ROCHELLE AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1280-1 498 (500-1)		1280-1¼ 498 (500-1¼)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA



REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65712 W26A	APP CRS 262°	Rwy Idg 3899 TDZE 784 Apt Elev 785

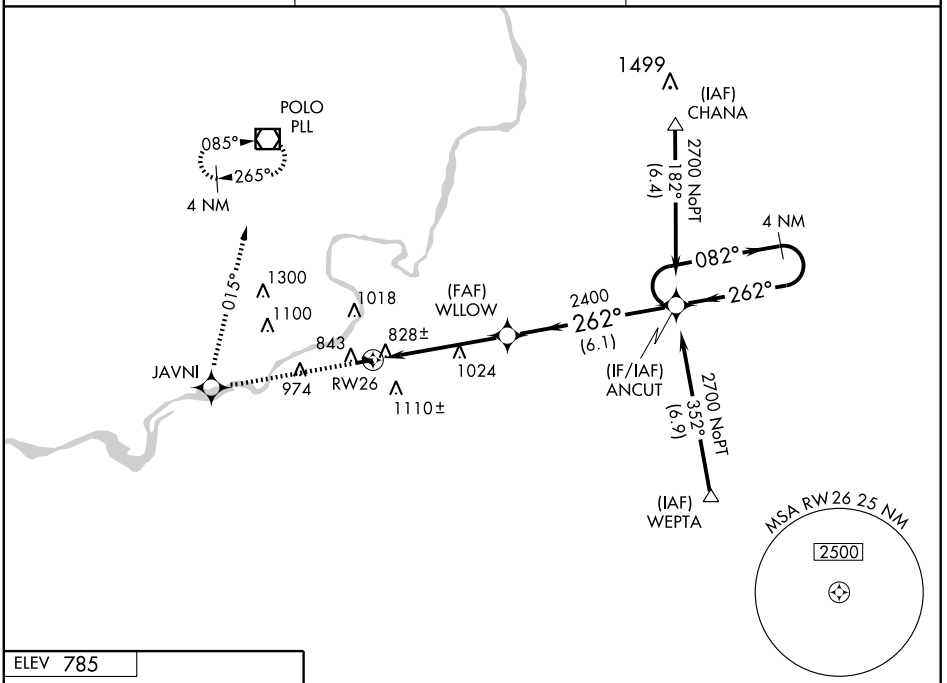
RNAV (GPS) RWY 26

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

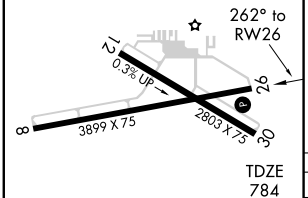
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2700 direct JAVNI and right turn via track 015° to PLL VOR/DME and hold.

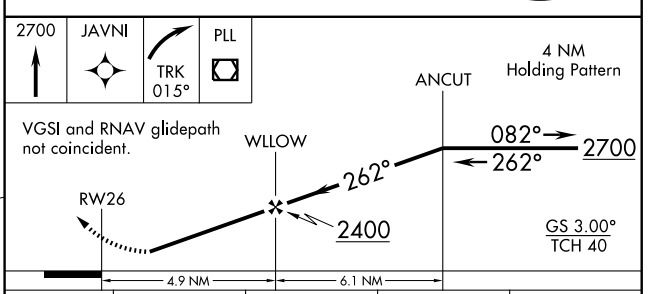
ROCHELLE AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	123.05 (CTAF) L



ELEV 785



REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	1107-1¼ 323 (400-1¼)			NA
LNAV/VNAV DA	1377-2 593 (600-2)			NA
LNAV MDA	1340-1 556 (600-1)		1340-1½ 556 (600-1½)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME PLL	APP CRS	Rwy Idg	N/A
111.2	153°	TDZE	N/A
Chan 49		Apt Elev	785

VOR-A

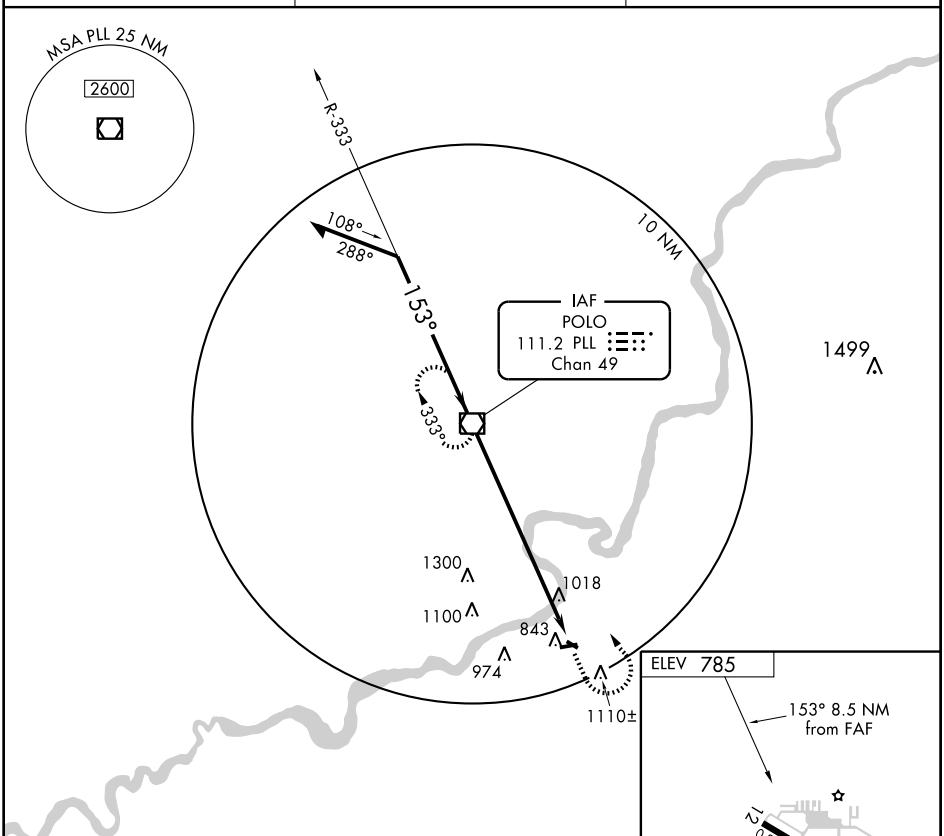
DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

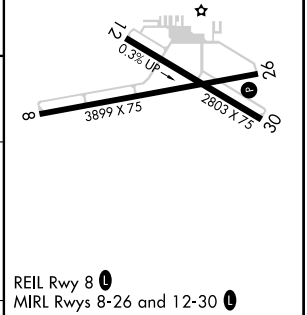
Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

NA

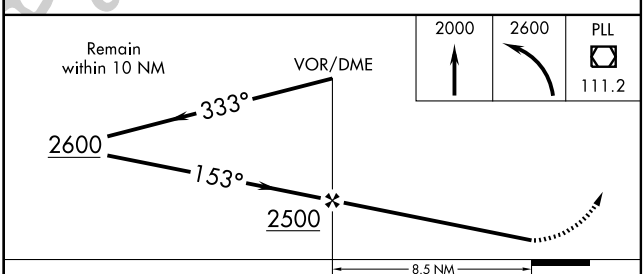
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct PLL VOR/DME and hold.

ROCHELLE AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	123.05 (CTAF) L





REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L

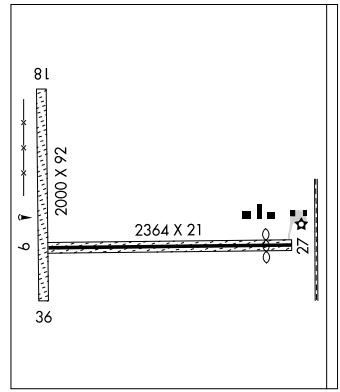


CATEGORY	A	B	C	D
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	NA	

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

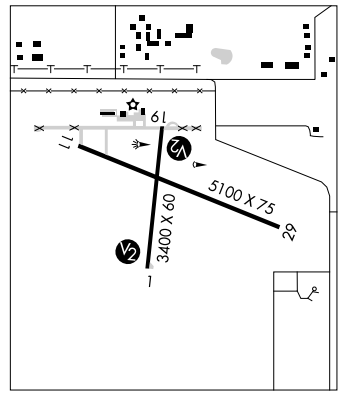
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

DWIGHT (DTG) 3 N UTC−6(−5DT) N41°08.00′ W88°26.45′ CHICAGO
632 B **FUEL** 100LL TPA—1432(800) NOTAM FILE IKK L–27C
RWY 09–27: H2364X21 (ASPH–TURF) LIRL (NSTD) 0.3% up W IAP
RWY 27: Thld dsplcd 300′. Building.
RWY 18–36: 2000X92 (TURF) 0.5% up S
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2100Z‡. For NSTD LIRL Rwy 09–27 after 0400Z‡ call 815–584–2486; for rotating bcn call 815–584–2486. Rwy 09–27 NSTD LIRL; not FAA approved L–800 series. Spacing and ints of lgts vary. Rwy 09–27 21′ asph strip centered on 100′ turf rwy. Rwy 09–27 NSTD markings due to narrow width.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27′ W88°44.01′ 032° 23 NM to fld. 679/3E. **HIWAS.**



EDGAR CO (See PARIS)

EFFINGHAM CO MEM (1H2) 3 S UTC−6(−5DT) N39°04.23′ W88°32.01′ ST LOUIS
587 B S4 **FUEL** 100LL, JET A TPA—1387(800) NOTAM FILE 1H2 H–5E, L–27C
RWY 11–29: H5100X75(CONC) MIRL IAP
RWY 11: Tree. **RWY 29:** REIL. Tree.
RWY 01–19: H3400X60 (ASPH) S–12 MIRL 0.3% up N
RWY 01: PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
RWY 19: PVASI(PSIL)—GA 3.0° TCH 50′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. MIRL Rwy 11–29 preset low ints; to increase ints and ACTIVATE MIRL Rwy 01–19; REIL Rwy 29 and VASI Rwys 01 and 19—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (217) 536–5976.
COMMUNICATIONS: CTAF/UNICOM 122.8
BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 124.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22′ W88°28.91′ 342° 9.3 NM to fld. 540/3E.
ILS/DME 110.75 I–FQE Chan 44Y Rwy 29. LOC only.



EGROW N40°33.62′ W88°52.48′ NOTAM FILE BMI.
NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington–Normal. Unmonitored when twr clsd.

ELWIN N39°47.43′ W88°57.23′ NOTAM FILE DEC. ST LOUIS
NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

RNAV (GPS) RWY 27

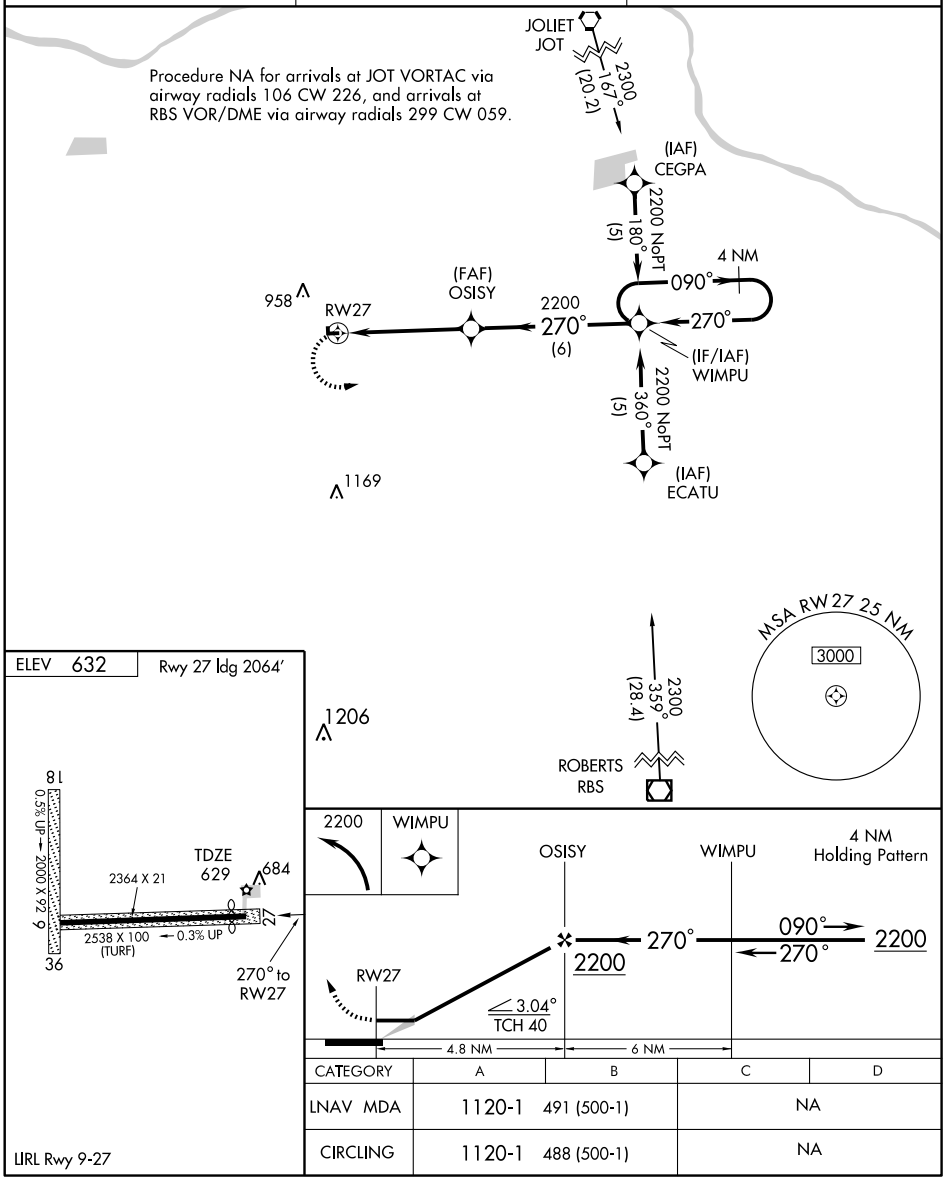
DWIGHT (DTG)

APP CRS	Rwy Idg	2064
270°	TDZE	629
	Apt Elev	632

NA — Use Pontiac altimeter setting; if not received, use Morris altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA north of Rwy 9-27.

MISSED APPROACH: Climbing left turn to 2200 direct WIMPU and hold.

PONTIAC AWOS-3	CHICAGO CENTER	UNICOM
119.675	123.75 354.0	122.8 (CTAF)

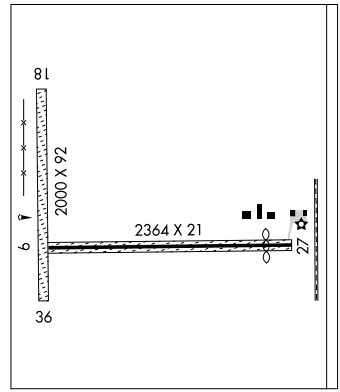


CATEGORY	A	B	C	D
LNAV MDA	1120-1	491 (500-1)	NA	
CIRCLING	1120-1	488 (500-1)	NA	

LIRL Rwy 9-27

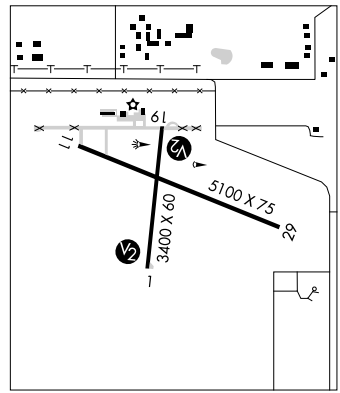
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

DWIGHT (DTG) 3 N UTC−6(−5DT) N41°08.00′ W88°26.45′ CHICAGO
632 B **FUEL** 100LL TPA—1432(800) NOTAM FILE IKK L–27C
RWY 09–27: H2364X21 (ASPH–TURF) LIRL (NSTD) 0.3% up W IAP
RWY 27: Thld dsplcd 300′. Building.
RWY 18–36: 2000X92 (TURF) 0.5% up S
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2100Z‡. For NSTD LIRL Rwy 09–27 after 0400Z‡ call 815–584–2486; for rotating bcn call 815–584–2486. Rwy 09–27 NSTD LIRL; not FAA approved L–800 series. Spacing and ints of lgts vary. Rwy 09–27 21′ asph strip centered on 100′ turf rwy. Rwy 09–27 NSTD markings due to narrow width.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27′ W88°44.01′ 032° 23 NM to fld. 679/3E. **HIWAS.**



EDGAR CO (See PARIS)

EFFINGHAM CO MEM (1H2) 3 S UTC−6(−5DT) N39°04.23′ W88°32.01′ ST LOUIS
587 B S4 **FUEL** 100LL, JET A TPA—1387(800) NOTAM FILE 1H2 H–5E, L–27C
RWY 11–29: H5100X75(CONC) MIRL IAP
RWY 11: Tree. **RWY 29:** REIL. Tree.
RWY 01–19: H3400X60 (ASPH) S–12 MIRL 0.3% up N
RWY 01: PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
RWY 19: PVASI(PSIL)—GA 3.0° TCH 50′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. MIRL Rwy 11–29 preset low ints; to increase ints and ACTIVATE MIRL Rwy 01–19; REIL Rwy 29 and VASI Rwys 01 and 19—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (217) 536–5976.
COMMUNICATIONS: CTAF/UNICOM 122.8
BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 124.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22′ W88°28.91′ 342° 9.3 NM to fld. 540/3E.
ILS/DME 110.75 I–FQE Chan 44Y Rwy 29. LOC only.



EGROW N40°33.62′ W88°52.48′ NOTAM FILE BMI.
NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington–Normal. Unmonitored when twr clsd.

ELWIN N39°47.43′ W88°57.23′ NOTAM FILE DEC. ST LOUIS
NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

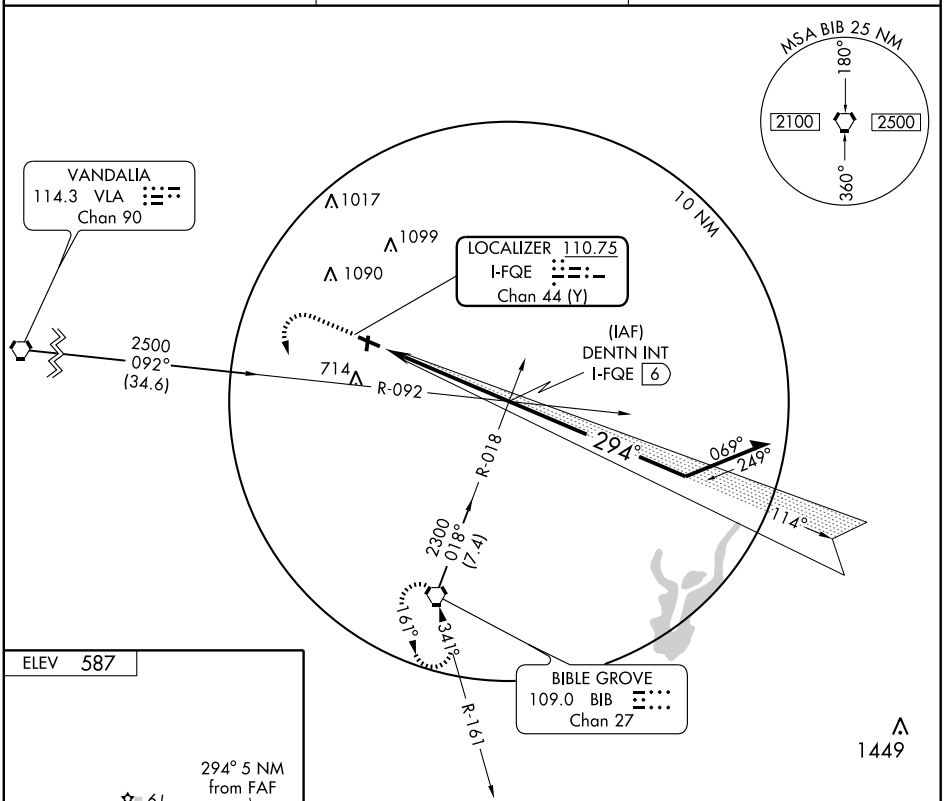
LOC/DME I-FQE	APP CRS	Rwy Idg	5100
110.75	294°	TDZE	580
Chan 44		Apt Elev	587

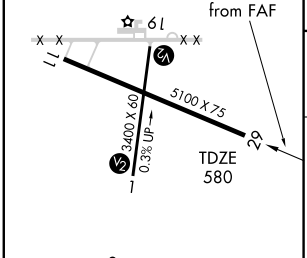
LOC RWY 29

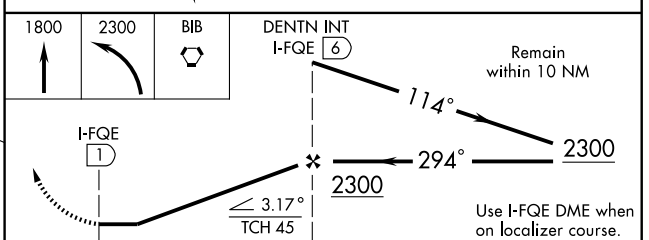
EFFINGHAM COUNTY MEMORIAL (1H2)

MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct BIB VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	124.3 269.15	122.8 (CTAF) L







REIL Rwy 29 L
MIRL Rwys 1-19
and 11-29 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-29	940-1 360 (400-1)			940-1¼ 360 (400-1¼)
CIRCLING	1080-1 493 (500-1)		1080-1½ 493 (500-1½)	1280-2¼ 693 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3400
009°	TDZE	581
	Apt Elev	587

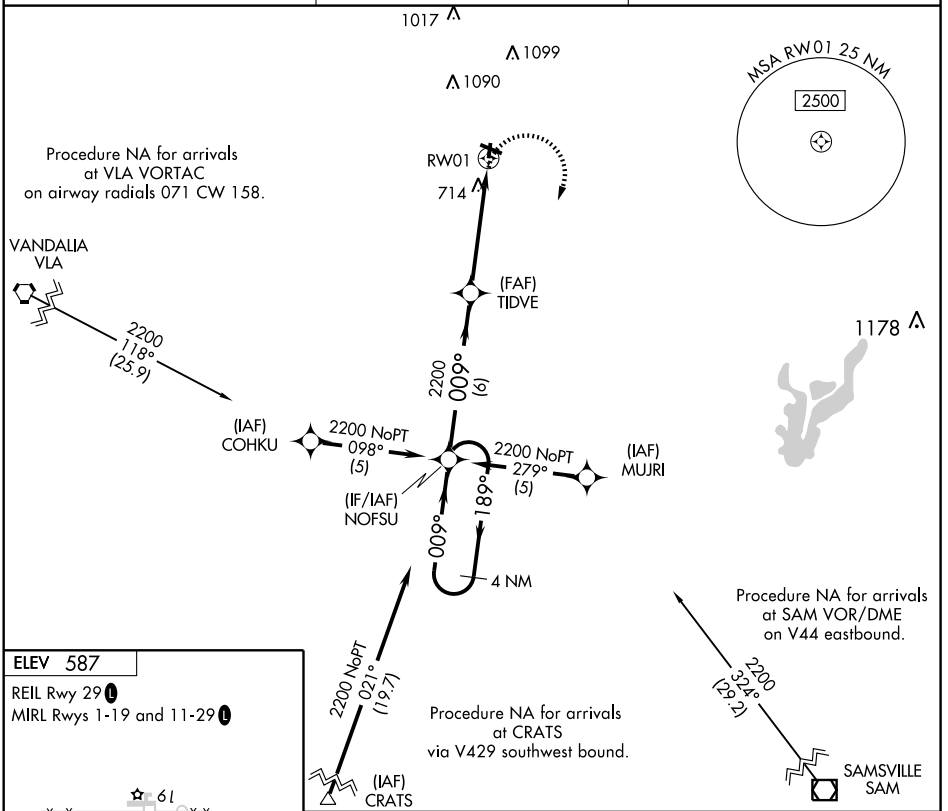
RNAV (GPS) RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olney/Noble altimeter setting and increase all MDA 80 feet and increase LNAV Cats C and D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 direct NOFSU and hold.

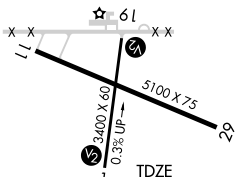
AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	124.3 269.15	122.8 (CTAF) L



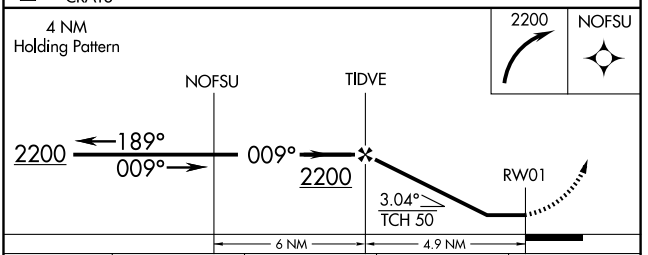
ELEV 587

REIL Rwy 29 L

MIRL Rwys 1-19 and 11-29 L



009° to RW01



CATEGORY	A	B	C	D
LNAV MDA	1020-1 439 (500-1)		1020-1¼ 439 (500-1¼)	1020-1½ 439 (500-1½)
CIRCLING	1080-1 493 (500-1)		1080-1½ 493 (500-1½)	1440-2¾ 853 (900-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BIB	APP CRS	Rwy Idg	3400
109.0	341°	TDZE	581
Chan 27		Apt Elev	587

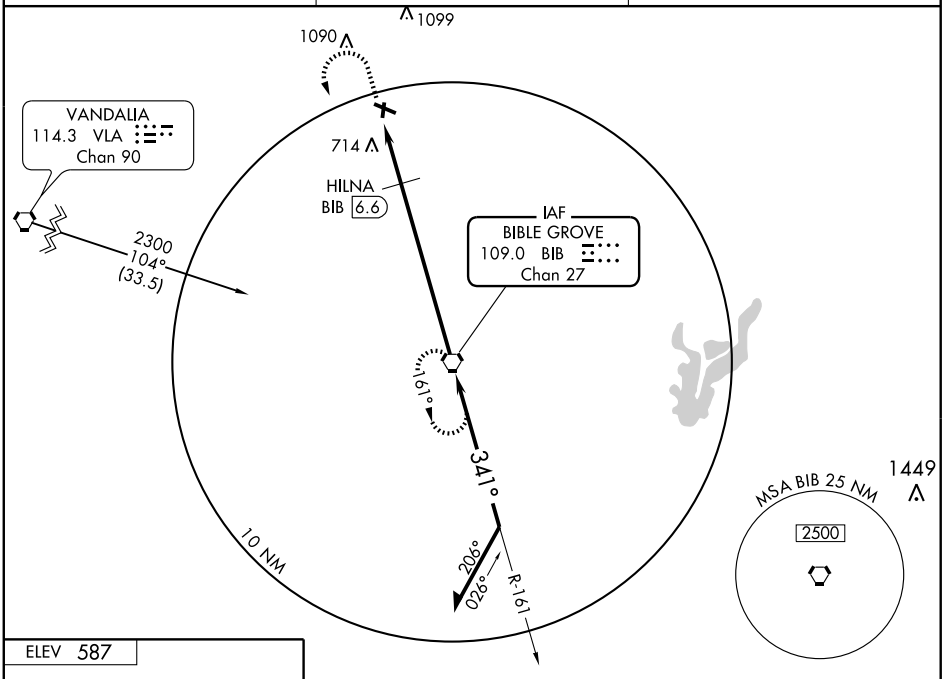
VOR RWY 1

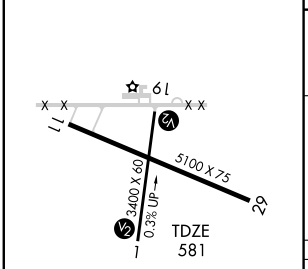
EFFINGHAM COUNTY MEMORIAL (1H2)

When local altimeter setting not received, use Olney/Noble altimeter setting and increase all MDA 80 feet and increase S-01 Cat C and D visibility ¼ mile and increase Circling Cats C and D visibility ¼ mile and HILNA Fix minimums: S-1 Cat C and D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BIB VORTAC and hold.

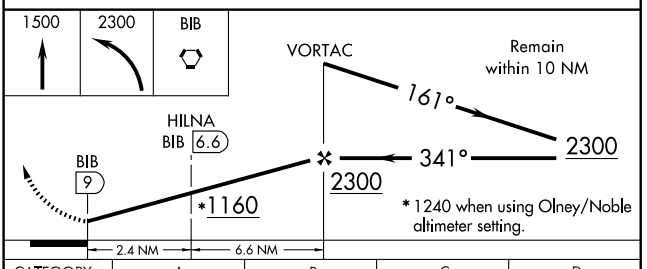
AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	124.3 269.15	122.8 (CTAF) L





REIL Rwy 29 L
MIRL Rwys 1-19
and 11-29 L

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00



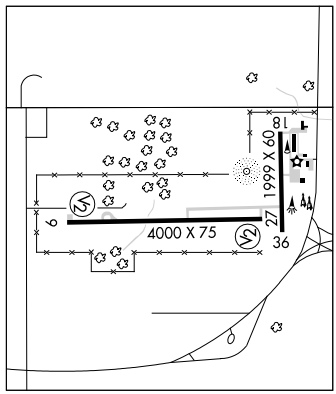
CATEGORY	A	B	C	D
S-1	1160-1	579 (600-1)	1160-1½ 579 (600-1½)	1160-1¾ 579 (600-1¾)
CIRCLING	1160-1	573 (600-1)	1160-1½ 573 (600-1½)	1440-2¾ 853 (900-2¾)
HILNA FIX MINIMUMS				
S-1	1020-1	439 (500-1)	1020-1¼ 439 (500-1¼)	1020-1½ 439 (500-1½)
CIRCLING	1080-1	493 (500-1)	1080-1½ 493 (500-1½)	1440-2¾ 853 (900-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

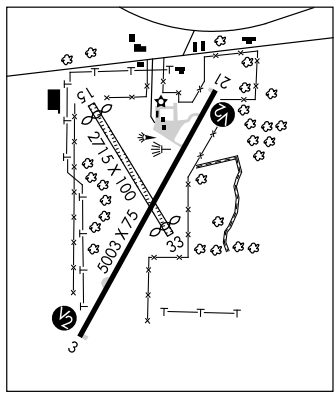
ERIE AIR PARK ULTRALIGHT (3H5) 1 N UTC−6(−5DT) N41°40.95′ W90°04.72′ **CHICAGO**
600 TPA—1400(800) NOTAM FILE IKK
RWY 18U–36U: 2000X200 (TURF)
RWY 18U: Trees. **RWY 36U:** Trees.
AIRPORT REMARKS: Attended Tue–Sat SR–SS. Rwy 18U–36U thlds marked with L–shaped white gravel.
COMMUNICATIONS: CTAF 122.9

ERMIN N41°43.14′ W87°50.18′ NOTAM FILE MDW. **CHICAGO**
NDB (MHW/LOM) 332 HK 044° 5.5 NM to Chicago Midway Intl. **A**

FAIRFIELD MUNI (FWC) 2 W UTC−6(−5DT) N38°22.72′ W88°24.76′ **ST LOUIS**
436 B **FUEL** 100LL, JET A NOTAM FILE FWC **L–27C**
RWY 09–27: H4000X75 (ASPH) S–12 MIRL 0.6% up W **IAP**
RWY 09: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Tree.
RWY 27: PVASI(PSIL)—GA 3.0° TCH 28′. Pole.
RWY 18–36: H1999X60 (ASPH) S–16 MIRL
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400–2200Z‡. For attendant other hrs call 618–842–3145/9101. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09–27; REIL Rwy 09—123.05.
WEATHER DATA SOURCES: AWOS–3 119.425 (618) 847–4709.
COMMUNICATIONS: CTAF/UNICOM 123.05
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11′ W88°05.15′ 245° 16.7 NM to fld. 540/3E.
WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80′ W88°24.59′ at fld. NOTAM FILE FWC.



FLORA MUNI (FOA) 2 E UTC−6(−5DT) N38°39.90′ W88°27.19′ **ST LOUIS**
473 B S4 **FUEL** 100LL, JET A NOTAM FILE FOA **H–5E, L–27C**
RWY 03–21: H5003X75 (ASPH–PFC) S–30, S–40 MIRL **IAP**
RWY 03: PVASI(PSIL)—GA 3.0° TCH 26′. Tree.
RWY 21: REIL. PVASI(PSIL)—GA 3.0° TCH 20′. Pole.
RWY 15–33: 2715X100 (TURF)
RWY 15: Thld dsplcd 204′. Tree. **RWY 33:** Thld dsplcd 174′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. Rwy 15–33 soft when wet. Rwy 15–33 thlds and boundary outlined by white ½ tires. Dsplcd thld marked with white rock and is day use only. MIRL Rwy 03–21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.175 (618) 662–8355.
COMMUNICATIONS: CTAF/UNICOM 122.7
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22′ W88°28.91′ 172° 15.4 NM to fld. 540/3E.
ILS/DME 108.55 I–RTT Chan 22Y Rwy 21. LOC only.



FOSTER FLD (See APPLE RIVER)

FRASCA FLD (See Urbana)

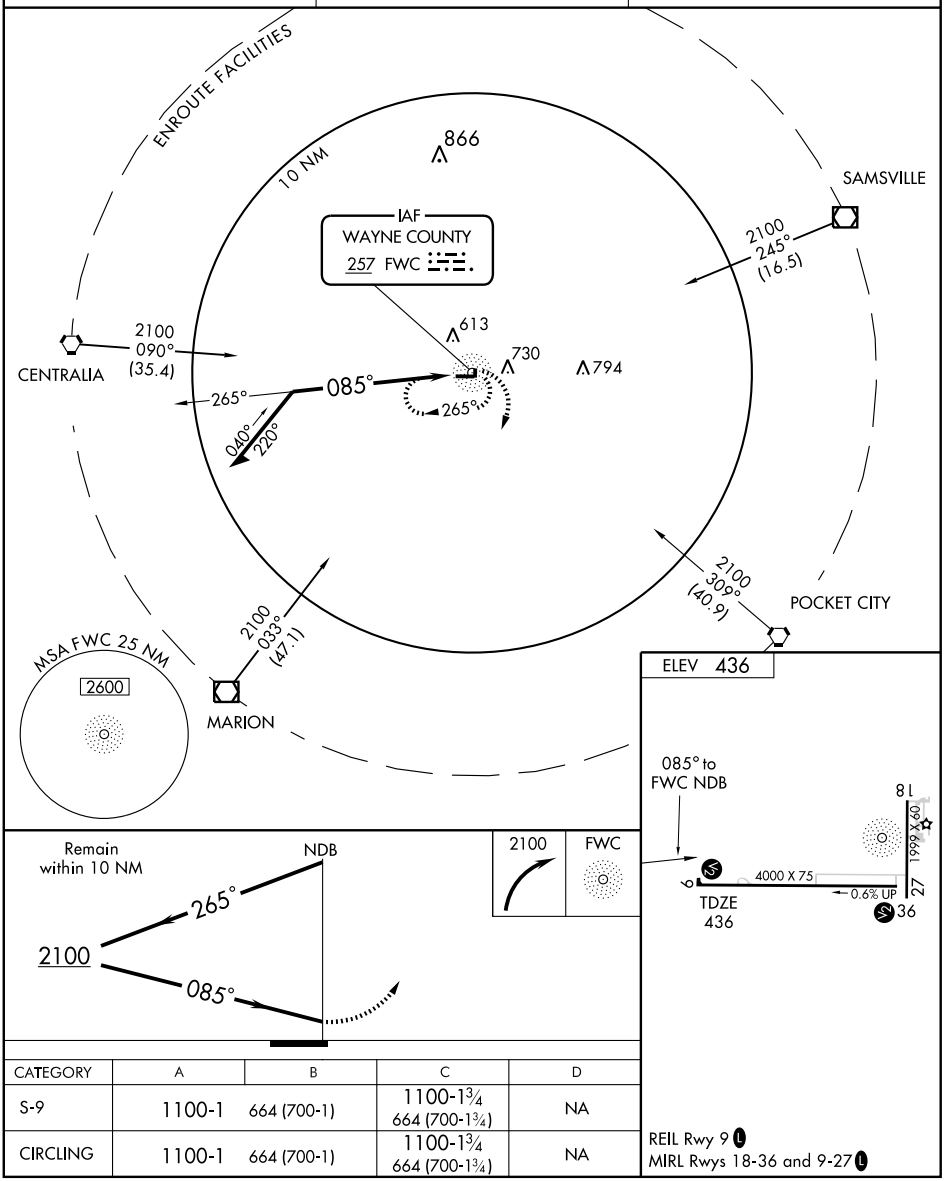
NDB FWC 257	APP CRS 085°	Rwy Idg 4000 TDZE 436 Apt Elev 436

NDB RWY 9
FAIRFIELD MUNI (FWC)

NA

MISSED APPROACH: Climbing right turn to 2100 in the FWC NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	127.7 317.7	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-9	1100-1	664 (700-1)	1100-1¾ 664 (700-1¾)	NA
CIRCLING	1100-1	664 (700-1)	1100-1¾ 664 (700-1¾)	NA

REIL Rwy 9 L
MIRL Rwys 18-36 and 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
091°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 9

FAIRFIELD MUNI (FWC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Flora altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	127.7 317.7	123.05 (CTAF) L

Procedure NA for arrivals at CRATS via V429 northeast bound, V52 northwest bound and V446 westbound.

MSA RW09 25 NM
2600

CRATS
2100
159°
(7.2)
(IAF)
CHIKY
2100 NoPT
181°
(5)
2100 NoPT
083° (7.5)
(IF/IAF)
CORQE
091°
271°
4 NM
2000
091°
(6)
(FAF)
FIGEL
613
730
794
RW09
(IAF)
MT VERNON
VNN
908
2100 NoPT
001°
(5)
(IAF)
ULUVY
2100
317°
(7.6)
4 NM
053°
233°
DAHLL

Procedure NA for arrivals at DAHLL via V4 eastbound.

ELEV 436

4 NM
Holding Pattern
CORQE
2100
271°
091°
091°
FIGEL
1.3 NM to
RW09
RW09
2000
3.04°
TCH 40
VGSI and descent angles not coincident.
6 NM
3.4 NM
1.3

3000
DAHLL

091° to
RW09

18
4000 X 75
0.6% UP
27
1999 X 60
36
TDZE
436

CATEGORY	A	B	C	D
LNAV MDA	880-1 444 (500-1)		880-1¼ 444 (500-1¼)	NA
CIRCLING	1040-1 604 (700-1)		1040-1¾ 604 (700-1¾)	NA

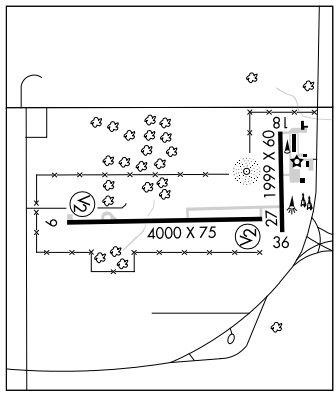
REIL Rwy 9 L
MIRL Rwys 18-36 and 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

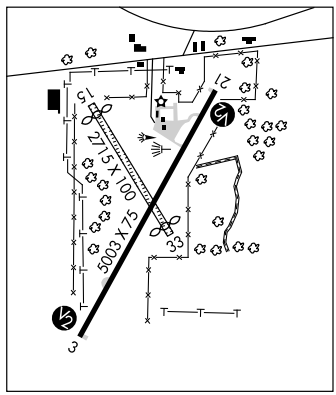
ERIE AIR PARK ULTRALIGHT (3H5) 1 N UTC−6(−5DT) N41°40.95′ W90°04.72′ **CHICAGO**
600 TPA—1400(800) NOTAM FILE IKK
RWY 18U–36U: 2000X200 (TURF)
RWY 18U: Trees. **RWY 36U:** Trees.
AIRPORT REMARKS: Attended Tue–Sat SR–SS. Rwy 18U–36U thlds marked with L–shaped white gravel.
COMMUNICATIONS: CTAF 122.9

ERMIN N41°43.14′ W87°50.18′ NOTAM FILE MDW. **CHICAGO**
NDB (MHW/LOM) 332 HK 044° 5.5 NM to Chicago Midway Intl. **A**

FAIRFIELD MUNI (FWC) 2 W UTC−6(−5DT) N38°22.72′ W88°24.76′ **ST LOUIS**
436 B **FUEL** 100LL, JET A NOTAM FILE FWC **L–27C**
RWY 09–27: H4000X75 (ASPH) S–12 MIRL 0.6% up W **IAP**
RWY 09: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Tree.
RWY 27: PVASI(PSIL)—GA 3.0° TCH 28′. Pole.
RWY 18–36: H1999X60 (ASPH) S–16 MIRL
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400–2200Z‡. For attendant other hrs call 618–842–3145/9101. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09–27; REIL Rwy 09—123.05.
WEATHER DATA SOURCES: AWOS–3 119.425 (618) 847–4709.
COMMUNICATIONS: CTAF/UNICOM 123.05
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11′ W88°05.15′ 245° 16.7 NM to fld. 540/3E.
WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80′ W88°24.59′ at fld. NOTAM FILE FWC.



FLORA MUNI (FOA) 2 E UTC−6(−5DT) N38°39.90′ W88°27.19′ **ST LOUIS**
473 B S4 **FUEL** 100LL, JET A NOTAM FILE FOA **H–5E, L–27C**
RWY 03–21: H5003X75 (ASPH–PFC) S–30, S–40 MIRL **IAP**
RWY 03: PVASI(PSIL)—GA 3.0° TCH 26′. Tree.
RWY 21: REIL. PVASI(PSIL)—GA 3.0° TCH 20′. Pole.
RWY 15–33: 2715X100 (TURF)
RWY 15: Thld dsplcd 204′. Tree. **RWY 33:** Thld dsplcd 174′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. Rwy 15–33 soft when wet. Rwy 15–33 thlds and boundary outlined by white ½ tires. Dsplcd thld marked with white rock and is day use only. MIRL Rwy 03–21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.175 (618) 662–8355.
COMMUNICATIONS: CTAF/UNICOM 122.7
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22′ W88°28.91′ 172° 15.4 NM to fld. 540/3E.
ILS/DME 108.55 I–RTT Chan 22Y Rwy 21. LOC only.



FOSTER FLD (See APPLE RIVER)

FRASCA FLD (See Urbana)

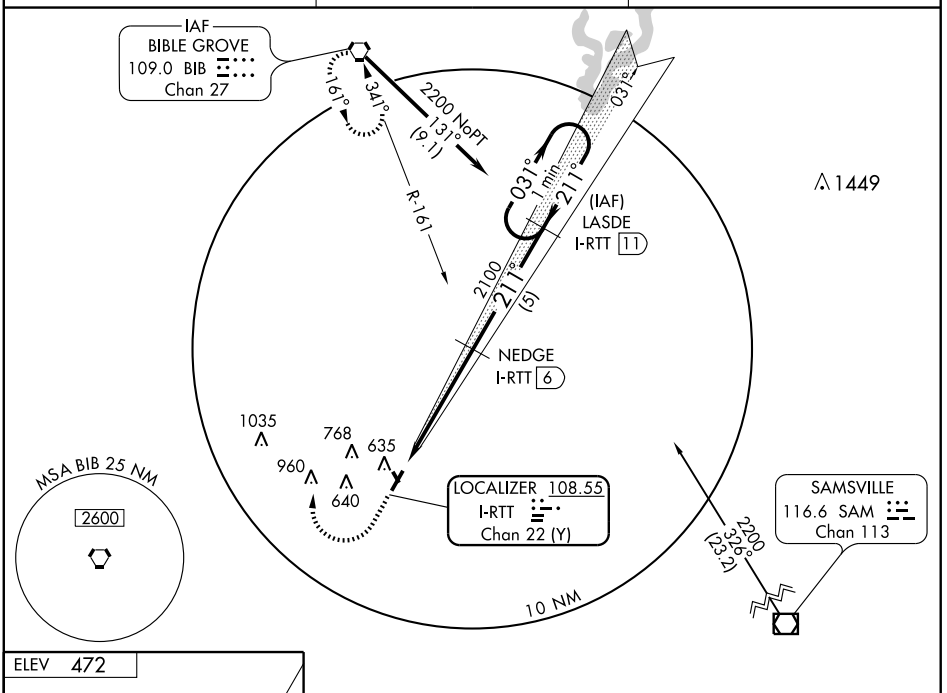
LOC/DME I-RTT	APP CRS	Rwy Idg	5003
108.55	211°	TDZE	470
Chan 22 (Y)		Apt Elev	472

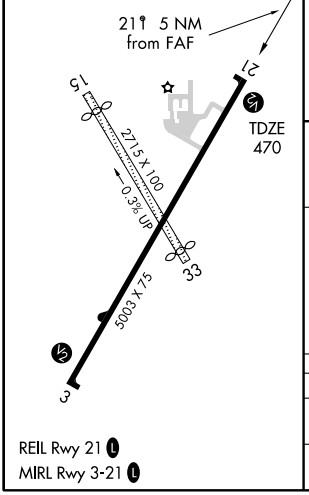
LOC/DME RWY 21
FLORA MUNI (FOA)

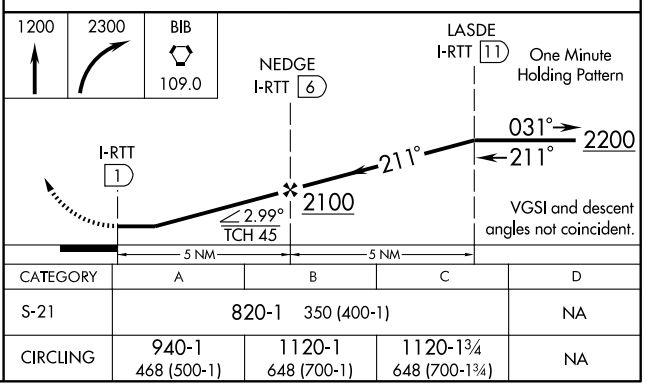
When local altimeter setting not received, use Olney-Noble altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct to BIB VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.175	127.7 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-21	820-1 350 (400-1)			NA
CIRCLING	940-1 468 (500-1)	1120-1 648 (700-1)	1120-1¾ 648 (700-1¾)	NA

REIL Rwy 21 L
MIRL Rwy 3-21 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5003
031°	TDZE	473
	Apt Elev	473

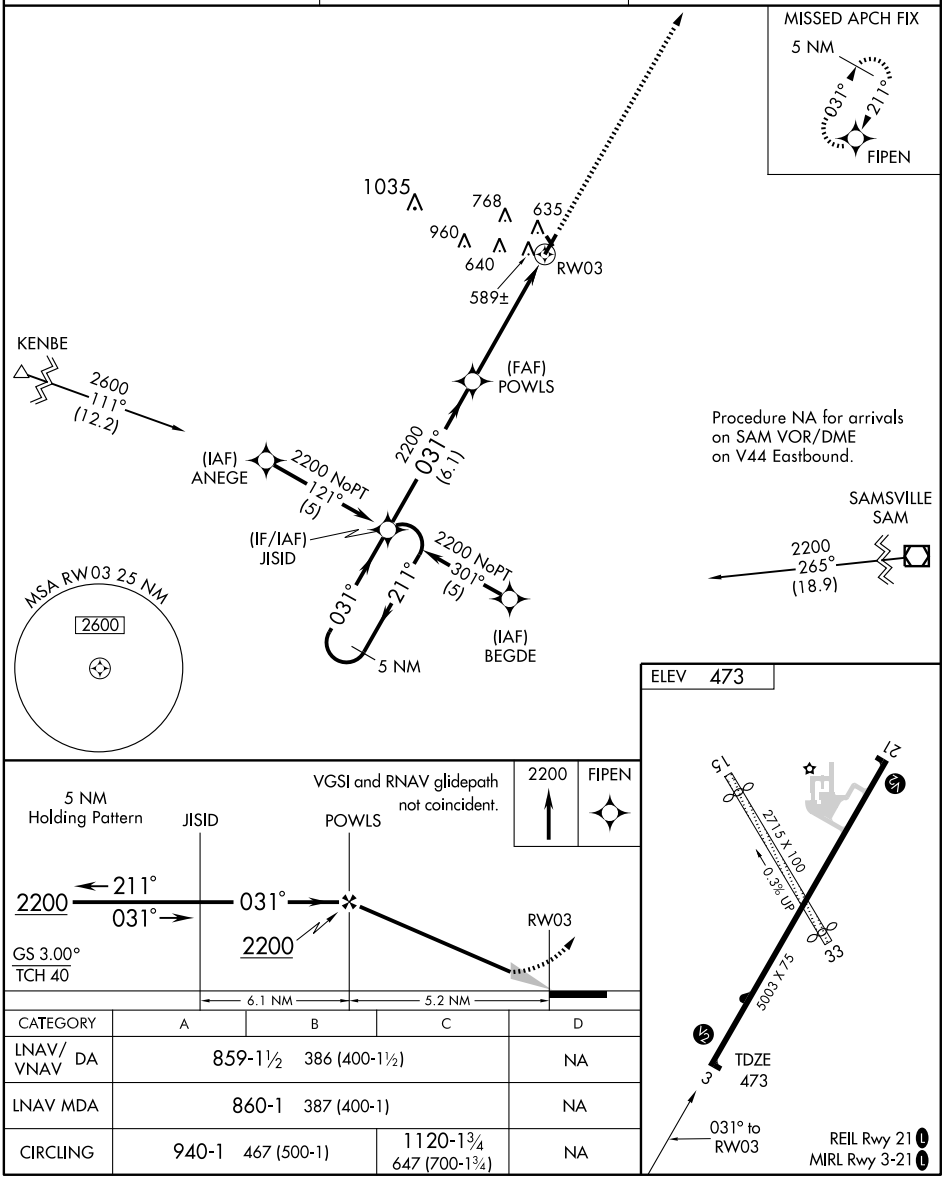
RNAV (GPS) RWY 3

FLORA MUNI (FOA)

T When local altimeter setting not received, use Olney-Noble altimeter setting and increase DA and A all MDA 40 feet, increase LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct FIPEN and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.175	127.7 317.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	859-1½ 386 (400-1½)			NA
LNAV MDA	860-1 387 (400-1)			NA
CIRCLING	940-1 467 (500-1)		1120-1¾ 647 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

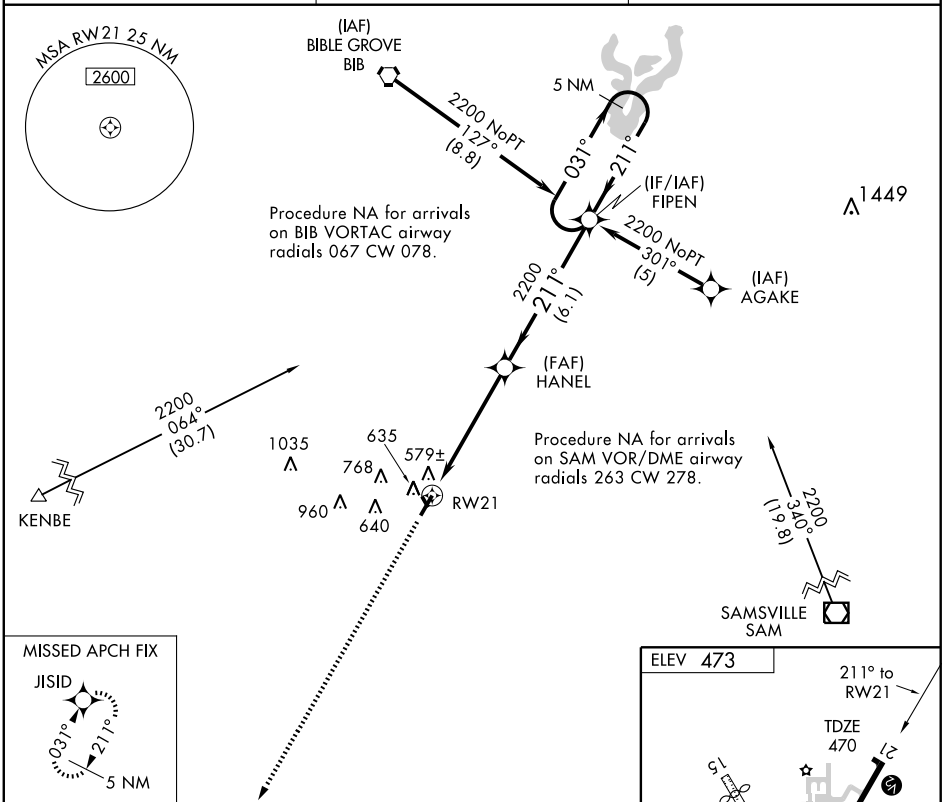
FLORA MUNI (FOA)

APP CRS	Rwy Idg	5003
211°	TDZE	470
	Apt Elev	473

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA/MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct JISID and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.175	127.7 317.7	122.7 (CTAF) L



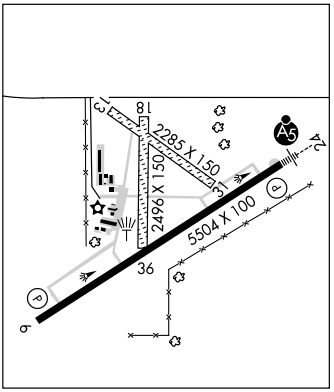
CATEGORY	A	B	C	D
LNAV MDA	900-1 430 (500-1)		900-1¼ 430 (500-1¼)	NA
CIRCLING	940-1 467 (500-1)		1120-1¾ 647 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

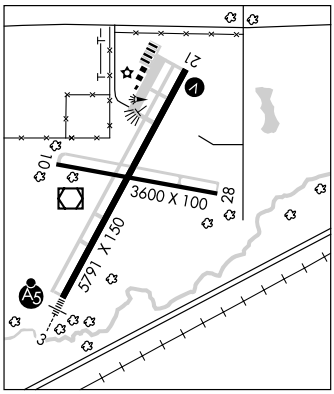
FREEPORT

ALBERTUS (FEP) 3 SE UTC−6(−5DT) N42°14.77′ W89°34.92′ **CHICAGO**
859 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FEP **H–5D, L–28G**
RWY 06–24: H5504X100 (ASPH–GRVD) S–20, D–60 MIRL 0.3% up SW **IAP**
RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40′. Tree.
RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40′.
RWY 18–36: 2496X150 (TURF)
RWY 18: Road. **RWY 36:** Tree.
RWY 13–31: 2285X150 (TURF)
RWY 13: Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1400–2300Z‡. Ultralight and glider activity on and invof arpt. TPA 1659 (800) piston acft, 1259 (400) ultralights. Rwy 18–36 thlds marked with in–ground conc markers. Rwy 13–31 thlds marked with in–ground conc markers. Rwy 06 REIL OTS indef. MIRL Rwy 06–24 and twy lgts preset on low ints SS–SR, to incr inst and ACTIVATE REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.
WEATHER DATA SOURCES: AWOS–3 120.525 (815) 233–4472.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCKFORD APP/DEP CON** 126.0 **CLNC DEL** 121.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 226° 28.3 NM to fld. 931/3E.
ILS/DME 108.3 I–PJE Chan 20 Rwy 24.



FREEPORT/DORNINK (C86) 6 NE UTC−6(−5DT) N42°22.67′ W89°33.84′ **CHICAGO**
949 TPA—1749(800) NOTAM FILE IKK
RWY 18–36: 2600X100 (TURF)
RWY 36: Thld dsplcd 360′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 36 dsplcd thld marked with red and white ground markers. Rwy mowed 80′ wide and marked with cones on sides.
COMMUNICATIONS: CTAF/UNICOM 122.8

GALESBURG MUNI (GBG) 3 SW UTC−6(−5DT) N40°56.28′ W90°25.87′ **CHICAGO**
764 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE GBG **H–5D, L–27B**
RWY 03–21: H5791X150 (ASPH–PFC) S–47, D–57, 2D–85 HIRL **IAP**
RWY 03: MALSR.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2′. Antenna.
RWY 10–28: H3600X100 (ASPH) S–30, D–40 MIRL
RWY 10: Tree **RWY 28:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1200–0230Z‡, Sat–Sun 1300–0100Z‡. Self serve 100LL avbl 24 hrs. HIRL Rwy 03–21 and MIRL Rwy 10–28 preset low ints ngt. To increase ints ngt and ACTIVATE HIRL Rwy 03–21 and MIRL Rwy 10–28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 109.8 GBG (309) 343–3711.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 109.8T (KANKAKEE RADIO)
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡) **CLNC DEL** 120.7
Ⓡ **CHICAGO CENTER APP/DEP CON** 135.6 (0430–1130Z‡)
AIRSPACE: CLASS E svc 1300–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.
(T) VOR/DME 109.8 GBG Chan 35 N40°56.24′ W90°26.07′ at fld. 760/3E. **AWOS–3.**
ILS 110.7 I–GBG Rwy 03.



GALT FLD (See GREENWOOD/WONDER LAKE)

GEN–AIR PARK (See GENESEO)

LOC/DME I-PJE	APP CRS	Rwy Idg	5504
108.3	234°	TDZE	847
Chan 20		Apt Elev	859

ILS or LOC RWY 24

FREEPORT/ALBERTUS (FEP)

For inoperative MALSR, increase S-LOC 24 Cats A and B visibility to 1. If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via JVL VOR/DME R-221 to ADOSE Int/I-PJE 12.5 DME and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF)

ALTERNATE MISSED APCH FIX

R-278 278° 098°

ROCKFORD 110.8 RFD Chan 45

IAF JANESVILLE 114.3 JVL Chan 90

2600 NoPT 221° (16.6)

Procedure NA for arrival on JVL VOR/DME airway radials 147 CW 278.

R-221

10 NM

054° 1 min 234° 054°

LUNDN INT I-PJE 6.4

2600 234° (6.1)

(IF/IAF) ADOSE INT I-PJE 12.5

R-316

1549 1549

MSA JVL 30 NM

3100

990

R-289

2600 316° (10.9)

LOCALIZER 108.3 I-PJE Chan 20

1262

ROCKFORD 110.8 RFD Chan 45

ELEV 859

234° 5.3 NM from FAF

8 L 13 2285 X 150 31 24 A5

2496 X 150

TDZE 847

5504 X 100 — 0.3% UP

36 6

MIRL Rwy 6-24

REIL Rwy 6

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1400 | 2600 JVL R-221 114.3 | ADOSE INT

LUNDN INT I-PJE 6.4

ADOSE INT I-PJE 12.5

One Minute Holding Pattern

I-PJE 2.4

I-PJE 1.1

2600

234°

054° 234°

2600

2600

GS 3.00°

TCH 45

1.3 4 NM 6.1 NM

CATEGORY	A	B	C	D
S-ILS 24	1047-¾ 200 (200-¾)			
S-LOC 24	1300-¾ 453 (500-¾)			1300-1 453 (500-1)
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56404 W06A	APP CRS 054°	Rwy Idg 5504 TDZE 859 Apt Elev 859

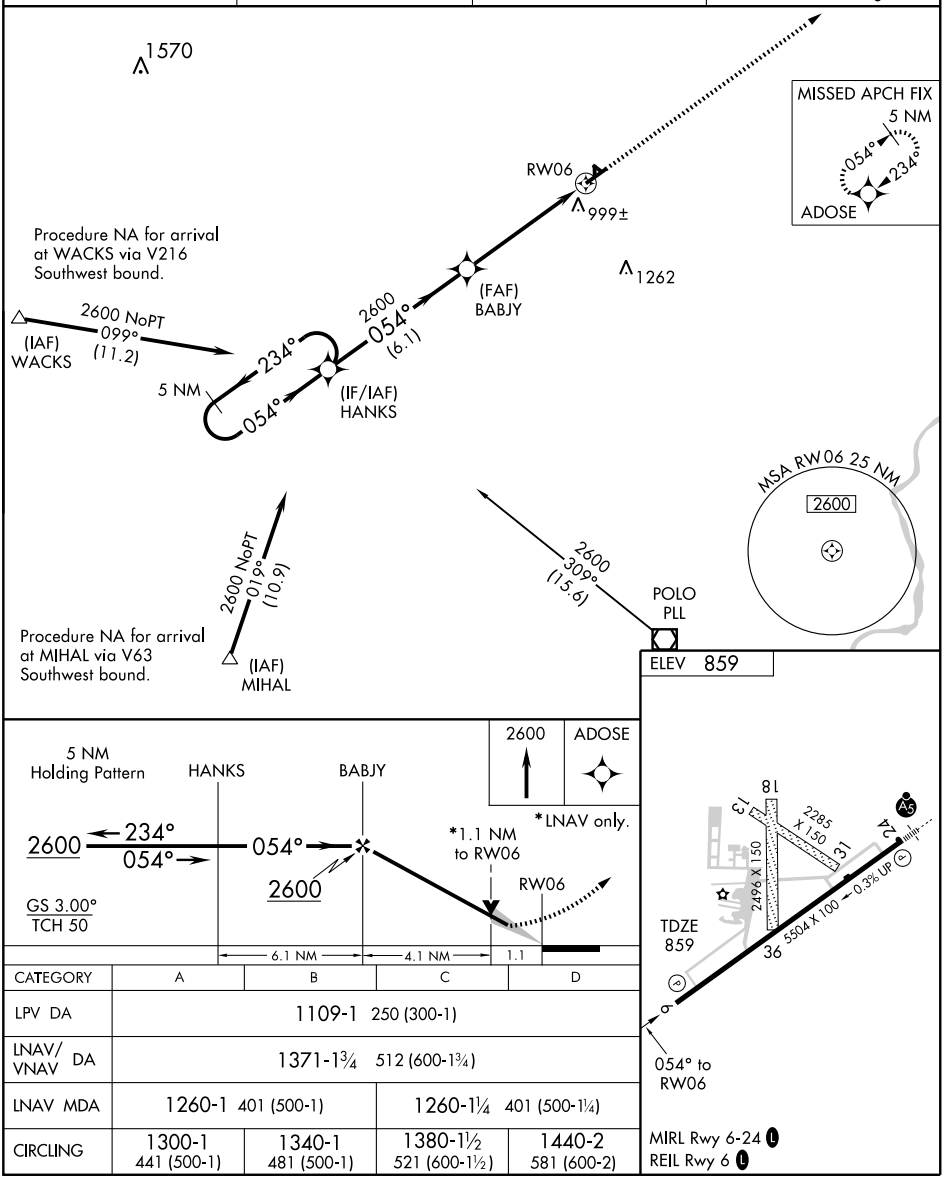
RNAV (GPS) RWY 6

FREEPORT/ALBERTUS (FEP)

If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting.

MISSED APPROACH: Climb to 2600 direct ADOSE and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1109-1 250 (300-1)			
LNAV/VNAV DA	1371-1¾ 512 (600-1¾)			
LNAV MDA	1260-1 401 (500-1)		1260-1¼ 401 (500-1¼)	
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)

MIRL Rwy 6-24 L
REIL Rwy 6 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78403 W24A	APP CRS 234°	Rwy Idg 5504 TDZE 847 Apt Elev 859

RNAV (GPS) RWY 24

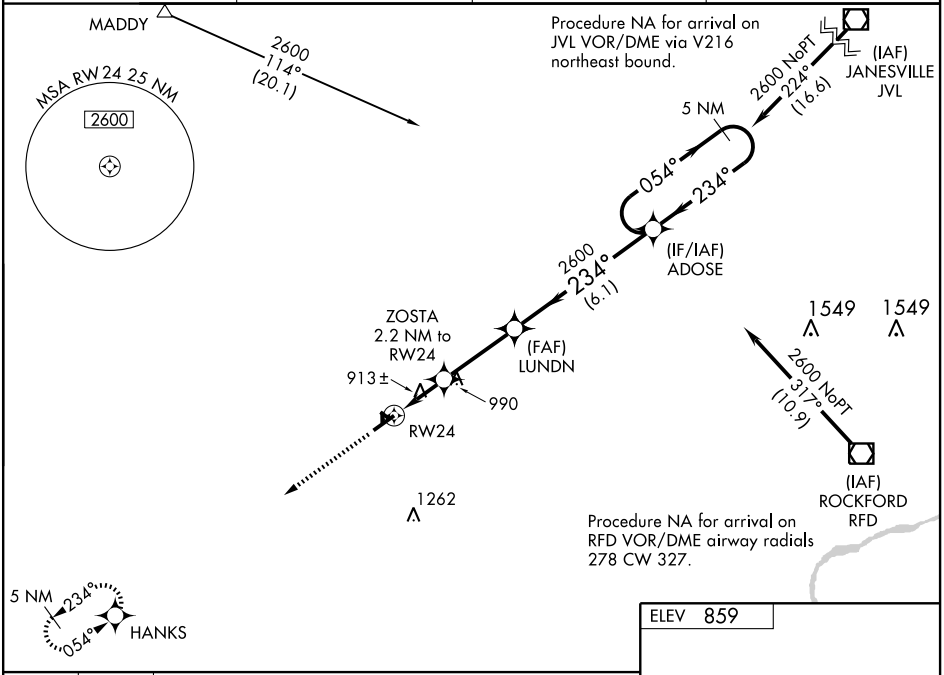
FREEPORT/ALBERTUS (FEP)

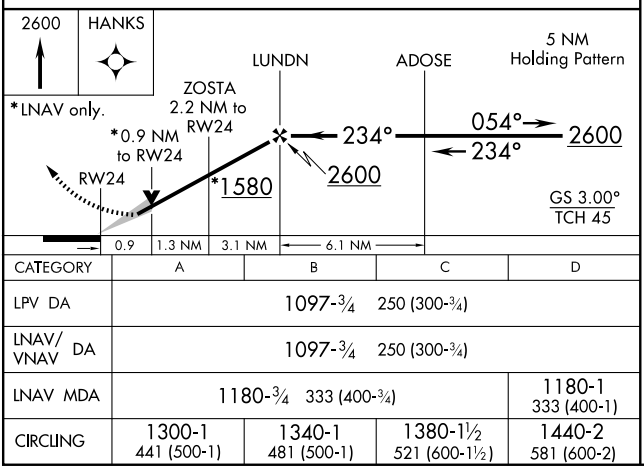
If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cats A, B and C to 1. Inoperative table does not apply to LNAV Cat. D.

MALSR

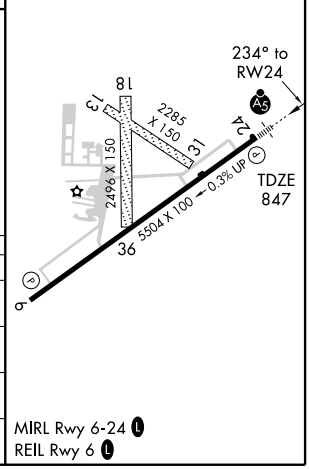
MISSED APPROACH: Climb to 2600 direct HANKS and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1097-¾ 250 (300-¾)			
LNAV/ VNAV DA	1097-¾ 250 (300-¾)			
LNAV MDA	1180-¾ 333 (400-¾)			1180-1 333 (400-1)
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME JVL	APP CRS	Rwy Idg	5504
114.3	225°	TDZE	847
Chan 90		Apt Elev	859

VOR RWY 24

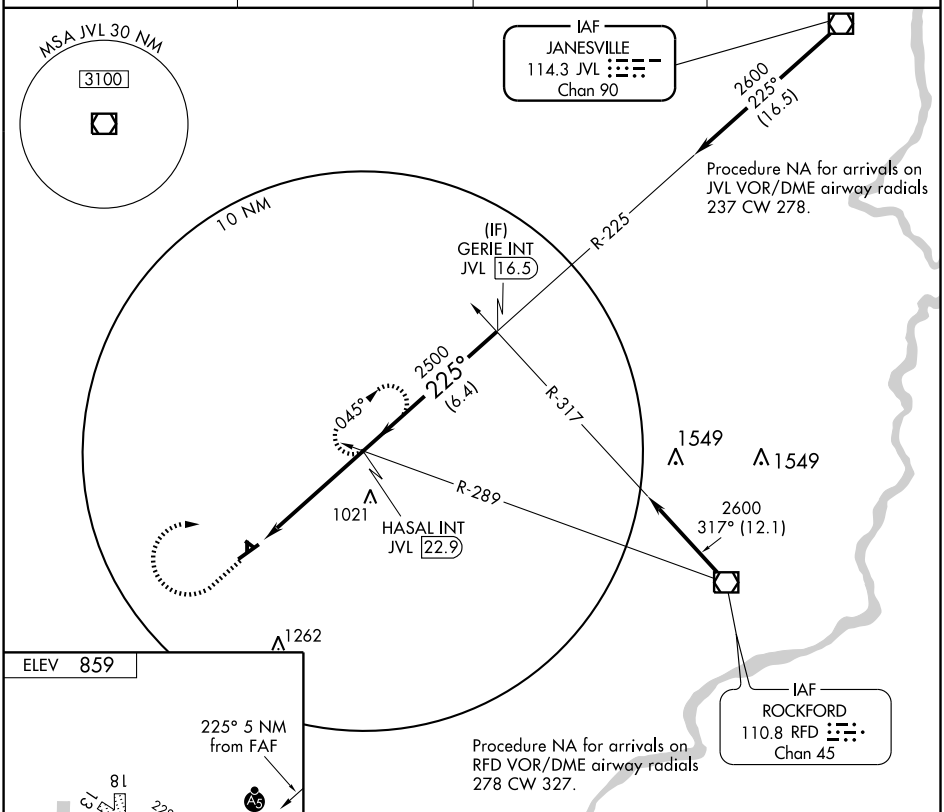
FREEPORT/ALBERTUS (FEP)

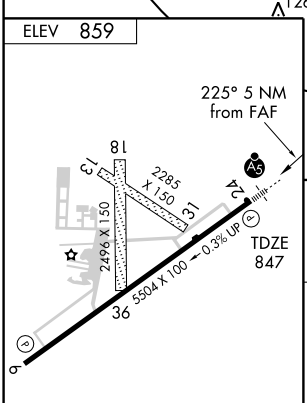
T A If local altimeter setting not received, use Rockford altimeter setting and increase all MDAs 80 feet.

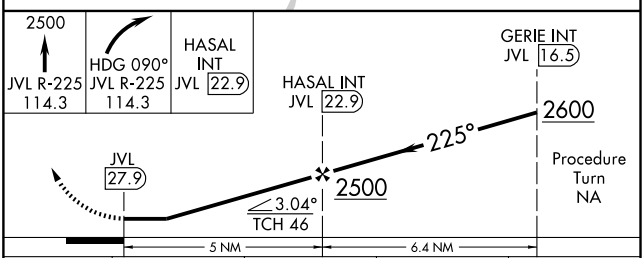
MALSR

MISSED APPROACH: Climb to 2500 via JVL VOR/DME R-225 then right turn via heading 090° and JVL VOR/DME R-225 to HASAL INT 22.9 DME and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF) L







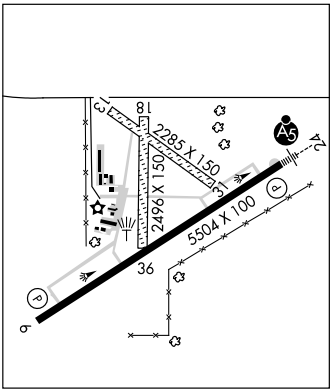
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-24	1280-1 433 (500-1)	1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)	1280-2 433 (500-2)
CIRCLING	1300-1 441 (500-1)	1340-1¼ 481 (500-1¼)	1380-1½ 521 (500-1½)	1440-2 581 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

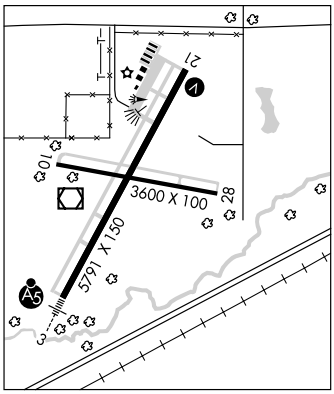
FREEPORT

ALBERTUS (FEP) 3 SE UTC−6(−5DT) N42°14.77′ W89°34.92′ **CHICAGO**
859 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FEP **H–5D, L–28G**
RWY 06–24: H5504X100 (ASPH–GRVD) S–20, D–60 MIRL 0.3% up SW **IAP**
RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40′. Tree.
RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40′.
RWY 18–36: 2496X150 (TURF)
RWY 18: Road. **RWY 36:** Tree.
RWY 13–31: 2285X150 (TURF)
RWY 13: Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1400–2300Z‡. Ultralight and glider activity on and invof arpt. TPA 1659 (800) piston acft, 1259 (400) ultralights. Rwy 18–36 thlds marked with in–ground conc markers. Rwy 13–31 thlds marked with in–ground conc markers. Rwy 06 REIL OTS indef. MIRL Rwy 06–24 and twy lgts preset on low ints SS–SR, to incr inst and ACTIVATE REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.
WEATHER DATA SOURCES: AWOS–3 120.525 (815) 233–4472.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCKFORD APP/DEP CON** 126.0 **CLNC DEL** 121.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 226° 28.3 NM to fld. 931/3E.
ILS/DME 108.3 I–PJE Chan 20 Rwy 24.



FREEPORT/DORNINK (C86) 6 NE UTC−6(−5DT) N42°22.67′ W89°33.84′ **CHICAGO**
949 TPA—1749(800) NOTAM FILE IKK
RWY 18–36: 2600X100 (TURF)
RWY 36: Thld dsplcd 360′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 36 dsplcd thld marked with red and white ground markers. Rwy mowed 80′ wide and marked with cones on sides.
COMMUNICATIONS: CTAF/UNICOM 122.8

GALESBURG MUNI (GBG) 3 SW UTC−6(−5DT) N40°56.28′ W90°25.87′ **CHICAGO**
764 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE GBG **H–5D, L–27B**
RWY 03–21: H5791X150 (ASPH–PFC) S–47, D–57, 2D–85 HIRL **IAP**
RWY 03: MALSR.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2′. Antenna.
RWY 10–28: H3600X100 (ASPH) S–30, D–40 MIRL
RWY 10: Tree **RWY 28:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1200–0230Z‡, Sat–Sun 1300–0100Z‡. Self serve 100LL avbl 24 hrs. HIRL Rwy 03–21 and MIRL Rwy 10–28 preset low ints ngt. To increase ints ngt and ACTIVATE HIRL Rwy 03–21 and MIRL Rwy 10–28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 109.8 GBG (309) 343–3711.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 109.8T (KANKAKEE RADIO)
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡) **CLNC DEL** 120.7
Ⓡ **CHICAGO CENTER APP/DEP CON** 135.6 (0430–1130Z‡)
AIRSPACE: CLASS E svc 1300–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.
(T) VOR/DME 109.8 GBG Chan 35 N40°56.24′ W90°26.07′ at fld. 760/3E. **AWOS–3.**
ILS 110.7 I–GBG Rwy 03.



GALT FLD (See GREENWOOD/WONDER LAKE)

GEN–AIR PARK (See GENESEO)

LOC I-GBG	APP CRS	Rwy Idg	5791
110.7	025°	TDZE	763
		Apt Elev	764

ILS or LOC RWY 3
GALESBURG MUNI (GBG)

NA

MALSR

MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	123.0 (CTAF) L

Use of BRL R-070 and GBG R-205 may be necessary to locate MAXAY intersection.

114.4 MZV Chan 91

GBG R-031

031° 211°

ONEID GBG 10

3000 211° (10)

R-130

LOCALIZER 110.7 I-GBG

990 1130

MM

3000 to MAXAY 205° (9)

GALESBURG 109.8 GBG Chan 35

1087

10 NM

(IAF) MAXAY INT GBG 9

CHUMM OM GBG 6.2

2700 (2.8)

MSA GBG 25 NM

3100

090° 270°

2500

R-070

111.4 BRL Chan 51

GBG R-205

025°

1427

205° 160° 340°

ELEV 764

843

21

825

10

776±

3600 X 100

28

5791 X 150

TDZE 763

3

REIL Rwy 21 L

HIRL Rwy 3-21 L

MIRL Rwy 10-28 L

025° 5.8 NM from FAF

Remain within 10 NM

MAXAY INT GBG 9

CHUMM OM GBG 6.2

205°

3000

025°

3000

2688

2700

MM

GS 3.00°

TCH 55

2.8 NM 5.3 NM 0.5

3000	ONEID
GBG R-031 109.8	GBG 10

CATEGORY	A	B	C	D
S-ILS-3	963-½ 200 (200-½)			
S-LOC-3	1160-½ 397 (400-½)			1160-¾ 397 (400-¾)
CIRCLING	1220-1 456 (500-1)		1220-1½ 456 (500-1½)	1340-2 576 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME GBG	APP CRS	Rwy Idg	5791
109.8	019°	TDZE	763
Chan 35		Apt Elev	764

VOR or GPS RWY 3

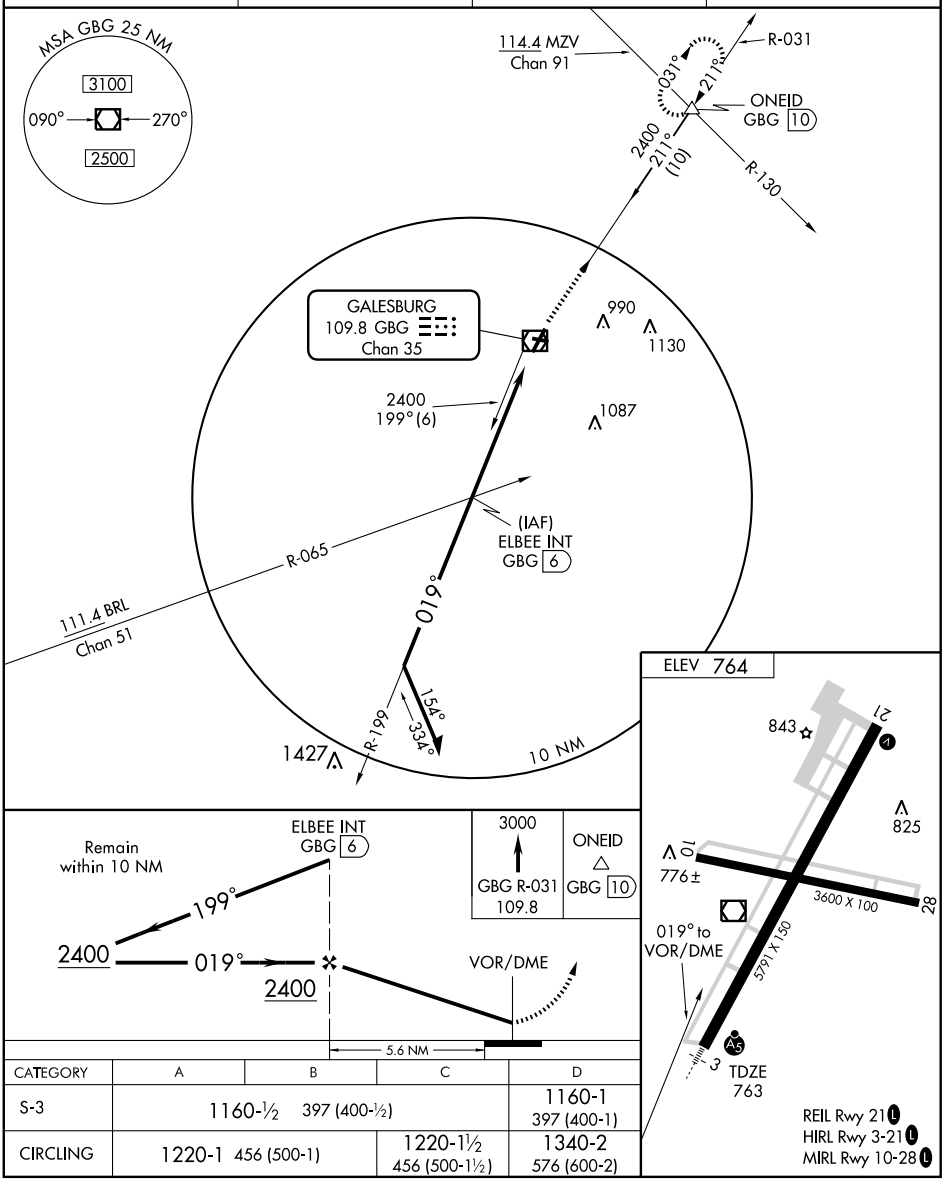
GALESBURG MUNI (GBG)

For inoperative MALSR, increase Cat D S-3 visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-3	1160-½ 397 (400-½)			1160-1 397 (400-1)
CIRCLING	1220-1 456 (500-1)		1220-1½ 456 (500-1½)	1340-2 576 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

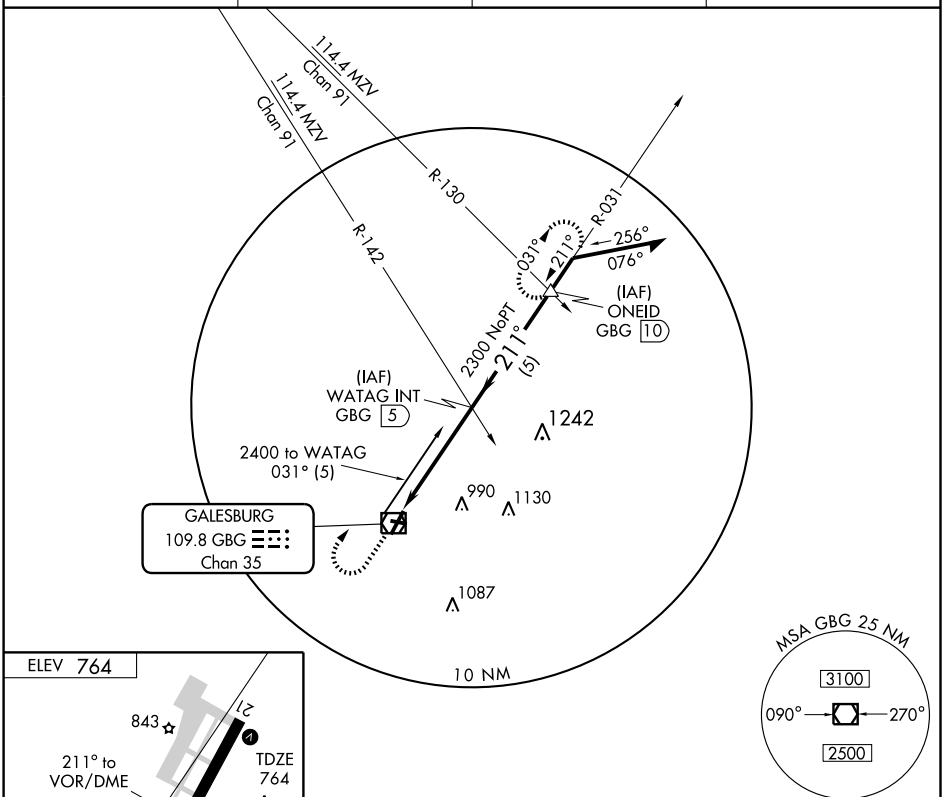
VOR/DME GBG	APP CRS	Rwy Idg	5791
109.8	211°	TDZE	764
Chan 35		Apt Elev	764

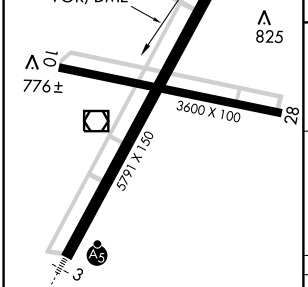
VOR or GPS RWY 21

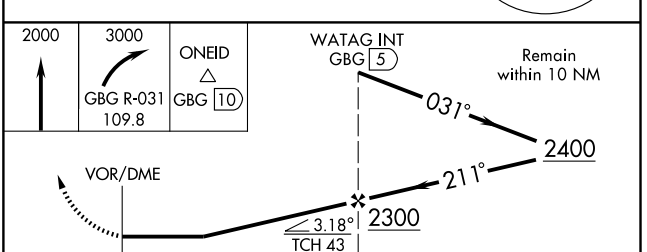
GALESBURG MUNI (GBG)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-21	1220-1	456 (500-1)	1220-1¼ 456 (500-1¼)	1220-1½ 456 (500-1½)
CIRCLING	1220-1	456 (500-1)	1220-1½ 456 (500-1½)	1340-2 576 (600-2)

REIL Rwy 21 L
HIRL Rwy 3-21 L
MIRL Rwy 10-28 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

GENESEO

GEN–AIRPARK (3G8) 2 SE UTC−6(−5DT) N41°26.39′ W90°06.60′ CHICAGO

645 TPA–1445 (800) NOTAM FILE IKK

RWY 09–27: 2568X120 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 240′. Road. **RWY 27:** Thld dsplcd 300′. Road.

AIRPORT REMARKS: Attended irregularly. Parachute activity on and invof arpt. Rwy 09–27 dsplcd thld marked with a 10′ strip of gravel outward from both sides of rwy. Rwy 09–27 NSTD LIRL; NSTD spacing and ints.

COMMUNICATIONS: CTAF 122.9

GILMY N42°06.87′ W89°05.92′ NOTAM FILE RFD. CHICAGO

NDB (LOM) 275 RF 001° 4.9 NM to Chicago/Rockford Intl.

GOOEY N38°28.68′ W89°44.27′ NOTAM FILE BLV. ST LOUIS

NDB (LOM) 385 JD 309° 6.1 NM to Scott AFB/MidAmerica. No NOTAM MP Tue 1200–1600Z‡.

GRANDPAS' FARM MENDOTA (See MENDOTA)

GRAYSLAKE

CAMPBELL (C81) 2 SW UTC−6(−5DT) N42°19.48′ W88°04.45′ CHICAGO COPTER L–28H, A IAP

788 B S4 **FUEL** 100LL TPA—1588(800) NOTAM FILE IKK

RWY 06–24: 3573X40 (ASPH–TURF)

RWY 06: Trees. **RWY 24:** Thld dsplcd 301′. Tree.

RWY 09–27: H3270X40 (ASPH) LIRL (NSTD) 0.3% up E

RWY 09: TRCV(TRIL)—GA 4.0°. Trees.

RWY 27: TRCV(TRIL)—GA 4.0°. Tree.

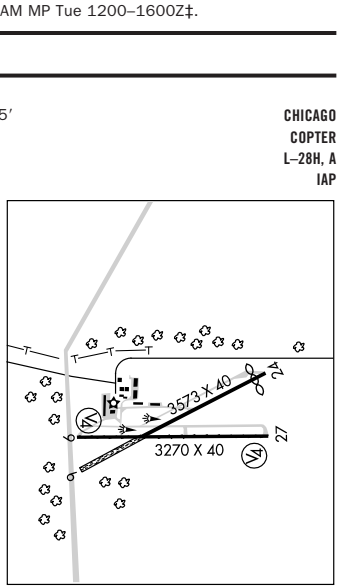
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun 1330–2300Z‡. Be alert: model acft flying ½ mile SE of Rwy 27 thld. No touch and go ldg permitted. Unlgtd power lines 167′ AGL ¾ mile S of Rwy 09–27. Rwy 06–24 pavement has several areas of loose debris, cracks and depressions. Rwy edges drop off in excess of 2 inches. Rwy 24 NSTD dsplcd thld white stripe marking only. Rwy 06–24 SW 1000′ portion turf–grvl. Rwy 09–27 NSTD LIRL; spacing and lgt ints varies. NSTD TRIL Rwy 09 and Rwy 27 only operational dusk–dawn.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **CHICAGO APP/DEP CON** 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 321° 8.2 NM to fld. 758/2W.



GREATER BEARDSTOWN (See BEARDSTOWN)

GREATER KANKAKEE (See KANKAKEE)

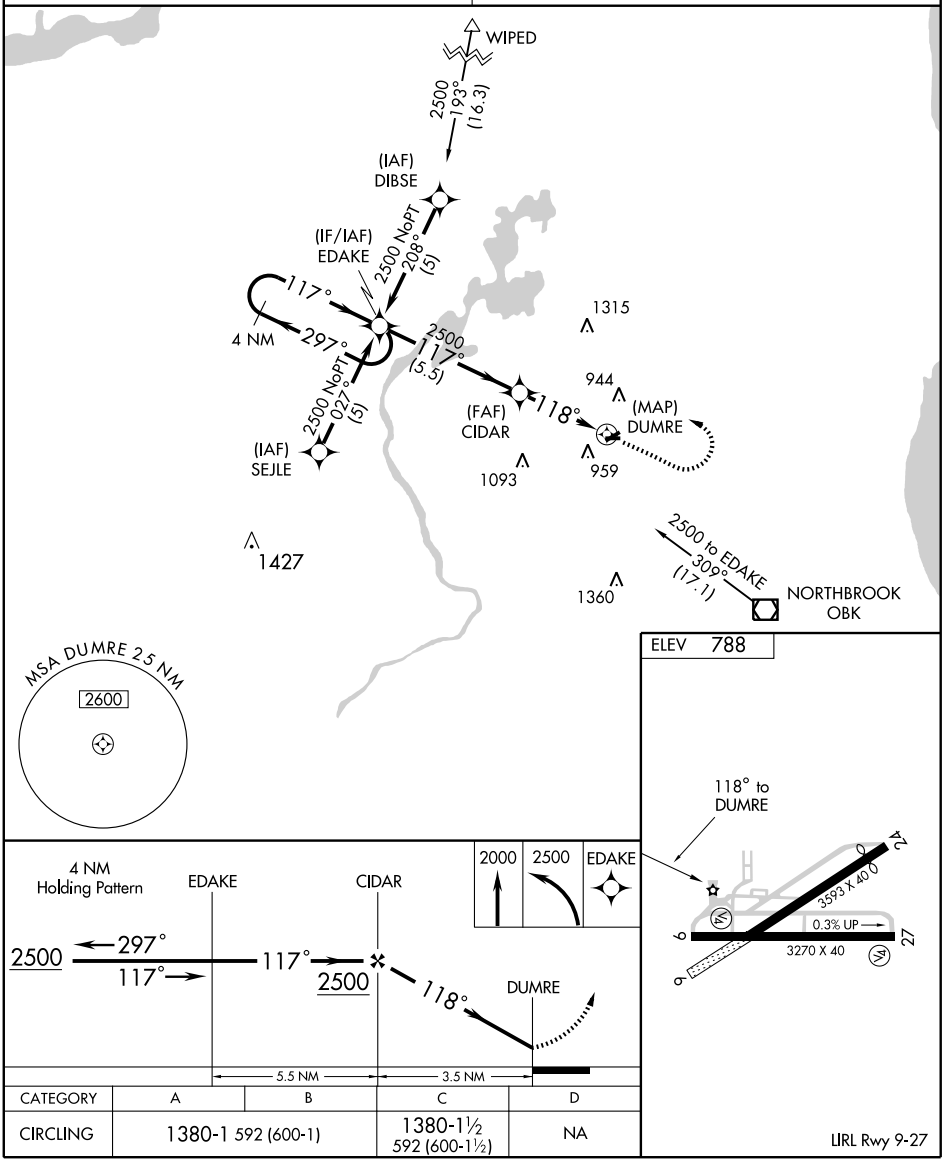
GREATER PEORIA RGNL (See PEORIA)

APP CRS	Rwy Idg	N/A
118°	TDZE	N/A
	Apt Elev	788

RNAV (GPS) -B

GRAYSLAKE/CAMPBELL (C81)

NA Use Chicago O'Hare altimeter setting. GPS or RNP-0.3 Required. DME/DME-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WP and hold.
CHICAGO APP CON **120.55 315.6**	UNICOM **122.7** (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1380-1 592 (600-1)		1380-1½ 592 (600-1½)	NA

LIRL Rwy 9-27

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME OBK 113.0 Chan 77	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 788

VOR-A

GRAYSLAKE/CAMPBELL (C81)

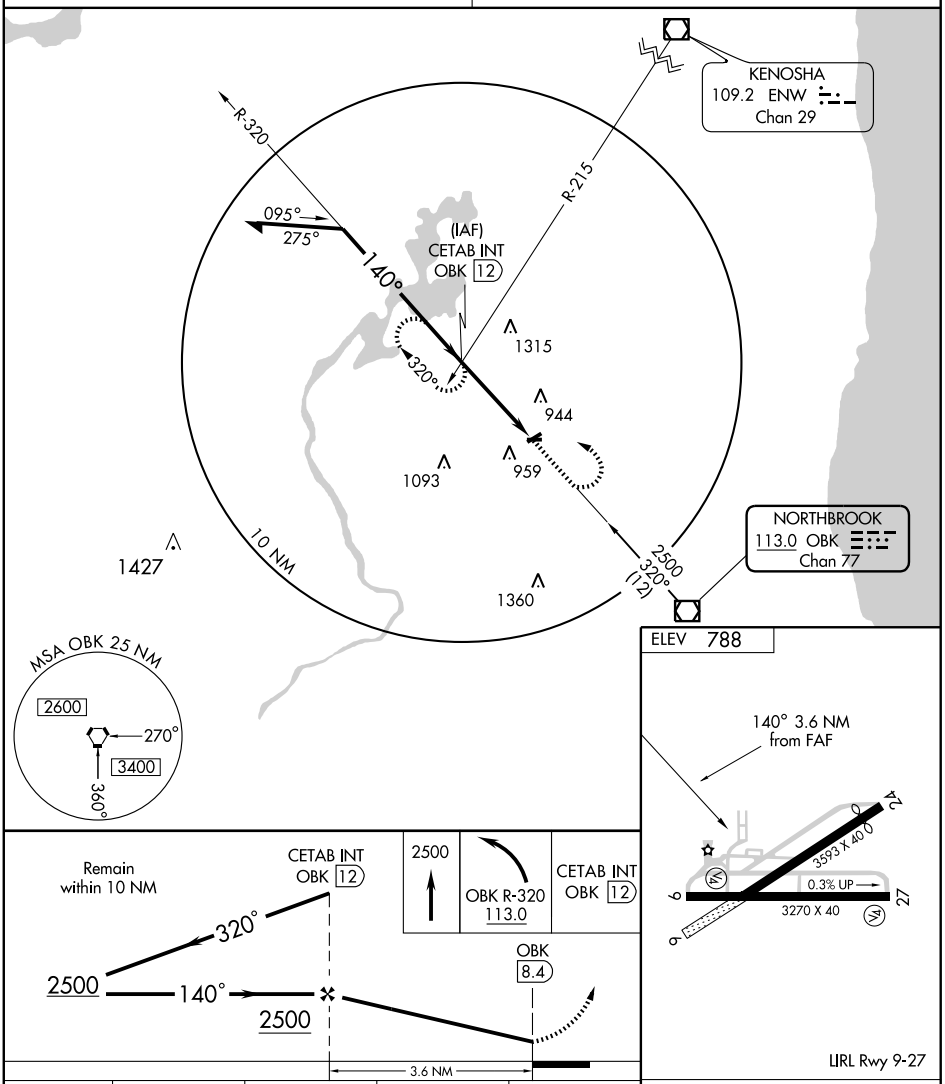
NA

Use Chicago O'Hare altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via OBK R-320 to CETAB Int/12 DME and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
122.7 (CTAF)



LIRL Rwy 9-27

CATEGORY	A	B	C	D
CIRCLING	1500-1 712 (800-1)		1500-2 712 (800-2)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

GREENVILLE (GRE) 3 S UTC−6(−5DT) N38°50.17′ W89°22.70′

ST LOUIS
L–27C
IAP

541 B S2 **FUEL** 100LL, JET A TPA—1341(800) NOTAM FILE STL

RWY 18–36: H4002X75 (ASPH) S–7.5 MIRL

RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 25′.

RWY 09–27: 3200X250 (TURF)

Rwy 09: Tree **RWY 27:** Thld dsplcd 600′. Tree.

AIRPORT REMARKS: Attended Oct–Mar 1400–2300Z‡, Apr–Sep 1230–0000Z‡. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09–27 600′ E CLOSED indef. MIRL Rwy 18–36 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 27 dspld thlds marked with 5′ vee board painted yellow. Rwy 18 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

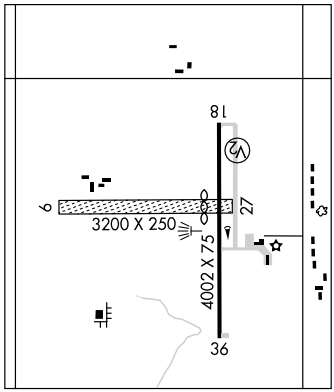
VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62′ W89°09.75′ 209° 18.5 NM to fld. 604/4E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM. 618–664–1939.



GREENWOOD/WONDER LAKE

GALT FLD (1ØC) 1N UTC−6(−5DT) N42°24.17′ W88°22.51′

CHICAGO
COPTER
L–28H, A
IAP

875 B S4 **FUEL** 100LL OX 3, 4 TPA—1675(800) NOTAM FILE IKK

RWY 09–27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

RWY 09: Tree. **RWY 27:** Tree.

RWY 18–36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld dsplcd 200′. Tree.

RWY 36: Thld dsplcd 270′. Pole.

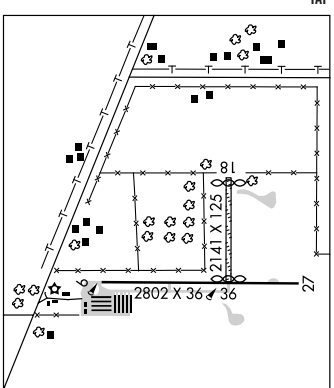
AIRPORT REMARKS: Attended May–Sep 1300–0200Z‡, Oct–Apr 1300–2300Z‡, Memorial Day to Labor Day 1300–0100Z‡. Deer on and invof arpt. Rwy 18–36 CLOSED indef. Rwy 09–27 unmarked. Rwy 09–27 NSTD LIRL with NSTD spacing; 2669′ lgtd at night. Rwy 18 and 36 dsplcd thlds marked with A–frames painted black and yellow.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHICAGO APP/DEP CON** 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 302° 21.8 NM to fld. 758/2W.



APP CRS	Rwy Idg	4002
179°	TDZE	540
	Apt Elev	541

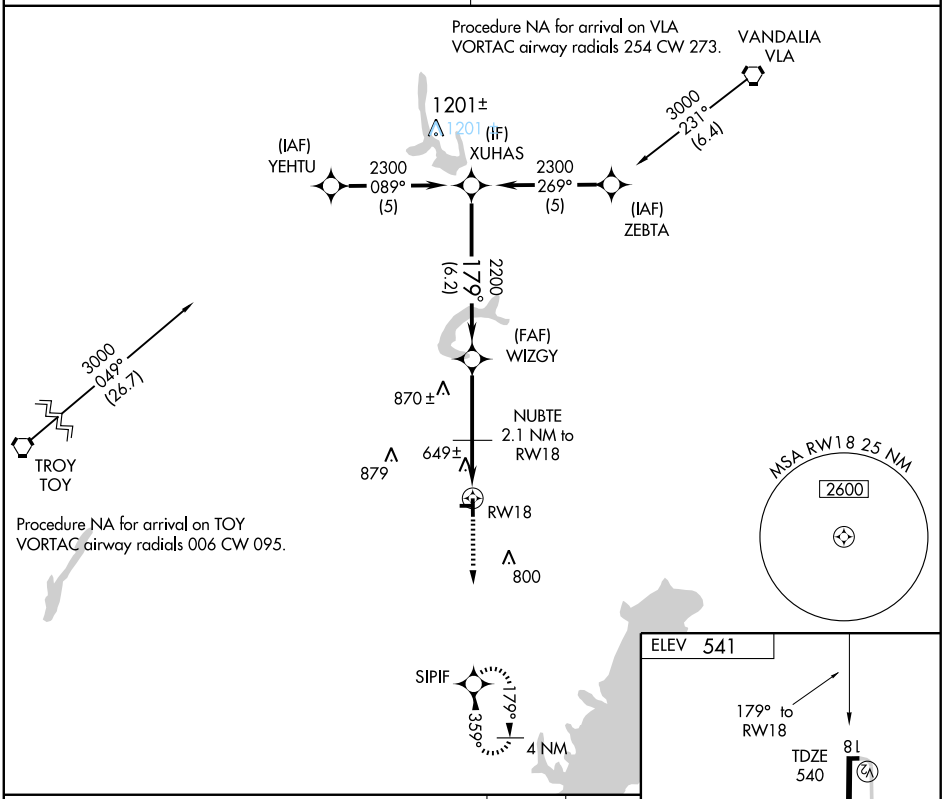
RNAV (GPS) RWY 18
GREENVILLE (GRE)

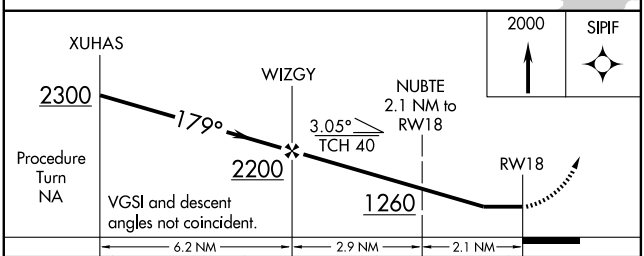
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
NA Use Salem-Leckrone altimeter setting; when not received, use Centralia Muni altimeter setting

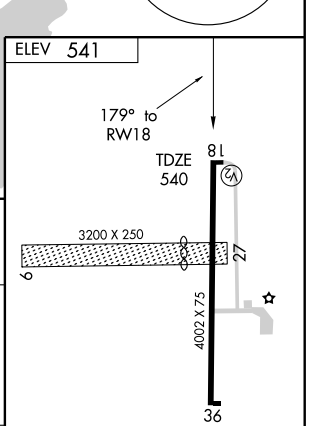
MISSED APPROACH: Climb to 2000 direct SIPIF and hold.

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 420 (500-1)		960-1¼ 420 (500-1¼)	
CIRCLING	1020-1 479 (500-1)	1040-1 499 (500-1)	1040-1½ 499 (500-1½)	1220-2¼ 679 (700-2¼)

REIL Rwy 18
MIRL Rwy 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME-A
GREENVILLE (GRE)

VORTAC VLA	APP CRS	Rwy Idg	N/A
114.3	209°	TDZE	N/A
Chan 90		Apt Elev	541

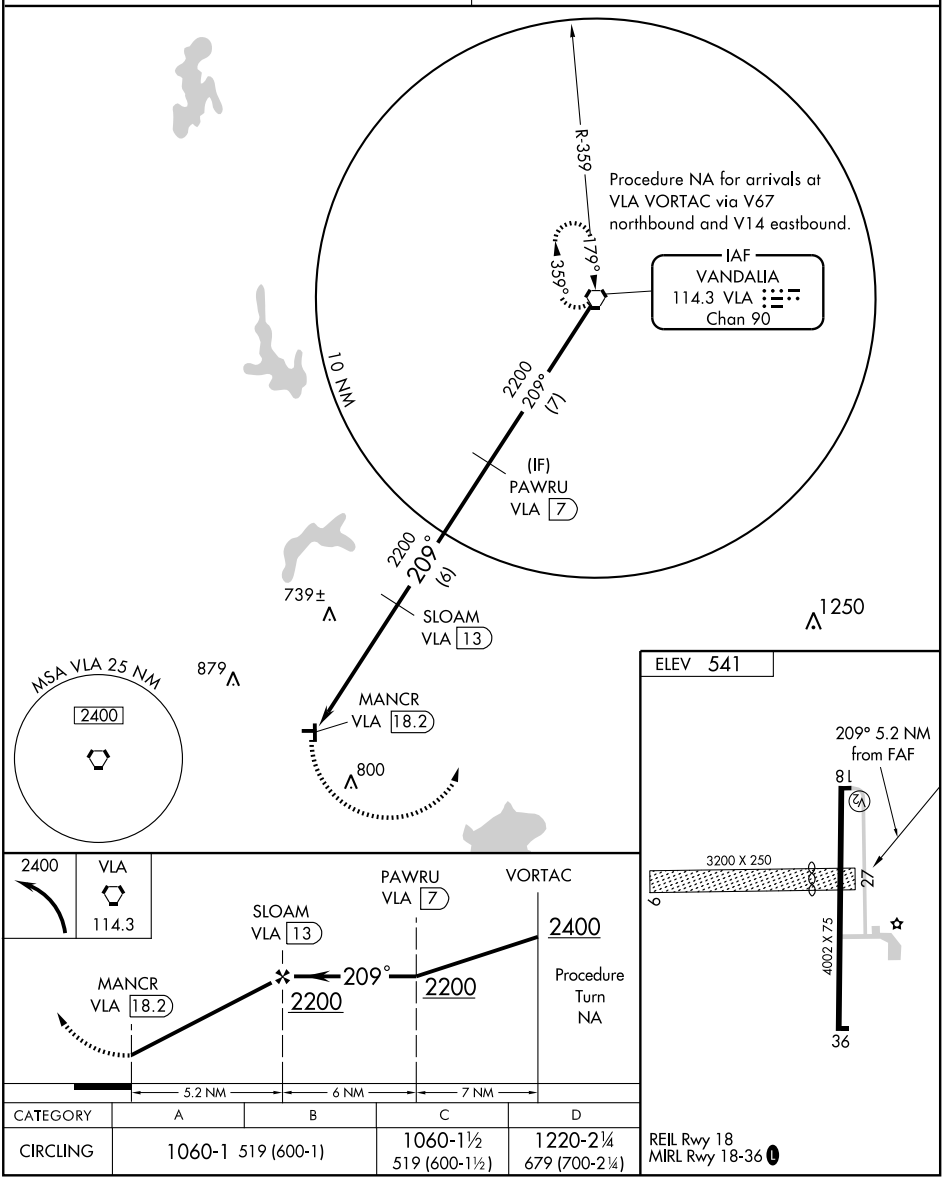
Use Salem-Leckrone altimeter setting. When not received, use Centralia altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2400 direct VLA VORTAC and hold.

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 519 (600-1)		1060-1½ 519 (600-1½)	1220-2¼ 679 (700-2¼)

REIL Rwy 18
MIRL Rwy 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

GREENVILLE (GRE) 3 S UTC−6(−5DT) N38°50.17′ W89°22.70′

ST LOUIS
L–27C
IAP

541 B S2 **FUEL** 100LL, JET A TPA—1341(800) NOTAM FILE STL

RWY 18–36: H4002X75 (ASPH) S–7.5 MIRL

RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 25′.

RWY 09–27: 3200X250 (TURF)

Rwy 09: Tree **RWY 27:** Thld dsplcd 600′. Tree.

AIRPORT REMARKS: Attended Oct–Mar 1400–2300Z‡, Apr–Sep 1230–0000Z‡. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09–27 600′ E CLOSED indef. MIRL Rwy 18–36 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 27 dspld thlds marked with 5′ vee board painted yellow. Rwy 18 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

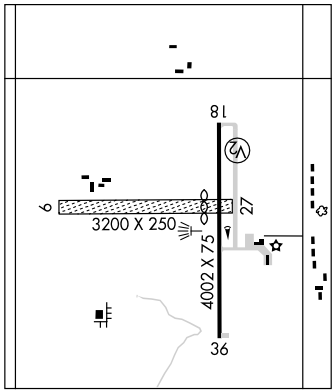
VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62′ W89°09.75′ 209° 18.5 NM to fld. 604/4E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM. 618–664–1939.



GREENWOOD/WONDER LAKE

GALT FLD (1ØC) 1N UTC−6(−5DT) N42°24.17′ W88°22.51′

CHICAGO
COPTER
L–28H, A
IAP

875 B S4 **FUEL** 100LL OX 3, 4 TPA—1675(800) NOTAM FILE IKK

RWY 09–27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

RWY 09: Tree. **RWY 27:** Tree.

RWY 18–36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld dsplcd 200′. Tree.

RWY 36: Thld dsplcd 270′. Pole.

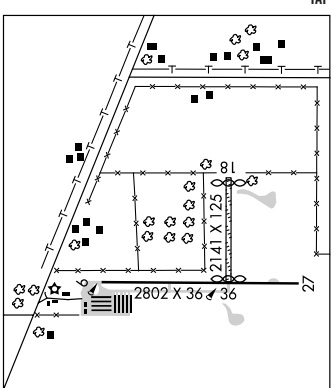
AIRPORT REMARKS: Attended May–Sep 1300–0200Z‡, Oct–Apr 1300–2300Z‡, Memorial Day to Labor Day 1300–0100Z‡. Deer on and invof arpt. Rwy 18–36 CLOSED indef. Rwy 09–27 unmarked. Rwy 09–27 NSTD LIRL with NSTD spacing; 2669′ lgtd at night. Rwy 18 and 36 dsplcd thlds marked with A–frames painted black and yellow.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHICAGO APP/DEP CON** 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 302° 21.8 NM to fld. 758/2W.



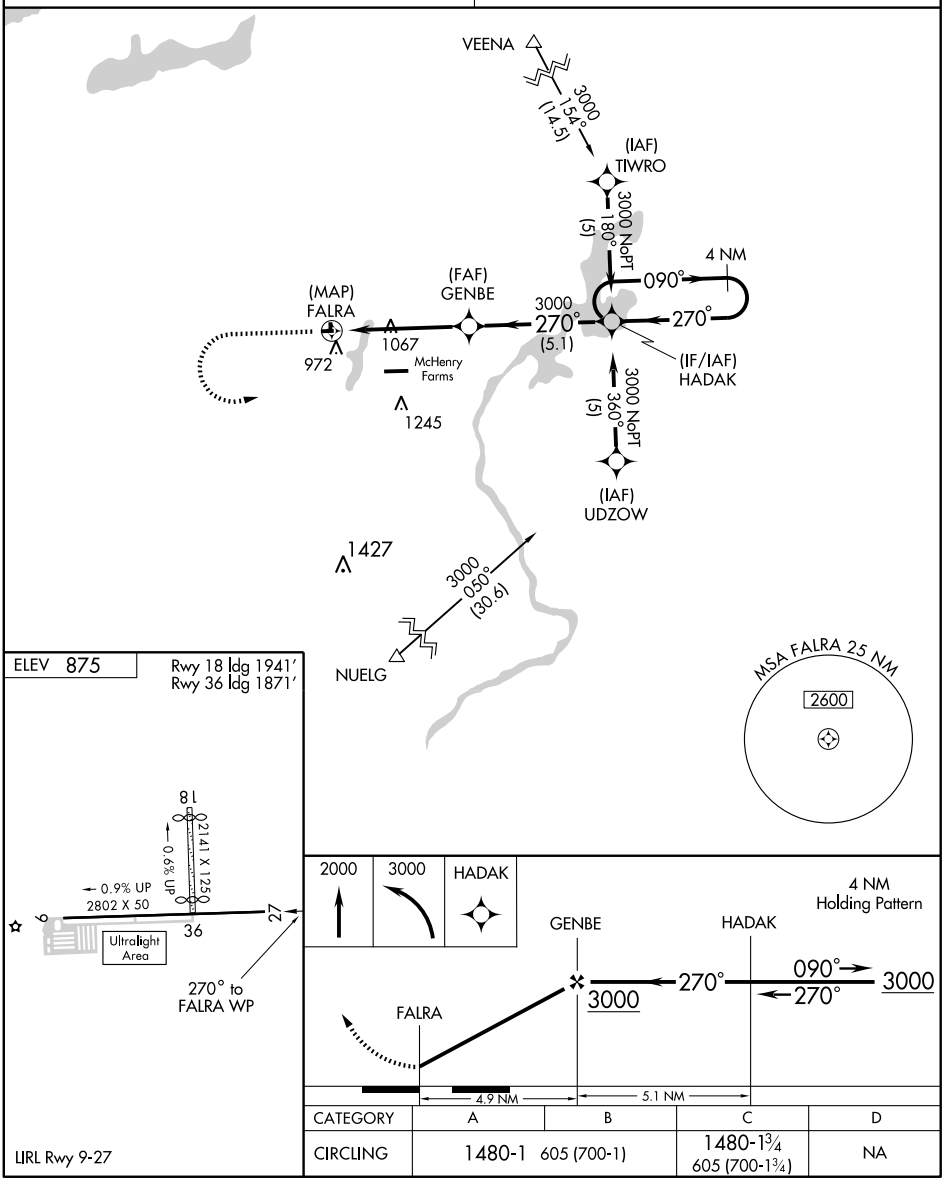
APP CRS	Rwy ldg	N/A
270°	TDZE	N/A
	Apt Elev	875

AL-6106 (FAA)

RNAV (GPS)-B

GREENWOOD/ GALT FIELD (10C)

⚠ NA Use Waukegan Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.
CHICAGO APP CON **120.55 315.6**	UNICOM **122.8** (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1480-1 605 (700-1)		1480-1¾ 605 (700-1¾)	NA

LIRL Rwy 9-27

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME OBK	APP CRS	Rwy ldg	N/A
113.0	302°	TDZE	N/A
Chan 77		Apt Elev	875

AL-6106 (FAA)

VOR-A

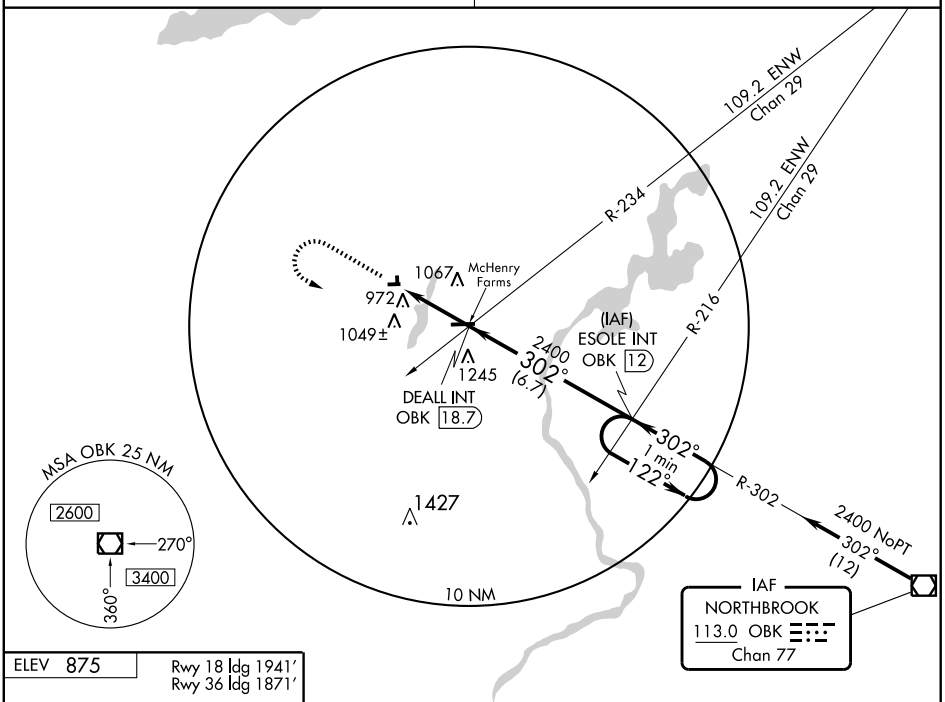
GREENWOOD/GALT FIELD (10C)

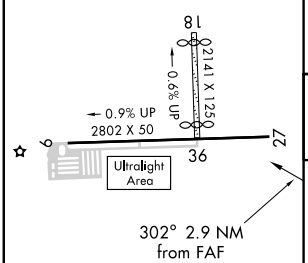
NA Use Waukegan Rgnl altimeter setting.

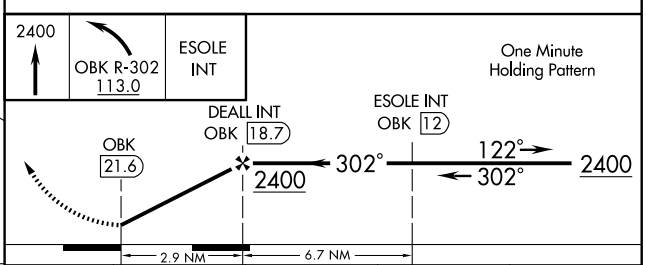
MISSED APPROACH: Climb to 2400, then left turn via OBK R-302 to ESOLE INT/12 DME and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
122.8 (CTAF)







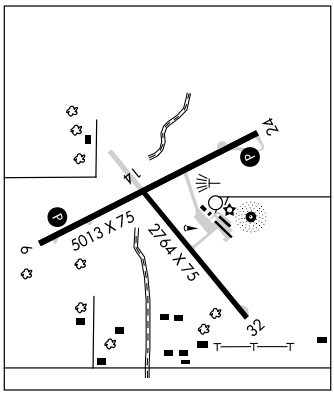
FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

CATEGORY	A	B	C	D
CIRCLING	1440-1 565 (600-1)	1440-1¼ 565 (600-1¼)	1440-1½ 565 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

HARRISBURG

HARRISBURG–RALEIGH (HSB) 4 N UTC−6(−5DT) N37°48.68′ W88°33.02′ ST LOUIS
398 B S2 **FUEL** 100LL, JET A TPA—1198(800) NOTAM FILE HSB H–5E, L–16I
RWY 06–24: H5013X75 (ASPH) S–12 MIRL IAP
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Tree.
RWY 14–32: H2764X75 (ASPH) S–26 MIRL
RWY 14: Pole. **RWY 32:** Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hrs call arpt manager at 618–926–0640 (cell) or 618–937–3674. Ultralight activity on and invof arpt. MIRL Rwy 06–24 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 14–32, REIL Rwy 06 and Rwy 24, and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.925 (618) 253–3010.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70′ W87°45.74′ 257° 38.1 NM to fld. 384/3E. **HIWAS.**
NDB (MHW) 230 HSB N37°48.70′ W88°32.72′ at fld. NOTAM FILE HSB.



HARTENBOWER HECTARES (See LOSTANT)

HARVARD

DACY (ØCØ) 1 SW UTC−6(−5DT) N42°24.15′ W88°37.94′ CHICAGO
913 S4 **FUEL** 100LL TPA—1513(600) NOTAM FILE IKK
RWY 09–27: 3589X105 (TURF)
RWY 09: Thld dsplcd 300′ . Tree. **RWY 27:** Tree.
RWY 14–32: 2633X100 (TURF)
RWY 14: Thld dsplcd 681′. Tree.
RWY 18–36: 2577X120 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 305′. Road.
AIRPORT REMARKS: Attended 1400–0400Z‡. Rwy 18–36 NSTD LIRL; NSTD spacing and non–frangible. Rwy 18–36 2,272′ lighted. Rwy 09 dsplcd thld marked with white tires. Rwy 14 dsplcd thld marked with white tires. Rwy 18 dsplcd thld marked with white tires and orange and white barrels.
COMMUNICATIONS: CTAF 122.9

HAVANA RGNL (9IØ) 5 SE UTC−6(−5DT) N40°13.27′ W90°01.37′ CHICAGO
499 B TPA—1499(1000) NOTAM FILE IKK
RWY 09–27: 2235X100 (TURF) LIRL
AIRPORT REMARKS: Attended irregularly. 9′ crops E of Rwy 27 thld—seasonal.
COMMUNICATIONS: CTAF 122.9

HIGHLAND–WINET (HØ7) 3 NE UTC−6(−5DT) N38°46.76′ W89°38.43′ ST LOUIS
537 TPA—1337(800) NOTAM FILE STL
RWY 18–36: 2692X200 (TURF)
RWY 36: Thld dspld 354′. Road. Rgt tfc.
AIRPORT REMARKS: Unattended. Extensive glider ops along W side of rwy; gliders fly opposite pattern to powered acft. Rwy 36 dsplcd thld marked with white tires; also both sides of rwy marked with white tires. To assure firm turf; do not taxi S of above ground fuel tank.
COMMUNICATIONS: CTAF 122.9

NDB HSB	APP CRS	Rwy Idg	5013
230	229°	TDZE	396
		Apt Elev	398

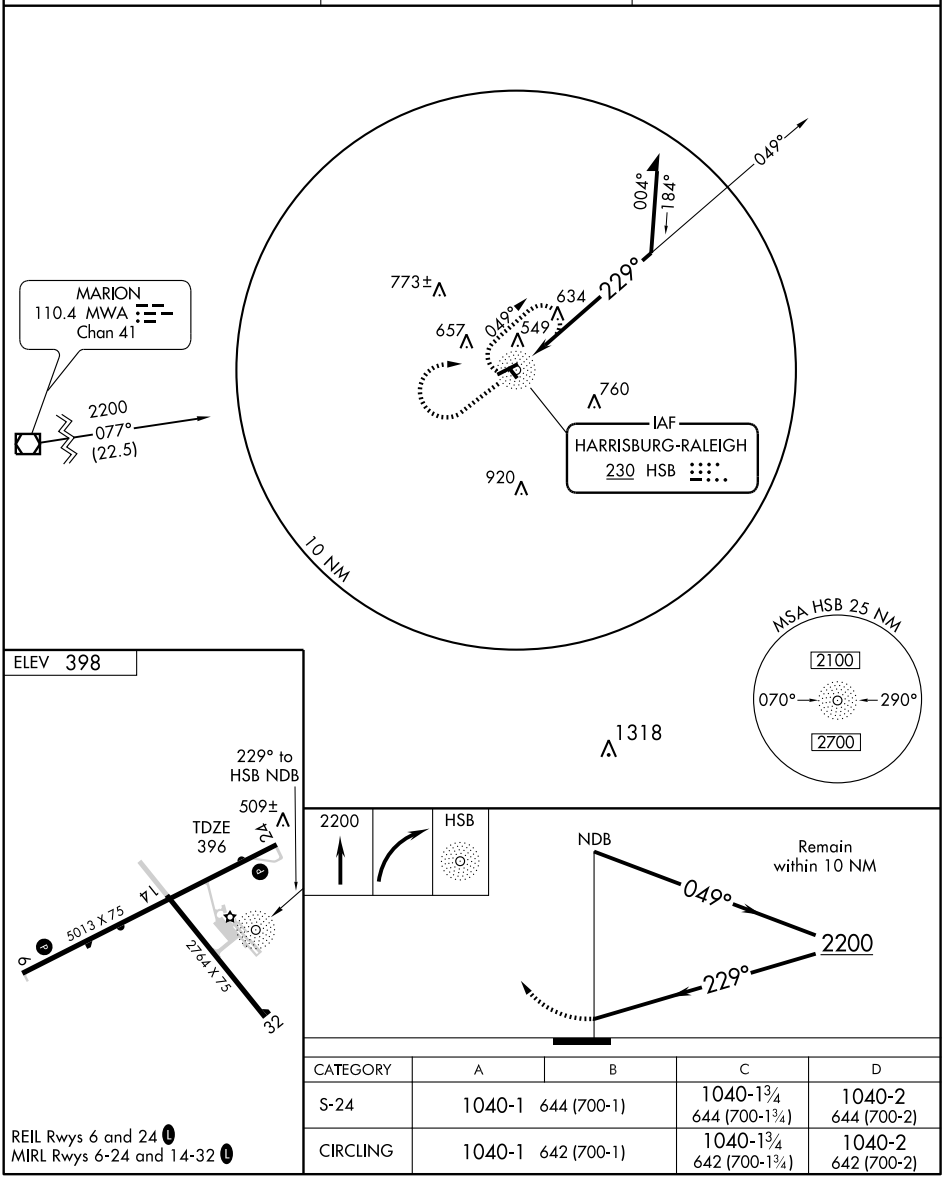
NDB RWY 24

HARRISBURG-RALEIGH (HSB)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all MDA 80 feet; increase S-24 Cat C and D visibility and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then right turn direct to HSB NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
135.925	125.3 269.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1040-1	644 (700-1)	1040-1¾ 644 (700-1¾)	1040-2 644 (700-2)
CIRCLING	1040-1	642 (700-1)	1040-1¾ 642 (700-1¾)	1040-2 642 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5013
CH 63119	063°	TDZE	394
W06A		Apt Elev	398

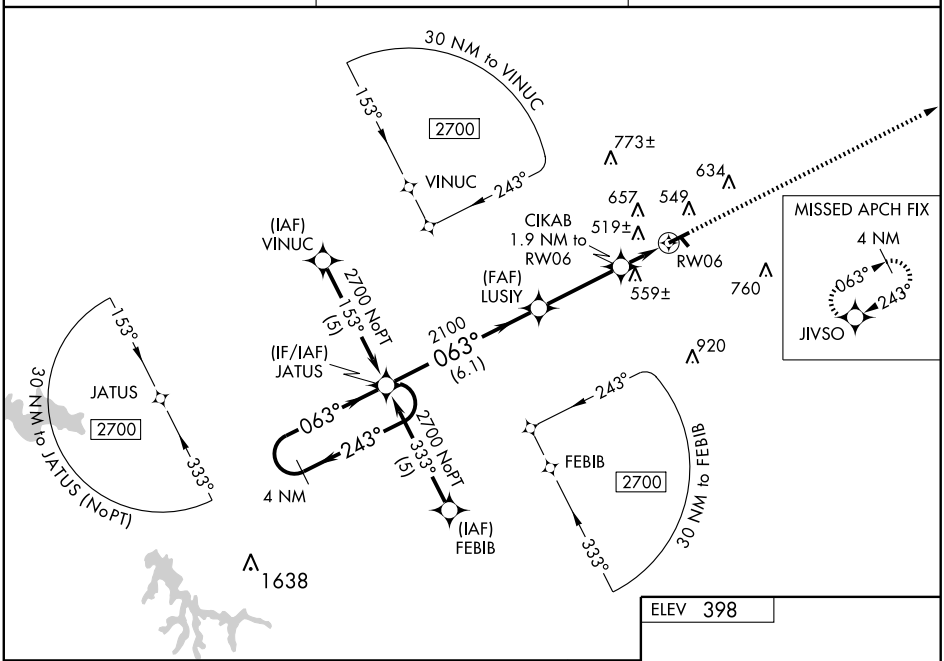
RNAV (GPS) RWY 6

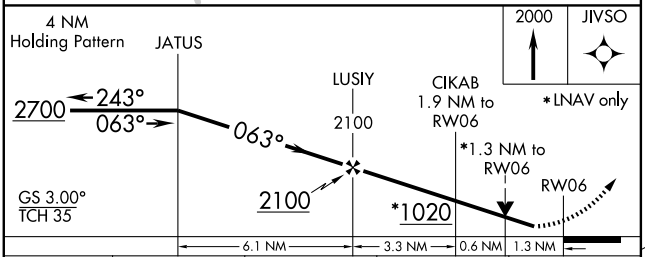
HARRISBURG-RALEIGH (HSB)

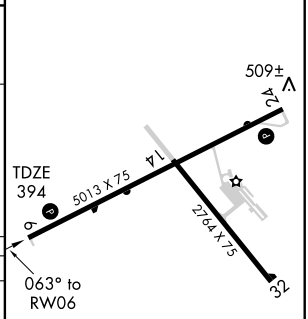
T A Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA with Williamson County Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct JIVSO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
135.925	125.3 269.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	682-1 288 (300-1)			
LNAV/VNAV DA	958-2 564 (600-2)			
LNAV MDA	820-1 426 (500-1)		820-1¼ 426 (500-1¼)	
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5013
CH 56519	243°	TDZE	396
W24A		Apt Elev	398

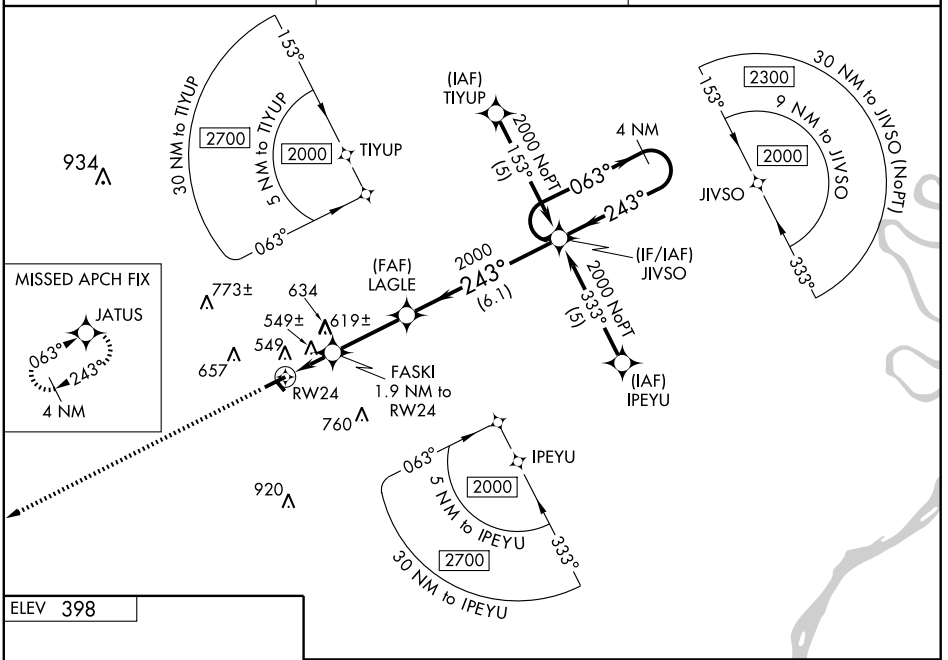
RNAV (GPS) RWY 24

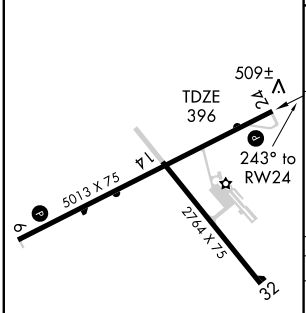
HARRISBURG-RALEIGH (HSB)

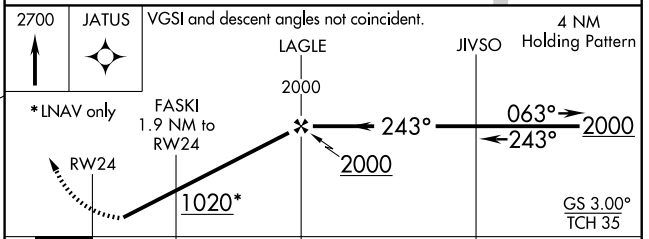
T A Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct JATUS and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
135.925	125.3 269.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	693-1 297 (300-1)			
LNAV/VNAV DA	859-1¾ 463 (500-1¾)			
LNAV MDA	880-1 484 (500-1)		880-1¼ 484 (500-1¼)	880-1½ 484 (500-1½)
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

HILLSBORO MUNI (3K4) 2 SE UTC−6(−5DT) N39°08.67′ W89°27.42′ **ST LOUIS**
637 TPA—1437(800) NOTAM FILE STL
RWY 18–36: 4150X200 (TURF) LIRL (NSTD)
RWY 18: P–line. **RWY 36:** Thld dsplcd 1050′. Tree.
AIRPORT REMARKS: Unattended. Minimum security prison ¾ mile SW of arpt, maintain TPA on left downwind and base leg of Rwy 36. Rwy 18–36 soft when wet, use center portion. Rwy 18–36 S 1050′ rough. This area is not lighted and is marked by dsplcd thld, which consists of white rock and 3 red thld lights on each side of rwy. N end of rwy also marked with white rock and three red thld lights on both sides of rwy. For NSTD LIRL Rwy 18–36 call 217–532–2173. Rwy 18–36 NSTD LIRL due to spacing. Rwy 18 obstruction marked with orange balls. NOTE: See Special Notices—Model Rocket Activity.
COMMUNICATIONS: CTAF 122.9

HINCKLEY (ØC2) 3 W UTC−6(−5DT) N41°46.25′ W88°42.21′ **CHICAGO**
760 TPA—1560(800) NOTAM FILE IKK
RWY 09–27: 2640X100 (TURF)
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Extensive parachute jumping and glider ops conducted surface–17,500′. Rwy 09–27 not plowed; use at own risk. Arpt may be unusable under very wet conditions.
COMMUNICATIONS: CTAF 122.9

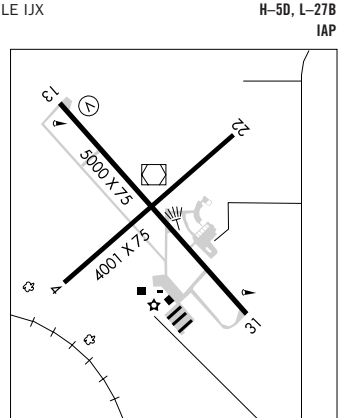
HOMER N40°01.59′ W87°57.19′ NOTAM FILE STL. **CHICAGO**
NDB (MHW) 281 HMJ 302° 13.4 NM to Frasca fld. VFR only. OTS indef.

HUSKK N39°46.39′ W89°45.59′ NOTAM FILE SPI. **ST. LOUIS**
NDB (MHW/LOM) 382 SP 043° 5.7 NM to Abraham Lincoln Capital. **L–27C**

ILLINOIS VALLEY RGNL–WALTER A DUNCAN FLD (See PERU)

INGERSOLL (See CANTON)

JACKSONVILLE MUNI (IJX) 3 N UTC−6(−5DT) N39°46.48′ W90°14.30′ **ST LOUIS**
624 B S4 **FUEL** 100LL, JET A TPA—1424(800) NOTAM FILE IJX **H–5D, L–27B**
RWY 13–31: H5000X75 (ASPH) S–22, D–28 MIRL **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 36′. Pole.
RWY 31: REIL. Trees.
RWY 04–22: H4001X75 (ASPH) MIRL
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. CAUTION: Deer on and invof arpt. ACTIVATE MIRL Rwy 13–31 and Rwy 04–22 and REIL Rwy 13 and Rwy 31 and twy lgts—CTAF. Southeast twy lgts OTS indef.
WEATHER DATA SOURCES: AWOS–3 108.6 IJX (217) 243–6379.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SPRINGFIELD APP/DEP CON** 118.45 118.6 (1200–0400Z‡)
CLNC DEL 118.45
KANSAS CITY CENTER APP/DEP CON 127.275 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IJX.
(T) VORW/DME 108.6 IJX Chan 23 N39°46.59′ W90°14.32′ at fld. 615/2E. **AWOS–3.**



JOLIET N41°32.78′ W88°19.10′ NOTAM FILE IKK. **CHICAGO**
(H) VORTAC 112.3 JOT Chan 70 103°6.7 NM to Joliet Rgnl. 592/2E. **H–5E, L–28H, A**
DME unusable byd 35 NM blo 2800′.
RCO 122.1R 112.3T (KANKAKEE RADIO)
RCO 122.5 (KANKAKEE RADIO)

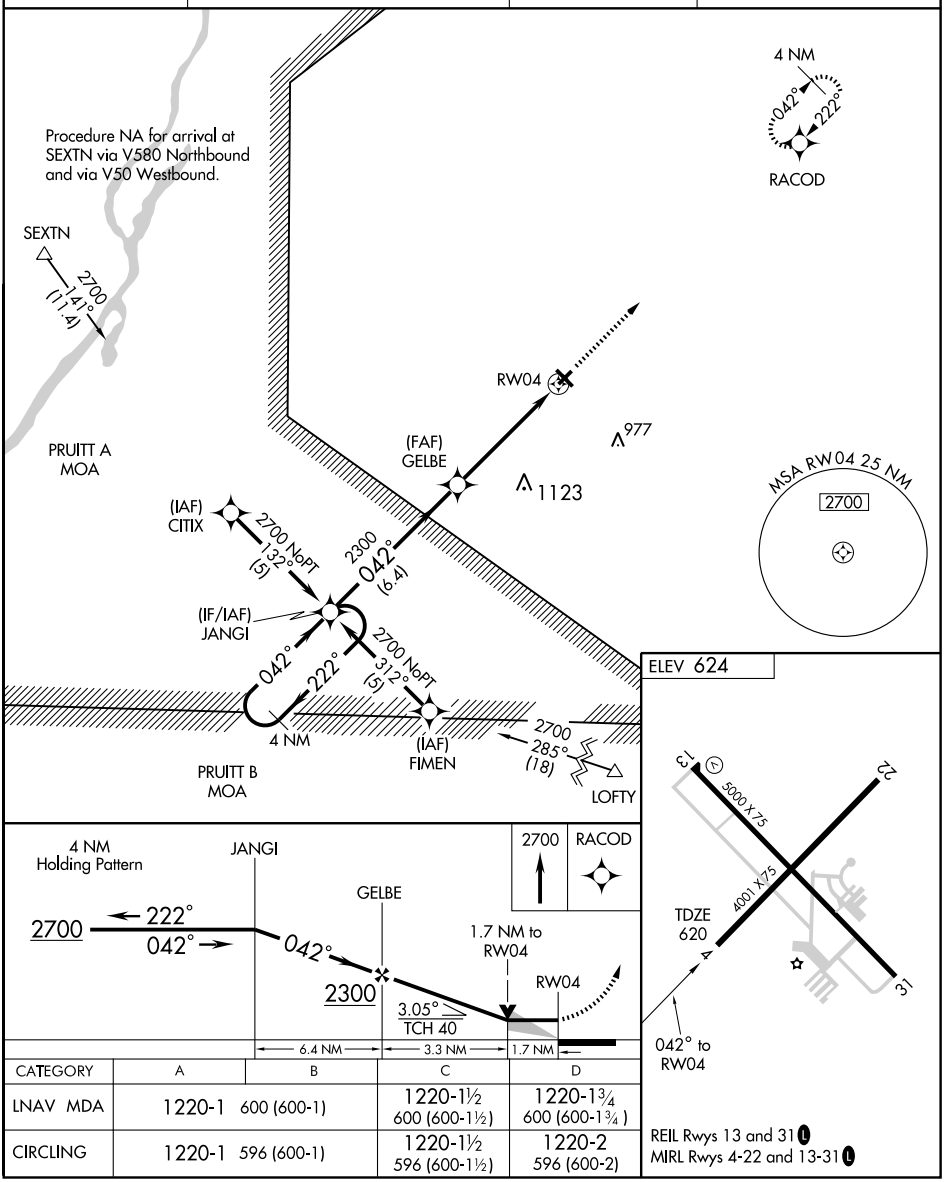
APP CRS	Rwy Idg	4001
042°	TDZE	620
	Apt Elev	624

RNAV (GPS) RWY 4
JACKSONVILLE MUNI (IJX)

⚠ VDP NA with Springfield, IL altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1	600 (600-1)	1220-1½ 600 (600-1½)	1220-1¾ 600 (600-1¾)
CIRCLING	1220-1	596 (600-1)	1220-1½ 596 (600-1½)	1220-2 596 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

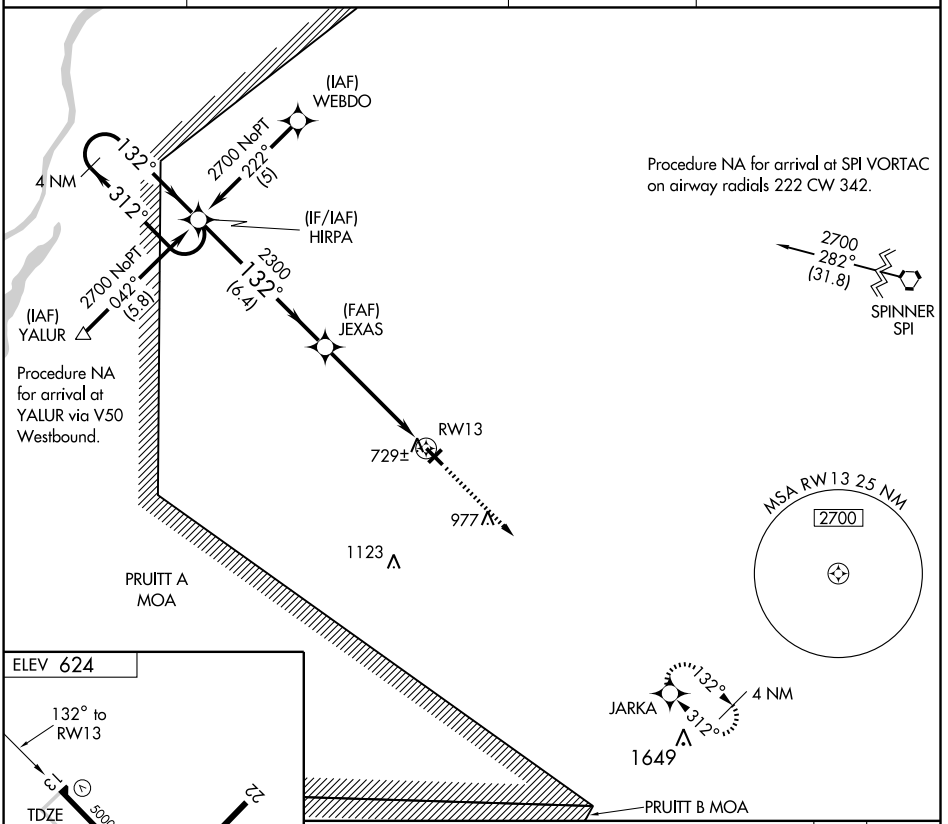
JACKSONVILLE MUNI (IJX)

APP CRS	Rwy Idg	5000
132°	TDZE	622
	Apt Elev	624

A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet. VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1 358 (400-1)			980-1¼ 358 (400-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
222°	TDZE	620
	Apt Elev	624

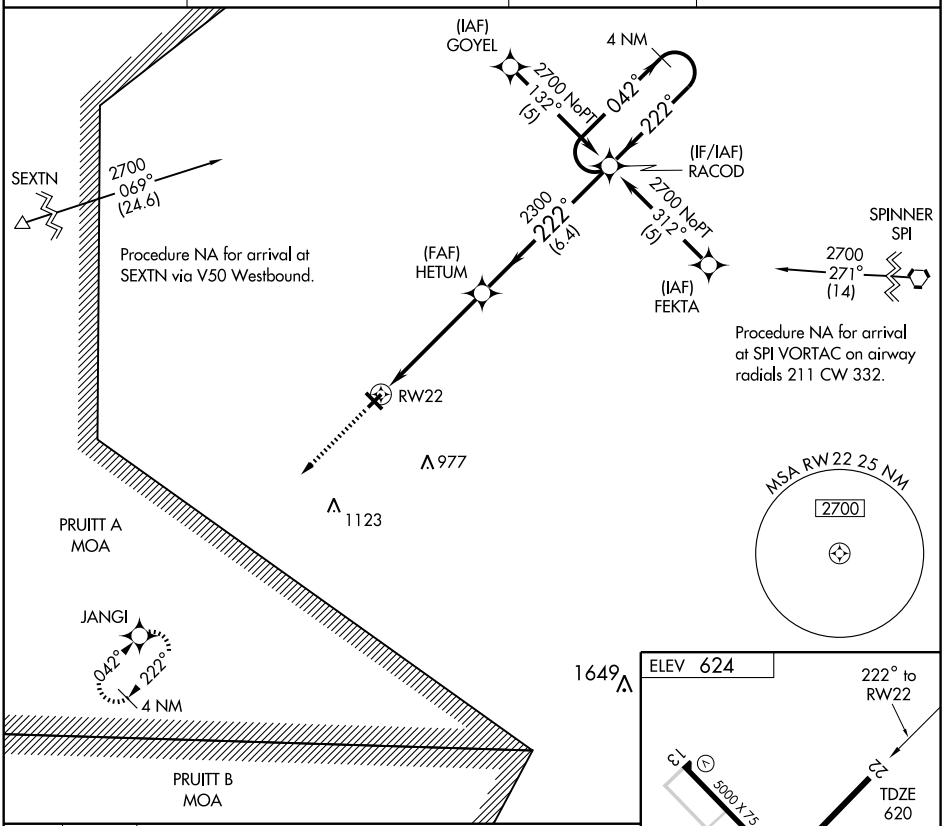
RNAV (GPS) RWY 22

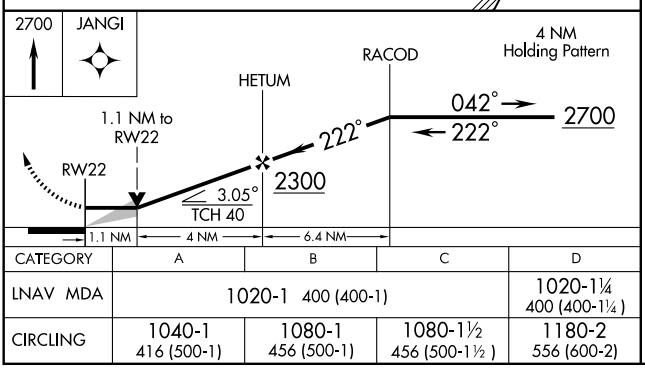
JACKSONVILLE MUNI (IJX)

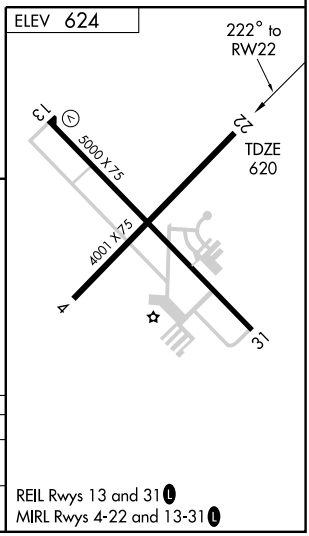
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet. VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct JANGI and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 400 (400-1)			1020-1¼ 400 (400-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
312°	TDZE	624
	Apt Elev	624

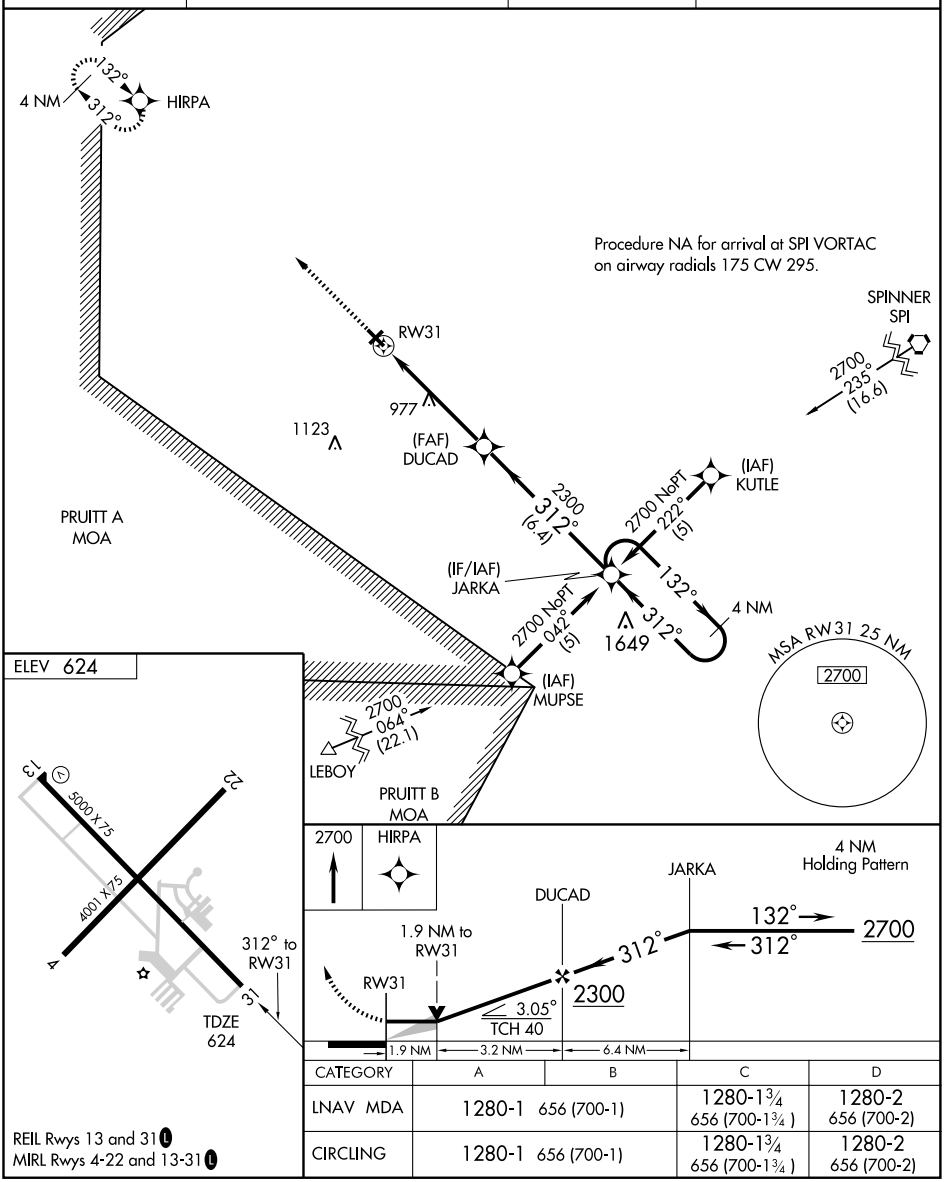
RNAV (GPS) RWY 31
JACKSONVILLE MUNI (IJX)

VDP NA when using Springfield, IL altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 direct HIRPA and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L

EC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	1280-1 656 (700-1)		1280-1¾ 656 (700-1¾)	1280-2 656 (700-2)
CIRCLING	1280-1 656 (700-1)		1280-1¾ 656 (700-1¾)	1280-2 656 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

VOR/DME IJX	APP CRS	Rwy Idg	5000
108.6	128°	TDZE	622
Chan 23		Apt Elev	624

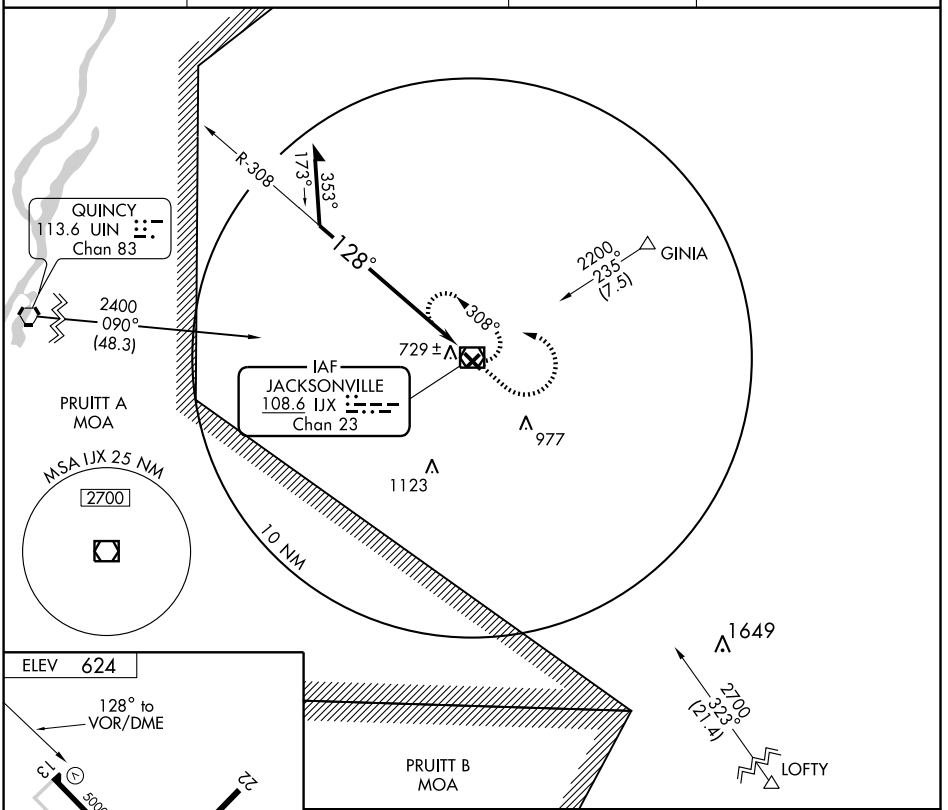
VOR RWY 13

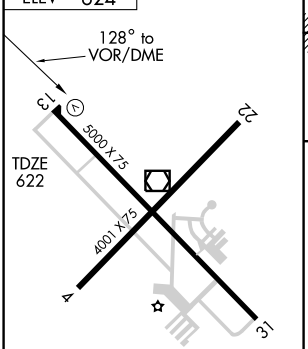
JACKSONVILLE MUNI (IJX)

⚠ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH:Climb to 1500 then climbing left turn to 2200 direct IJX VOR/DME and hold.

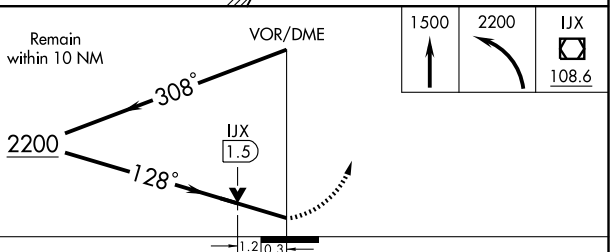
AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

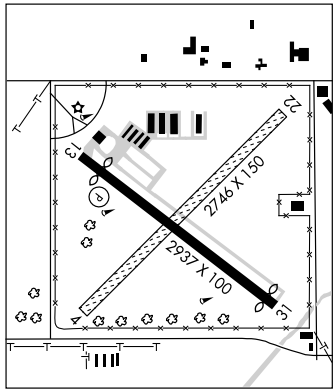
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-13	1040-1	418 (500-1)	1040-1¼	418 (500-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

JOLIET RGNL (JOT) 4 W UTC−6(−5DT) N41°31.06′ W88°10.54′ — CHICAGO
582 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE JOT — L–28H, A
RWY 13–31: H2937X100 (ASPH) S–8 MIRL — IAP
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37′. Thld dsplcd 220′. Canopy.
RWY 31: Thld dsplcd 80′. Tree.
RWY 04–22: 2746X150 (TURF)
RWY 04: Pole. **RWY 22:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300Z‡–0300Z‡, Nov–Mar 1300–0100Z‡. PAEW adjacent to AER 13 indef. MIRL Rwy 13–31 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04–22 marked with tires painted white; thld marked with white gravel.
WEATHER DATA SOURCES: AWOS–3 119.975 (815) 730–9560.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 112.3T (KANKAKEE RADIO)
RCO 122.5 (KANKAKEE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 119.35
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
(H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 103° 6.7 NM to fld. 592/2E.



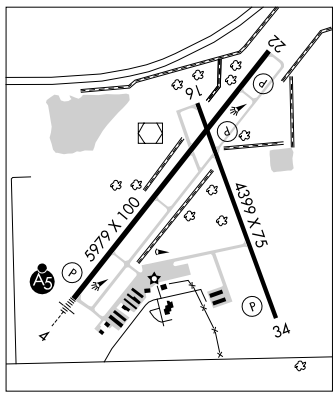
JONNY N37°50.35′ W88°58.25′ NOTAM FILE MWA. — ST LOUIS
NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

JULIP N40°17.37′ W87°31.78′ NOTAM FILE DNV.
NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

KANKAKEE N41°04.47′ W87°50.99′ NOTAM FILE IKK. — CHICAGO
(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/0E. **AWOS–3.** — L–27C
RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

KANKAKEE

GREATER KANKAKEE (IKK) 3 S UTC−6(−5DT) N41°04.28′ W87°50.78′ — CHICAGO
630 B S4 **FUEL** 100LL, JET A TPA—1430(800) NOTAM FILE IKK — H–5E, L–27C
RWY 04–22: H5979X100 (ASPH–PFC) S–60, D–95 HIRL — IAP
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 16–34: H4399X75 (ASPH) S–30, D–40 MIRL
RWY 16: PAPI(P4L)—GA 3.0° TCH 35′. Road.
RWY 34: PAPI(P4L)—GA 3.0° TCH 35′. Road.
AIRPORT REMARKS: Attended Apr–Oct 1300–0300Z‡, Nov–Mar 1300–0100Z‡. Ultralight activity in grass area W of Rwy 04–22. For ultralight ops PPR, call 815–939–1422. Deer and waterfowl on and invof. HIRL Rwy 04–22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16–34 and REIL Rwy 04 and Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.6 IKK (815) 939–4044.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 190° 12.2 NM to fld. 689/2E.
KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47′ W87°50.99′ at fld. 625/0E. **AWOS–3.**
LUKOW NDB (LOM) 272 IK N41°01.07′ W87°54.22′ 039° 4.1 NM to fld.
ILS 108.7 I–IKK Rwy 04 LOM LUKOW NDB.



APP CRS	Rwy Idg	2717
130°	TDZE	582
	Apt Elev	582

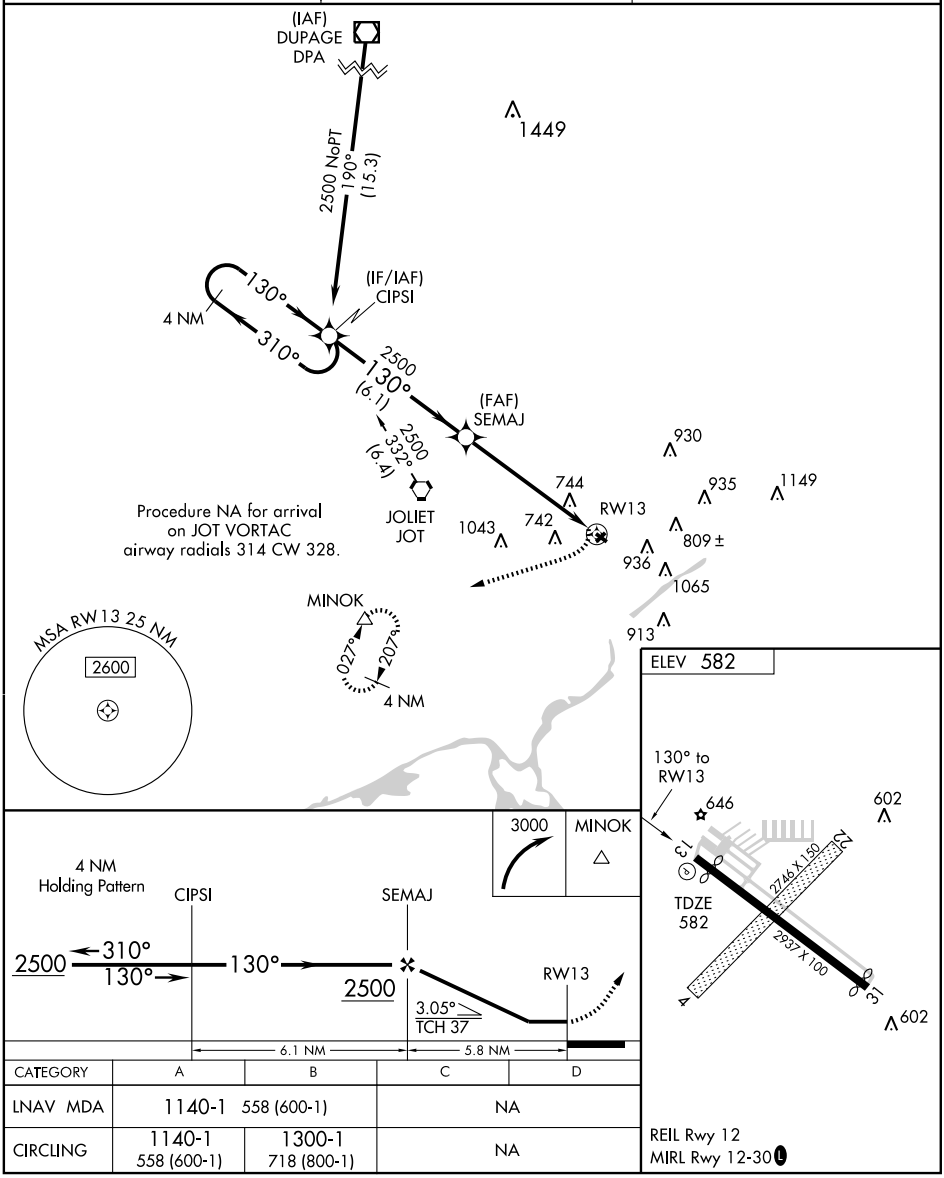
RNAV (GPS) RWY 13

JOLIET RGNL (JOT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility ¼ mile.

MISSED APPROACH:Climbing right turn to 3000 direct MINOK and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.975	119.35 388.0	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1140-1 558 (600-1)		NA	
CIRCLING	1140-1 558 (600-1)	1300-1 718 (800-1)	NA	

REIL Rwy 12
MIRL Rwy 12-30

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

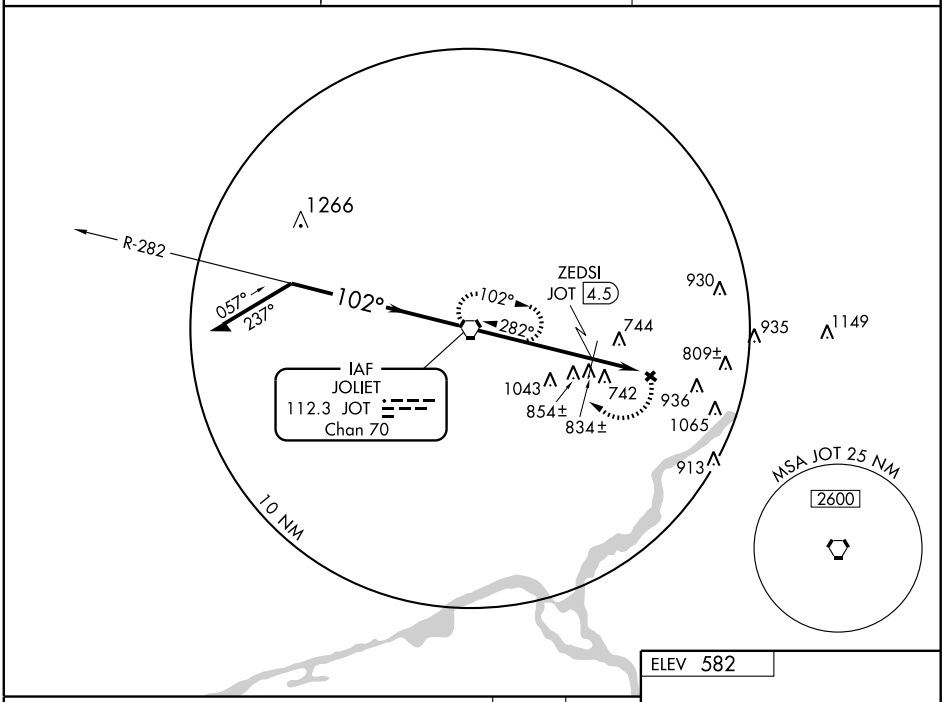
VORTAC JOT	APP CRS	Rwy Idg	2717
112.3	102°	TDZE	582
Chan 70		Apt Elev	582

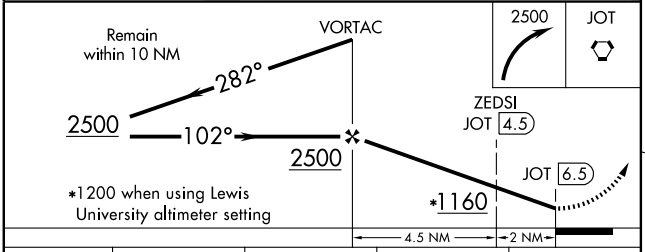
VOR RWY 13
JOLIET RGNL (JOT)

When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility ¼ mile and ZEDSI fix minimums. Circling Cat B visibility ¼ mile. Visibility reduction by helicopters NA.

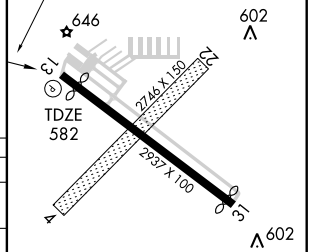
MISSED APPROACH: Climbing right turn to 2500 direct JOT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.975	119.35 388.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	1160-1 578 (600-1)		NA	
CIRCLING	1160-1 578 (600-1)	1300-1 718 (800-1)	NA	
ZEDSI FIX MINIMUMS				
S-13	1100-1 518 (600-1)		NA	
CIRCLING	1100-1 518 (600-1)	1300-1 718 (800-1)	NA	

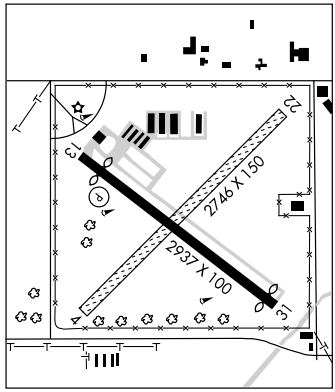


REIL Rwy 12
MIRL Rwy 12-30 L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

JOLIET RGNL (JOT) 4 W UTC−6(−5DT) N41°31.06′ W88°10.54′ — CHICAGO
582 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE JOT — L–28H, A
RWY 13–31: H2937X100 (ASPH) S–8 MIRL — IAP
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37′. Thld dsplcd 220′. Canopy.
RWY 31: Thld dsplcd 80′. Tree.
RWY 04–22: 2746X150 (TURF)
RWY 04: Pole. **RWY 22:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300Z‡–0300Z‡, Nov–Mar 1300–0100Z‡. PAEW adjacent to AER 13 indef. MIRL Rwy 13–31 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04–22 marked with tires painted white; thld marked with white gravel.
WEATHER DATA SOURCES: AWOS–3 119.975 (815) 730–9560.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 112.3T (KANKAKEE RADIO)
RCO 122.5 (KANKAKEE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 119.35
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
(H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 103° 6.7 NM to fld. 592/2E.



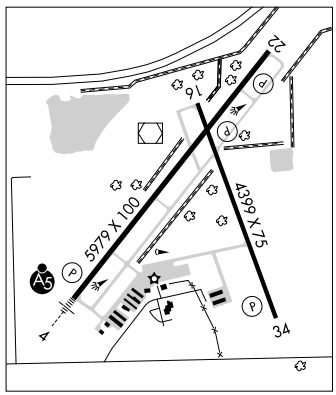
JONNY N37°50.35′ W88°58.25′ NOTAM FILE MWA. — ST LOUIS
NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

JULIP N40°17.37′ W87°31.78′ NOTAM FILE DNV.
NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

KANKAKEE N41°04.47′ W87°50.99′ NOTAM FILE IKK. — CHICAGO
(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/0E. **AWOS–3.** — L–27C
RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

KANKAKEE

GREATER KANKAKEE (IKK) 3 S UTC−6(−5DT) N41°04.28′ W87°50.78′ — CHICAGO
630 B S4 **FUEL** 100LL, JET A TPA—1430(800) NOTAM FILE IKK — H–5E, L–27C
RWY 04–22: H5979X100 (ASPH–PFC) S–60, D–95 HIRL — IAP
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 16–34: H4399X75 (ASPH) S–30, D–40 MIRL
RWY 16: PAPI(P4L)—GA 3.0° TCH 35′. Road.
RWY 34: PAPI(P4L)—GA 3.0° TCH 35′. Road.
AIRPORT REMARKS: Attended Apr–Oct 1300–0300Z‡, Nov–Mar 1300–0100Z‡. Ultralight activity in grass area W of Rwy 04–22. For ultralight ops PPR, call 815–939–1422. Deer and waterfowl on and invof. HIRL Rwy 04–22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16–34 and REIL Rwy 04 and Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.6 IKK (815) 939–4044.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 190° 12.2 NM to fld. 689/2E.
KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47′ W87°50.99′ at fld. 625/0E. **AWOS–3.**
LUKOW NDB (LOM) 272 IK N41°01.07′ W87°54.22′ 039° 4.1 NM to fld.
ILS 108.7 I–IKK Rwy 04 LOM LUKOW NDB.



LOC I-IKK	APP CRS	Rwy Idg	5979
108.7	038°	TDZE	625
		Apt Elev	630

ILS or LOC RWY 4

KANKAKEE/GREATER KANKAKEE (IKK)

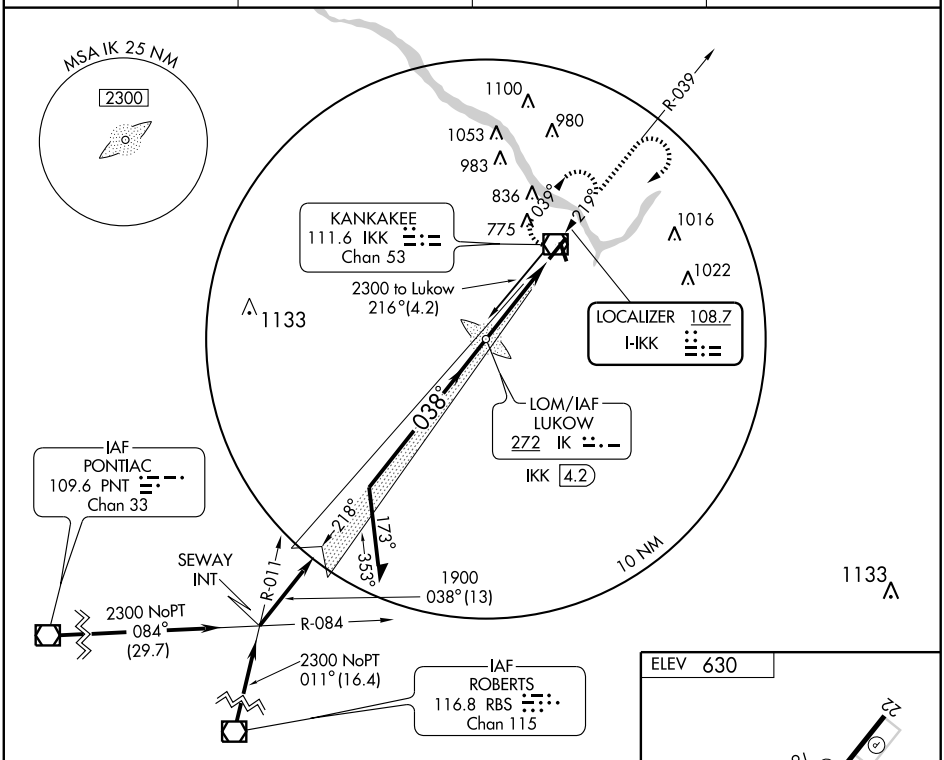
If local altimeter setting not received, use Pontiac altimeter setting and increase and all DAs/MDAs 100 feet.

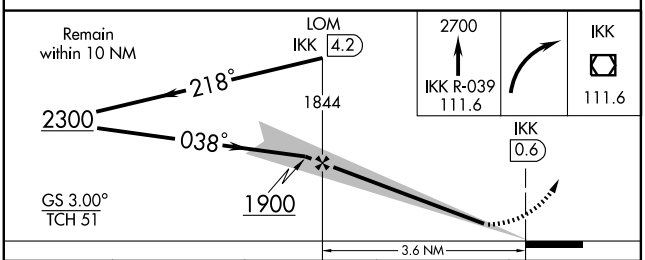
NA

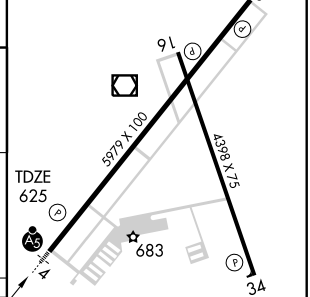
MALSR

MISSED APPROACH: Climb to 2700 via IKK R-039 then right turn direct IKK VOR/DME and hold.

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L







REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-ILS 4	825-½ 200 (200-½)			
S-LOC 4	1060-½ 435 (500-½)		1060-¾ 435 (500-¾)	1060-1 435 (500-1)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5979
CH 42799	038°	TDZE	625
W04A		Apt Elev	630

RNAV (GPS) RWY 4

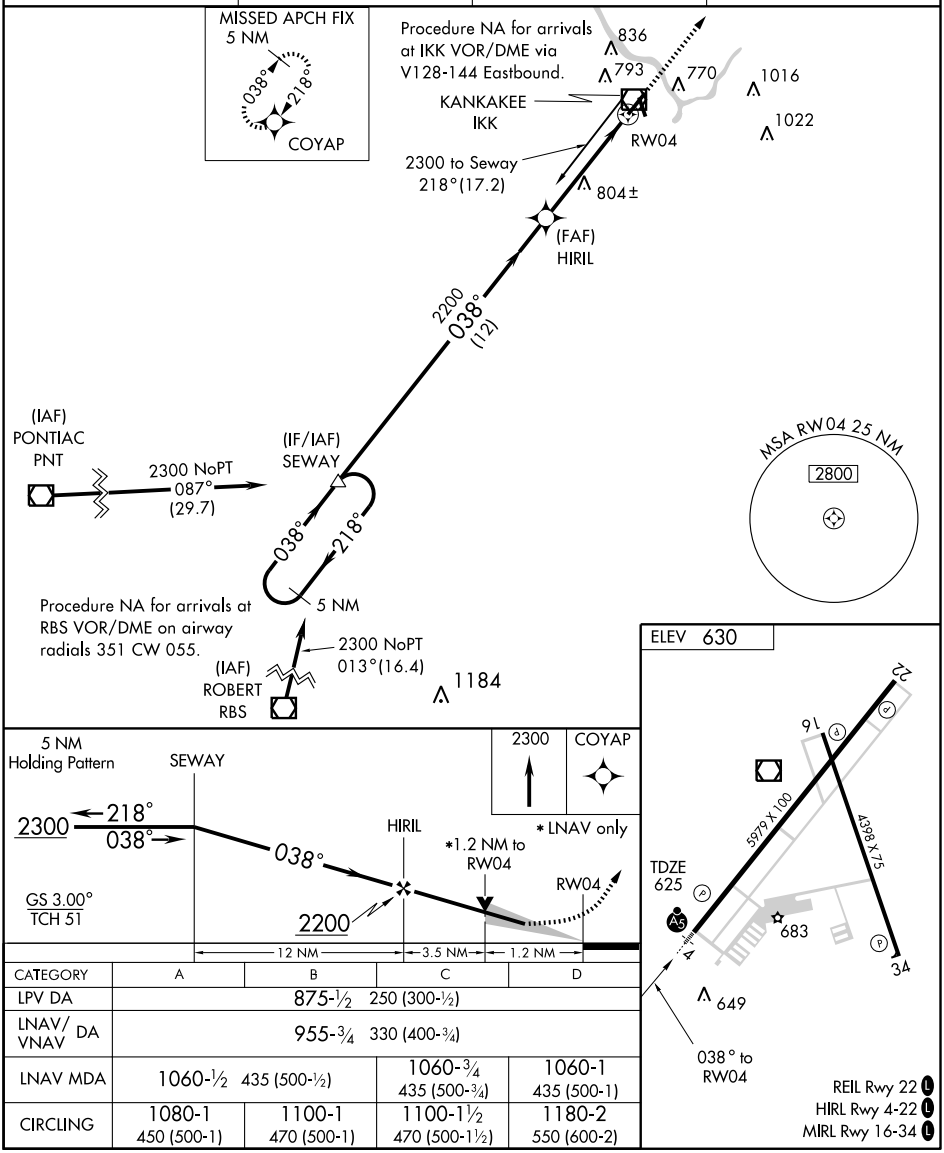
KANKAKEE/GREATER KANKAKEE (IKK)

If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Pontiac Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2300 direct COYAP and hold.

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L



CATEGORY	A	B	C	D
LPV DA	875-½ 250 (300-½)			
LNAV/ VNAV DA	955-¾ 330 (400-¾)			
LNAV MDA	1060-½ 435 (500-½)		1060-¾ 435 (500-¾)	1060-1 435 (500-1)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4398
161°	TDZE	622
	Apt Elev	630

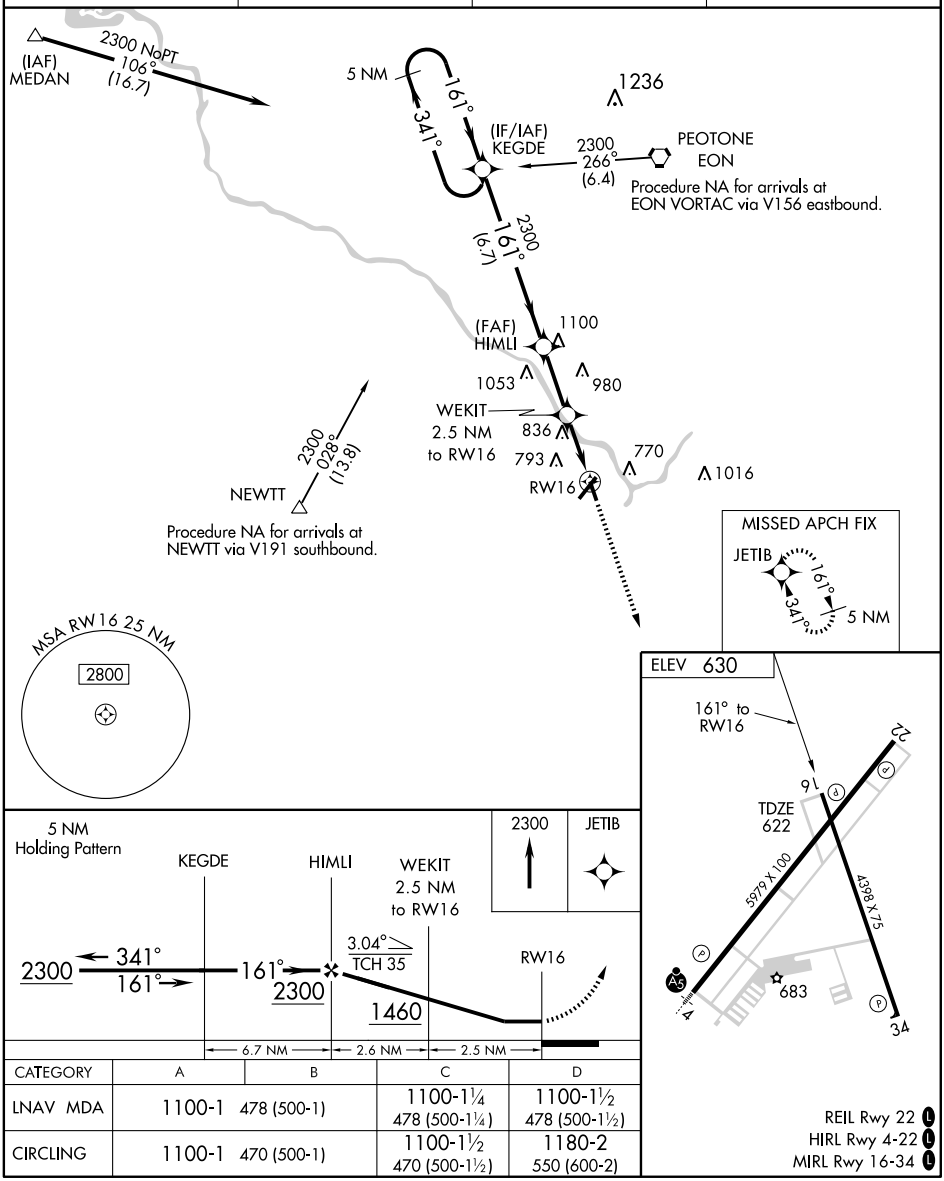
RNAV (GPS) RWY 16

KANKAKEE/ GREATER KANKAKEE (IKK)

If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct JETIB and hold

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L



CATEGORY	A	B	C	D
LNAV MDA	1100-1	478 (500-1)	1100-1¼ 478 (500-1¼)	1100-1½ 478 (500-1½)
CIRCLING	1100-1	470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5979
218°	TDZE	630
	Apt Elev	630

RNAV (GPS) RWY 22

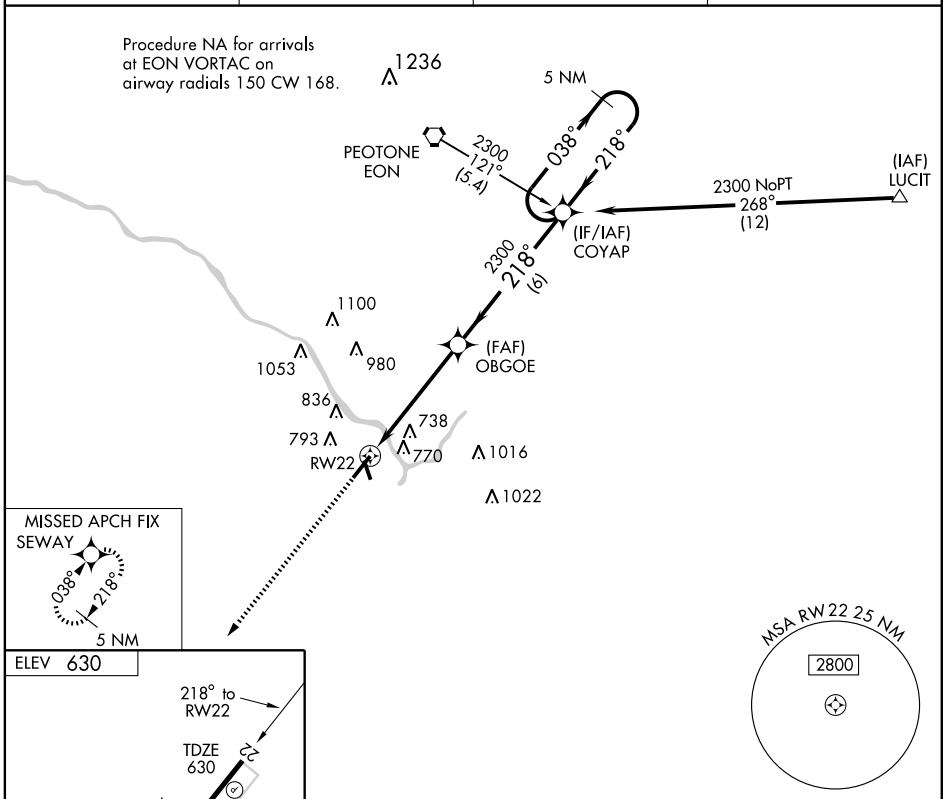
KANKAKEE/ GREATER KANKAKEE (IKK)

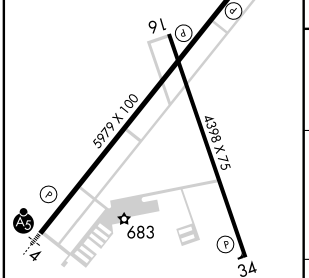
If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
VDP NA when using Pontiac Muni altimeter setting.

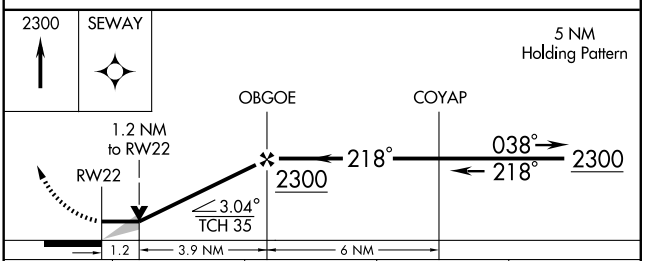
MISSED APPROACH: Climb to 2300 direct SEWAY and hold

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 (L)

Procedure NA for arrivals at EON VORTAC on airway radials 150 CW 168.







CATEGORY	A	B	C	D
LNAV MDA	1040-1 410 (500-1)		1040-1¼ 410 (500-1¼)	
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

REIL Rwy 22 (L)
HIRL Rwy 4-22 (L)
MIRL Rwy 16-34 (L)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4398
341°	TDZE	620
	Apt Elev	630

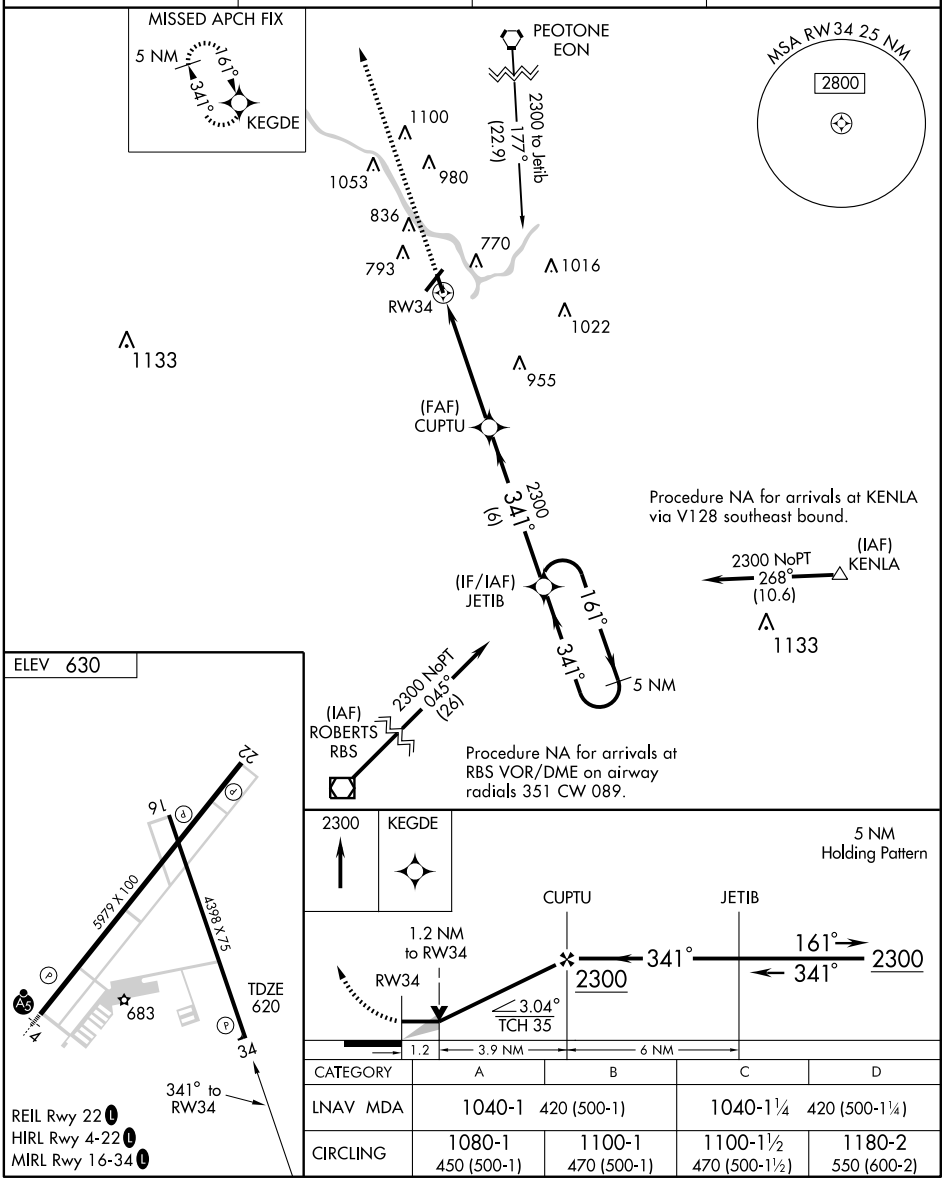
RNAV (GPS) RWY 34

KANKAKEE/ GREATER KANKAKEE (IKK)

If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Pontiac Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct KEGDE and hold

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 420 (500-1)		1040-1¼ 420 (500-1¼)	
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME IKK 111.6 Chan 53	APP CRS 032°	Rwy Idg 5979 TDZE 625 Apt Elev 630

VOR RWY 4

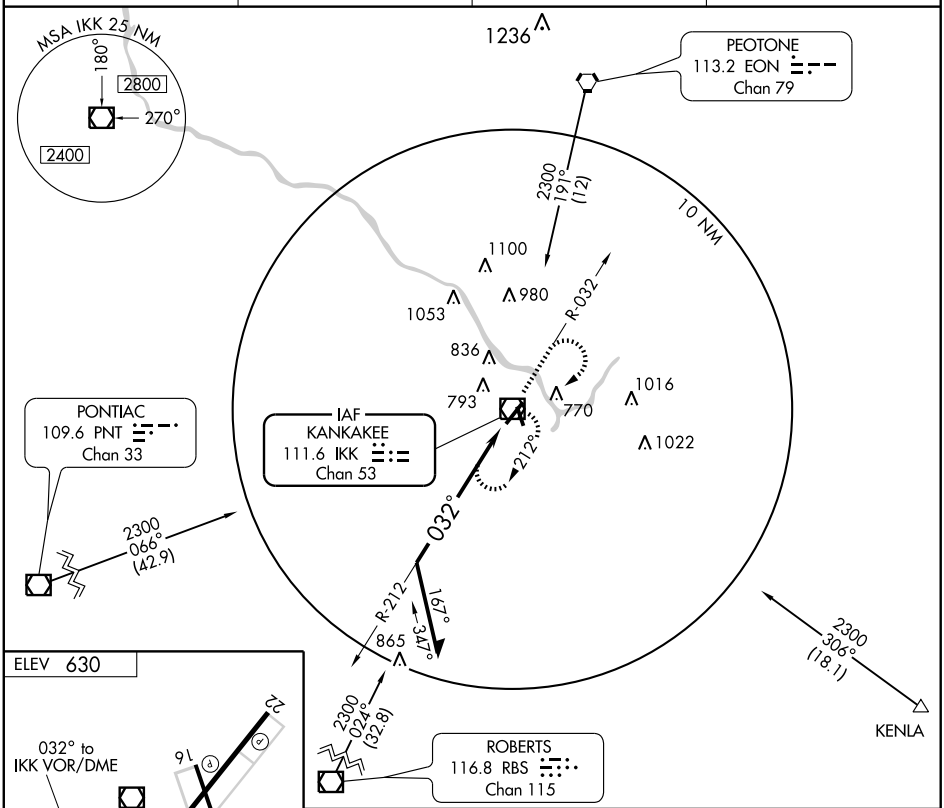
KANKAKEE/ GREATER KANKAKEE (IKK)

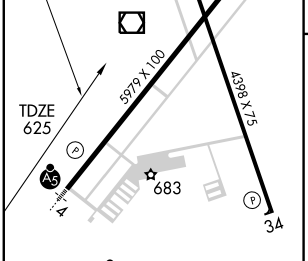
If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Pontiac Muni altimeter setting.

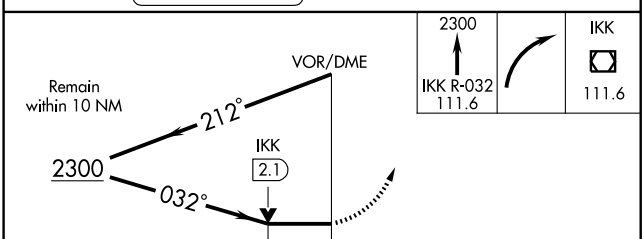
MALSR

MISSED APPROACH: Climb to 2300 via IKK R-032, then right turn direct IKK VOR/DME and hold.

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-4	1180-½ 555 (600-½)		1180-1 555 (600-1)	1180-1¼ 555 (600-1¼)
CIRCLING	1180-1 550 (600-1)		1180-1½ 550 (600-1½)	1180-2 550 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME IKK	APP CRS	Rwy Idg	5979
111.6	231°	TDZE	630
Chan 53		Apt Elev	630

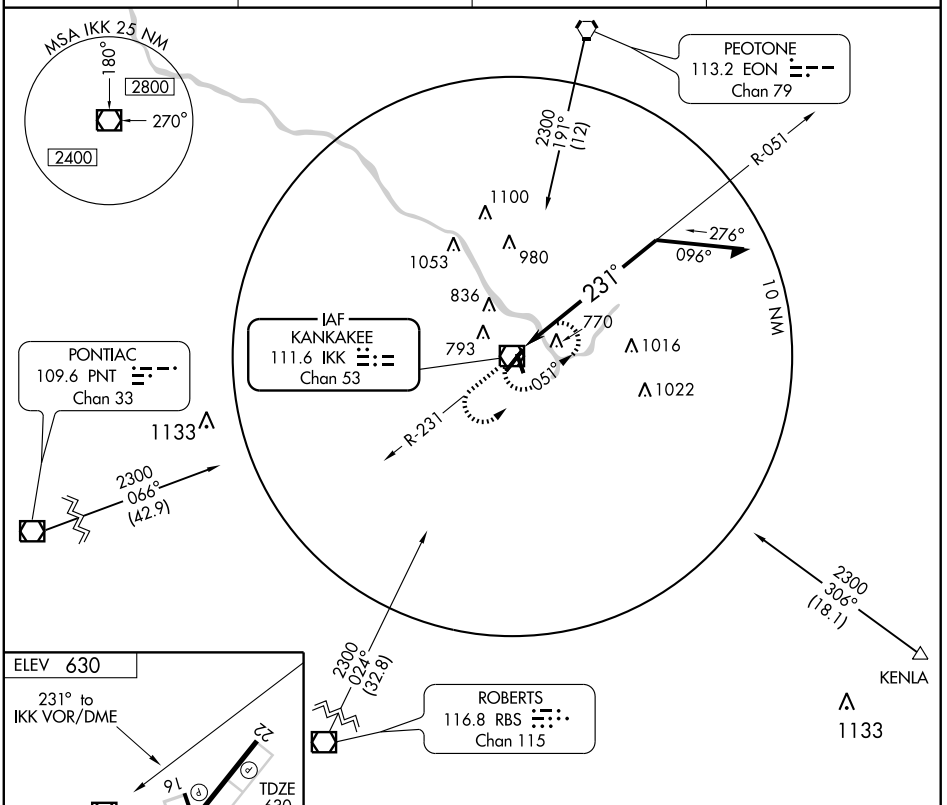
VOR RWY 22

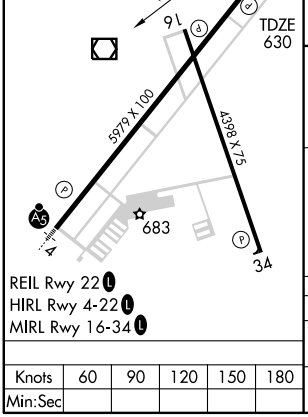
KANKAKEE/ GREATER KANKAKEE (IKK)

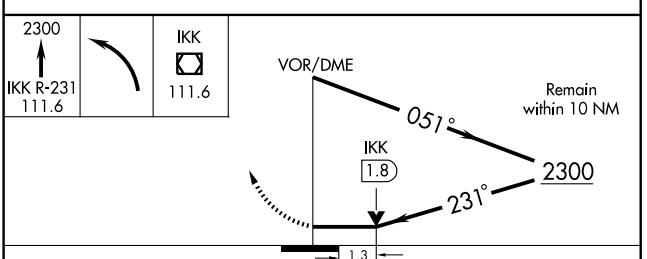
If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet.
VDP NA when using Pontiac Muni altimeter setting.

MISSED APPROACH: Climb to 2300 via IKK R-231, then left turn direct IKK VOR/DME and hold.

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L







Knots	60	90	120	150	180
Min:Sec					

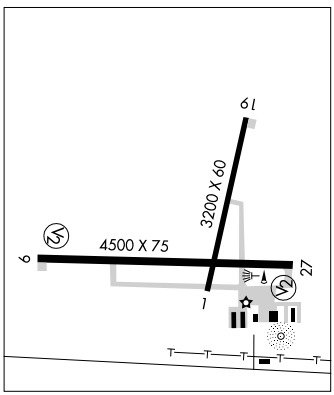
CATEGORY	A	B	C	D
S-22	1080-1 450 (500-1)		1080-1¼ 450 (500-1¼)	1080-1½ 450 (500-1½)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

KANKAKEE (3KK) 3 SW UTC−6(−5DT) N41°06.00′ W87°55.00′ CHICAGO
625 S4 **FUEL** 100LL TPA—1425(800) NOTAM FILE IKK
RWY 09–27: 2644X300 (TURF) LIRL (NSTD)
RWY 27: Thld dsplcd 285′. Road.
RWY 18–36: 2564X200 (TURF)
RWY 36: Thld dsplcd 900′. Trees.
AIRPORT REMARKS: Attended 1300–0100Z‡. Ultralight activity on and inof arpt. Rwy 09–27 NSTD LIRL; variable ints and spacing and non–frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.
COMMUNICATIONS: CTAF/UNICOM 122.8

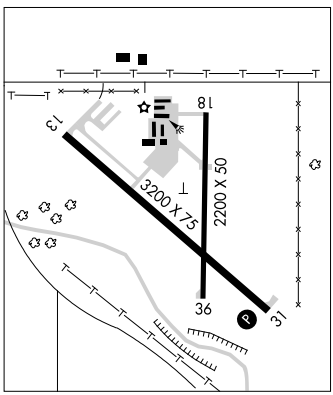
KEDZI N41°44.49′ W87°41.38′. NOTAM FILE MDW. CHICAGO
NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl. A

KEWANEE MUNI (EZI) 3 SW UTC−6(−5DT) N41°12.31′ W89°57.83′ CHICAGO
858 B S4 **FUEL** 100LL TPA–See Remarks NOTAM FILE IKK L–27C
RWY 09–27: H4500X75 (ASPH) S–20 MIRL IAP
RWY 09: PVASI(PSIL)—GA 3.5° TCH 29′. P–line.
RWY 27: PVASI(PSIL)—GA 3.0° TCH 26′.
RWY 01–19: H3200X60 (ASPH) S–20 MIRL 0.6% up S
RWY 01: P–line.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat–Sun 1400–2300Z‡. Ultralight acft on and invof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01–19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 124.55 (0430–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58′ W89°35.27′ 279° 17.3 NM to fld. 810/0E.
NDB (MHW) 245 EZI N41°12.07′ W89°57.56′ at fld. Unmonitored. NDB OTS indef.



LACON

MARSHALL CO (C75) 1 E UTC−6(−5DT) N41°01.16′ W89°23.19′ CHICAGO
568 B S4 **FUEL** 100LL, JET A TPA—1568(1000) NOTAM FILE C75 L–27C
RWY 13–31: H3200X75 (ASPH) MIRL 0.9% up SE IAP
RWY 13: REIL. Tree.
RWY 31: PAPI (P4L)—GA 3.0° TCH 20′. Tree. Rgt tfc.
RWY 18–36: H2200X50 (ASPH) S–4 LIRL 0.3% up N
RWY 18: Road. **RWY 36:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13–31; REIL Rwy 13 and PAPI Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (309) 246–3089.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58′ W89°35.27′ 133° 12.4 NM to fld. 810/0E.



LAKE IN THE HILLS (See CHICAGO/LAKE IN THE HILLS)

LANSING MUNI (See CHICAGO)

APP CRS	Rwy Idg	3200
010°	TDZE	857
	Apt Elev	858

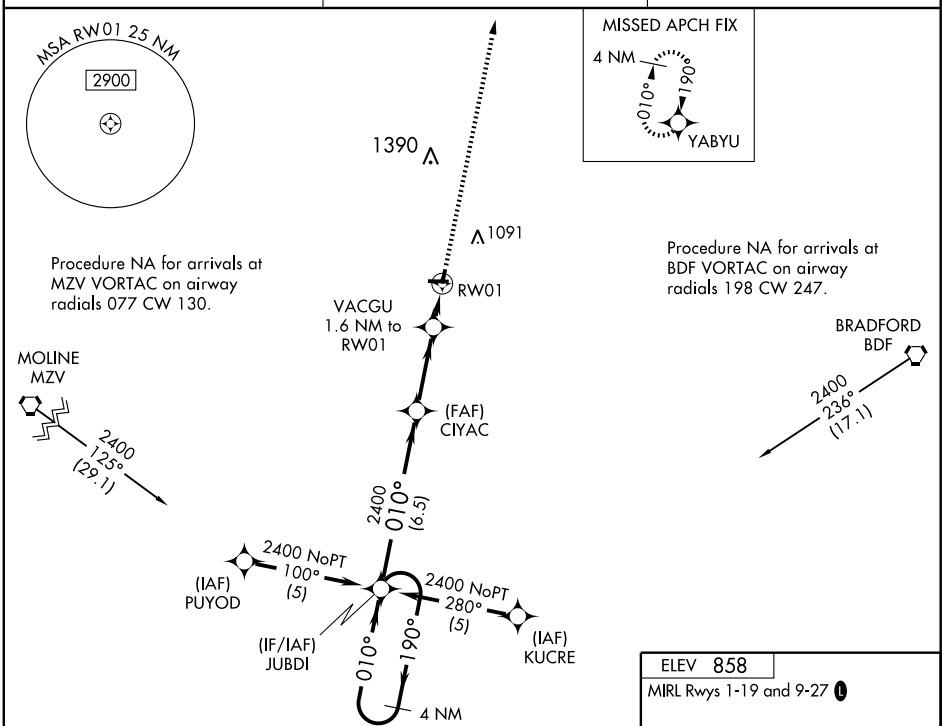
RNAV (GPS) RWY 1

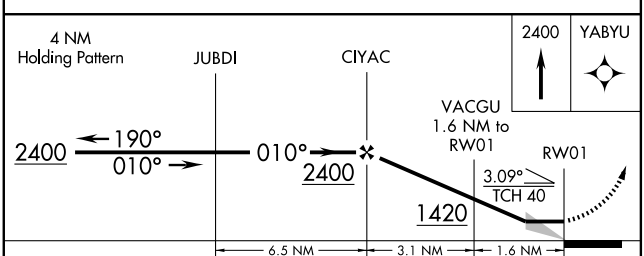
KEWANEE MUNI (EZI)

NA — DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

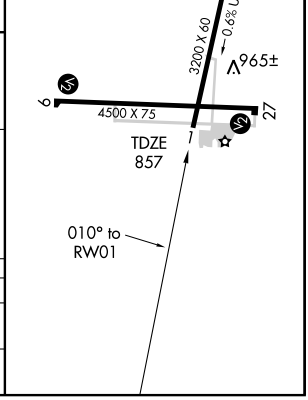
MISSED APPROACH: Climb to 2400 direct YABYU and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1300-1 443 (500-1)		1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1 482 (500-1)		1600-2¼ 742 (800-2¼)	NA



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

KEWANEE MUNI (EZI)

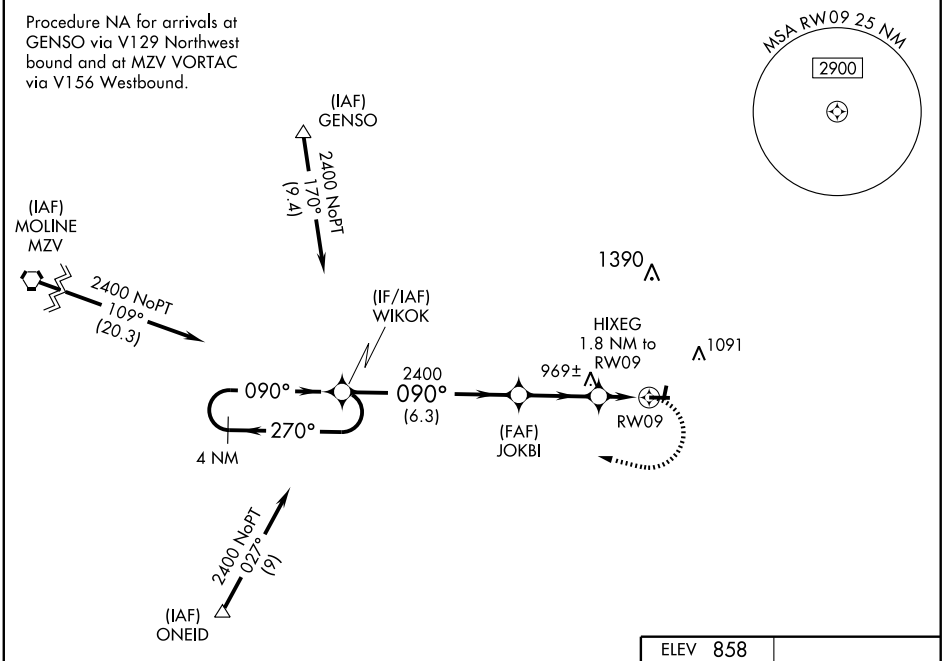
APP CRS	Rwy Idg	4500
090°	TDZE	857
	Apt Elev	858

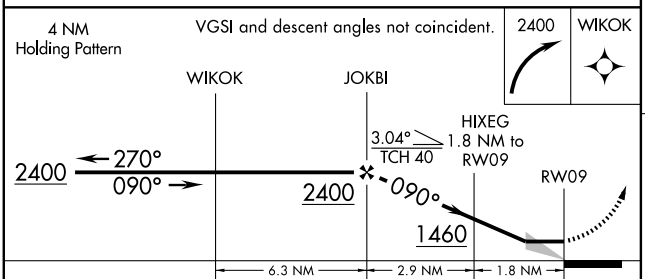
NA — DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

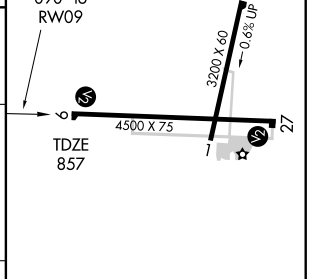
MISSED APPROACH: Climbing right turn to 2400 direct WIKOK and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) L

Procedure NA for arrivals at GENSO via V129 Northwest bound and at MZV VORTAC via V156 Westbound.







CATEGORY	A	B	C	D
LNAV MDA	1300-1 443 (500-1)		1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1 482 (500-1)		1600-2¼ 742 (800-2¼)	NA

MIRL Rwys 1-19 and 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

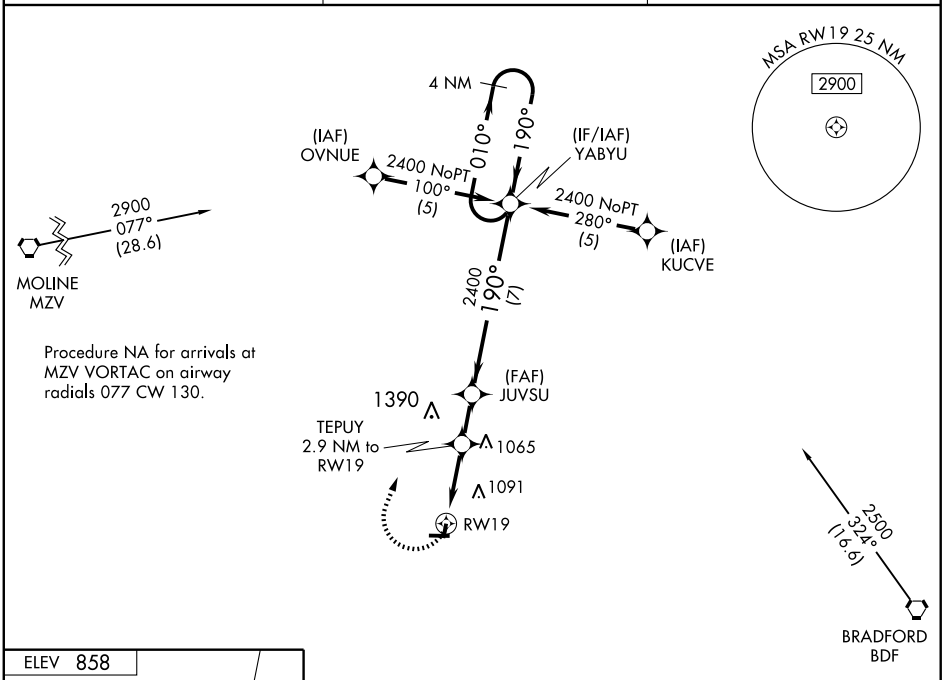
KEWANEE MUNI (EZI)

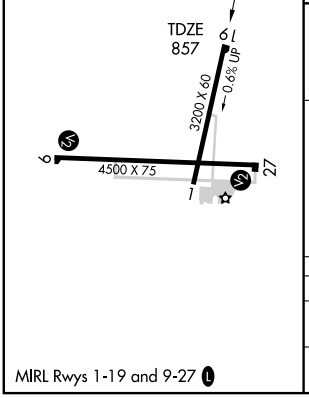
APP CRS	Rwy Idg	3200
190°	TDZE	857
	Apt Elev	858

NA DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

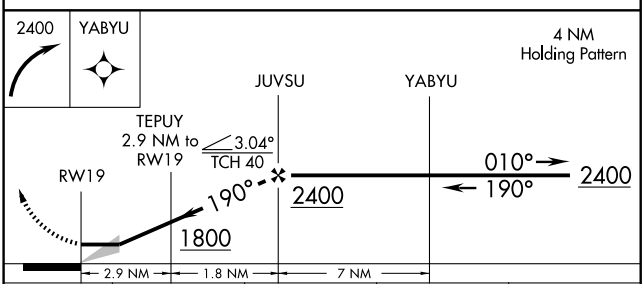
MISSED APPROACH: Climbing right turn to 2400 direct YABYU and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) L





MIRL Rwys 1-19 and 9-27 L



CATEGORY	A	B	C	D
LNAV MDA	1400-1 543 (600-1)		1400-1½ 543 (600-1½)	NA
CIRCLING	1400-1 542 (600-1)		1600-2¼ 742 (800-2¼)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
270°	TDZE	858
	Apt Elev	858

RNAV (GPS) RWY 27

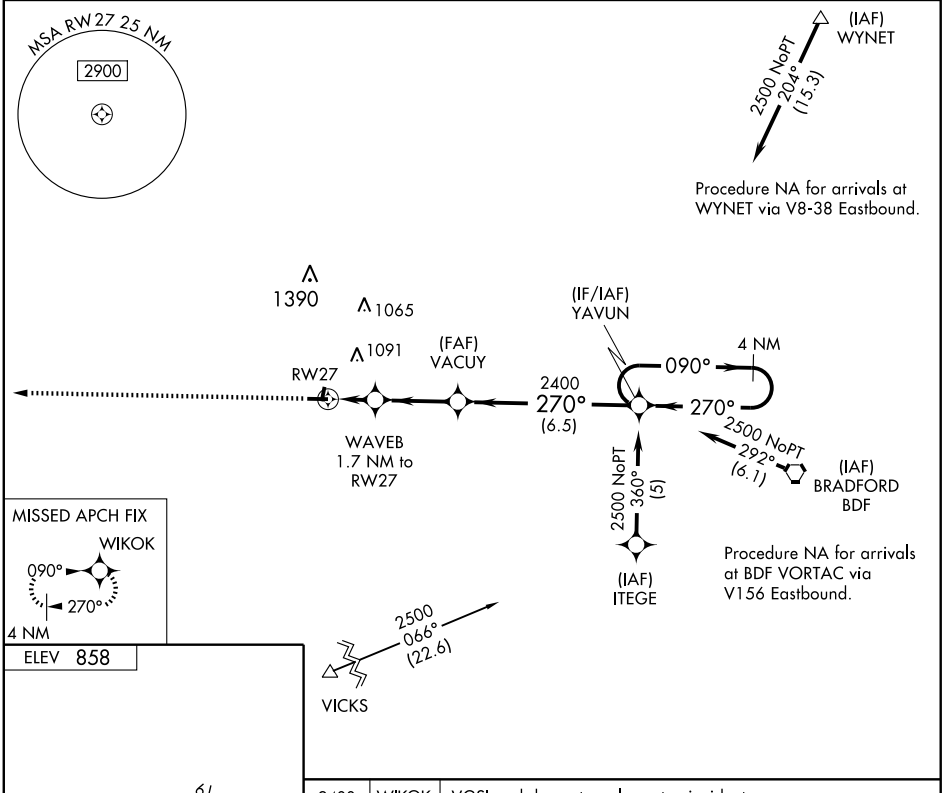
KEWANEE MUNI (EZI)

DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 2400 direct WIKOK and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 442 (500-1)		1300-1¼ 442 (500-1¼)	NA
CIRCLING	1340-1 482 (500-1)		1600-2¼ 742 (800-2¼)	NA

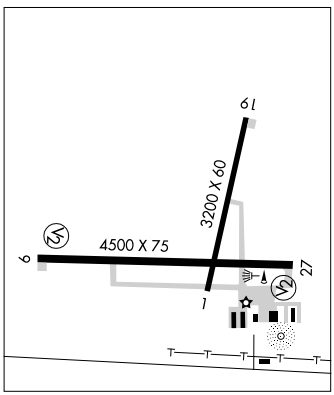
MIRL Rwys 1-19 and 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

KANKAKEE (3KK) 3 SW UTC−6(−5DT) N41°06.00′ W87°55.00′ CHICAGO
625 S4 **FUEL** 100LL TPA—1425(800) NOTAM FILE IKK
RWY 09–27: 2644X300 (TURF) LIRL (NSTD)
RWY 27: Thld dsplcd 285′. Road.
RWY 18–36: 2564X200 (TURF)
RWY 36: Thld dsplcd 900′. Trees.
AIRPORT REMARKS: Attended 1300–0100Z‡. Ultralight activity on and inof arpt. Rwy 09–27 NSTD LIRL; variable ints and spacing and non–frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.
COMMUNICATIONS: CTAF/UNICOM 122.8

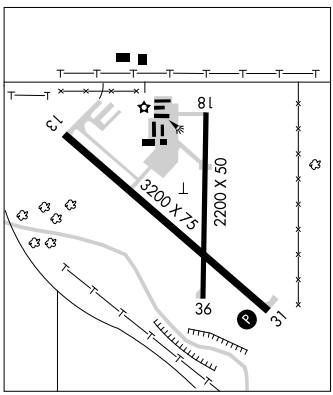
KEDZI N41°44.49′ W87°41.38′. NOTAM FILE MDW. CHICAGO
NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl. A

KEWANEE MUNI (EZI) 3 SW UTC−6(−5DT) N41°12.31′ W89°57.83′ CHICAGO
858 B S4 **FUEL** 100LL TPA–See Remarks NOTAM FILE IKK L–27C
RWY 09–27: H4500X75 (ASPH) S–20 MIRL IAP
RWY 09: PVASI(PSIL)—GA 3.5° TCH 29′. P–line.
RWY 27: PVASI(PSIL)—GA 3.0° TCH 26′.
RWY 01–19: H3200X60 (ASPH) S–20 MIRL 0.6% up S
RWY 01: P–line.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat–Sun 1400–2300Z‡. Ultralight acft on and invof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01–19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 124.55 (0430–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58′ W89°35.27′ 279° 17.3 NM to fld. 810/0E.
NDB (MHW) 245 EZI N41°12.07′ W89°57.56′ at fld. Unmonitored. NDB OTS indef.



LACON

MARSHALL CO (C75) 1 E UTC−6(−5DT) N41°01.16′ W89°23.19′ CHICAGO
568 B S4 **FUEL** 100LL, JET A TPA—1568(1000) NOTAM FILE C75 L–27C
RWY 13–31: H3200X75 (ASPH) MIRL 0.9% up SE IAP
RWY 13: REIL. Tree.
RWY 31: PAPI (P4L)—GA 3.0° TCH 20′. Tree. Rgt tfc.
RWY 18–36: H2200X50 (ASPH) S–4 LIRL 0.3% up N
RWY 18: Road. **RWY 36:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13–31; REIL Rwy 13 and PAPI Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (309) 246–3089.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58′ W89°35.27′ 133° 12.4 NM to fld. 810/0E.



LAKE IN THE HILLS (See CHICAGO/LAKE IN THE HILLS)

LANSING MUNI (See CHICAGO)

APP CRS		
129°	Rwy Idg	3200
	TDZE	568
	Apt Elev	568

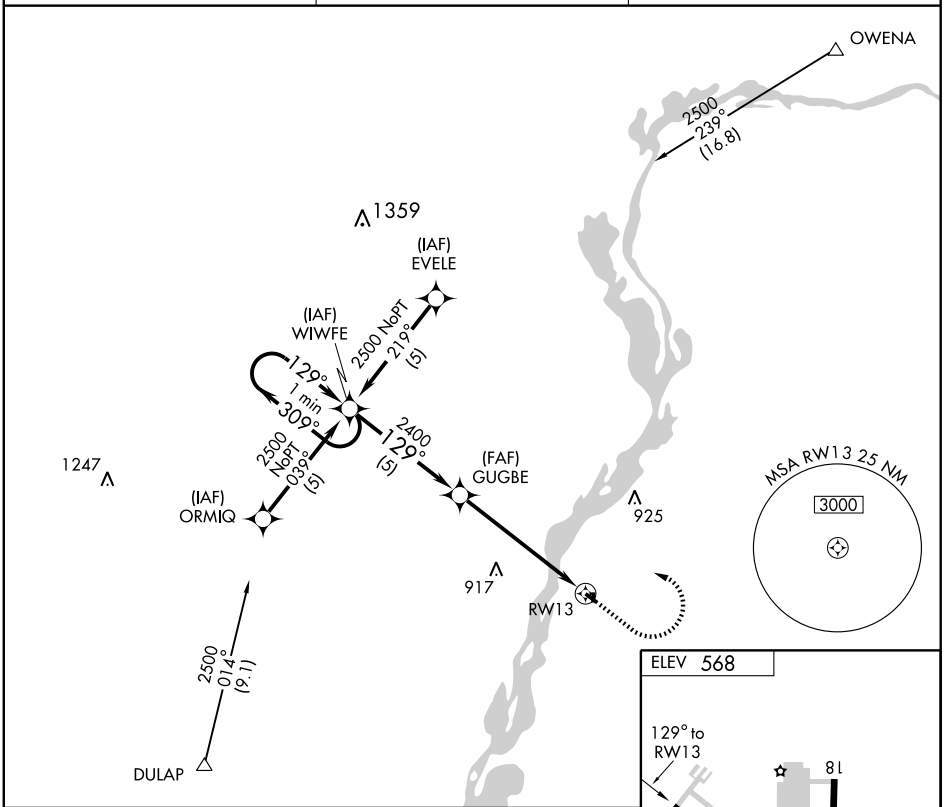
GPS RWY 13

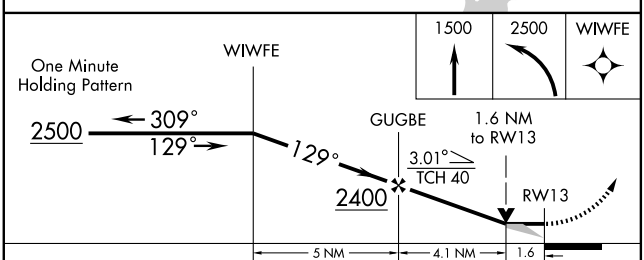
LACON/ MARSHALL COUNTY (C75)

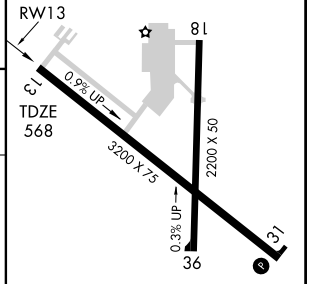
NA

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct WIWFE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.425	124.55 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1080-1 512 (600-1)		1080-1½ 512 (600-1½)	NA
CIRCLING	1100-1 532 (600-1)		1100-1½ 532 (600-1½)	NA

REIL Rwy 13 L
MIRL Rwy 13-31 L
LIRL Rwy 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3200
309°	TDZE	568
	Apt Elev	568

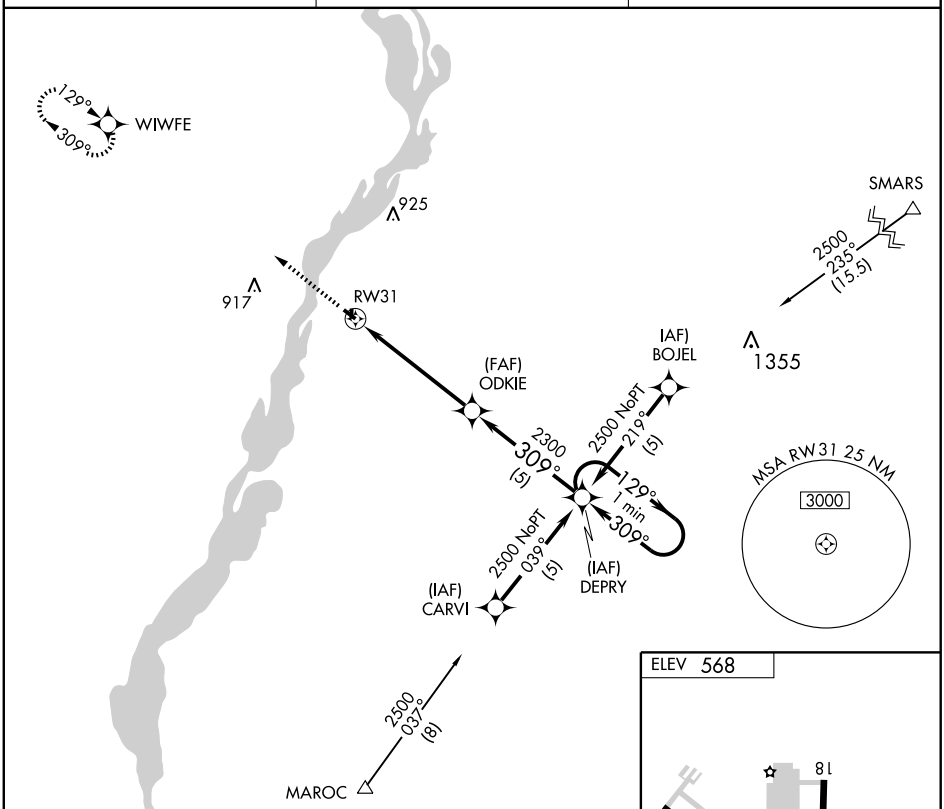
GPS RWY 31

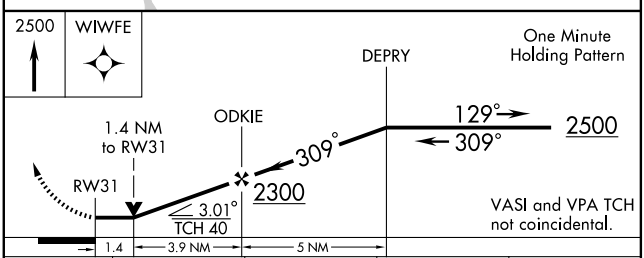
LACON/ MARSHALL COUNTY (C75)

T
NA

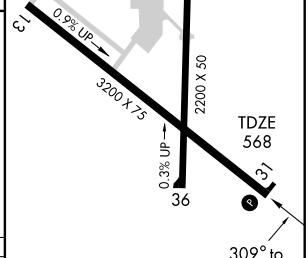
MISSED APPROACH: Climb to 2500 direct WIWFE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.425	124.55 398.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-31	1060-1	492 (500-1)	1060-1¼ 492 (500-1¼)	NA
CIRCLING	1100-1	532 (600-1)	1100-1½ 532 (600-1½)	NA



REIL Rwy 13 L
MIRL Rwy 13-31 L
LIRL Rwy 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BDF	APP CRS	Rwy Idg	3200
114.7	133°	TDZE	568
Chan 94		Apt Elev	568

VOR RWY 13

LACON/MARSHALL COUNTY (C75)

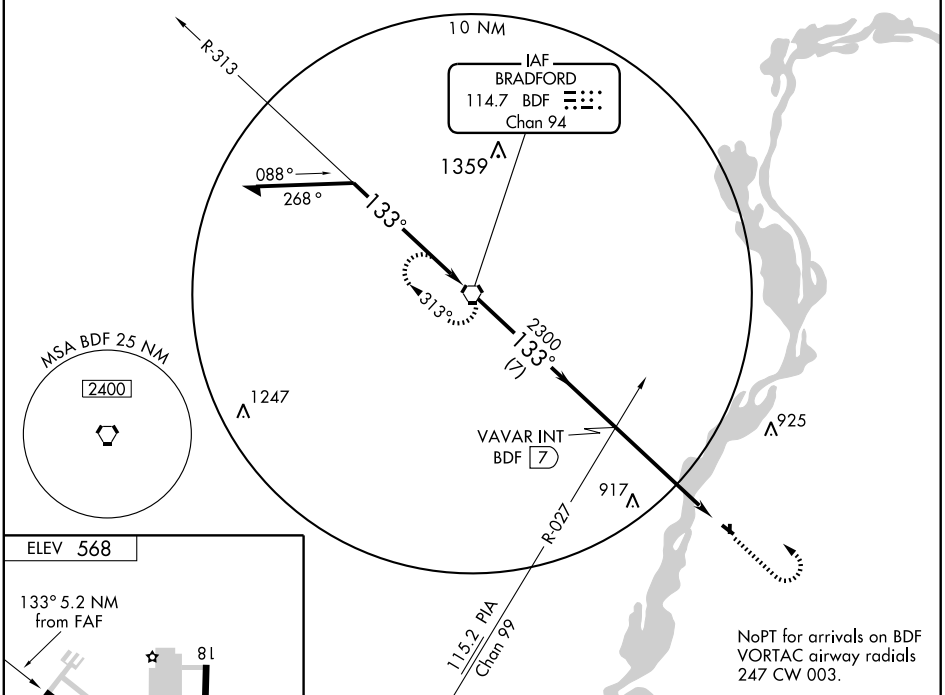
NA

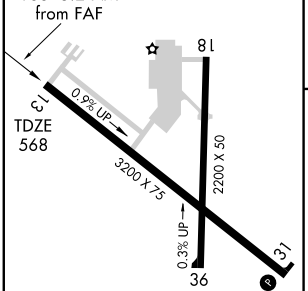
MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct BDF VORTAC and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.425	124.55 398.9	122.8 (CTAF) L

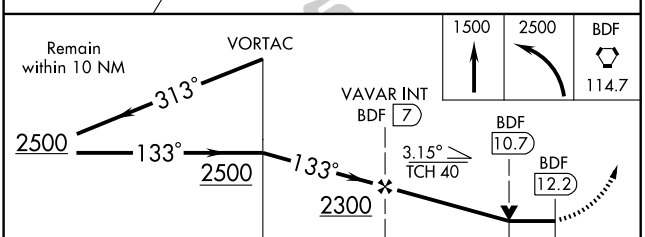
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010





REIL Rwy 13 L
MIRL Rwy 13-31 L
LIRL Rwy 18-36

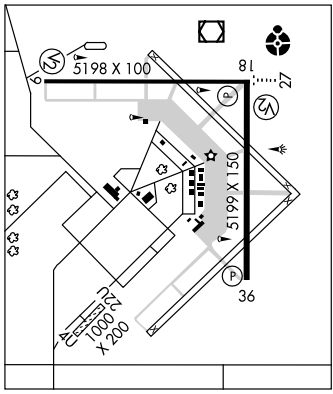


FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-13	1080-1 512 (600-1)		1080-1½ 512 (600-1½)	NA
CIRCLING	1100-1 532 (600-1)		1100-1½ 532 (600-1½)	NA

LAWRENCEVILLE–VINCENNES INTL (LWV) 3 NE UTC–6(–5DT) N38°45.86′ W87°36.33′ **ST. LOUIS**
430 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE LWV **H–5E, L–27D**
IAP

RWY 18–36: H5199X100 (ASPH) S–19, D–28 MIRL
RWY 18: REIL. PVASI(PSIL). **RWY 36:** REIL. PAPI(P4L). Tree.
RWY 09–27: H5198X150 (ASPH) S–40, D–50, 2D–70 MIRL
RWY 09: REIL. PVASI(PSIL).
RWY 27: ODALS. REIL. PAPI(P4L). Tree.
RWY 04U–22U: 1000X200 (TURF)
RWY 04U: Road. **RWY 22U:** Pole. Rgt tfc.



AIRPORT REMARKS: Attended 1200–0400Z‡. Glider activity SR–SS. Rwy 09–27 and Rwy 18–36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U–22U is 500′ maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09–27 and 18–36 is 1330(900). TPA for ultralight tfc using Rwy 04U–22U is 930(500).
WEATHER DATA SOURCES: ASOS 118.0 (618) 943–5252
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 125.6 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
(T) VORW/DME 108.8 LWV Chan 25 N38°46.19′ W87°36.23′ at fld. 430/1W.
DME unusable 350°–030° byd 15 NM blo 3000′.

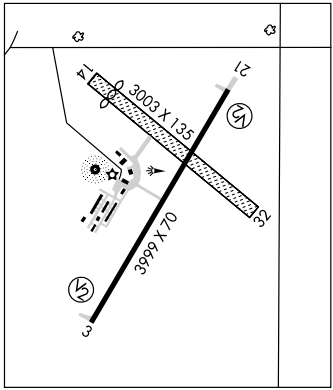
LEWIS UNIVERSITY (See CHICAGO/ROMEOVILLE)

LICOL N39°54.72′ W89°36.18′ NOTAM FILE SPI. **ST. LOUIS**
NDB (MHW/LOM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

LINCOLN

LOGAN CO (AAA) 2 NE UTC–6(–5DT) N40°09.52′ W89°20.10′ **CHICAGO**
597 B S4 **FUEL** 100 NOTAM FILE AAA **L–27C**
IAP

RWY 03–21: H3999X70 (ASPH) S–12.5 MIRL
RWY 03: REIL. PVASI(PSIL). Building.
RWY 21: PVASI(PSIL). Tree.
RWY 14–32: 3003X135 (TURF)
RWY 14: Thld dsplcd 307′. Trees. **RWY 32:** Road.



AIRPORT REMARKS: Attended Mon–Sat irregularly. For svc call 217–732–6400. Self serve fuel avbl 24 hrs. Rwy 14–32 PPR to use Dec–Apr and after rain call 217–732–6400. ACTIVATE MIRL Rwy 03–21—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (217) 732–9605.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200–0400Z‡)
KANSAS CITY CENTER APP/DEP CON 127.275 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.
SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38′ W89°40.66′ 040° 24.8 NM to fld. 586/1W.
ABRAHAM NDB (MHW) 329 AAA N40°09.61′ W89°20.27′ at fld. NOTAM FILE AAA.

APP CRS	Rwy Idg	5198
090°	TDZE	428
	Apt Elev	430

AL-229 (FAA)

RNAV (GPS) RWY 9

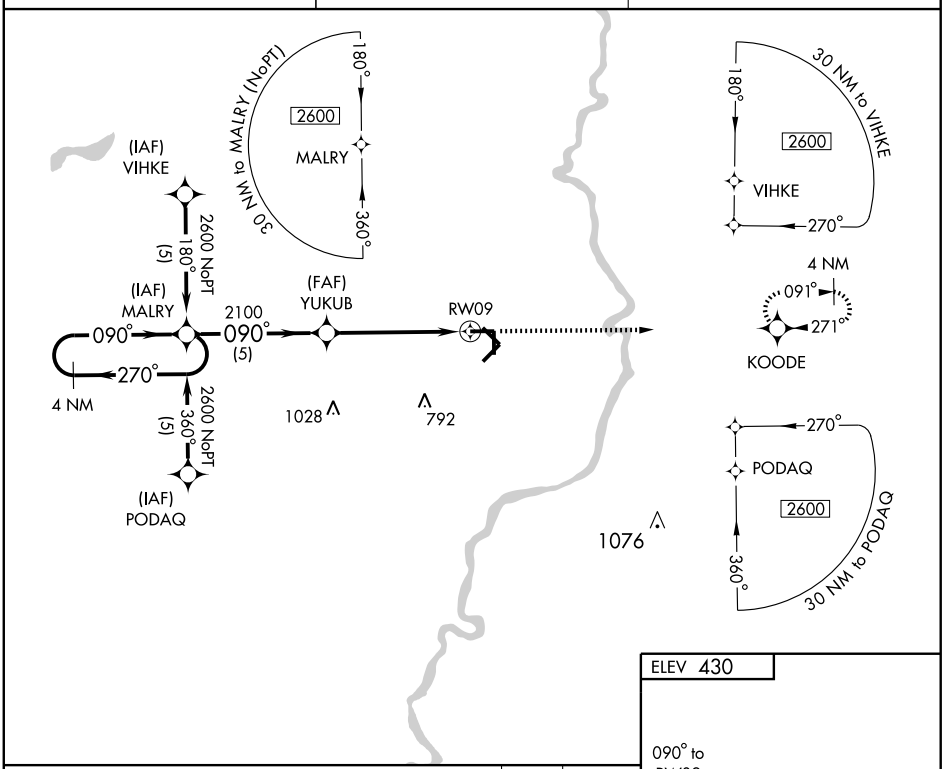
LAWRENCEVILLE-VINCENNES INTL (LWV)

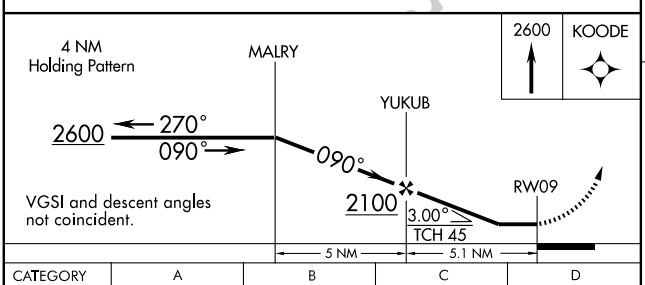
NA

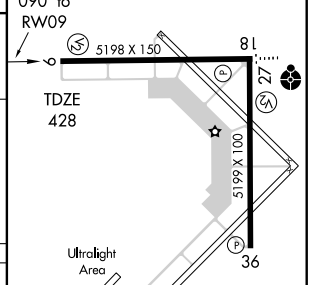
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct KOODE WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	820-1 392 (400-1)			820-1¼ 392 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5199
180°	TDZE	430
	Apt Elev	430

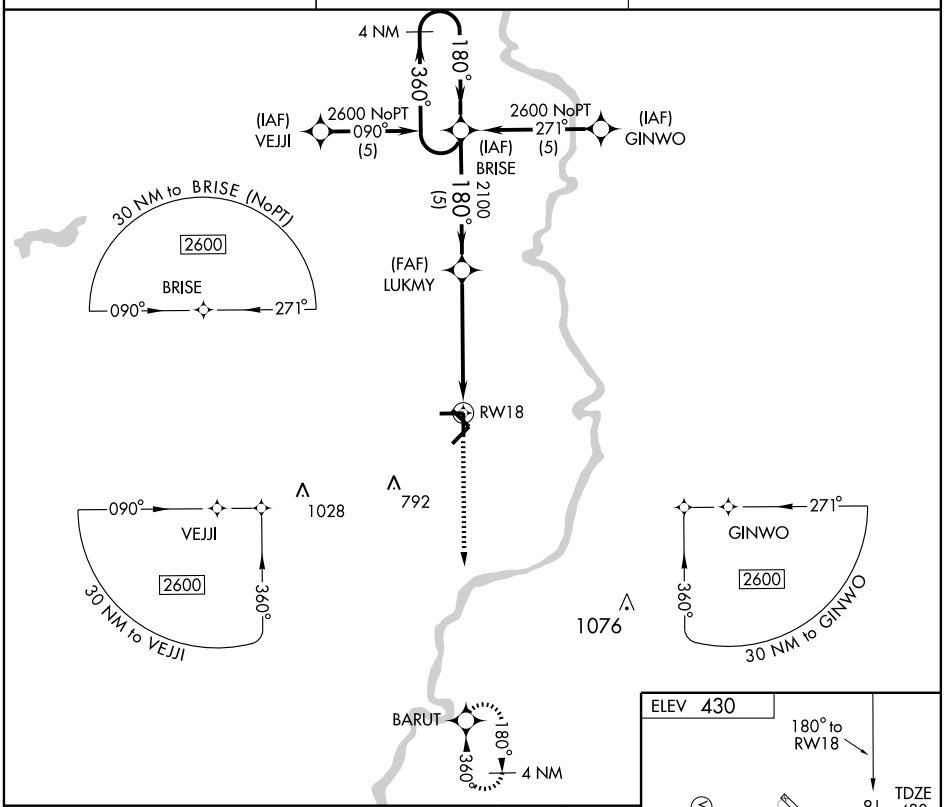
RNAV (GPS) RWY 18

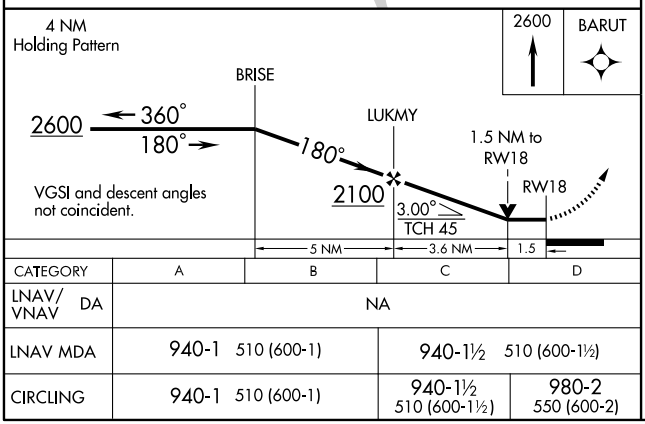
LAWRENCEVILLE-VINCENNES INTL (LWV)

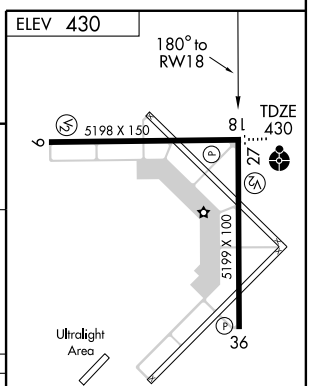
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct BARUT WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	940-1 510 (600-1)		940-1½ 510 (600-1½)	
CIRCLING	940-1 510 (600-1)		940-1½ 510 (600-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L

MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5198
271°	TDZE	430
	Apt Elev	430

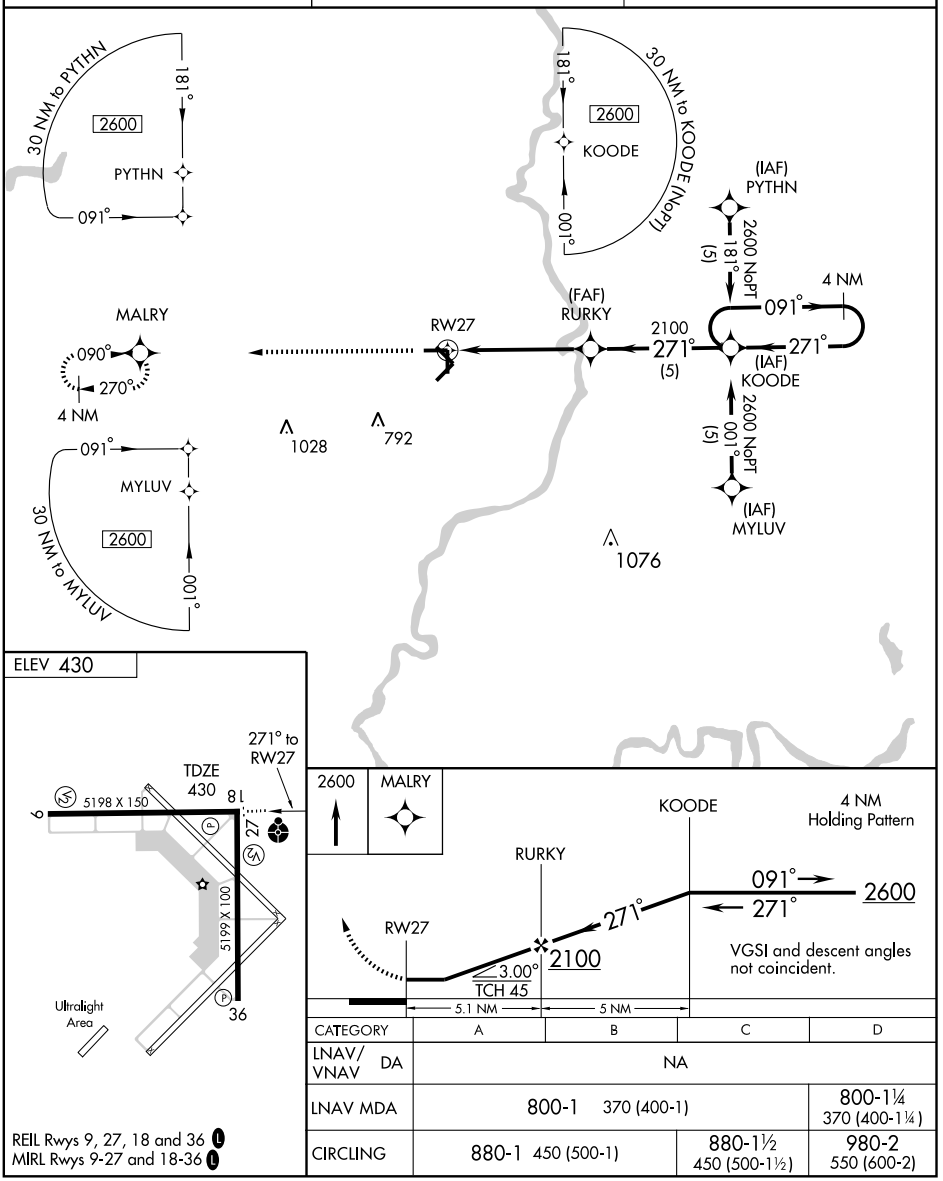
AL-229 (FAA)

RNAV (GPS) RWY 27

LAWRENCEVILLE-VINCENNES INTL (LWV)

NA	DME/DME RNP-0.3 NA. Inoperative table does not apply. Visibility reduction by helicopters NA.	ODALS	MISSED APPROACH: Climb to 2600 direct MALRY WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	800-1 370 (400-1)			800-1¼ 370 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5199
360°	TDZE	429
	Apt Elev	430

AL-229 (FAA)

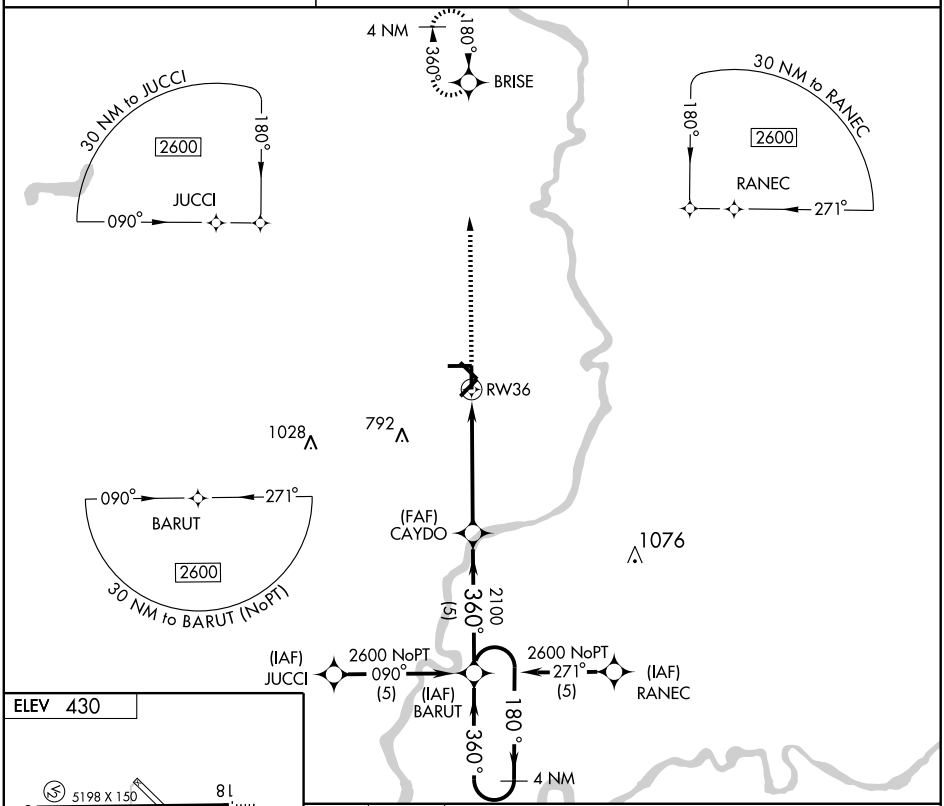
RNAV (GPS) RWY 36

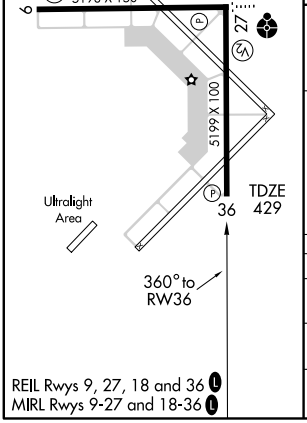
LAWRENCEVILLE-VINCENNES INTL (LWV)

NA DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

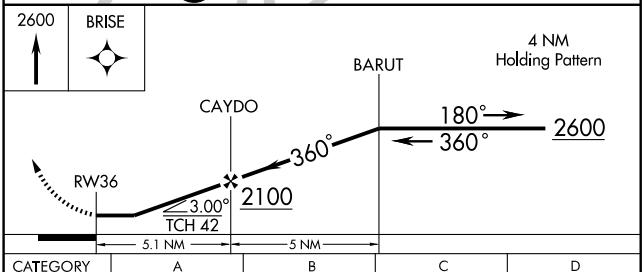
MISSED APPROACH: Climb to 2600 direct BRISE WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L





REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	800-1 371 (400-1)			800-1¼ 371 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWV	APP CRS	Rwy Idg	5199
108.8	199°	TDZE	430
Chan 25		Apt Elev	430

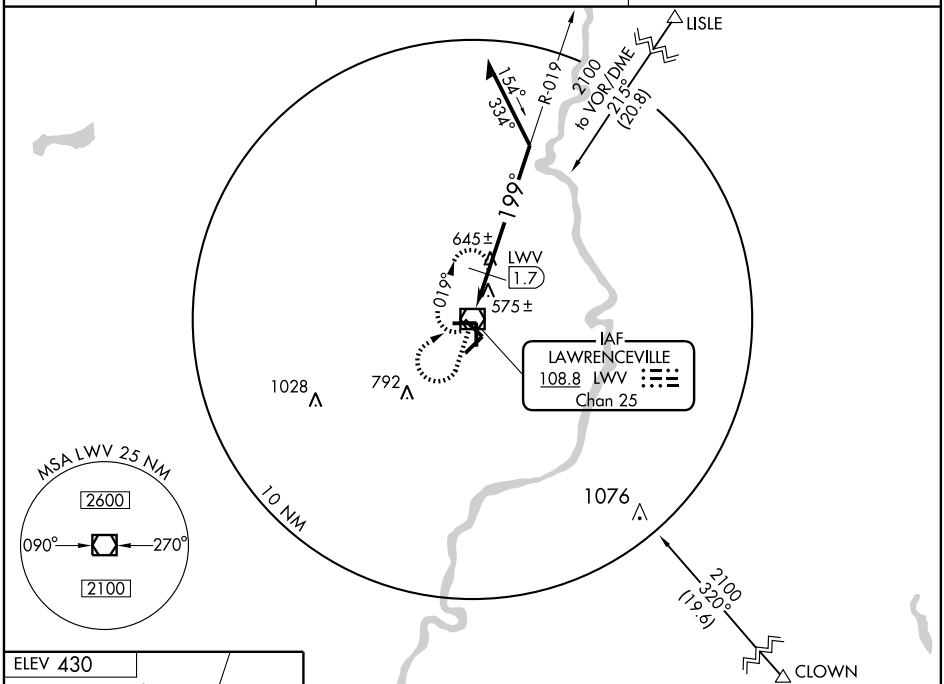
AL-229 (FAA)

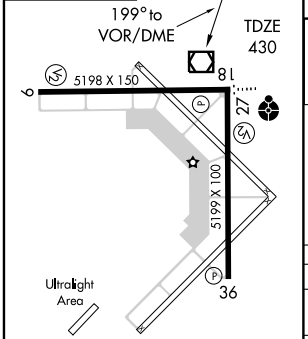
VOR RWY 18

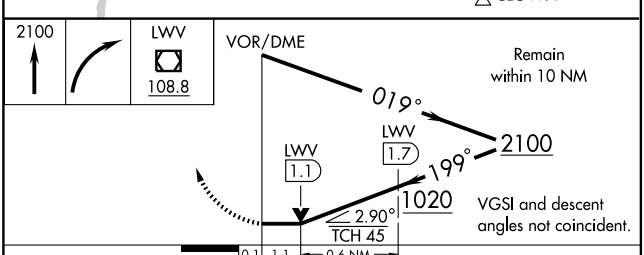
LAWRENCEVILLE-VINCENNES INTL (LWV)

MISSED APPROACH: Climb to 2100 then right turn direct LWV VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1020-1 590 (600-1)		1020-1½ 590 (600-1½)	1020-1¾ 590 (600-1¾)
CIRCLING	1020-1 590 (600-1)		1020-1½ 590 (600-1½)	1020-2 590 (600-2)
DME MINIMUMS				
S-18	840-1 410 (500-1)		840-1¼ 410 (500-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWV	APP CRS	Rwy ldg	5198
108.8	282°	TDZE	430
Chan 25		Apt Elev	430

AL-229 (FAA)

VOR RWY 27

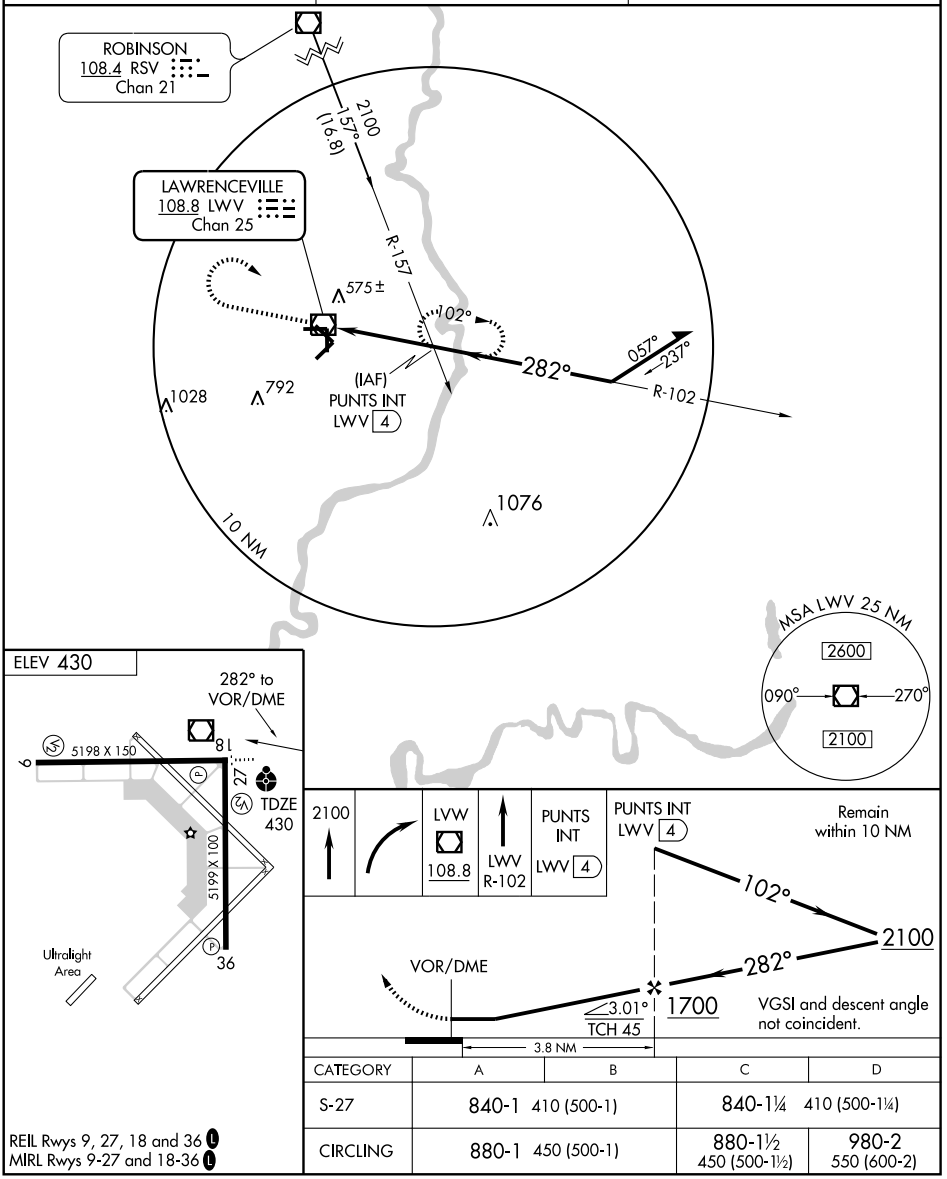
LAWRENCEVILLE-VINCENNES INTL (LWV)

Inoperative table does not apply.
Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME then via the LWV R-102 to PUNTS Int/4 DME and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-27	840-1 410 (500-1)		840-1¼ 410 (500-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWV	APP CRS	Rwy ldg 5199
108.8	356°	TDZE 429
Chan 25		Apt Elev 430

AL-229 (FAA)

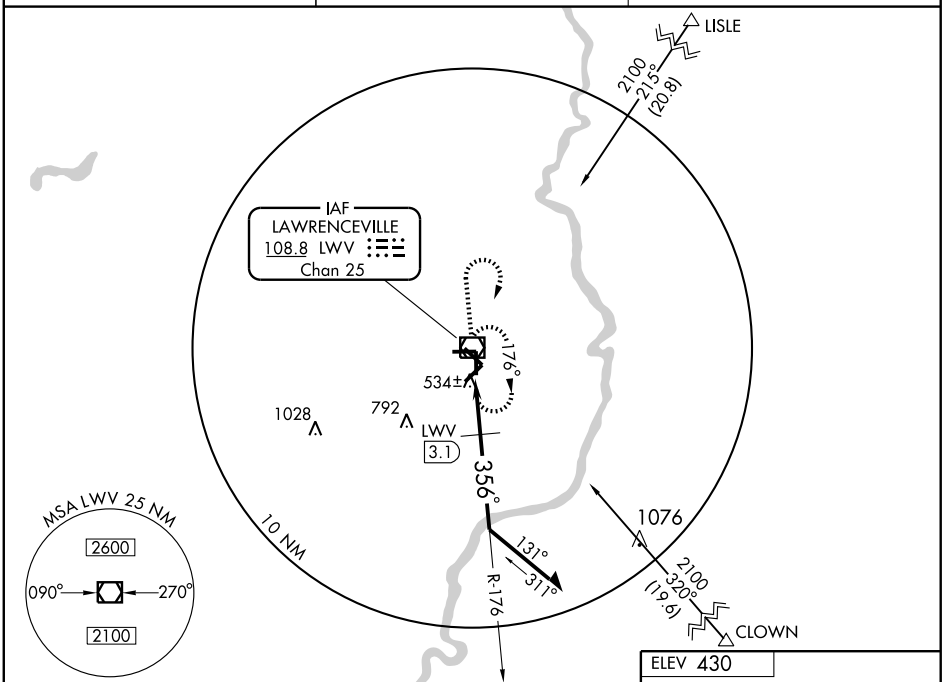
VOR RWY 36

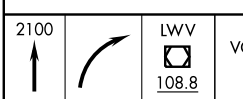
LAWRENCEVILLE-VINCENNES INTL (LWV)

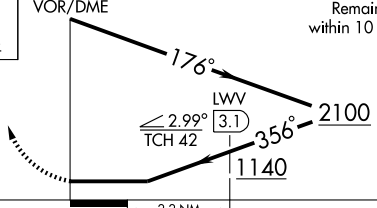
⚠ Visibility reduction by helicopters NA.

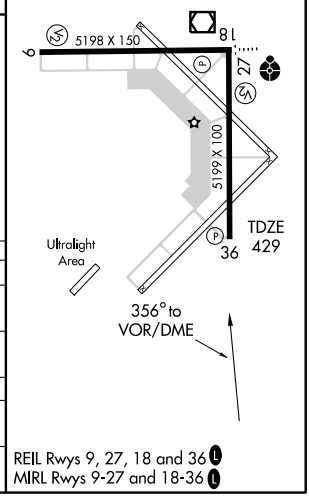
MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L









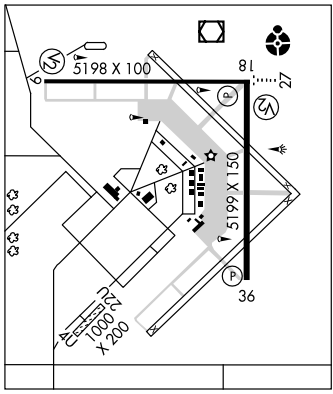
CATEGORY	A	B	C	D
S-36	1140-1 711 (800-1)		1140-2 711 (800-2)	1140-2¼ 711 (800-2¼)
CIRCLING	1140-1 710 (800-1)		1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
DME MINIMUMS				
S-36	800-1 371 (400-1)			800-1¼ 371 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAWRENCEVILLE–VINCENNES INTL (LWV) 3 NE UTC–6(–5DT) N38°45.86′ W87°36.33′ **ST. LOUIS**
430 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE LWV **H–5E, L–27D**
IAP

RWY 18–36: H5199X100 (ASPH) S–19, D–28 MIRL
RWY 18: REIL. PVASI(PSIL). **RWY 36:** REIL. PAPI(P4L). Tree.
RWY 09–27: H5198X150 (ASPH) S–40, D–50, 2D–70 MIRL
RWY 09: REIL. PVASI(PSIL).
RWY 27: ODALS. REIL. PAPI(P4L). Tree.
RWY 04U–22U: 1000X200 (TURF)
RWY 04U: Road. **RWY 22U:** Pole. Rgt tfc.



AIRPORT REMARKS: Attended 1200–0400Z‡. Glider activity SR–SS. Rwy 09–27 and Rwy 18–36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U–22U is 500′ maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09–27 and 18–36 is 1330(900). TPA for ultralight tfc using Rwy 04U–22U is 930(500).
WEATHER DATA SOURCES: ASOS 118.0 (618) 943–5252
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 125.6 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
(T) VORW/DME 108.8 LWV Chan 25 N38°46.19′ W87°36.23′ at fld. 430/1W.
DME unusable 350°–030° byd 15 NM blo 3000′.

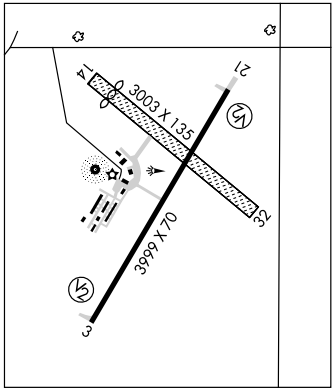
LEWIS UNIVERSITY (See CHICAGO/ROMEOVILLE)

LICOL N39°54.72′ W89°36.18′ NOTAM FILE SPI. **ST. LOUIS**
NDB (MHW/LOM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

LINCOLN

LOGAN CO (AAA) 2 NE UTC–6(–5DT) N40°09.52′ W89°20.10′ **CHICAGO**
597 B S4 **FUEL** 100 NOTAM FILE AAA **L–27C**
IAP

RWY 03–21: H3999X70 (ASPH) S–12.5 MIRL
RWY 03: REIL. PVASI(PSIL). Building.
RWY 21: PVASI(PSIL). Tree.
RWY 14–32: 3003X135 (TURF)
RWY 14: Thld dsplcd 307′. Trees. **RWY 32:** Road.



AIRPORT REMARKS: Attended Mon–Sat irregularly. For svc call 217–732–6400. Self serve fuel avbl 24 hrs. Rwy 14–32 PPR to use Dec–Apr and after rain call 217–732–6400. ACTIVATE MIRL Rwy 03–21—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (217) 732–9605.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200–0400Z‡)
KANSAS CITY CENTER APP/DEP CON 127.275 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.
SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38′ W89°40.66′ 040° 24.8 NM to fld. 586/1W.
ABRAHAM NDB (MHW) 329 AAA N40°09.61′ W89°20.27′ at fld. NOTAM FILE AAA.

NDB AAA	APP CRS	Rwy Idg	3999
329	226°	TDZE	597
		Apt Elev	597

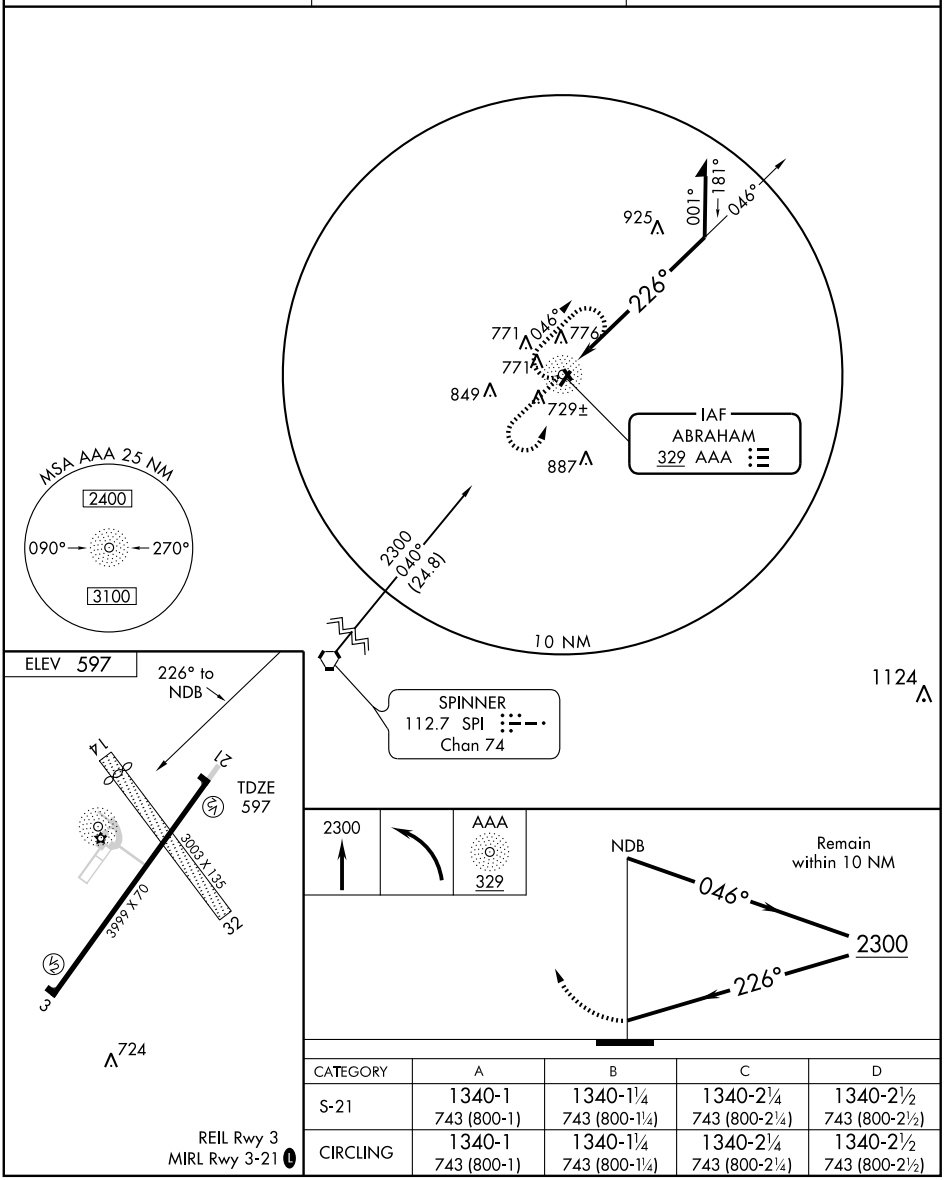
NDB RWY 21

LINCOLN/ LOGAN COUNTY (AAA)

If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet. Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to 2300 then left turn direct AAA NDB and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-21	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)
CIRCLING	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3999
035°	TDZE	596
	Apt Elev	597

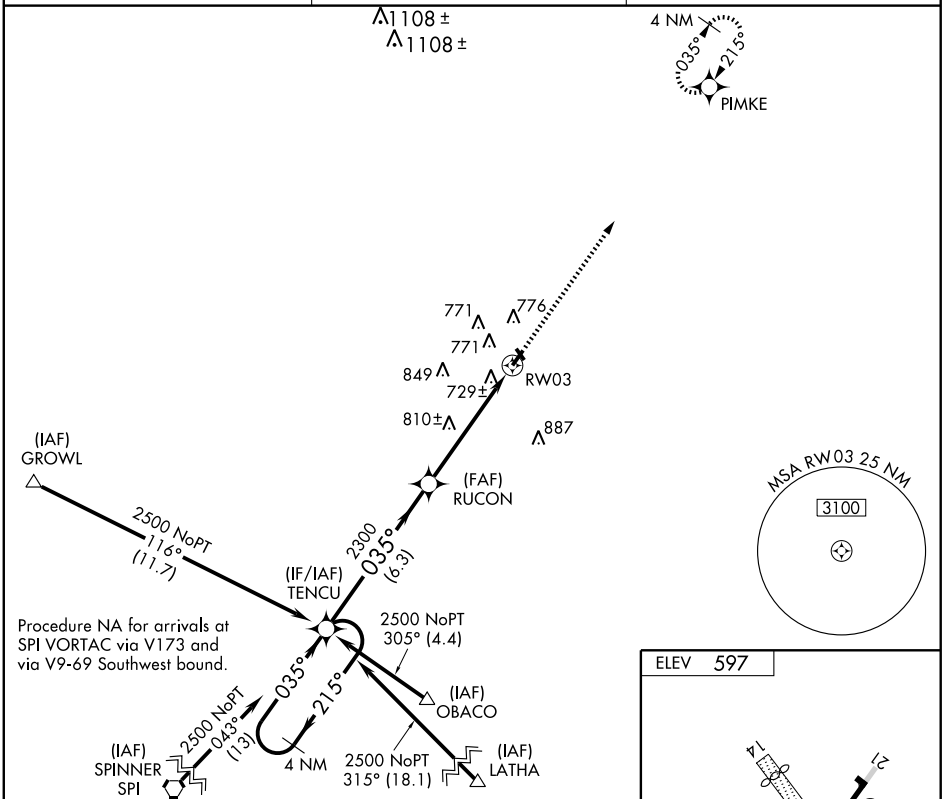
RNAV (GPS) RWY 3

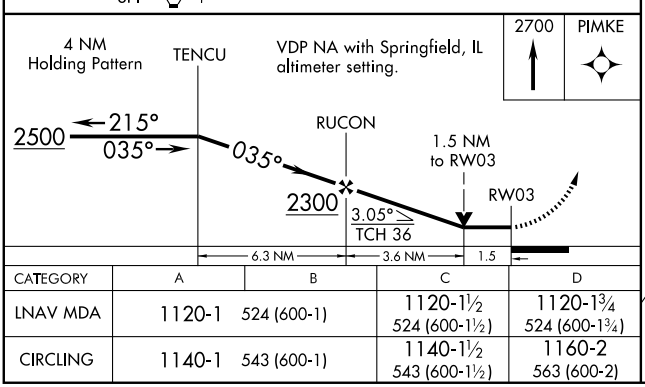
LINCOLN/LOGAN COUNTY (AAA)

DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

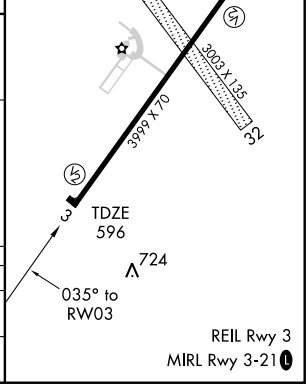
MISSED APPROACH: Climb to 2700 direct PIMKE and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1120-1	524 (600-1)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3999
215°	TDZE	597
	Apt Elev	597

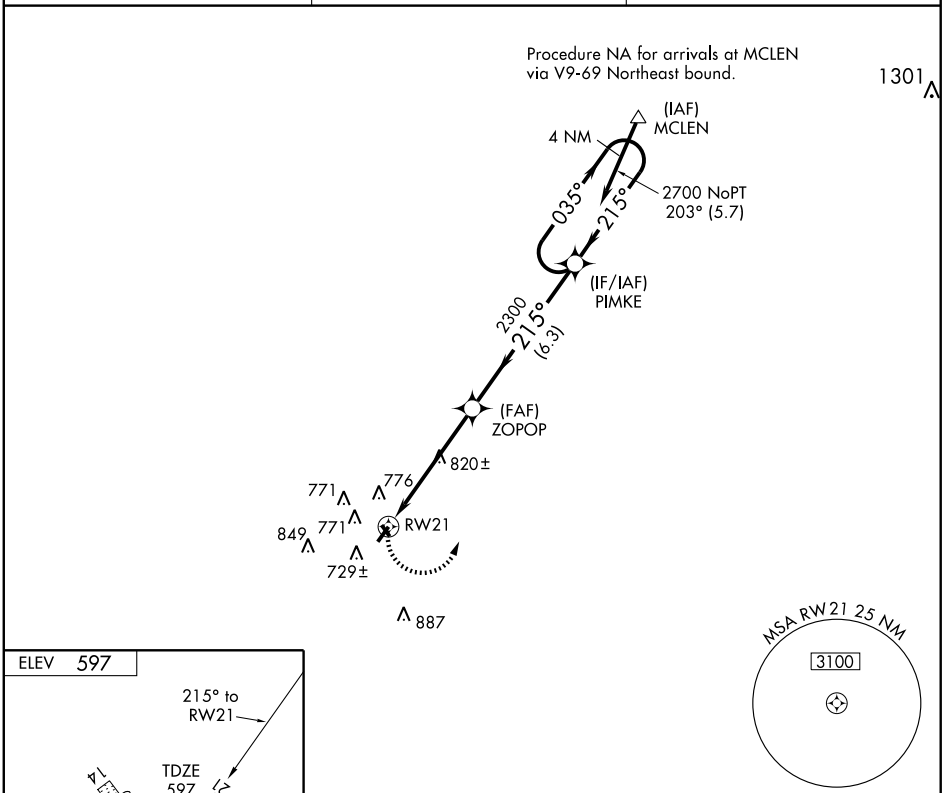
RNAV (GPS) RWY 21

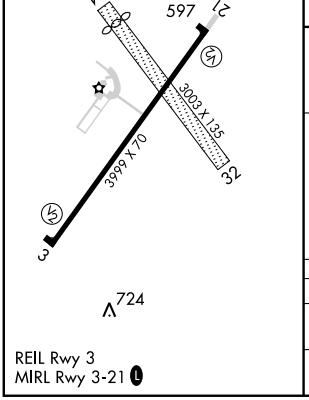
LINCOLN/LOGAN COUNTY (AAA)

DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

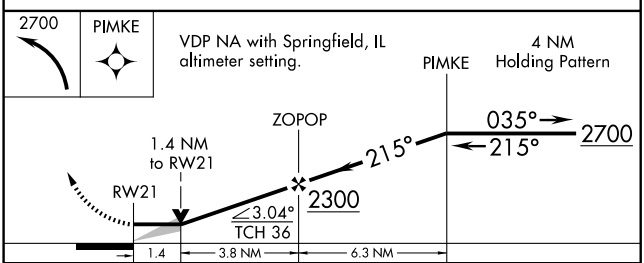
MISSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L





REIL Rwy 3
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	1080-1	483 (500-1)	1080-1¼ 483 (500-1¼)	1080-1½ 483 (500-1½)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI 112.7 Chan 74	APP CRS 041°	Rwy Idg 3999 TDZE 596 Apt Elev 597

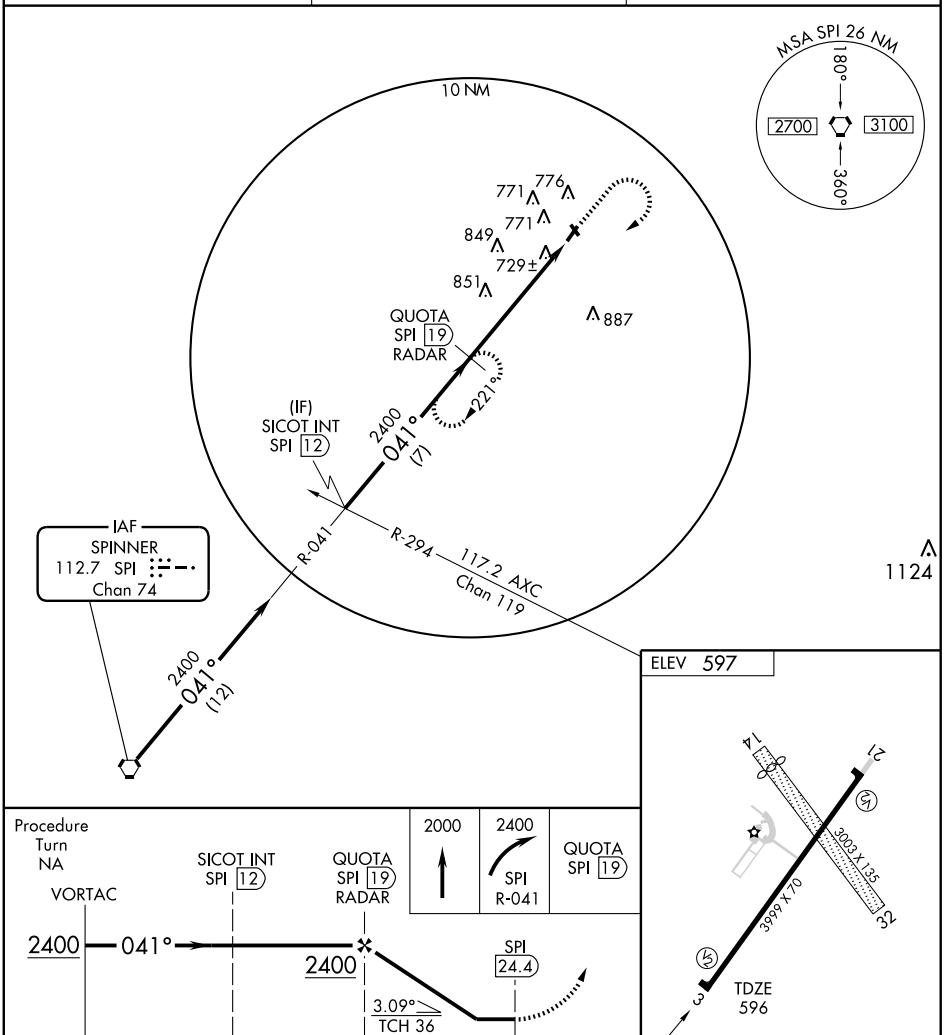
VOR RWY 3

LINCOLN/ LOGAN COUNTY (AAA)

If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet. Circling to Rwy 14/32 NA at night. DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L



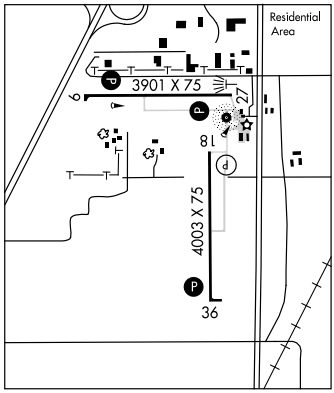
CATEGORY	A	B	C	D
S-3	1120-1 524 (600-1)	1120-1¼ 524 (600-1¼)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1 543 (600-1)	1140-1¼ 543 (600-1¼)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LITCHFIELD MUNI (3LF) 2 SW UTC−6(−5DT) N39°09.75′ W89°40.48′ **ST. LOUIS**
690 B S4 **FUEL** 100LL, JET A TPA—1490(800) NOTAM FILE 3LF **L–27C**
RWY 18–36: 4003X75 (CONC) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Tank. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RWY 09–27: H3901X75 (ASPH) MIRL
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700′–4200′ MSL above arpt. MIRL Rwy 18–36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09–27 PAPI and REIL Rwy 09, Rwy 27, Rwy 18, and Rwy 36, twy lgts—CTAF. REIL Rwy 09 and Rwy 27 OTS indef. NOTE: See Special Notices—Aerobatic Practice Area in Illinois.
WEATHER DATA SOURCES: AWOS–3 118.175 (217) 324–4735.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ST LOUIS APP/DEP CON** 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62′ W89°09.75′ 276° 24.3 NM to fld. 604/4E.
NDB (MHW) 371 LTD N39°09.92′ W89°40.53′ at fld. SHUTDOWN.



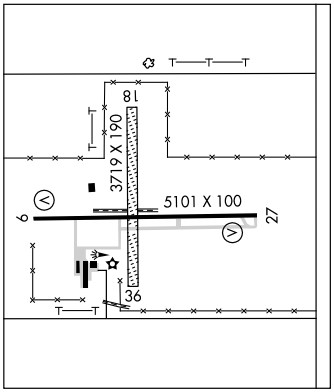
LOGAN CO (See LINCOLN)

LOSTANT

HARTENBOWER HECTARES (2V3) 5 NW UTC−6(−5DT) N41°10.89′ W89°08.80′ **CHICAGO**
733 B **FUEL** 100LL, MOGAS NOTAM FILE IKK
RWY 18–36: 2413X100 (TURF) LIRL (NSTD)
RWY 18: Crops. **RWY 36:** Road.
AIRPORT REMARKS: Attended on call 815–882–2371/2573. ACTIVATE LIRL Rwy 18–36—CTAF. ACTIVATE rotating bcn—CTAF. Rwy 18–36 NSTD LIRL; lgt ints varies.
COMMUNICATIONS: CTAF/UNICOM 122.7.

LUKOW N41°01.07′ W87°54.22′ NOTAM FILE IKK.
NDB (LOM) 272 IK 039° 4.1 NM to Greater Kankakee.

MACOMB MUNI (MQB) 3 N UTC−6(−5DT) N40°31.21′ W90°39.14′ **CHICAGO**
707 B **FUEL** 100LL TPA—1507(800) NOTAM FILE MQB **H–5D, L–27B**
RWY 09–27: H5101X100 (ASPH) S–18, D–21 HIRL 0.5% up W **IAP**
RWY 09: VASI(V2L)—GA 3.0° TCH 25′.
RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 25′.
RWY 18–36: 3719X190 (TURF) 0.3% up N
RWY 18: Tree. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Rwy 18–36 seasonal, Nov 1–May 1 ctc arpt manager 309–833–3324. HIRL Rwy 09–27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (309) 837–4022.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (KANKAKEE RADIO)
CHICAGO CENTER APP/DEP CON 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 129° 17.5 NM to fld. 730/5E. **HIWAS**
NDB (MHW) 251 JZY N40°31.10′ W90°33.63′ 270° 4.2 NM to fld. NDB unmonitored 2300–1400Z‡.
ILS 110.3 I–MQB Rwy 27. Localizer only. LOC unmonitored 2300–1400Z‡.



MANITO MITCHELL (See Manito)

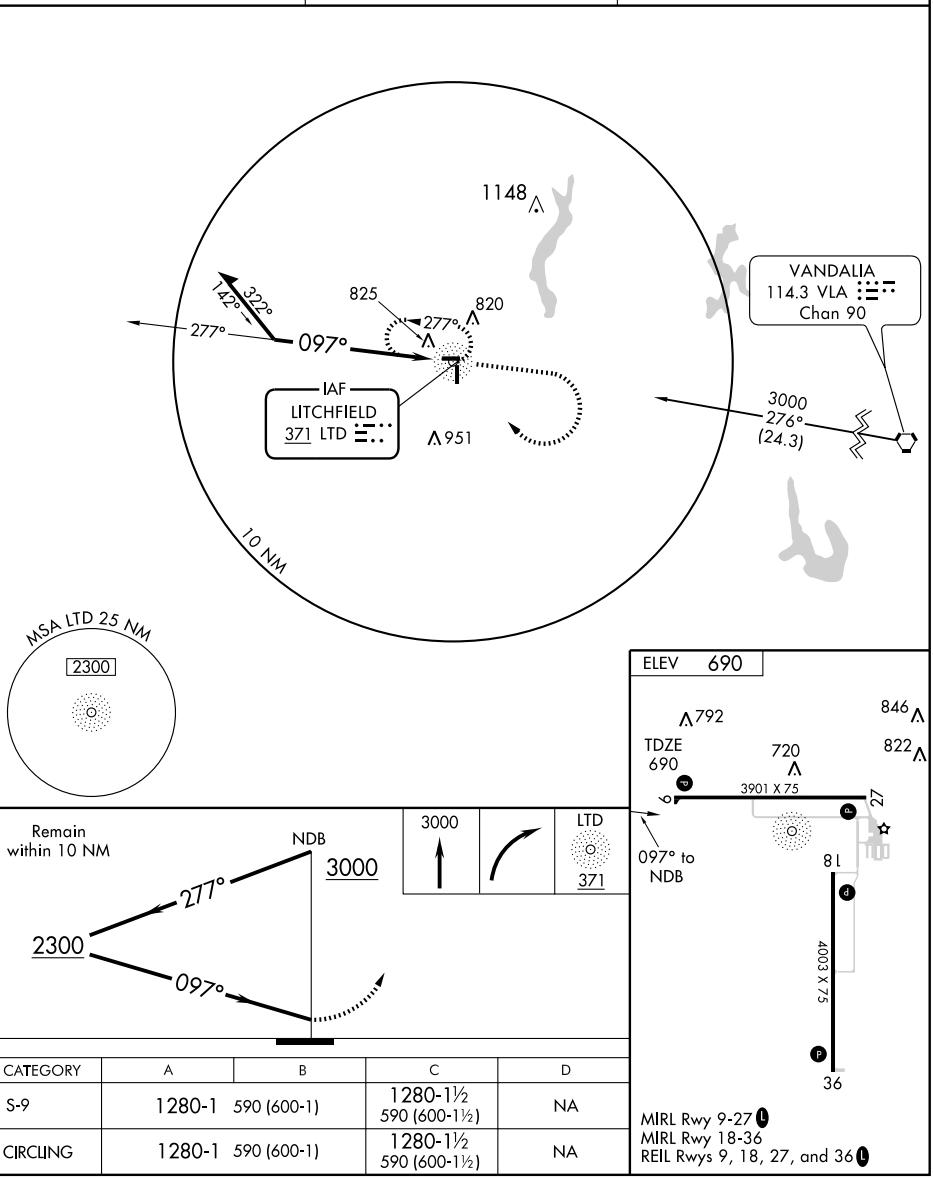
NDB LTD 371	APP CRS 097°	Rwy Idg 3901 TDZE 690 Apt Elev 690

NDB RWY 9
LITCHFIELD MUNI (3LF)

T NA If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 3000 then right turn direct LTD NDB and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA
CIRCLING	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA

MIRL Rwy 9-27 L
MIRL Rwy 18-36
REIL Rwys 9, 18, 27, and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB LTD	APP CRS		
371	260°	Rwy Idg	3901
		TDZE	690
		Apt Elev	690

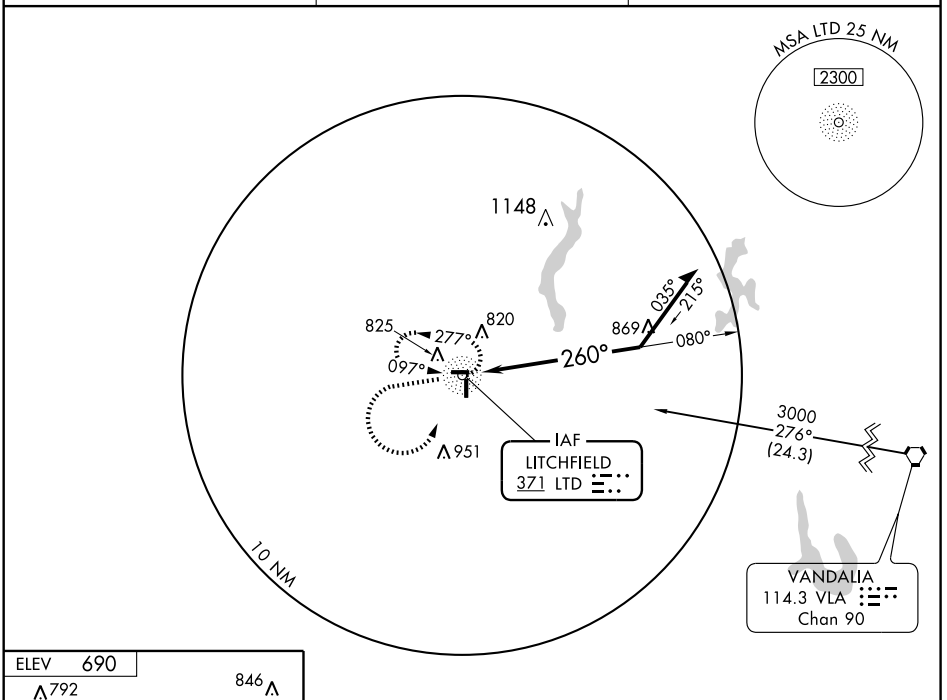
NDB RWY 27
LITCHFIELD MUNI (3LF)

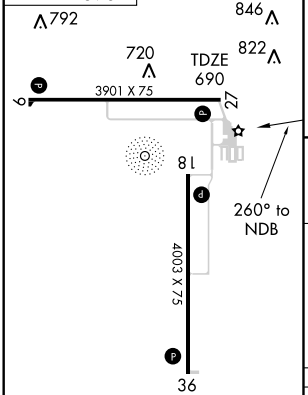
T
A NA

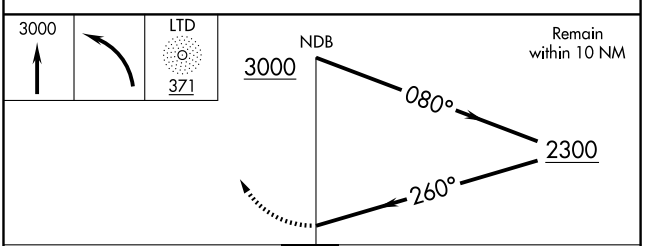
If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 3000 then left turn direct LTD NDB and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA
CIRCLING	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA

MIRL Rwy 9-27 L
MIRL Rwy 18-36
REIL Rwys 9, 18, 27, and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3901
089°	TDZE	690
	Apt Elev	690

RNAV (GPS) RWY 9

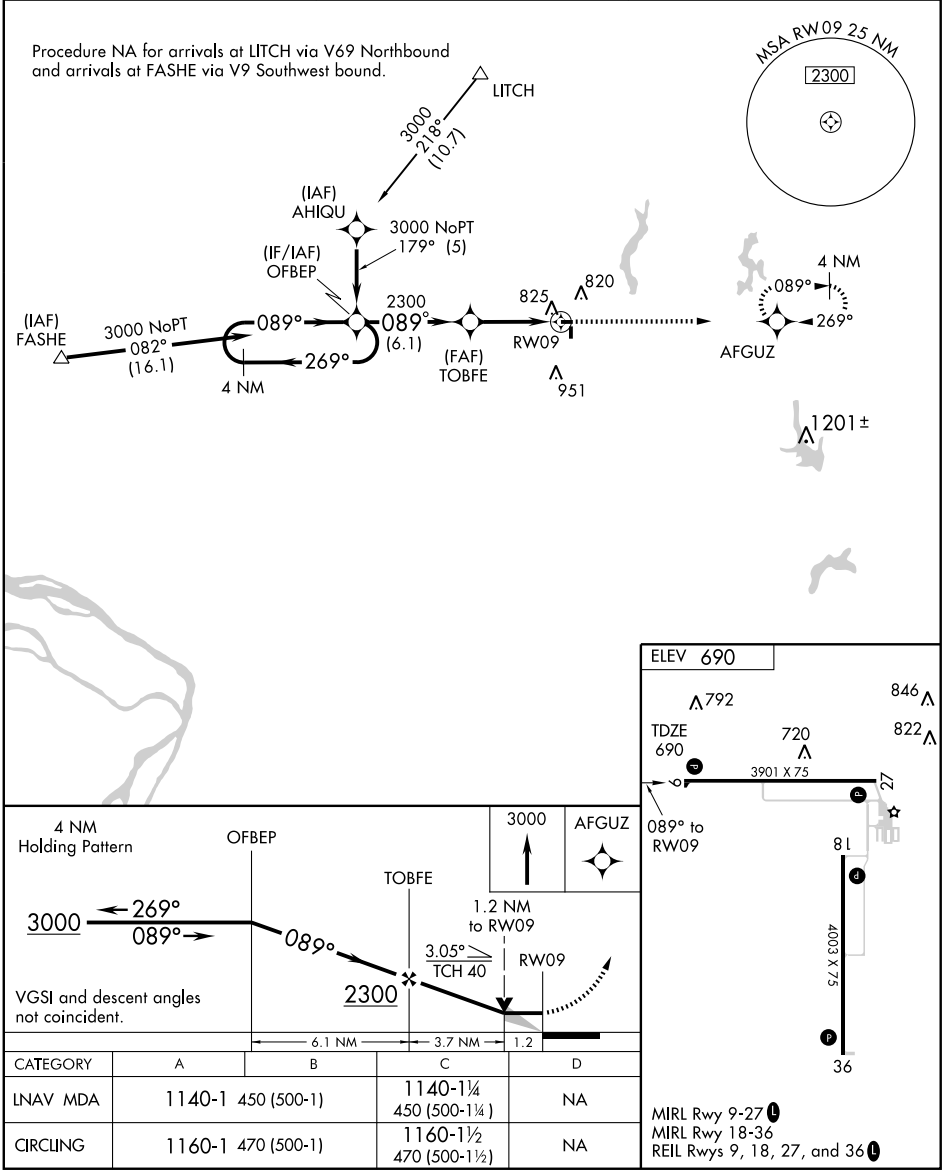
LITCHFIELD MUNI (3LF)

T NA — If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct AFGUZ and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L

Procedure NA for arrivals at LITCH via V69 Northbound and arrivals at FASHE via V9 Southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1140-1 450 (500-1)		1140-1¼ 450 (500-1¼)	NA
CIRCLING	1160-1 470 (500-1)		1160-1½ 470 (500-1½)	NA

MIRL Rwy 9-27 L
MIRL Rwy 18-36
REIL Rwys 9, 18, 27, and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

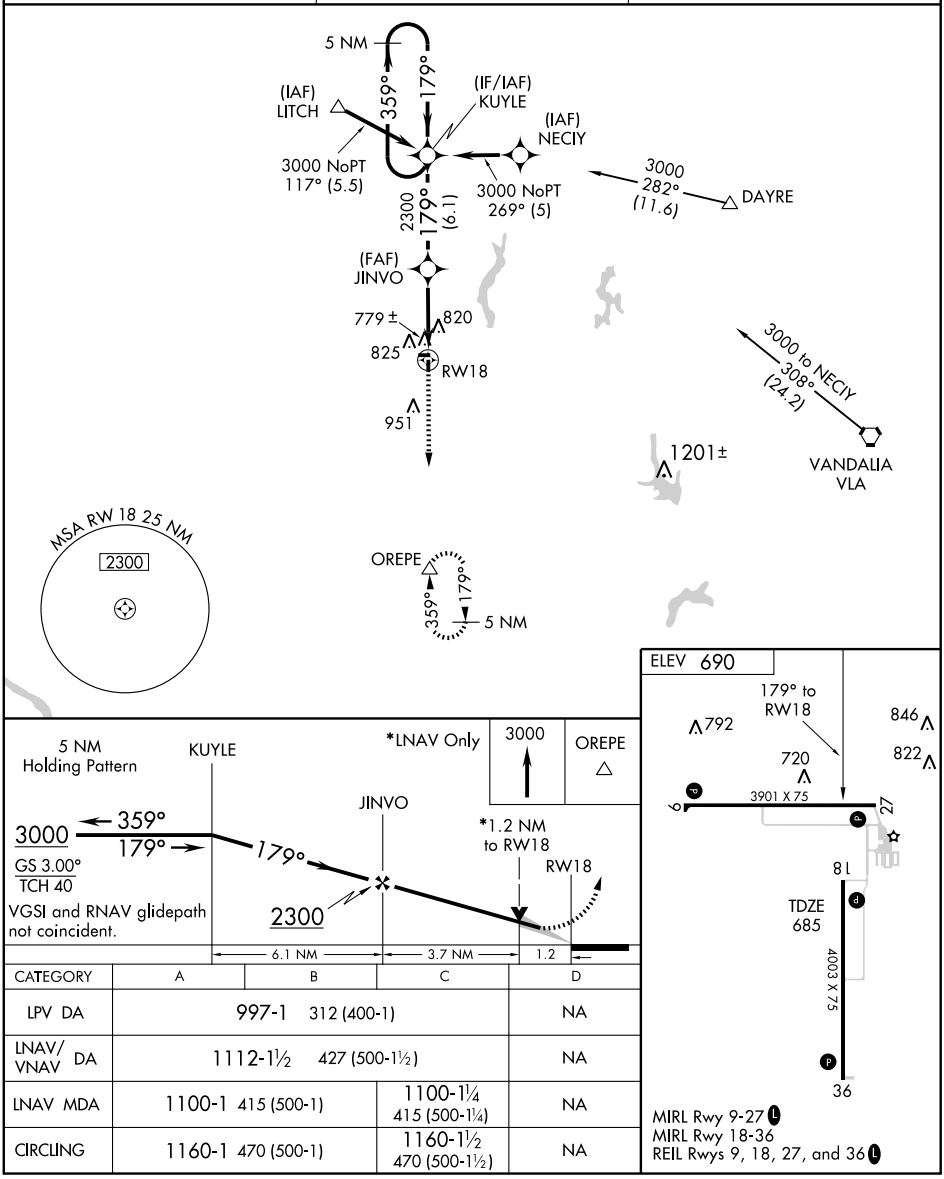
WAAS	APP CRS	Rwy Idg	4003
CH 58203	179°	TDZE	685
W18A		Apt Elev	690

RNAV (GPS) RWY 18
LITCHFIELD MUNI (3LF)

If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OREPE and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	997-1 312 (400-1)			NA
LNAV/VNAV DA	1112-1½ 427 (500-1½)			NA
LNAV MDA	1100-1 415 (500-1)		1100-1¼ 415 (500-1¼)	NA
CIRCLING	1160-1 470 (500-1)		1160-1½ 470 (500-1½)	NA

MIRL Rwy 9-27 L
MIRL Rwy 18-36
REIL Rwys 9, 18, 27, and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3901
269°	TDZE	690
	Apt Elev	690

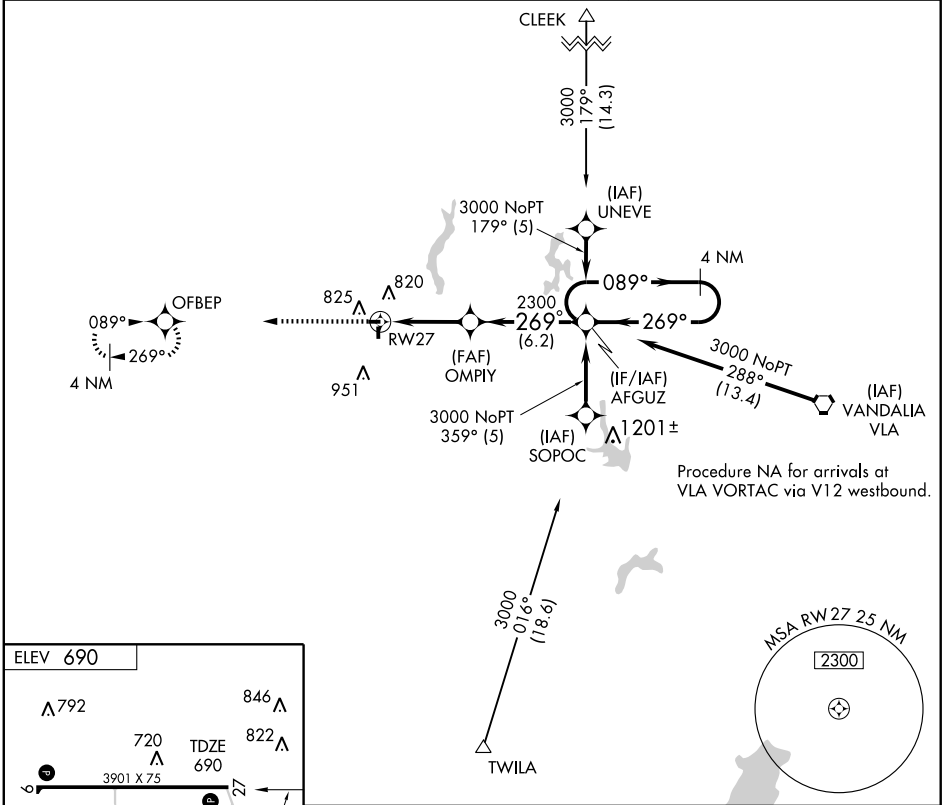
RNAV (GPS) RWY 27

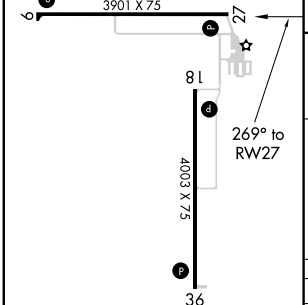
LITCHFIELD MUNI (3LF)

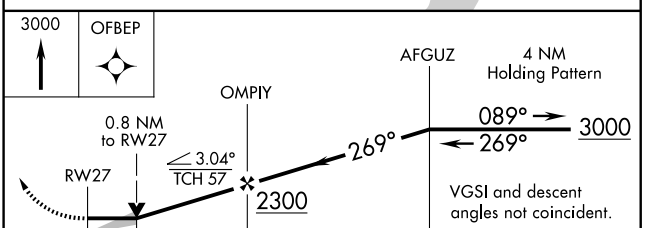
T NA — If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OFBEP and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	410 (500-1)	1100-1¼ 410 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA

MIRL Rwy 9-27 L
MIRL Rwy 18-36
REIL Rwys 9, 18, 27, and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

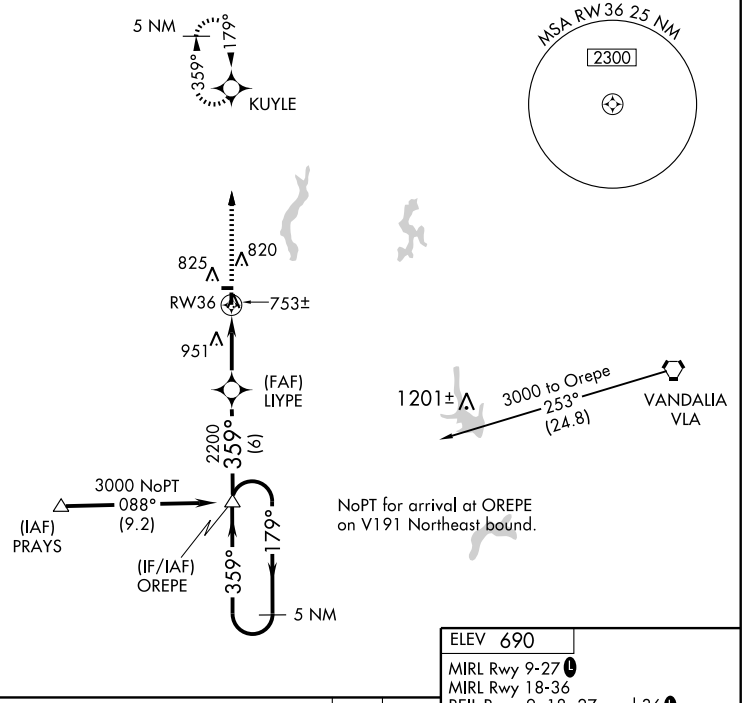
WAAS	APP CRS	Rwy Idg	4003
CH 40403	359°	TDZE	682
W36A		Apt Elev	690

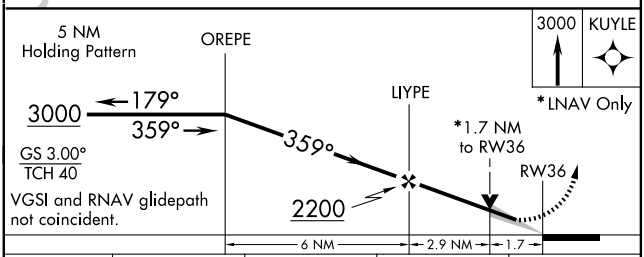
RNAV (GPS) RWY 36
LITCHFIELD MUNI (3LF)

If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

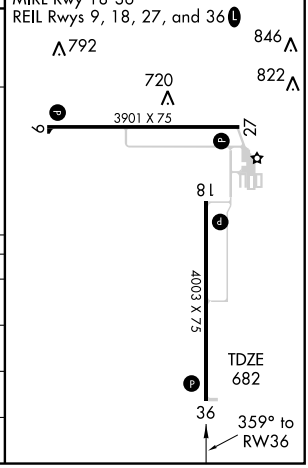
MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L



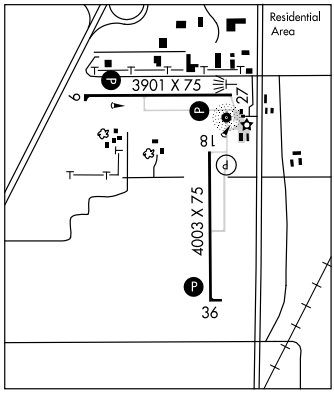


CATEGORY	A	B	C	D
LPV DA	958-1 276 (300-1)			NA
LNAV/VNAV DA	1013-1¼ 331 (400-1¼)			NA
LNAV MDA	1260-1 578 (600-1)		1260-1½ 578 (600-1½)	NA
CIRCLING	1260-1 570 (600-1)		1260-1½ 570 (600-1½)	NA



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LITCHFIELD MUNI (3LF) 2 SW UTC−6(−5DT) N39°09.75′ W89°40.48′ **ST. LOUIS**
690 B S4 **FUEL** 100LL, JET A TPA—1490(800) NOTAM FILE 3LF **L–27C**
RWY 18–36: 4003X75 (CONC) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Tank. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RWY 09–27: H3901X75 (ASPH) MIRL
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700′–4200′ MSL above arpt. MIRL Rwy 18–36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09–27 PAPI and REIL Rwy 09, Rwy 27, Rwy 18, and Rwy 36, twy lgts—CTAF. REIL Rwy 09 and Rwy 27 OTS indef. NOTE: See Special Notices—Aerobatic Practice Area in Illinois.
WEATHER DATA SOURCES: AWOS–3 118.175 (217) 324–4735.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ST LOUIS APP/DEP CON** 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62′ W89°09.75′ 276° 24.3 NM to fld. 604/4E.
NDB (MHW) 371 LTD N39°09.92′ W89°40.53′ at fld. SHUTDOWN.



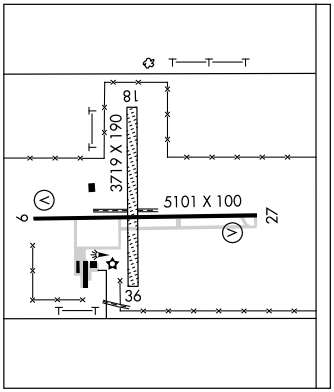
LOGAN CO (See LINCOLN)

LOSTANT

HARTENBOWER HECTARES (2V3) 5 NW UTC−6(−5DT) N41°10.89′ W89°08.80′ **CHICAGO**
733 B **FUEL** 100LL, MOGAS NOTAM FILE IKK
RWY 18–36: 2413X100 (TURF) LIRL (NSTD)
RWY 18: Crops. **RWY 36:** Road.
AIRPORT REMARKS: Attended on call 815–882–2371/2573. ACTIVATE LIRL Rwy 18–36—CTAF. ACTIVATE rotating bcn—CTAF. Rwy 18–36 NSTD LIRL; lgt ints varies.
COMMUNICATIONS: CTAF/UNICOM 122.7.

LUKOW N41°01.07′ W87°54.22′ NOTAM FILE IKK.
NDB (LOM) 272 IK 039° 4.1 NM to Greater Kankakee.

MACOMB MUNI (MQB) 3 N UTC−6(−5DT) N40°31.21′ W90°39.14′ **CHICAGO**
707 B **FUEL** 100LL TPA—1507(800) NOTAM FILE MQB **H–5D, L–27B**
RWY 09–27: H5101X100 (ASPH) S–18, D–21 HIRL 0.5% up W **IAP**
RWY 09: VASI(V2L)—GA 3.0° TCH 25′.
RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 25′.
RWY 18–36: 3719X190 (TURF) 0.3% up N
RWY 18: Tree. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Rwy 18–36 seasonal, Nov 1–May 1 ctc arpt manager 309–833–3324. HIRL Rwy 09–27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (309) 837–4022.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (KANKAKEE RADIO)
CHICAGO CENTER APP/DEP CON 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 129° 17.5 NM to fld. 730/5E. **HIWAS**
NDB (MHW) 251 JZY N40°31.10′ W90°33.63′ 270° 4.2 NM to fld. NDB unmonitored 2300–1400Z‡.
ILS 110.3 I–MQB Rwy 27. Localizer only. LOC unmonitored 2300–1400Z‡.



MANITO MITCHELL (See Manito)

APP CRS	Rwy Idg	5101
089°	TDZE	707
	Apt Elev	707

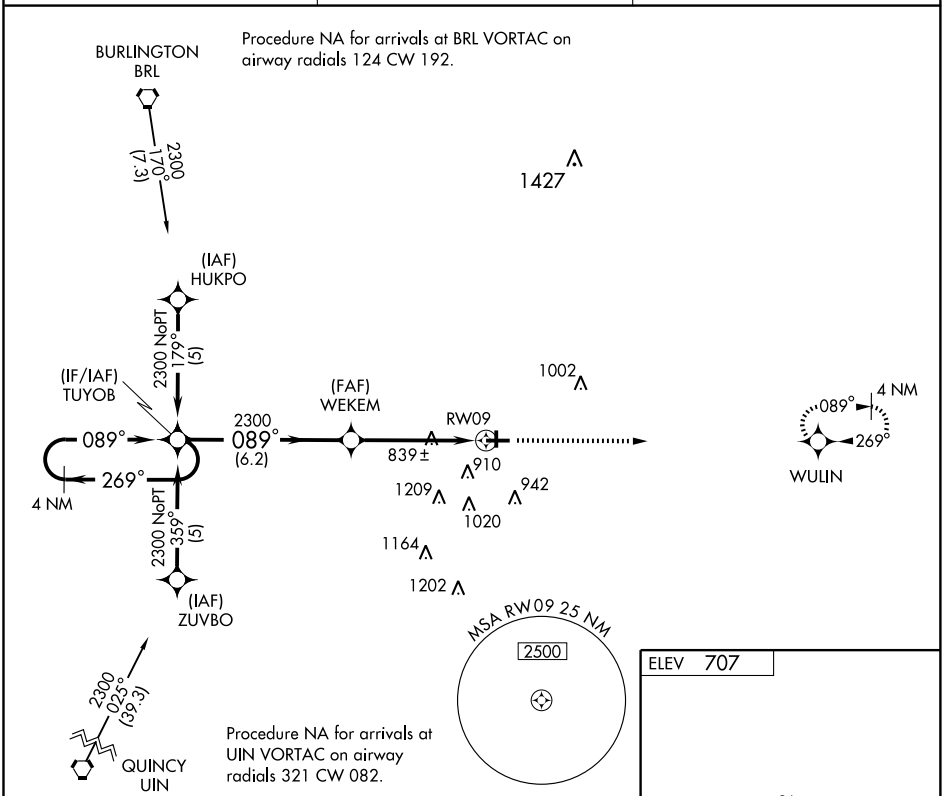
RNAV (GPS) RWY 9

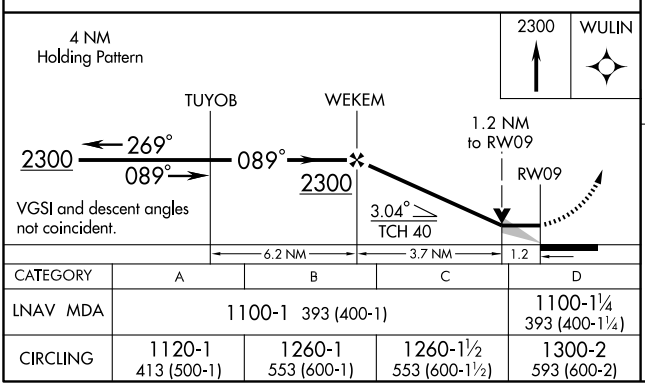
MACOMB MUNI (MQB)

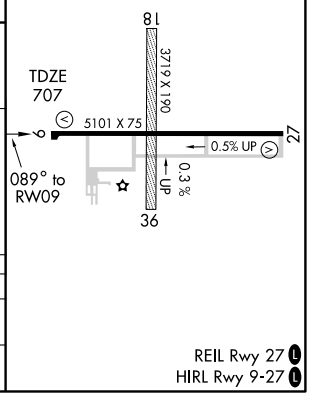
DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet.
VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300 direct WULIN and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.025	135.6 316.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

REIL Rwy 27 L
HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

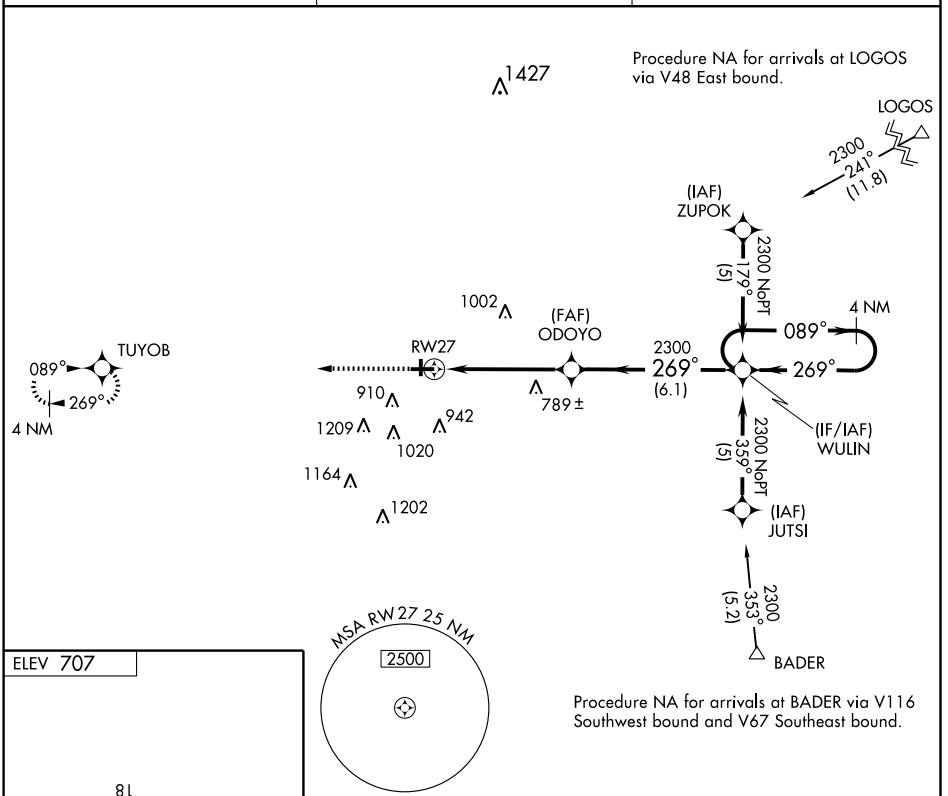
APP CRS	Rwy Idg	5101
269°	TDZE	688
	Apt Elev	707

RNAV (GPS) RWY 27
MACOMB MUNI (MQB)

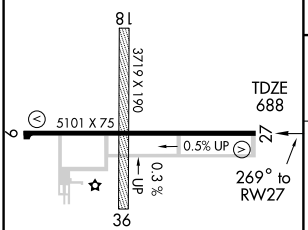
DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet. VDP NA with Burlington altimeter setting.

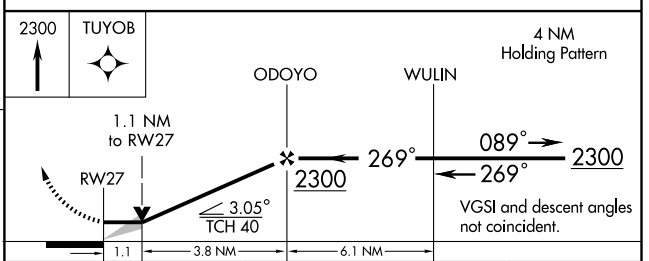
MISSED APPROACH: Climb to 2300 direct TUYOB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.025	135.6 316.1	122.8 (CTAF) L



ELEV 707





CATEGORY	A	B	C	D
LNAV MDA	1040-1 352 (400-1)			1040-1¼ 352 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

REIL Rwy 27 L
HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

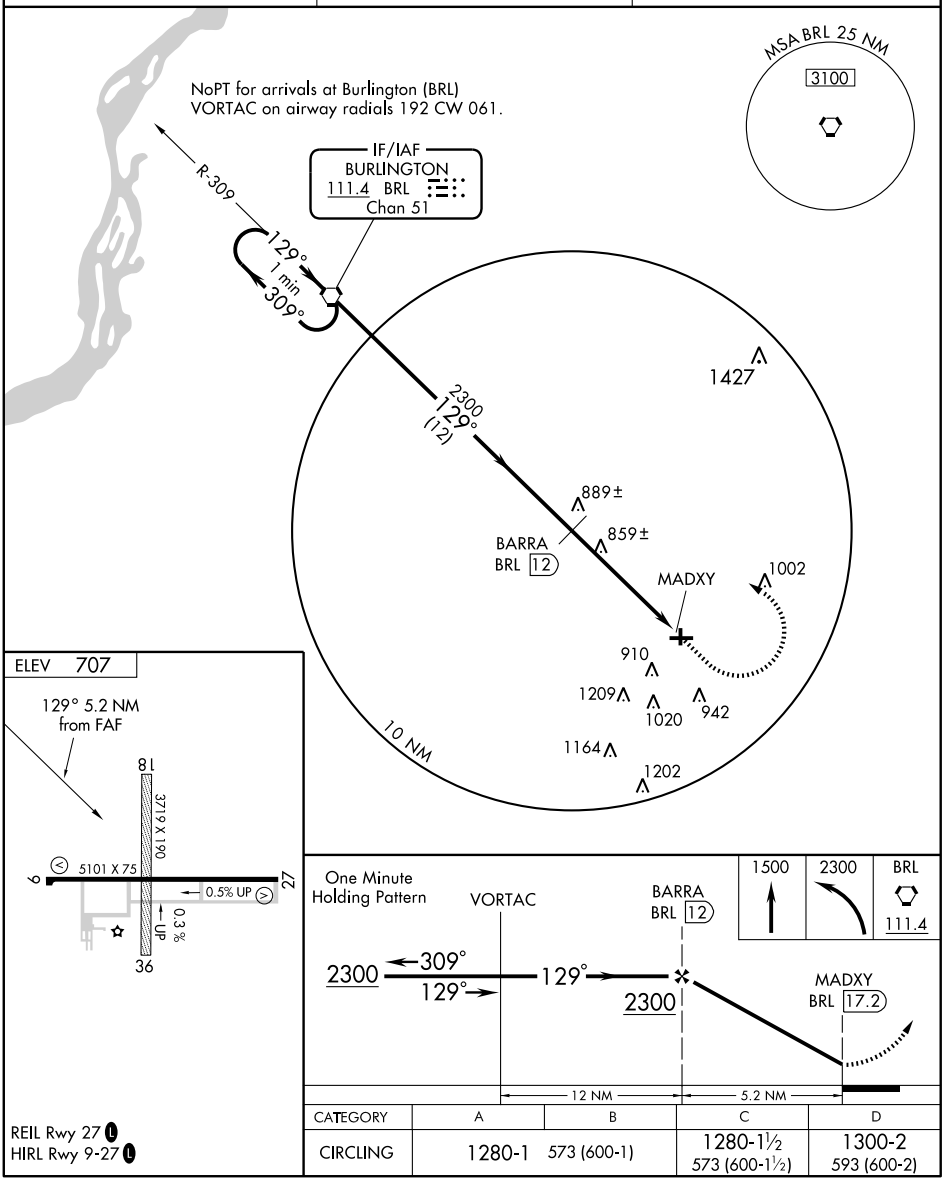
VORTAC BRL	APP CRS	Rwy Idg	N/A
111.4	129°	TDZE	N/A
Chan 51		Apt Elev	707

VOR/DME-A
MACOMB MUNI (MQB)

When local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDA 80 feet and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BRL VORTAC and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.025	135.6 316.1	122.8 (CTAF) L



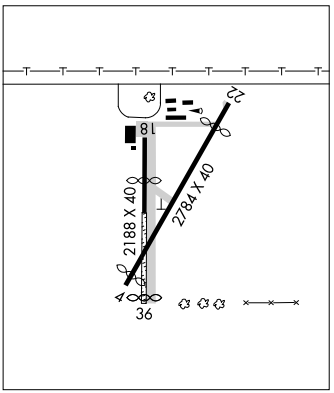
CATEGORY	A	B	C	D
CIRCLING	1280-1	573 (600-1)	1280-1½ 573 (600-1½)	1300-2 593 (600-2)

REIL Rwy 27 L
HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MANITO

MANITO MITCHELL (C45) 3 N UTC−6(−5DT) N40°29.36′ W89°46.69′ CHICAGO
501 TPA—1301(800) NOTAM FILE IKK L–27C
RWY 04–22: H2784X40 (ASPH) LIRL (NSTD) IAP
RWY 04: Thld dsplcd 175′. Tree.
RWY 22: Thld dsplcd 448′. Pole.
RWY 18–36: 2188X40 (ASPH–TURF)
RWY 18: Thld dsplcd 700′. Tree.
RWY 36: Thld dsplcd 80′. Tree.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 grass growing thru cracks in blacktop. Rwy 18–36 has 895′ X 40′ asph strip superimposed on N end. For NSTD LIRL Rwy 04–22 call 309–545–2281 after dark or emergency. Rwy 04–22 NSTD LIRL between dsplcd thlds; fixture spacing and lgt ints varies. All dsplcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PEORIA APP/DEP CON** 124.675
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 173° 11.5 NM to fld. 730/4E.



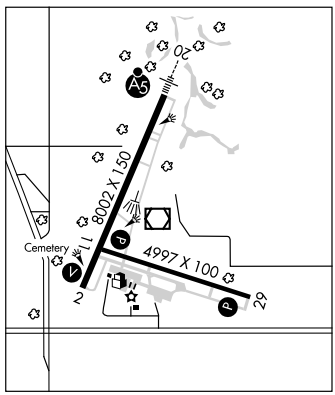
MARION N37°45.26′ W89°00.70′ NOTAM FILE MWA. ST LOUIS
(L) VOR/DME 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E H–5E, L–16H
DME unusable 030°—140° byd 20 NM blo 3500′.
RCO 122.1R 110.4T (ST LOUIS RADIO).

MARION

WILLIAMSON CO RGNL (MWA) 4 W UTC−6(−5DT) N37°45.30′ W89°00.67′ ST LOUIS
472 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA H–5E, L–16H
RWY 02–20: H8002X150 (ASPH–PFC) S–80, D–95, 2S–121, 2D–140 HIRL IAP, AD
RWY 02: REIL. VASI(V4L)—GA 3.5° TCH 34′. Trees.
RWY 20: MALSR. Tree.
RWY 11–29: H4997X100 (ASPH–CONC–GRVD) S–45, D–55, 2D–100 MIRL 0.3% up SE
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Sign.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 20	11–29	6650
RWY 29	02–20	4650

AIRPORT REMARKS: Attended continuously. Acft svc hrs 1230–0400Z‡, other hrs call 618–993–2764. Migratory waterfowl and deer on and invof arpt. First 1200′ of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618–993–3353. HIRL Rwy 02–20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02—CTAF. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.



WEATHER DATA SOURCES: AWOS–3 119.675 (618) 942–8877. SAWRS.
COMMUNICATIONS: CTAF 126.9 **UNICOM** 122.95
MARION RCO 122.1R 110.4T (ST LOUIS RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)
MARION TOWER 126.9 (1300–0100Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.
MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26′ W89°00.70′ at fld. 468/4E.
JONNY NDB (LOM) 382 MW N37°50.35′ W88°58.25′ 200° 5.4 NM to fld.
ILS 109.3 I–MWA Rwy 20. Class IA. LOM JONNY NDB. MM OTS indef.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993–3921.

MARSHALL CO (See LACON)

VORTAC PIA 115.2 Chan 99	APP CRS 173°	Rwy Idg N/A TDZE N/A Apt Elev 501

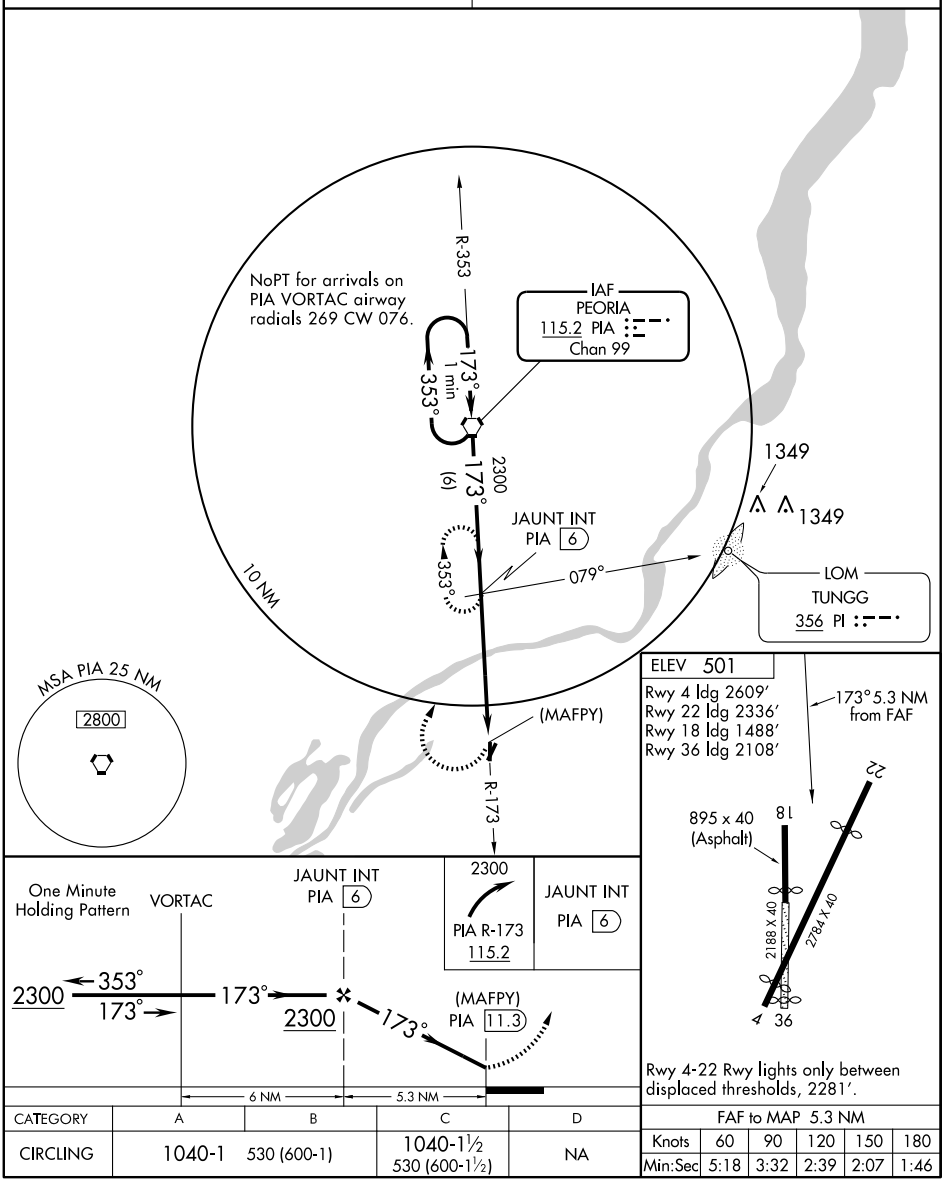
VOR or GPS-A

MANITO MITCHELL (C45)

Use Peoria altimeter setting. DME or ADF REQUIRED.
CAUTION: 550' pole lines 100 feet from Rwy 22 threshold.
Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2300 via PIA R-173 to JAUNT Int 6 DME and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1040-1 530 (600-1)		1040-1½ 530 (600-1½)	NA

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MARION/WILLIAMSON COUNTY RGNL (MWA)

AL-5215 (FAA)

MARION, ILLINOIS

AWOS-3
119.675
MARION TOWER ★
126.9
GND CON
121.7
CLNC DEL
125.3 (When Tower Closed)

ELEV 465

571 ±

204.3°

37°46'N

8002 X 150

C1 C2 C3 C4

VAR 1.6° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

RWY 02-20
S-80, D-95, 2S-121, 2D-140
RWY 11-29
S-45, D-55, 2D-100

ELEV 454

LAHSO

0.3% UP

FIELD ELEV 472

109.2°

4997 X 100

289.2°

37°45'N

024.3°

FIRE STATION

ELEV 453

TWR 542

FBO

TERMINAL

ELEV 467

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

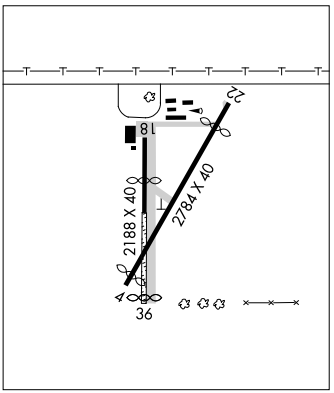
89°01'W

89°00'W

EC-3, 21 OCT 2010 to 18 NOV 2010

MANITO

MANITO MITCHELL (C45) 3 N UTC−6(−5DT) N40°29.36′ W89°46.69′ CHICAGO
501 TPA—1301(800) NOTAM FILE IKK L–27C
RWY 04–22: H2784X40 (ASPH) LIRL (NSTD) IAP
RWY 04: Thld dsplcd 175′. Tree.
RWY 22: Thld dsplcd 448′. Pole.
RWY 18–36: 2188X40 (ASPH–TURF)
RWY 18: Thld dsplcd 700′. Tree.
RWY 36: Thld dsplcd 80′. Tree.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 grass growing thru cracks in blacktop. Rwy 18–36 has 895′ X 40′ asph strip superimposed on N end. For NSTD LIRL Rwy 04–22 call 309–545–2281 after dark or emergency. Rwy 04–22 NSTD LIRL between dsplcd thlds; fixture spacing and lgt ints varies. All dsplcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PEORIA APP/DEP CON** 124.675
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 173° 11.5 NM to fld. 730/4E.



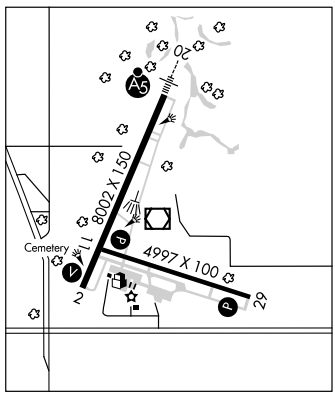
MARION N37°45.26′ W89°00.70′ NOTAM FILE MWA. ST LOUIS
(L) VOR/DME 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E H–5E, L–16H
DME unusable 030°—140° byd 20 NM blo 3500′.
RCO 122.1R 110.4T (ST LOUIS RADIO).

MARION

WILLIAMSON CO RGNL (MWA) 4 W UTC−6(−5DT) N37°45.30′ W89°00.67′ ST LOUIS
472 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA H–5E, L–16H
RWY 02–20: H8002X150 (ASPH–PFC) S–80, D–95, 2S–121, 2D–140 HIRL IAP, AD
RWY 02: REIL. VASI(V4L)—GA 3.5° TCH 34′. Trees.
RWY 20: MALSR. Tree.
RWY 11–29: H4997X100 (ASPH–CONC–GRVD) S–45, D–55, 2D–100 MIRL 0.3% up SE
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Sign.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 20	11–29	6650
RWY 29	02–20	4650

AIRPORT REMARKS: Attended continuously. Acft svc hrs 1230–0400Z‡, other hrs call 618–993–2764. Migratory waterfowl and deer on and invof arpt. First 1200′ of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618–993–3353. HIRL Rwy 02–20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02—CTAF. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.



WEATHER DATA SOURCES: AWOS–3 119.675 (618) 942–8877. SAWRS.
COMMUNICATIONS: CTAF 126.9 **UNICOM** 122.95
MARION RCO 122.1R 110.4T (ST LOUIS RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)
MARION TOWER 126.9 (1300–0100Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.
MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26′ W89°00.70′ at fld. 468/4E.
JONNY NDB (LOM) 382 MW N37°50.35′ W88°58.25′ 200° 5.4 NM to fld.
ILS 109.3 I–MWA Rwy 20. Class IA. LOM JONNY NDB. MM OTS indef.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993–3921.

MARSHALL CO (See LACON)

LOC I-MWA	APP CRS	Rwy Idg	8002
109.3	202°	TDZE	468
		Apt Elev	472

ILS or LOC RWY 20

MARION/ WILLIAMSON COUNTY RGNL(MWA)

If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DA/MDAs 40 feet. ADF REQUIRED.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95

ADF OR DME REQUIRED

CENTRALIA 115.0 ENL Chan 97

2100 (35.9) 162°

10 NM

022°

LOM/IAF JONNY 382 MW

MWA 5.5

202° 1 min 022°

845

589±

2000 017° (5.5)

MARION 110.4 MWA Chan 41

980

591

LOCALIZER 109.3 I-MWA

MSA MW 25 NM 2700

ALTERNATE MISSED APCH FIX

113.1 CNG R-335 Chan 78

110.4 MWA R-216 Chan 41

MAKAN INT MWA 10.2

036° 216°

1638

1500 2000 MW

LOM MWA 5.5

One Minute Holding Pattern

1990

022° 2000

202° 202°

2000

GS 3.00° TCH 50

4.6 NM

ELEV 472

202° 4.6 NM from FAF

20

TDZE 468

8002 x 150

561±

473±

4997 X 100

0.3% UP

2 542 520 29

HIRL Rwy 2-20 L

MIRL Rwy 11-29 L

REIL Rwy 2

REIL Rwys 11 and 29 L

CATEGORY	A	B	C	D
S-ILS 20	668- ½ 200 (200-½)			
S-LOC 20	840- ½ 372 (400-½)			840-¾ 372 (400-¾)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOM MW	APP CRS	Rwy Idg	8002
382	201°	TDZE	468
		Apt Elev	472

NDB RWY 20

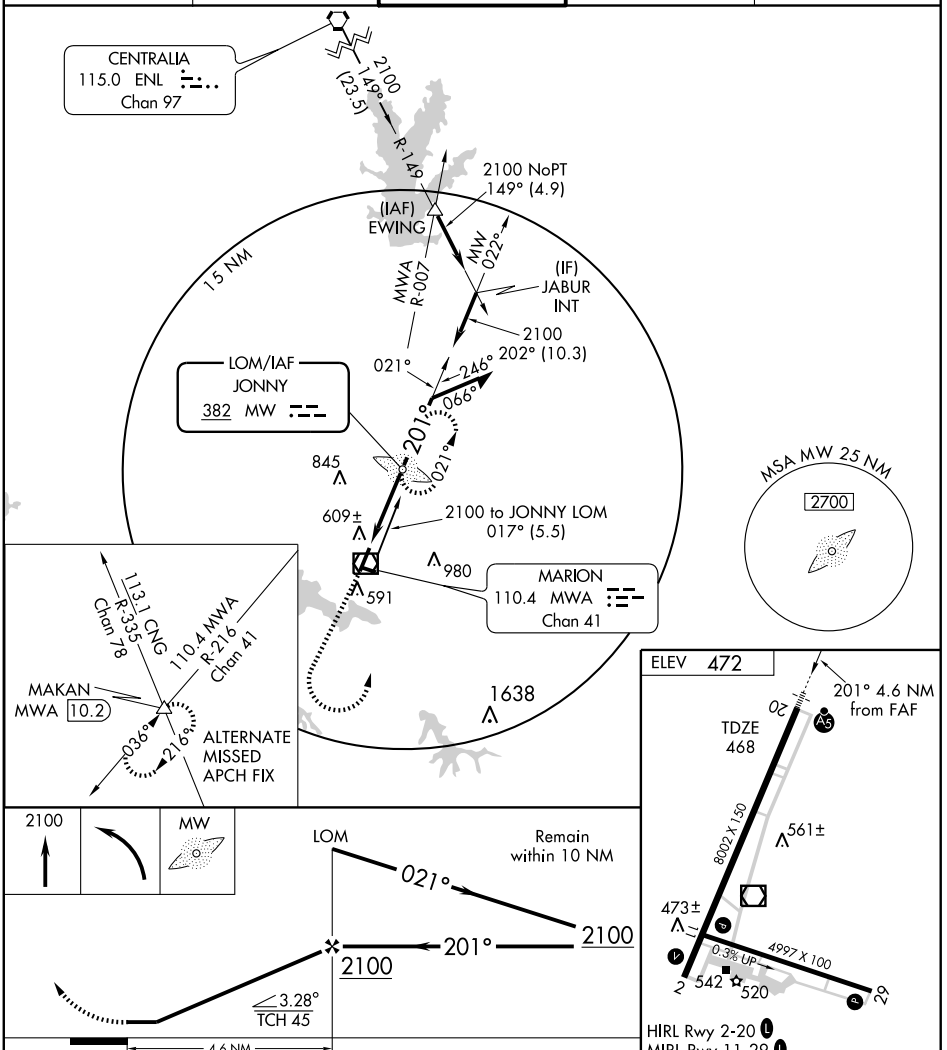
MARION/WILLIAMSON COUNTY RGNL (MWA)

If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climb to 2100 then left turn direct MW LOM and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95



HIRL Rwy 2-20 L
MIRL Rwy 11-29 L
REIL Rwy 2
REIL Rwys 11 and 29 L

CATEGORY	A	B	C	D
S-20	920-¾ 452 (500-¾)			920-1¼ 452 (500-1¼)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

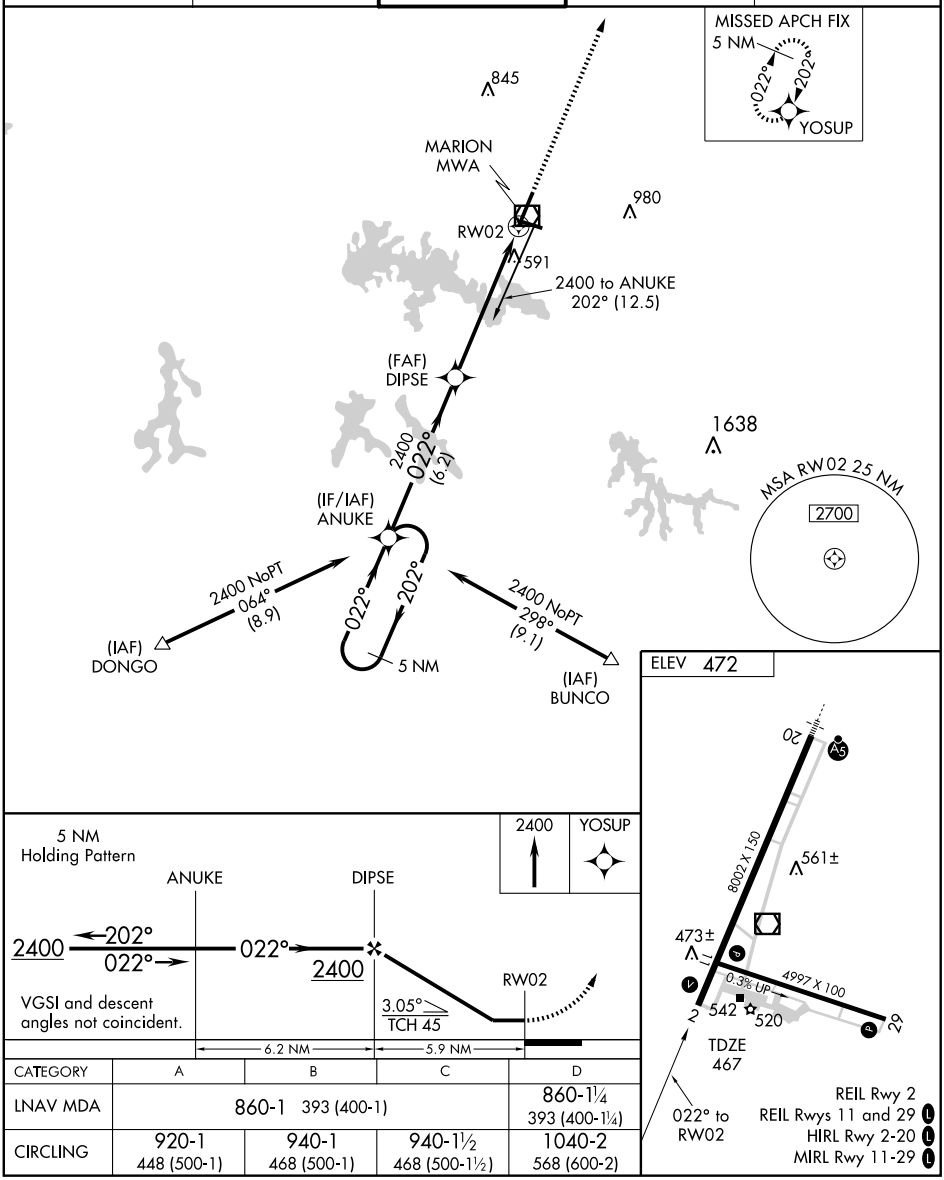
MARION/WILLIAMSON COUNTY RGNL (MWA)

APP CRS	Rwy Idg	8002
022°	TDZE	467
	Apt Elev	472

If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOSUP and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
LNAV MDA	860-1 393 (400-1)			860-1¼ 393 (400-1¼)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 57904	202°	TDZE	468
W20A		Apt Elev	472

RNAV (GPS) RWY 20

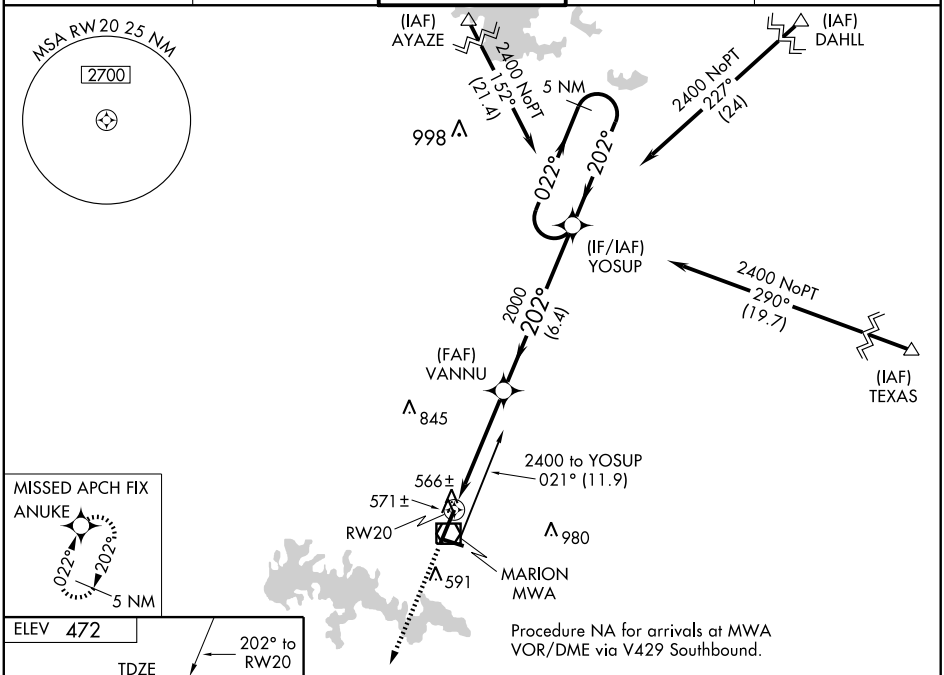
MARION/WILLIAMSON COUNTY RGNL (MWA)

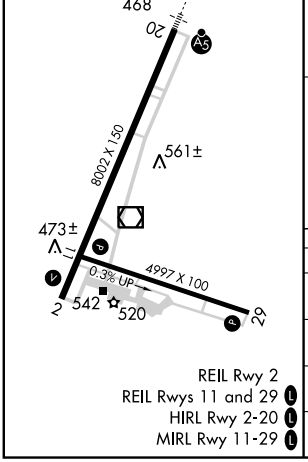
Baro-VNAV NA when using Carbondale-Murphysboro altimeter setting. If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DAs 36 feet and all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼. VDP NA when using Carbondale-Murphysboro altimeter setting. DME/DME RNP-0.3 NA.

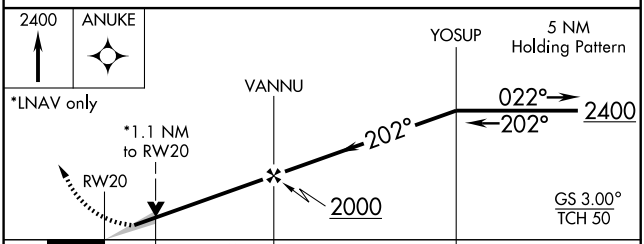
MALSR

MISSED APPROACH: Climb to 2400 direct ANUKE and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	718-½ 250 (300-½)			
LNAV/VNAV DA	851-¾ 383 (400-¾)			
LNAV MDA	860-½ 392 (400-½)			860-1 392 (400-1)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MWA	APP CRS	Rwy Idg	8002
110.4	027°	TDZE	467
Chan 41		Apt Elev	472

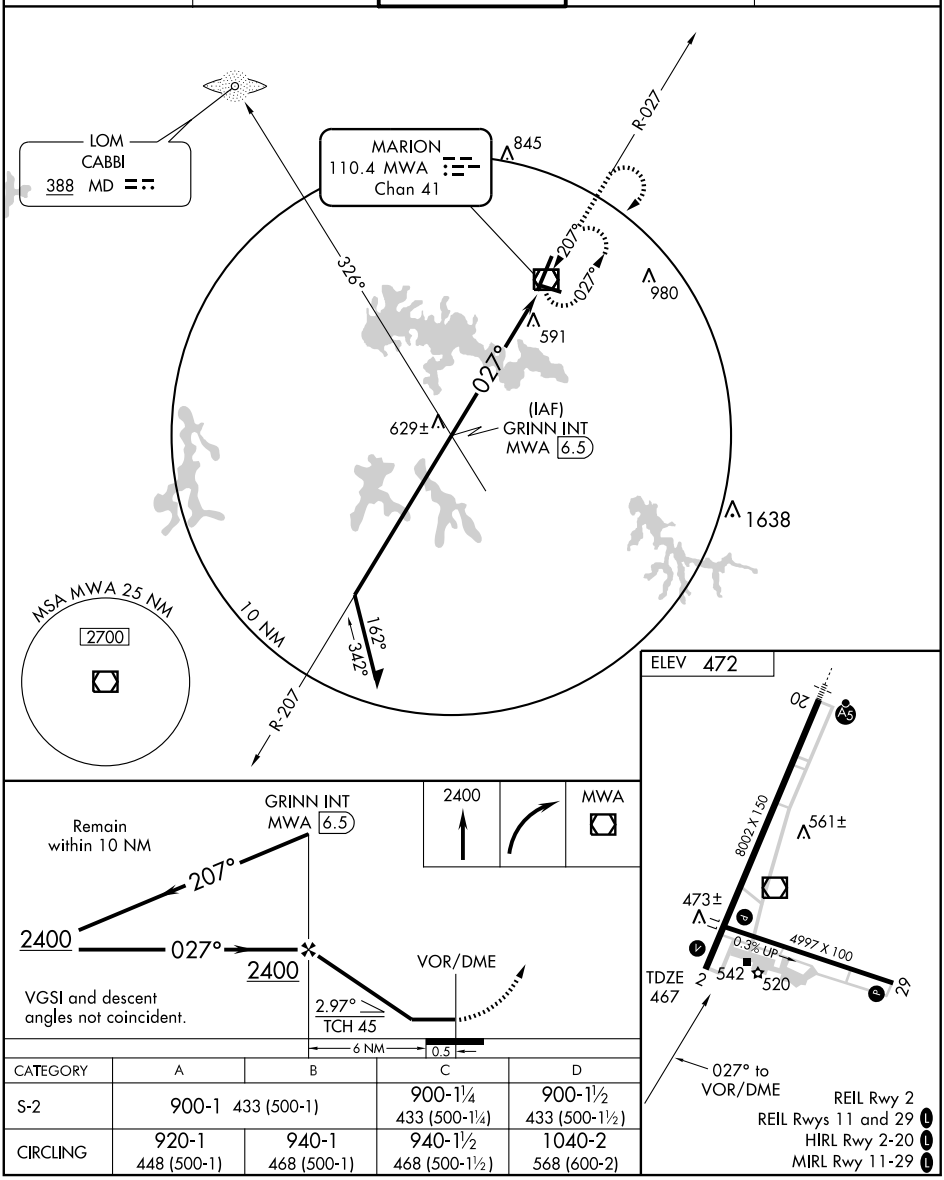
VOR RWY 2

MARION/ WILLIAMSON COUNTY RGNL (MWA)

If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA. ADF or DME Required.

MISSED APPROACH: Climb to 2400 then right turn direct MWA VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
S-2	900-1 433 (500-1)		900-1¼ 433 (500-1¼)	900-1½ 433 (500-1½)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MWA	APP CRS	Rwy Idg	8002
110.4	190°	TDZE	468
Chan 41		Apt Elev	472

VOR RWY 20

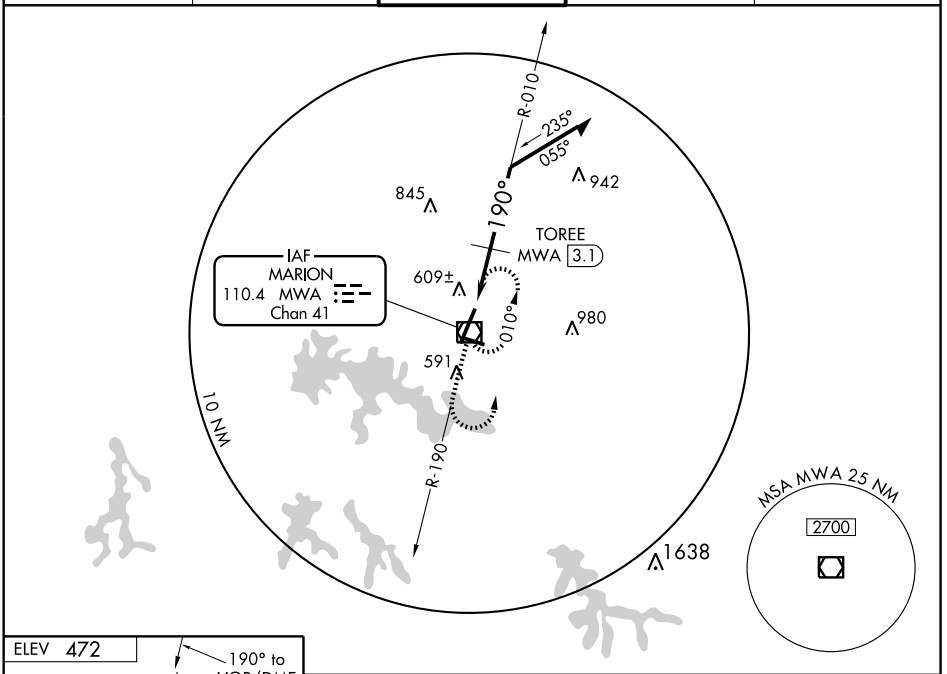
MARION/ WILLIAMSON COUNTY RGNL (MWA)

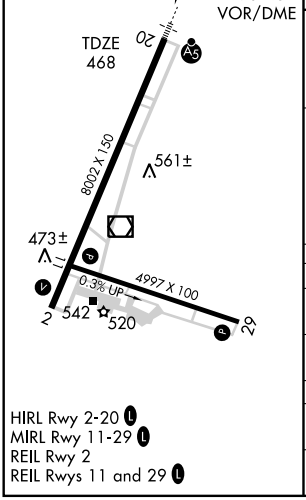
If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet. VDP NA when using Carbondale-Murphysboro altimeter setting. TORRE Fix Minimums: For inoperative MALSR increase S-20 Cat D visibility to 1¼.

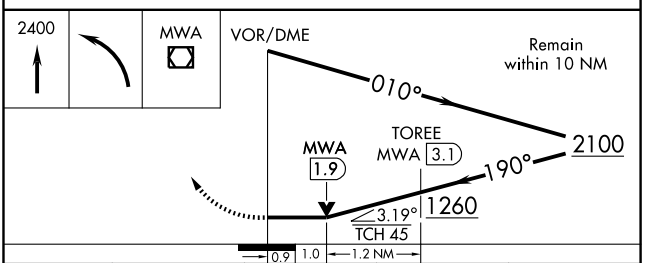
MALSR

MISSED APPROACH: Climb to 2400 then left turn direct MWA VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-20	1260-½ 792 (800-½)	1260-¾ 792 (800-¾)	1260-1¾ 792 (800-1¾)	1260-2 792 (800-2)
CIRCLING	1260-1 788 (800-1)	1260-1¼ 788 (800-1¼)	1260-2¼ 788 (800-2¼)	1260-2½ 788 (800-2½)
TORRE FIX MINIMUMS				
S-20	860-½ 392 (400-½)			860-1 392 (400-1)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

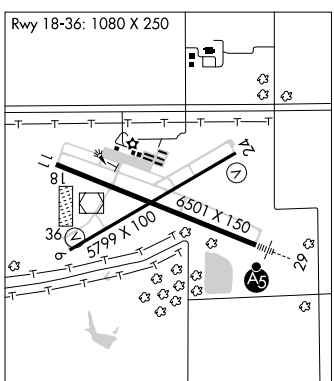
HIRL Rwy 2-20 L
MIRL Rwy 11-29 L
REIL Rwy 2
REIL Rwys 11 and 29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MATTOON N39°28.68′ W88°17.16′ NOTAM FILE STL. ST LOUIS
(L) VOR/DME 109.4 MTO Chan 31 at Coles Co Mem. 720/3E. **ASOS.** L–27C
DME unusable 100°–260° byd 30 NM blo 3500′.
RCO 123.6R 109.4T (ST LOUIS RADIO)

MATTOON/CHARLESTON

COLES CO MEM (MTO) 4 E UTC−6(−5DT) N39°28.68′ W88°16.76′ ST LOUIS
722 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MTO H–5E, L–27C
RWY 11–29: H6501X150 (CONC–GRVD) S–100, D–180, 2S–175, 2D–280 HIRL IAP
RWY 11: REIL. Rgt tfc. **RWY 29:** MALSR. Tree.
RWY 06–24: H5799X100 (ASPH–GRVD) S–50, D–70, 2S–89, 2D–117 MIRL
RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 41′. Tree. Rgt tfc.
RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 46′.
RWY 18–36: 1080X250 (TURF)
RWY 18: Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–5799	TODA–5799	ASDA–5799	LDA–5799
RWY 11:	TORA–6501	TODA–6501	ASDA–6501	LDA–6501
RWY 18:	TORA–1080	TODA–1080	ASDA–1080	LDA–1080
RWY 24:	TORA–5799	TODA–5799	ASDA–5799	LDA–5799
RWY 29:	TORA–6501	TODA–6501	ASDA–6501	LDA–6501
RWY 36:	TORA–1080	TODA–1080	ASDA–1080	LDA–1080

AIRPORT REMARKS: Attended Apr–Sep 1130Z‡–dusk, Oct–Mar 1230–0000Z‡. Deer and birds on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 217–234–7120. Rwy 18–36 not avbl for air carrier ops with more than 30 passenger seats. Rwy 18 marked with corner stone markers, length and width. HIRL Rwy 11–29 ints preset, to increase ints and ACTIVATE MALSR Rwy 29, MIRL Rwy 06–24, REILS Rwys 06, 11 and 24—CTAF.
WEATHER DATA SOURCES: ASOS 109.4 MTO (217) 234–8442.
COMMUNICATIONS: CTAF/UNICOM 122.7
MATTOON RCO 123.6R 109.4T (ST LOUIS RADIO)
Ⓡ **CHAMPAIGN APP/DEP CON** 132.85 (1200–0500Z‡)
CHICAGO CENTER APP/DEP CON 121.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MATTOON (L) VOR/DME 109.4 MTO Chan 31 N39°28.68′ W88°17.16′ at fld. 720/3E. **ASOS.**
ZEBRE NDB (MHW/LOM) 347 MT N39°26.55′ W88°10.41′ 293° 5.4 NM to fld.
ILS 111.1 I–MTO Rwy 29. LOM ZEBRE NDB. LOM unusable byd 15 NM.

MENDOTA

GRANDPAS' FARM MENDOTA (ØC7) 2 SW UTC−6(−5DT) N41°31.32′ W89°07.96′ CHICAGO
727 TPA—1527(800) NOTAM FILE IKK
RWY 18–36: 3980X200 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 300′. Road. **RWY 36:** Thld dsplcd 80′. Fence.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 call first for rwy conditions 815–866–9939/815–539–6359. Rwy 18–36 dsplcd thld is 1′ high blue barrel halves. ACTIVATE NSTD LIRL Rwy 18–36—CTAF 122.9. Rwy 18–36 NSTD LIRL; fixture spacing and lgt ints varies; non–FAA approved L–800 series.
COMMUNICATIONS: CTAF 122.9

MERCER CO (See ALEDO)

LOC I-MTO	APP CRS	Rwy Idg	6501
111.1	293°	TDZE	718
		Apt Elev	722

ILS or LOC RWY 29

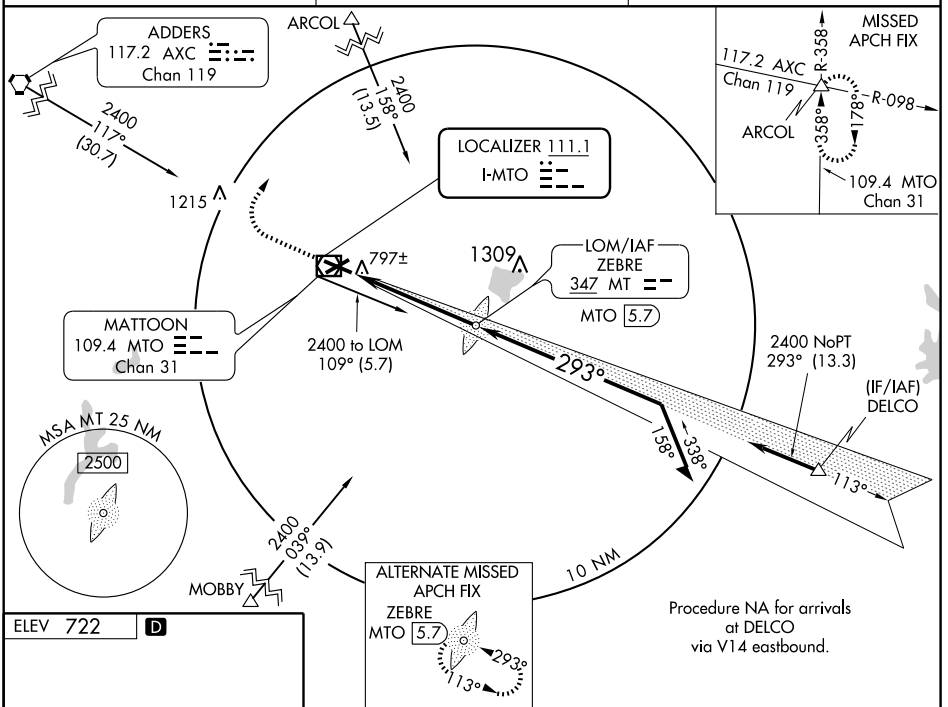
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase DA 82 feet, and all MDA 100 feet, increase S-LOC 29 Cat C and D visibility ¼ mile. For inoperative MALSR when using Champaign/Urbana altimeter setting increase S-ILS 29 visibility ½ mile. ADF or DME Required.

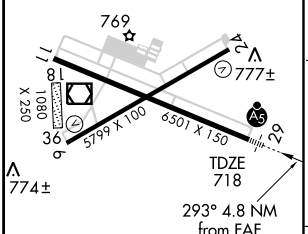
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 via MTO R-358 to ARCOL Int and hold, or as directed by ATC.

ASOS	CHAMPAIGN APP CON★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L

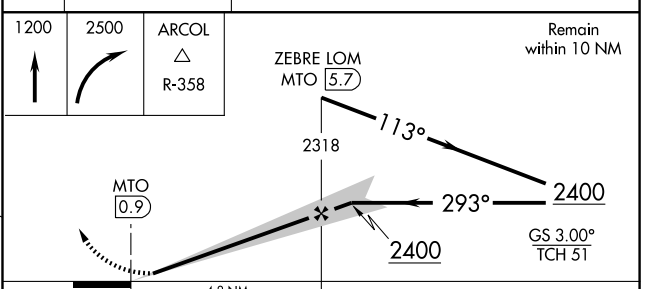


ELEV 722 D



MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 29	918-½ 200 (200-½)			
S-LOC 29	1060-½ 342 (400-½)			1060-¾ 342 (400-¾)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM MT	APP CRS	Rwy Idg	6501
347	293°	TDZE	718
		Apt Elev	722

NDB RWY 29

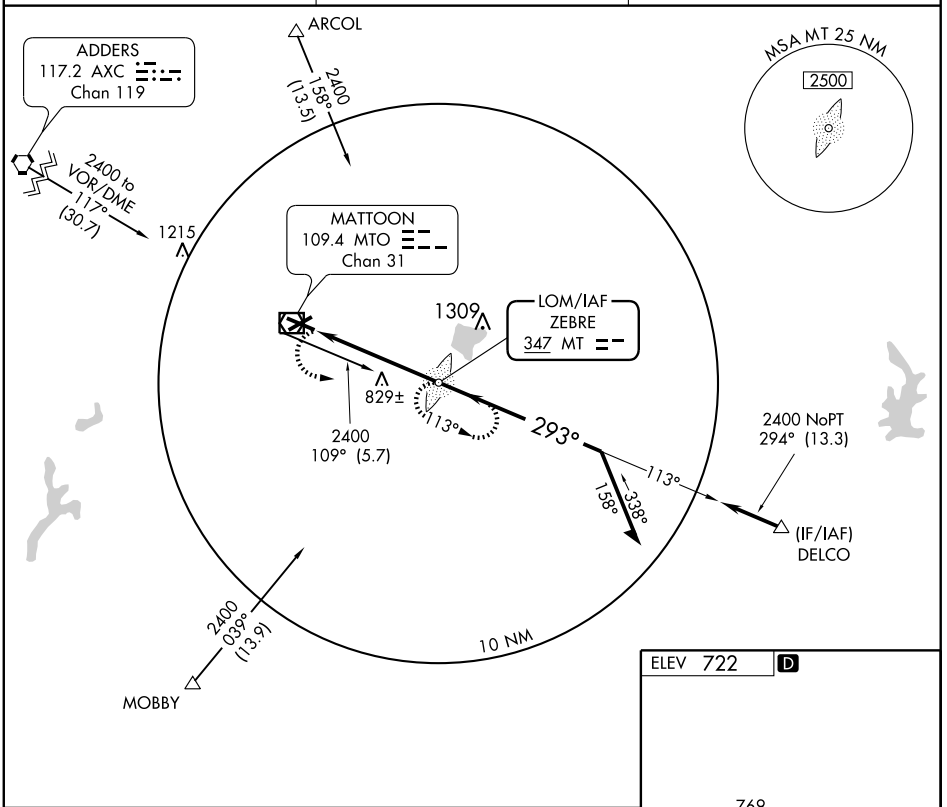
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

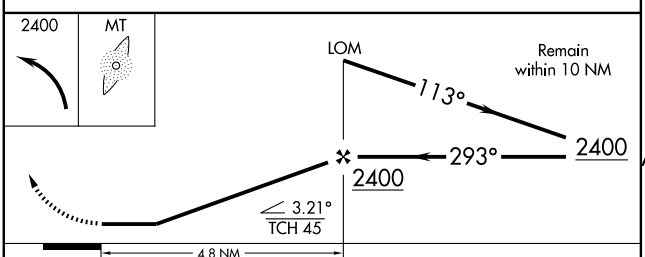
When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-29 Cat C visibility ¼ mile and increase S-29 Cat D visibility ½ mile.

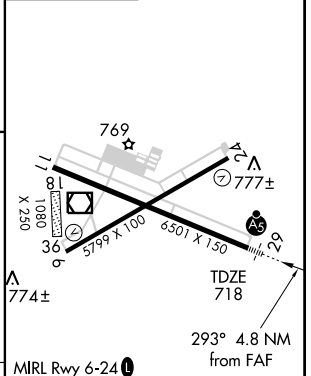
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ZEBRE LOM and hold.

ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L







MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

CATEGORY	A	B	C	D
S-29	1140-¾ 422 (500-¾)			1140-1 422 (500-1)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

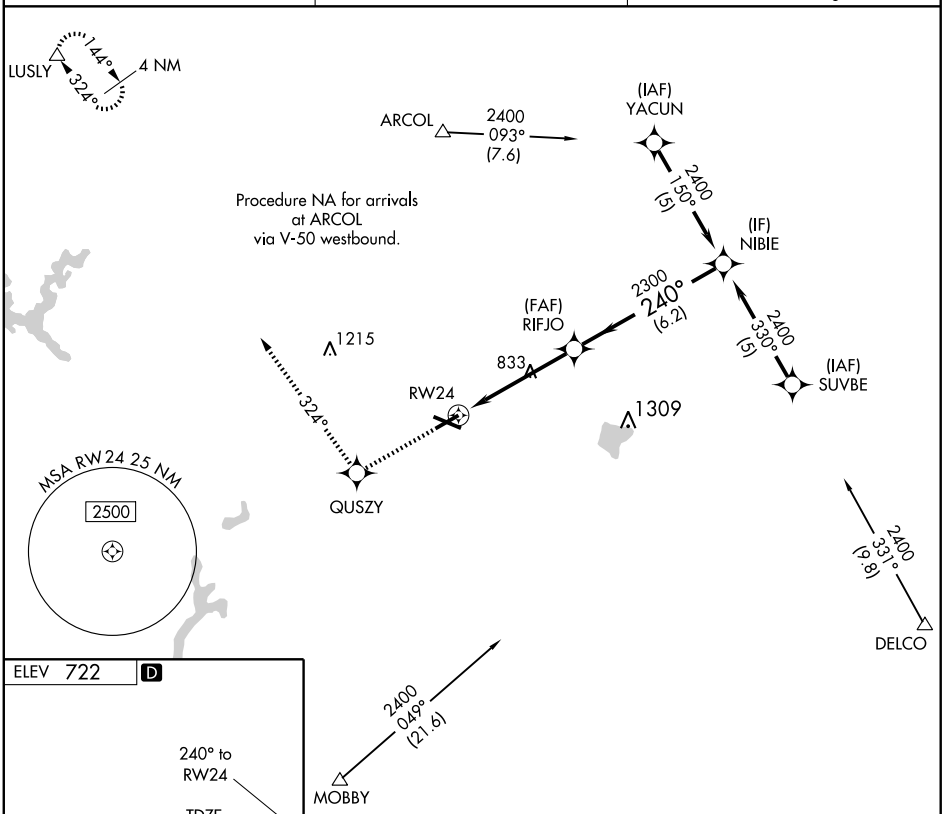
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

APP CRS	Rwy Idg	5799
240°	TDZE	719
	Apt Elev	722

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase MDA 100 feet, increase LNAV Cat C visibility ¼ mile and LNAV Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct QUSZY and via track 324° to LUSLY and hold.

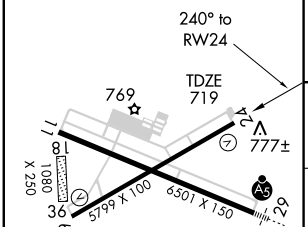
ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L

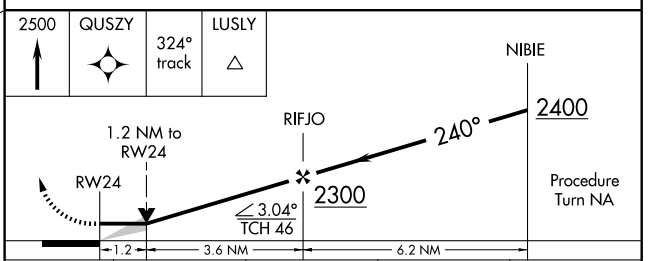


EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 722 D





CATEGORY	A	B	C	D
LNAV MDA	1140-1	421 (500-1)	1140-1¼	421 (500-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

WAAS	APP CRS	Rwy Idg	6501
CH 93510	293°	TDZE	718
W29A		Apt Elev	722

RNAV (GPS) RWY 29

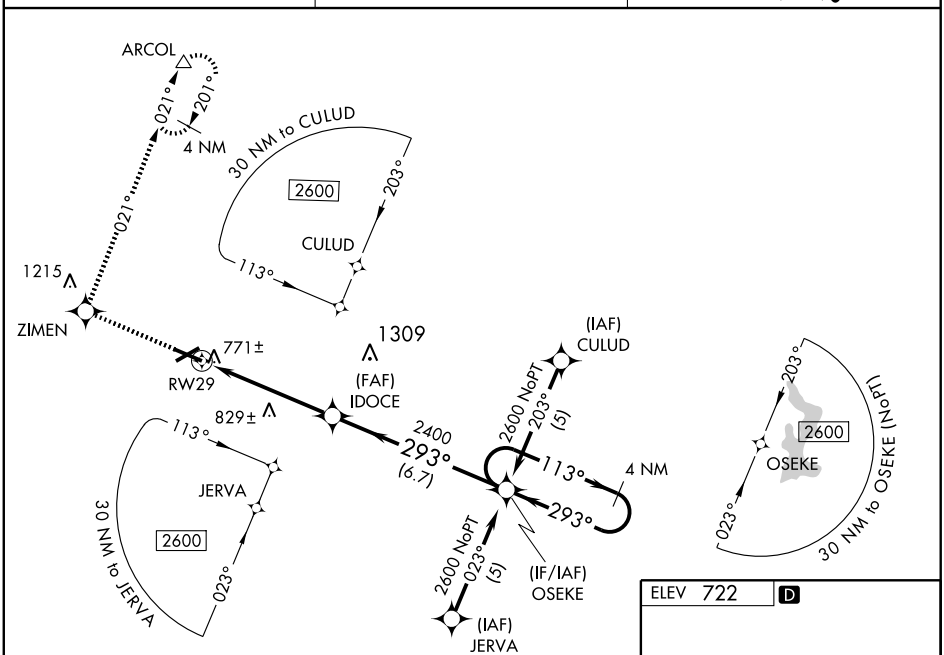
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

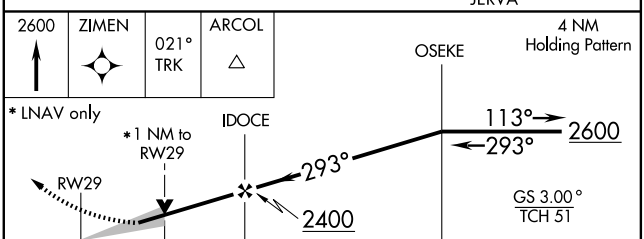
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. For inoperative MALSR, increase LNAV/VNAV, and LNAV visibility Cat. D ¼ mile. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV, LNAV/VNAV, and LNAV visibility 1 mile. Inoperative table does not apply when using Champaign/Urbana altimeter setting.

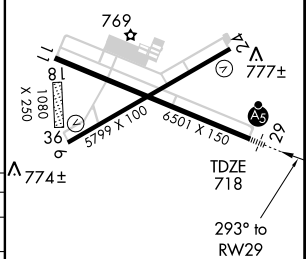
MALSR

MISSED APPROACH: Climb to 2600 direct ZIMEN and via 021° track to ARCOL and hold.

ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	971-½ 253 (300-½)			
LNAV/VNAV DA	1040-½ 322 (400-½)			1040-¾ 322 (400-¾)
LNAV MDA	1080-½ 362 (400-½)			1080-1 362 (400-1)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MTO	APP CRS	Rwy Idg	5799
109.4	045°	TDZE	722
Chan 31		Apt Elev	722

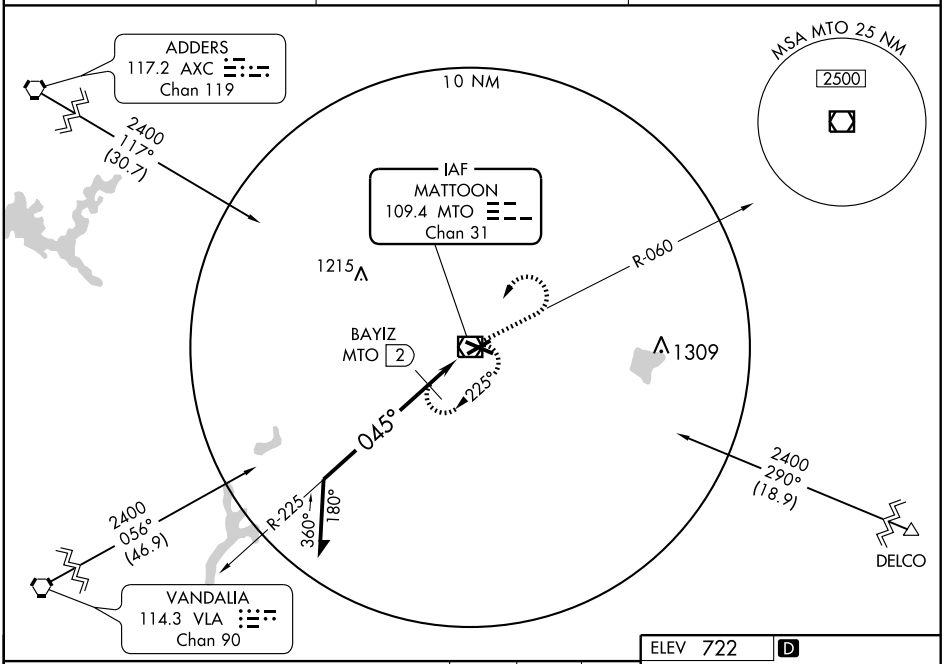
VOR RWY 6

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-6 Cats C and D visibility ¼ mile and BAYIZ FIX minimums S-6 Cats C and D visibility ¼ mile.

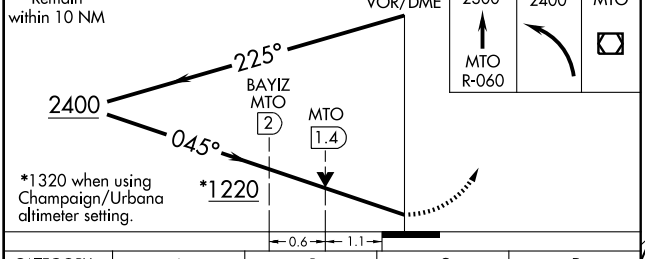
MISSED APPROACH: Climb to 2300 via MTO VOR/DME R-060 then climbing left turn to 2400 direct MTO VOR/DME and hold.

ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L

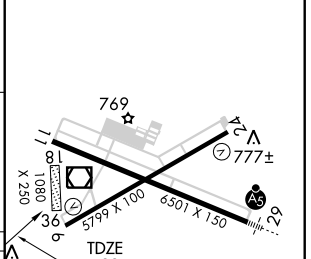


EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-6	1220-1 498 (500-1)		1220-1¼ 498 (500-1¼)	1220-1½ 498 (500-1½)
CIRCLING	1220-1 498 (500-1)		1220-1½ 498 (500-1½)	1280-2 558 (600-2)
BAYIZ FIX MINIMUMS				
S-6	1120-1 398 (400-1)			1120-1¼ 398 (400-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)



MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

VOR/DME MTO	APP CRS	Rwy Idg	5799
109.4	240°	TDZE	719
Chan 31		Apt Elev	722

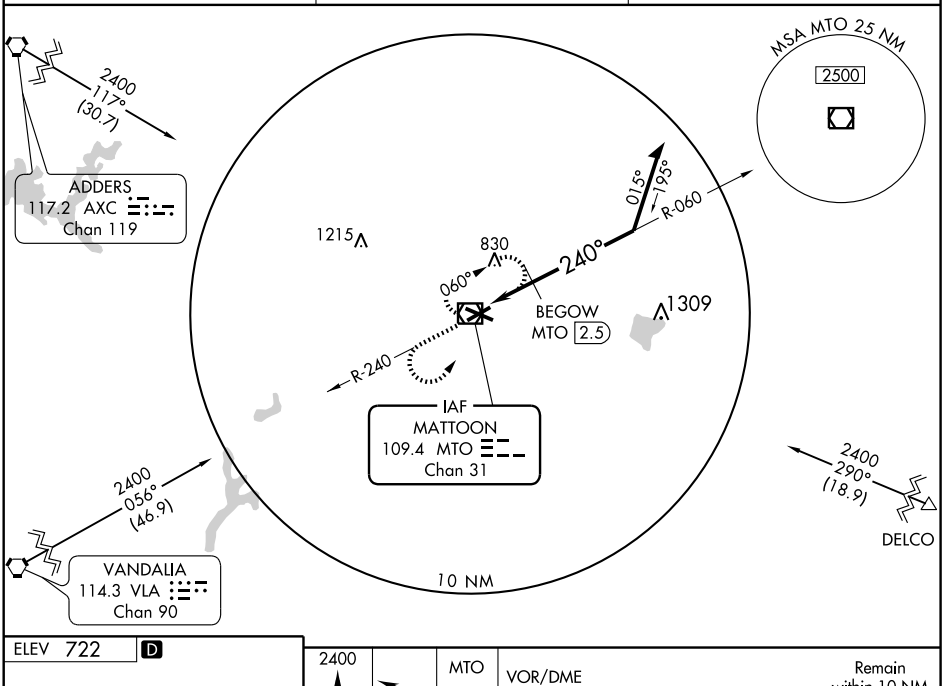
VOR RWY 24

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

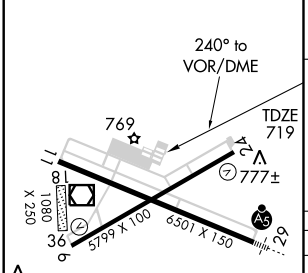
When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, and increase S-24 Cat C and D and Circling Cat C visibility ¼ mile, BEGOW FIX minimums S-24 increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 via MTO VOR/DME R-240 then left turn direct MTO VOR/DME and hold.

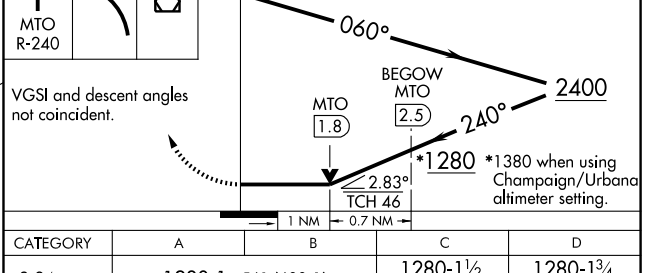
ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L



ELEV 722 D



MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L



VGSI and descent angles not coincident.

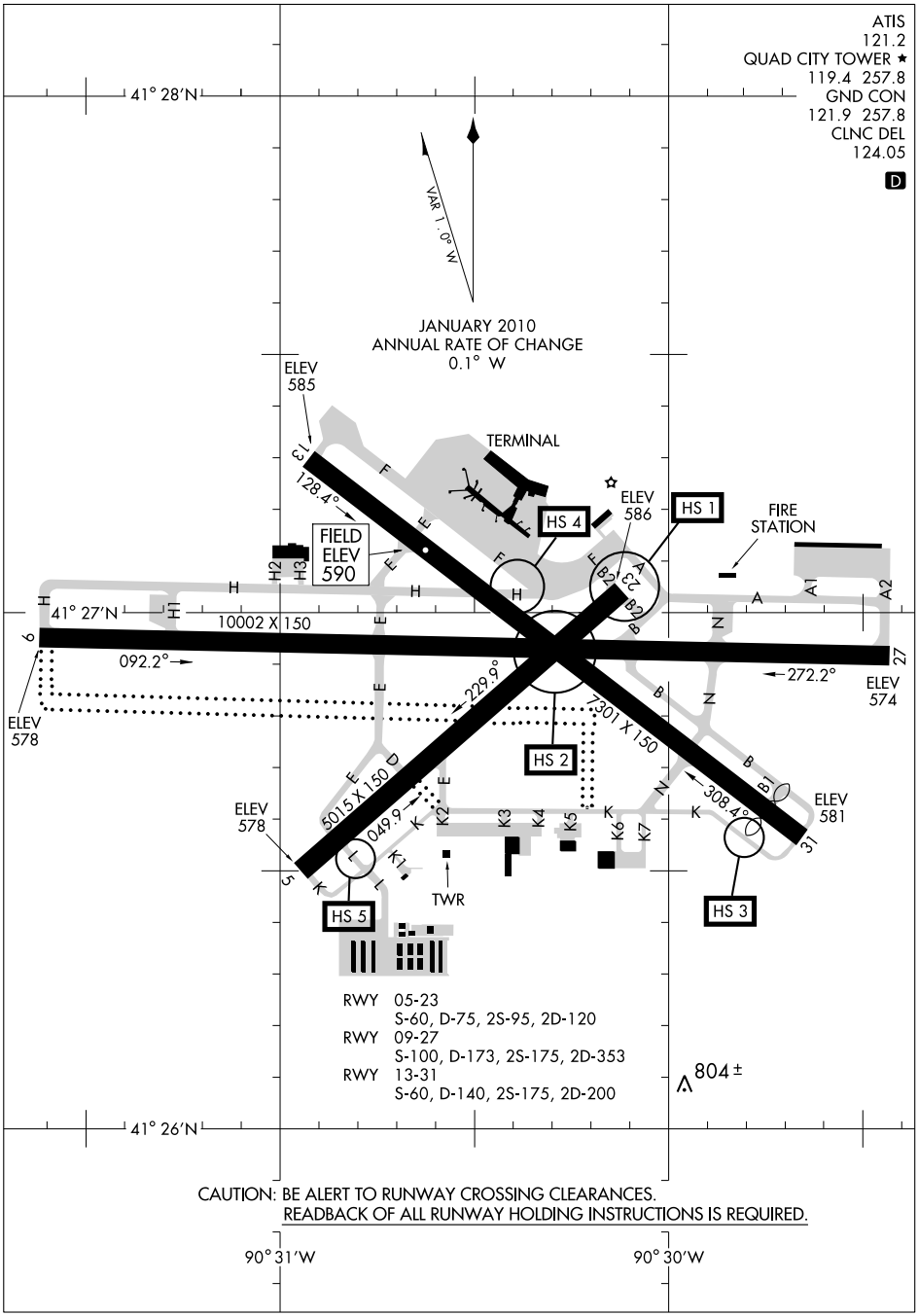
CATEGORY	A	B	C	D
S-24	1280-1 561 (600-1)		1280-1½ 561 (600-1½)	1280-1¾ 561 (600-1¾)
CIRCLING	1280-1 558 (600-1)		1280-1½ 558 (600-1½)	1280-2 558 (600-2)
BEGOW FIX MINIMUMS				
S-24	1080-1 361 (400-1)			1080-1¼ 361 (400-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-269 (FAA)

MOLINE/QUAD CITY INTL (MLI)
MOLINE, ILLINOIS



EC-3, 21 OCT 2010 to 18 NOV 2010

MOLINE

QUAD CITY INTL (MLI) 3 S UTC−6(−5DT) N41°26.90′ W90°30.45′ CHICAGO

590 B S4 **FUEL** 100LL, JET A LRA ARFF Index—See Remarks NOTAM FILE MLI H–5D, L–28G

RWY 09–27: H10002X150 (ASPH–CONC–GRVD–PFC) S–100, D–173, 2S–175, 2D–353 HIRL IAP, AD

RWY 09: MALSR. Tree.

RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 52′. Tree.

RWY 13–31: H7301X150 (ASPH–CONC–GRVD–PFC) S–60, D–140, 2S–175, 2D–200 HIRL

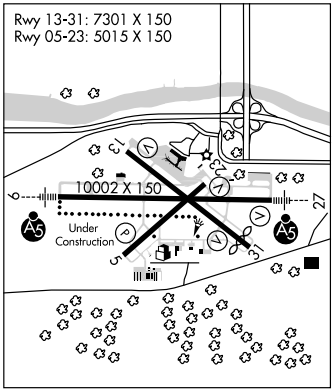
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 48′.Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 54′. Thld dsplcd 522′. Tree.

RWY 05–23: H5015X150 (CONC) S–60, D–75, 2S–95, 2D–120 MIRL

RWY 05: PAPI(P4L)—GA 4.0° TCH 46′. Tree.

RWY 23: VASI(V4L)—GA 3.0° TCH 41′. Road.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09–27	2509
RWY 05	13–31	2509
RWY 09	05–23	5500
RWY 09	13–31	5500
RWY 13	05–23	3100
RWY 13	09–27	3100
RWY 27	05–23	3350
RWY 27	13–31	3350
RWY 31	05–23	2550
RWY 31	09–27	2550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA–10002	TODA–10002	ASDA–10002	LDA–10002
RWY 13:	TORA–7301	TODA–7301	ASDA–7046	LDA–7046
RWY 27:	TORA–10002	TODA–10002	ASDA–10002	LDA–10002
RWY 31:	TORA–7301	TODA–7301	ASDA–7026	LDA–6504

AIRPORT REMARKS: Attended 1100–0400Z‡. Birds and migratory fowl on and invof arpt. Rwy 05–23 and Rwy 13–31 CLOSED 0430–1130Z‡. Construction/earthwork AER 05. Snow removal ops in progress winter months, vehicle operators will monitor CTAF. Arpt CLOSED to air carrier acft with more than 30 passenger seats 0530–1230Z‡ except PPR of arpt manager. Class I, ARFF Index B avbl 1100–0600Z‡ or with PPR from arpt manager; ARFF index C available on request; 24 hr PPR call arpt manager 309–757–1739. Twy K restricted to acft 100,000 lbs gross weight or less. Rwy 09 touchdown and rollout rwy visual range avbl. Rwy 27 touchdown and rollout rwy visual range avbl. When twr clsd HIRL Rwy 09–27 preset on med ints. ACTIVATE MALSR Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS (309) 799–7096. LLWAS.

COMMUNICATIONS: CTAF 119.4 **ATIS** 121.2 **UNICOM** 122.95

MOLINE RCO 122.6 (KANKAKEE RADIO)

Ⓡ **APP/DEP CON** 118.2 (S/SE of active rwy) 125.95 (N/NE of active rwy) (1130–0430Z‡).

Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430–1130Z‡)

TOWER 119.4 (1130–0430Z‡) **GND CON** 121.9 **CLNC DEL** 124.05

AIRSPACE: CLASS C svc 1130–0430Z‡ ctc **APP CON** other times CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE MLI.

MOLINE (L) VORTACW 114.4 MZV Chan 91 N41°19.26′ W90°38.29′ 033° 9.7 NM to fld. 817/5E.

MOLLI NDB (LOM) 215 ML N41°26.94′ W90°37.11′ 089° 5 NM to fld. SHUTDOWN.

ILS/DME 110.5 I–MLI Chan 42 Rwy 09. Class IT. LOM MOLLI NDB. Unmonitored when twr clsd. LOM SHUTDOWN.

ILS/DME 110.5 I–GEQ Chan 42 Rwy 27. Class IB. Unmonitored when twr clsd.

ASR

QUAD CITY SPB (IØ4) 2 S UTC−6(−5DT) N41°27.60′ W90°29.57′ CHICAGO

560 S2 **FUEL** 100LL TPA—960(400)

WATERWAY E–W: 10000X300 (WATER)

WATERWAY E: Rgt tfc.

SEAPLANE REMARKS: Unattended. Radio or phone approval req by Moline twr. Svc by prior agreement. Waterway E p–line crosses river 300′ E of hanger and dock area; highway bridge 300′ W of hangar and dock area.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Tfc information avbl from Quad City twr on 119.4. Individual ops must be approved by Quad City twr on 119.4 or by telephone.

MOLLI N41°26.94′ W90°37.11′ NOTAM FILE MLI. CHICAGO

NDB (LOM) 215 ML 089° 5 NM to Quad City Intl. SHUTDOWN.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-MLI	APP CRS	Rwy Idg 10002
110.5	090°	TDZE 587
Chan 42		Apt Elev 590

ILS or LOC RWY 9

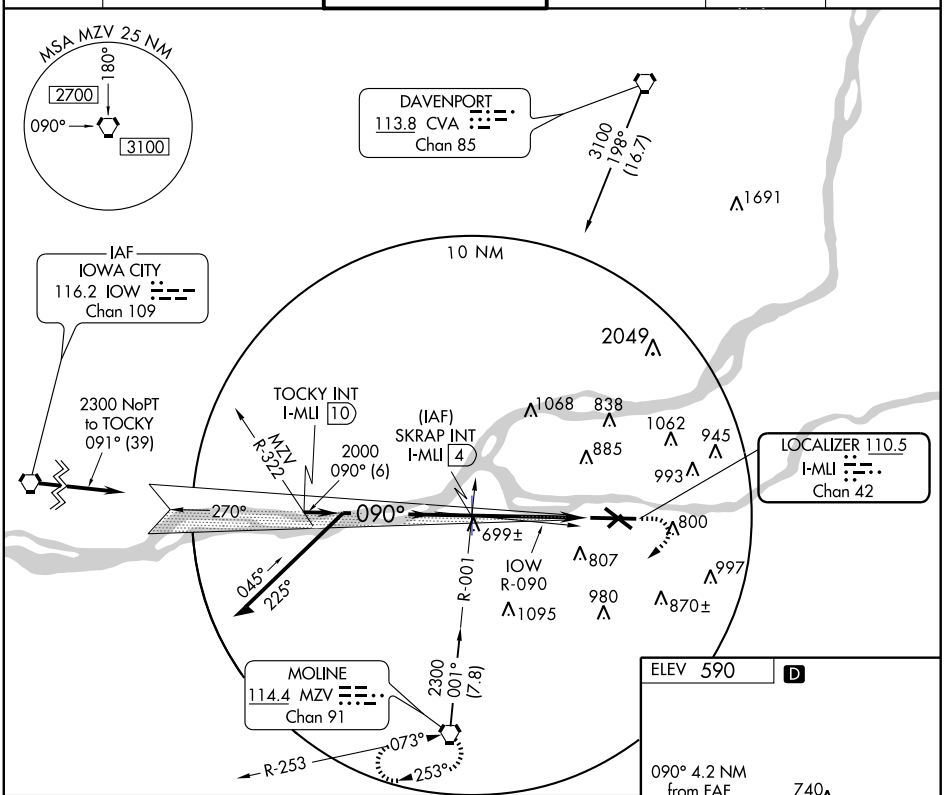
MOLINE / QUAD CITY INTL (MLI)

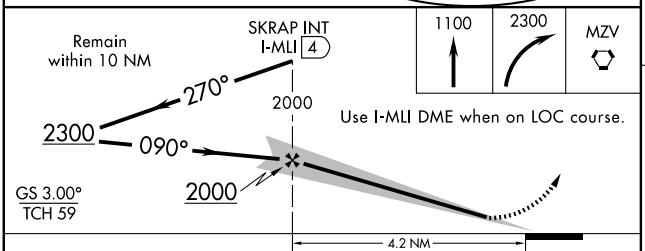
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

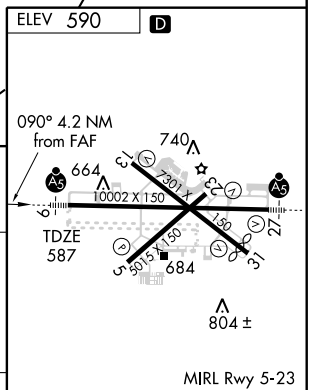
MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 2300 direct MZV VORTAC and hold.

ATIS	QUAD CITY APP CON *	QUAD CITY TOWER *	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) L 257.8	121.9 257.8	124.05	122.95







CATEGORY	A	B	C	D
S-ILS 9	*787/24 200 (200-½)			
S-LOC 9	940/24 353 (400-½)			940/40 353 (400-¾)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GEQ	APP CRS	Rwy Idg	10002
110.5	270°	TDZE	581
Chan 42		Apt Elev	590

ILS or LOC RWY 27

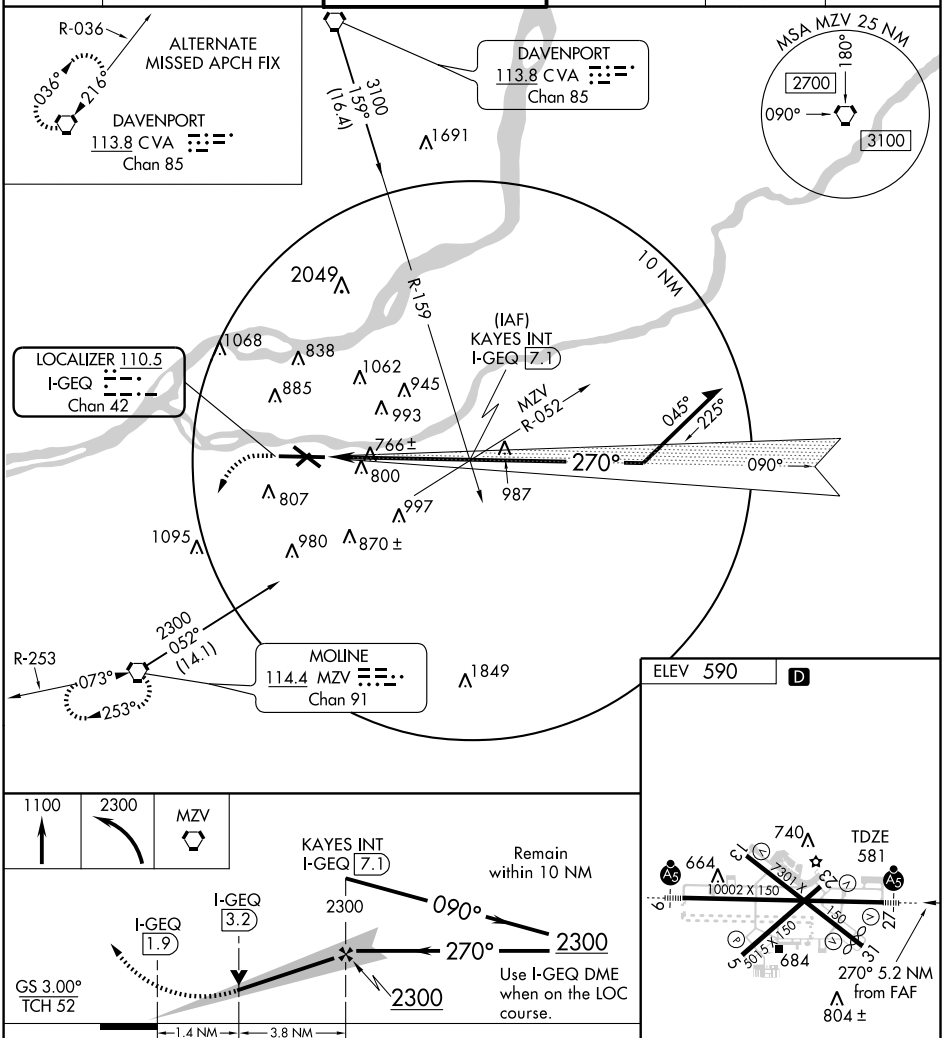
MOLINE / QUAD CITY INTL (MLI)

*1800 RVR authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LOC-27 and Circling Cat C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 2300 direct MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) 257.8	121.9 257.8	124.05	122.95



ELEV 590 D

CATEGORY	A	B	C	D
S-ILS 27	*781/24 200 (200-½)			
S-LOC 27	1060/24 479 (500-½)		1060/40 479 (500-¾)	1060/50 479 (500-1)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 9-27 and 13-31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

MOLINE / QUAD CITY INTL (MLI)

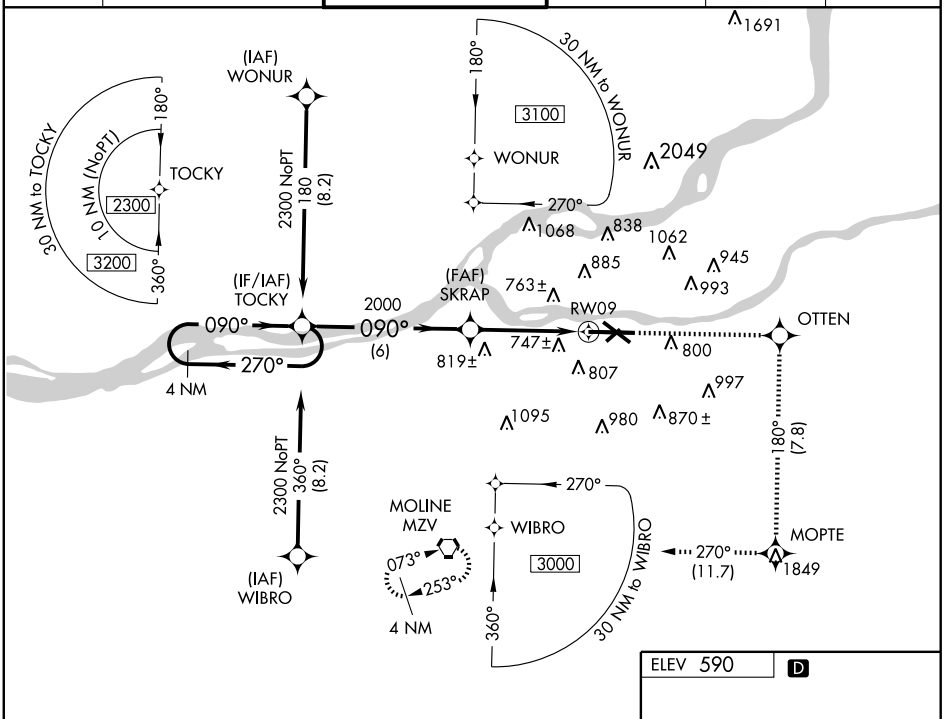
APP CRS	Rwy Idg	10002
090°	TDZE	587
	Apt Elev	590

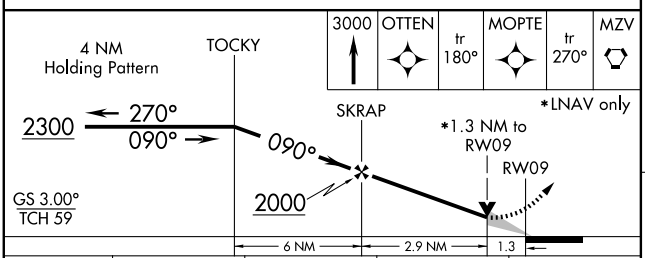
T NA — DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

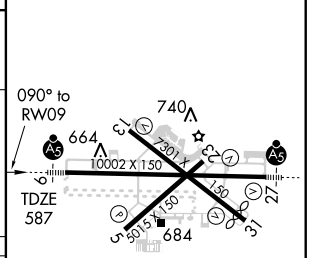
MALSR

MISSED APPROACH: Climb to 3000 direct OTTEN WP, and via 180° track to MOPTE WP and 270° track to MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) L 257.8	121.9 257.8	124.05	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1079/60 492 (500-1¼)			
LNAV MDA	1060/24 473 (500-½)		1060/40 473 (500-¾)	1060/50 473 (500-1)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwy 13-31
HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42515 W13A	APP CRS 126°	Rwy Idg 7046 TDZE 590 Apt Elev 590

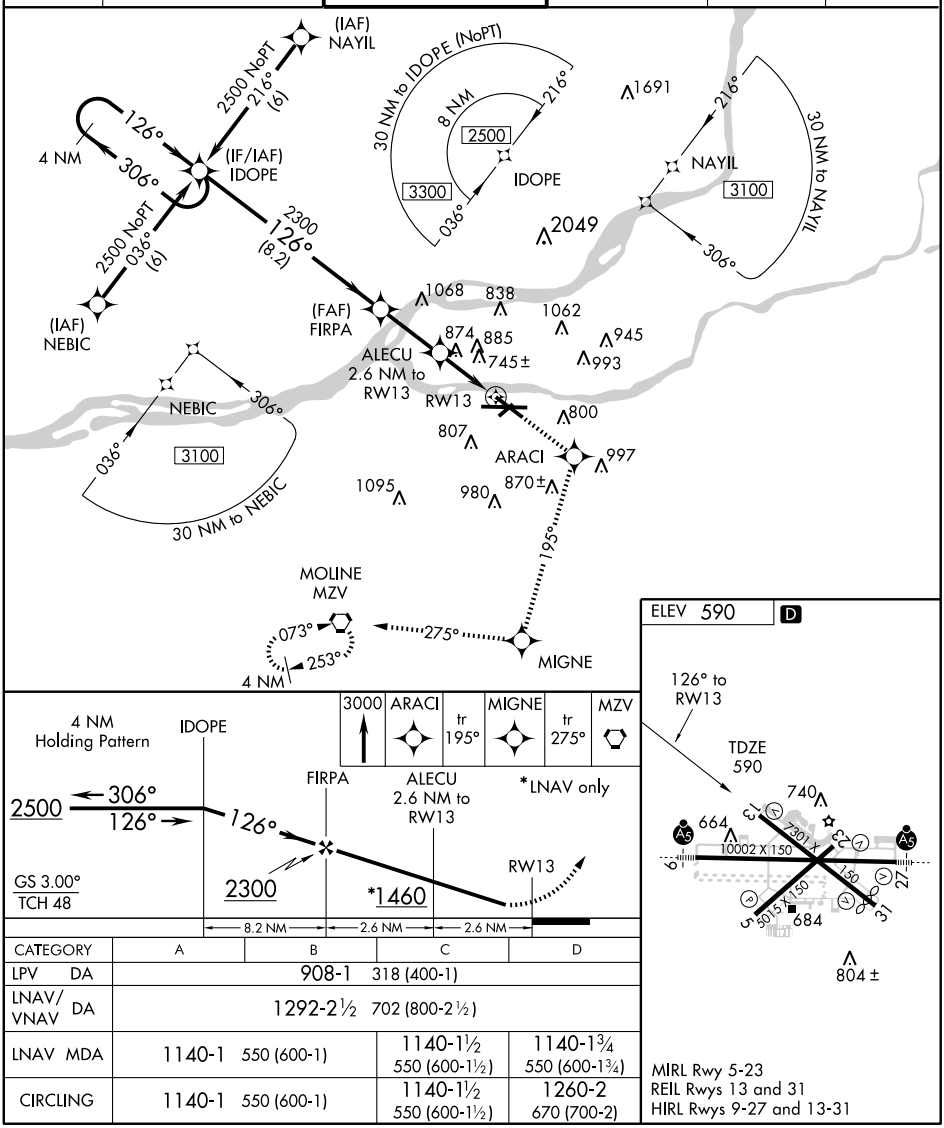
RNAV (GPS) RWY 13

MOLINE / QUAD CITY INTL (MLI)

Straight-in minimums NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARACI and via track 195° to MIGNE and via track 275° to MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) L 257.8	121.9 257.8	124.05	122.95



3000	ARACI	tr 195°	MIGNE	tr 275°	MZV

CATEGORY	A	B	C	D
LPV DA	908-1 318 (400-1)			
LNAV/VNAV DA	1292-2½ 702 (800-2½)			
LNAV MDA	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-1¾ 550 (600-1¾)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86715 W31A	APP CRS 306°	Rwy Idg 6504 TDZE 583 Apt Elev 590

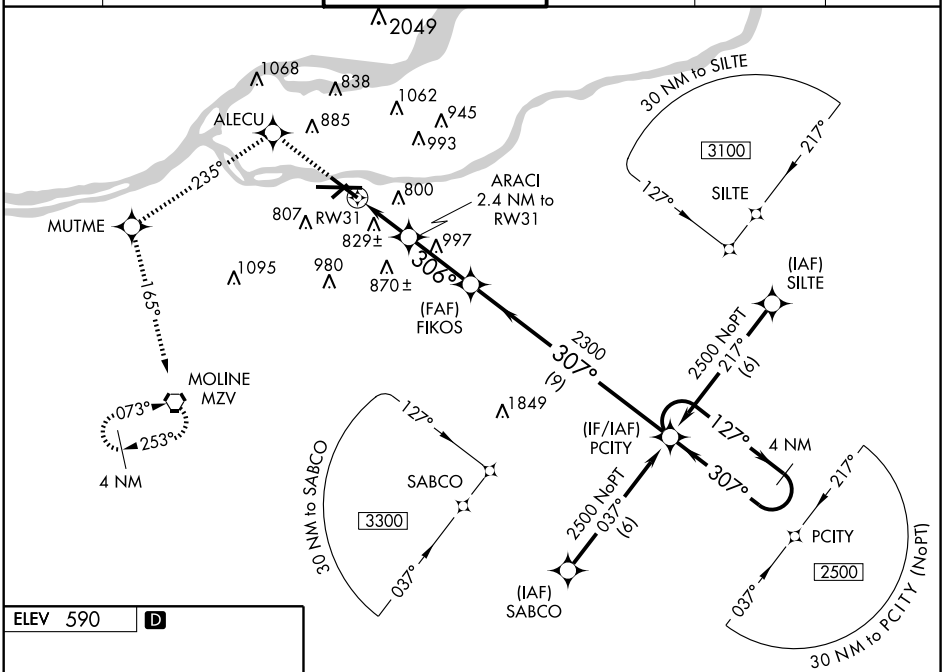
RNAV (GPS) RWY 31

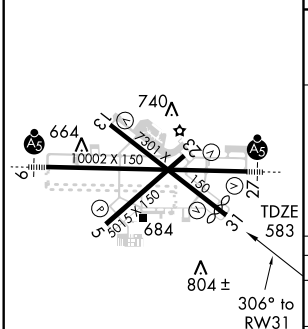
MOLINE / QUAD CITY INTL (MLI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Davenport altimeter setting.

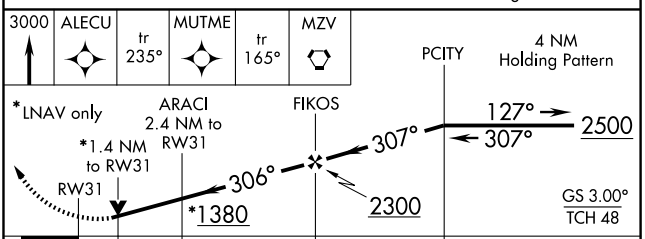
MISSED APPROACH: Climb to 3000 direct ALECU and via track 235° to MUTME and via track 165° to MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) 257.8	121.9 257.8	124.05	122.95





MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 9-27 and 13-31



CATEGORY	A	B	C	D
LPV DA	1031-1½ 448 (500-1½)			
LNAV/VNAV DA	1160-2 577 (600-2)			
LNAV MDA	1080-1 497 (500-1)		1080-1¼ 497 (500-1¼)	1080-1½ 497 (500-1½)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10002
270°	TDZE	581
	Apt Elev	590

RNAV (GPS) Y RWY 27

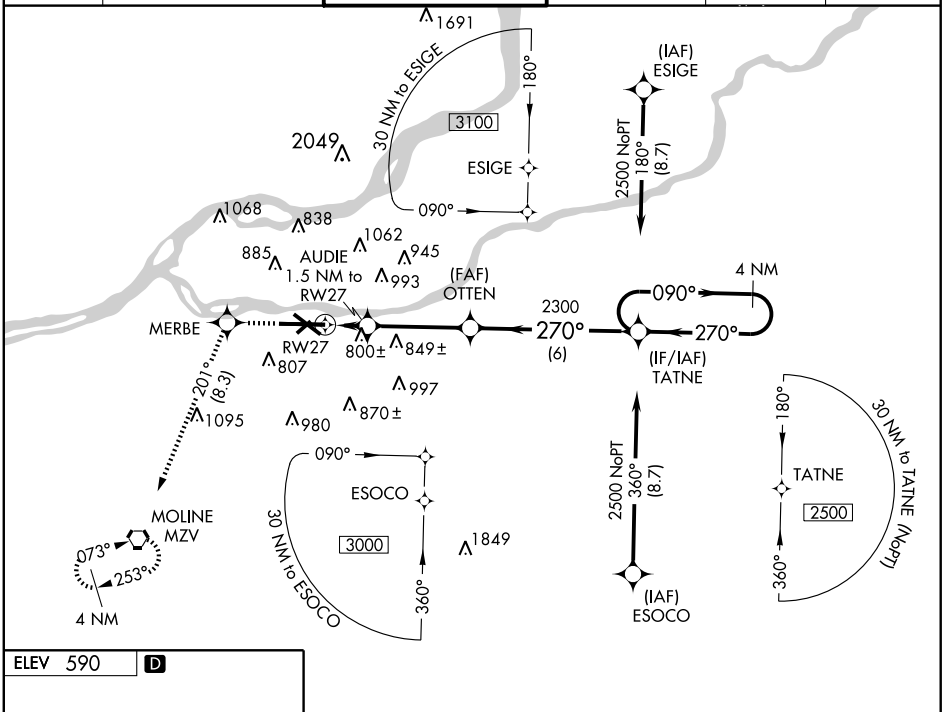
MOLINE / QUAD CITY INTL (MLI)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA

MALSR

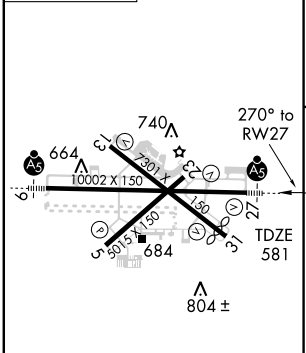
MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.

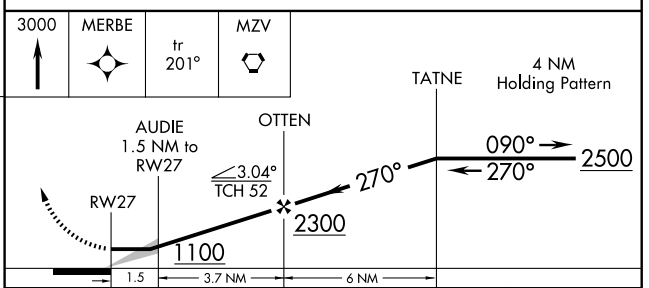
ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) L 257.8	121.9 257.8	124.05	122.95



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	1060/24 479 (500-½)		1060/40 479 (500-¾)	1060/50 479 (500-1)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 13-31
HIRL Rwys 9-27 L

APP CRS	Rwy Idg	10002
270°	TDZE	581
	Apt Elev	590

RNAV (GPS) Z RWY 27

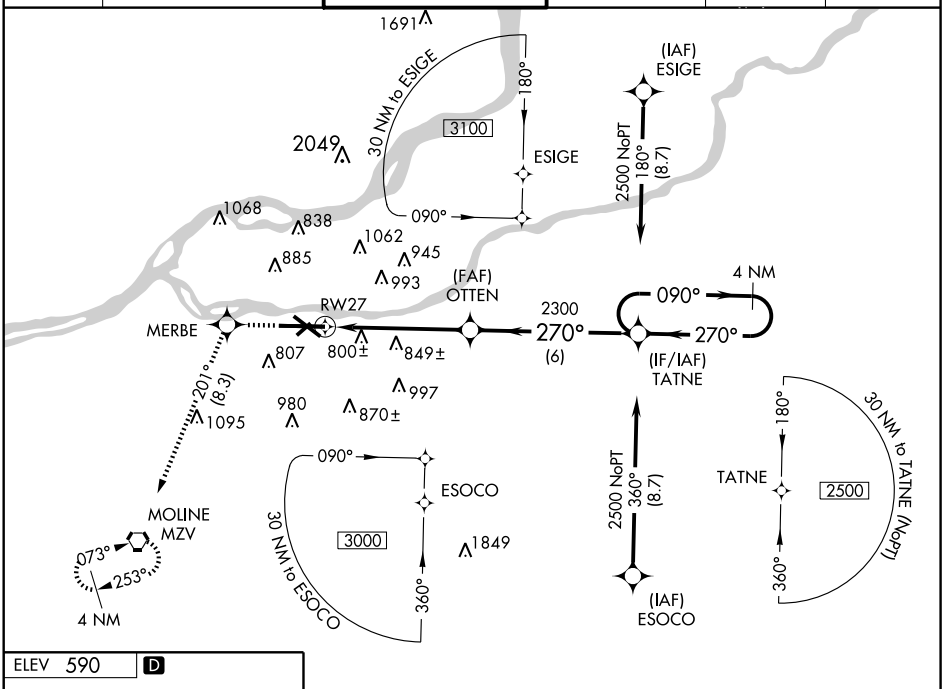
MOLINE / QUAD CITY INTL (MLI)

Baro-VNAV NA below -16°C (4°F)
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

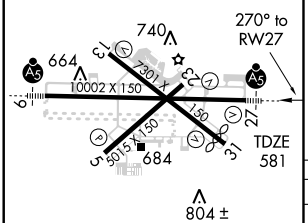
MALSR

MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.

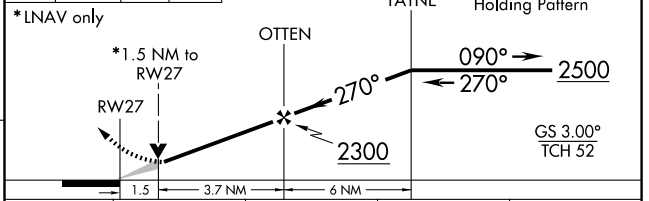
ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) L 257.8	121.9 257.8	124.05	122.95



ELEV 590 D



MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwy 13-31
HIRL Rwy 9-27 L

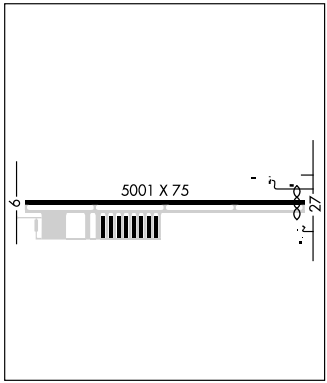


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1120-1½ 539 (600-1½)			
LNAV MDA	1100/24 519 (600-½)		1100/50 519 (600-1)	1100/60 519 (600-1¼)
CIRCLING	1140-2 550 (600-2)			1260-2 670 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

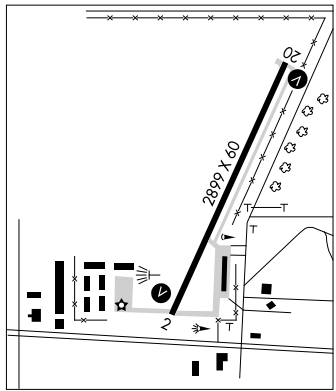
MONEE

BULT FIELD (C56) 3 SE UTC−6(−5DT) N41°22.65′ W87°40.79′ **CHICAGO**
790 **FUEL** 100LL, JET A TPA—1390(600) NOTAM FILE IKK **H–5E, L–28H, A**
RWY 09–27: H5001X75 (CONC) S–60 LIRL **IAP**
RWY 09: Tree. **RWY 27:** Thld dsplcd 151′.
AIRPORT REMARKS: Attended 1400–2300Z‡. 708–534–8282. Fuel available 24 hrs with credit card.
COMMUNICATIONS: CTAF/UNICOM 123.0
PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 036° 8.2 NM to fld. 689/2E.



MONMOUTH MUNI (C66) 2 N UTC−6(−5DT) N40°55.78′ W90°37.87′ **CHICAGO**

753 B **FUEL** 100LL, MOGAS TPA—1553(800) NOTAM FILE IKK **L–27B**
RWY 02–20: H2899X60 (ASPH) S–10 MIRL **IAP**
RWY 02: VASI(V2L)—GA 3.0° TCH 40′. Tree.
RWY 20: VASI(V2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended Tues–Sun 1400–2230Z‡. For fuel after hrs call 309–734–5091. Rwy 02–20 pavement poor on E ramp and twy. MIRL Rwy 02–20 preset on low ints; to increase ints and ACTIVATE VASI Rwys 02 and 20—CTAF. VASI Rwys 02 and 20 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡). **CLNC DEL** 120.7
Ⓡ **CHICAGO CENTER APP/DEP CON** 135.6 (0430–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.
GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24′ W90°26.07′ 264° 9 NM to fld. 760/3E.



APP CRS	Rwy Idg	5001
093°	TDZE	790
	Apt Elev	790

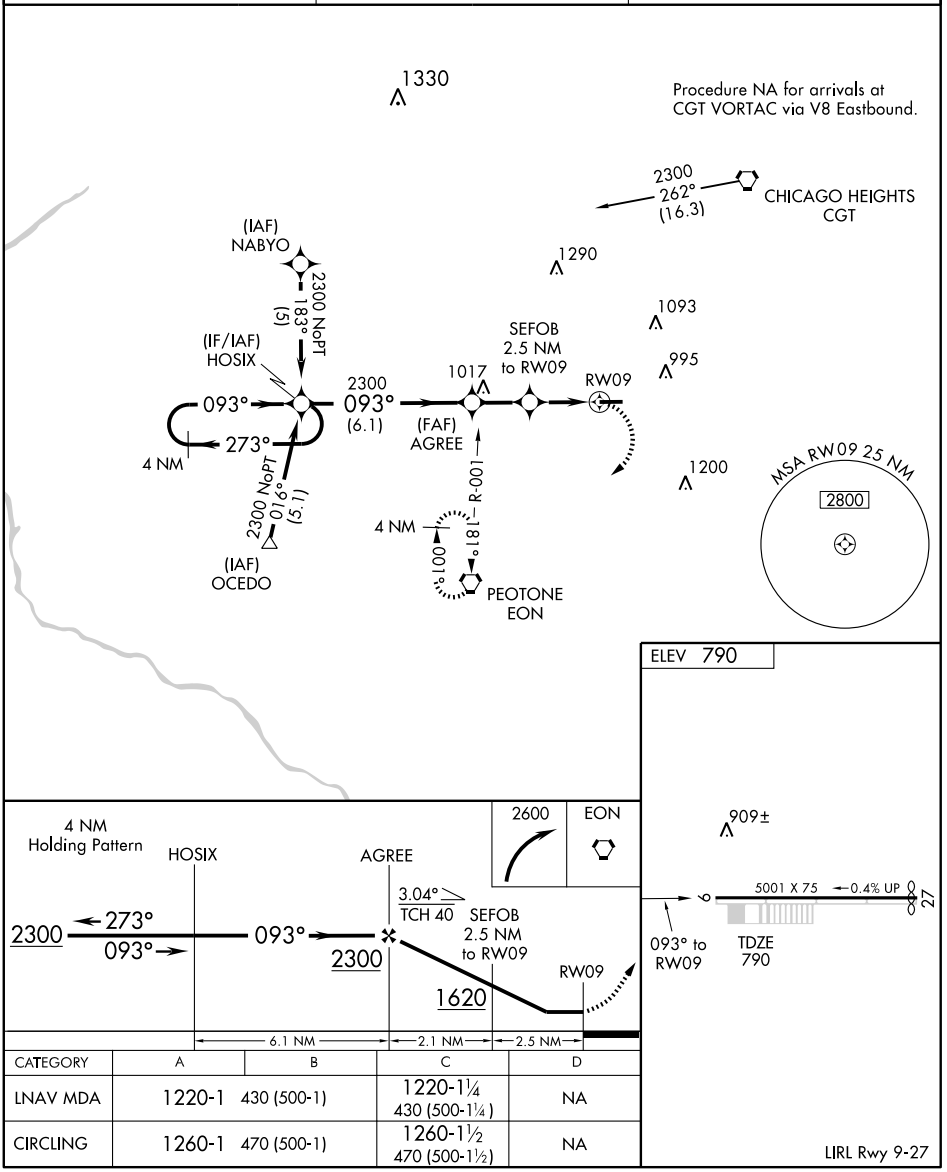
RNAV (GPS) RWY 9

MONEE/ BULT FIELD (C56)

T A NA Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct EON VORTAC and hold.

LANSING AWOS-3	CHICAGO CENTER	UNICOM
119.275	132.5 258.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1220-1	430 (500-1)	1220-1¼ 430 (500-1¼)	NA
CIRCLING	1260-1	470 (500-1)	1260-1½ 470 (500-1½)	NA

LIRL Rwy 9-27

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EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4850
273°	TDZE	778
	Apt Elev	790

RNAV (GPS) RWY 27

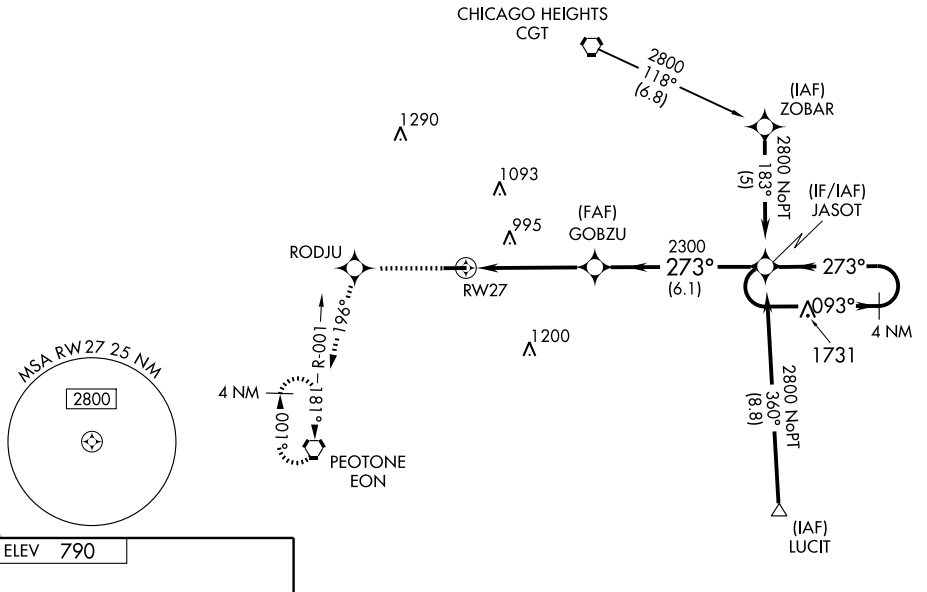
MONEE/ BULT FIELD (C56)

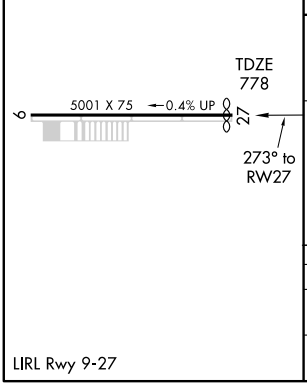
T A NA — Circling to Rwy 9 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

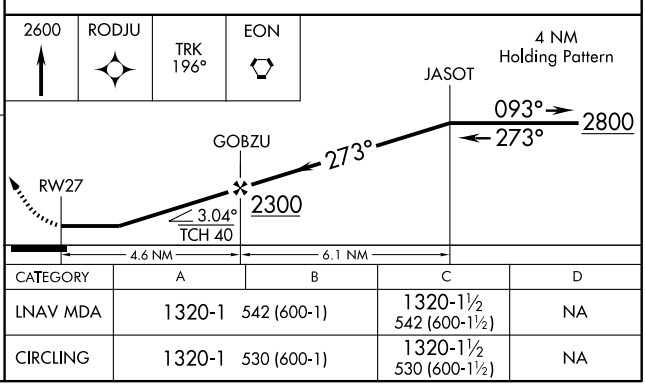
MISSED APPROACH: Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

LANSING AWOS-3	CHICAGO CENTER	UNICOM
119.275	132.5 258.1	123.0 (CTAF)

Procedure NA for arrivals on CGT VORTAC airway radials 087 CW 115.







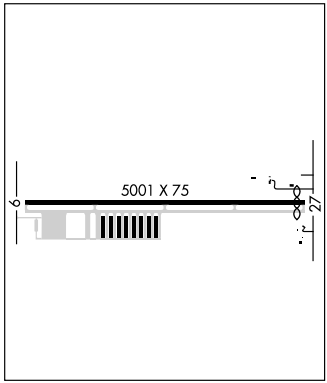
CATEGORY	A	B	C	D
LNAV MDA	1320-1	542 (600-1)	1320-1½ 542 (600-1½)	NA
CIRCLING	1320-1	530 (600-1)	1320-1½ 530 (600-1½)	NA

LIRL Rwy 9-27

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EC-3, 21 OCT 2010 to 18 NOV 2010

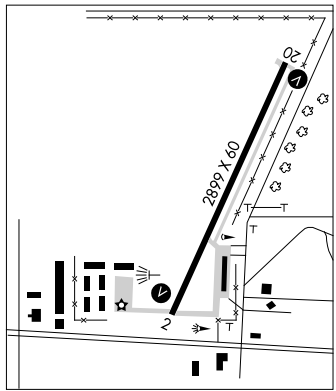
MONEE

BULT FIELD (C56) 3 SE UTC−6(−5DT) N41°22.65′ W87°40.79′ **CHICAGO**
790 **FUEL** 100LL, JET A TPA—1390(600) NOTAM FILE IKK **H–5E, L–28H, A**
RWY 09–27: H5001X75 (CONC) S–60 LIRL **IAP**
RWY 09: Tree. **RWY 27:** Thld dsplcd 151′.
AIRPORT REMARKS: Attended 1400–2300Z‡. 708–534–8282. Fuel available 24 hrs with credit card.
COMMUNICATIONS: CTAF/UNICOM 123.0
PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 036° 8.2 NM to fld. 689/2E.



MONMOUTH MUNI (C66) 2 N UTC−6(−5DT) N40°55.78′ W90°37.87′ **CHICAGO**

753 B **FUEL** 100LL, MOGAS TPA—1553(800) NOTAM FILE IKK **L–27B**
RWY 02–20: H2899X60 (ASPH) S–10 MIRL **IAP**
RWY 02: VASI(V2L)—GA 3.0° TCH 40′. Tree.
RWY 20: VASI(V2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended Tues–Sun 1400–2230Z‡. For fuel after hrs call 309–734–5091. Rwy 02–20 pavement poor on E ramp and twy. MIRL Rwy 02–20 preset on low ints; to increase ints and ACTIVATE VASI Rwys 02 and 20—CTAF. VASI Rwys 02 and 20 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡). **CLNC DEL** 120.7
Ⓡ **CHICAGO CENTER APP/DEP CON** 135.6 (0430–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.
GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24′ W90°26.07′ 264° 9 NM to fld. 760/3E.



VOR/DME GBG	APP CRS	Rwy Idg	N/A
109.8	264°	TDZE	N/A
Chan 35		Apt Elev	753

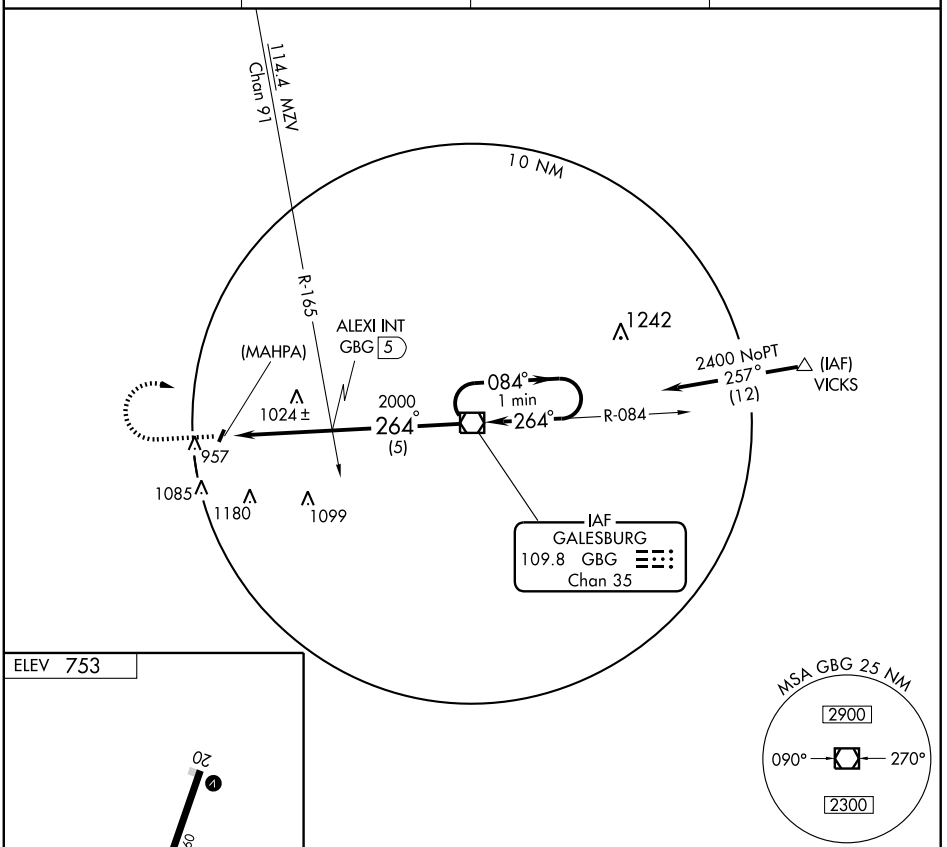
VOR or GPS-A
MONMOUTH MUNI (C66)

Use Galesburg altimeter setting, if not received, use Moline altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 2400 then right turn direct GBG VOR/DME and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	122.8(CTAF) L



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
CIRCLING	1360-1	607 (700-1)	1360-1¾ 607 (700-1¾)	NA

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EC-3, 21 OCT 2010 to 18 NOV 2010

MONTICELLO

PIATT CO (2KØ) 2 SE UTC−6(−5DT) N40°00.32′ W88°33.52′ **CHICAGO**

740 B S4 **FUEL** 100LL, MOGAS TPA—1540(800) NOTAM FILE STL **L–27C**

RWY 18–36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N **IAP**

RWY 18: Vent pipe. **RWY 36:** Tree.

AIRPORT REMARKS: Attended Sat–Sun irregularly. For fuel call 217–762–9091/5586/7148. Extensive glider opns weekends. Model acft opr 3.25 NM N–NE of arpt. No line of sight between rwy ends. Tkf to the S to avoid noise sensitive area N of arpt. ACTIVATE NSTD MIRL Rwy 18–36—CTAF. Rwy 18–36 NSTD MIRL fixture spacing and lgt ints varies.

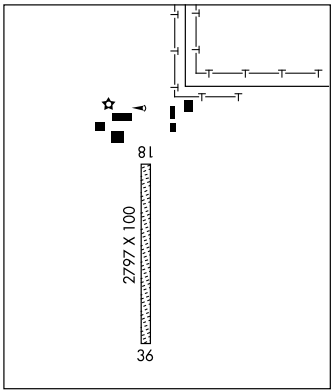
COMMUNICATIONS: CTAF 122.9

Ⓡ **CHAMPAIGN APP/DEP CON** 132.85 (1200–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 125.05 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07′ W88°16.56′ 259° 13.1 NM to fld. 745/3E.



MORRIS MUNI–JAMES R. WASHBURN FLD

(CØ9) 4 N UTC−6(−5DT) N41°25.44′ W88°25.12′ **CHICAGO**

584 B S4 **FUEL** 80, 100LL, JET A TPA—1384(800) NOTAM FILE C09 **H–5E, L–28H, A**

RWY 18–36: H5000X75 (ASPH) S–4, D–125 MIRL 0.4% up N **IAP**

RWY 18: REIL. Building.

RWY 36: REIL. Antenna.

AIRPORT REMARKS: Attended 1400–0200Z‡. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE REIL Rwys 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.175 (815) 941–1815.

COMMUNICATIONS: CTAF/UNICOM 122.8

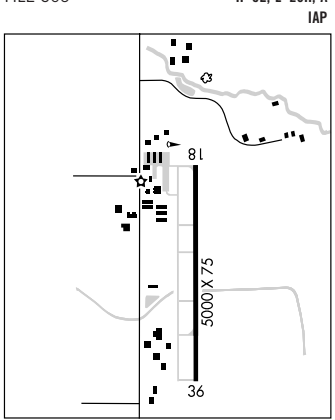
JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 210° 8.6 NM to fld. 592/2E.



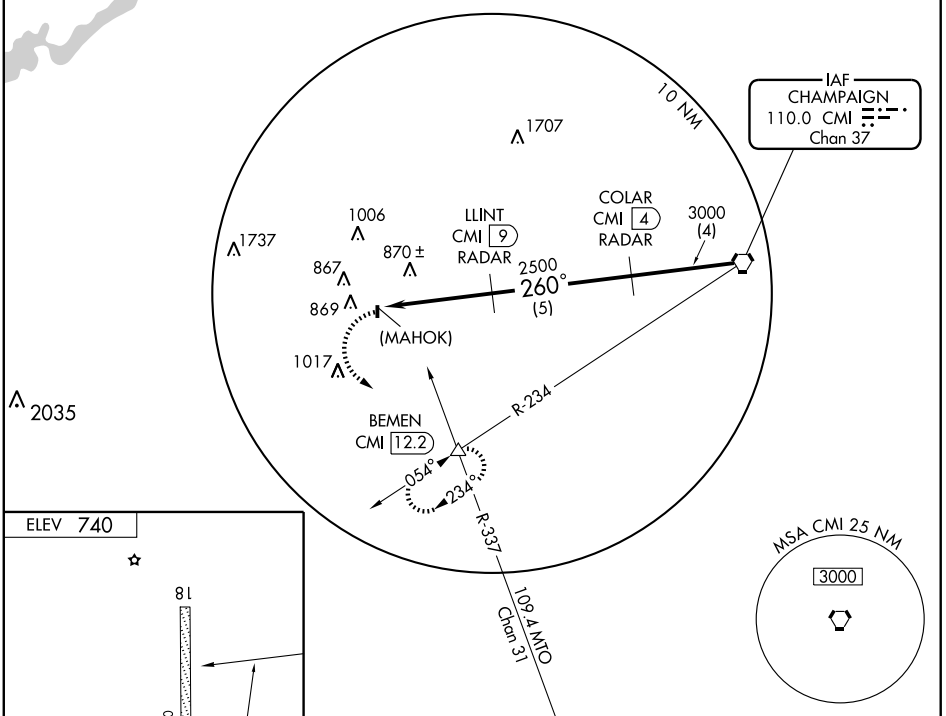
VORTAC CMI 110.0 Chan 37	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 740

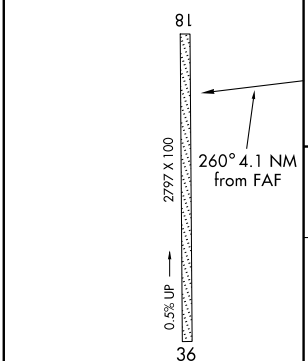
VOR or GPS-A

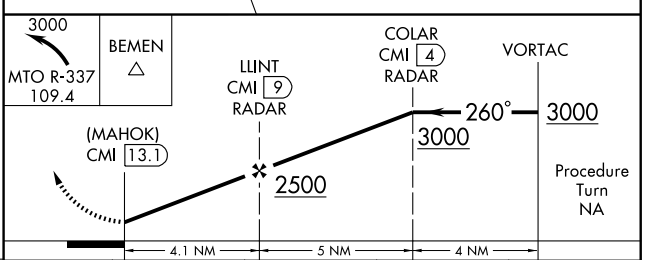
MONTICELLO/ PIATT COUNTY (2K0)

NA Use Champaign altimeter setting, when not available, use Decatur altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via MTO R-337 to BEMEN Int and hold.
CHAMPAIGN APP CON ★ 132.85 291.0	CTAF 122.9 L

DME or RADAR REQUIRED







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1240-1 500 (500-1)		1240-1½ 500 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MONTICELLO

PIATT CO (2KØ) 2 SE UTC−6(−5DT) N40°00.32′ W88°33.52′ **CHICAGO**

740 B S4 **FUEL** 100LL, MOGAS TPA—1540(800) NOTAM FILE STL **L–27C**

RWY 18–36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N **IAP**

RWY 18: Vent pipe. **RWY 36:** Tree.

AIRPORT REMARKS: Attended Sat–Sun irregularly. For fuel call 217–762–9091/5586/7148. Extensive glider opns weekends. Model acft opr 3.25 NM N–NE of arpt. No line of sight between rwy ends. Tkf to the S to avoid noise sensitive area N of arpt. ACTIVATE NSTD MIRL Rwy 18–36—CTAF. Rwy 18–36 NSTD MIRL fixture spacing and lgt ints varies.

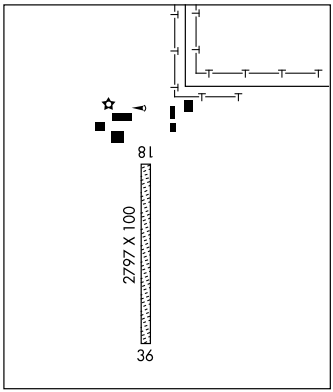
COMMUNICATIONS: CTAF 122.9

Ⓡ **CHAMPAIGN APP/DEP CON** 132.85 (1200–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 125.05 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07′ W88°16.56′ 259° 13.1 NM to fld. 745/3E.



MORRIS MUNI–JAMES R. WASHBURN FLD

(CØ9) 4 N UTC−6(−5DT) N41°25.44′ W88°25.12′ **CHICAGO**

584 B S4 **FUEL** 80, 100LL, JET A TPA—1384(800) NOTAM FILE C09 **H–5E, L–28H, A**

RWY 18–36: H5000X75 (ASPH) S–4, D–125 MIRL 0.4% up N **IAP**

RWY 18: REIL. Building.

RWY 36: REIL. Antenna.

AIRPORT REMARKS: Attended 1400–0200Z‡. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE REIL Rwys 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.175 (815) 941–1815.

COMMUNICATIONS: CTAF/UNICOM 122.8

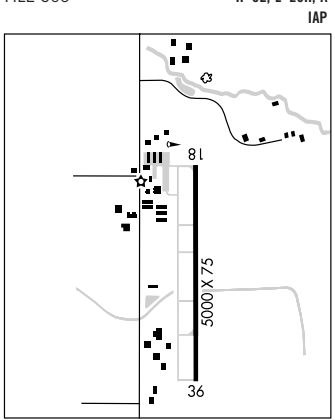
JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 210° 8.6 NM to fld. 592/2E.



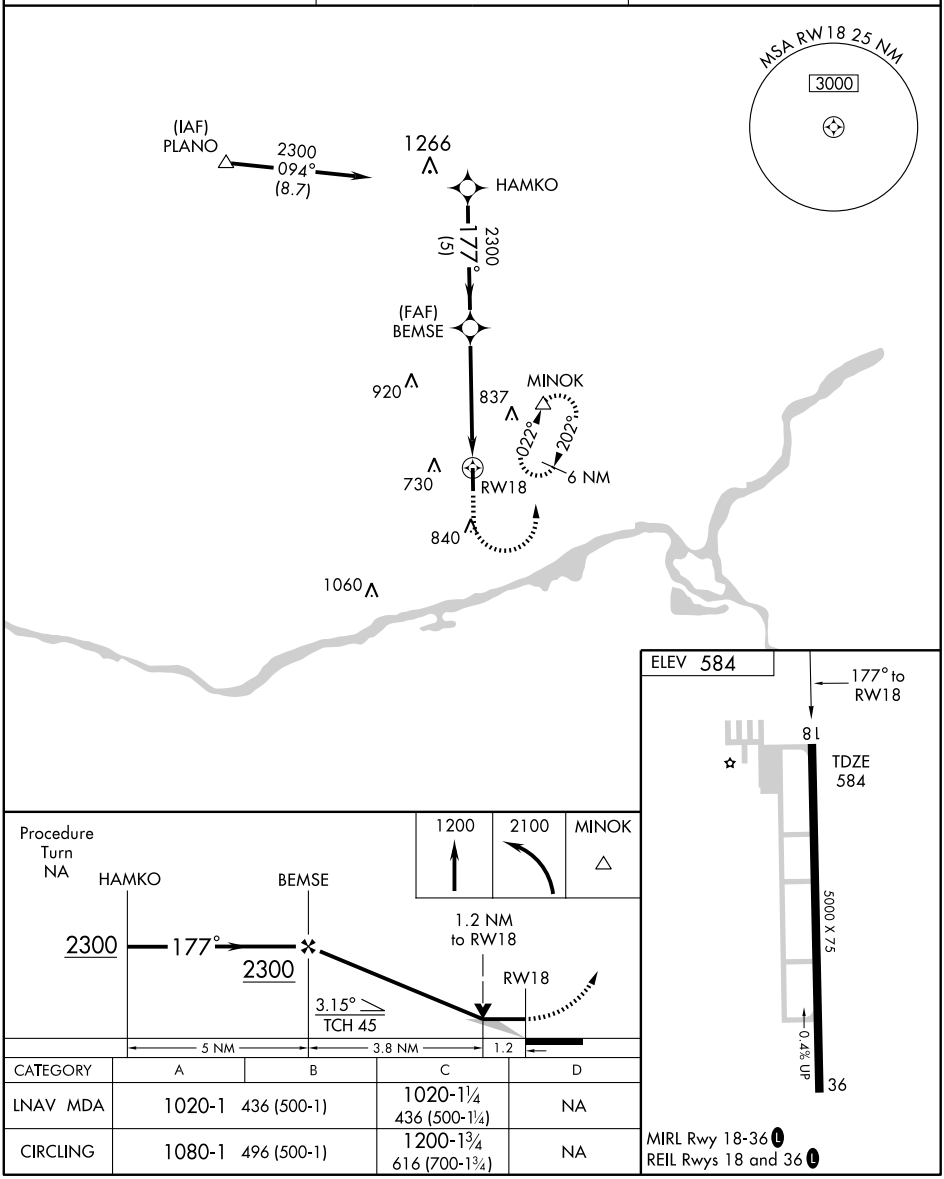
APP CRS	Rwy Idg	5000
177°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 18

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct MINOK WP and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.175	119.35 388.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1	436 (500-1)	1020-1¼ 436 (500-1¼)	NA
CIRCLING	1080-1	496 (500-1)	1200-1¾ 616 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

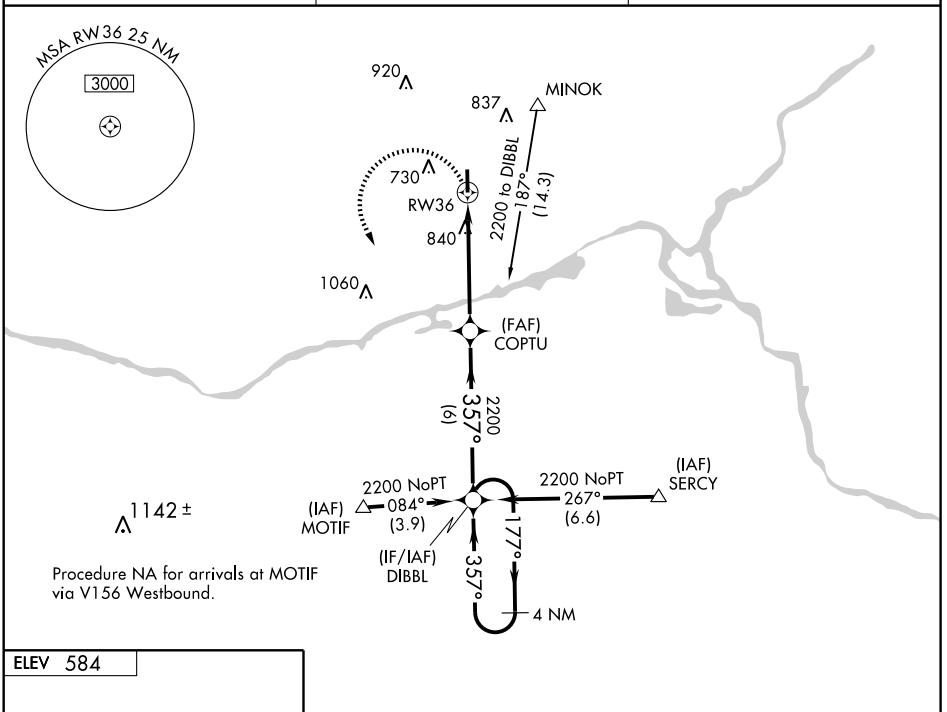
MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

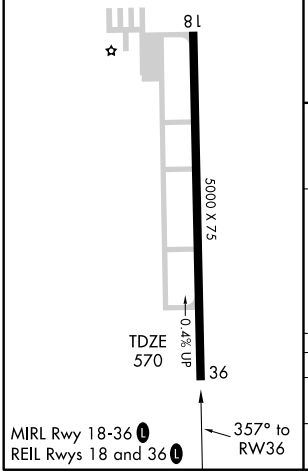
APP CRS	Rwy Idg	5000
357°	TDZE	570
	Apt Elev	584

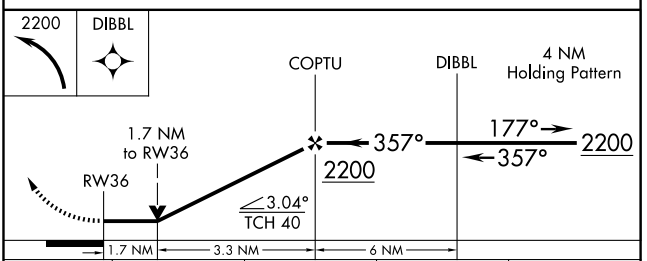
When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV Cat. C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.175	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1 570 (600-1)		1140-1½ 570 (600-1½)	NA
CIRCLING	1140-1 556 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

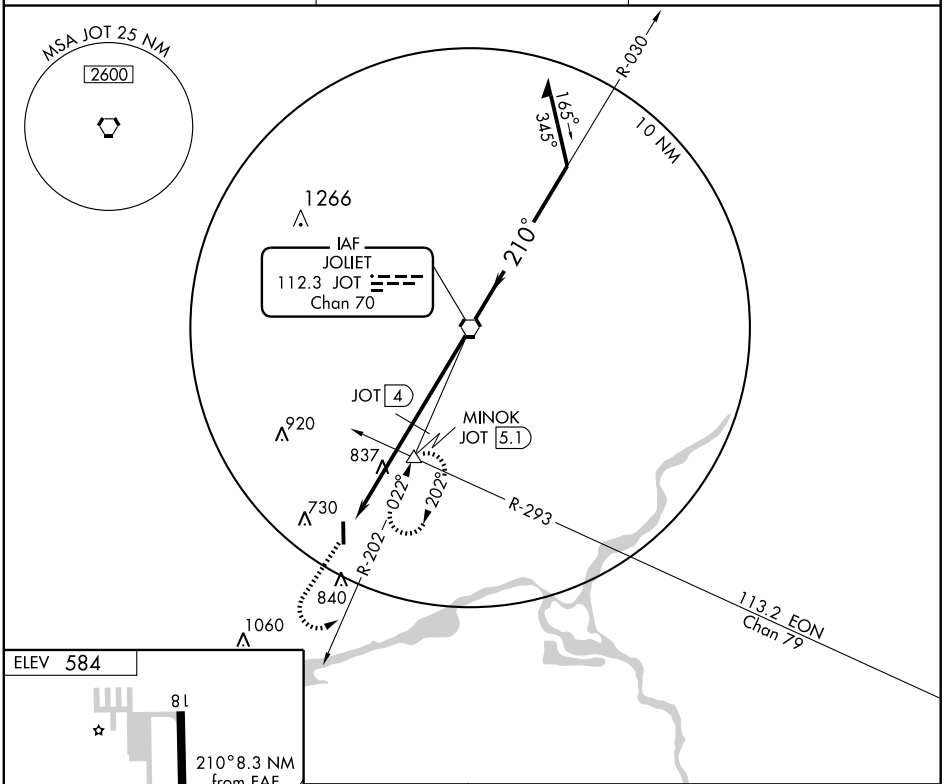
VORTAC JOT 112.3 Chan 70	APP CRS 210°	Rwy Idg N/A TDZE N/A Apt Elev 584

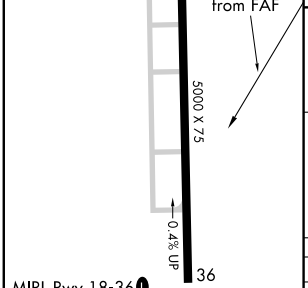
VOR-A

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

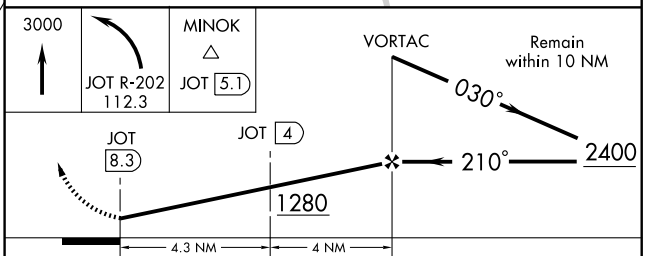
MISSED APPROACH: Climb to 3000 then left turn via JOT R-202 to MINOK Int/JOT 5.1 DME and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.175	119.35 388.0	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

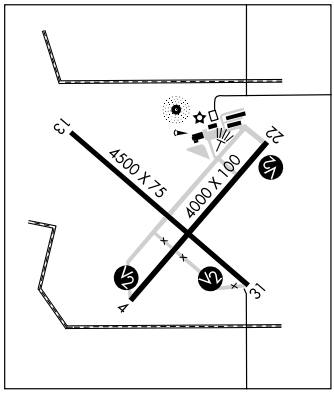


FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY	A	B	C	D
CIRCLING	1280-1 696 (700-1)		1280-2 696 (700-2)	NA
DME MINIMUMS				
CIRCLING	1100-1 516 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT CARMEL MUNI (AJG) 12 N UTC−6(−5DT) N38°36.39′ W87°43.60′ **ST LOUIS**
429 B S2 **FUEL** 100LL NOTAM FILE AJG **L–27D**
RWY 13–31: H4500X75 (ASPH) MIRL **IAP**
RWY 13: Tree. **RWY 31:** REIL. PVASI (PSIL)—GA 3.0° TCH 25′.
RWY 04–22: H4000X100 (ASPH) S–11 MIRL
RWY 04: REIL. PVASI(PSIL)—GA 3.0° TCH 29′. Tree.
RWY 22: REIL. PVASI(PSIL)—GA 3.0° TCH 29′. Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Agriculture ops invof arpt. Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04–22 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 13–31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.9 (618) 948–2184.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **EVANSVILLE APP/DEP CON** 125.6 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19′ W87°36.23′ 212° 11.4 NM to fld. 430/1W.
NDB (MHW) 524 AJG N38°36.71′ W87°43.53′ at fld. NOTAM FILE AJG.

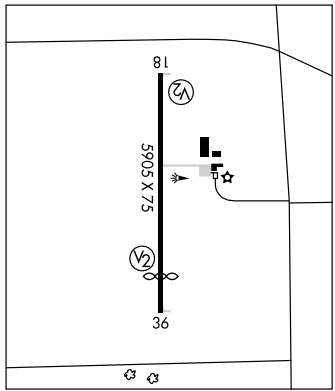


MOUNT HAWLEY AUXILIARY (See PEORIA)

MOUNT MORRIS

OGLE CO (C55) 2 SE UTC−6(−5DT) N42°02.24′ W89°23.57′ **CHICAGO**
929 B TPA—See Remarks NOTAM FILE IKK
RWY 09–27: 2640X200 (TURF) LIRL (NSTD)
RWY 09: Trees.
AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL due to spacing; ints and non–frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329 (400). +10′ corn may be on rwy ends during growing season.
COMMUNICATIONS: CTAF 122.9

MOUNT STERLING MUNI (I63) 2 W UTC−6(−5DT) N39°59.12′ W90°48.25′ **ST LOUIS**
734 B **FUEL** 100LL, JET A NOTAM FILE STL **H–5D, L–27B**
RWY 18–36: H5905X75 (ASPH) MIRL 0.3% up N **IAP**
RWY 18: PVASI(PSIL)—GA 3.0° TCH 25′. Pole.
RWY 36: PVASI(PSIL)—GA 3.0° TCH 27′. Tree.
AIRPORT REMARKS: Attended irregularly. Fuel now avbl to public–self service. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87′ W91°16.74′ 064° 23.4 NM to fld. 715/5E. **HIWAS.**



APP CRS	Rwy Idg	4000
043°	TDZE	429
	Apt Elev	429

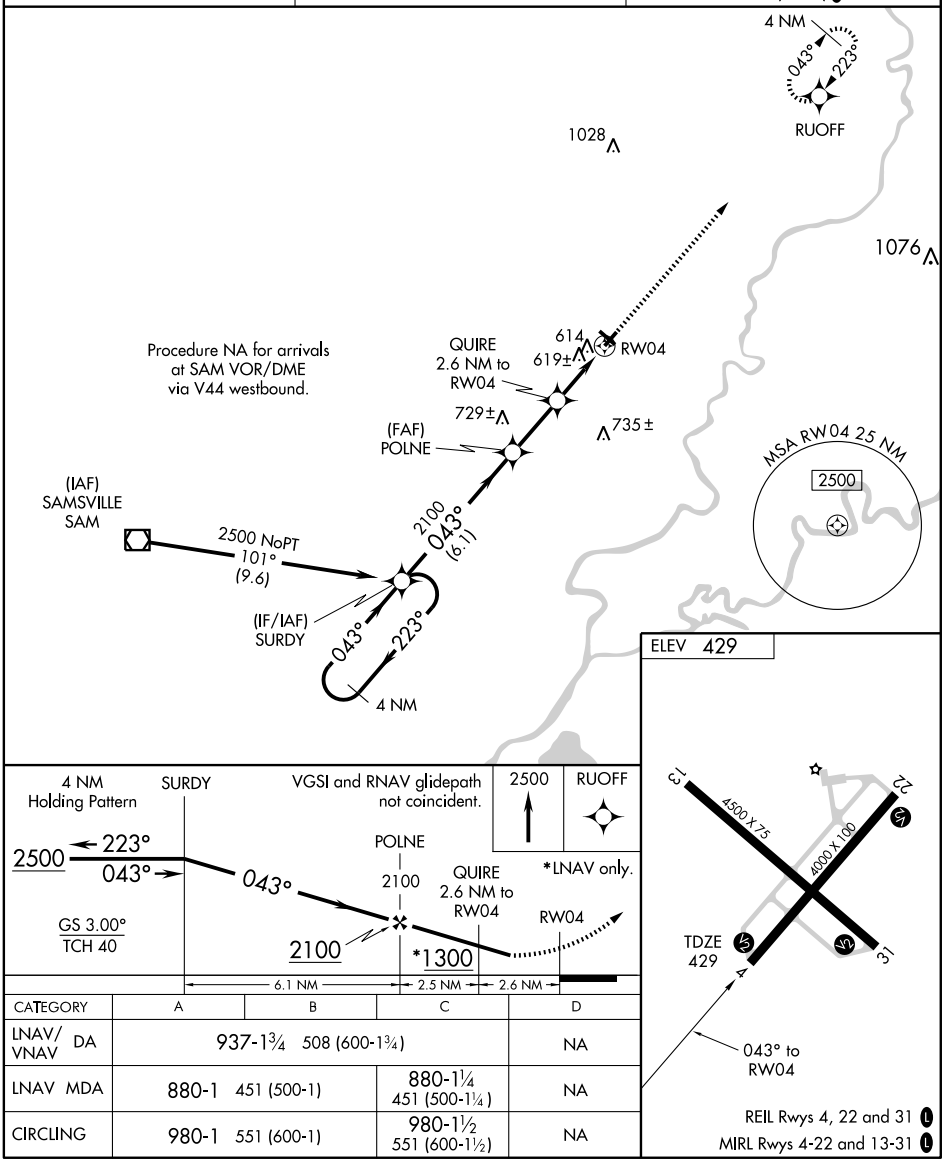
RNAV (GPS) RWY 4

MT. CARMEL MUNI (AJG)

When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct RUOFF and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
134.9	125.6 267.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	937-1¾ 508 (600-1¾)			NA
LNAV MDA	880-1 451 (500-1)		880-1¼ 451 (500-1¼)	NA
CIRCLING	980-1 551 (600-1)		980-1½ 551 (600-1½)	NA

REIL Rwys 4, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

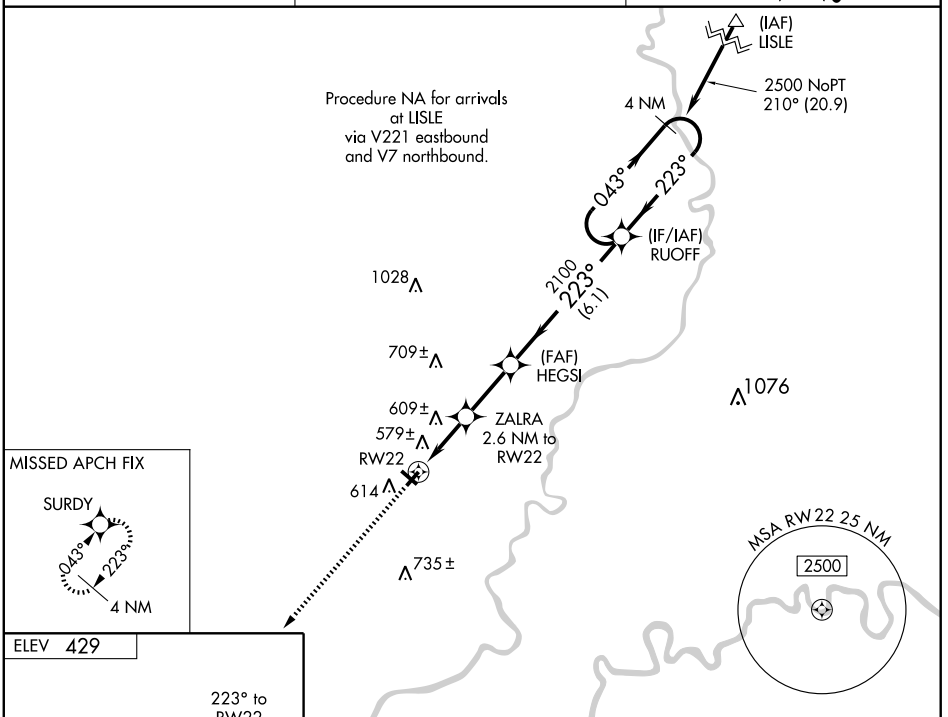
MT. CARMEL MUNI (AJG)

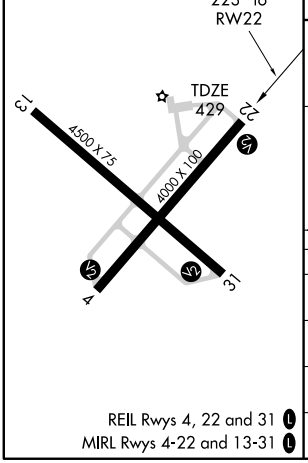
WAAS	APP CRS	Rwy Idg	4000
CH 53317	223°	TDZE	429
W22A		Apt Elev	429

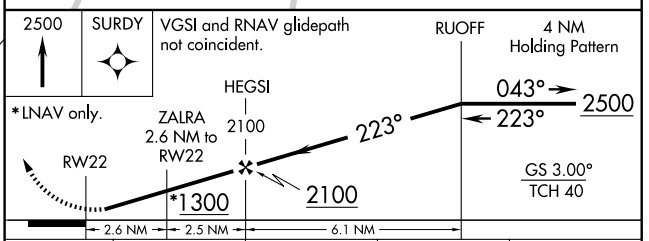
When VGSI inoperative, Straight-in/Circling Rwy 22 procedure NA at night. When VGSI inoperative, Circling Rwy 4 NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct SURDY and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
134.9	125.6 267.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	679-1 250 (300-1)			NA
LNAV/VNAV DA	888-1¾ 459 (500-1¾)			NA
LNAV MDA	860-1 431 (500-1)		860-1¼ 431 (500-1¼)	NA
CIRCLING	980-1 551 (600-1)		980-1½ 551 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
313°	TDZE	429
	Apt Elev	429

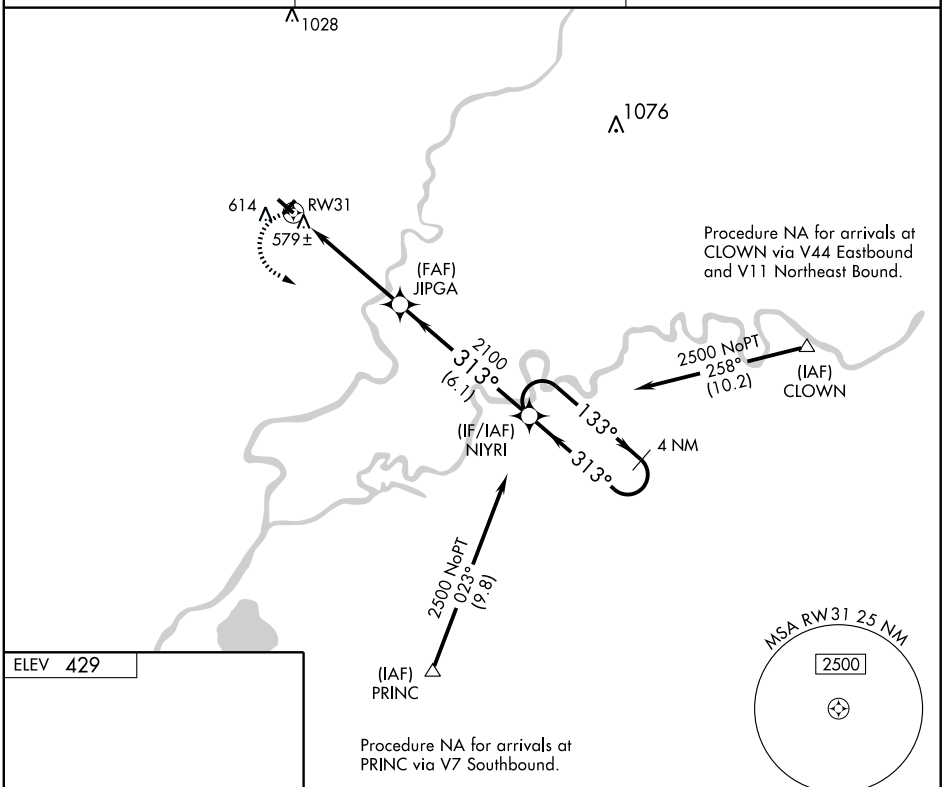
RNAV (GPS) RWY 31

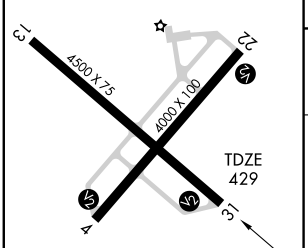
MT. CARMEL MUNI (AJG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat. D visibility ¼ mile.

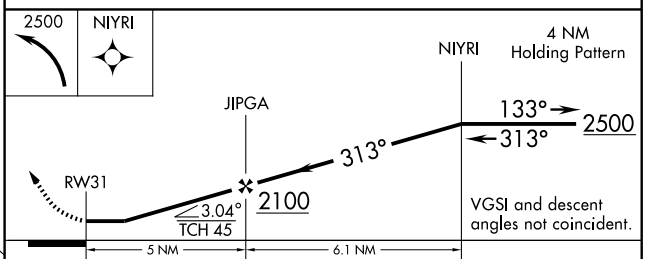
MISSED APPROACH: Climbing left to turn 2500 direct NIYRI and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
134.9	125.6 267.9	122.7 (CTAF) L





REIL Rwys 4, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	840-1 411 (500-1)		840-1¼ 411 (500-1¼)	
CIRCLING	980-1 551 (600-1)		980-1½ 551 (600-1½)	980-2 551 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWV	APP CRS	Rwy Idg	4000
108.8	211°	TDZE	429
Chan 25		Apt Elev	429

VOR RWY 22

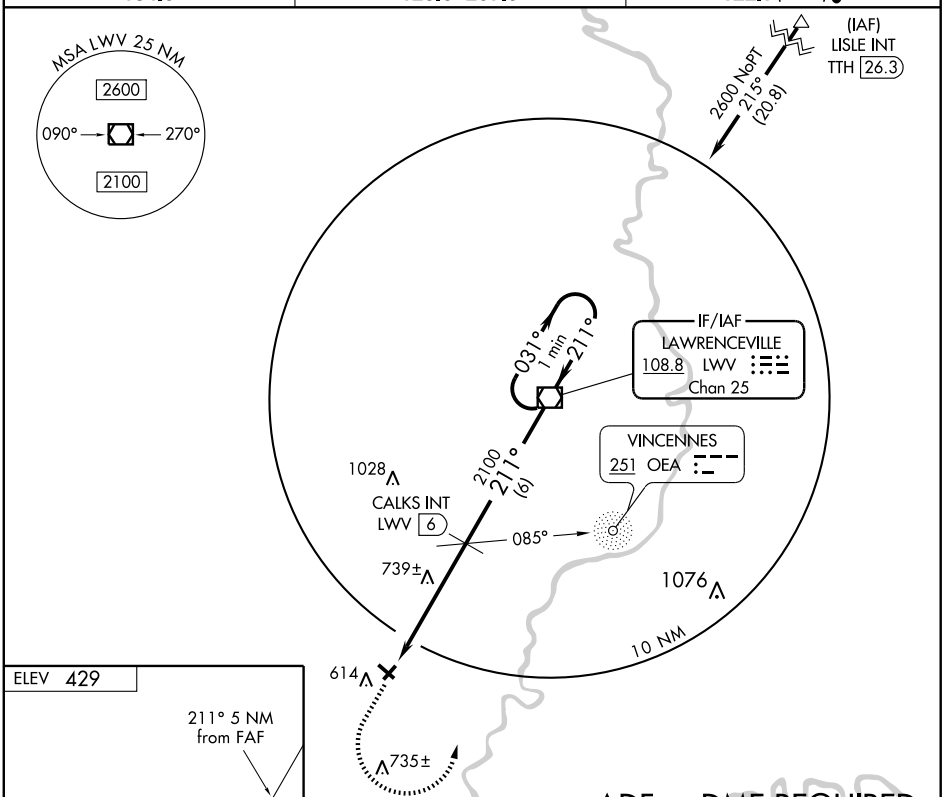
MT. CARMEL MUNI (AJG)

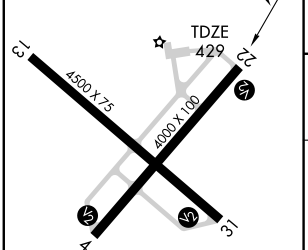
Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct LWV VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
134.9	125.6 267.9	122.7 (CTAF) L

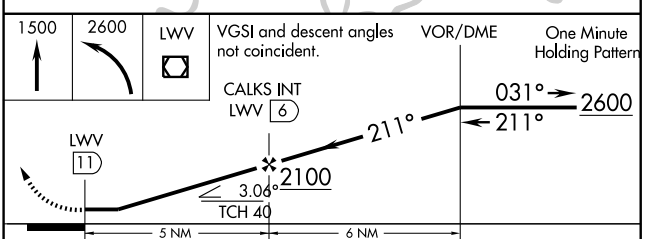




REIL Rwys 4, 22 and 31 L

MIRL Rwys 4-22 and 13-31 L

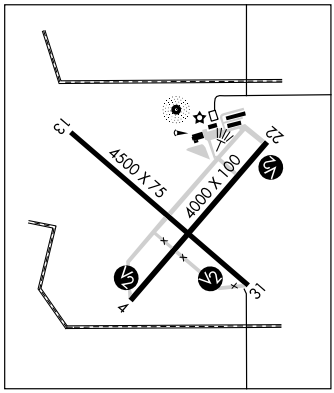
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-22	1000-1	571 (600-1)	1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1	571 (600-1)	1000-1½ 571 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT CARMEL MUNI (AJG) 12 N UTC−6(−5DT) N38°36.39′ W87°43.60′ **ST LOUIS**
429 B S2 **FUEL** 100LL NOTAM FILE AJG **L–27D**
RWY 13–31: H4500X75 (ASPH) MIRL **IAP**
RWY 13: Tree. **RWY 31:** REIL. PVASI (PSIL)—GA 3.0° TCH 25′.
RWY 04–22: H4000X100 (ASPH) S–11 MIRL
RWY 04: REIL. PVASI(PSIL)—GA 3.0° TCH 29′. Tree.
RWY 22: REIL. PVASI(PSIL)—GA 3.0° TCH 29′. Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Agriculture ops invof arpt. Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04–22 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 13–31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.9 (618) 948–2184.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **EVANSVILLE APP/DEP CON** 125.6 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19′ W87°36.23′ 212° 11.4 NM to fld. 430/1W.
NDB (MHW) 524 AJG N38°36.71′ W87°43.53′ at fld. NOTAM FILE AJG.

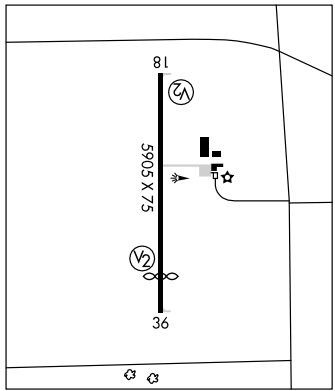


MOUNT HAWLEY AUXILIARY (See PEORIA)

MOUNT MORRIS

OGLE CO (C55) 2 SE UTC−6(−5DT) N42°02.24′ W89°23.57′ **CHICAGO**
929 B TPA—See Remarks NOTAM FILE IKK
RWY 09–27: 2640X200 (TURF) LIRL (NSTD)
RWY 09: Trees.
AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL due to spacing; ints and non–frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329 (400). +10′ corn may be on rwy ends during growing season.
COMMUNICATIONS: CTAF 122.9

MOUNT STERLING MUNI (I63) 2 W UTC−6(−5DT) N39°59.12′ W90°48.25′ **ST LOUIS**
734 B **FUEL** 100LL, JET A NOTAM FILE STL **H–5D, L–27B**
RWY 18–36: H5905X75 (ASPH) MIRL 0.3% up N **IAP**
RWY 18: PVASI(PSIL)—GA 3.0° TCH 25′. Pole.
RWY 36: PVASI(PSIL)—GA 3.0° TCH 27′. Tree.
AIRPORT REMARKS: Attended irregularly. Fuel now avbl to public–self service. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87′ W91°16.74′ 064° 23.4 NM to fld. 715/5E. **HIWAS.**



WAAS	APP CRS	Rwy Idg	5905
CH 45912	180°	TDZE	734
W18A		Apt Elev	734

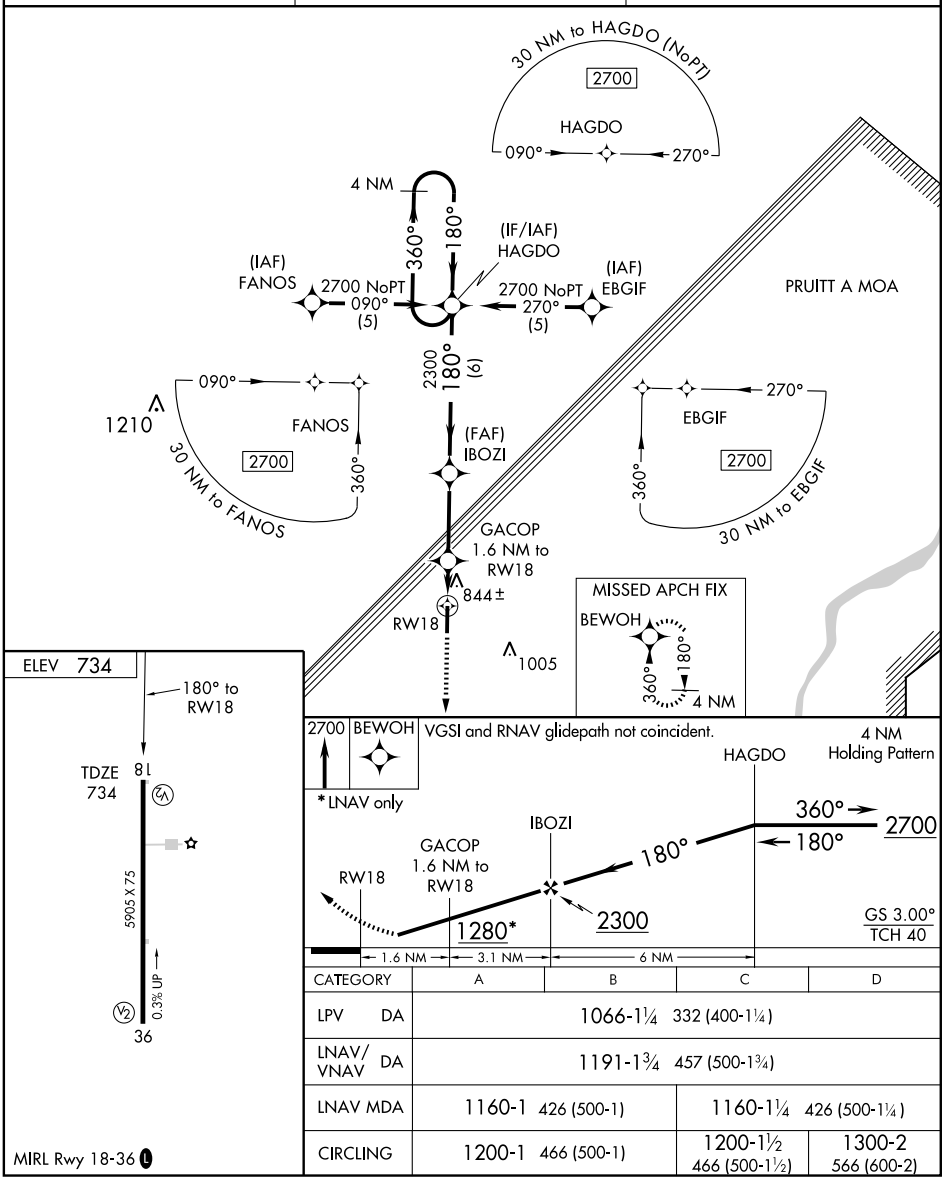
RNAV (GPS) RWY 18
MOUNT STERLING MUNI (I63)

T
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct BEWOH and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1066-1¼ 332 (400-1¼)			
LNAV/VNAV DA	1191-1¾ 457 (500-1¾)			
LNAV MDA	1160-1 426 (500-1)		1160-1¼ 426 (500-1¼)	
CIRCLING	1200-1 466 (500-1)		1200-1½ 466 (500-1½)	1300-2 566 (600-2)

MIRL Rwy 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5905
CH 97712	360°	TDZE	725
W36A		Apt Elev	734

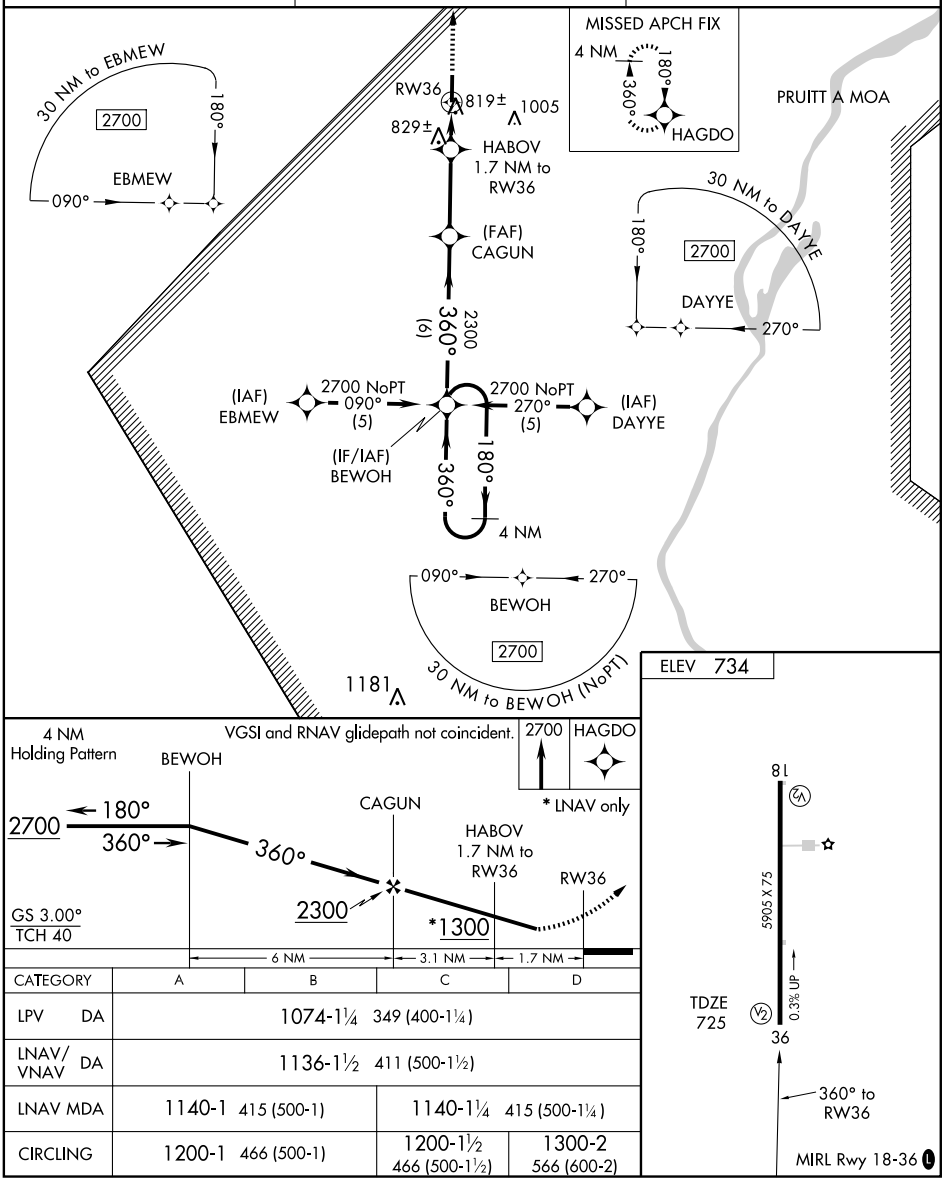
RNAV (GPS) RWY 36
MOUNT STERLING MUNI (I63)

T
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1074-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1136-1½ 411 (500-1½)			
LNAV MDA	1140-1 415 (500-1)		1140-1¼ 415 (500-1¼)	
CIRCLING	1200-1 466 (500-1)		1200-1½ 466 (500-1½)	1300-2 566 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	064°	TDZE	N/A
Chan 83		Apt Elev	734

VOR/DME-A

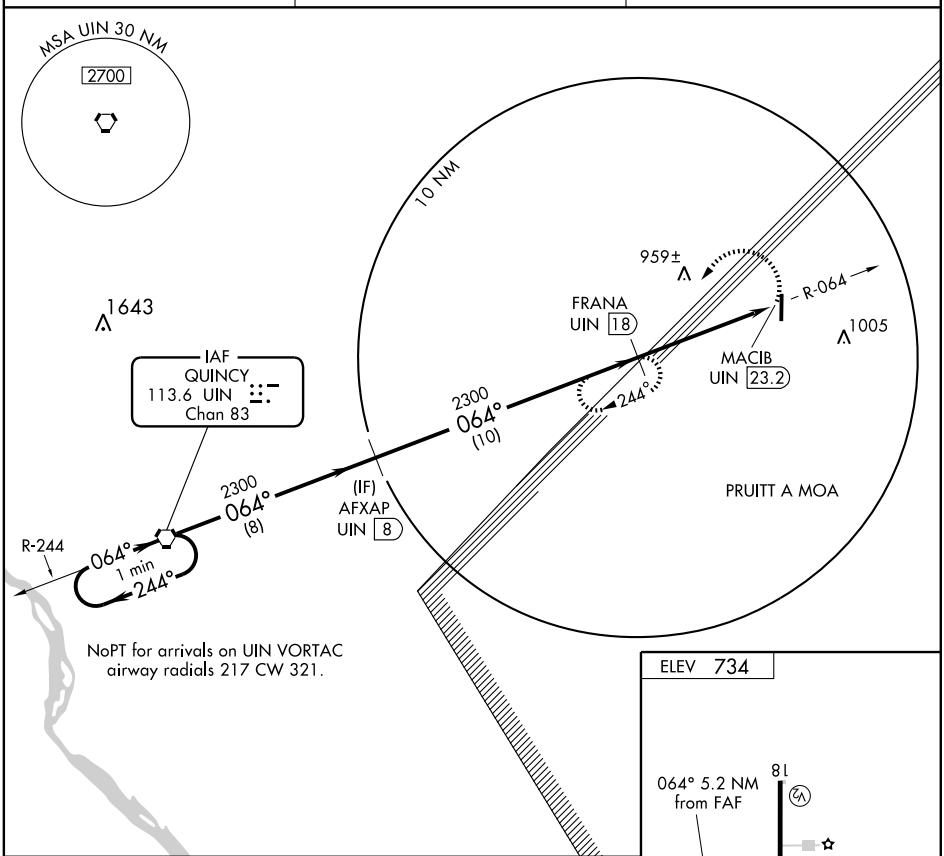
MOUNT STERLING MUNI (I63)

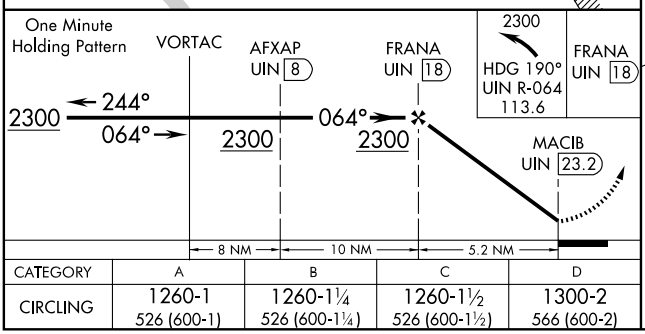
Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase Circling Cats A/B/C MDA 20 feet.

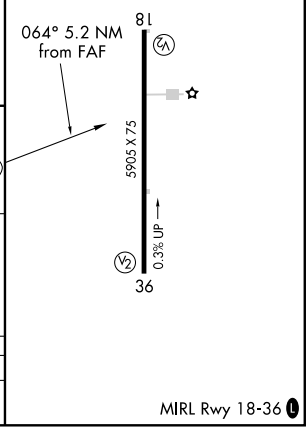
NA

MISSED APPROACH: Climbing left turn to 2300 via heading 190° and UIN VORTAC R-064 to FRANA/18 DME and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



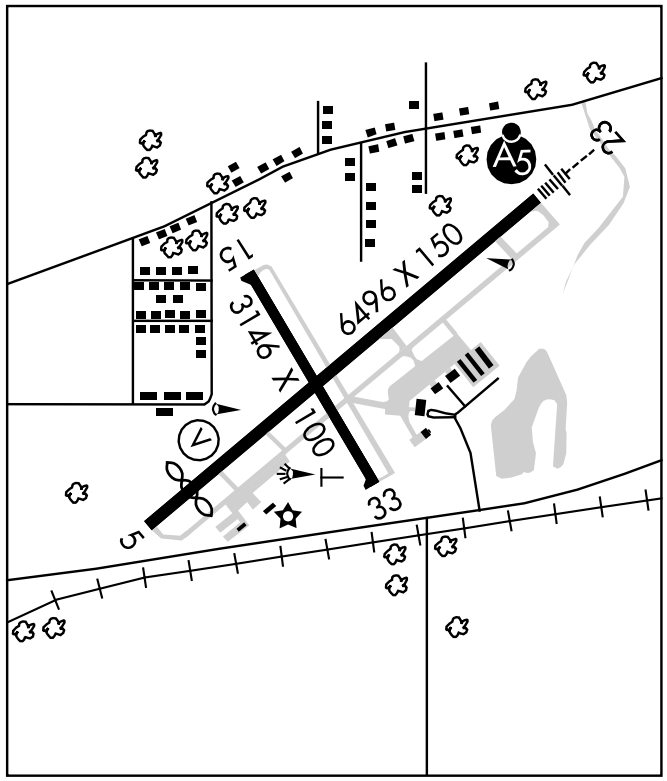




CATEGORY	A	B	C	D
CIRCLING	1260-1 526 (600-1)	1260-1¼ 526 (600-1¼)	1260-1½ 526 (600-1½)	1300-2 566 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT VERNON (MVN) 3 E UTC−6(−5DT) N38°19.40′ W88°51.51′ ST LOUIS
480 B S4 **FUEL** 100LL, JET A OX 2 Class IV, ARFF Index A NOTAM FILE MVN H–5E, L–27C
RWY 05–23: H6496X150 (ASPH–GRVD) S–50, D–90, 2S–95, 2D–110 HIRL IAP
RWY 05: VASI(V4L)—GA 3.0° TCH 32.2′. Thld dsplcd 774′. Railroad.
RWY 23: MALSR. Trees.
RWY 15–33: H3146X100 (ASPH–PFC) S–12 MIRL 0.7% up NW
RWY 15: Tree. **RWY 33:** Railroad.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6496 TODA–6496 ASDA–6496 LDA–5722
RWY 23: TORA–5572 TODA–5572 ASDA–5572 LDA–5572
AIRPORT REMARKS: Attended 1230–0200Z‡. For svcs after hrs call 618–315–5462. Migratory waterfowl and deer on and invof arpt. Rwy 15–33 not avbl for air carrier ops with more than 30 passenger seats. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call 618–242–7016. SW General Aviation apron clsd except by PPR from arpt manager ctc 618–242–7016. Rwy 05 also 18′ railroad 238′ from rwy end 498′ right of centerline 2:1 slope. Heliport for private use by Air–Evac Lifeteam only. ACTIVATE MIRL Rwy 15–33 and HIRL Rwy 05–23; MALSR Rwy 23—CTAF.



WEATHER DATA SOURCES: AWOS–3 113.8 VNN (618) 242–7933
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.05R 113.8T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MVN.
(L) VOR/DME 113.8 VNN Chan 85 N38°21.72′ W88°48.44′ 224° 3.3 NM to fld. 558/2E. **AWOS–3.**
ILS 111.7 I–MVN Rwy 23. Class IE.

NEWARK

CUSHING FLD LTD (ØC8) 2 SW UTC−6(−5DT) N41°31.17′ W88°36.34′ CHICAGO
640 **FUEL** MOGAS TPA—1440(800) NOTAM FILE IKK
RWY 18–36: 2831X180 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 380′. P–line. **RWY 36:** Thld dsplcd 250′. Fence.
AIRPORT REMARKS: Attended irregularly. Ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 18–36—CTAF. Rwy 18–36 NSTD LIRL lgts ints varies; non FAA approved L–800 series. Rwy 18 P–line marked with orange balls. Rwy 18–36 dsplcd thlds marked with orange and white painted wood with one red lgt adjacent to each marker.
COMMUNICATIONS: CTAF/UNICOM 122.7

NORTHBROOK N42°13.29′ W87°57.11′ NOTAM FILE IKK. CHICAGO
(H) VORW/DME 113.0 OBK Chan 77 163° 6.8 NM to Chicago Executive. 758/2W. COPTER
DME unusable 215°–330° byd 35 NM blo 3000′. H–5E, L–28H, A

OGLE CO (See MOUNT MORRIS)

LOC I-MVN	APP CRS	Rwy Idg	6496
111.7	231°	TDZE	471
		Apt Elev	480

ILS RWY 23
MOUNT VERNON (MVN)

MALSR

MISSED APPROACH: Climb to 2400 then left turn direct VNN VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L

ENROUTE FACILITIES

IAF BIBLE GROVE 109.0 BIB Chan 27

IAF SAMSVILLE 116.6 SAM Chan 113

2400 NoPT 189° (25.9)

R-189

OFEND

051°

R-269

2400 231° (10)

2400 NoPT 269° (23.9)

276°

096°

(IAF) FAMTA OM/INT VNN 3

231°

R-308

10 NM

2400 091° (19.1)

R-091

2400 053° (3)

POCKET CITY 113.3 PXV Chan 80

CENTRALIA 115.0 ENL Chan 97

1091

863

784

1030

233°

053°

669±

908

MT. VERNON 113.8 VNN Chan 85

R-233

661

848

LOCALIZER 111.7 I-MVN

MSA VNN 25 NM

2600

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 480 D

585±

231° 5.8 NM from FAF

507

TDZE 471

6496 X 150

3146 X 100

0.7% UP

517

527±

HIRL Rwy 5-23 L

MIRL Rwy 15-33 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

2400 VNN 113.8

FAMTA INT/OM VNN 3

Remain within 10 NM

VNN 2.8

2382

051°

231°

2400

2400

GS 3.00°

TCH 52

5.8 NM

CATEGORY	A	B	C	D
S-ILS 23	671-½ 200 (200-½)			
S-LOC 23	920-½ 449 (500-½)		920-¾ 449 (500-¾)	920-1 449 (500-1)
CIRCLING	980-1 500 (500-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

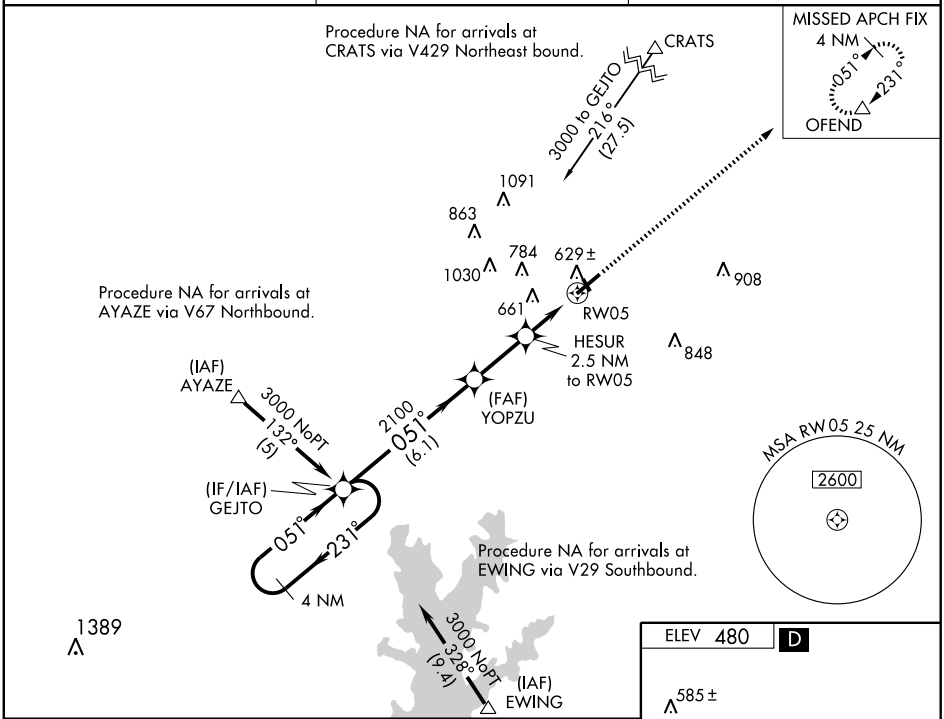
WAAS	APP CRS	Rwy Idg	5722
CH 48910	051°	TDZE	470
W05A		Apt Elev	480

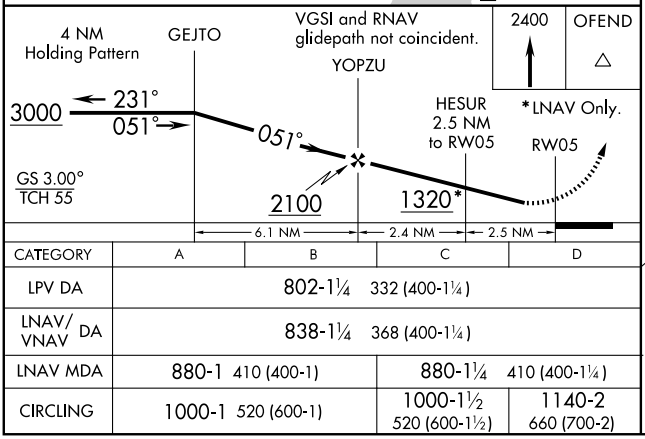
RNAV (GPS) RWY 5
MOUNT VERNON (MVN)

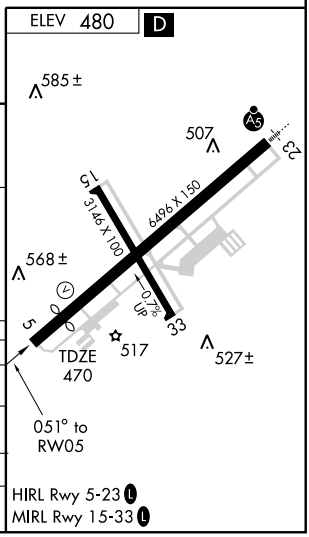
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Centralia altimeter setting.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	802-1¼ 332 (400-1¼)			
LNAV/VNAV DA	838-1¼ 368 (400-1¼)			
LNAV MDA	880-1 410 (400-1)		880-1¼ 410 (400-1¼)	
CIRCLING	1000-1 520 (600-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5572
CH 58010	231°	TDZE	471
W23A		Apt Elev	480

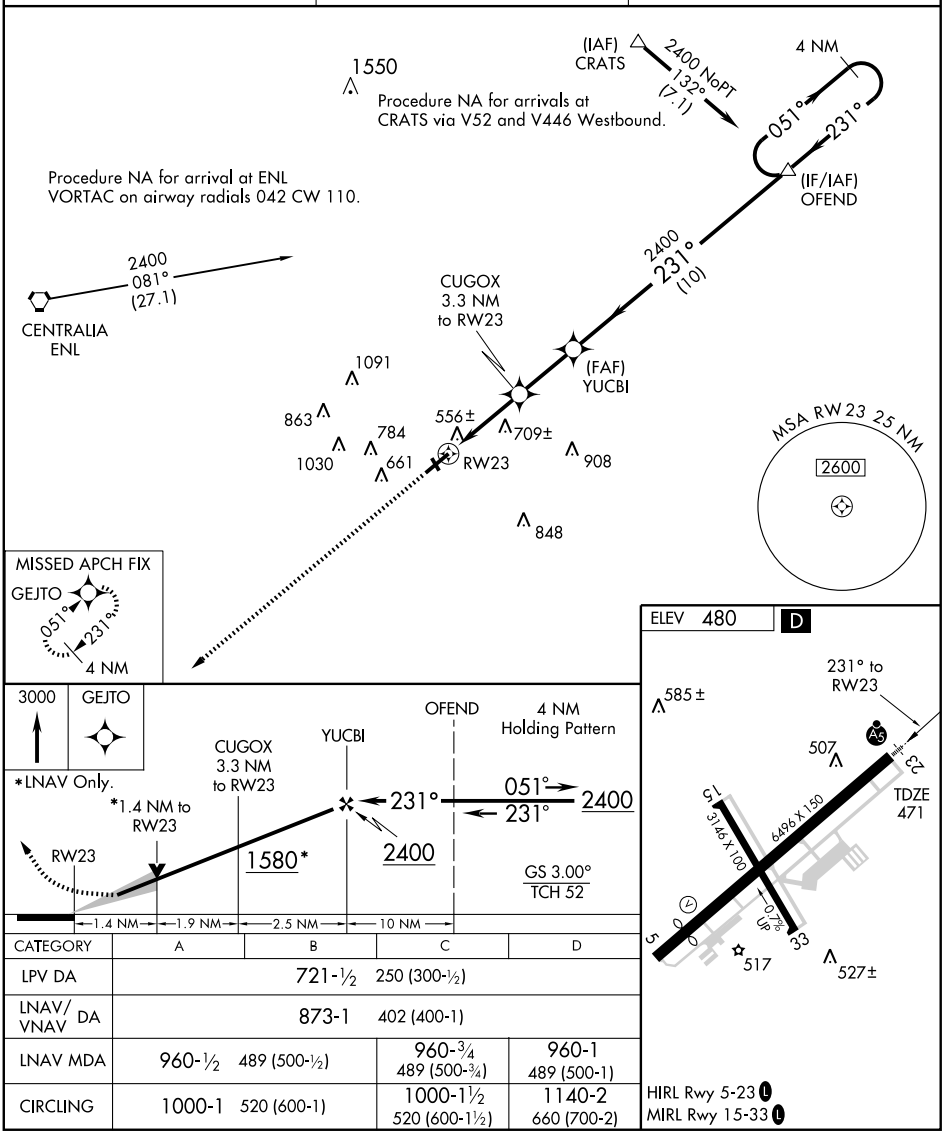
RNAV (GPS) RWY 23
MOUNT VERNON (MVN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet and all MDA 60 feet, and increase LNAV Cat. C/D and Circling Cat. D visibility ¼ mile. For inoperative MALSR, when using Centralia altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Centralia altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct GEJTO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	721-½ 250 (300-½)			
LNAV/VNAV DA	873-1 402 (400-1)			
LNAV MDA	960-½ 489 (500-½)		960-¾ 489 (500-¾)	960-1 489 (500-1)
CIRCLING	1000-1 520 (600-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

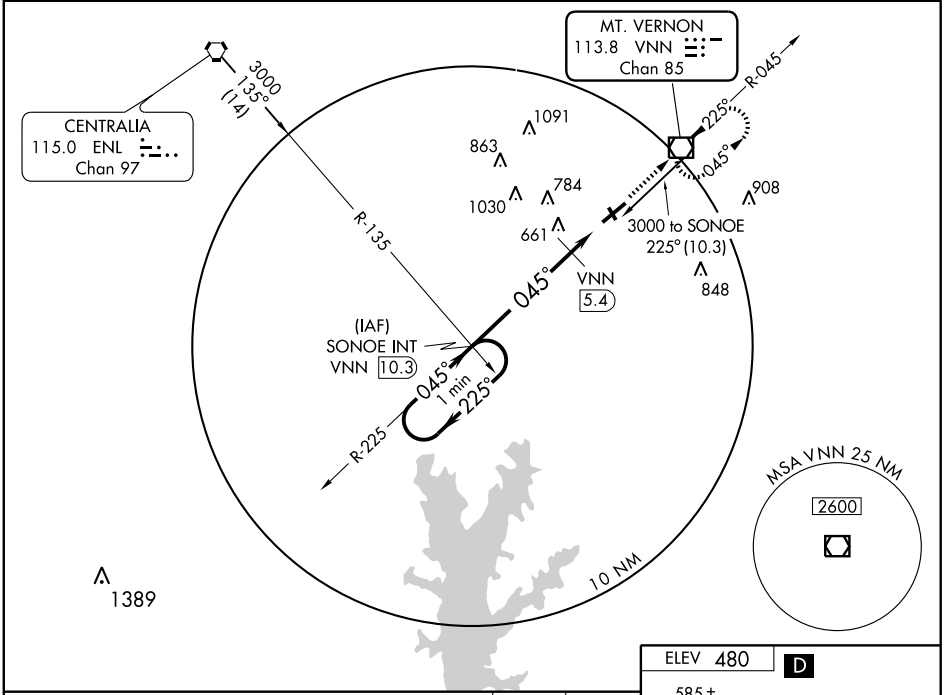
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

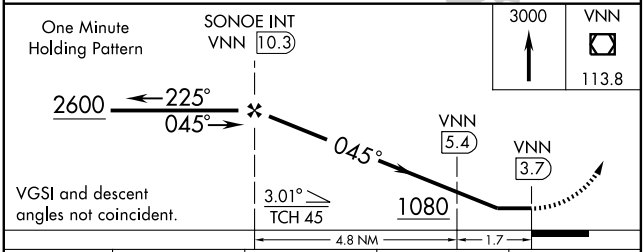
VOR/DME VNN	APP CRS	Rwy Idg	5722
113.8	045°	TDZE	469
Chan 85		Apt Elev	480

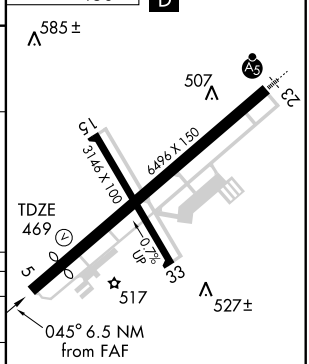
VOR RWY 5
MOUNT VERNON (MVN)

MISSED APPROACH: Climb to 3000 direct VNN VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1080-1	611 (600-1)	1080-1¾ 611 (600-1¾)	1080-2 611 (600-2)
CIRCLING	1080-1	600 (600-1)	1080-1¾ 600 (600-1¾)	1140-2 660 (700-2)
DME MINIMUMS				
S-5	920-1	451 (500-1)	920-1¼ 451 (500-1¼)	920-1½ 451 (500-1½)
CIRCLING	980-1	500 (500-1)	1000-1½ 520 (600-1½)	1140-2 660 (700-2)

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 23
MOUNT VERNON (MVN)

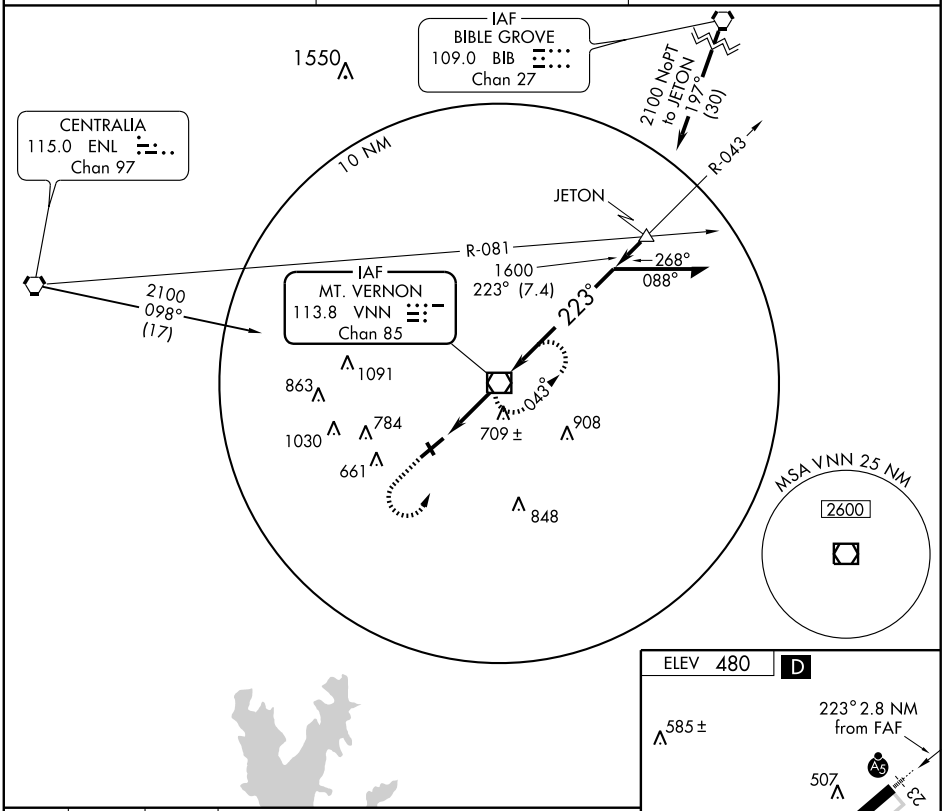
VOR/DME VNN 113.8 Chan 85	APP CRS 223°	Rwy Idg 6496 TDZE 471 Apt Elev 480

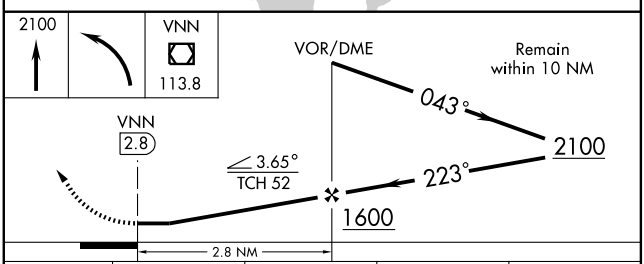
For inoperative MALSR, increase Cats. A and B visibility to 1 mile.

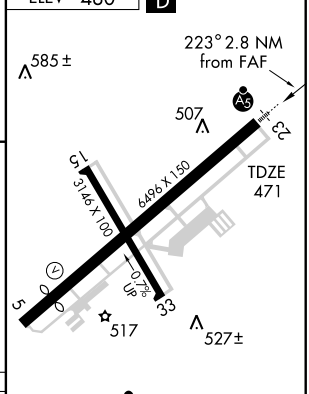
MALSR

MISSED APPROACH: Climb to 2100 then left turn direct VNN VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L







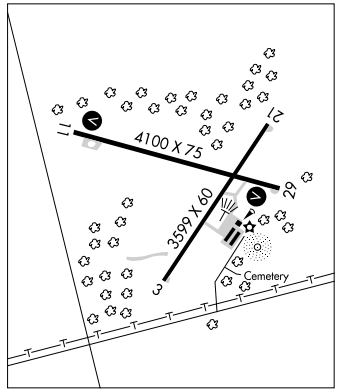
CATEGORY	A	B	C	D
S-23	960-¾ 489 (500-¾)			960-1 489 (500-1)
CIRCLING	980-1 500 (500-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

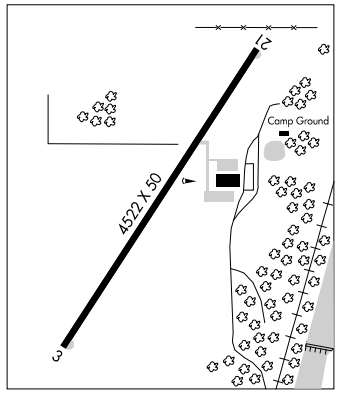
OLNEY–NOBLE (OLY) 4 W UTC–6(–5DT) N38°43.31′ W88°10.59′ ST LOUIS
482 B S4 **FUEL** 100LL, JET A+ TPA—1282(800) NOTAM FILE OLY L–27C
RWY 11–29: H4100X75 (ASPH) S–12 MIRL 0.3% up W IAP
RWY 11: REIL. VASI(V2L)—GA 3.0° TCH 25′. Road.
RWY 29: VASI(V2L)—GA 3.0° TCH 25′. Tree.
RWY 03–21: H3599X60 (ASPH) S–18, D–25 MIRL
RWY 03: REIL. Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Attended 1400Z‡–2300Z‡. For arpt attendance after hrs call 618–393–2967. Fuel 100LL and JET A+ avbl 24 hours with credit card. MIRL Rwy 11–29 preset on low ints—to increase ints and ACTIVATE VASI Rwys 11 and 29, REIL Rwy 11, MIRL Rwy 03–21 and REIL Rwy 03—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (618) 393–4416.
COMMUNICATIONS: CTAF/UNICOM 123.0
SAMSVILLE RCO 122.1R 116.6T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11′ W88°05.15′ 340° 14.8 NM to fld. 540/3E.
NDB (MHW) 272 OLY N38°43.09′ W88°10.37′ at fld. NOTAM FILE OLY.
ILS/DME 110.5 I–LZW Chan 42 Rwy 11. LOC unusable byd 20 degrees right of course.



OTTAWA N41°21.75′ W88°51.26′ NOTAM FILE IKK. CHICAGO
NDB (MHW) 266 at Skydive Chicago. VFR only. Out of svc indef.

OTTAWA

SKYDIVE CHICAGO (8N2) 4 NE UTC–6(–5DT) N41°23.99′ W88°47.64′ CHICAGO
616 TPA—1416(800) NOTAM FILE IKK L–28H
RWY 03–21: H4522X50 (ASPH) S–12.5 LIRL
AIRPORT REMARKS: Attended 1400‡–dusk. Extensive parachute activity on and invof arpt. 268′ cellular twr ½ mile WSW of Rwy 03. For noise abatement fly wide pattern Rwy 03. Ldg fee. ACTIVATE LIRL Rwy 03–21—122.725.
COMMUNICATIONS: CTAF 122.725 **UNICOM** 122.725
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78′ W88°19.10′ 246° at 23.2 NM to fld. 592/2E.



PALESTINE N39°00.85′ W87°38.50′ NOTAM FILE RSV. ST LOUIS
NDB (MHW) 391 PLX at Robinson Muni. L–27D

PALMYRA

ZELMER MEM AIRPARK INC (5K1) 1 S UTC–6(–5DT) N39°25.20′ W89°59.47′ ST LOUIS
663 **FUEL** 100LL, MOGAS TPA—1463(800) NOTAM FILE STL
RWY 18–36: H2900X32 (ASPH) LIRL
RWY 18: Building. **RWY 36:** Thld dsplcd 307′.
AIRPORT REMARKS: Attended irregularly, for attendant call 217–439–7497. ACTIVATE NSTD LIRL Rwy 18–36—CTAF. Rwy 36 dsplcd thld marked with white line and three amber lgts on each side.
COMMUNICATIONS: CTAF 122.9.

PARIS N39°41.90′ W87°40.45′ NOTAM FILE PRG. ST LOUIS
NDB (MHW) 341 PRG at Edgar Co. Unmonitored 2200–1400Z‡. L–27D

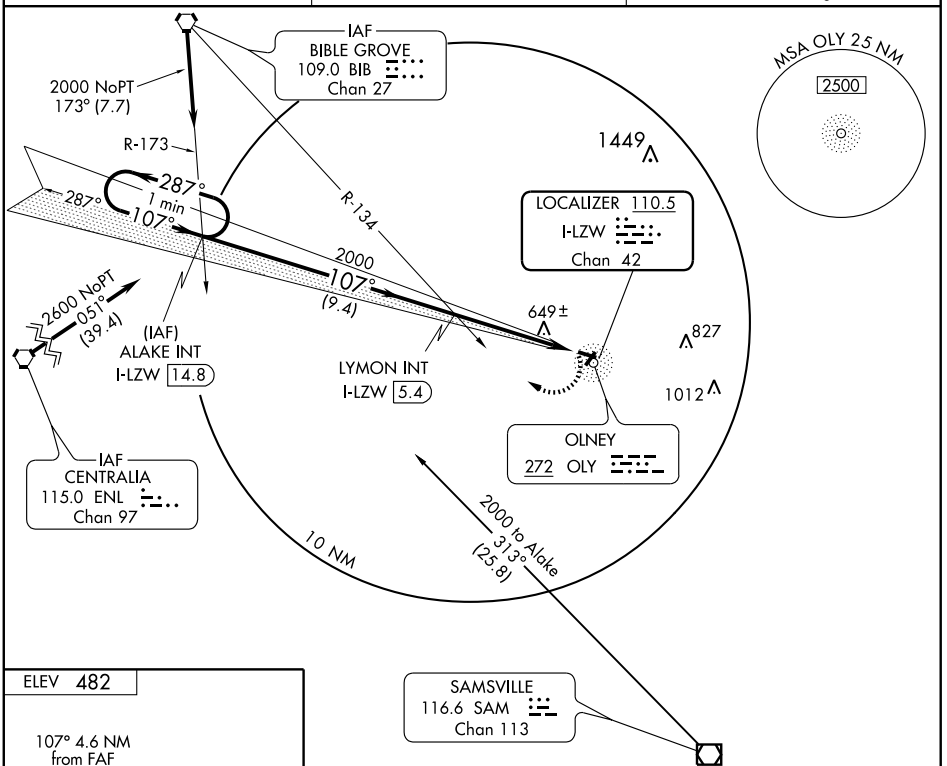
LOC/DME I-LZW	APP CRS	Rwy Idg 4100
110.5	107°	TDZE 482
Chan 42		Apt Elev 482

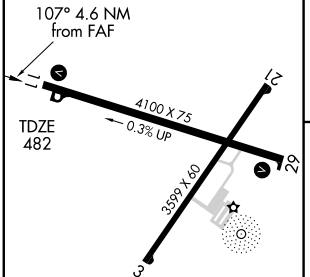
LOC RWY 11
OLNEY-NOBLE (OLY)

T
NA If local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 140 feet. VDP NA with Evansville altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 320° and I-LZW West course to ALAKE INT/ I-LZW 14.8 DME and hold.

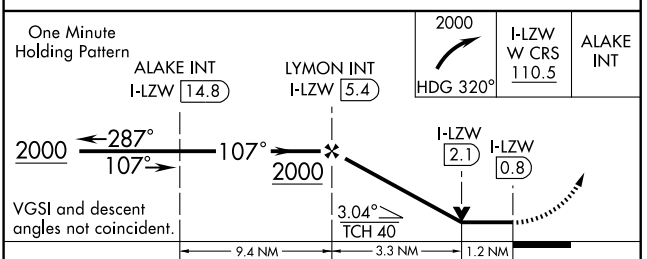
AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L





REIL Rwys 3 and 11 L
MIRL Rwys 3-21 and 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-11	900-1 418 (500-1)		900-1¼ 418 (500-1¼)	
CIRCLING	960-1 478 (500-1)		960-1½ 478 (500-1½)	1040-2 558 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB OLY 272	APP CRS 045°	Rwy Idg 4100 TDZE 472 Apt Elev 482

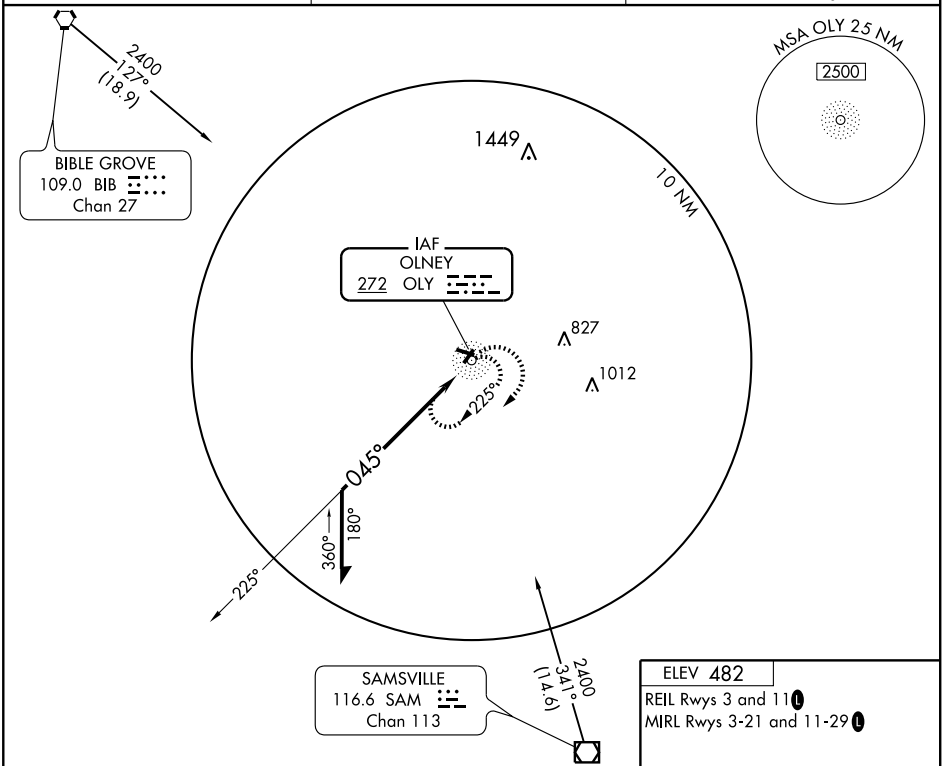
NDB RWY 3

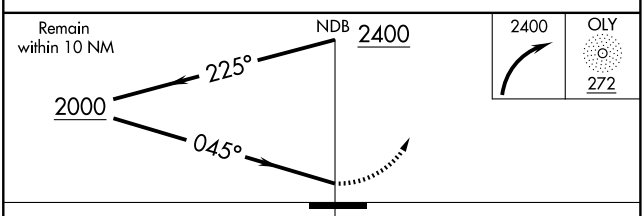
OLNEY-NOBLE (OLY)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase S-3 Cat C and D and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2400 in OLY NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L



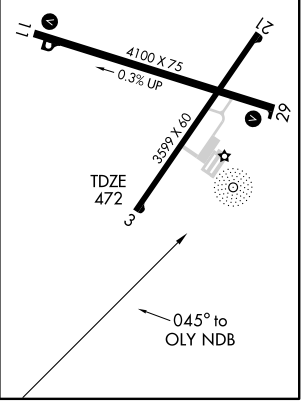


CATEGORY	A	B	C	D
S-3	1040-1 568 (600-1)		1040-1½ 568 (600-1½)	1040-1¾ 568 (600-1¾)
CIRCLING	1040-1 558 (600-1)		1040-1½ 558 (600-1½)	1040-2 558 (600-2)

ELEV 482

REIL Rwys 3 and 11 L

MIRL Rwys 3-21 and 11-29 L



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4100
036°	TDZE	472
	Apt Elev	482

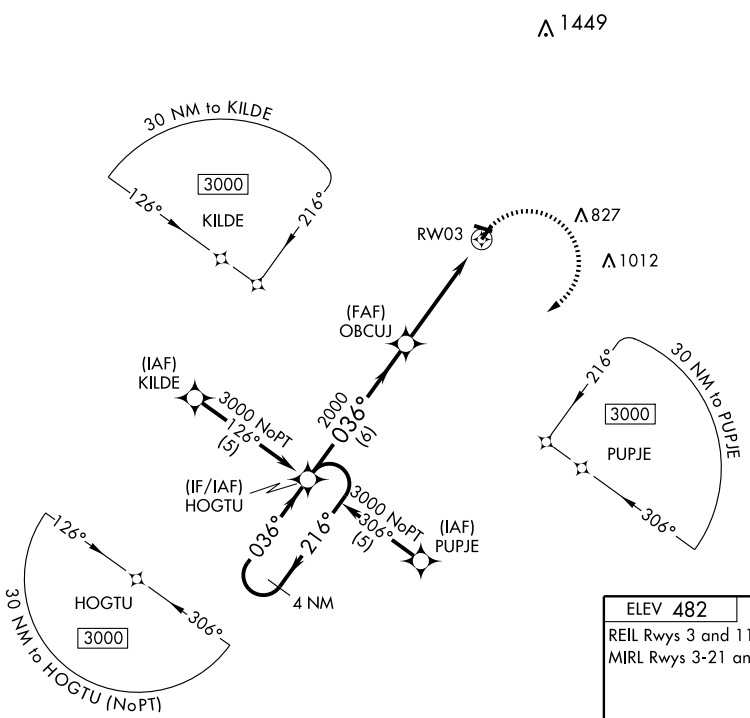
RNAV (GPS) RWY 3

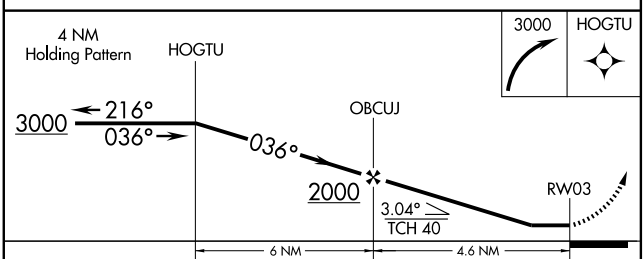
OLNEY-NOBLE (OLY)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase
▲ LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct HOGTU and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L



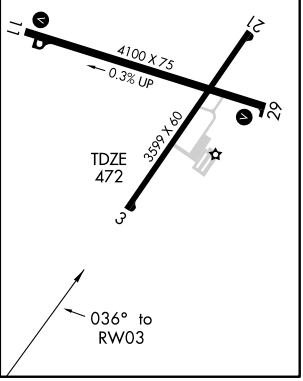


CATEGORY	A	B	C	D
LNAV MDA	940-1	468 (500-1)	940-1¼ 468 (500-1¼)	940-1½ 468 (500-1½)
CIRCLING	960-1	478 (500-1)	960-1½ 478 (500-1½)	1040-2 558 (600-2)

ELEV 482

REIL Rwys 3 and 11 L

MIRL Rwys 3-21 and 11-29 L



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4100
107°	TDZE	482
	Apt Elev	482

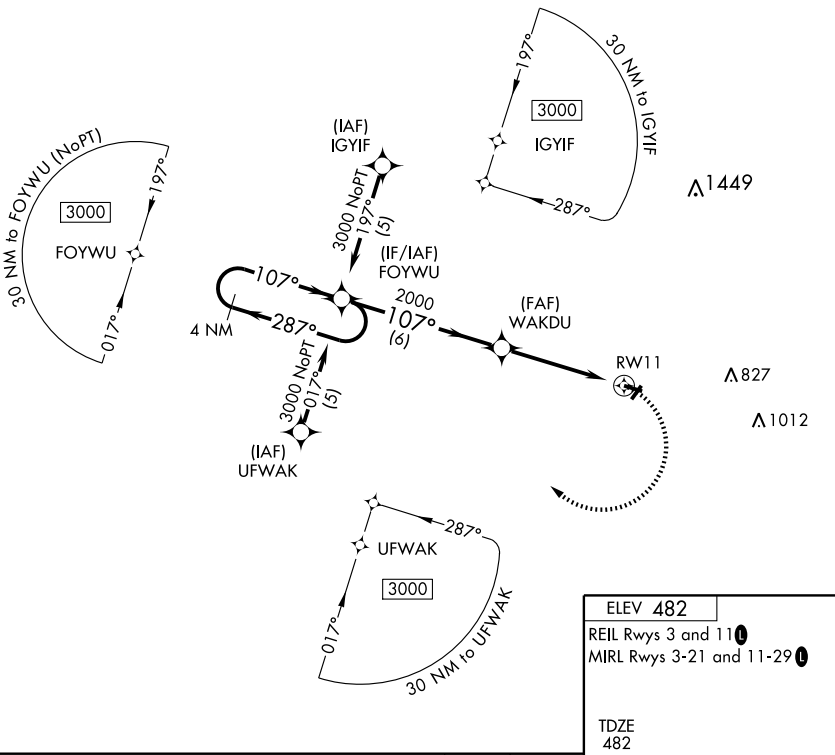
RNAV (GPS) RWY 11

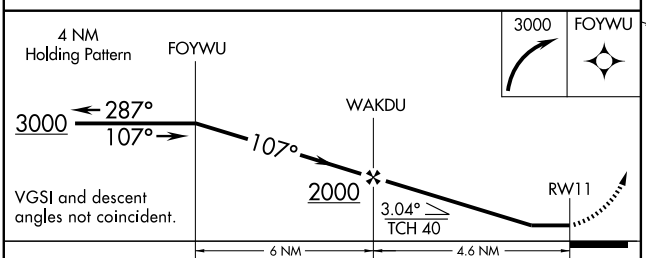
OLNEY-NOBLE (OLY)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet; increase all Cat C and D visibilities ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct FOYWU and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L



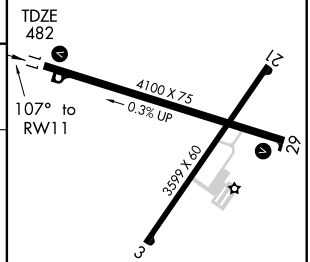


CATEGORY	A	B	C	D
LNAV MDA	920-1	438 (500-1)	920-1¼ 438 (500-1¼)	920-1½ 438 (500-1½)
CIRCLING	960-1	478 (500-1)	960-1½ 478 (500-1½)	1040-2 558 (600-2)

ELEV 482

REIL Rwys 3 and 11 L

MIRL Rwys 3-21 and 11-29 L



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

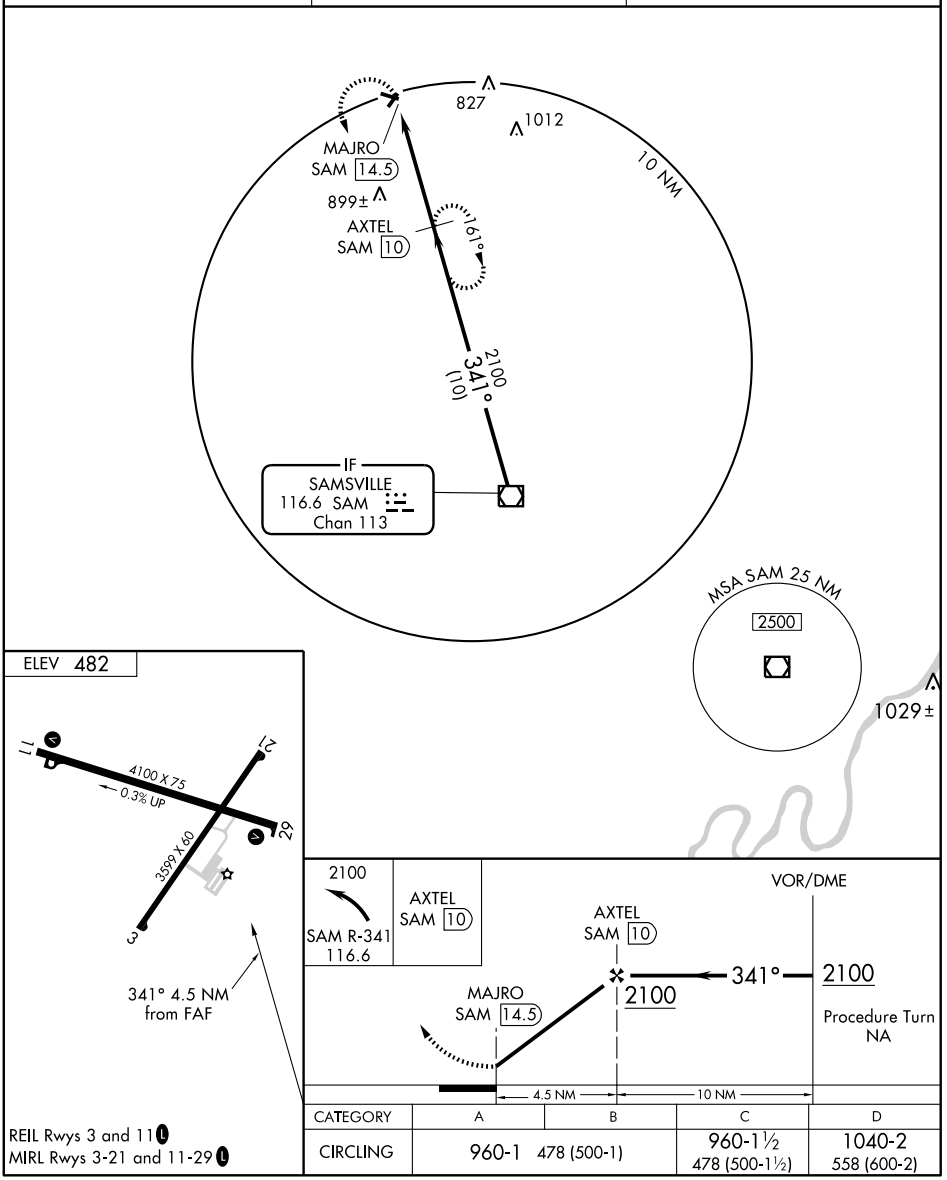
VOR/DME SAM	APP CRS	Rwy Idg	N/A
116.6	341°	TDZE	N/A
Chan 113		Apt Elev	482

VOR/DME-A
OLNEY-NOBLE (OLY)

Procedure NA at night. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet, increase Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 via SAM VOR/DME R-341 to AXTEL/SAM 10 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	960-1 478 (500-1)		960-1½ 478 (500-1½)	1040-2 558 (600-2)

REIL Rwys 3 and 11 L
MIRL Rwys 3-21 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PARIS

EDGAR CO (PRG) 5 N UTC−6(−5DT) N39°42.01′ W87°40.18′ — ST LOUIS, L–27D, IAP

654 B **FUEL** 100LL TPA—1454(800) NOTAM FILE PRG

RWY 09–27: H4502X75 (ASPH) S–12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25′. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat 1400–2000Z‡, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.175 (217) 465–4304.

COMMUNICATIONS: CTAF/UNICOM 123.0

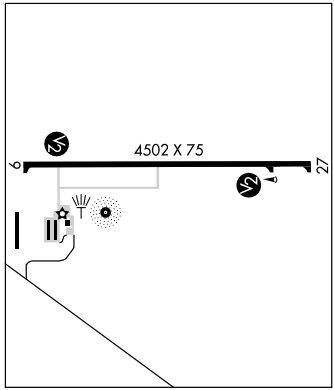
Ⓡ **HULMAN APP/DEP CON** 125.45, 118.3 (1100–0300Z‡)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 301° 23.3 NM to fld. 606/2E. **HIWAS.**

PARIS NDB (MHW) 341 PRG N39°41.90′ W87°40.45′ at fld. Unmonitored 2200–1400Z‡. NOTAM FILE PRG.



PAXTON (1C1) 2 SW UTC−6(−5DT) N40°26.94′ W88°07.67′ — CHICAGO, L–27C, IAP

779 B S4 **FUEL** 100LL, MOGAS TPA—1579(800) NOTAM FILE STL

RWY 18–36: H3409X50 (ASPH) S–12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0°. TCH 50′. Thld dsplcd 800′. Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50′. Tree.

AIRPORT REMARKS: Attended irregularly. Maintenance on call phone 217–249–2296 avbl May thru Sep. Rwy 18 dsplcd thld painted white line across rwy. Rwy 18–36 NSTD MIRL—fixture spacing and lgt ints varies.

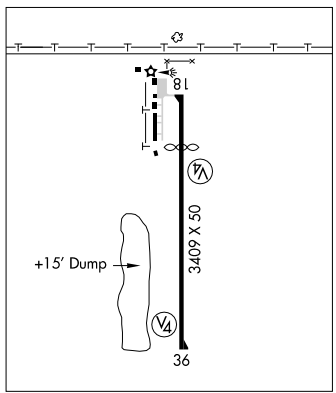
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHAMPAIGN APP/DEP CON** 121.35 (1200–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 121.35 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90′ W88°09.86′ 166° 8.1 NM to fld. 780/2E.



NDB PRG	APP CRS	Rwy Idg	4502
341	262°	TDZE	651
		Apt Elev	654

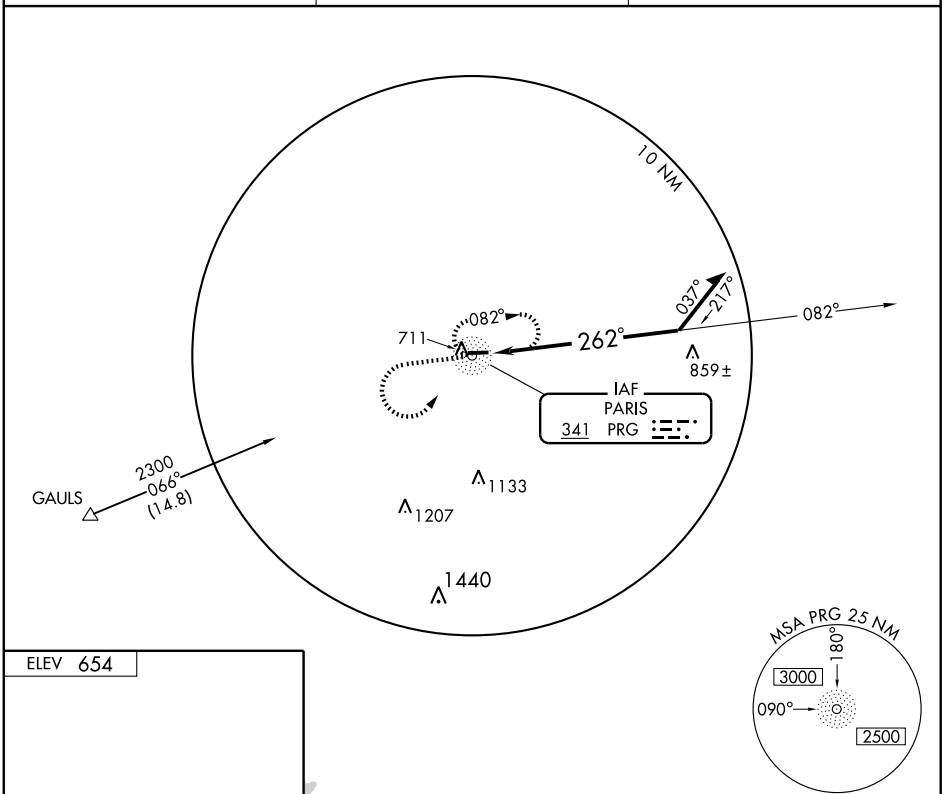
NDB RWY 27

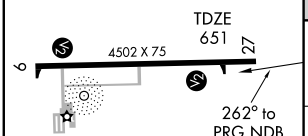
PARIS/ EDGAR COUNTY (PRG)

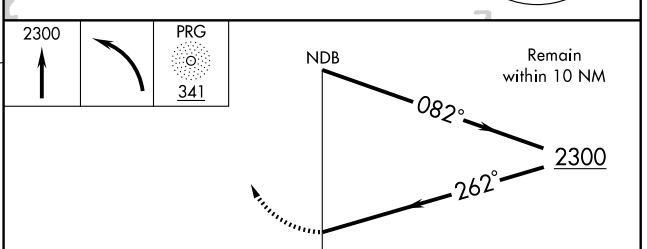
T NA — When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet, and all Cat C visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 then left turn direct PRG NDB and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	1220-1	569 (600-1)	1220-1½ 569 (600-1½)	NA
CIRCLING	1220-1	566 (600-1)	1220-1½ 566 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4502
087°	TDZE	654
	Apt Elev	654

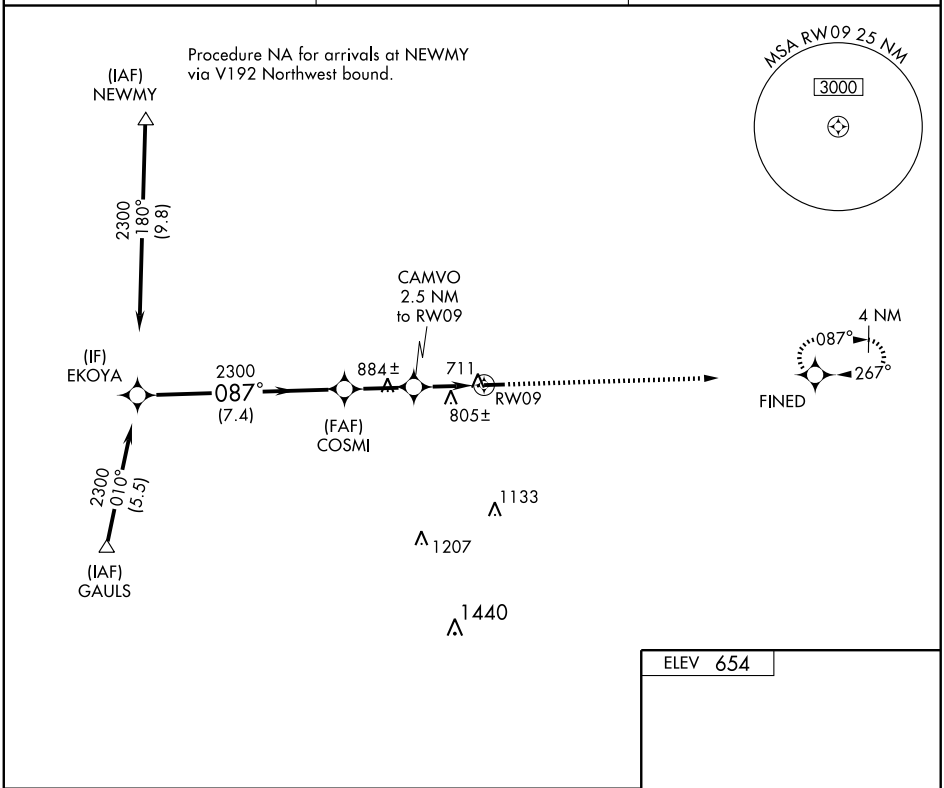
RNAV (GPS) RWY 9

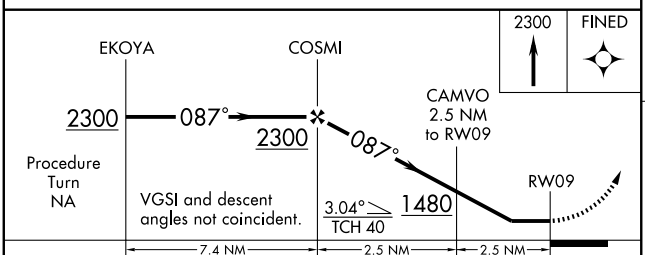
PARIS/ EDGAR COUNTY (PRG)

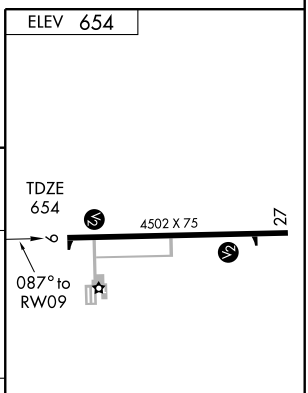
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct FINED and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 406 (500-1)		1060-1¼ 406 (500-1¼)	NA
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4502
267°	TDZE	651
	Apt Elev	654

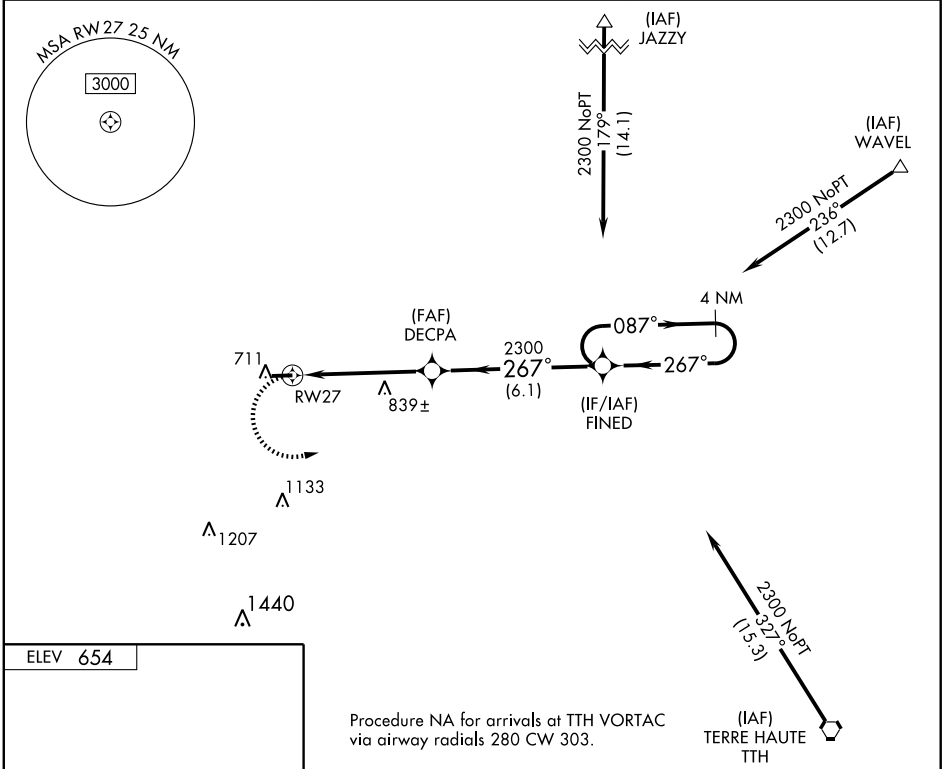
RNAV (GPS) RWY 27

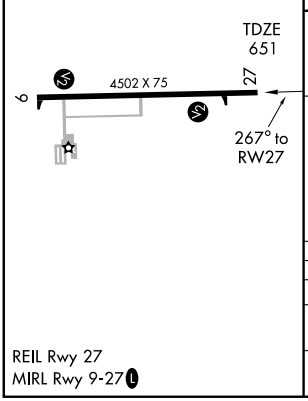
PARIS/EDGAR COUNTY (PRG)

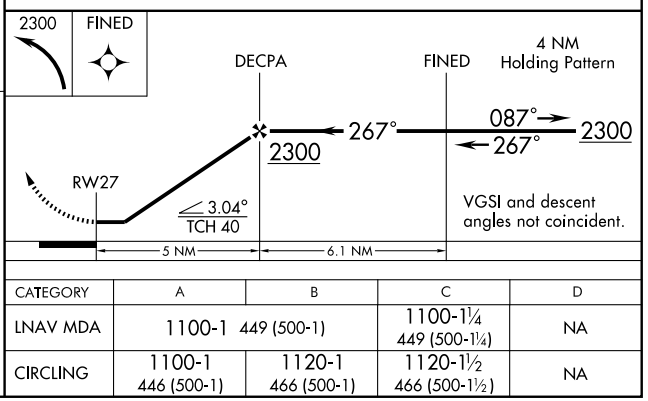
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2300 direct FINED and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 449 (500-1)		1100-1¼ 449 (500-1¼)	NA
CIRCLING	1100-1 446 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	301°	TDZE	N/A
Chan 100		Apt Elev	654

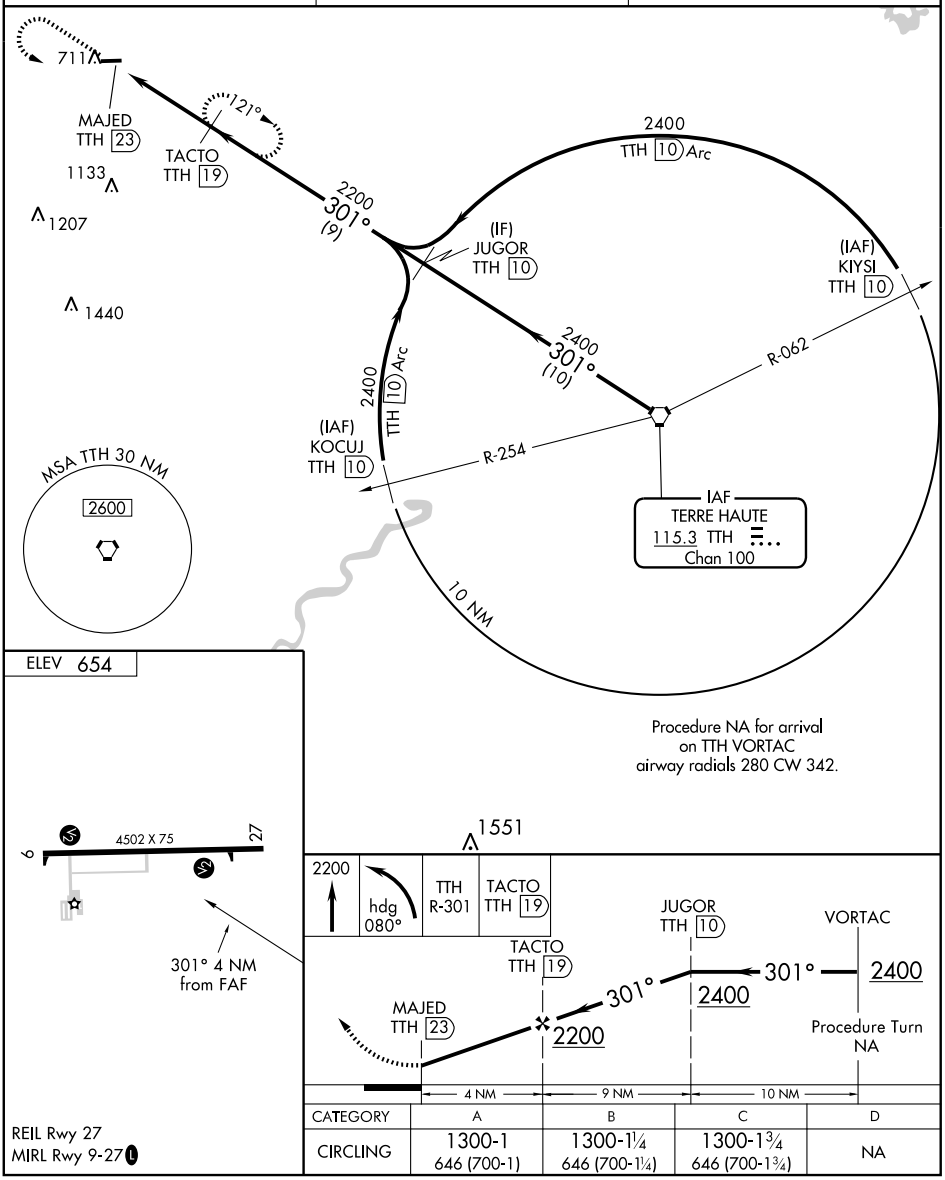
VOR/DME-A

PARIS/ EDGAR COUNTY (PRG)

When local altimeter setting not received, use Terre Haute Intl-Hulman Field, IN altimeter setting and increase all MDA 80 feet; increase Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 then left turn heading 080° and TTH VORTAC R-301 to TACTO/TTH 19 DME and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L



Procedure NA for arrival on TTH VORTAC airway radials 280 CW 342.

REIL Rwy 27
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1300-1 646 (700-1)	1300-1¼ 646 (700-1¼)	1300-1¾ 646 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

PARIS

EDGAR CO (PRG) 5 N UTC−6(−5DT) N39°42.01′ W87°40.18′ — ST LOUIS, L–27D, IAP

654 B **FUEL** 100LL TPA—1454(800) NOTAM FILE PRG

RWY 09–27: H4502X75 (ASPH) S–12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25′. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat 1400–2000Z‡, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.175 (217) 465–4304.

COMMUNICATIONS: CTAF/UNICOM 123.0

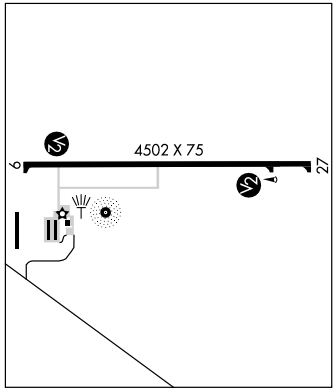
Ⓡ **HULMAN APP/DEP CON** 125.45, 118.3 (1100–0300Z‡)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 301° 23.3 NM to fld. 606/2E. **HIWAS.**

PARIS NDB (MHW) 341 PRG N39°41.90′ W87°40.45′ at fld. Unmonitored 2200–1400Z‡. NOTAM FILE PRG.



PAXTON (1C1) 2 SW UTC−6(−5DT) N40°26.94′ W88°07.67′ — CHICAGO, L–27C, IAP

779 B S4 **FUEL** 100LL, MOGAS TPA—1579(800) NOTAM FILE STL

RWY 18–36: H3409X50 (ASPH) S–12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0°. TCH 50′. Thld dsplcd 800′. Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50′. Tree.

AIRPORT REMARKS: Attended irregularly. Maintenance on call phone 217–249–2296 avbl May thru Sep. Rwy 18 dsplcd thld painted white line across rwy. Rwy 18–36 NSTD MIRL—fixture spacing and lgt ints varies.

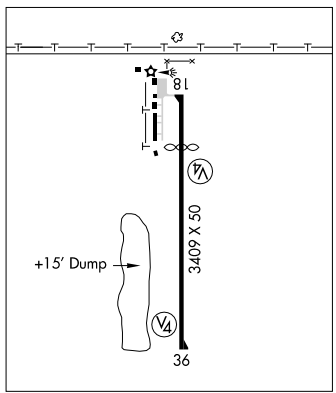
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHAMPAIGN APP/DEP CON** 121.35 (1200–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 121.35 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90′ W88°09.86′ 166° 8.1 NM to fld. 780/2E.



APP CRS	Rwy Idg	2609
183°	TDZE	777
	Apt Elev	779

RNAV (GPS) RWY 18

PAXTON (1C1)

NA

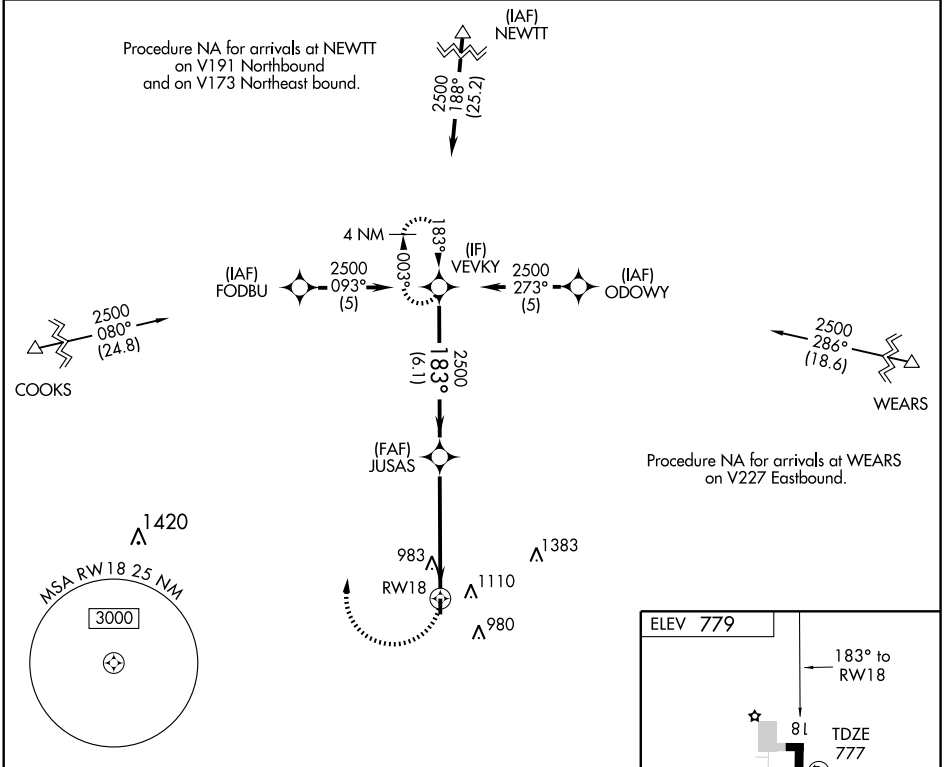
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat C visibility ¼ mile.

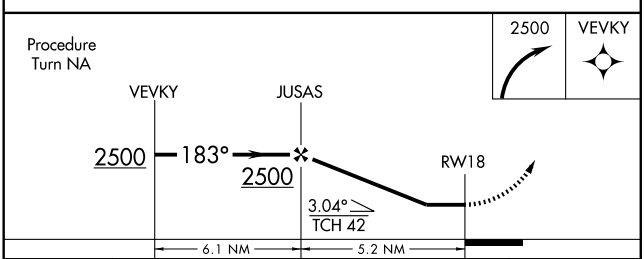
MISSED APPROACH: Climbing right turn to 2500 direct VEVKY and hold.

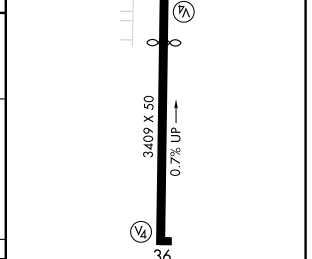
CHAMPAIGN-URBANA ASOS	CHAMPAIGN APP CON ★	UNICOM
124.85	121.35 291.0	122.8 (CTAF)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
LNAV MDA	1400-1 623 (700-1)		1400-1¾ 623 (700-1¾)	NA
CIRCLING	1540-1 761 (800-1)	1540-1¼ 761 (800-1¼)	1540-2¼ 761 (800-2¼)	NA

MIRL Rwy 18-36
REIL Rwy 18

VOR/DME RBS	APP CRS	Rwy Idg 2609
116.8	166°	TDZE 777
Chan 115		Apt Elev 779

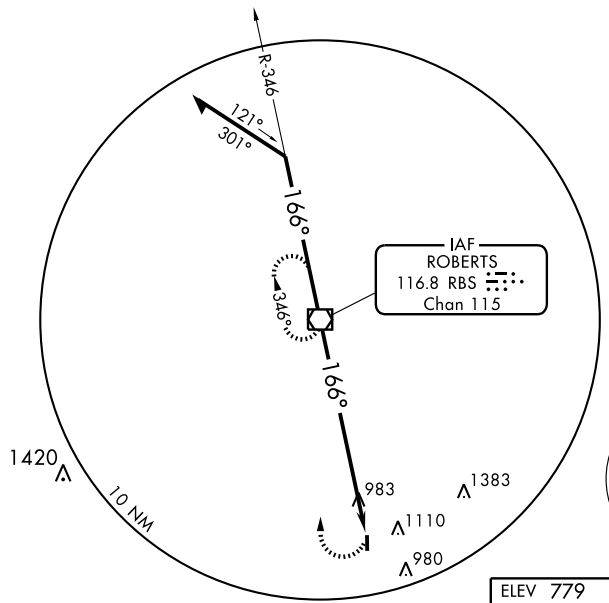
VOR RWY 18
PAXTON (1C1)

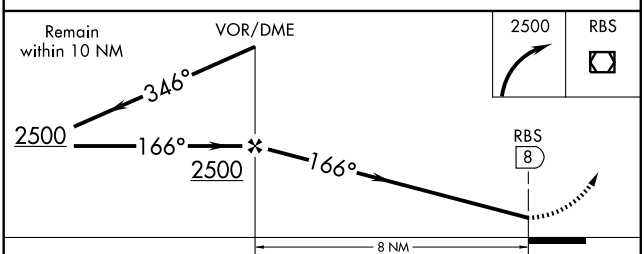
NA

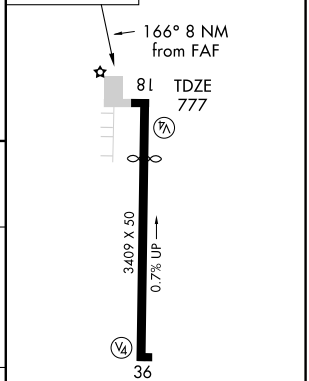
Visibility reduction by helicopters NA.
Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase S-18 and Circling Cat A visibility ¼ mile and S-18 Circling Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 2500 direct RBS VOR/DME and hold.

CHAMPAIGN-URBANA ASOS	CHAMPAIGN APP CON ★	UNICOM
124.85	121.35 291.0	122.8 (CTAF)







MIRL Rwy 18-36
REIL Rwy 18

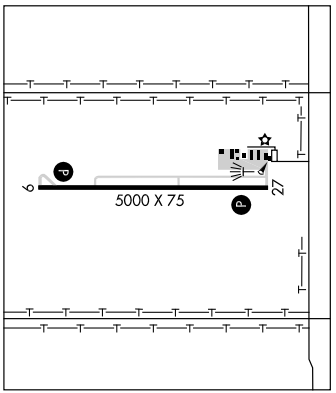
CATEGORY	A	B	C	D
S-18	1580-1 803 (900-1)	1580-1¼ 803 (900-1¼)	1580-2¼ 803 (900-2¼)	NA
CIRCLING	1580-1 801 (900-1)	1580-1¼ 801 (900-1¼)	1580-2¼ 801 (900-2¼)	NA

FAF to MAP 8 NM

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

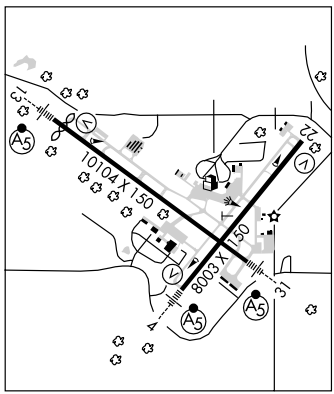
PEKIN MUNI (C15) 4 S UTC−6(−5DT) N40°29.29′ W89°40.55′ **CHICAGO**
530 B **FUEL** 100LL, JET A TPA—1330(800) NOTAM FILE IKK **H–5D, L–27C**
RWY 09–27: H5000X75 (ASPH) S–15 HIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 20′.
RWY 27: PAPI(P2L)—GA 3.0°TCH 25′.
AIRPORT REMARKS: Attended 1400–2300Z‡. ACTIVATE HIRL Rwy 09–27 and PAPIs Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PEORIA APP/DEP CON** 124.675
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 151° 12.7 NM to fld. 730/4E.



PEORIA N40°40.80′ W89°47.57′ NOTAM FILE PIA. **CHICAGO**
(L) VORTACW 115.2 PIA Chan 99 098° 4.6 NM to General Downing–Peoria Intl. 730/4E. **H–5D, L–27C**
VOR portion unusable 009°–019° blo 8000′ and between 25 and 35 NM.
RCO 122.35 (KANKAKEE RADIO)

PEORIA

GENERAL DOWNING–PEORIA INTL (PIA) 4 W UTC−6(−5DT) N40°39.85′ W89°41.60′ **CHICAGO**
660 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA **H–5D, L–27C**
RWY 13–31: H10104X150 (CONC–GRVD) S–100, D–175, 2S–175, 2D–310 HIRL **IAP, AD**
RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59′. Thld dsplcd 500′. Tree.
RWY 31: MALSR. Tree.
RWY 04–22: H8003X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL
RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31′. Tree.
RWY 22: VASI(V4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–8003 TODA–8003 ASDA–7862 LDA–7862
RWY 22: TORA–8003 TODA–8003 ASDA–8003 LDA–8003
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Portion of Twy A–5 not visible from twr due to a building.
WEATHER DATA SOURCES: ASOS (309) 697–3611. LLWAS.
COMMUNICATIONS: ATIS 126.1 **UNICOM** 122.95
PEORIA RCO 122.35 (KANKAKEE RADIO)
Ⓡ **PEORIA APP/DEP CON** 125.8 (305°–125°) 124.675 (126°–304°)
PEORIA TOWER 119.1 **GND CON** 121.85
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 098° 4.6 NM to fld. 730/4E.
TUNGG NDB (MHW/LOM) 356 PI N40°36.34′ W89°35.59′ 307° 5.8 NM to fld.
ILS/DME 110.55 I–RNX Chan 42(Y) Rwy 04. Class IE.
ILS 109.9 I–GZX Rwy 13. Class IB.
ILS 109.9 I–PIA Rwy 31. Class IA. LOM TUNGG NDB.



WAAS	APP CRS	Rwy Idg	5000
CH 53509	091°	TDZE	530
W09A		Apt Elev	530

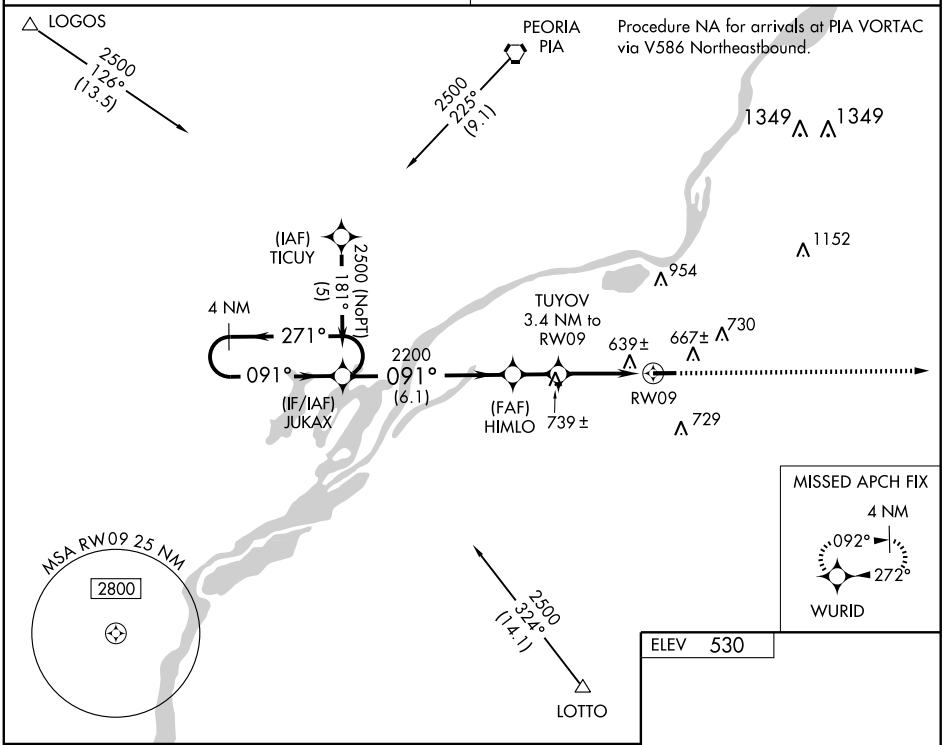
RNAV (GPS) RWY 9

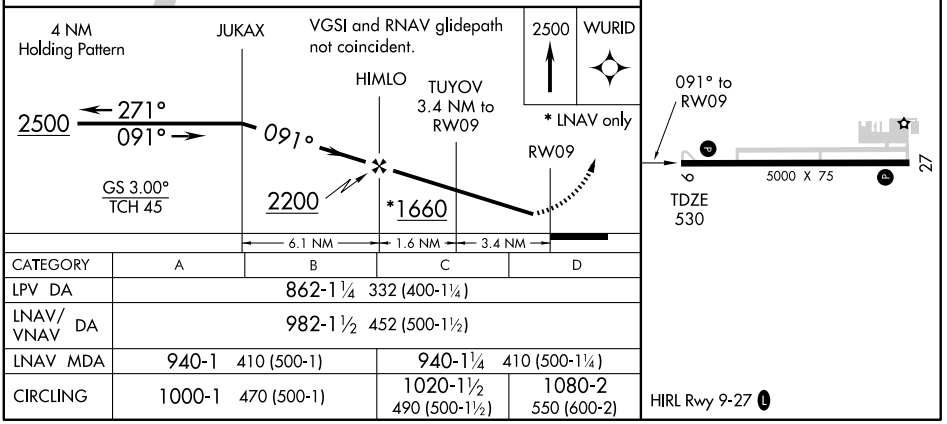
PEKIN MUNI (C15)

T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct WURID and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L





ELEV 530

CATEGORY	A	B	C	D
LPV DA	862-1¼ 332 (400-1¼)			
LNAV/VNAV DA	982-1½ 452 (500-1½)			
LNAV MDA	940-1 410 (500-1)		940-1¼ 410 (500-1¼)	
CIRCLING	1000-1 470 (500-1)		1020-1½ 490 (500-1½)	1080-2 550 (600-2)

HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99509	272°	TDZE	525
W27A		Apt Elev	530

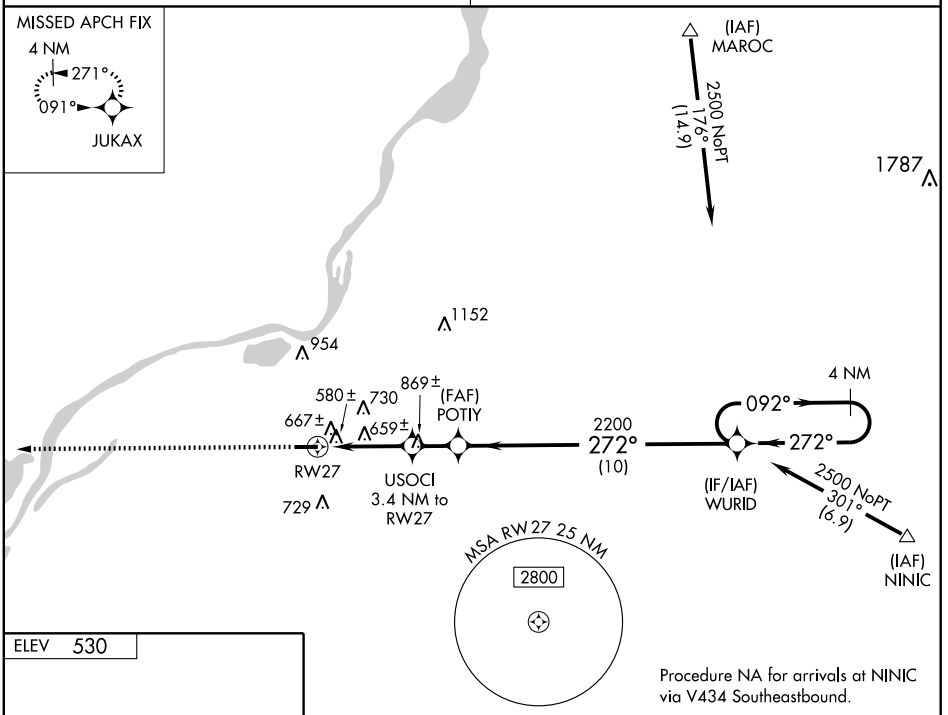
RNAV (GPS) RWY 27

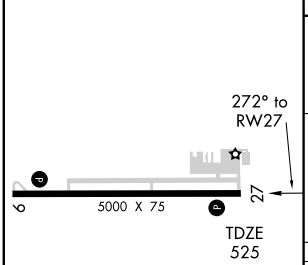
PEKIN MUNI (C15)

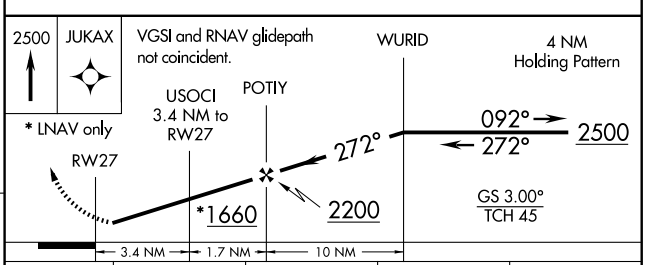
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct JUKAX and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	864-1¼ 339 (400-1¼)			
LNAV/VNAV DA	949-1½ 424 (500-1½)			
LNAV MDA	960-1 435 (500-1)		960-1¼ 435 (500-1¼)	960-1½ 435 (500-1½)
CIRCLING	1000-1 470 (500-1)		1020-1½ 490 (500-1½)	1080-2 550 (600-2)

HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIA	APP CRS	Rwy Idg	N/A
115.2	151°	TDZE	N/A
Chan 99		Apt Elev	530

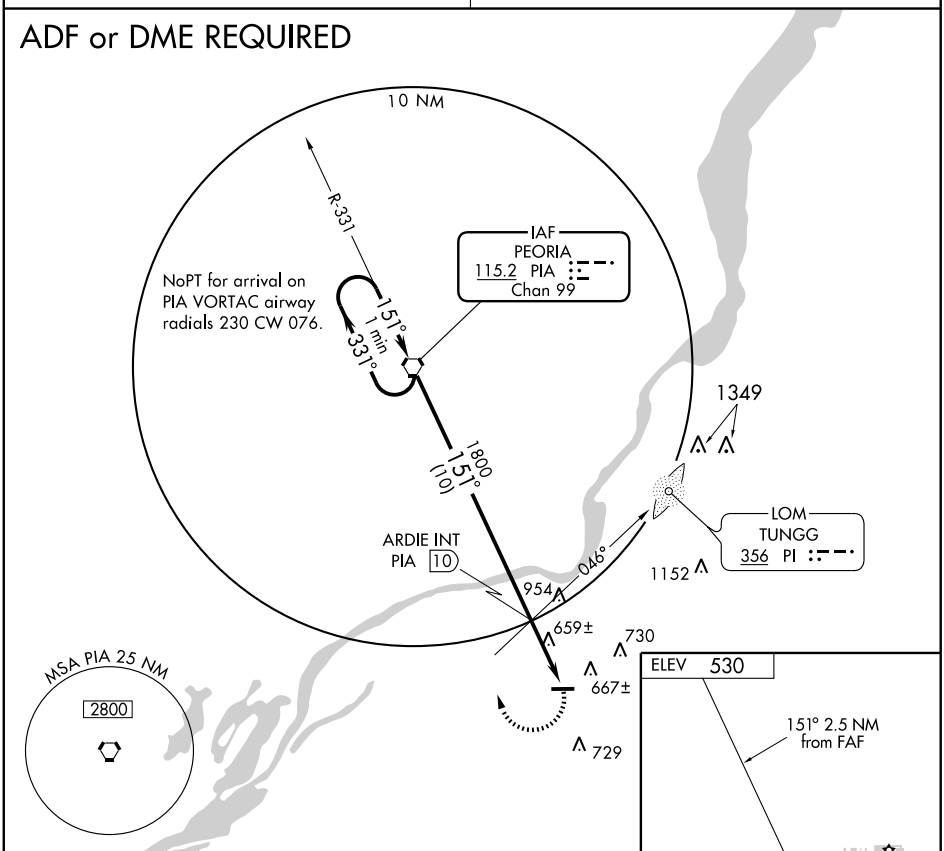
VOR-A
PEKIN MUNI (C15)

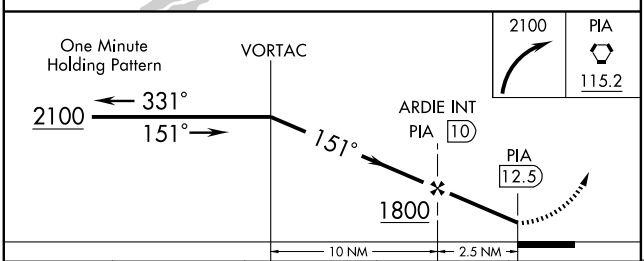
T NA Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2100 direct PIA VORTAC and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L

ADF or DME REQUIRED





HIRL Rwy 9-27 L

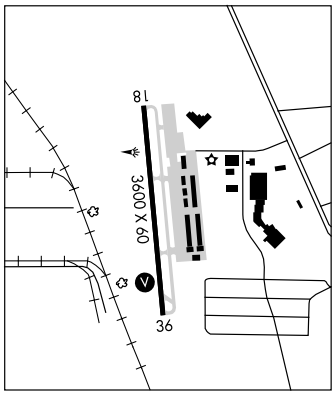
CATEGORY	A	B	C	D
CIRCLING	1000-1 470 (500-1)		1020-1½ 490 (500-1½)	1080-2 550 (600-2)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT HAWLEY AUXILIARY (3MY) 7 N UTC−6(−5DT) N40°47.72′ W89°36.81′ CHICAGO
786 B S4 **FUEL** 100LL, JET A OX 2 TPA—1786(1000) NOTAM FILE IKK L–27C
RWY 18–36: H3600X60 (ASPH) S–4 MIRL 0.3% up N. IAP
RWY 18: Tree.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 32′. Tree.
AIRPORT REMARKS: Attended dawn–dusk. ACTIVATE MIRL Rwy 18–36, REIL and VASI Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PEORIA APP/DEP CON** 125.8 **CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 046° 10.7 NM to fld. 730/4E.



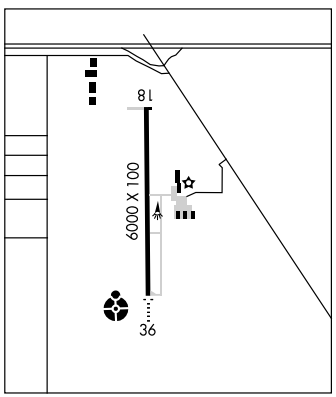
RAINBOW HELIPORT (7B1) 5 NW UTC−6(−5DT) N40°46.52′ W89°40.56′ CHICAGO
700 TPA—1400(700) NOTAM FILE IKK
HELIPAD H1: 225X82 (TURF)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended daily 1400–0000Z‡. Approach/Departure from 010°–220° clockwise only. Helipad H1 NSTD markings. Helipad H1 marked with 'H' in the grass.
COMMUNICATIONS: CTAF/UNICOM 123.05

PEOTONE N41°16.18′ W87°47.46′ NOTAM FILE IKK. CHICAGO
(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E. L–28H
RCO 122.05R 113.2T (KANKAKEE RADIO)

PERCIVAL SPRINGS (See WATSON)

PERU

ILLINOIS VALLEY RGNL–WALTER A DUNCAN FLD (VYS) 1 E UTC−6(−5DT) CHICAGO
N41°21.11′ W89°09.19′ H–5D, L–28H
654 B S4 **FUEL** 100LL, JET A NOTAM FILE VYS IAP
RWY 18–36: H6000X100 (ASPH) S–24 MIRL
RWY 18: Pole. **RWY 36:** ODALS.
AIRPORT REMARKS: Attended Sat–Sun 1400–0400Z‡, Nov–Feb Mon–Fri 1300–2300Z‡, Mar–Oct Mon–Fri 1300–0500Z‡. MIRL 18–36 preset low ints, to increase ints and ACTIVATE ODALS Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (815) 223–8442.
COMMUNICATIONS: UNICOM/CTAF 123.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58′ W89°35.27′ 060° 22.8 NM to fld. 810/0E.
ILS/DME 110.35 I–PYU Chan 40(Y) Rwy 36. LOC only. ILS/DME unmonitored.



PIATT CO (See MONTICELLO)

WAAS	APP CRS	Rwy Idg	3600
CH 90413	177°	TDZE	786
W18A		Apt Elev	786

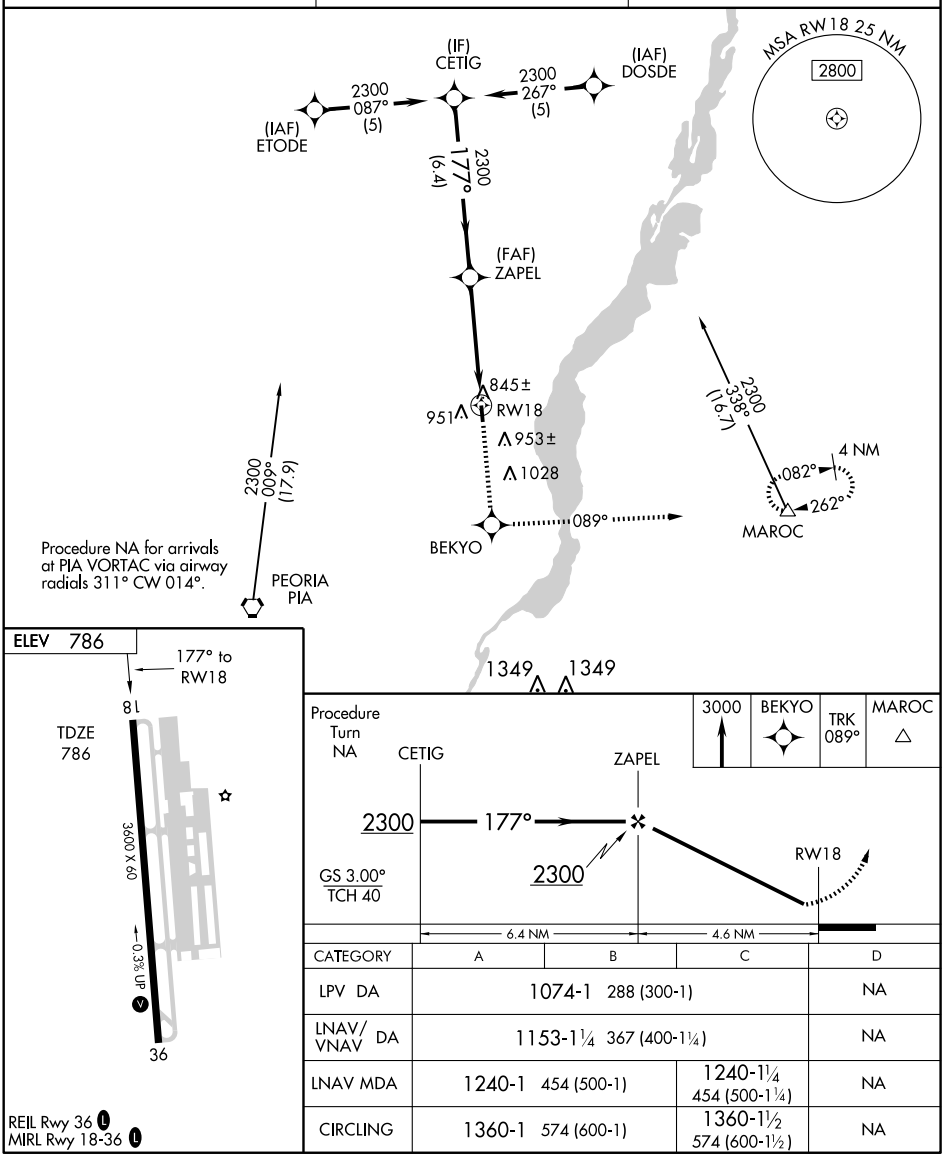
RNAV (GPS) RWY 18

PEORIA/MT. HAWLEY AUXILIARY (3MY)

Baro-VNAV NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use General Downing-Peoria Intl altimeter setting, when not received, use Marshall County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BEKYO and via track 089° to MAROC and hold.

PEORIA APP CON	CLINC DEL	UNICOM
125.8 269.2	121.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1074-1 288 (300-1)			NA
LNAV/VNAV DA	1153-1¼ 367 (400-1¼)			NA
LNAV MDA	1240-1 454 (500-1)		1240-1¼ 454 (500-1¼)	NA
CIRCLING	1360-1 574 (600-1)		1360-1½ 574 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIA	APP CRS	Rwy Idg	N/A
115.2	225°	TDZE	N/A
Chan 99		Apt Elev	786

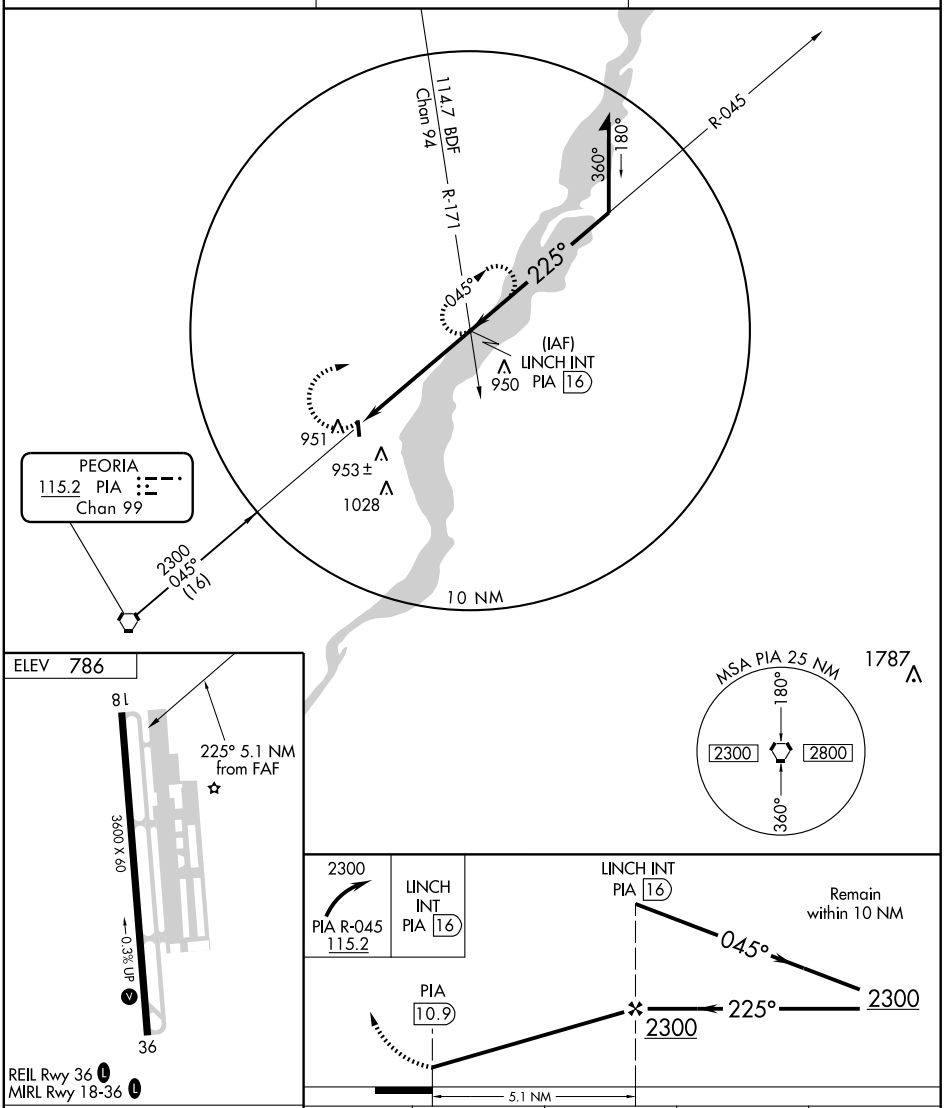
VOR-A

PEORIA/MT. HAWLEY AUXILIARY (3MY)

T NA Use General Downing-Peoria Intl altimeter setting, when not received,use Marshall County altimeter setting and increase MDA 40 feet and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2300 via PIA VORTAC R-045 to LINCH Int/PIA16 DME and hold.

PEORIA APP CON	CLINC DEL	UNICOM
125.8 269.2	121.6	122.7 (CTAF) L



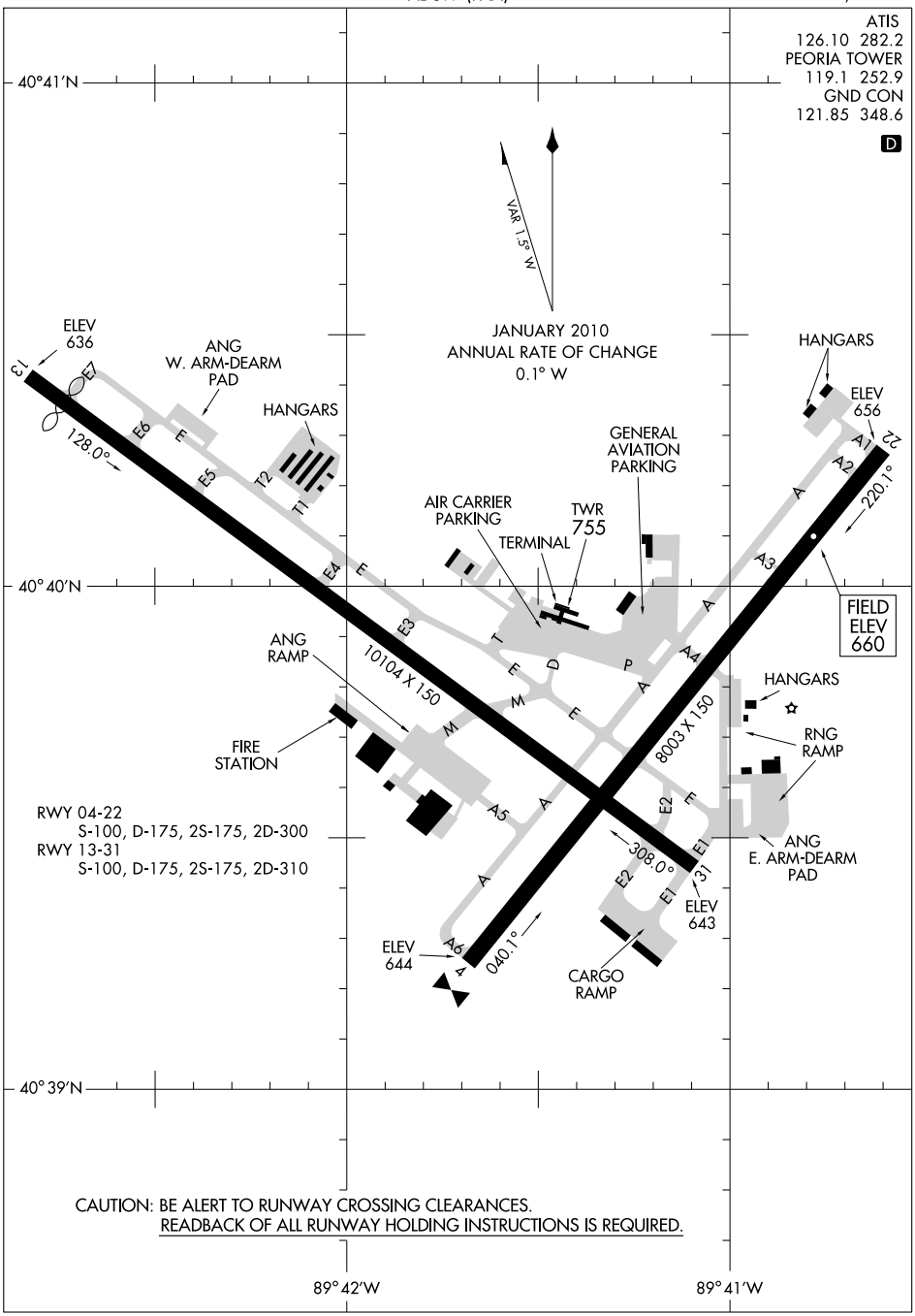
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1360-1	574 (600-1)	1360-1½ 574 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

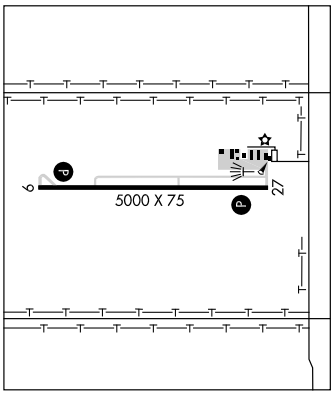
PEORIA/ GENERAL DOWNING-PEORIA INTL (PIA)
AL-597 (FAA)
PEORIA, ILLINOIS



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

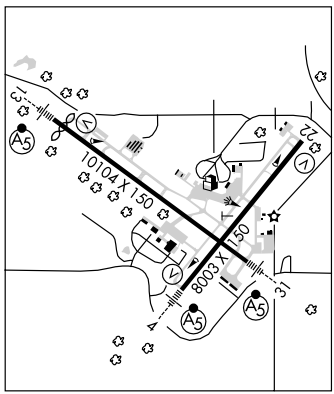
PEKIN MUNI (C15) 4 S UTC−6(−5DT) N40°29.29′ W89°40.55′ **CHICAGO**
530 B **FUEL** 100LL, JET A TPA—1330(800) NOTAM FILE IKK **H–5D, L–27C**
RWY 09–27: H5000X75 (ASPH) S–15 HIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 20′.
RWY 27: PAPI(P2L)—GA 3.0°TCH 25′.
AIRPORT REMARKS: Attended 1400–2300Z‡. ACTIVATE HIRL Rwy 09–27 and PAPIs Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PEORIA APP/DEP CON** 124.675
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 151° 12.7 NM to fld. 730/4E.



PEORIA N40°40.80′ W89°47.57′ NOTAM FILE PIA. **CHICAGO**
(L) VORTACW 115.2 PIA Chan 99 098° 4.6 NM to General Downing–Peoria Intl. 730/4E. **H–5D, L–27C**
VOR portion unusable 009°–019° blo 8000′ and between 25 and 35 NM.
RCO 122.35 (KANKAKEE RADIO)

PEORIA

GENERAL DOWNING–PEORIA INTL (PIA) 4 W UTC−6(−5DT) N40°39.85′ W89°41.60′ **CHICAGO**
660 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA **H–5D, L–27C**
RWY 13–31: H10104X150 (CONC–GRVD) S–100, D–175, 2S–175, 2D–310 HIRL **IAP, AD**
RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59′. Thld dsplcd 500′. Tree.
RWY 31: MALSR. Tree.
RWY 04–22: H8003X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL
RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31′. Tree.
RWY 22: VASI(V4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–8003 TODA–8003 ASDA–7862 LDA–7862
RWY 22: TORA–8003 TODA–8003 ASDA–8003 LDA–8003
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Portion of Twy A–5 not visible from twr due to a building.
WEATHER DATA SOURCES: ASOS (309) 697–3611. LLWAS.
COMMUNICATIONS: ATIS 126.1 **UNICOM** 122.95
PEORIA RCO 122.35 (KANKAKEE RADIO)
Ⓡ **PEORIA APP/DEP CON** 125.8 (305°–125°) 124.675 (126°–304°)
PEORIA TOWER 119.1 **GND CON** 121.85
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 098° 4.6 NM to fld. 730/4E.
TUNGG NDB (MHW/LOM) 356 PI N40°36.34′ W89°35.59′ 307° 5.8 NM to fld.
ILS/DME 110.55 I–RNX Chan 42(Y) Rwy 04. Class IE.
ILS 109.9 I–GZX Rwy 13. Class IB.
ILS 109.9 I–PIA Rwy 31. Class IA. LOM TUNGG NDB.



LOC I-PIA	APCH CRS	Rwy ldg 10,104 TDZE 651 Arpt Elev 660
109.9	306°	

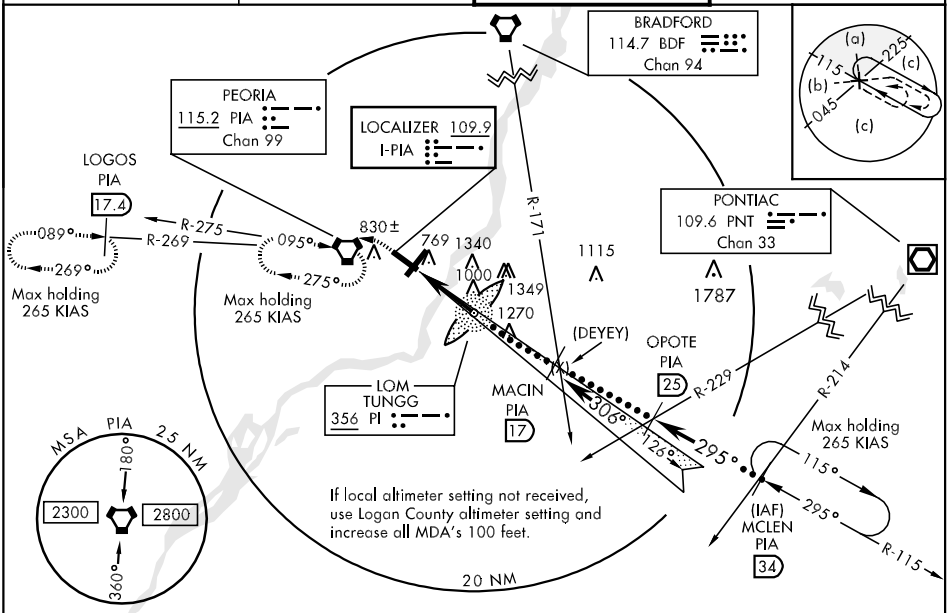
JAL 597 [USAF] GENERAL DOWNING - PEORIA INTL (KPIA)

* When ALS inop, increase vis CAT CDE ¼ mile.
** When ALS inop, increase vis CAT CDE ½ mile.

MALSR (A5)

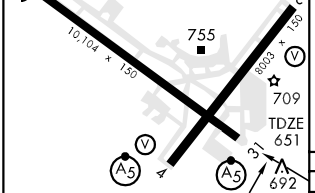
MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct PIA VORTAC and hold. (TACAN aircraft: continue via PIA R-269 to LOGOS 17.4 DME and hold west, right turn 089° inbound).

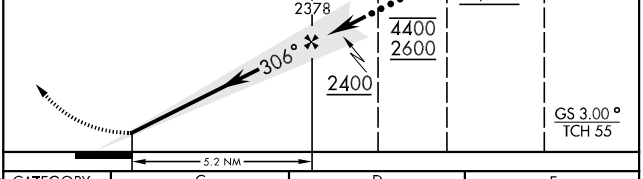
ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.1 282.2	305°-125° 125.8 269.2 126°-304° 124.675 326.2	119.1 252.9	121.85 348.6



EMERG SAFE ALT 100 NM 3300

ELEV 660 Rwy 13 ldg 9500'





HIRL Rwy 4-22 and 13-31

FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

CATEGORY	C	D	E
S-ILS 31*	851/24	200	(200-½)
S-LOC 31**	1020/24 369 (400-½)	1020/40 369	(400- ¾)
CIRCLING	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	1680-3 1020 (1100-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 31

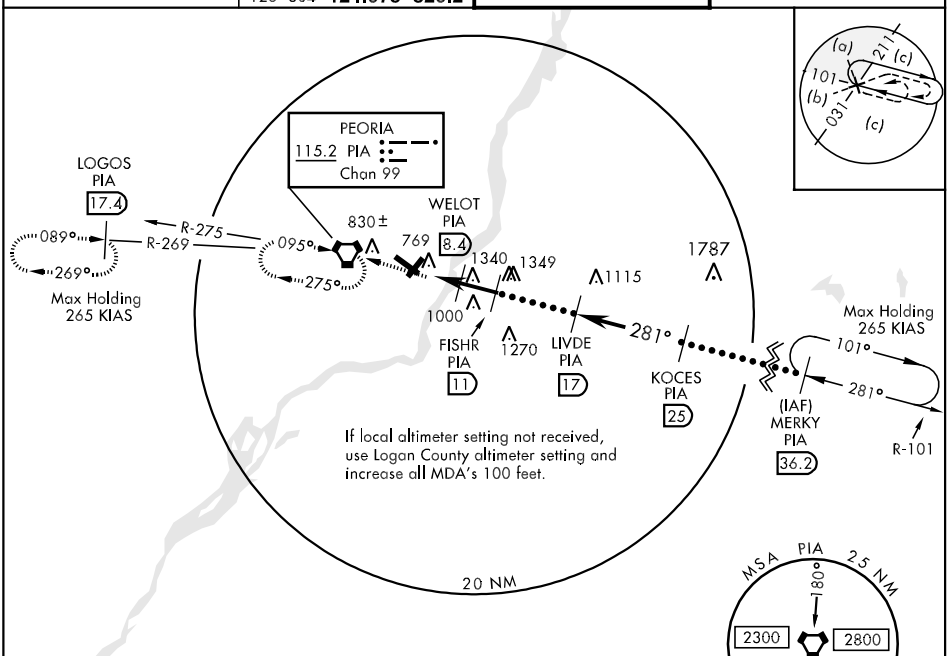
JAL 597 [USAF] GENERAL DOWNING - PEORIA INTL (KPIA)

VORTAC PIA 115.2 Chan 99	APCH CRS 281°	Rwy ldg 10,104 TDZE 651 Arpt Elev 660

MALSR

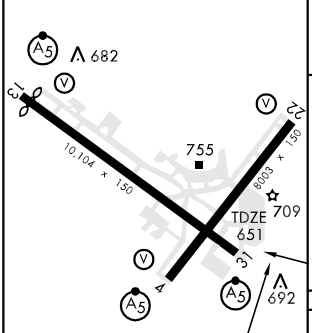
MISSED APPROACH: Climb to 2800, direct PIA VORTAC and hold. Continue climb-in-hold to 2800. (TACAN aircraft: continue via PIA R-269 to LOGOS INT/PIA 17.4 DME and hold West, right turn 089° inbound).

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.1 282.2	305°-125° 125.8 269.2 126°-304° 124.675 326.2	119.1 252.9	121.85 348.6

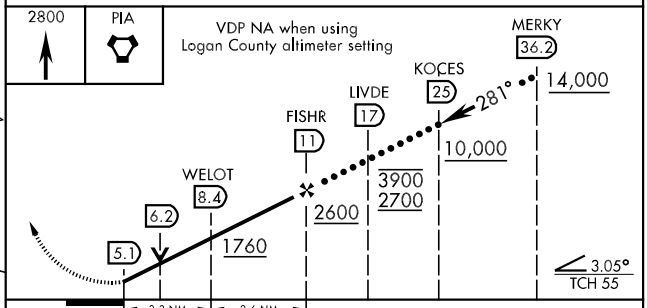


EMERG SAFE ALT 100 NM 3300

ELEV 660 Rwy 13 ldg 9500'



HIRL Rwy 4-22 and 13-31



CATEGORY	C	D	E
S-31	1040/50 389 (400-1)	1040/60 389 (400-1¼)	
CIRCLING	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	1680-3 1020 (1100-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RNX 110.55 Chan 42 (Y)	APP CRS 038°	Rwy Idg 8003 TDZE 652 Apt Elev 660

ILS or LOC RWY 4

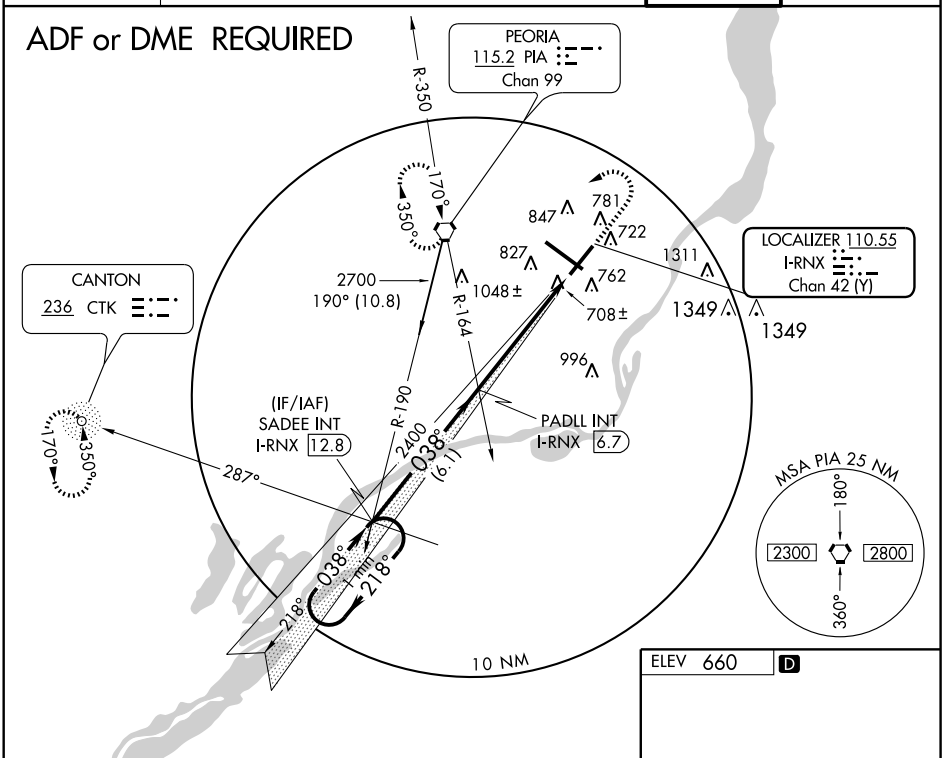
PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

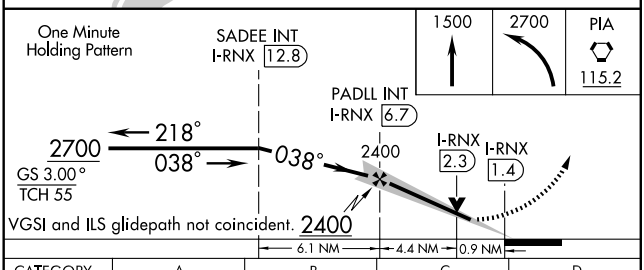
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/ MDAs 100 feet. VDP NA with Logan County altimeter setting.

MALSR

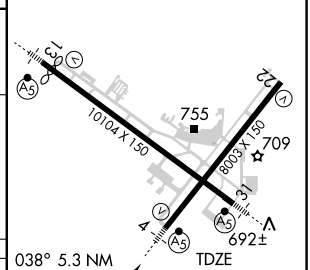
MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6





CATEGORY	A	B	C	D
S-ILS 4	852-½ 200 (200-½)			
S-LOC 4	960-½ 308 (300-½)			960-¾ 308 (300-¾)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-GZX	APP CRS	Rwy Idg	9500
109.9	126°	TDZE	632
		Apt Elev	660

ILS or LOC RWY 13

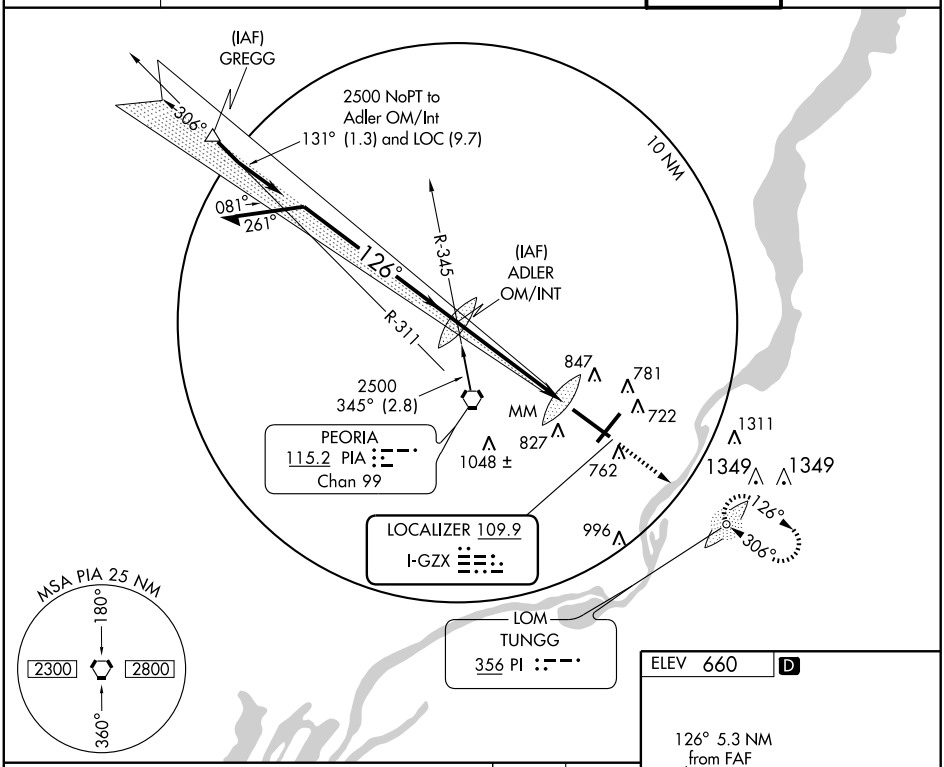
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

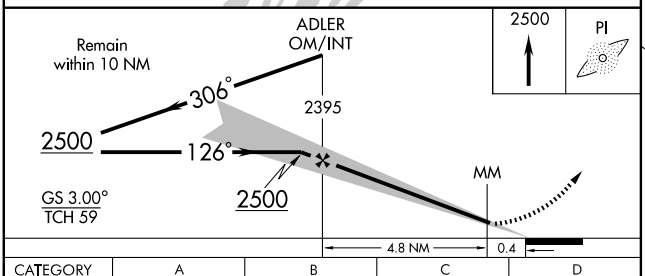
ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

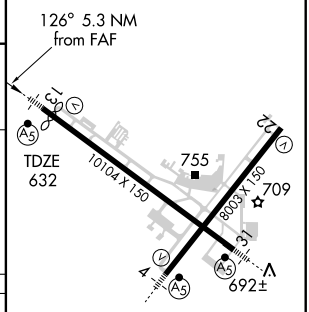
MALSR

MISSED APPROACH: Climb to 2500 direct PI LOM and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6







CATEGORY	A	B	C	D
S-ILS 13*	832/24 200 (200-½)			
S-LOC 13	1120/24 488 (500-½)		1120/40 488 (500-¾)	1120/50 488 (500-1)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

HIRL Rwys 4-22 and 13-31

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PIA	APP CRS	Rwy Idg	10104
109.9	306°	TDZE	651
		Apt Elev	660

ILS or LOC RWY 31

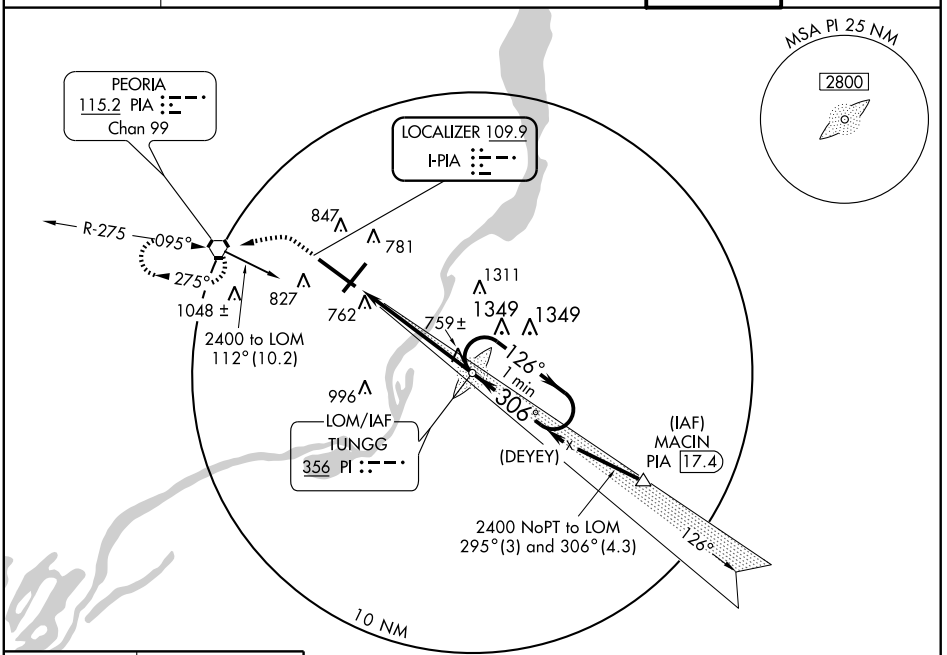
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

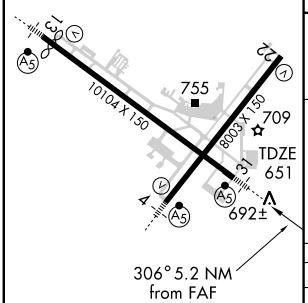
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6

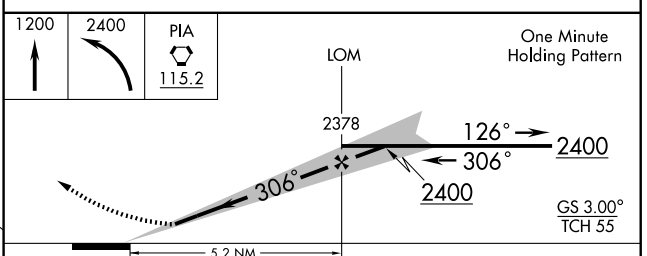


ELEV 660 D



HIRL Rwys 4-22 and 13-31

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31	** 851/24 200 (200-½)			
S-LOC 31	1020/24 369 (400-½)			1020/40 369 (400-¾)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM PI	APP CRS	Rwy Idg	10104
356	306°	TDZE	651
		Apt Elev	660

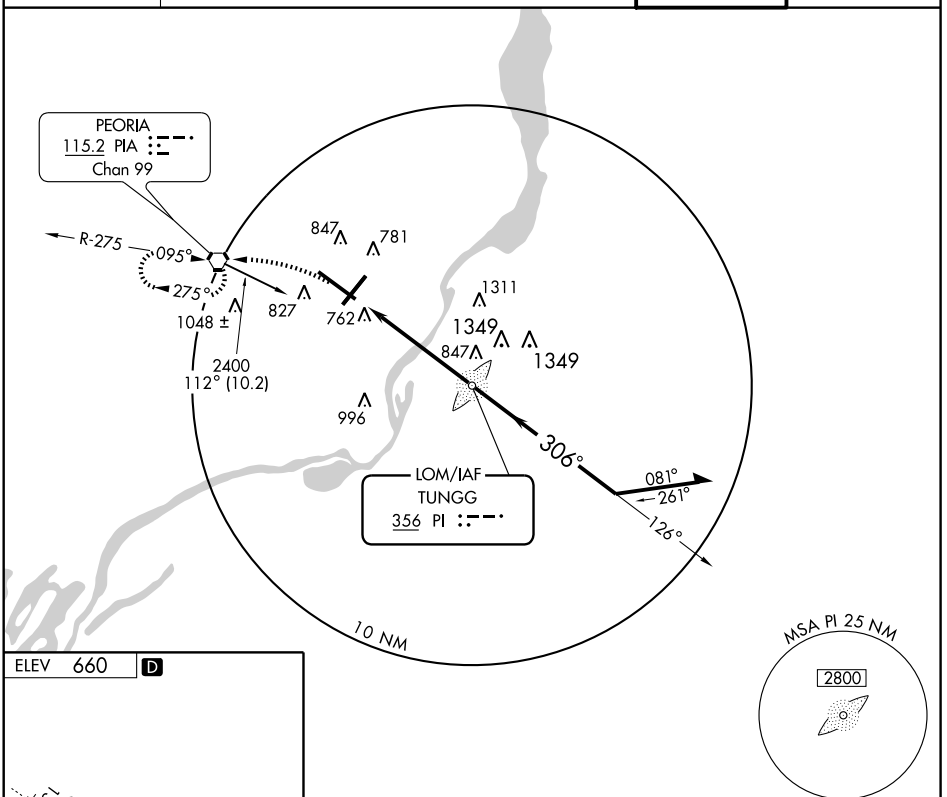
NDB RWY 31

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

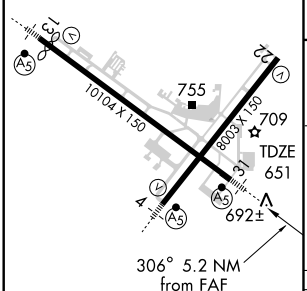
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct PIA VORTAC and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6

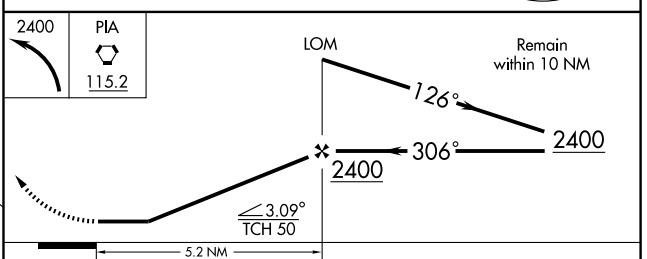


ELEV 660 D



HIRL Rwys 4-22 and 13-31

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-31	1140/40 489 (500-¾)			1140/60 489 (500-1¼)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8003
CH 56210	038°	TDZE	652
W04A		Apt Elev	660

RNAV (GPS) RWY 4

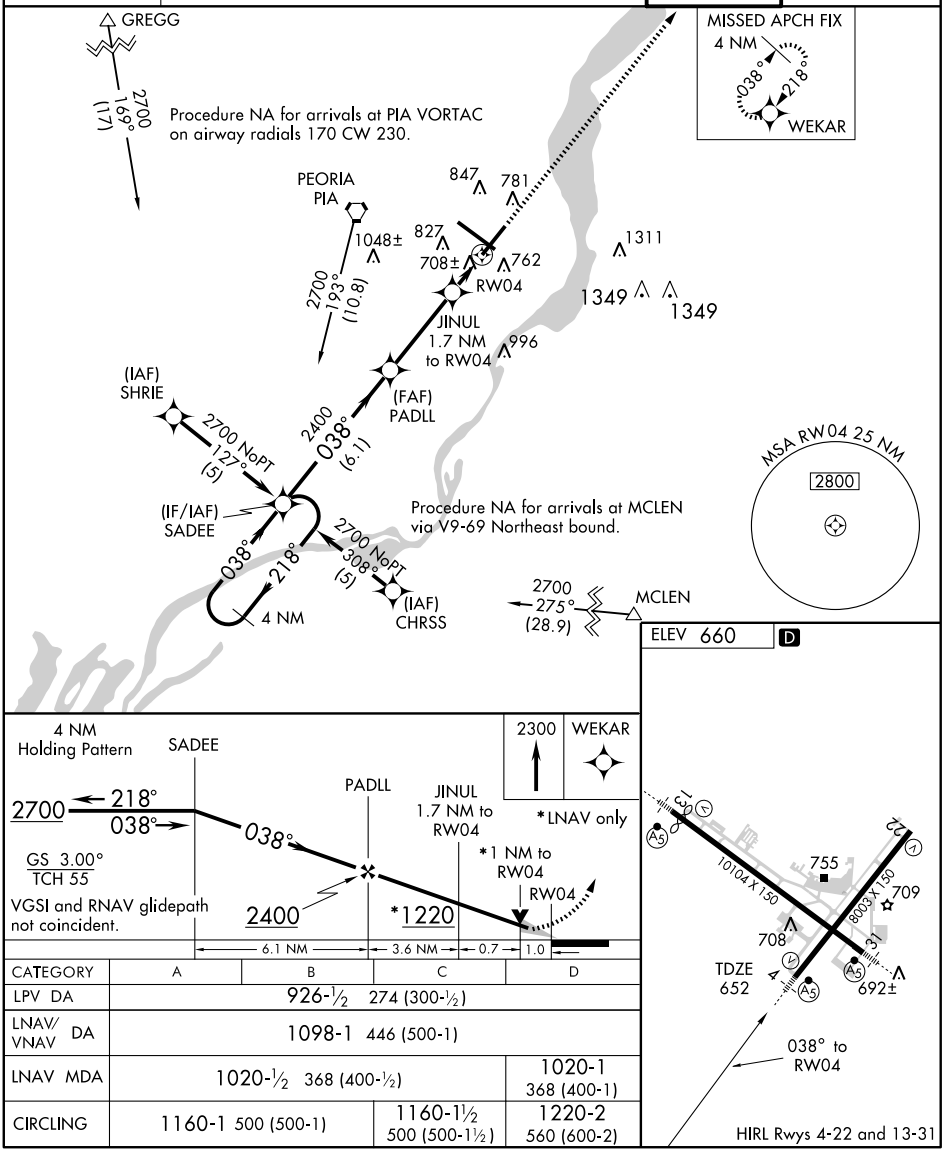
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

ASR — For inoperative MALSR, increase LPV all Cats. visibility to 1 mile, and LNAV Cat. D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats. and LNAV Cat. C visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2300 direct WEKAR and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6



CATEGORY	A	B	C	D
LPV DA	926-½ 274 (300-½)			
LNAV/VNAV DA	1098-1 446 (500-1)			
LNAV MDA	1020-½ 368 (400-½)			1020-1 368 (400-1)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9500
CH 60922	125°	TDZE	632
W13A		Apt Elev	660

RNAV (GPS) RWY 13

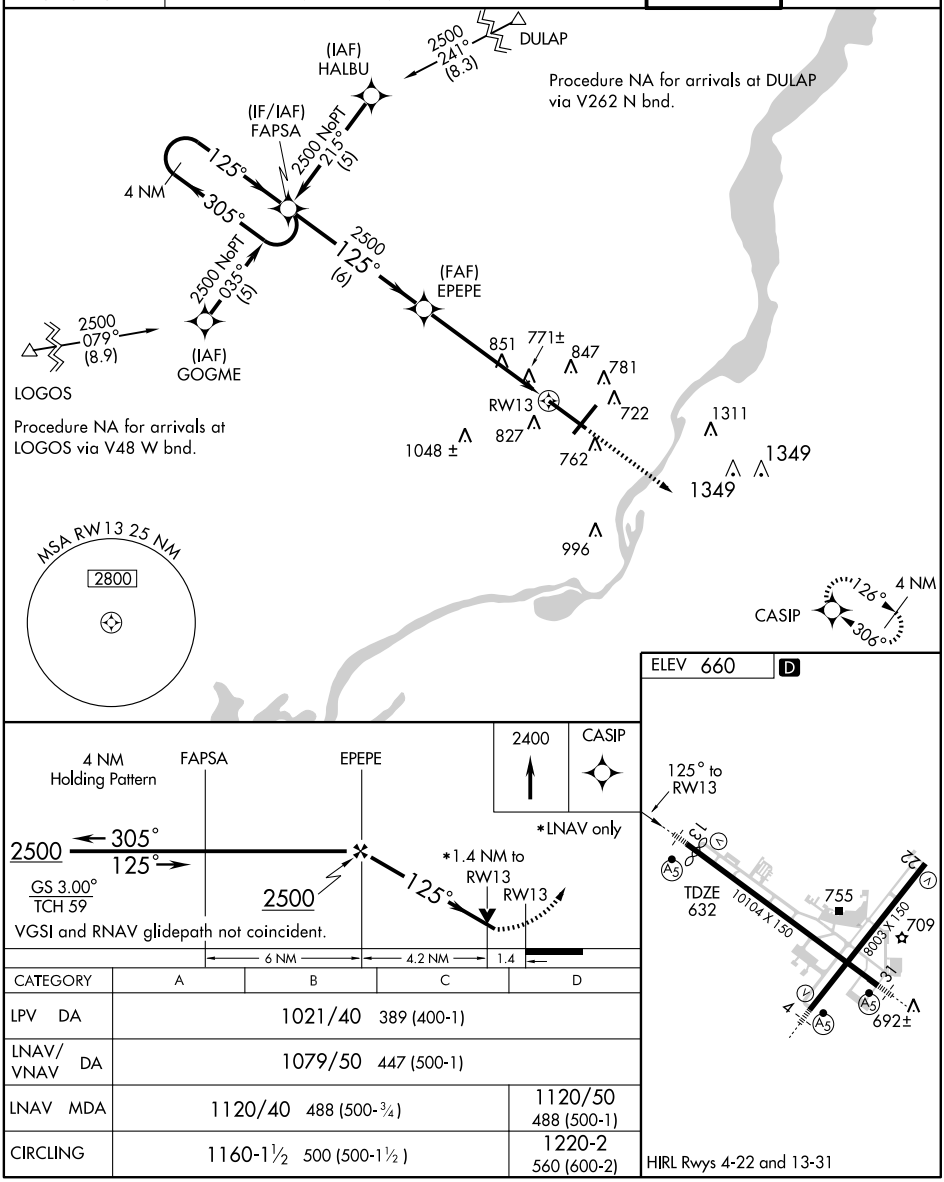
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Logan County altimeter setting. For inoperative MALSR increase LPV visibility to RVR 6000 all Cats and increase LNAV Cats A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2400 direct CASIP and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6



CATEGORY	A	B	C	D
LPV DA	1021/40 389 (400-1)			
LNAV/VNAV DA	1079/50 447 (500-1)			
LNAV MDA	1120/40 488 (500-¾)			1120/50 488 (500-1)
CIRCLING	1160-1½ 500 (500-1½)			1220-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8003
218°	TDZE	660
	Apt Elev	660

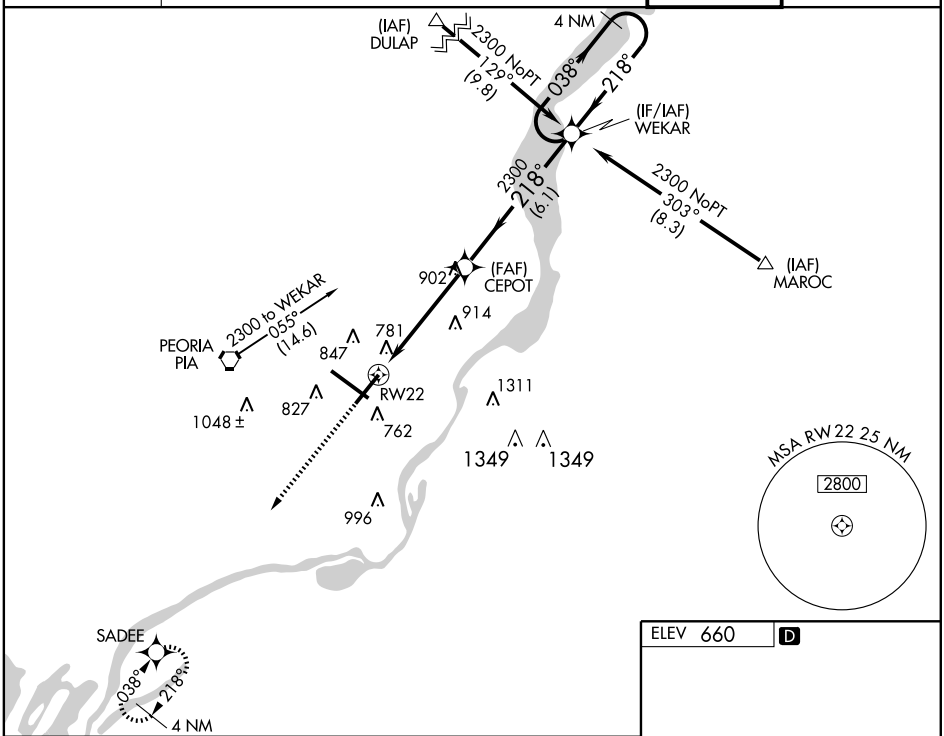
RNAV (GPS) RWY 22

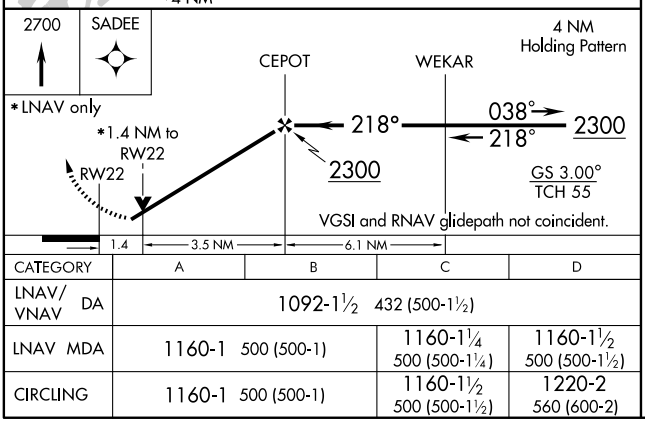
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats. and LNAV Cat. C and D visibility ¼ mile. Baro-VNAV and VDP NA with Logan County altimeter setting.

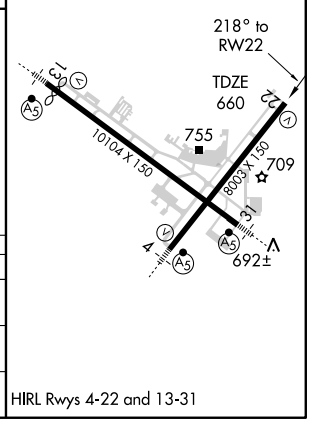
MISSED APPROACH: Climb to 2700 direct SADEE and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6





CATEGORY	A	B	C	D
LNAV/VNAV DA	1092-1½ 432 (500-1½)			
LNAV MDA	1160-1 500 (500-1)		1160-1¼ 500 (500-1¼)	1160-1½ 500 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10104
CH 77509	306°	TDZE	651
W31A		Apt Elev	660

RNAV (GPS) RWY 31

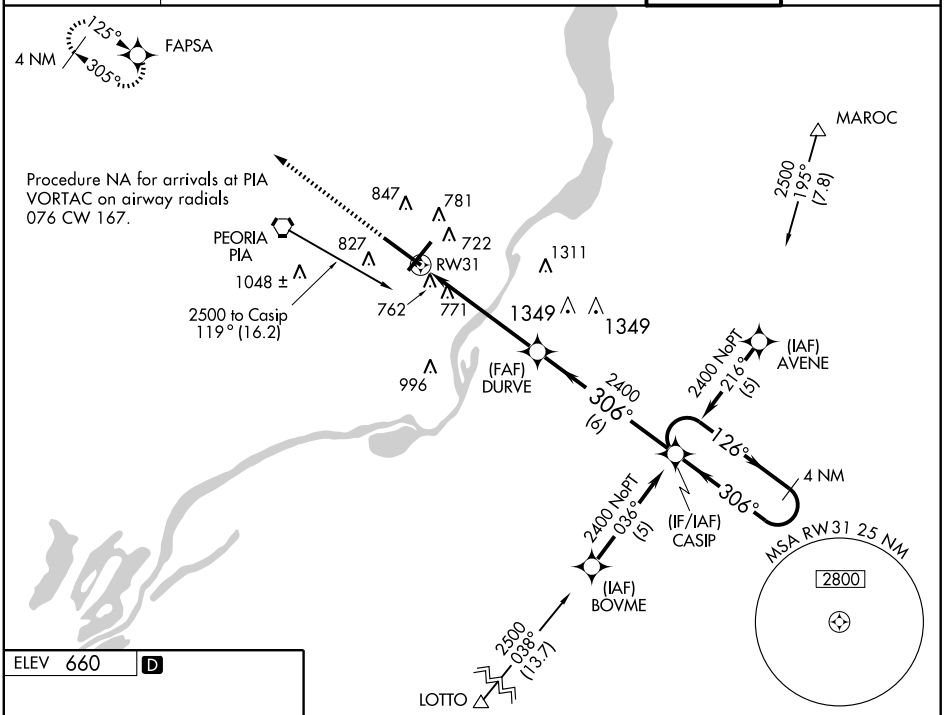
PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

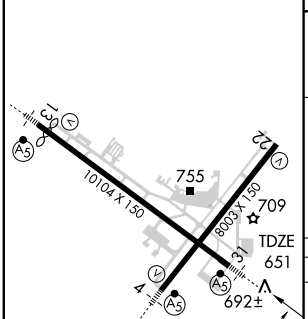
T A Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, and LNAV Cat. D visibility to RVR 6000. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.

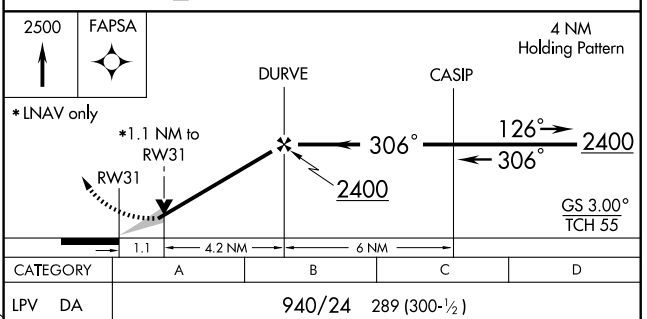
MALSR

MISSED APPROACH: Climb to 2500 direct FAPSA and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6







CATEGORY	A	B	C	D
LPV DA	940/24 289 (300-½)			
LNAV/VNAV DA	1123/60 472 (500-1¼)			
LNAV MDA	1040/24 389 (400-½)			1040/50 389 (400-1)
CIRCLING	1160-1¾ 500 (500-1¾)			1220-2 560 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIA	APP CRS	Rwy Idg 10104
115.2	281°	TDZE 651
Chan 99		Apt Elev 660

VOR/DME or TACAN RWY 31

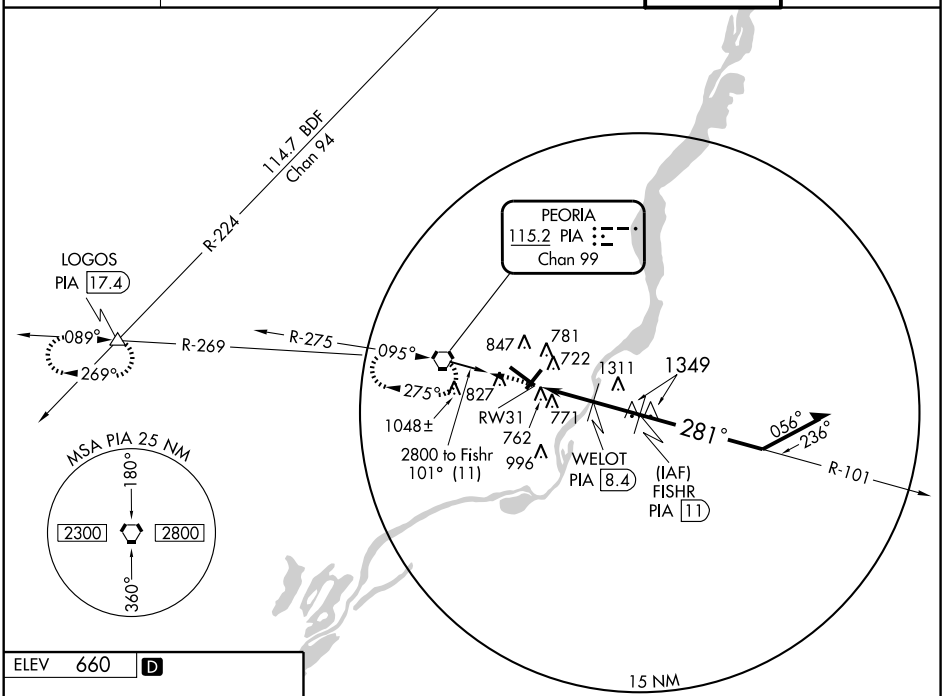
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

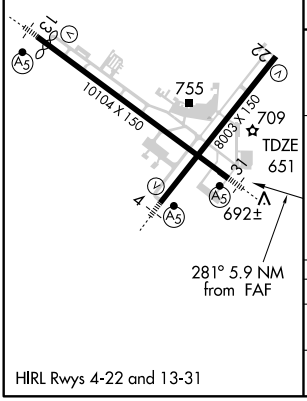
If local altimeter setting not available, use Logan County altimeter setting and increase all MDAs 100 feet. VDP NA when using Logan County altimeter setting. Inoperative table does not apply.

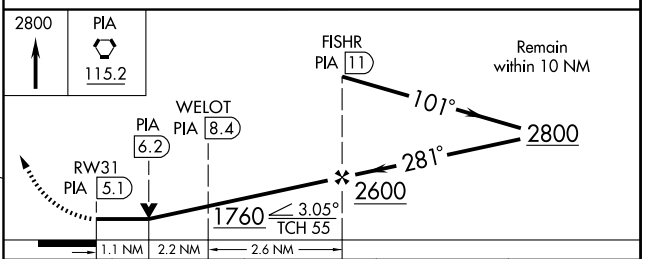
MALSR

MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue via PIA R-269 to LOGOS Int/PIA 17.4 DME and hold west, right turn, 089° inbound).

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6







CATEGORY	A	B	C	D
S-31	1040/50 389 (400-1)			1040/60 389 (400-1¼)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

HIRL Rwys 4-22 and 13-31

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIA	APP CRS	Rwy Idg	9500
115.2	093°	TDZE	632
Chan 99		Apt Elev	660

VOR or TACAN RWY 13

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

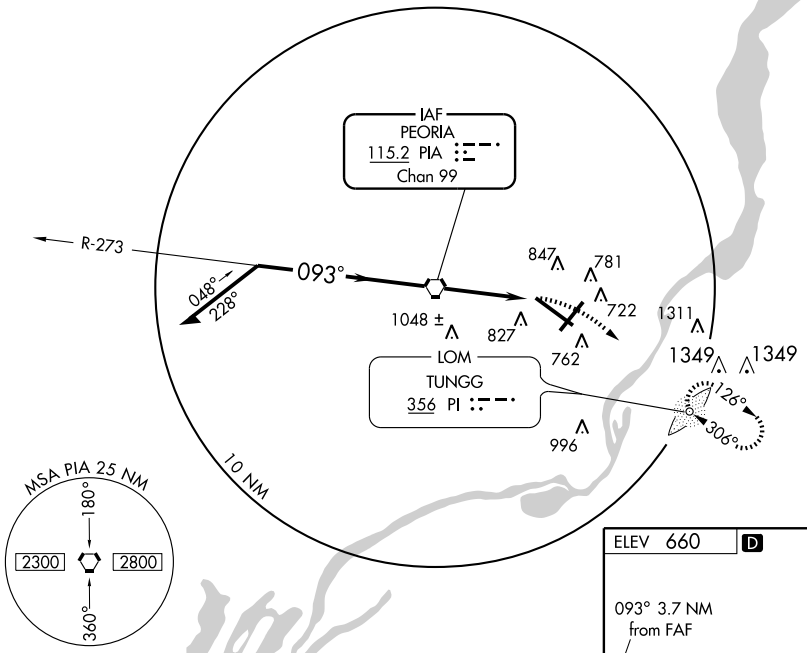
Inoperative table does not apply.

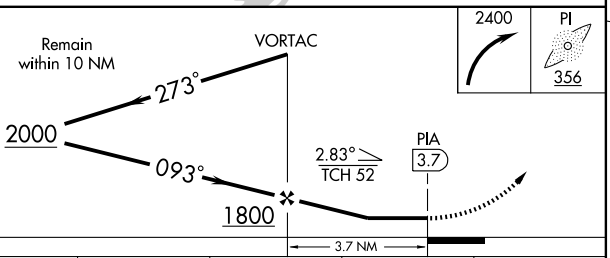
MALSR (A5)

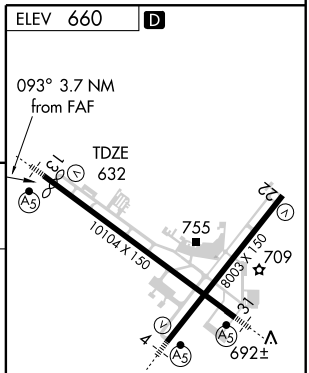
MISSED APPROACH: Climbing right turn to 2400 direct PI LOM and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6

ADF REQUIRED







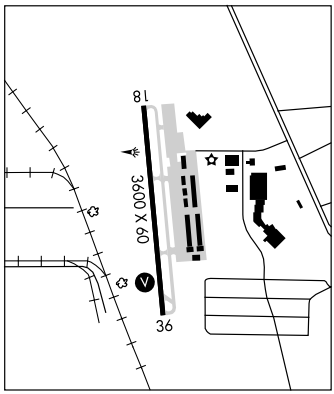
CATEGORY	A	B	C	D
S-13	1120/50	488 (500-1)	1120/60 488 (500-1¼)	1120-1½ 488 (500-1½)
CIRCLING	1160-1	500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)

HIRL Rwys 4-22 and 13-31

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT HAWLEY AUXILIARY (3MY) 7 N UTC−6(−5DT) N40°47.72′ W89°36.81′ CHICAGO
786 B S4 **FUEL** 100LL, JET A OX 2 TPA—1786(1000) NOTAM FILE IKK L–27C
RWY 18–36: H3600X60 (ASPH) S–4 MIRL 0.3% up N. IAP
RWY 18: Tree.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 32′. Tree.
AIRPORT REMARKS: Attended dawn–dusk. ACTIVATE MIRL Rwy 18–36, REIL and VASI Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PEORIA APP/DEP CON** 125.8 **CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80′ W89°47.57′ 046° 10.7 NM to fld. 730/4E.



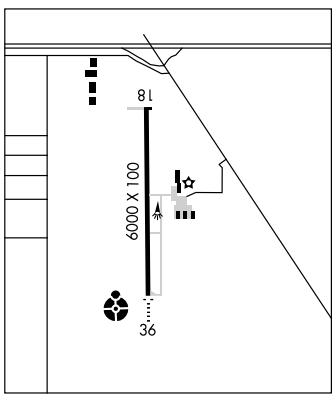
RAINBOW HELIPORT (7B1) 5 NW UTC−6(−5DT) N40°46.52′ W89°40.56′ CHICAGO
700 TPA—1400(700) NOTAM FILE IKK
HELIPAD H1: 225X82 (TURF)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended daily 1400–0000Z‡. Approach/Departure from 010°–220° clockwise only. Helipad H1 NSTD markings. Helipad H1 marked with 'H' in the grass.
COMMUNICATIONS: CTAF/UNICOM 123.05

PEOTONE N41°16.18′ W87°47.46′ NOTAM FILE IKK. CHICAGO
(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E. L–28H
RCO 122.05R 113.2T (KANKAKEE RADIO)

PERCIVAL SPRINGS (See WATSON)

PERU

ILLINOIS VALLEY RGNL–WALTER A DUNCAN FLD (VYS) 1 E UTC−6(−5DT) CHICAGO
N41°21.11′ W89°09.19′ H–5D, L–28H
654 B S4 **FUEL** 100LL, JET A NOTAM FILE VYS IAP
RWY 18–36: H6000X100 (ASPH) S–24 MIRL
RWY 18: Pole. **RWY 36:** ODALS.
AIRPORT REMARKS: Attended Sat–Sun 1400–0400Z‡, Nov–Feb Mon–Fri 1300–2300Z‡, Mar–Oct Mon–Fri 1300–0500Z‡. MIRL 18–36 preset low ints, to increase ints and ACTIVATE ODALS Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (815) 223–8442.
COMMUNICATIONS: UNICOM/CTAF 123.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58′ W89°35.27′ 060° 22.8 NM to fld. 810/0E.
ILS/DME 110.35 I–PYU Chan 40(Y) Rwy 36. LOC only. ILS/DME unmonitored.



PIATT CO (See MONTICELLO)

LOC/DME I-PYU	APP CRS	Rwy Idg 6000
110.35	360°	TDZE 648
Chan 40 (Y)		Apt Elev 654

LOC RWY 36

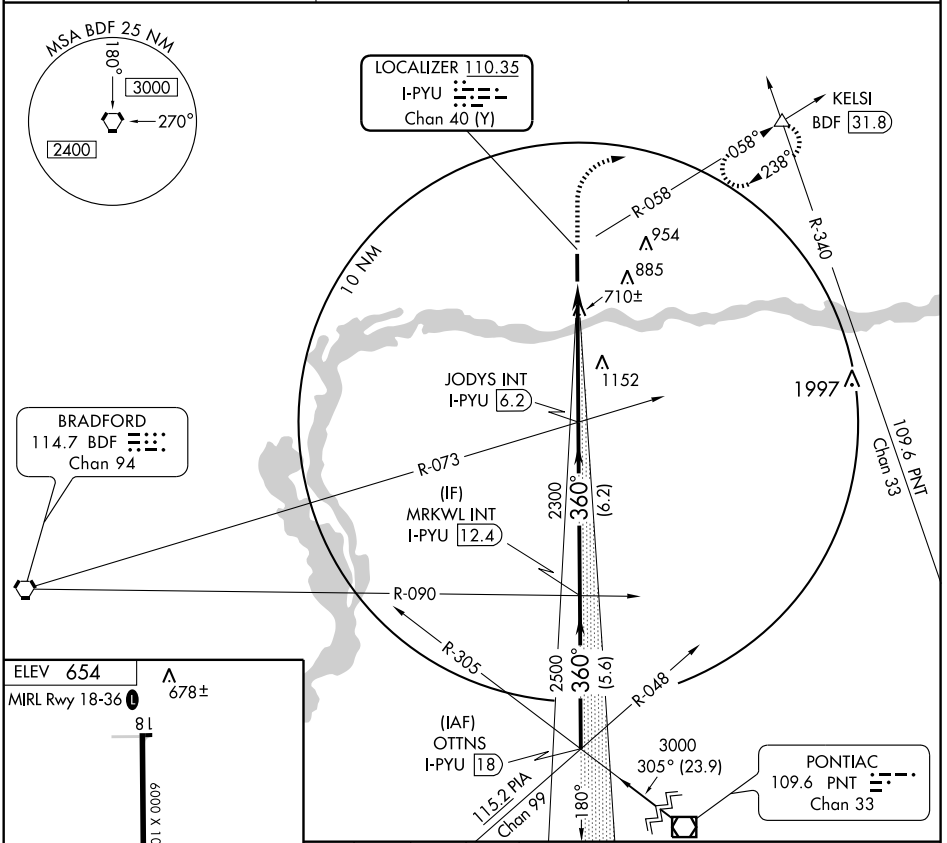
PERU/
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

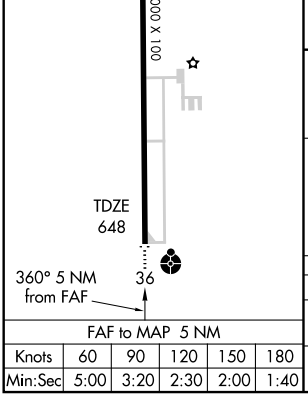
VDP NA when using Marshall County altimeter setting. When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet.

ODALS

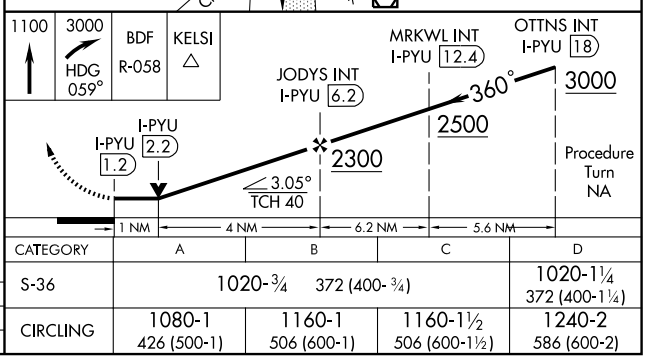
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 059° and BDF R-058 to KELSI Int/BDF 31.8 DME and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.025	123.75 354.0	123.0 (CTAF)





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-36	1020-¾ 372 (400-¾)			1020-1¼ 372 (400-1¼)
CIRCLING	1080-1 426 (500-1)	1160-1 506 (600-1)	1160-1½ 506 (600-1½)	1240-2 586 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
180°	TDZE	654
	Apt Elev	654

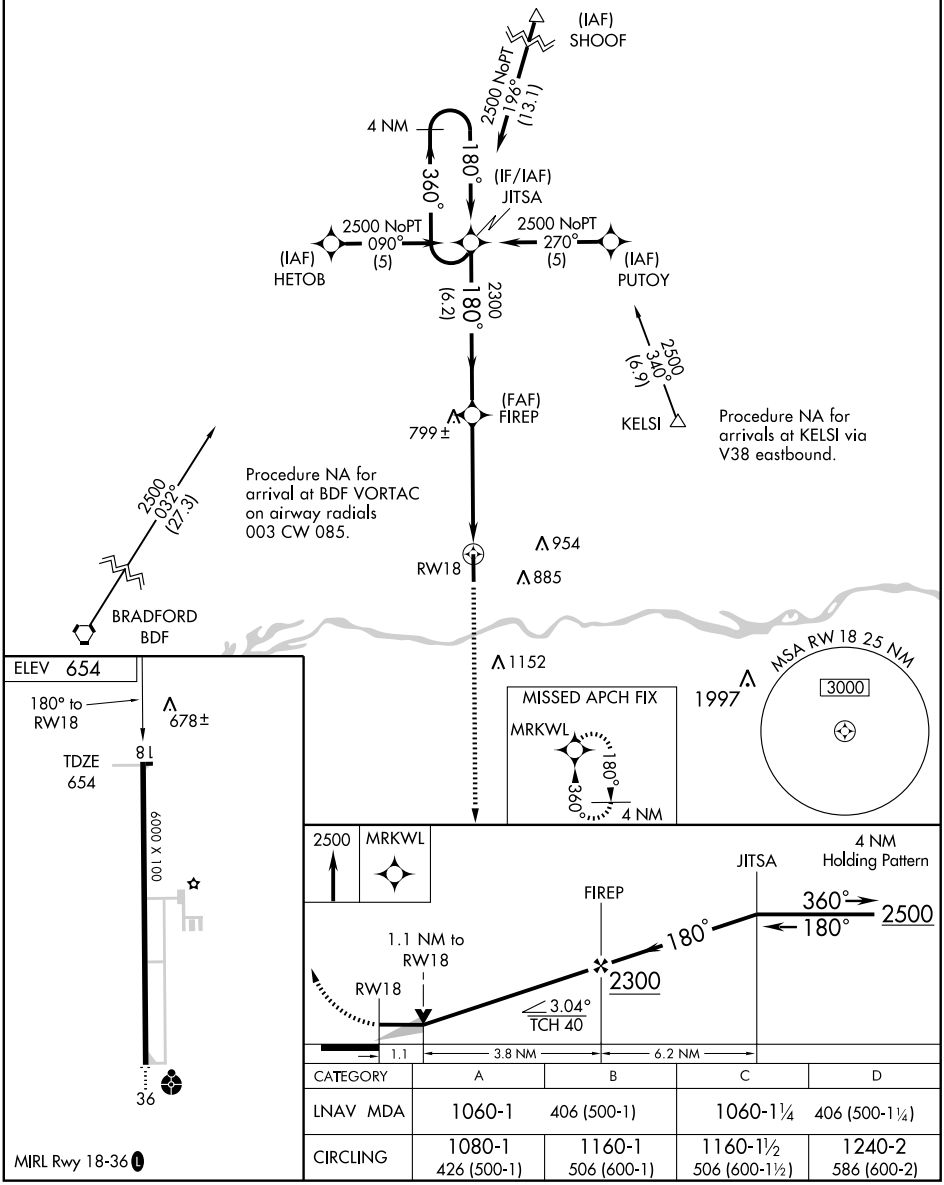
RNAV (GPS) RWY 18

PERU/ ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet. VDP NA with Marshall County altimeter setting.

MISSED APPROACH: Climb to 2500 direct MRKWL and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.025	123.75 354.0	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1060-1	406 (500-1)	1060-1¼	406 (500-1¼)
CIRCLING	1080-1 426 (500-1)	1160-1 506 (600-1)	1160-1½ 506 (600-1½)	1240-2 586 (600-2)

MIRL Rwy 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

PERU/ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

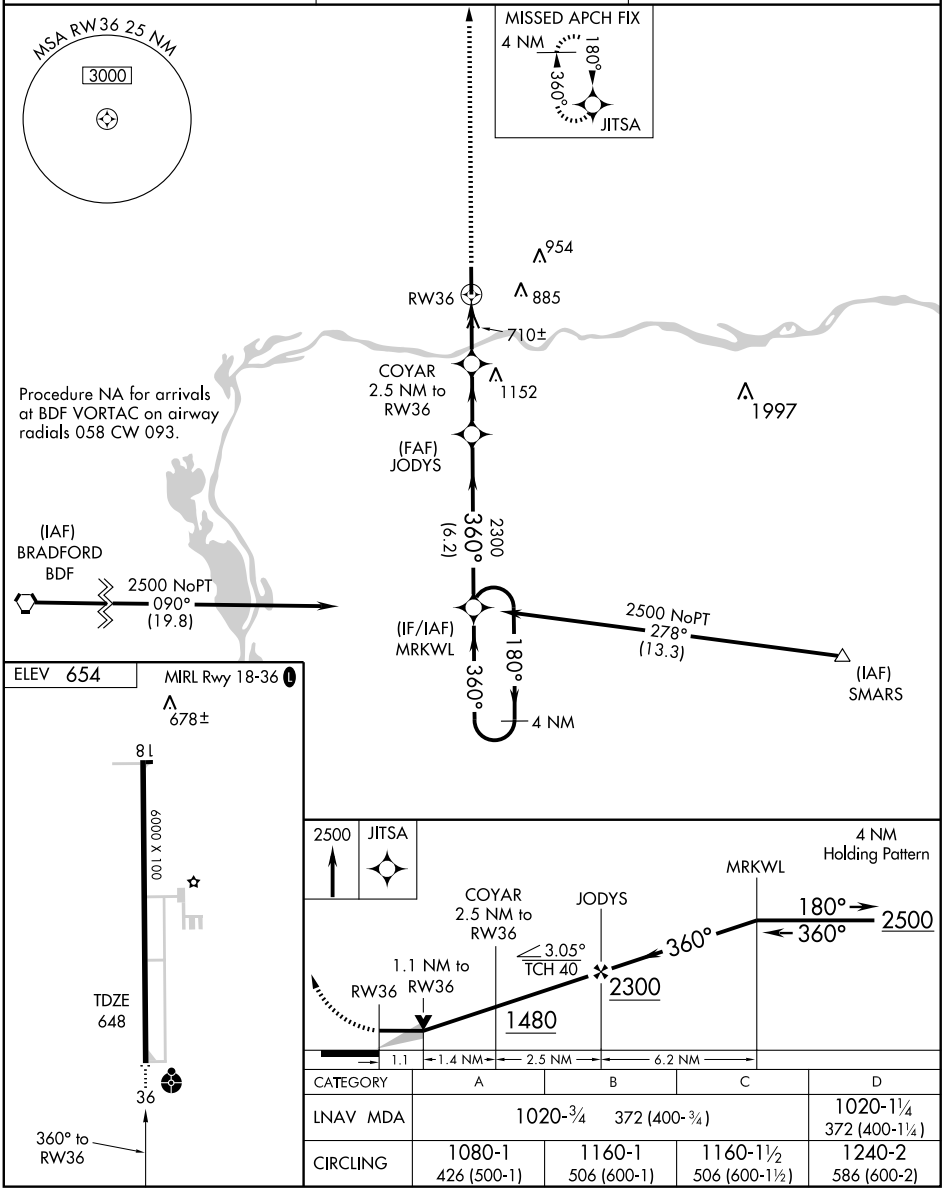
APP CRS	Rwy Idg	6000
360°	TDZE	648
	Apt Elev	654

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet. VDP NA with Marshall County altimeter setting.

ODALS

MISSED APPROACH: Climb to 2500 direct JITSA and hold.

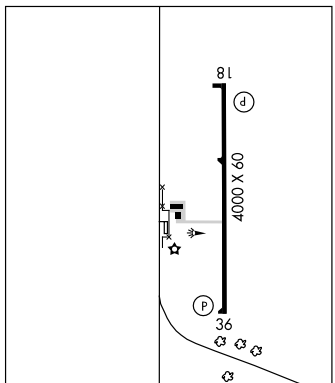
AWOS-3	CHICAGO CENTER	UNICOM
120.025	123.75 354.0	123.0 (CTAF)



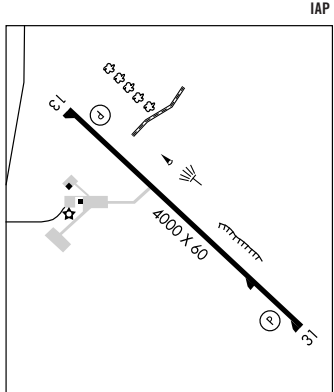
CATEGORY	A	B	C	D
LNAV MDA	1020-¾ 372 (400-¾)			1020-1¼ 372 (400-1¼)
CIRCLING	1080-1 426 (500-1)	1160-1 506 (600-1)	1160-1½ 506 (600-1½)	1240-2 586 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PINCKNEYVILLE–DU QUOIN (PJY) 6 SE UTC−6(−5DT) N37°58.67′ W89°21.63′ ST LOUIS
400 B **FUEL** 100LL TPA—1200(800) NOTAM FILE STL L–16H
RWY 18–36: H4000X60 (ASPH) S–4 MIRL IAP
RWY 18: PAPI(P4L)—GA 3.0° TCH 20′.
RWY 36: PAPI(P4L)—GA 3.0° TCH 20′. Road.
AIRPORT REMARKS: Attended irregularly. For service call acft maintenance, 618–443–2002. Wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn is shielded and not visible from the W. For service call 618–357–9611/8746 or 618–443–2002. Rwy 18–36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 196° 28.2 NM to fld. 546/4E.
HIWAS.



PITTSFIELD PENSTONE MUNI (PPQ) 3 NE UTC−6(−5DT) N39°38.33′ W90°46.71′ ST LOUIS
710 B **FUEL** 100LL, JET A TPA—1510(800) NOTAM FILE PPQ L–27B
RWY 13–31: H4000X60 (ASPH) S–12 MIRL 0.4% up NW IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 32′. Tree.
RWY 31: PAPI(P2L)—GA 3.0° TCH 29′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and invof arpt. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (217) 285–1428.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (L) VORTAC 113.6 UIN Chan 83 N39°50.87′ W91°16.74′ 113° 26.3 NM to fld. 715/5E. **HIWAS.**



POLO N41°57.94′ W89°31.45′ NOTAM FILE IKK. CHICAGO
(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni–Charles R. Walgreen Fld. 840/3E. L–28H
HIWAS.
RCO 122.1R 111.2T (KANKAKEE RADIO)

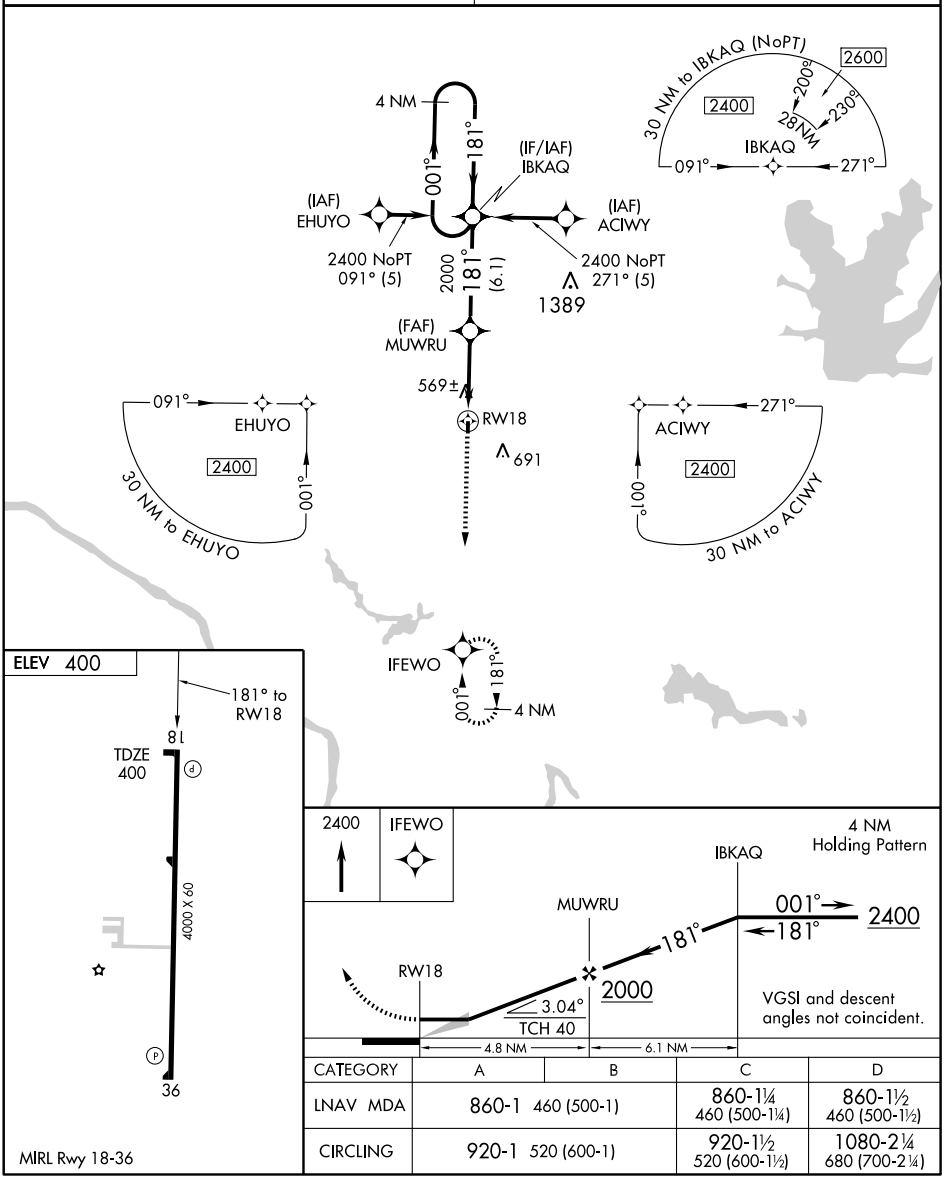
APP CRS	Rwy Idg	4000
181°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 18
PINCKNEYVILLE-DU QUOIN (PJY)

⚠NA — Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct IFEWO and hold

KANSAS CITY CENTER	UNICOM
125.3 269.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	860-1 460 (500-1)		860-1¼ 460 (500-1¼)	860-1½ 460 (500-1½)
CIRCLING	920-1 520 (600-1)		920-1½ 520 (600-1½)	1080-2¼ 680 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

PINCKNEYVILLE-DU QUOIN (PJY)

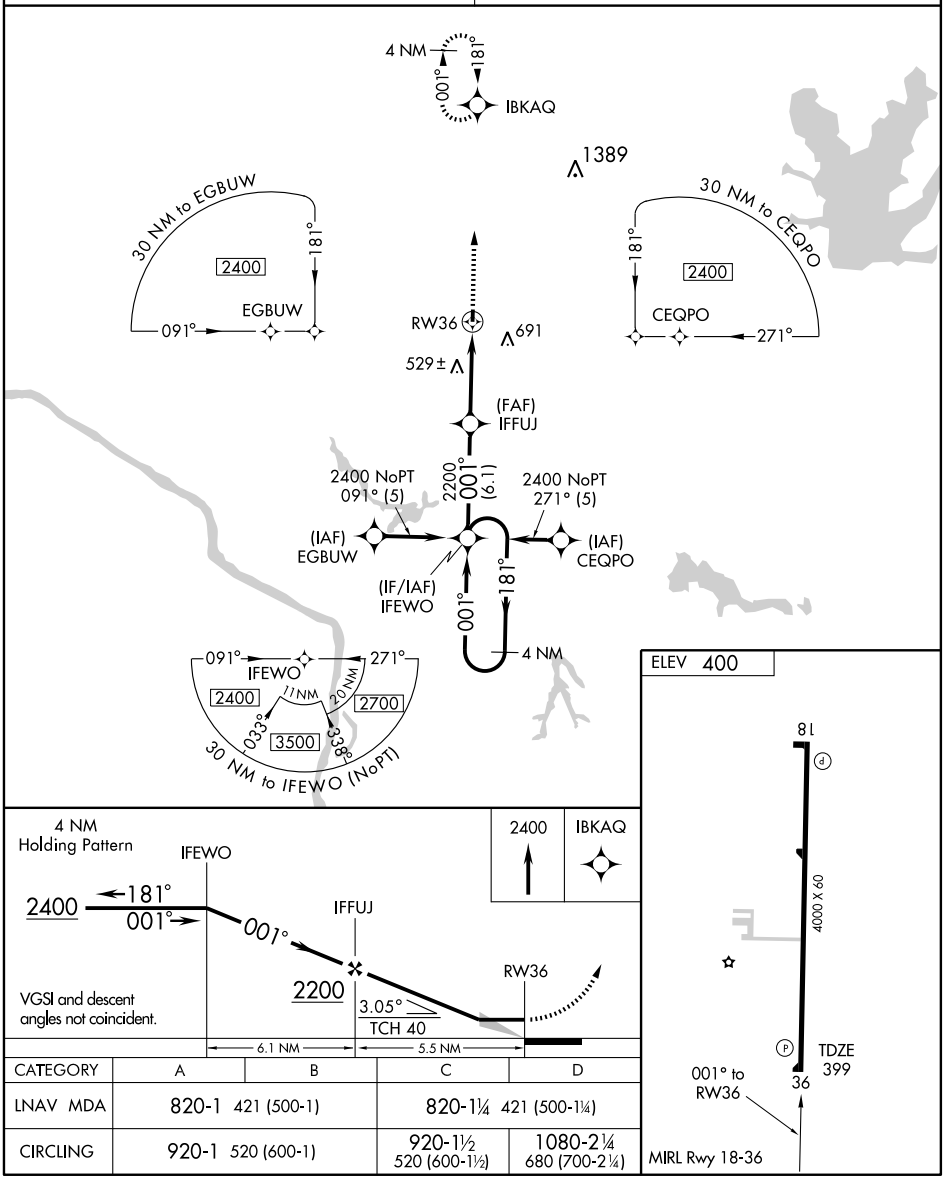
APP CRS	Rwy Idg	4000
001°	TDZE	399
	Apt Elev	400

NA Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct IBKAQ and hold

KANSAS CITY CENTER **125.3 269.5**

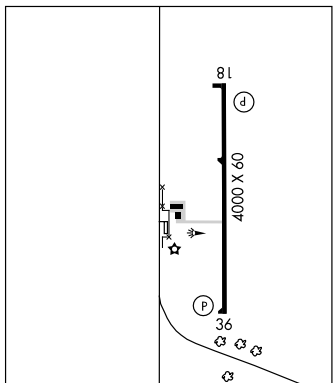
UNICOM **122.8** (CTAF)



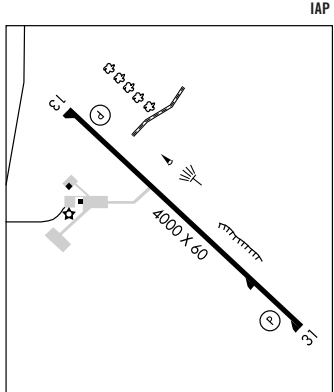
CATEGORY	A	B	C	D
LNAV MDA	820-1 421 (500-1)		820-1¼ 421 (500-1¼)	
CIRCLING	920-1 520 (600-1)		920-1½ 520 (600-1½)	1080-2¼ 680 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PINCKNEYVILLE–DU QUOIN (PJY) 6 SE UTC−6(−5DT) N37°58.67′ W89°21.63′ ST LOUIS
400 B **FUEL** 100LL TPA—1200(800) NOTAM FILE STL L–16H
RWY 18–36: H4000X60 (ASPH) S–4 MIRL IAP
RWY 18: PAPI(P4L)—GA 3.0° TCH 20′.
RWY 36: PAPI(P4L)—GA 3.0° TCH 20′. Road.
AIRPORT REMARKS: Attended irregularly. For service call acft maintenance, 618–443–2002. Wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn is shielded and not visible from the W. For service call 618–357–9611/8746 or 618–443–2002. Rwy 18–36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 196° 28.2 NM to fld. 546/4E.
HIWAS.



PITTSFIELD PENSTONE MUNI (PPQ) 3 NE UTC−6(−5DT) N39°38.33′ W90°46.71′ ST LOUIS
710 B **FUEL** 100LL, JET A TPA—1510(800) NOTAM FILE PPQ L–27B
RWY 13–31: H4000X60 (ASPH) S–12 MIRL 0.4% up NW IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 32′. Tree.
RWY 31: PAPI(P2L)—GA 3.0° TCH 29′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and invof arpt. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (217) 285–1428.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (L) VORTAC 113.6 UIN Chan 83 N39°50.87′ W91°16.74′ 113° 26.3 NM to fld. 715/5E. **HIWAS.**



POLO N41°57.94′ W89°31.45′ NOTAM FILE IKK. CHICAGO
(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni–Charles R. Walgreen Fld. 840/3E. L–28H
HIWAS.
RCO 122.1R 111.2T (KANKAKEE RADIO)

RNAV (GPS) RWY 13

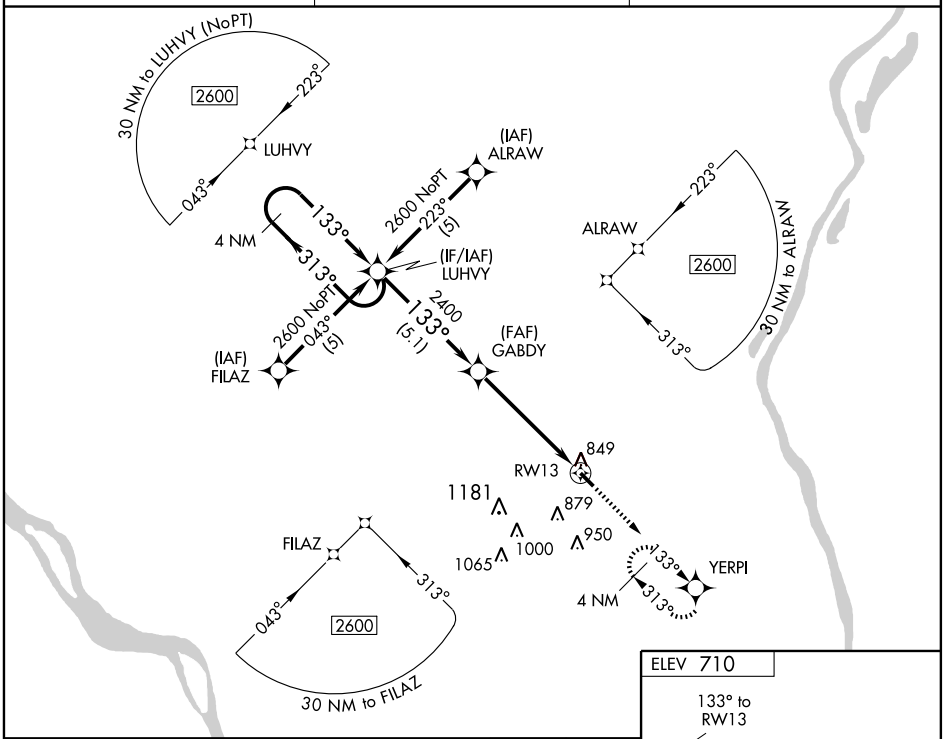
PITTSFIELD PENSTONE MUNI (PPQ)

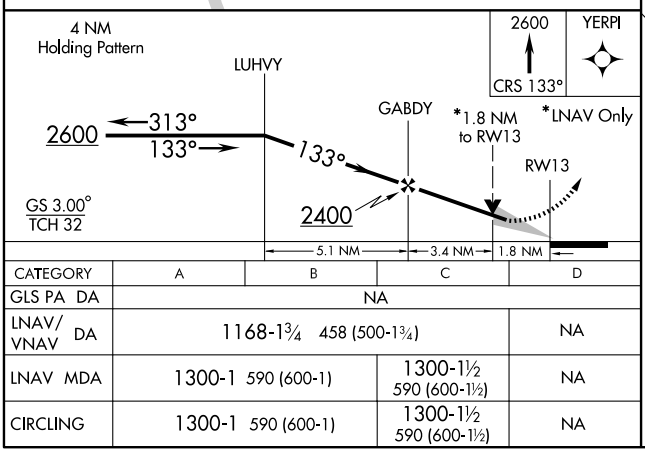
APP CRS	Rwy Idg	4000
133°	TDZE	710
	Apt Elev	710

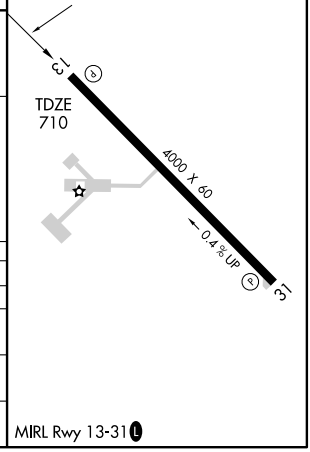
⚠ Baro-VNAV NA below -16°C (3°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 133° course to YERPI WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1168-1¾ 458 (500-1¾)			NA
LNAV MDA	1300-1 590 (600-1)		1300-1½ 590 (600-1½)	NA
CIRCLING	1300-1 590 (600-1)		1300-1½ 590 (600-1½)	NA

MIRL Rwy 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
313°	TDZE	710
	Apt Elev	710

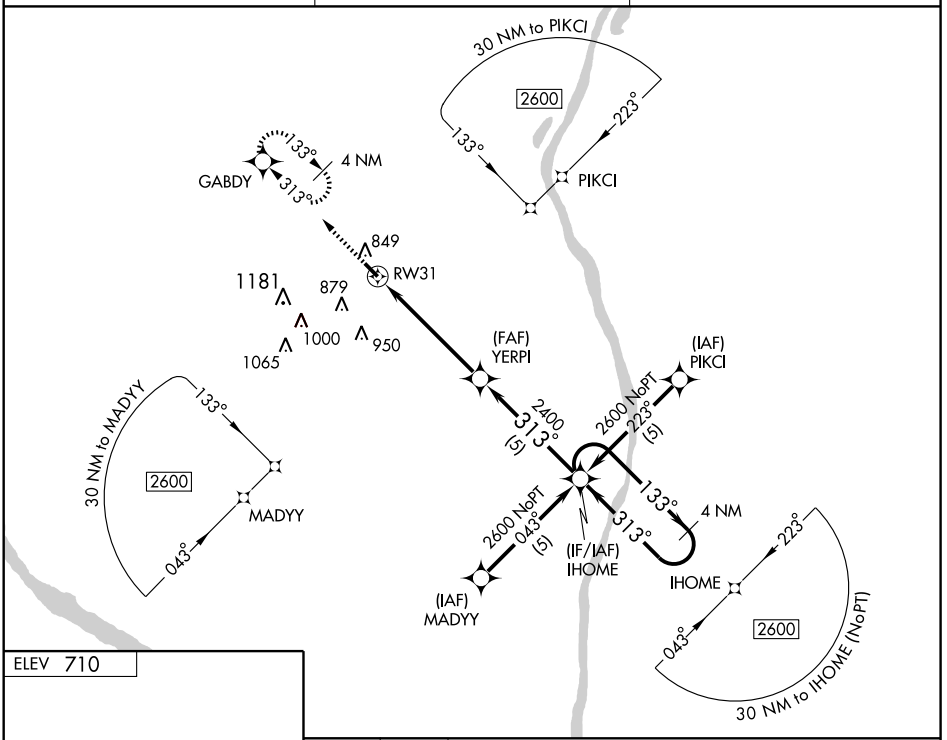
RNAV (GPS) RWY 31
PITTSFIELD PENSTONE MUNI (PPQ)

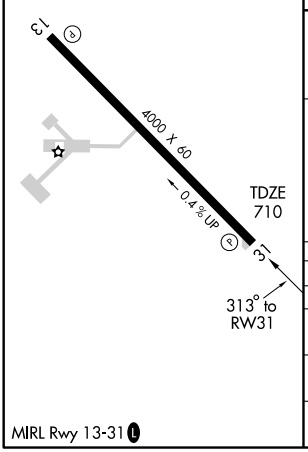
NA

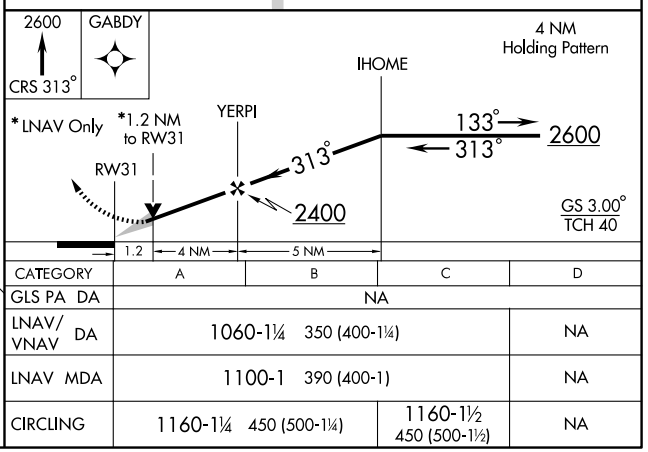
Baro-VNAV NA below -16°C (3°F).
GPS or RNP-0.3 Required. DME/DME-0.3 NA.

MISSED APPROACH: Climb to 2600 via 313° course to GABDY WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-1¼ 350 (400-1¼)			NA
LNAV MDA	1100-1 390 (400-1)			NA
CIRCLING	1160-1¼ 450 (500-1¼)		1160-1½ 450 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

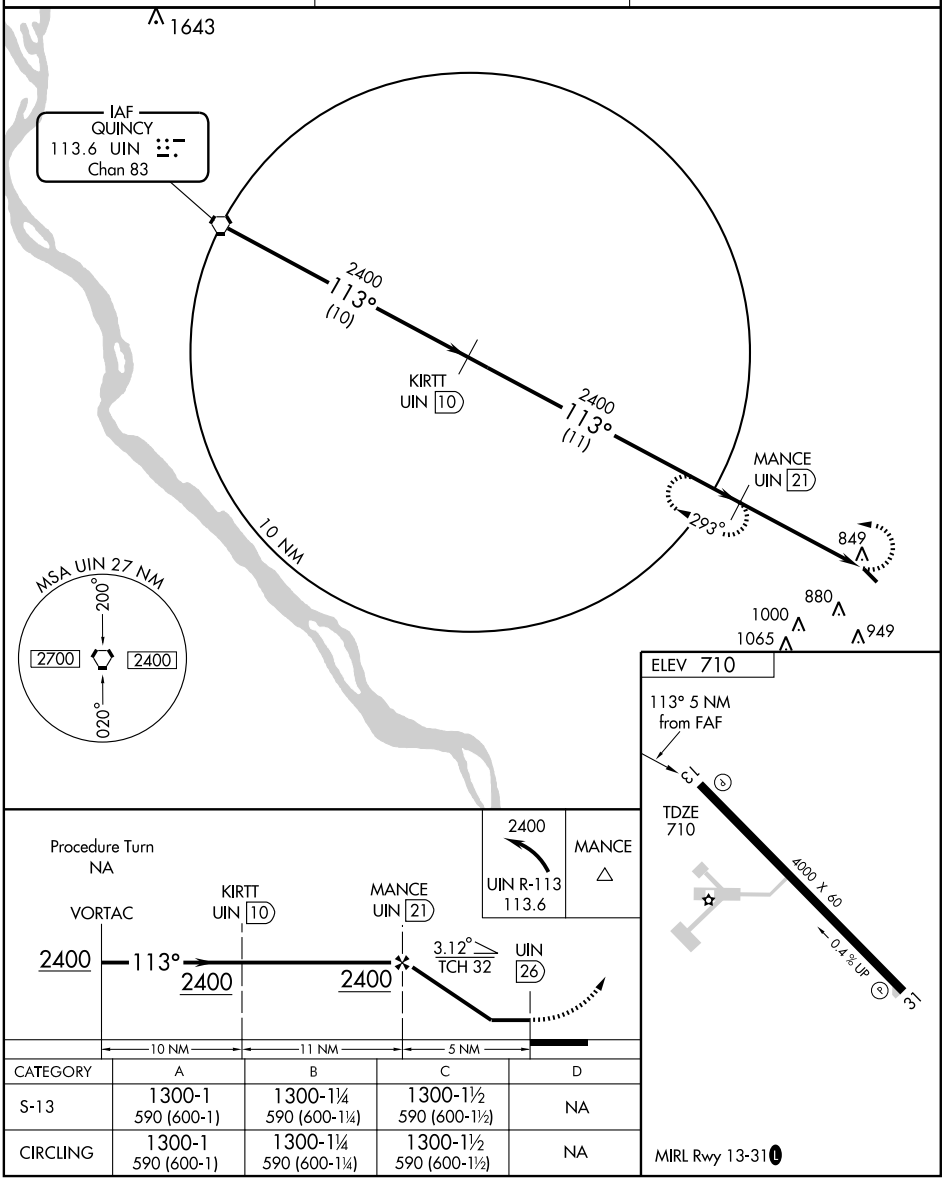
VORTAC UIN 113.6 Chan 83	APP CRS 113°	Rwy Idg 4000 TDZE 710 Apt Elev 710

VOR/DME RWY 13

PITTSFIELD PENSTONE MUNI (PPQ)

MISSED APPROACH: Climbing left turn to 2400 via UIN R-113 to MANCE 21 DME and hold.

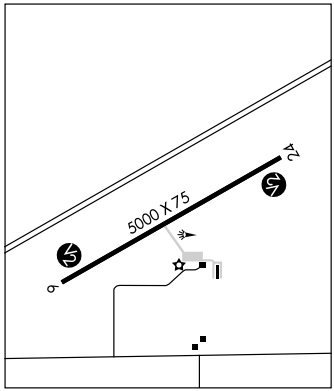
AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	135.525 319.9	122.8 (CTAF) L



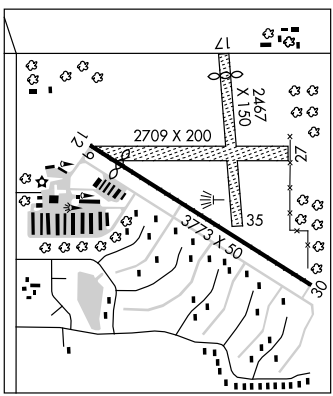
CATEGORY	A	B	C	D
S-13	1300-1 590 (600-1)	1300-1¼ 590 (600-1¼)	1300-1½ 590 (600-1½)	NA
CIRCLING	1300-1 590 (600-1)	1300-1¼ 590 (600-1¼)	1300-1½ 590 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PONTIAC MUNI (PNT) 3 N UTC−6(−5DT) N40°55.47′ W88°37.44′ **CHICAGO**
666 B S4 **FUEL** 100LL, JET A NOTAM FILE PNT **H–5E, L–27C**
RWY 06–24: H5000X75 (ASPH) S–8, D–12.5 MIRL 0.3% up NE **IAP**
RWY 06: PVASI(PSIL). Pole. **RWY 24:** PVASI(PSIL).
AIRPORT REMARKS: Attended Nov–Mar 1400–2300Z‡, Apr–Oct 1400Z‡–Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06–24 and PVASI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (815) 844–0923.
HIWAS 109.6 PNT.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.6T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
(L) VOR/DME 109.6 PNT Chan 33 N40°49.27′ W88°44.01′ 036° 8.0 NM to fld. 679/03E. **HIWAS.**



POPLAR GROVE (C77) 3 S UTC−6(−5DT) N42°19.39′ W88°50.18′ **CHICAGO**
858 B S4 **FUEL** 100LL, MOGAS TPA—1858(1000) NOTAM FILE IKK **L–28H**
RWY 12–30: H3773X50 (ASPH–AFSC) LIRL (NSTD) **IAP**
RWY 12: Thld dsplcd 500′. Tree.
RWY 09–27: 2709X200 (TURF) 0.3% up W
RWY 09: Tree. **RWY 27:** Tree.
RWY 17–35: 2467X150 (TURF)
RWY 17: Thld dsplcd 340′. Road. **RWY 35:** Bldg.
AIRPORT REMARKS: Attended SR–SS. Rwys 17–35 and 09–27 CLOSED exc ski acft when snow covered. Rwy 12–30 NSTD LIRL due to spacing, ints and non–frangible mountings. Tetrahedron lgts OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE RFD.
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53′ W89°11.96′ 069° 17.2 NM to fld. 868/1E.



QUAD–CITY (See MOLINE)

QUAD–CITY SPB (See MOLINE)

WAAS CH 86708 W06A	APP CRS 060°	Rwy Idg 5000 TDZE 657 Apt Elev 666

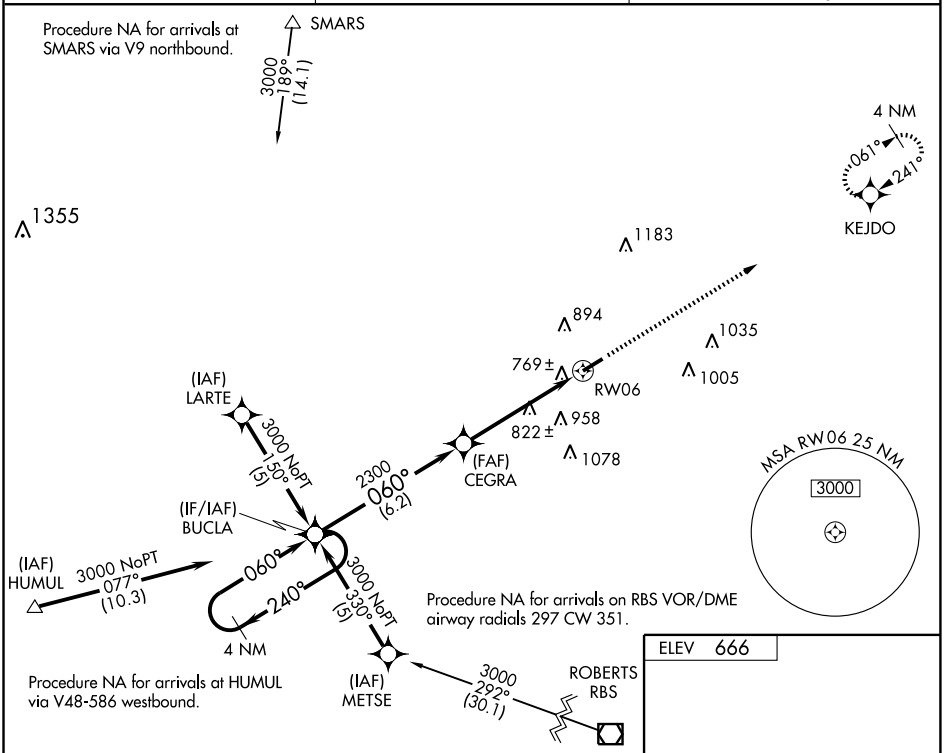
RNAV (GPS) RWY 6

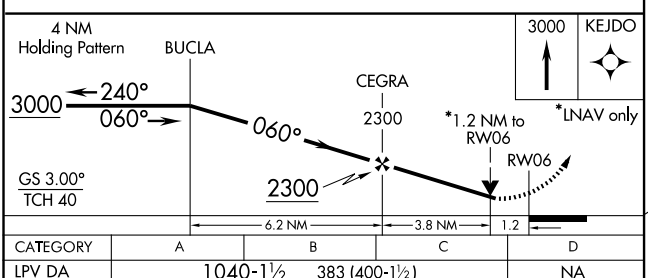
PONTIAC MUNI (PNT)

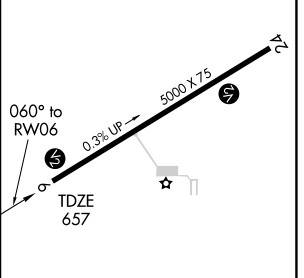
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase LPV DA to 1138, LNAV/VNAV DA to 1339 and all MDA 100 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV 1 mile all Cats, Circling Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct KEJDO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.675	124.55 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1040-1½	383 (400-1½)		NA
LNAV/ VNAV DA	1071-1½	414 (500-1½)		NA
LNAV MDA	1080-1	423 (500-1)	1080-1¼ 423 (500-1¼)	NA
CIRCLING	1180-1	514 (600-1)	1200-1½ 534 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 50308	241°	TDZE	666
W24A		Apt Elev	666

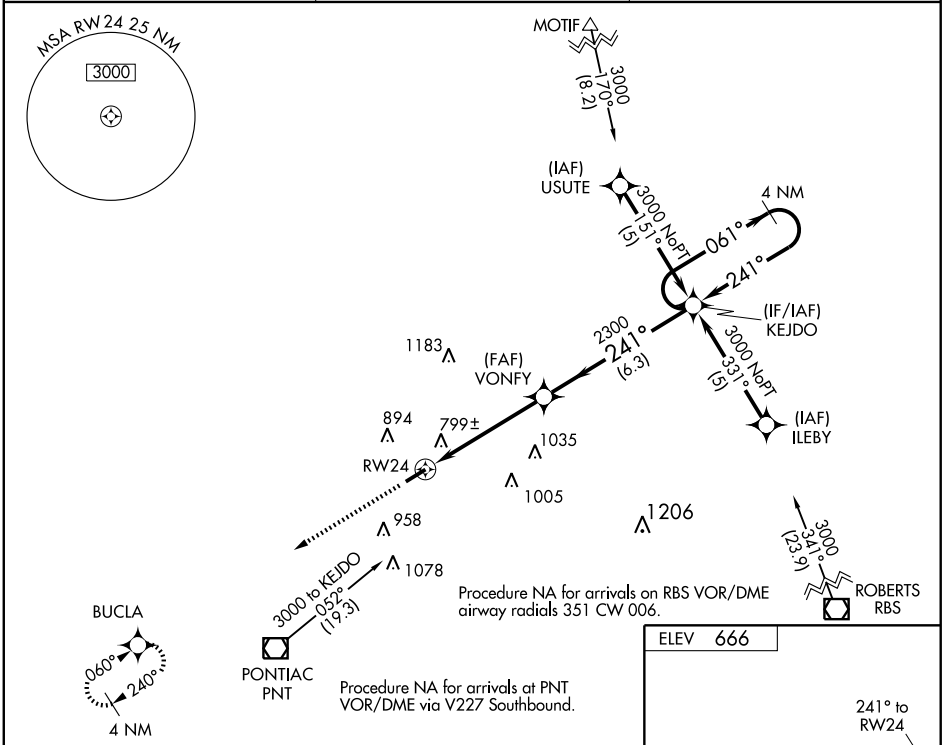
RNAV (GPS) RWY 24

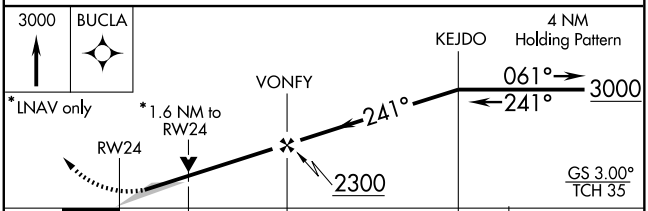
PONTIAC MUNI (PNT)

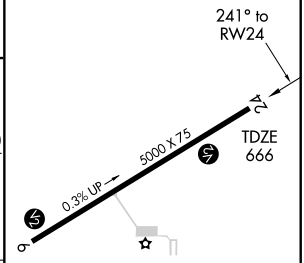
T A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all DA 98 feet and all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting.

MISSED APPROACH: Climb to 3000 direct BUCLA and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.675	124.55 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	916-1	250 (300-1)		NA
LNAV/ VNAV DA	1139-1¾	473 (500-1¾)		NA
LNAV MDA	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA
CIRCLING	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA

MIRL Rwy 6-24 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

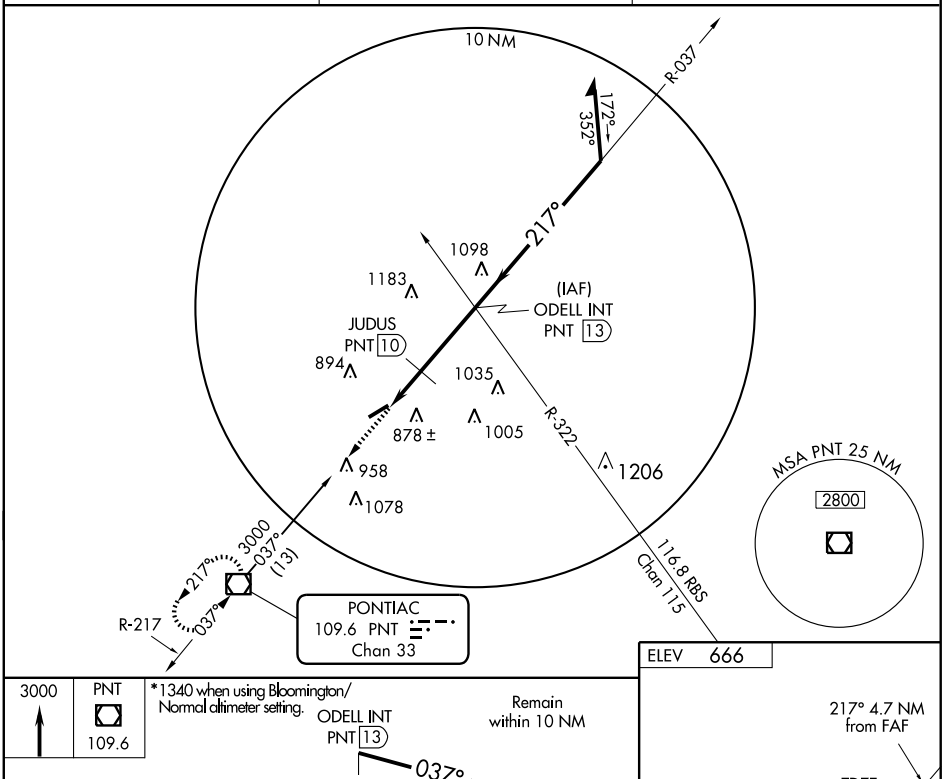
VOR/DME PNT	APP CRS	Rwy Idg	5000
109.6	217°	TDZE	666
Chan 33		Apt Elev	666

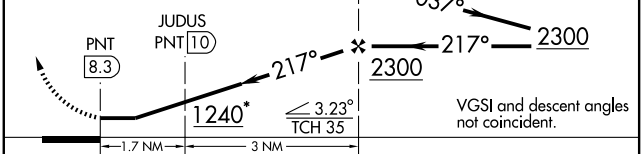
VOR RWY 24
PONTIAC MUNI (PNT)

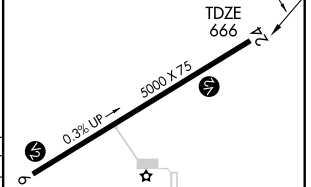
When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all MDA 100 feet, increase S-24 and Circling Cat C visibility ½ mile, and JUDUS fix minimums S-24 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PNT VOR/DME and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.675	124.55 398.9	122.8 (CTAF) L







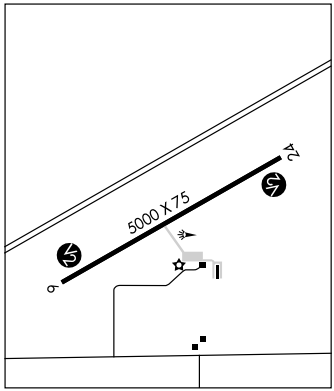
CATEGORY	A	B	C	D
S-24	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
CIRCLING	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
JUDUS FIX MINIMUMS				
S-24	1140-1	474 (500-1)	1140-1¼ 474 (500-1¼)	NA
CIRCLING	1180-1	514 (600-1)	1220-1½ 554 (600-1½)	NA

MIRL Rwy 6-24 L

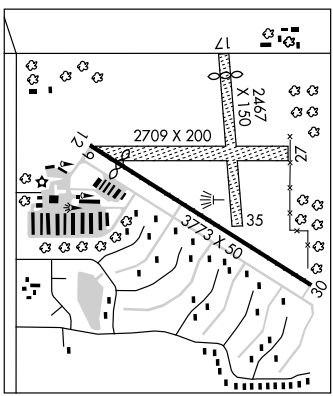
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PONTIAC MUNI (PNT) 3 N UTC−6(−5DT) N40°55.47′ W88°37.44′ **CHICAGO**
666 B S4 **FUEL** 100LL, JET A NOTAM FILE PNT **H–5E, L–27C**
RWY 06–24: H5000X75 (ASPH) S–8, D–12.5 MIRL 0.3% up NE **IAP**
RWY 06: PVASI(PSIL). Pole. **RWY 24:** PVASI(PSIL).
AIRPORT REMARKS: Attended Nov–Mar 1400–2300Z‡, Apr–Oct 1400Z‡–Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06–24 and PVASI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (815) 844–0923.
HIWAS 109.6 PNT.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.6T (KANKAKEE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
(L) VOR/DME 109.6 PNT Chan 33 N40°49.27′ W88°44.01′ 036° 8.0 NM to fld. 679/03E. **HIWAS.**



POPLAR GROVE (C77) 3 S UTC−6(−5DT) N42°19.39′ W88°50.18′ **CHICAGO**
858 B S4 **FUEL** 100LL, MOGAS TPA—1858(1000) NOTAM FILE IKK **L–28H**
RWY 12–30: H3773X50 (ASPH–AFSC) LIRL (NSTD) **IAP**
RWY 12: Thld dsplcd 500′. Tree.
RWY 09–27: 2709X200 (TURF) 0.3% up W
RWY 09: Tree. **RWY 27:** Tree.
RWY 17–35: 2467X150 (TURF)
RWY 17: Thld dsplcd 340′. Road. **RWY 35:** Bldg.
AIRPORT REMARKS: Attended SR–SS. Rwys 17–35 and 09–27 CLOSED exc ski acft when snow covered. Rwy 12–30 NSTD LIRL due to spacing, ints and non–frangible mountings. Tetrahedron lgts OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE RFD.
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53′ W89°11.96′ 069° 17.2 NM to fld. 868/1E.



QUAD–CITY (See MOLINE)

QUAD–CITY SPB (See MOLINE)

VOR/DME RFD	APP CRS	Rwy Idg	N/A
110.8	069°	TDZE	N/A
Chan 45		Apt Elev	856

VOR-A

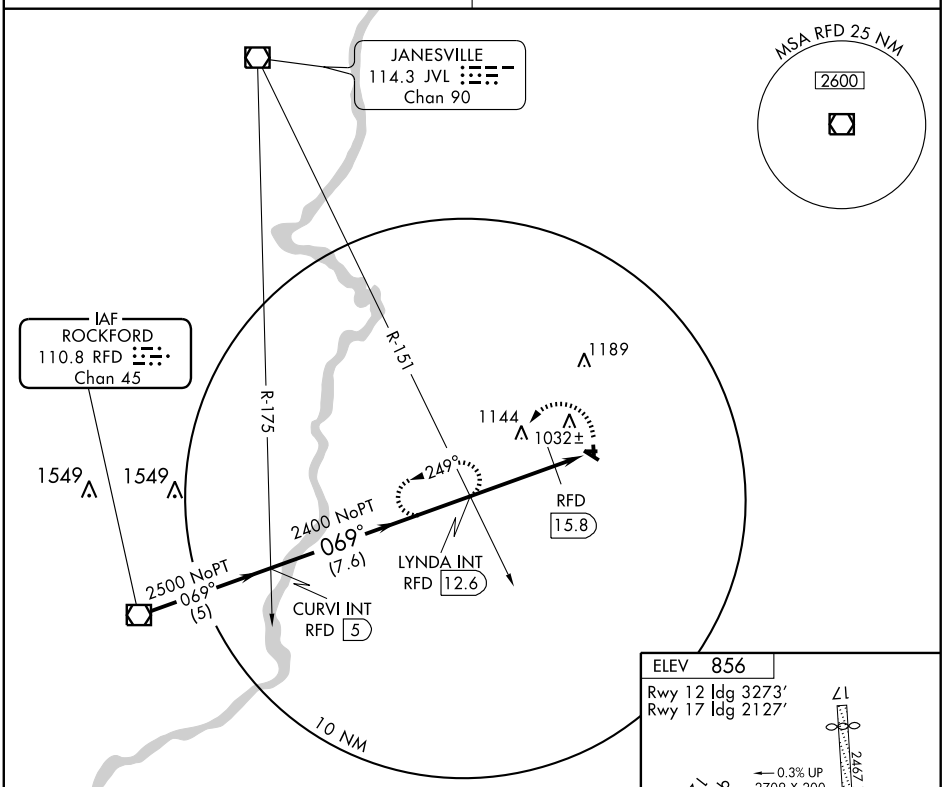
POPLAR GROVE (C77)

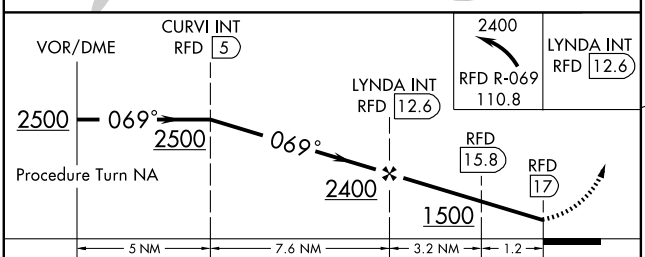
NA

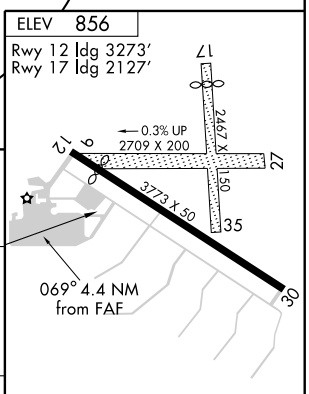
Use Rockford, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 via RFD R-069 to LYNDA Int 12.6 DME and hold.

ROCKFORD APP CON	UNICOM
121.0 327.0	122.8 (CTAF)







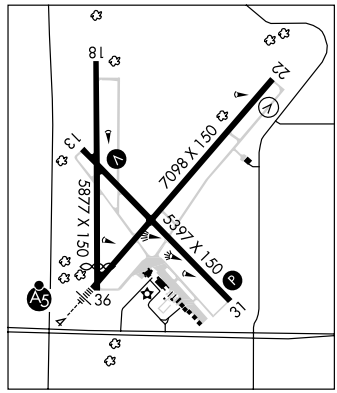
CATEGORY	A	B	C	D
CIRCLING	1500-1 644 (700-1)		1500-1¾ 644 (700-1¾)	NA
DME MINIMUMS				
CIRCLING	1380-1 524 (600-1)		1380-1½ 524 (600-1½)	NA

LIRL Rwy 12-30

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

QUINCY RGNL–BALDWIN FLD (UIN) 10 E UTC–6(–5DT) N39°56.57′ W91°11.68′ **KANSAS CITY**
769 B S4 **FUEL** 100LL, JET A TPA—1769(1000) Class II, ARFF Index A NOTAM FILE UIN **H–5D, L–27B**
RWY 04–22: H7098X150 (ASPH–CONC–GRVD) S–60, D–75, 2S–95, 2D–150 HIRL **IAP**
RWY 04: MALSR. Road.
RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 43′.
RWY 18–36: H5877X150 (ASPH–CONC) S–45, D–55, 2D–150 MIRL
RWY 18: REIL. **RWY 36:** Thld dsplcd 477′. Road.
RWY 13–31: H5397X150 (ASPH—GRVD) S–75, D–95, 2S–121, 2D–150 MIRL
RWY 13: VASI(V4L)—GA 3.0° TCH 31′. Road.
RWY 31: PAPI(P4R)—GA 3.0° TCH 40′. Pole



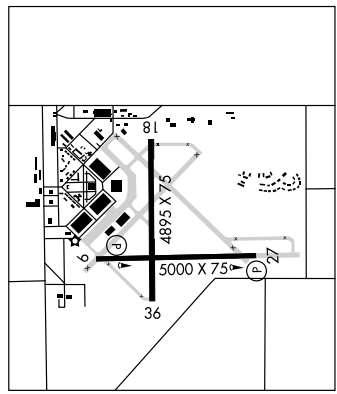
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7098	TODA–7098	ASDA–7098	LDA–7098
RWY 13:	TORA–5396	TODA–5396	ASDA–5123	LDA–5123
RWY 18:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400
RWY 22:	TORA–7098	TODA–7098	ASDA–7098	LDA–7098
RWY 31:	TORA–5396	TODA–5396	ASDA–5146	LDA–5146
RWY 36:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400

AIRPORT REMARKS: Attended 1100–0400Z‡. For attendant after hrs call 217–885–3353 or 217–224–3755. Migratory waterfowl on and invof arpt. Fld conditions are not monitored between the hours of 0400–1030Z‡. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217–885–3285 or 217–885–3262 during business hrs. Rwy 18–36 spalling with cracks throughout rwy. N 479′ of Rwy 18–36 conc. NE 1300′ of Rwy 04–22 conc. HIRL Rwy 04–22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13–31 and Rwy 18–36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (217) 885–3319. **HIWAS** 113.6 UIN.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 113.6T (ST LOUIS RADIO) **RCO** 122.5 (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 135.525
AIRSPACE: CLASS E svc operational by NOTAM other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
(H) VORTAC 113.6 UIN Chan 83 N39°50.87′ W91°16.74′ 029° 6.9 NM to fld. 715/5E. **HIWAS.**
NDB (MHW/LOM) 293 UI N39°53.21′ W91°15.22′ 037°4.3 NM to fld. Unmonitored.
ILS 110.1 I–UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

RAINBOW HELIPORT (See PEORIA)

RANTOUL NATIONAL AVIATION CENTER–FRANK ELLIOTT FLD (TIP) O N UTC–6(–5DT) **CHICAGO**
N40°17.61′ W88°08.54′ **H–5E, L–27C**
737 B S4 **FUEL** 100LL, JET A NOTAM FILE TIP **IAP**
RWY 09–27: H5000X75 (ASPH) MIRL
RWY 09: PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 18–36: H4895X75 (ASPH) MIRL
RWY 18: Tree. **RWY 36:** Tree. Rgt tfc.



AIRPORT REMARKS: Attended continuously. For fuel after hrs call 217–892–2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09–27 and Rwy 18–36 preset on low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (217) 892–4999.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CHAMPAIGN APP/DEP CON** 121.35 (1200–0500Z‡)
CHICAGO CENTER APP/DEP CON 121.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07′ W88°16.56′ 019°16.7 NM to fld. 745/3E.

ROBERTS N40°34.90′ W88°09.86′ NOTAM FILE STL. **CHICAGO**
(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E. **H–5E, L–27C**
RCO 122.1R 116.8T (ST LOUIS RADIO)

LOC I-UIN	APP CRS	Rwy Idg	7098
110.1	038°	TDZE	762
		Apt Elev	769

ILS or LOC RWY 4

QUINCY RGNL-BALDWIN FIELD (UIN)

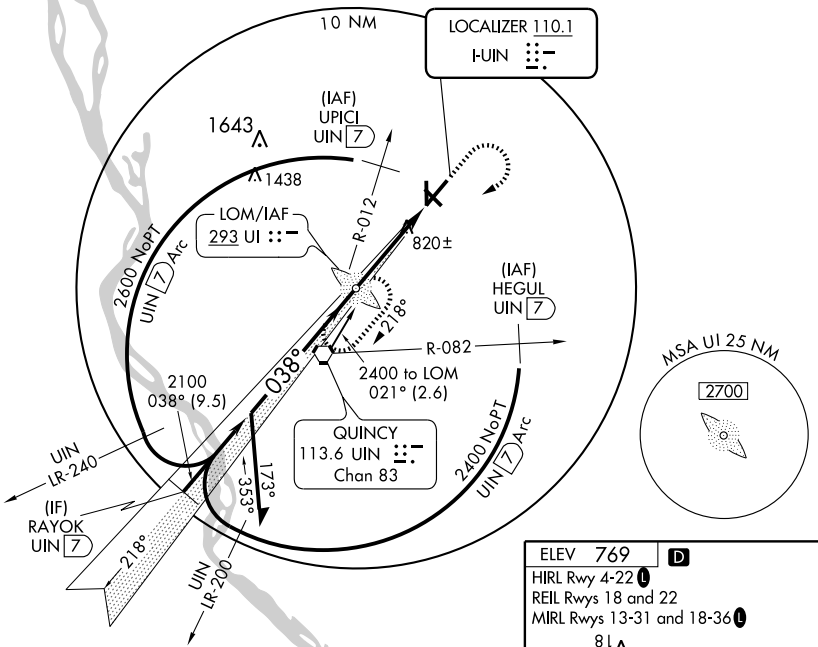
T NA — For inoperative MALSR, increase S-LOC 4 Cat. D visibility ¼ mile. ADF REQUIRED.

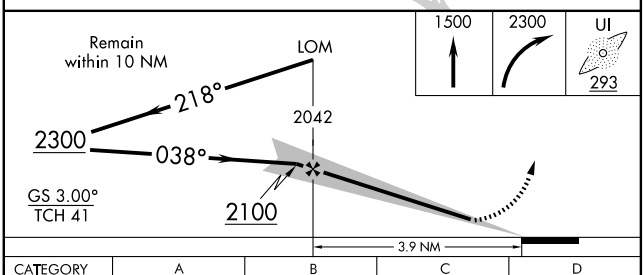
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 2300 direct UI LOM and hold.

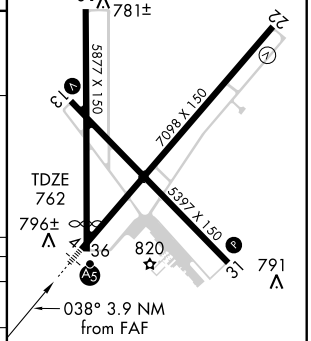
ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L

ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 4	962-½ 200 (200-½)			
S-LOC 4	1080-½ 318 (400-½)			1080-¾ 318 (400-¾)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-UIN	APP CRS	Rwy Idg	7098
110.1	218°	TDZE	749
		Apt Elev	769

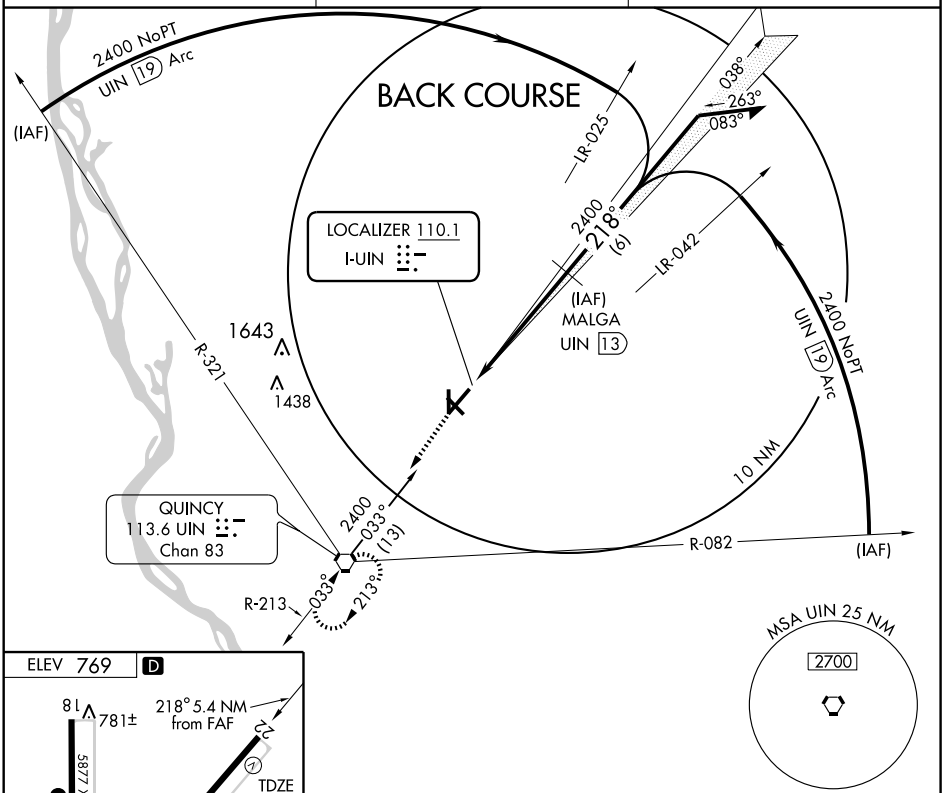
LOC/DME BC RWY 22

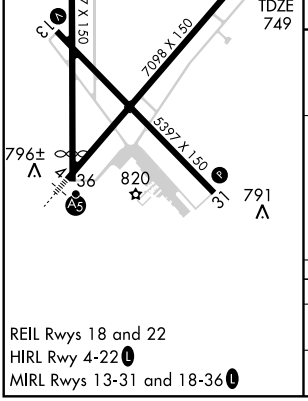
QUINCY RGNL-BALDWIN FIELD (UIN)

T Simultaneous reception of I-UIN and UIN DME Required. DME from UIN VORTAC.

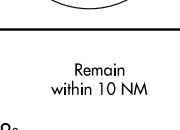
MISSED APPROACH: Climb to 2400 direct UIN VORTAC and hold.

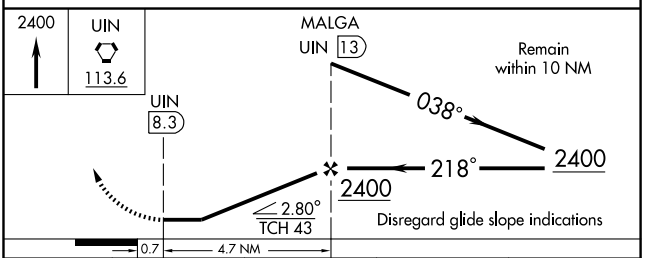
ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L





REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L





CATEGORY	A	B	C	D
S-22	1140-1 391 (400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM UI	APP CRS	Rwy Idg	7098
293	038°	TDZE	762
		Apt Elev	769

NDB RWY 4

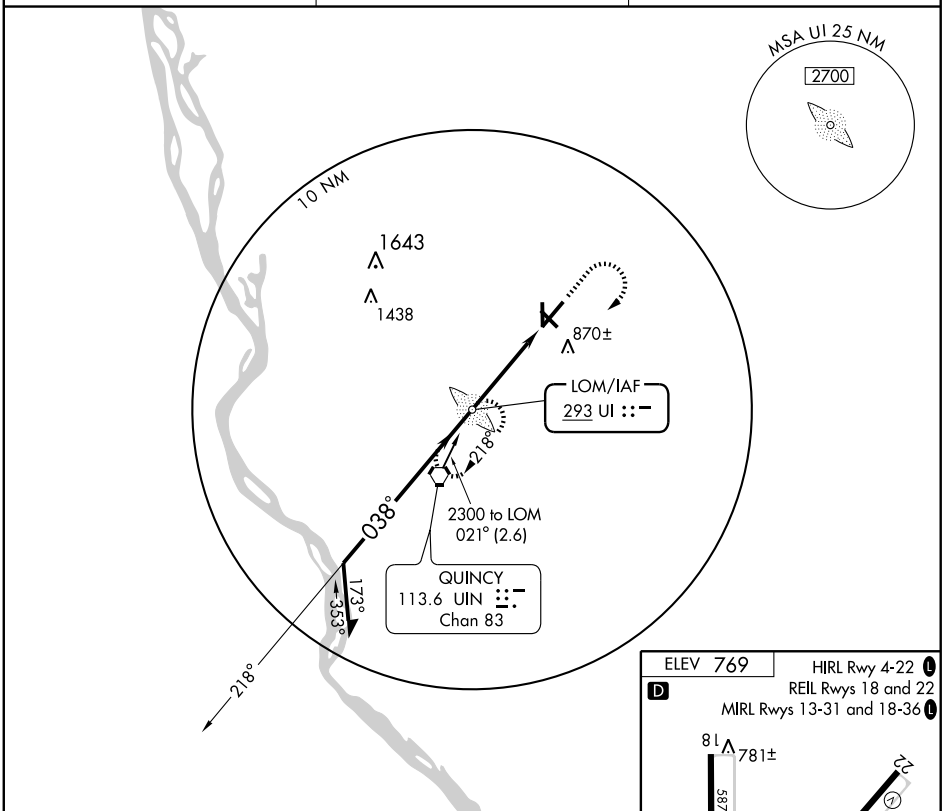
QUINCY RGNL-BALDWIN FIELD (UIN)

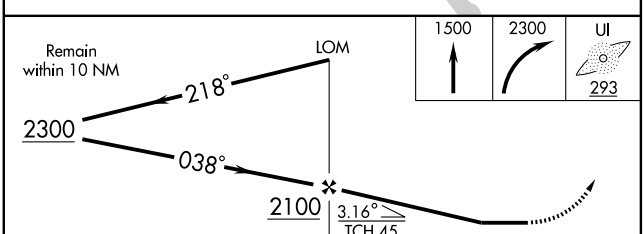
NA

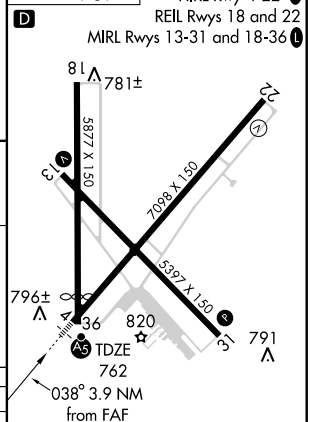
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct UI LOM and hold

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1180-¾ 418 (500-¾)			1180-1 418 (500-1)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7098
CH 53510	038°	TDZE	760
W04A		Apt Elev	769

RNAV (GPS) RWY 4

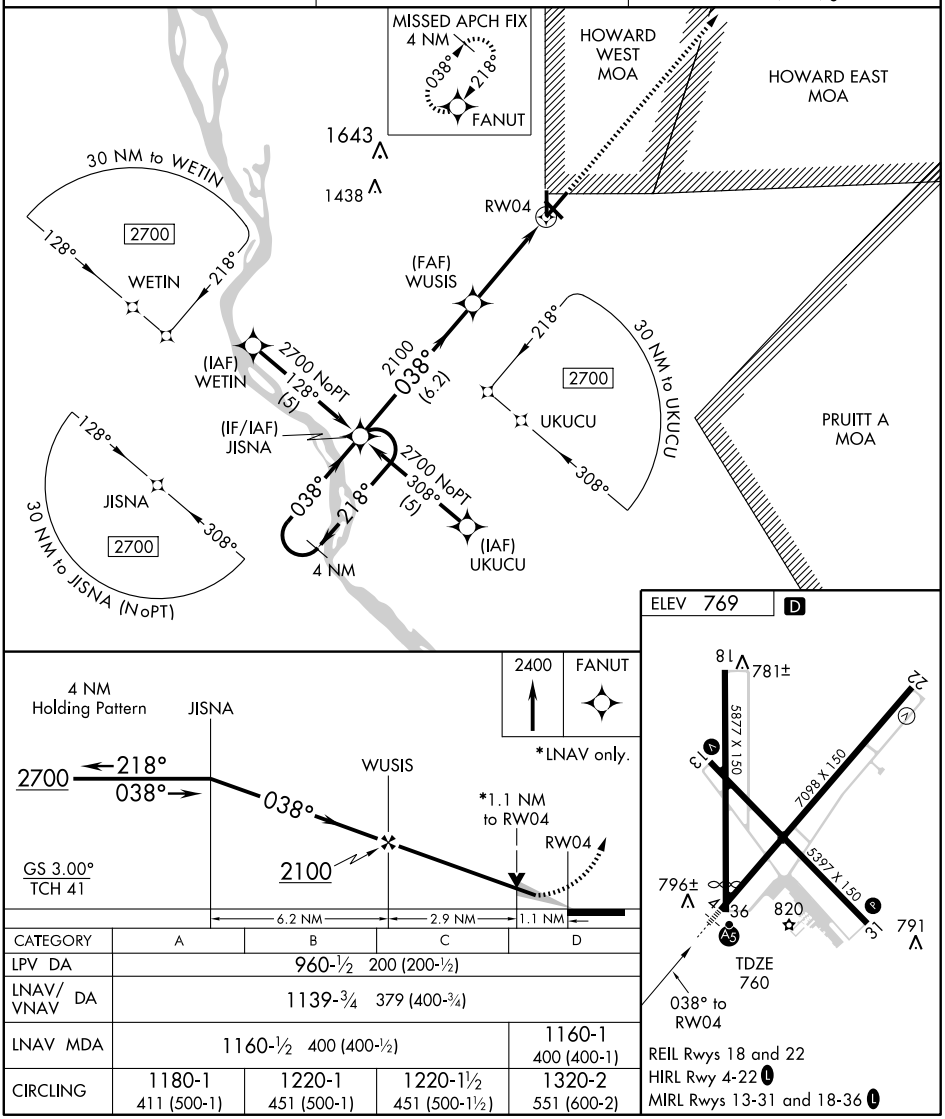
QUINCY RGNL-BALDWIN FIELD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ miles. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats. ¼ mile and LNAV Cat. C ¼ mile. For inoperative MALSR when using Pittsfield altimeter setting, increase LPV visibility all Cats. to 1 mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 2400 direct FANUT and hold

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF)



CATEGORY	A	B	C	D
LPV DA	960-½ 200 (200-½)			
LNAV/ VNAV DA	1139-¾ 379 (400-¾)			
LNAV MDA	1160-½ 400 (400-½)			1160-1 400 (400-1)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

REIL Rwys 18 and 22
HIRL Rwy 4-22 (L)
MIRL Rwys 13-31 and 18-36 (L)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

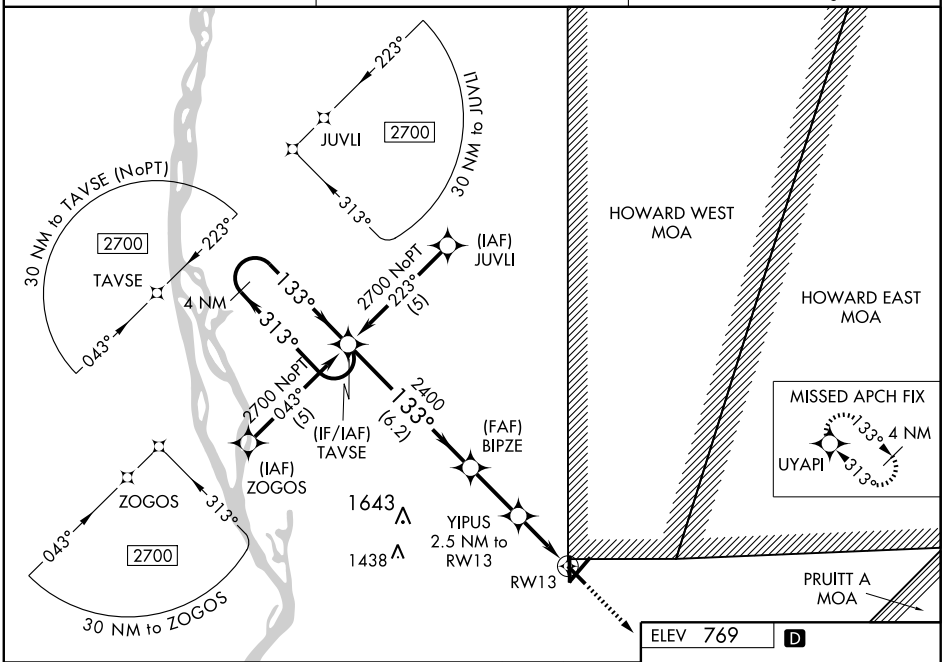
WAAS	APP CRS	Rwy Idg	5123
CH 65910	133°	TDZE	767
W13A		Apt Elev	769

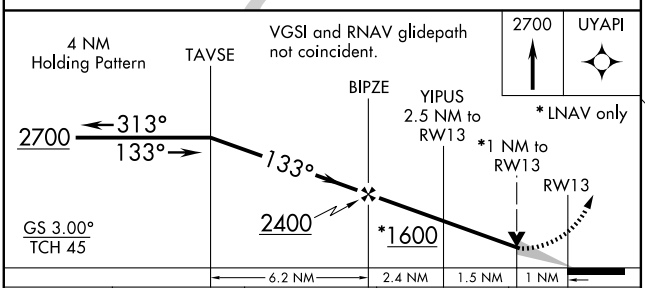
RNAV (GPS) RWY 13
QUINCY RGNL-BALDWIN FIELD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

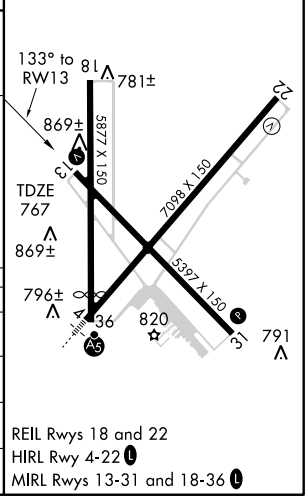
MISSED APPROACH: Climb to 2700 direct UYAPI and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1116-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1139-1¼ 372 (400-1¼)			
LNAV MDA	1120-1 353 (400-1)			1120-1¼ 353 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5400
CH 56510	177°	TDZE	760
W18A		Apt Elev	769

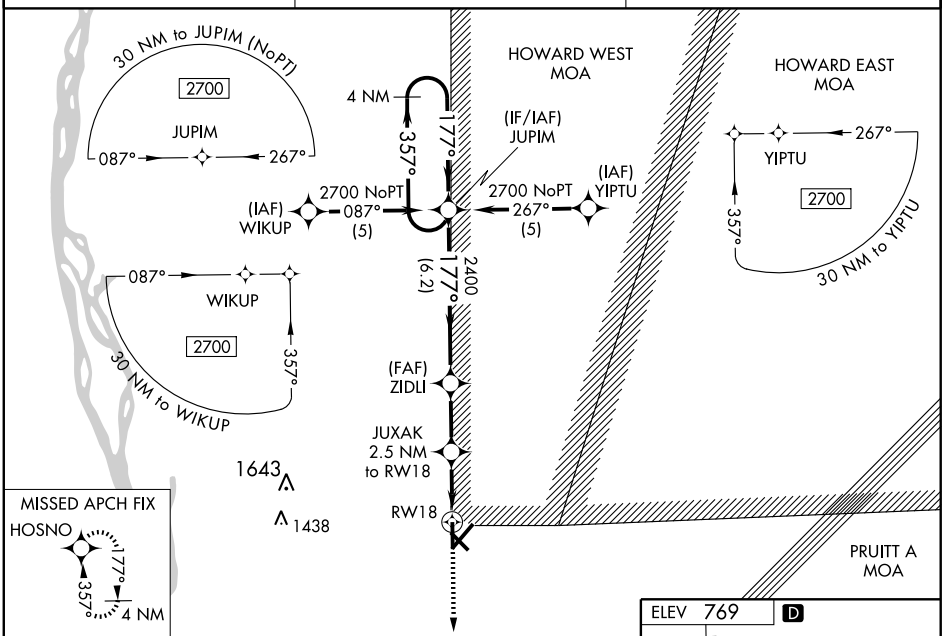
RNAV (GPS) RWY 18

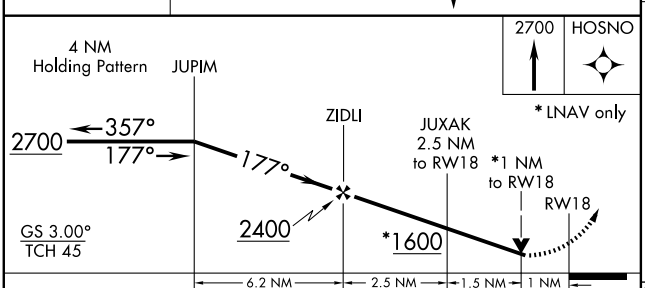
QUINCY RGNL-BALDWIN FIELD (UIN)

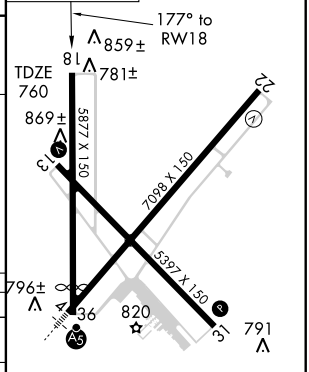
Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cats. C, D ¼ mile. VDP NA when using Pittsfield altimeter setting.

MISSED APPROACH: Climb to 2700 direct HOSNO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1115-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1129-1¼ 369 (400-1¼)			
LNAV MDA	1120-1 360 (400-1)			1120-1¼ 360 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 18 and 22
MIRL Rwys 13-31 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7098
CH 45705	218°	TDZE	749
W22A		Apt Elev	768

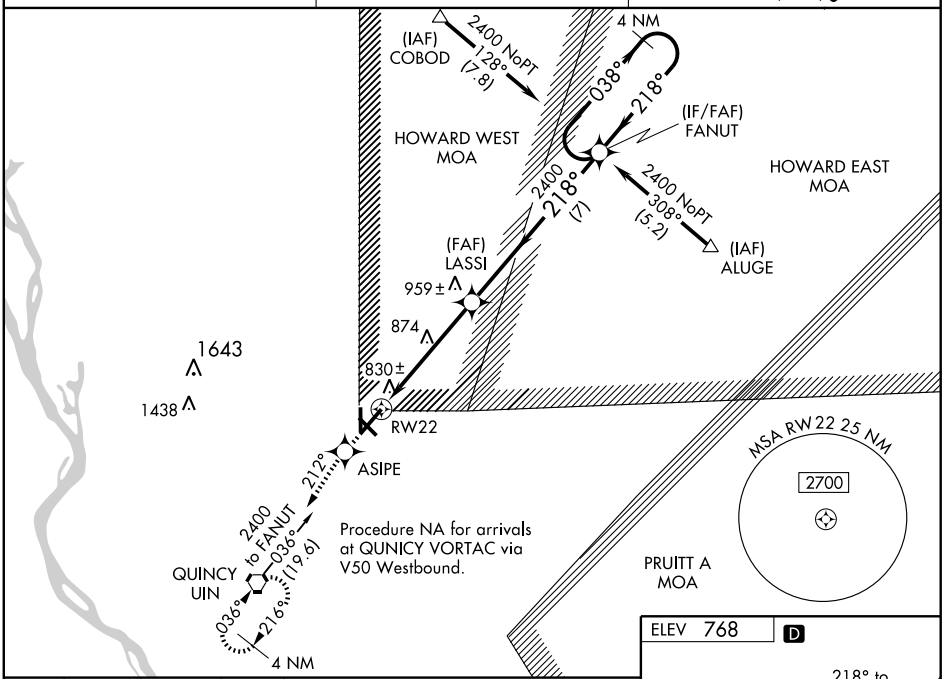
RNAV (GPS) RWY 22

QUINCY RGNL-BALDWIN FIELD (UIN)

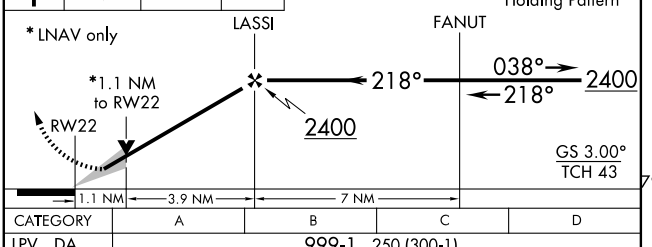
Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Pittsfield altimeter setting. If local altimeter setting not received, use Pittsfield altimeter setting and increase all DAs 70 feet and all MDAs 80 feet.

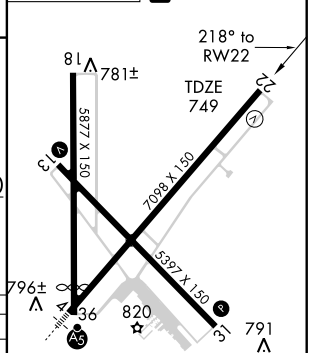
MISSED APPROACH: Climb to 2400 direct ASIPE and via 212° track to UIN VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L



2400	ASIPE	212° TRK	UIN





CATEGORY	A	B	C	D
LPV DA	999-1 250 (300-1)			
LNAV/VNAV DA	1161-1½ 412 (400-1½)			
LNAV MDA	1140-1 391(400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)	1320-2 552 (600-2)

REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5146
CH 61210	313°	TDZE	769
W31A		Apt Elev	769

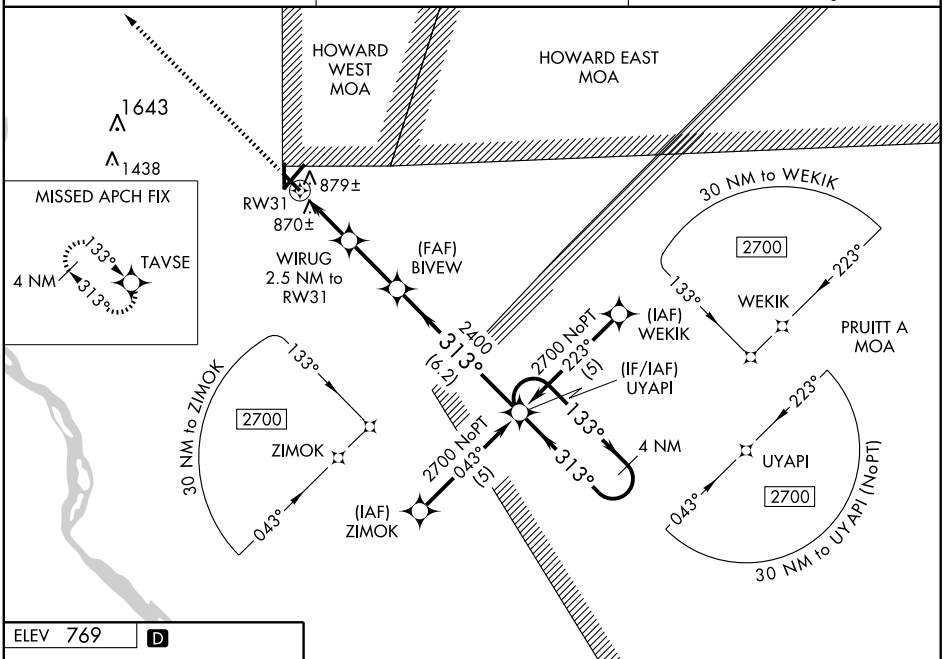
RNAV (GPS) RWY 31

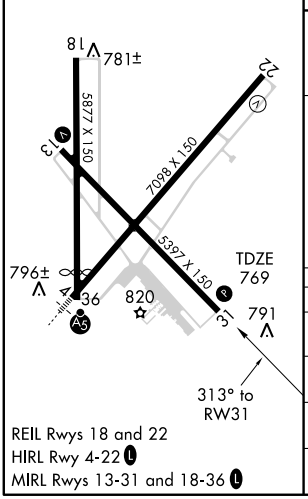
QUINCY RGNL-BALDWIN FIELD (UIN)

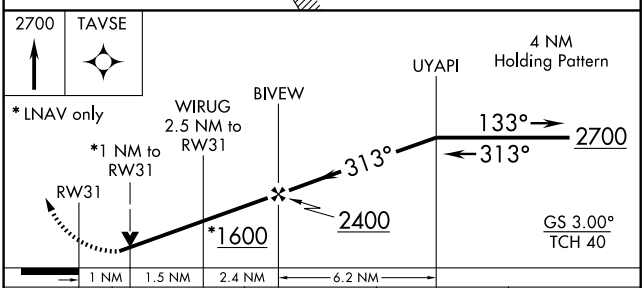
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH: Climb to 2700 direct TAVSE and hold

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1057-1 288 (300-1)			
LNAV/VNAV DA	1168-1½ 399 (400-1½)			
LNAV MDA	1140-1 371 (400-1)			1140-1¼ 371 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5400
CH 97610	357°	TDZE	759
W36A		Apt Elev	769

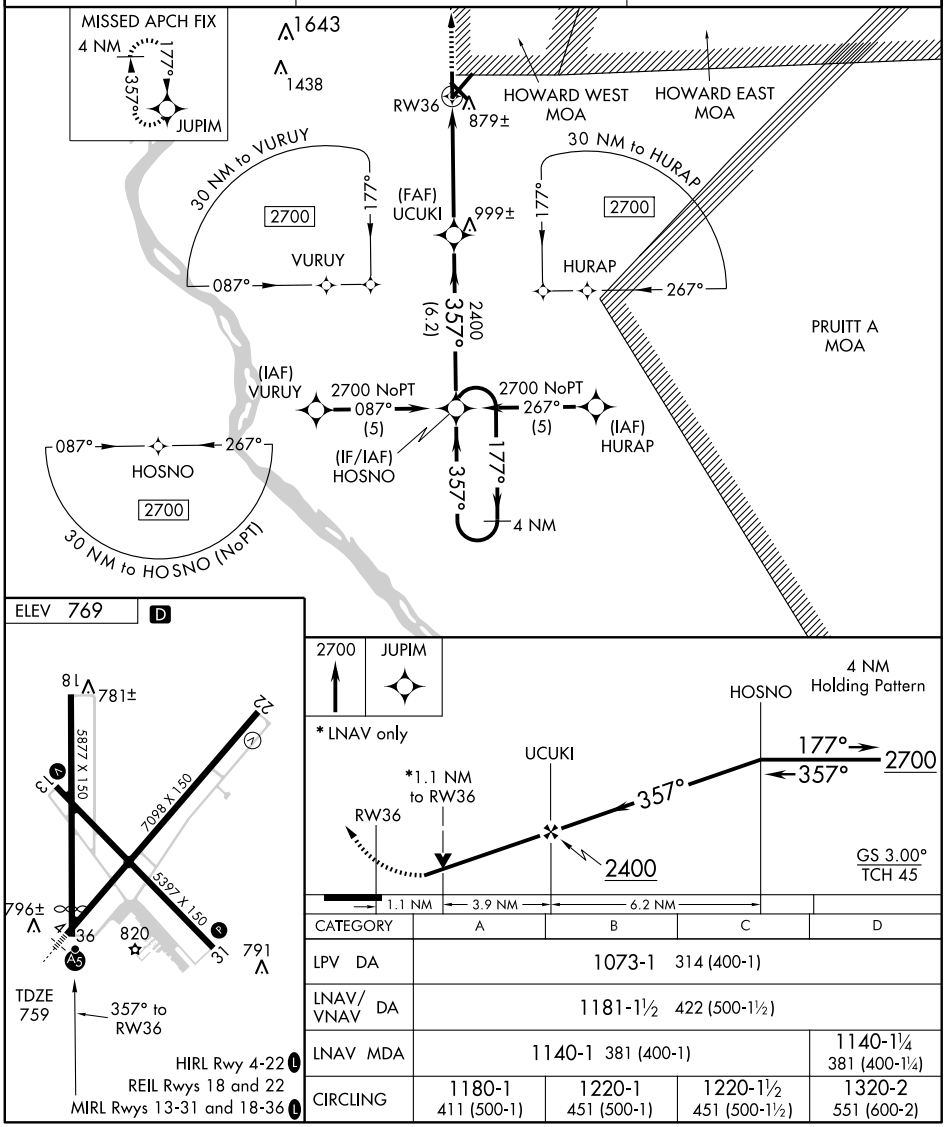
RNAV (GPS) RWY 36

QUINCY RGNL-BALDWIN FIELD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH: Climb to 2700 direct JUPIM and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1073-1 314 (400-1)			
LNAV/VNAV DA	1181-1½ 422 (500-1½)			
LNAV MDA	1140-1 381 (400-1)			1140-1¼ 381 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UIN 113.6 Chan 83	APP CRS 211°	Rwy Idg 7098 TDZE 749 Apt Elev 768

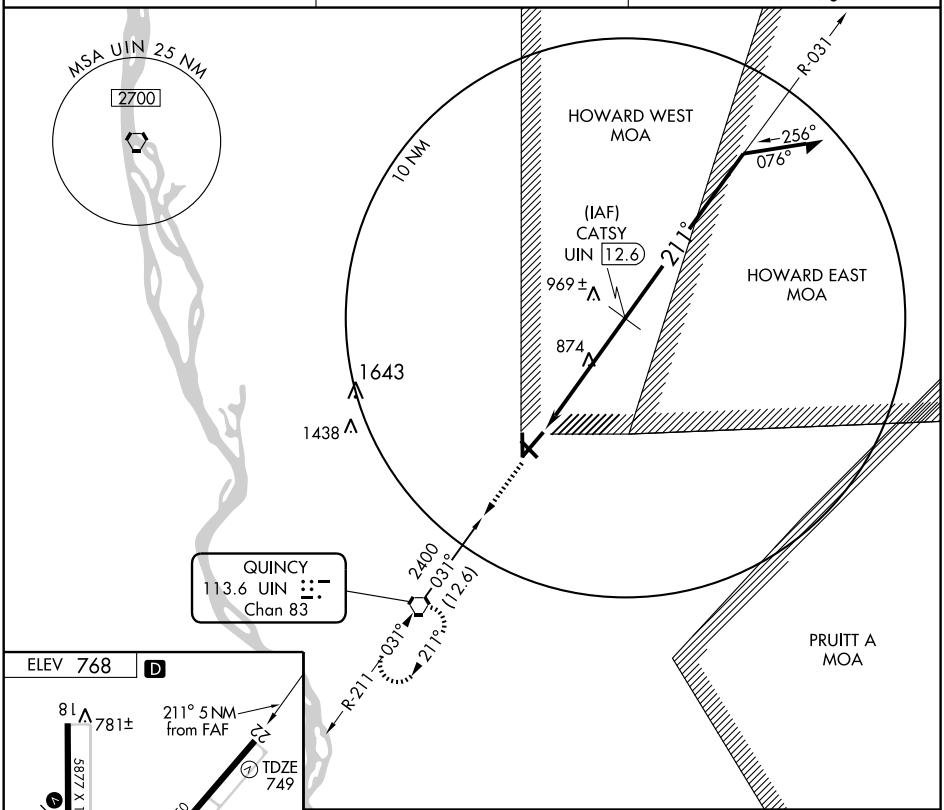
VOR/DME RWY 22

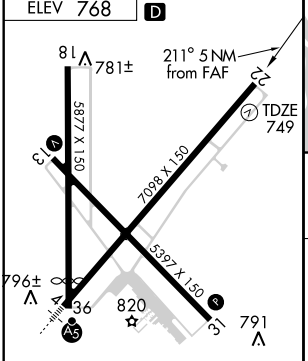
QUINCY RGNL-BALDWIN FIELD (UIN)

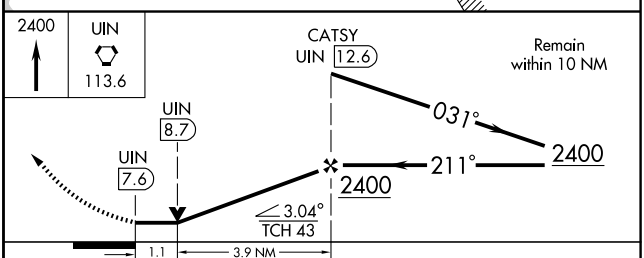
VDP NA when using Pittsfield altimeter setting.
If local altimeter setting not received, use Pittsfield altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct UIN VORTAC and hold.

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	1140-1 391 (400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)	1320-2 552 (600-2)

REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UIN	APP CRS	Rwy Idg	7098
113.6	029°	TDZE	760
Chan 83		Apt Elev	769

VOR RWY 4

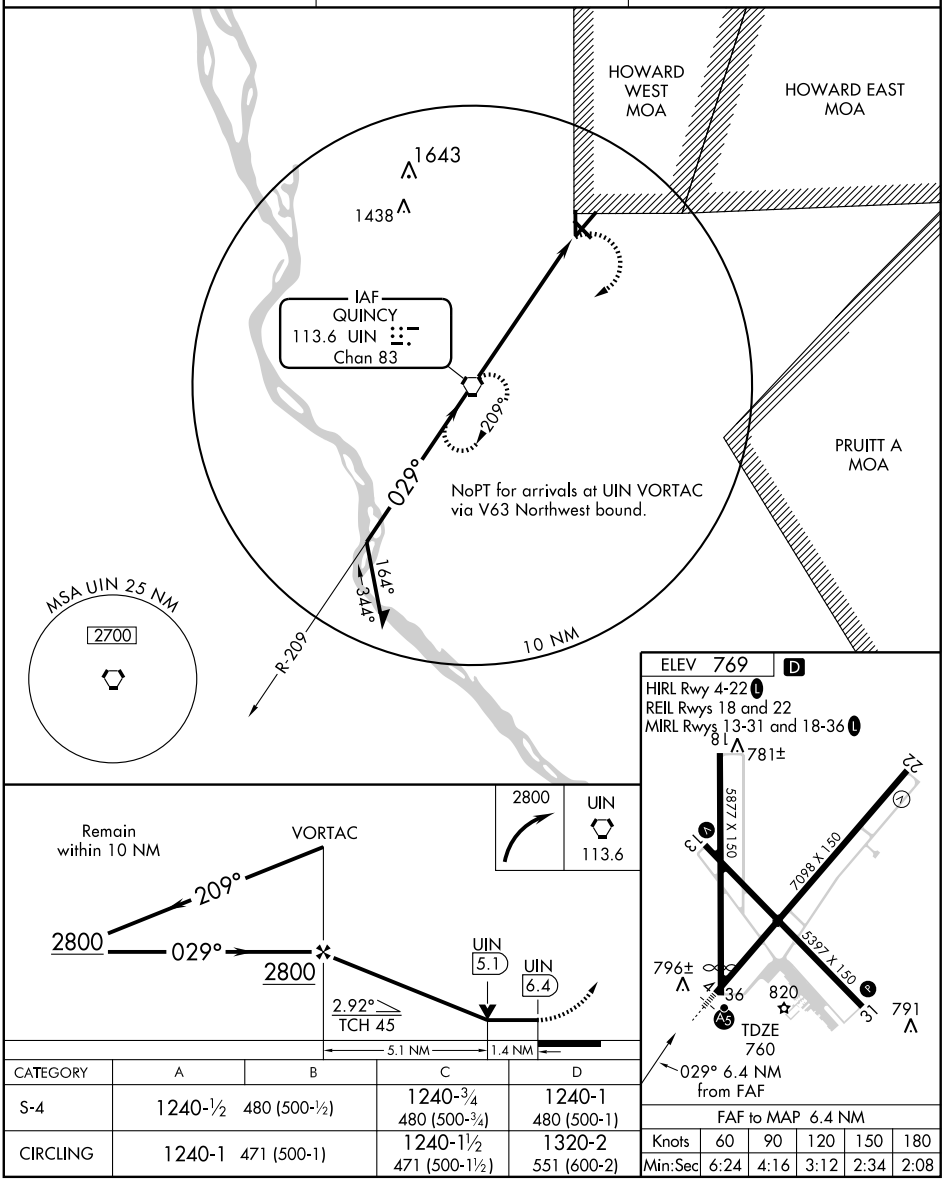
QUINCY RGNL-BALDWIN FIELD (UIN)

When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDA 80 feet. Increase S-4 Cat. C, D visibility ¼ mile. VDP NA when using Pittsfield altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 2800 direct UIN VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L



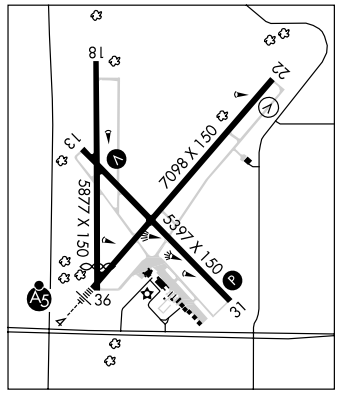
CATEGORY	A	B	C	D
S-4	1240-½	480 (500-½)	1240-¾ 480 (500-¾)	1240-1 480 (500-1)
CIRCLING	1240-1	471 (500-1)	1240-1½ 471 (500-1½)	1320-2 551 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

QUINCY RGNL–BALDWIN FLD (UIN) 10 E UTC–6(–5DT) N39°56.57′ W91°11.68′ **KANSAS CITY**
769 B S4 **FUEL** 100LL, JET A TPA—1769(1000) Class II, ARFF Index A NOTAM FILE UIN **H–5D, L–27B**
RWY 04–22: H7098X150 (ASPH–CONC–GRVD) S–60, D–75, 2S–95, 2D–150 HIRL **IAP**
RWY 04: MALSR. Road.
RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 43′.
RWY 18–36: H5877X150 (ASPH–CONC) S–45, D–55, 2D–150 MIRL
RWY 18: REIL. **RWY 36:** Thld dsplcd 477′. Road.
RWY 13–31: H5397X150 (ASPH—GRVD) S–75, D–95, 2S–121, 2D–150 MIRL
RWY 13: VASI(V4L)—GA 3.0° TCH 31′. Road.
RWY 31: PAPI(P4R)—GA 3.0° TCH 40′. Pole



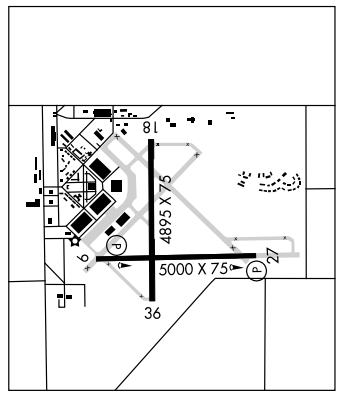
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7098	TODA–7098	ASDA–7098	LDA–7098
RWY 13:	TORA–5396	TODA–5396	ASDA–5123	LDA–5123
RWY 18:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400
RWY 22:	TORA–7098	TODA–7098	ASDA–7098	LDA–7098
RWY 31:	TORA–5396	TODA–5396	ASDA–5146	LDA–5146
RWY 36:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400

AIRPORT REMARKS: Attended 1100–0400Z‡. For attendant after hrs call 217–885–3353 or 217–224–3755. Migratory waterfowl on and invof arpt. Fld conditions are not monitored between the hours of 0400–1030Z‡. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217–885–3285 or 217–885–3262 during business hrs. Rwy 18–36 spalling with cracks throughout rwy. N 479′ of Rwy 18–36 conc. NE 1300′ of Rwy 04–22 conc. HIRL Rwy 04–22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13–31 and Rwy 18–36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (217) 885–3319. **HIWAS** 113.6 UIN.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 113.6T (ST LOUIS RADIO) **RCO** 122.5 (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 135.525
AIRSPACE: CLASS E svc operational by NOTAM other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
(H) VORTAC 113.6 UIN Chan 83 N39°50.87′ W91°16.74′ 029° 6.9 NM to fld. 715/5E. **HIWAS.**
NDB (MHW/LOM) 293 UI N39°53.21′ W91°15.22′ 037°4.3 NM to fld. Unmonitored.
ILS 110.1 I–UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

RAINBOW HELIPORT (See PEORIA)

RANTOUL NATIONAL AVIATION CENTER–FRANK ELLIOTT FLD (TIP) O N UTC–6(–5DT) **CHICAGO**
N40°17.61′ W88°08.54′ **H–5E, L–27C**
737 B S4 **FUEL** 100LL, JET A NOTAM FILE TIP **IAP**
RWY 09–27: H5000X75 (ASPH) MIRL
RWY 09: PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 18–36: H4895X75 (ASPH) MIRL
RWY 18: Tree. **RWY 36:** Tree. Rgt tfc.



AIRPORT REMARKS: Attended continuously. For fuel after hrs call 217–892–2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09–27 and Rwy 18–36 preset on low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (217) 892–4999.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CHAMPAIGN APP/DEP CON** 121.35 (1200–0500Z‡)
CHICAGO CENTER APP/DEP CON 121.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07′ W88°16.56′ 019°16.7 NM to fld. 745/3E.

ROBERTS N40°34.90′ W88°09.86′ NOTAM FILE STL. **CHICAGO**
(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E. **H–5E, L–27C**
RCO 122.1R 116.8T (ST LOUIS RADIO)

APP CRS	Rwy ldg	5000
091°	TDZE	736
	Apt Elev	737

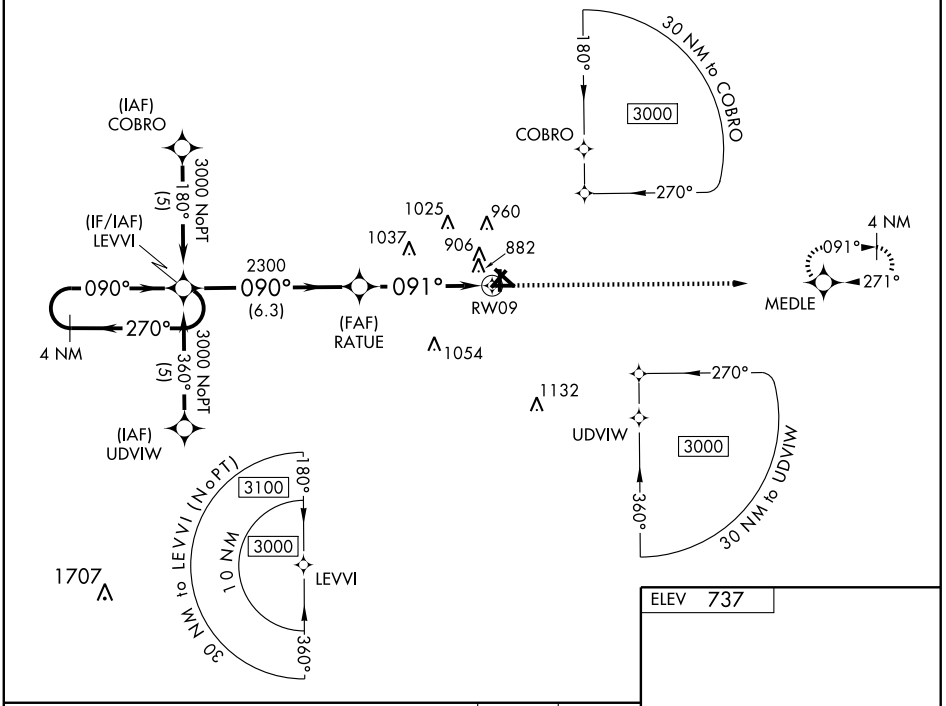
RNAV (GPS) RWY 9

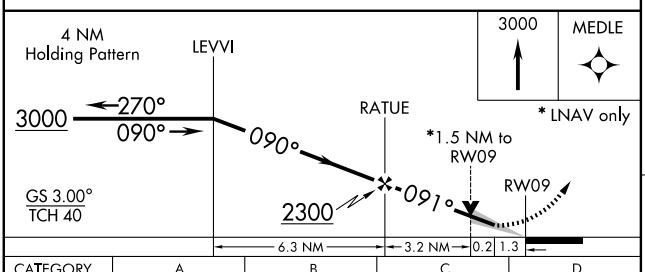
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

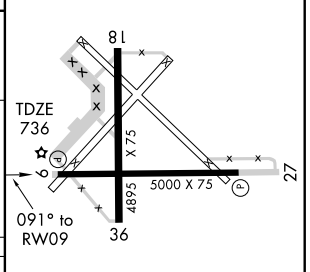
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats and Circling visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

AWOS-3	CHAMPAIGN APP CON ★	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	1182-1½ 446 (500-1½)			
LNAV MDA	1260-1 524 (600-1)		1260-1½ 524 (600-1½)	1260-1¾ 524 (600-1¾)
CIRCLING	1260-1 523 (600-1)		1320-1½ 583 (600-1½)	1320-2 583 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

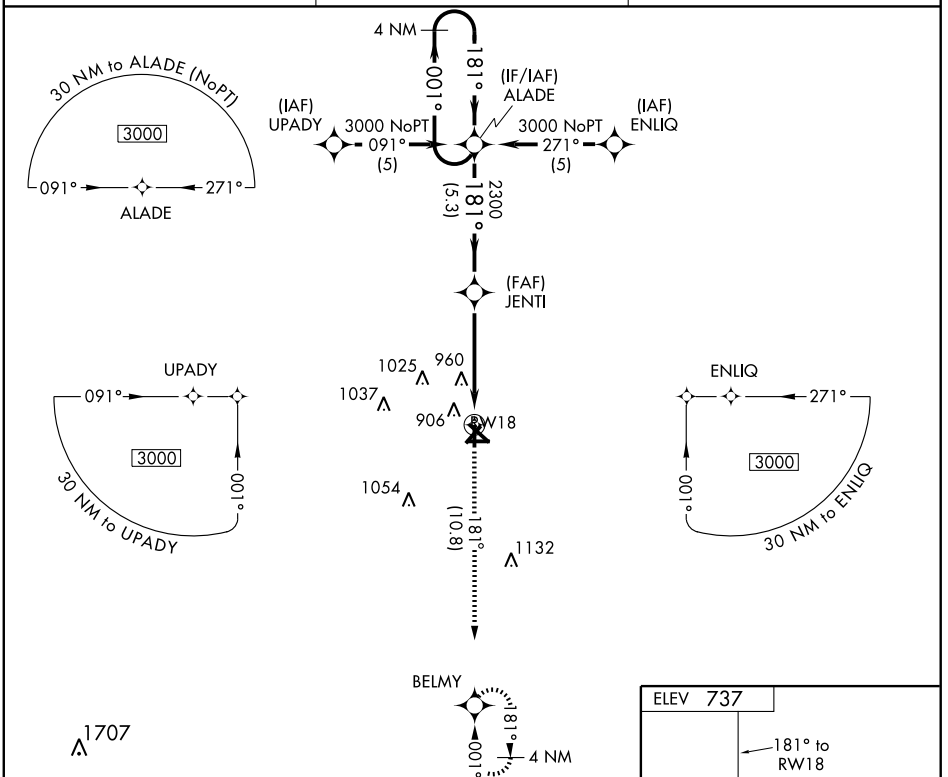
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

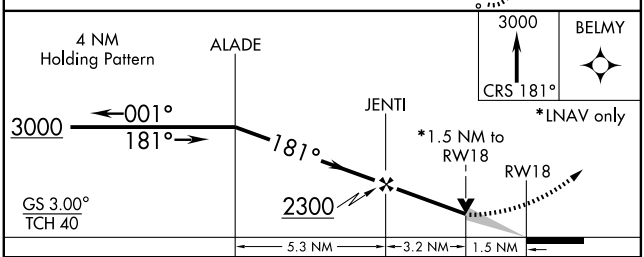
APP CRS	Rwy ldg	4895
181°	TDZE	737
	Apt Elev	737

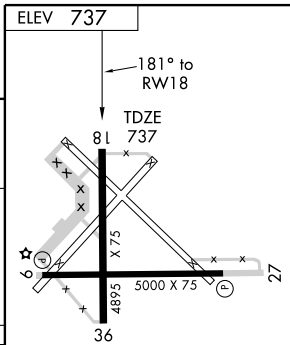
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 3000 via 181° course to BELMY WP and hold.

AWOS-3	CHAMPAIGN APP CON ★	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1260-1¾ 523 (600-1¾)			
LNAV MDA	1260-1 523 (600-1)		1260-1½ 523 (600-1½)	1260-1¾ 523 (600-1¾)
CIRCLING	1260-1¾ 523 (600-1¾)		1320-1¾ 583 (600-1¾)	1320-2 583 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5000
271°	TDZE	733
	Apt Elev	737

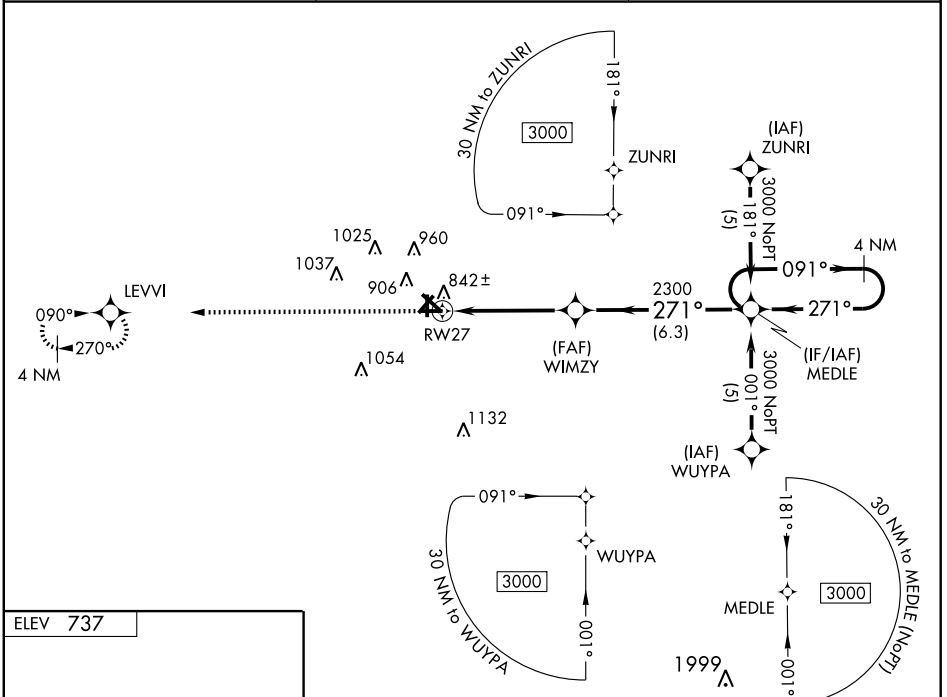
RNAV (GPS) RWY 27

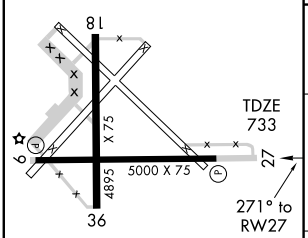
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

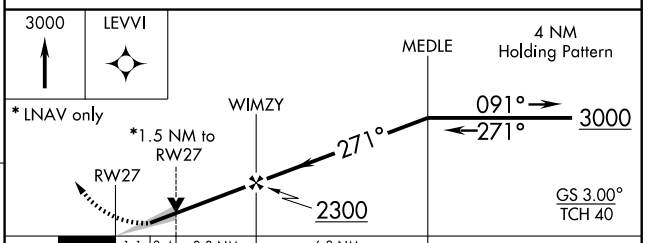
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase visibilities LNAV/VNAV ¼ mile all Cats, LNAV Cat D ¼ mile, and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct LEVVI and hold.

AWOS-3	CHAMPAIGN APP CON ★	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	1112-1¼ 379 (400-1¼)			
LNAV MDA	1240-1 507 (600-1)		1240-1½ 507 (600-1½)	
CIRCLING	1240-1 503 (600-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

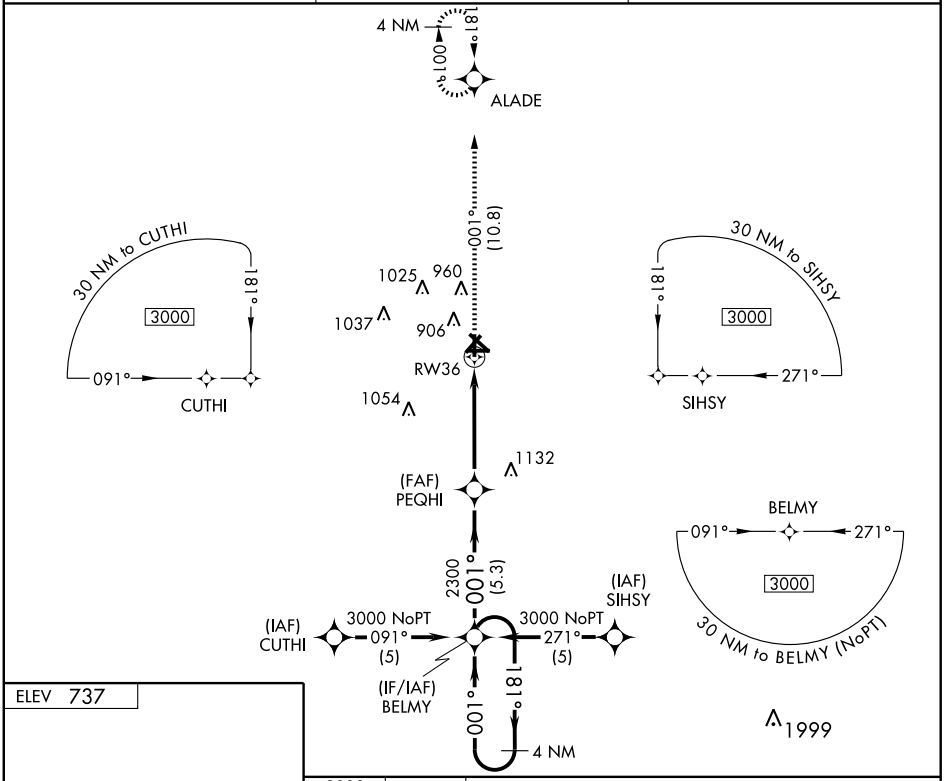
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

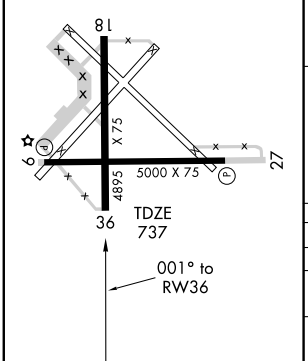
APP CRS	Rwy ldg	4895
001°	TDZE	737
	Apt Elev	737

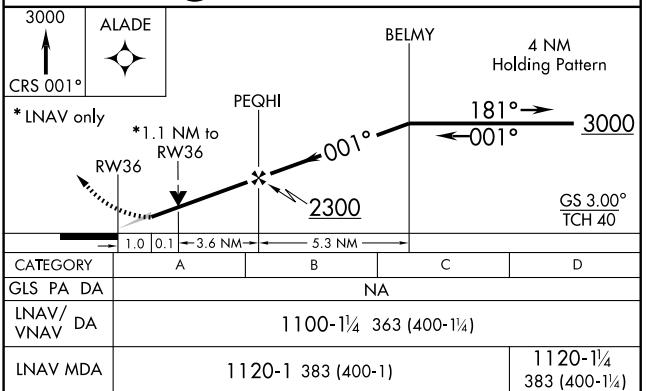
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 3000 via 001° course to ALADE WP and hold.

AWOS-3	CHAMPAIGN APP CON ★	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1100-1¼ 363 (400-1¼)			
LNAV MDA	1120-1 383 (400-1)			1120-1¼ 383 (400-1¼)
CIRCLING	1220-1¼ 483 (500-1¼)	1260-1¼ 523 (600-1¼)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

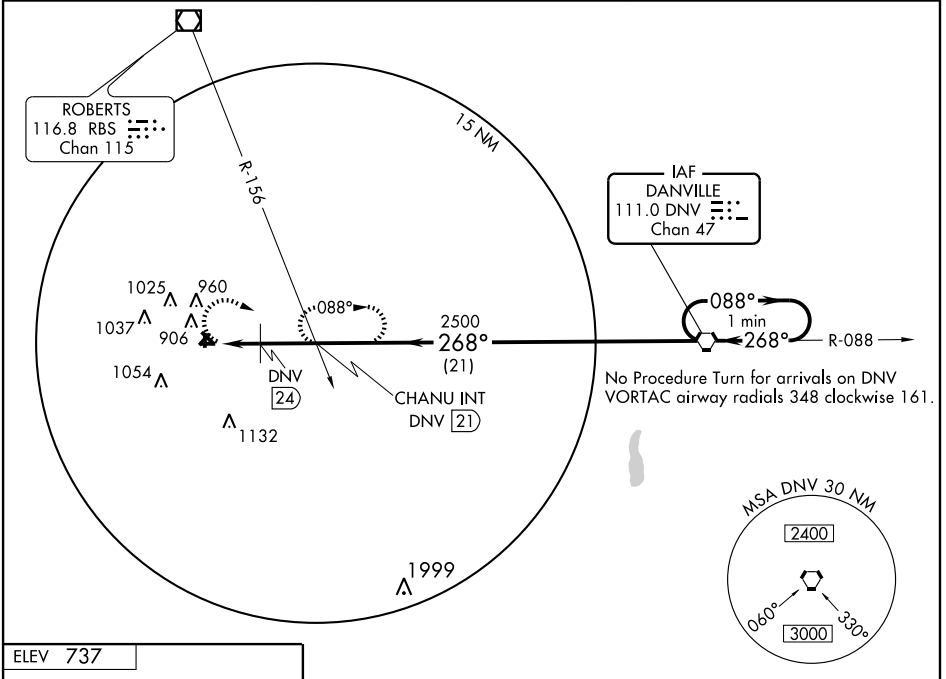
VORTAC DNV 111.0 Chan 47	APP CRS 268°	Rwy Idg 5000 TDZE 733 Apt Elev 737

VOR RWY 27

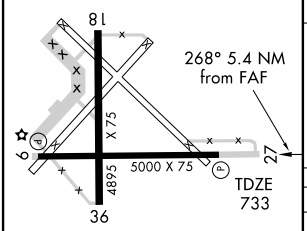
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

MISSED APPROACH: Climbing right turn to 2500 via DNV R-268 to CHANU Int and hold.

AWOS-3	CHAMPAIGN APP CON *	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L

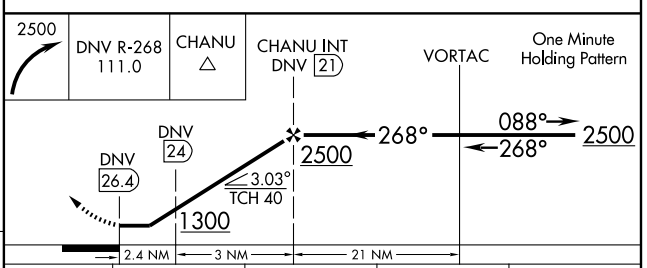


ELEV 737



REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

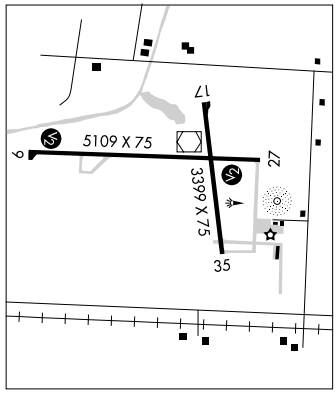
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



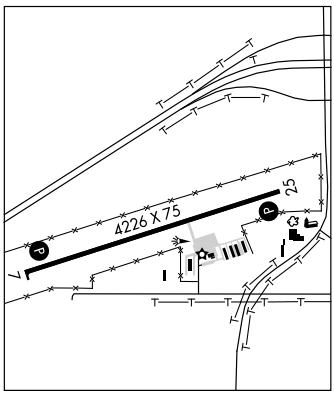
CATEGORY	A	B	C	D
S-27	1300-1 567 (600-1)		1300-1½ 567 (600-1½)	1300-1¾ 567 (600-1¾)
CIRCLING	1300-1 563 (600-1)		1320-1½ 583 (600-1½)	1320-2 583 (600-2)
DME MINIMUMS				
S-27	1160-1 427 (500-1)		1160-1¼ 427 (500-1¼)	1160-1½ 427 (500-1½)
CIRCLING	1220-1 483 (500-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON MUNI (RSV) 4 E UTC−6(−5DT) N39°00.96′ W87°38.99′ **ST LOUIS**
462 B S2 **FUEL** 100LL, JET A, MOGAS TPA—1262(800) NOTAM FILE RSV **H–5E, L–27D**
RWY 09–27: H5109X75 (ASPH) S–35, D–50, 2D–65 MIRL **IAP**
RWY 09: REIL. PVASI(PSIL)—GA 3.0° TCH 27′. Tree.
RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Tree.
RWY 17–35: H3399X75 (ASPH) S–5 MIRL
RWY 17: REIL. Tree. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17–35, REIL Rwys 09, 27 and 17 PVASI Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.5 (618) 586–2772.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HULMAN APP/DEP CON** 119.25 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.
(T) VORW/DME 108.4 RSV Chan 21 N39°01.06′ W87°38.93′ at fld. 452/2E. VOR unmonitored 0000–1300Z‡.
VOR portion unusable 320°–340°
PALESTINE NDB (MHW) 391 PLX N39°00.85′ W87°38.50′ at fld. NOTAM FILE RSV.



ROCHELLE MUNI AIRPORT–KORITZ FLD (RPJ) 2 S UTC−6(−5DT) N41°53.58′ W89°04.70′ **CHICAGO**
781 B S4 **FUEL** 100LL, JET A TPA—1581(800) NOTAM FILE RPJ **L–28H**
RWY 07–25: H4226X75 (ASPH–PFC) S–15 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Road.
AIRPORT REMARKS: Attended Nov–Apr Mon–Fri 1400–2300Z‡, May–Oct Mon–Fri 1400–0100Z‡, Sat–Sun 1500–2000Z‡. MIRL Rwy 07–25 preset on low ints SS–SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (815) 562–2955.
COMMUNICATIONS: CTAF/UNICOM 122.8
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)
ROCKFORD APP/DEP CON 126.0
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 099° 20.4 NM to fld. 840/3E. **HIWAS.**



ROCKFORD N42°13.53′ W89°11.96′ NOTAM FILE RFD. **CHICAGO**
(L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E. **L–28H**
RCO 122.1R 110.8T (KANKAKEE RADIO) **RCO** 122.65 (KANKAKEE RADIO)

ROCKFORD

COTTONWOOD (1C8) 2 NW UTC−6(−5DT) N42°17.50′ W89°08.17′ **CHICAGO**
741 TPA—See remarks. NOTAM FILE IKK
RWY 18–36: 2540X260 (TURF) LIRL (NSTD)
RWY 18: Rgt tfc. **RWY 36:** Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Unattended. Rwy 18–36 NSTD LIRL S 2250′ lgtd; variable ints and non–frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.
COMMUNICATIONS: CTAF/UNICOM 122.8

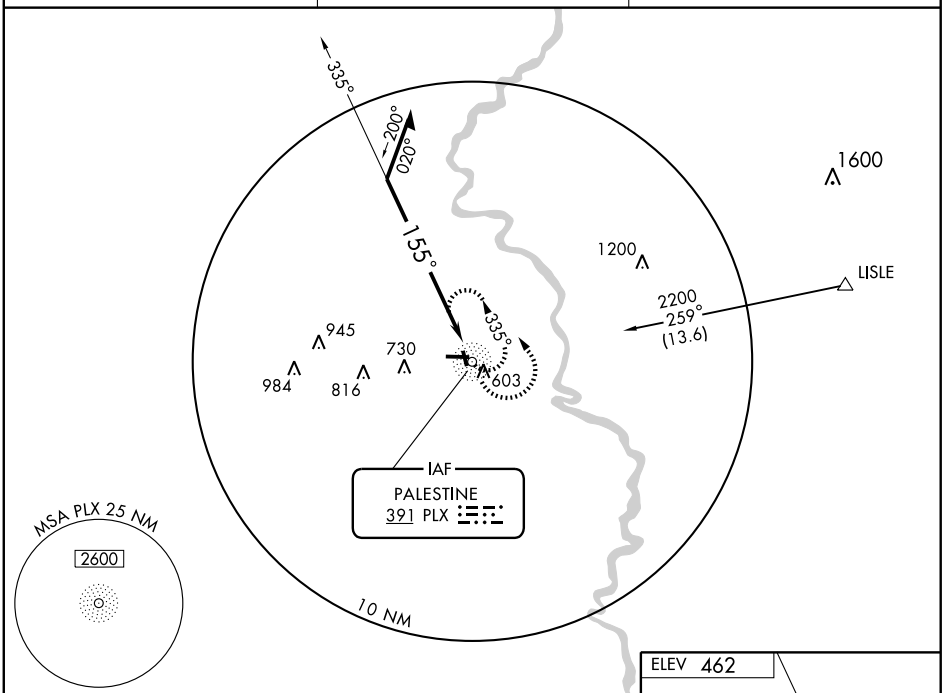
NDB PLX 391	APP CRS 155°	Rwy Idg 3399 TDZE 454 Apt Elev 462

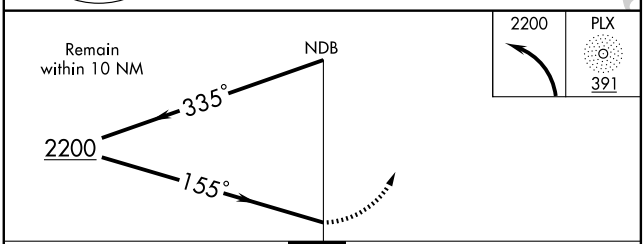
NDB RWY 17
ROBINSON MUNI (RSV)

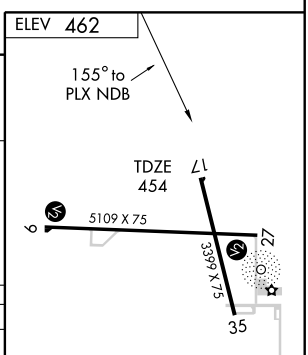
NA Obtain local altimeter setting on CTAF, when not available use Terre Haute altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in PLX NDB holding pattern.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L







REIL Rwys 9, 17 and 27
MIRL Rwys 9-27 and 17-35 L

CATEGORY	A	B	C	D
S-17	1040-1	586 (600-1)	1040-1½ 586 (600-1½)	1040-1¾ 586 (600-1¾)
CIRCLING	1040-1	578 (600-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)
TERRE HAUTE ALTIMETER SETTING MINIMUMS				
S-17	1180-1	726 (800-1)	1180-2 726 (800-2)	1180-2¼ 726 (800-2¼)
CIRCLING	1180-1	718 (800-1)	1180-2 718 (800-2)	1180-2¼ 718 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5109
CH 49109	092°	TDZE	462
W09A		Apt Elev	462

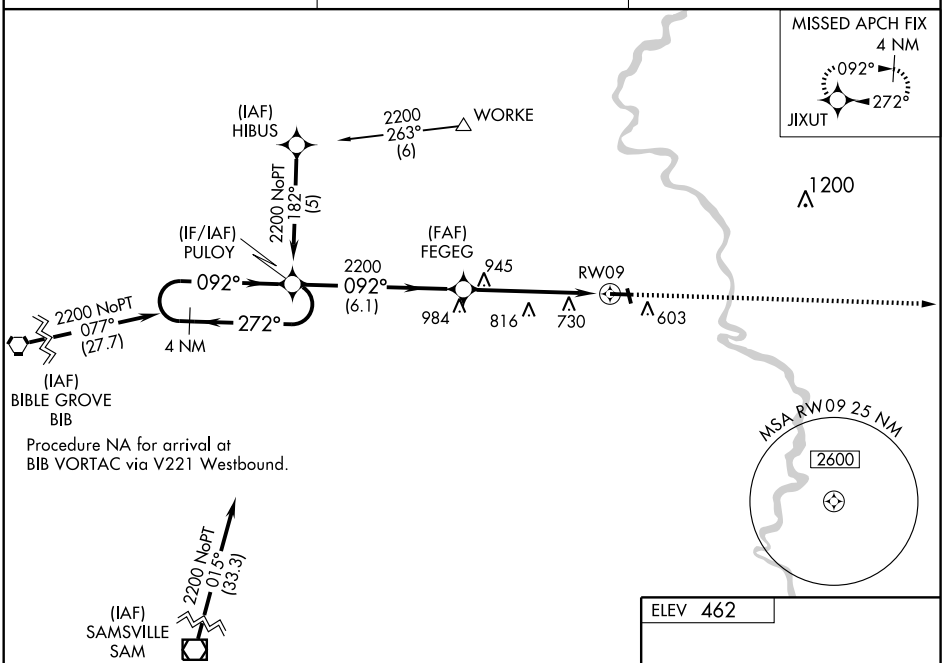
RNAV (GPS) RWY 09
ROBINSON MUNI (RSV)

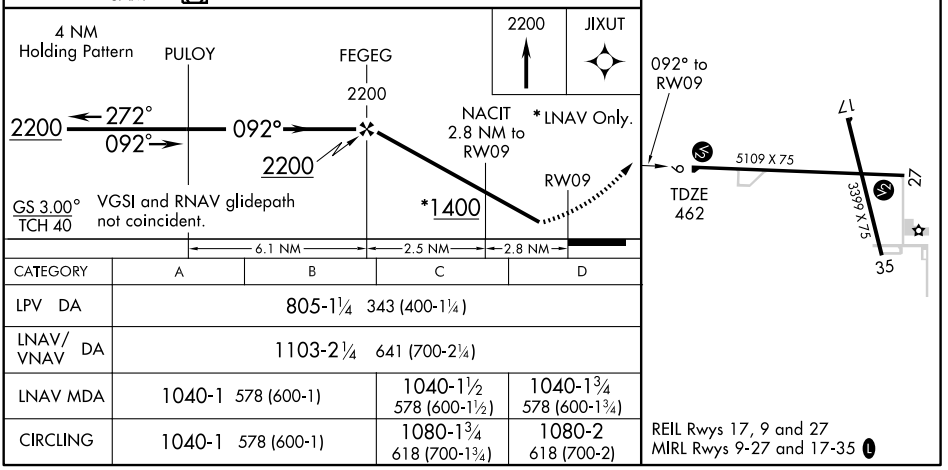
When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats., LNAV Cat. C and D ½ mile, Circling Cat. C and D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2200 direct JIXUT and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	805-1¼ 343 (400-1¼)			
LNAV/VNAV DA	1103-2¼ 641 (700-2¼)			
LNAV MDA	1040-1 578 (600-1)		1040-1½ 578 (600-1½)	1040-1¾ 578 (600-1¾)
CIRCLING	1040-1 578 (600-1)		1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)

REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5109
CH 69509	272°	TDZE	455
W27A		Apt Elev	462

RNAV (GPS) RWY 27

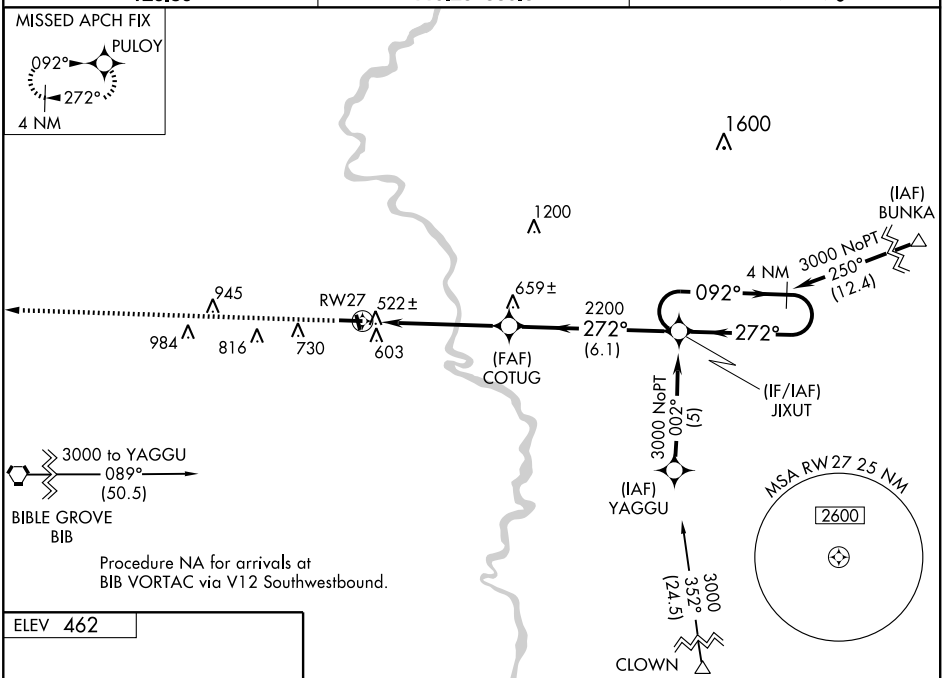
ROBINSON MUNI (RSV)

When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter and increase all DA 88 feet, all MDA 100 feet and all LPV, LNAV/VNAV visibility ¼ mile, LNAV Cat. C, D and Circling Cat. C, D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

NA

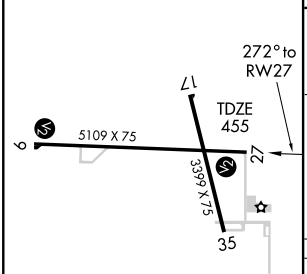
MISSED APPROACH: Climb to 3000 direct PULOY and hold.

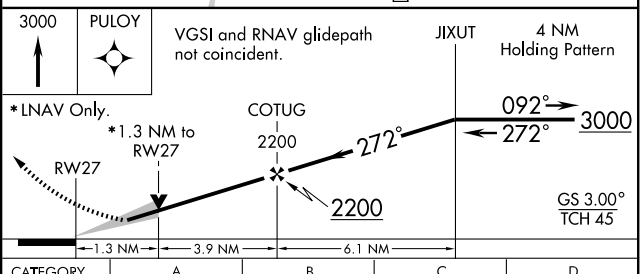
AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	750-1 295 (300-1)			
LNAV/VNAV DA	892-1½ 437 (500-1½)			
LNAV MDA	900-1 445 (500-1)		900-1¼ 445 (500-1¼)	900-1½ 445 (500-1½)
CIRCLING	960-1 498 (500-1)		1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)

REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

VOR/DME RSV	APP CRS	Rwy Idg	3399
108.4	170°	TDZE	454
Chan 21		Apt Elev	462

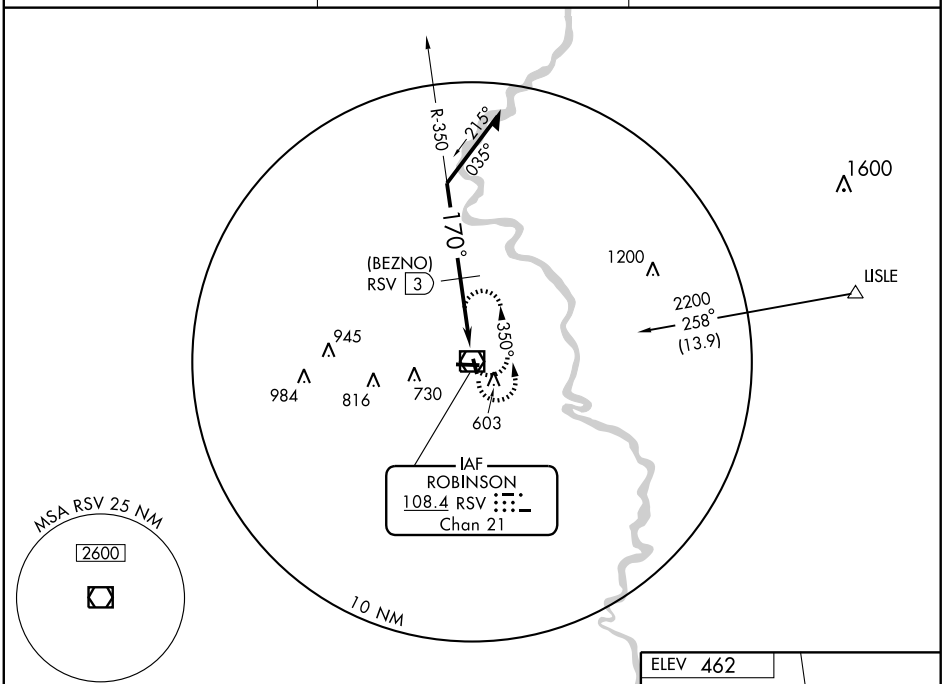
VOR or GPS RWY 17

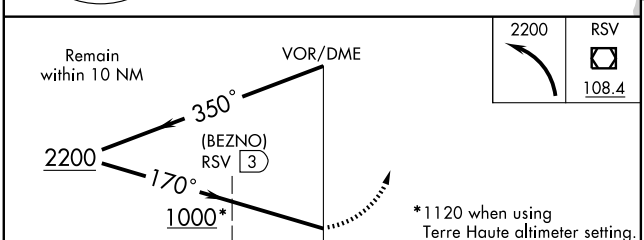
ROBINSON MUNI (RSV)

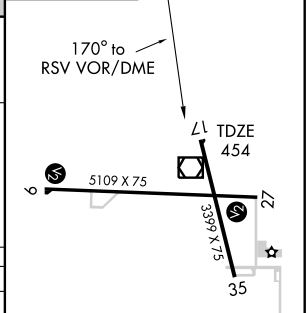
NA Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2200 in RSV VOR/DME holding pattern.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	1000-1 546 (600-1)		1000-1½ 546 (600-1½)	1000-1¾ 546 (600-1¾)
CIRCLING	1000-1 538 (600-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-17	860-1 406 (400-1)		860-1¼ 406 (400-1¼)	
CIRCLING	940-1 478 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)

REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RSV	APP CRS	Rwy Idg 5109
108.4	273°	TDZE 455
Chan 21		Apt Elev 462

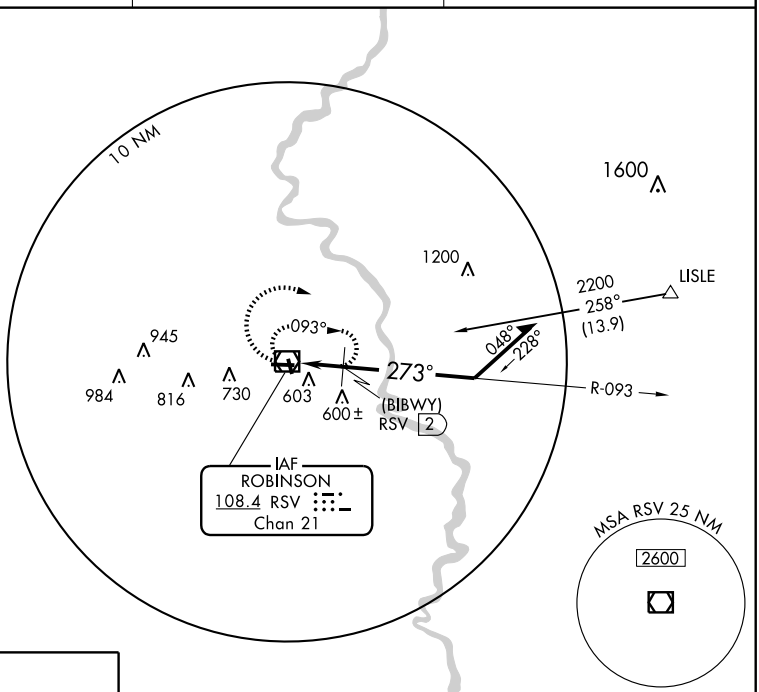
VOR or GPS RWY 27

ROBINSON MUNI (RSV)

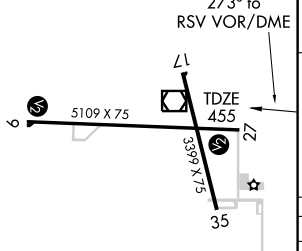
T A NA — Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 2200 in RSV VOR/DME holding pattern.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L



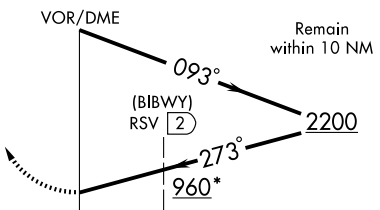
ELEV 462



REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

2200 | RSV 108.4

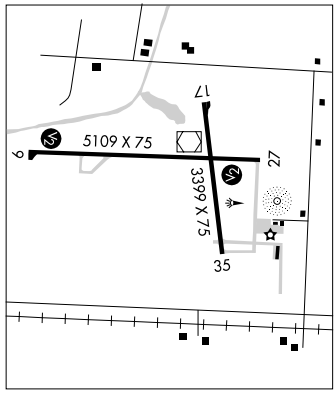


* 1080 when using Terre Haute altimeter setting.

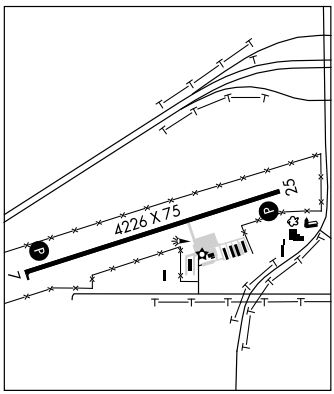
CATEGORY	A	B	C	D
S-27	960-1 505 (500-1)		960-1½ 505 (500-1½)	
CIRCLING	960-1 498 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-27	860-1 405 (400-1)		860-1¼ 405 (400-1¼)	
CIRCLING	940-1 478 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON MUNI (RSV) 4 E UTC−6(−5DT) N39°00.96′ W87°38.99′ **ST LOUIS**
462 B S2 **FUEL** 100LL, JET A, MOGAS TPA—1262(800) NOTAM FILE RSV **H–5E, L–27D**
RWY 09–27: H5109X75 (ASPH) S–35, D–50, 2D–65 MIRL **IAP**
RWY 09: REIL. PVASI(PSIL)—GA 3.0° TCH 27′. Tree.
RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Tree.
RWY 17–35: H3399X75 (ASPH) S–5 MIRL
RWY 17: REIL. Tree. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17–35, REIL Rwys 09, 27 and 17 PVASI Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.5 (618) 586–2772.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HULMAN APP/DEP CON** 119.25 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.
(T) VORW/DME 108.4 RSV Chan 21 N39°01.06′ W87°38.93′ at fld. 452/2E. VOR unmonitored 0000–1300Z‡.
VOR portion unusable 320°–340°
PALESTINE NDB (MHW) 391 PLX N39°00.85′ W87°38.50′ at fld. NOTAM FILE RSV.



ROCHELLE MUNI AIRPORT–KORITZ FLD (RPJ) 2 S UTC−6(−5DT) N41°53.58′ W89°04.70′ **CHICAGO**
781 B S4 **FUEL** 100LL, JET A TPA—1581(800) NOTAM FILE RPJ **L–28H**
RWY 07–25: H4226X75 (ASPH–PFC) S–15 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Road.
AIRPORT REMARKS: Attended Nov–Apr Mon–Fri 1400–2300Z‡, May–Oct Mon–Fri 1400–0100Z‡, Sat–Sun 1500–2000Z‡. MIRL Rwy 07–25 preset on low ints SS–SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (815) 562–2955.
COMMUNICATIONS: CTAF/UNICOM 122.8
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)
ROCKFORD APP/DEP CON 126.0
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 099° 20.4 NM to fld. 840/3E. **HIWAS.**



ROCKFORD N42°13.53′ W89°11.96′ NOTAM FILE RFD. **CHICAGO**
(L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E. **L–28H**
RCO 122.1R 110.8T (KANKAKEE RADIO) **RCO** 122.65 (KANKAKEE RADIO)

ROCKFORD

COTTONWOOD (1C8) 2 NW UTC−6(−5DT) N42°17.50′ W89°08.17′ **CHICAGO**
741 TPA—See remarks. NOTAM FILE IKK
RWY 18–36: 2540X260 (TURF) LIRL (NSTD)
RWY 18: Rgt tfc. **RWY 36:** Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Unattended. Rwy 18–36 NSTD LIRL S 2250′ lgtd; variable ints and non–frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	4226
071°	TDZE	776
	Apt Elev	781

RNAV (GPS) RWY 7

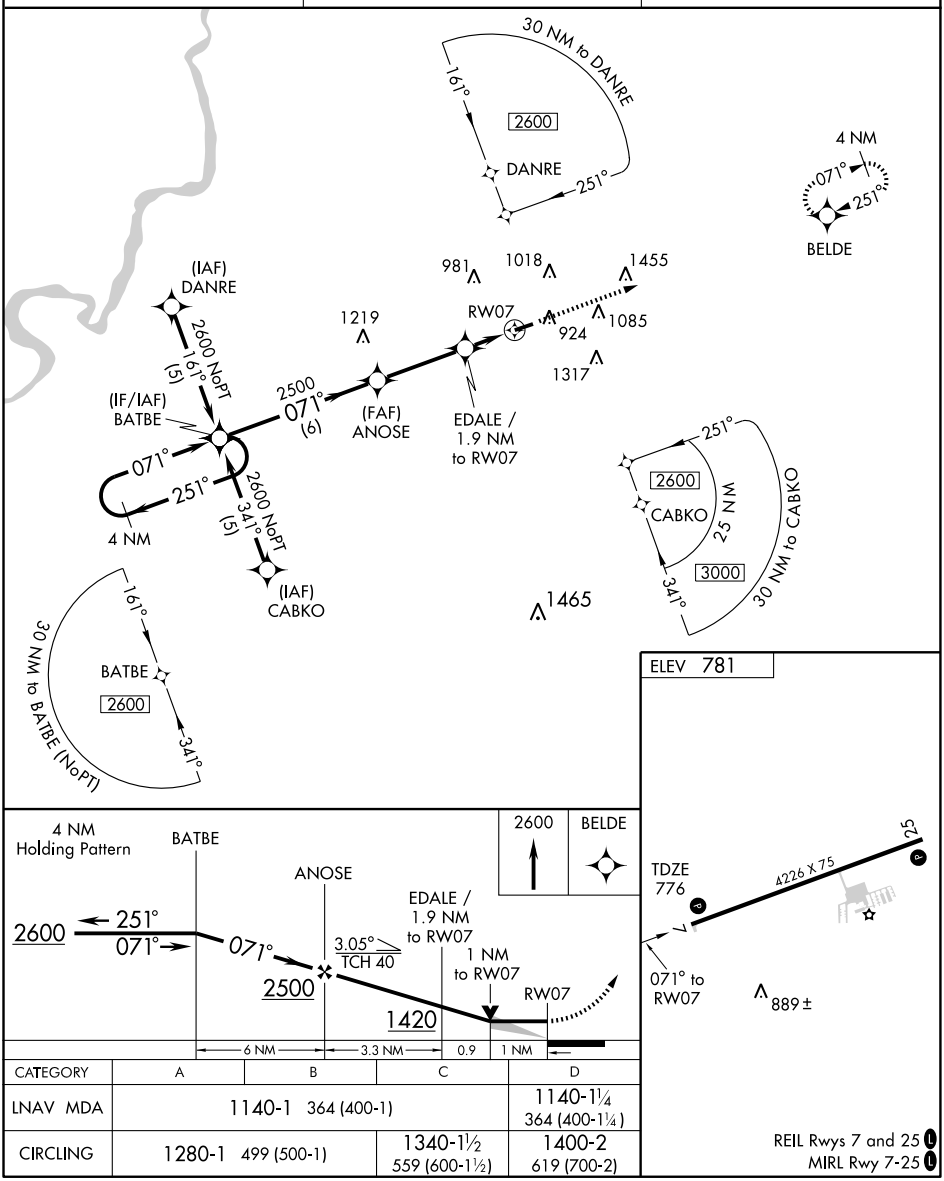
ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

T
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2600 direct BELDE WP and hold.

AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 364 (400-1)			1140-1¼ 364 (400-1¼)
CIRCLING	1280-1 499 (500-1)		1340-1½ 559 (600-1½)	1400-2 619 (700-2)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4226
251°	TDZE	781
	Apt Elev	781

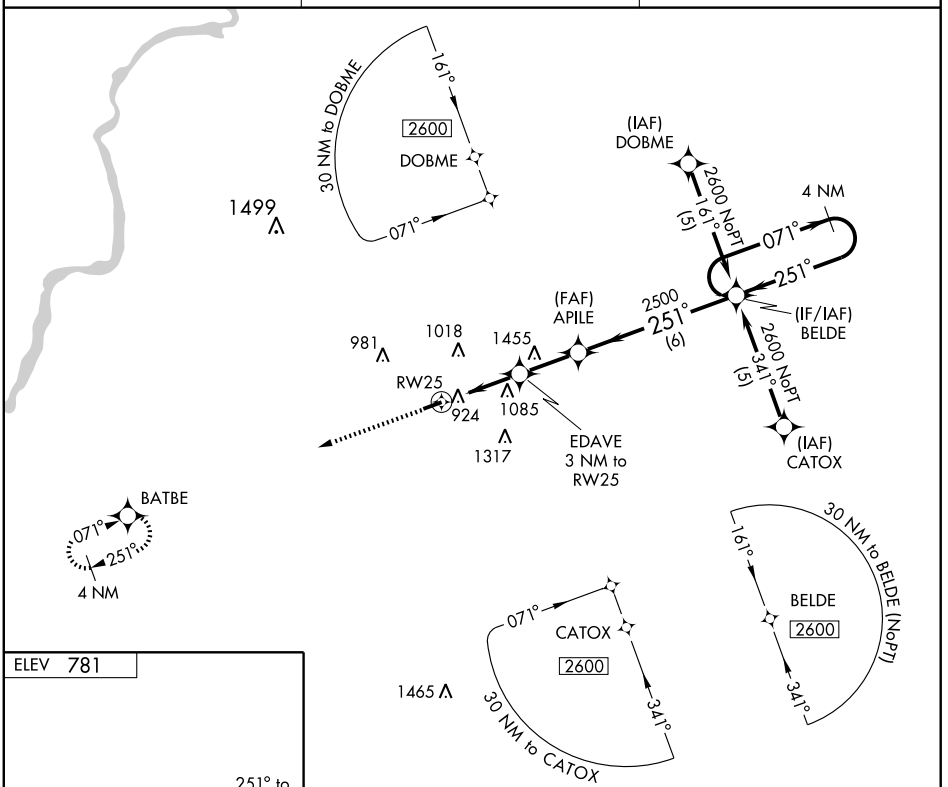
RNAV (GPS) RWY 25

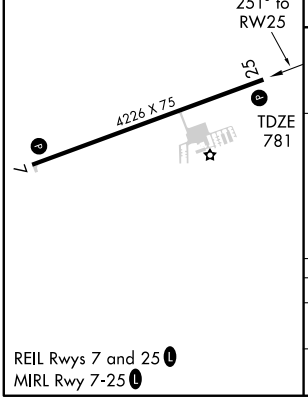
ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

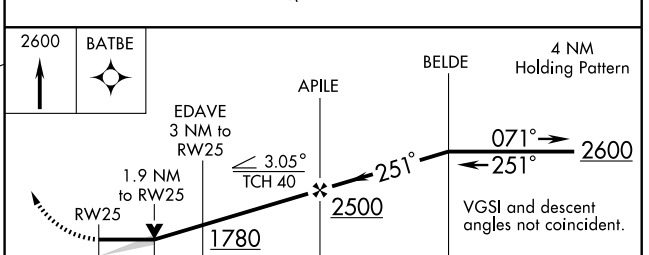
T NA — DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct BATBE and hold.

AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1	619 (700-1)	1400-1¾ 619 (700-1¾)	1400-2 619 (700-2)
CIRCLING	1400-1	619 (700-1)	1400-1¾ 619 (700-1¾)	1400-2 619 (700-2)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME PLL	APP CRS	Rwy Idg	N/A
111.2	099°	TDZE	N/A
Chan 49		Apt Elev	781

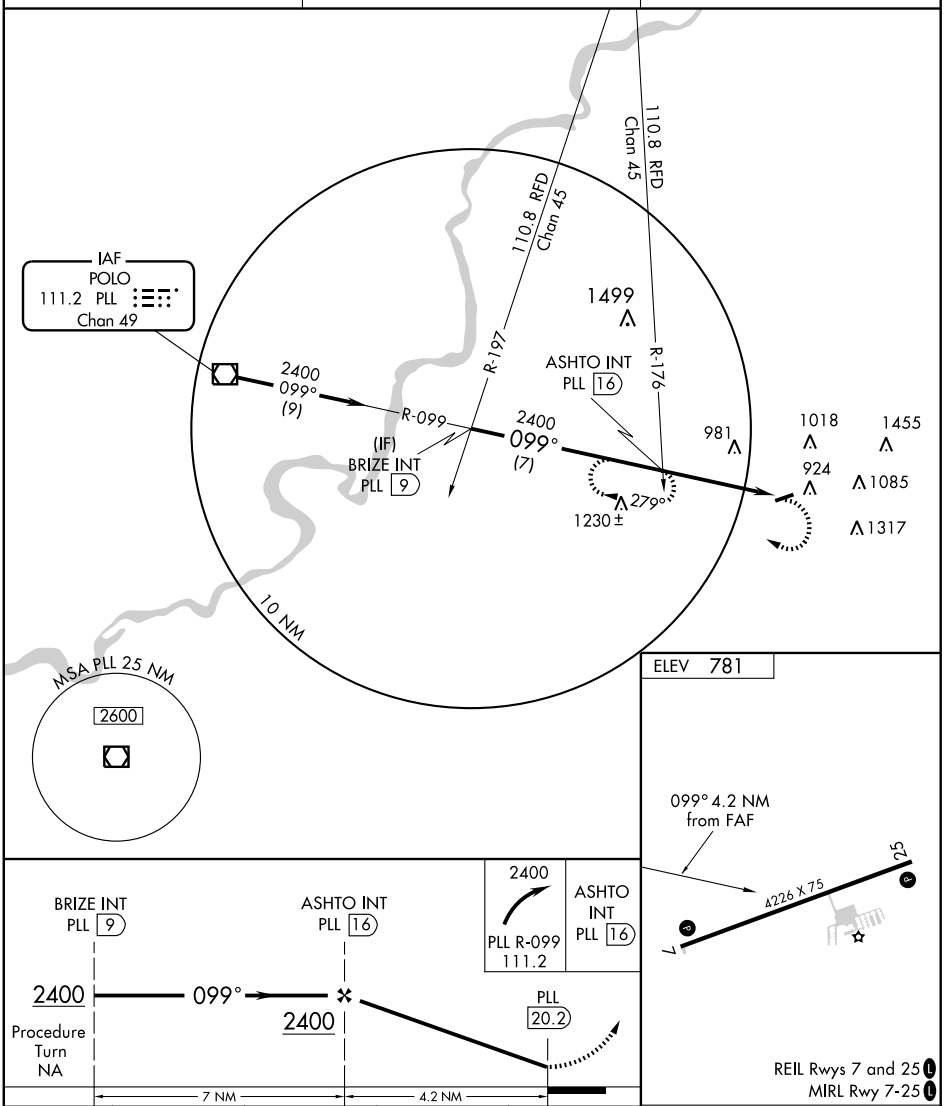
VOR-A

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

T
NA

MISSED APPROACH: Climbing right turn to 2400 via PLL VOR/DME R-099 to ASHTO INT/16 DME and hold.

AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	122.8 (CTAF) L



REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

CATEGORY	A	B	C	D
CIRCLING	1300-1 519 (600-1)	1300-1¼ 519 (600-1¼)	1340-1½ 559 (600-1½)	1400-2 619 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RUSHVILLE

SCHUY–RUSH (5K4) 1 W UTC–6(–5DT) N40°07.05′ W90°35.42′ **CHICAGO**

665 TPA—1465(800) NOTAM FILE STL

RWY 09–27: 3565X100 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 305′. Road. **RWY 27:** Thld dsplcd 463′. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09–27—CTAF. Rwy 09–27 NSTD LIRL due to spacing. Rwy 09 first 305′ unlgtd, Rwy 27 first 313′ unlgtd. Rwy 09–27 dsplcd thld marked with white gravel both ends of rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

SACKMAN FLD (See COLUMBIA)

ST JACOB

ST LOUIS METRO–EAST/SHAFER FLD (3K6) 2 N UTC–6(–5DT) N38°43.97′ W89°48.39′ **ST LOUIS**

477 B S2 **FUEL** 100LL TPA—1277(800) NOTAM FILE STL **L–27C, A**

RWY 13–31: H2662X50 (ASPH) MIRL 0.3% up NW **IAP**

RWY 13: Thld dsplcd 127′. Road. **RWY 31:** Pole.

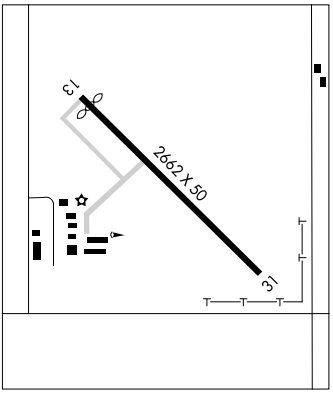
AIRPORT REMARKS: Attended continuously. For noise abatement procedures ctc arpt manager 618–644–5411. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SAINT LOUIS APP/DEP CON** 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35′ W89°55.12′ 090° 5.3 NM to fld. 570/4E.



ST LOUIS DOWNTOWN (See CAHOKIA–ST LOUIS)

ST LOUIS METRO–EAST/SHAFER FLD (See ST JACOB)

ST LOUIS RGNL (See ALTON/ST LOUIS)

SALEM–LECKRONE (SLO) 2 NW UTC–6(–5DT) N38°38.57′ W88°57.85′ **ST LOUIS**

573 B S4 **FUEL** 100LL NOTAM FILE SLO **L–27C**

RWY 18–36: H4098X75 (ASPH) S–12 MIRL **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Trees.

RWY 36: PAPI(P4R)—GA 3.0° TCH 20′. Tree.

AIRPORT REMARKS: Attended continuously. 100LL is self–serve with credit card. MIRL Rwy 18–36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (618) 548–0469.

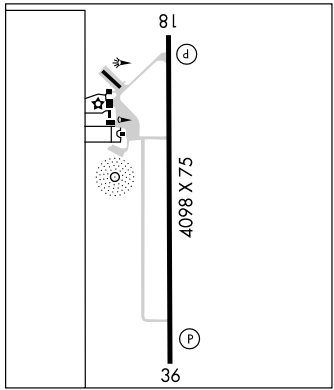
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 030° 16.2 NM to fld. 546/4E. **HIWAS.**

NDB (MHW) 400 SLO N38°38.64′ W88°58.04′ at fld. NOTAM FILE SLO.



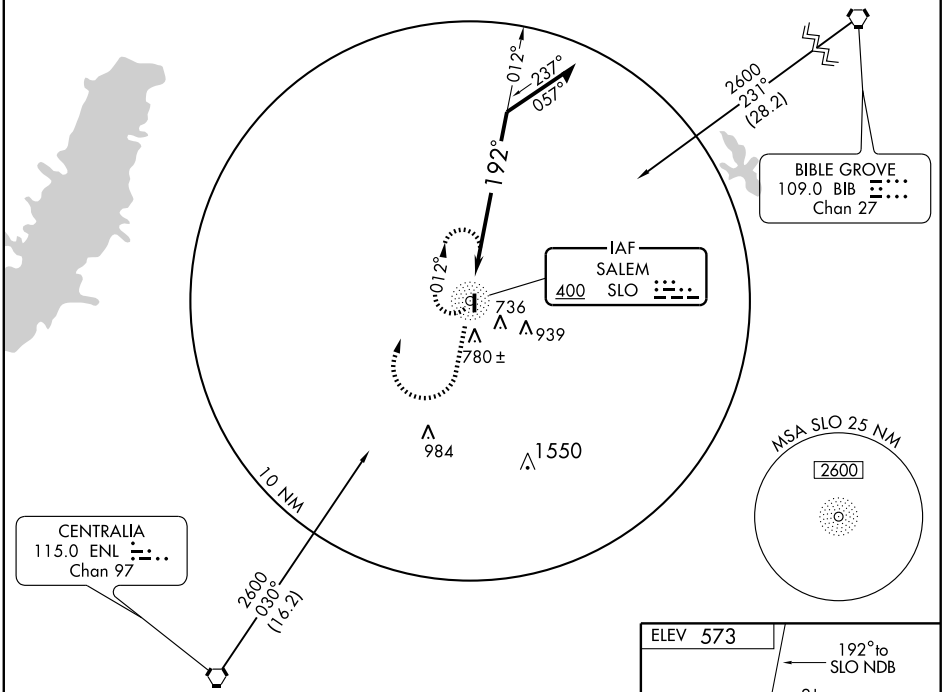
NDB SLO 400	APP CRS 192°	Rwy Idg 4098 TDZE 573 Apt Elev 573

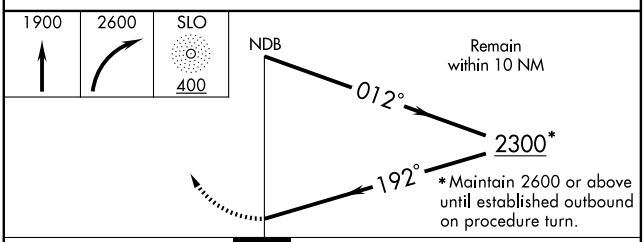
NDB RWY 18
SALEM-LECKRONE (SLO)

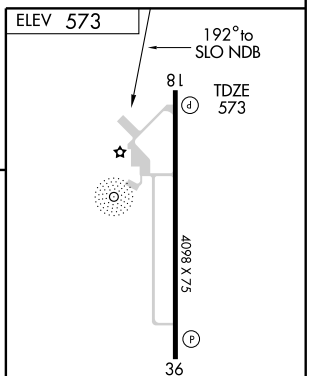
NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 2600 to SLO NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	127.7 317.7	122.8 (CTAF) L







REIL Rwy 18 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)
CIRCLING	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

SALEM-LECKRONE (SLO)

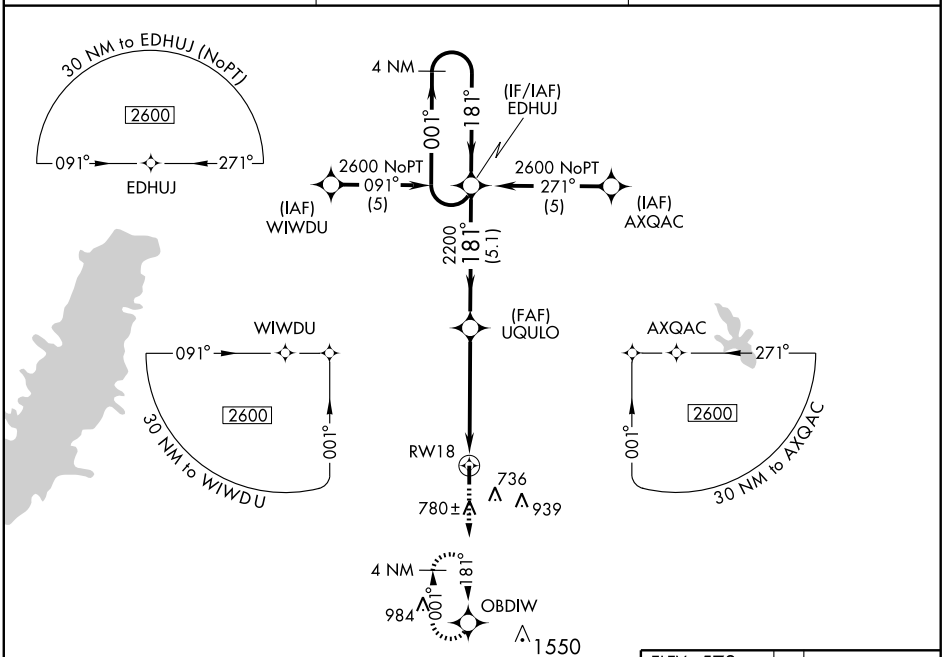
APP CRS	Rwy Idg	4098
181°	TDZE	573
	Apt Elev	573

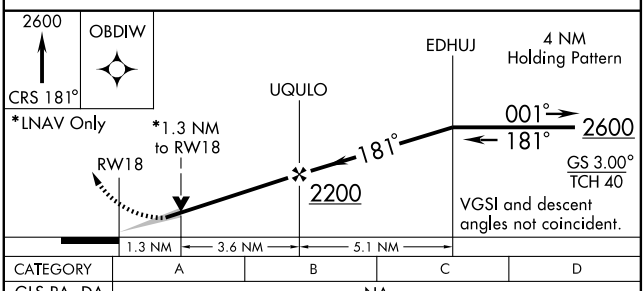
Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

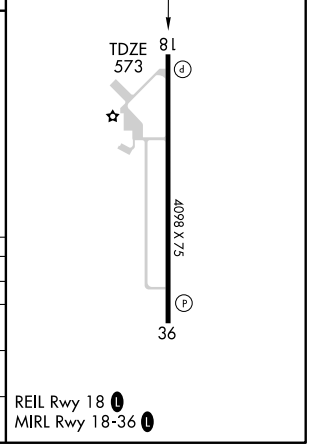
MISSED APPROACH: Climb to 2600 via 181° course to OBDIW WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	127.7 317.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	940-1¼ 367 (400-1¼)			
LNAV MDA	1000-1 427 (500-1)		1000-1¼ 427 (500-1¼)	1000-1½ 427 (500-1½)
CIRCLING	1060-1¼ 487 (500-1¼)		1060-1½ 487 (500-1½)	1240-2 667 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

SALEM-LECKRONE (SLO)

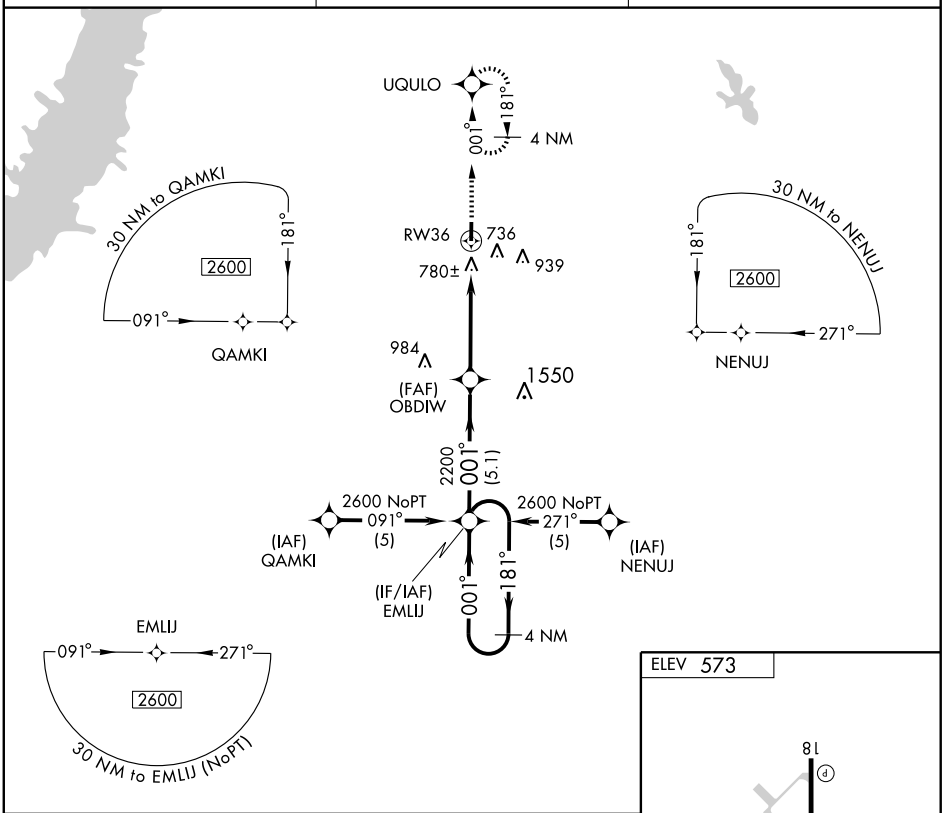
APP CRS	Rwy Idg	TDZE	Apt Elev
001°	4098	572	573

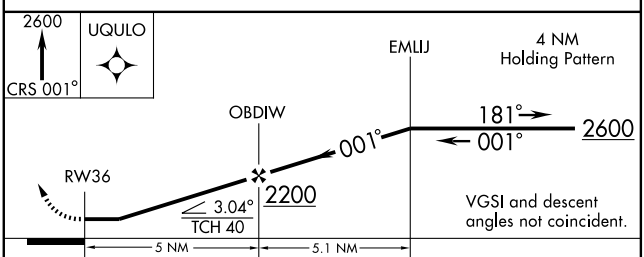
T
A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

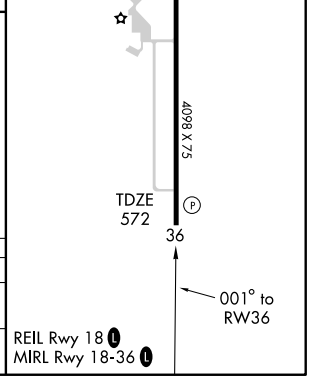
MISSED APPROACH: Climb to 2600 via 001° course to UQULO WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	127.7 317.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1	448 (500-1)	1020-1¼ 448 (500-1¼)	1020-1½ 448 (500-1½)
CIRCLING	1060-1	487 (500-1)	1060-1½ 487 (500-1½)	1240-2 667 (700-2)

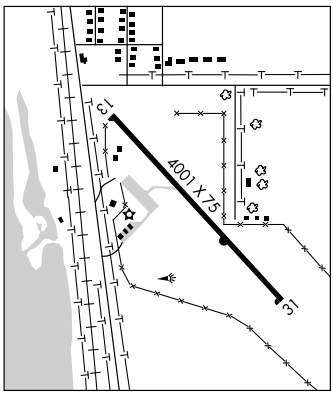


EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SAMSVILLE N38°29.11′ W88°05.15′ NOTAM FILE STL. ST LOUIS
(L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney–Noble. 540/3E. L–27C
RCO 122.1R 116.6T (ST LOUIS RADIO)

SAVANNA

TRI–TOWNSHIP (SFY) 3 SE UTC−6(−5DT) N42°02.75′ W90°06.48′ CHICAGO
616 B **FUEL** 100LL, MOGAS NOTAM FILE SFY L–28G
RWY 13–31: H4001X75 (ASPH) S–14, D–23 MIRL IAP
RWY 13: Tree. **RWY 31:** Tower.
AIRPORT REMARKS: Unattended. Fuel available 24 hrs with credit card. Wild geese on and invof arpt. MIRL Rwy 13–31 preset on low ints; to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler system opr seasonally under AER 31.
WEATHER DATA SOURCES: AWOS–3 118.65 (815) 273–4429.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130–0430Z‡)
CHICAGO CENTER APP/DEP CON 118.75 (0430–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 278° 26.6 NM to fld. 840/3E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: AWOS temporarily unreliable.



SCHAUMBURG MUNI HELISTOP (See CHICAGO/SCHAUMBURG)

SCHAUMBURG RGNL (See CHICAGO/SCHAUMBURG)

SCHUY–RUSH (See RUSHVILLE)

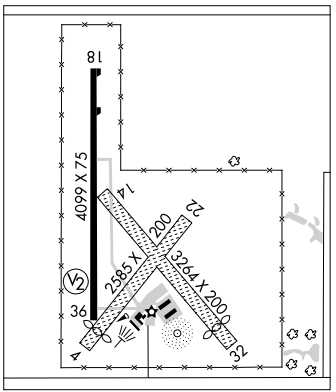
SCOTT AFB/MIDAMERICA (See BELLEVILLE)

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE N39°24.40′ W88°50.62′. NOTAM FILE STL. ST LOUIS
NDB (MHW) 365 SYZ at Shelby Co. Unmonitored. L–27C

SHELBYVILLE

SHELBY CO (2HØ) 3 W UTC−6(−5DT) N39°24.63′ W88°50.73′ ST LOUIS
618 B S4 **FUEL** 100LL TPA—1418(800) NOTAM FILE STL L–27C
RWY 18–36: H4099X75 (ASPH–PFC) S–4 MIRL IAP
RWY 18: Road. **RWY 36:** PVASI(PSIL)—GA 3.0° TCH 25′. Road.
RWY 14–32: 3264X200 (TURF)
RWY 14: Tree. **RWY 32:** Thld dsplcd 522′. Road.
RWY 04–22: 2585X200 (TURF)
RWY 04: Thld dsplcd 484′. Road. **RWY 22:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Compromised sight clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS indef. Rwy 04 and Rwy 32 dspld thlds marked with white gravel 2′ wide. Twy guidance at ngt utilize blue reflectors. Boundaries for Rwy 04–22 and Rwy 14–32 are marked with white painted lines spaced at 400′ intervals.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 124.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.
ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25′ W88°51.38′ 176° 19.6 NM to fld. 700/3E. **HIWAS.**
SHELBYVILLE NDB (MHW) 365 SYZ N39°24.40′ W88°50.62′ at fld. Unmonitored. NOTAM FILE STL.



APP CRS	Rwy Idg	4001
135°	TDZE	616
	Apt Elev	616

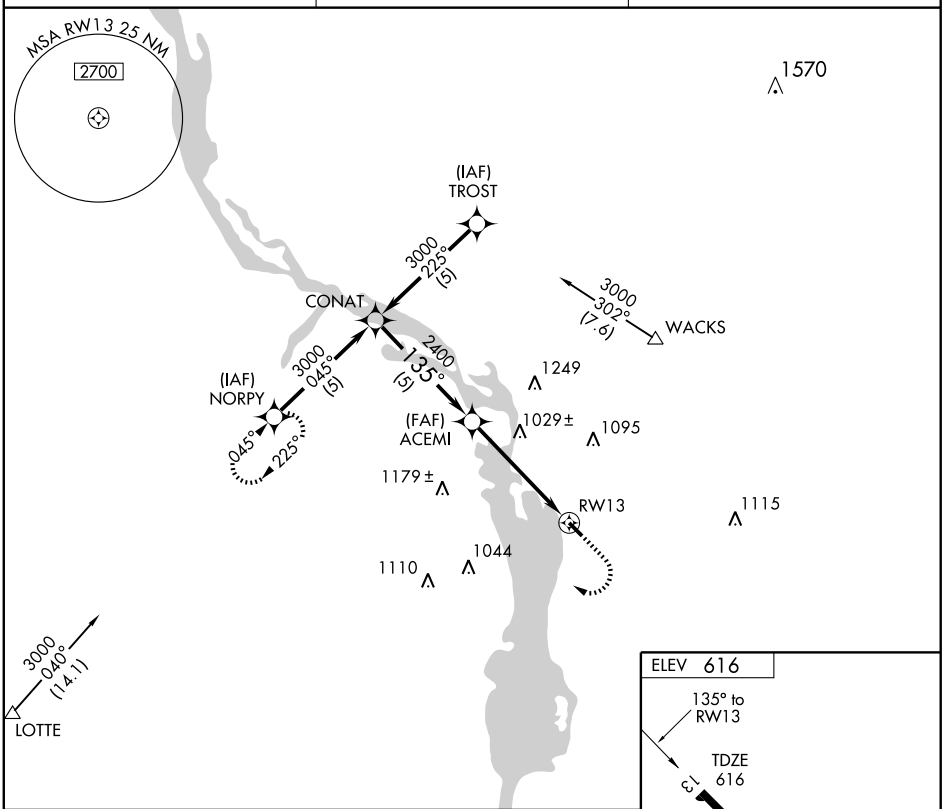
GPS RWY 13

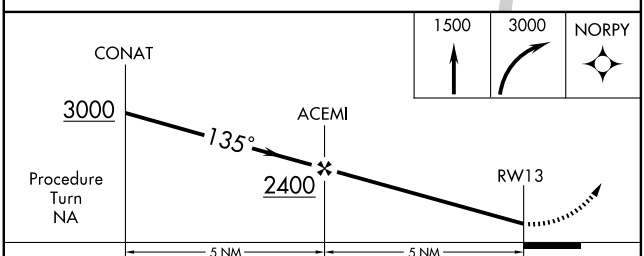
SAVANNA/ TRI-TOWNSHIP (SFY)

NA Use Sterling Rockfalls altimeter setting.

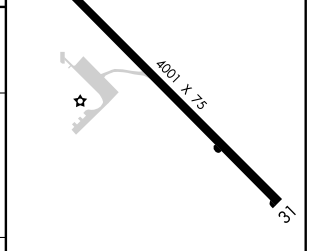
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct NORPY WP and hold.

AWOS-3	QUAD CITY APP CON★	UNICOM
118.650	125.95 257.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	1360-1 744 (800-1)	1360-1¼ 744 (800-1¼)	NA	
CIRCLING	1360-1 744 (800-1)	1360-1¼ 744 (800-1¼)	NA	



MIRL Rwy 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CVA	APP CRS	Rwy Idg	N/A
113.8	036°	TDZE	N/A
Chan 85		Apt Elev	616

VOR/DME-A

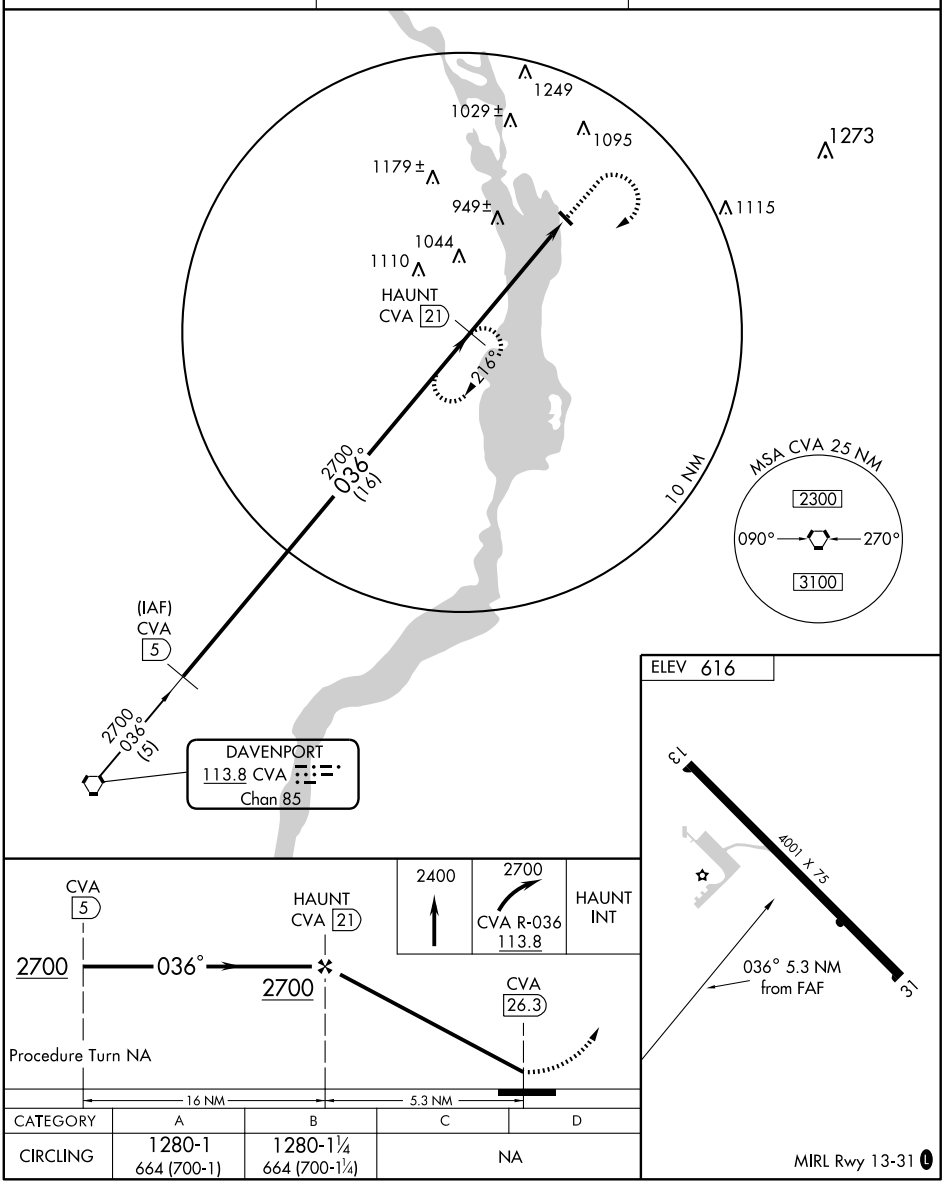
SAVANNA/ TRI-TOWNSHIP (SFY)

NA Use Sterling Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 2700 via CVA VORTAC R-036 to HAUNT and hold.

AWOS-3	QUAD CITY APP CON★	UNICOM
118.650	125.95 257.8	122.7 (CTAF) L

EC-3, 21 OCT 2010 to 18 NOV 2010



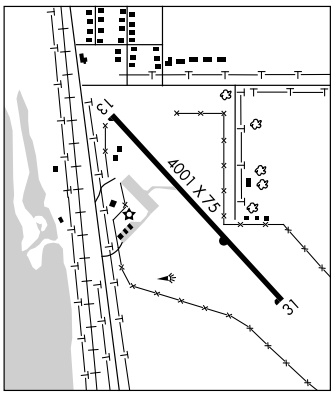
CATEGORY	A	B	C	D
CIRCLING	1280-1 664 (700-1)	1280-1¼ 664 (700-1¼)	NA	

MIRL Rwy 13-31 L

SAMSVILLE N38°29.11′ W88°05.15′ NOTAM FILE STL. ST LOUIS
(L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney–Noble. 540/3E. L–27C
RCO 122.1R 116.6T (ST LOUIS RADIO)

SAVANNA

TRI–TOWNSHIP (SFY) 3 SE UTC−6(−5DT) N42°02.75′ W90°06.48′ CHICAGO
616 B **FUEL** 100LL, MOGAS NOTAM FILE SFY L–28G
RWY 13–31: H4001X75 (ASPH) S–14, D–23 MIRL IAP
RWY 13: Tree. **RWY 31:** Tower.
AIRPORT REMARKS: Unattended. Fuel available 24 hrs with credit card. Wild geese on and invof arpt. MIRL Rwy 13–31 preset on low ints; to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler system opr seasonally under AER 31.
WEATHER DATA SOURCES: AWOS–3 118.65 (815) 273–4429.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130–0430Z‡)
CHICAGO CENTER APP/DEP CON 118.75 (0430–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 278° 26.6 NM to fld. 840/3E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: AWOS temporarily unreliable.



SCHAUMBURG MUNI HELISTOP (See CHICAGO/SCHAUMBURG)

SCHAUMBURG RGNL (See CHICAGO/SCHAUMBURG)

SCHUY–RUSH (See RUSHVILLE)

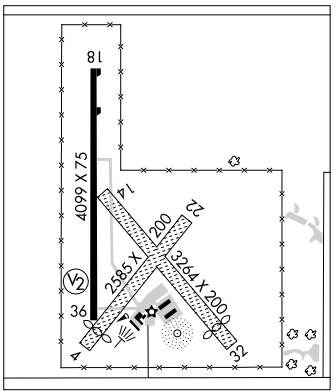
SCOTT AFB/MIDAMERICA (See BELLEVILLE)

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE N39°24.40′ W88°50.62′. NOTAM FILE STL. ST LOUIS
NDB (MHW) 365 SYZ at Shelby Co. Unmonitored. L–27C

SHELBYVILLE

SHELBY CO (2HØ) 3 W UTC−6(−5DT) N39°24.63′ W88°50.73′ ST LOUIS
618 B S4 **FUEL** 100LL TPA—1418(800) NOTAM FILE STL L–27C
RWY 18–36: H4099X75 (ASPH–PFC) S–4 MIRL IAP
RWY 18: Road. **RWY 36:** PVASI(PSIL)—GA 3.0° TCH 25′. Road.
RWY 14–32: 3264X200 (TURF)
RWY 14: Tree. **RWY 32:** Thld dsplcd 522′. Road.
RWY 04–22: 2585X200 (TURF)
RWY 04: Thld dsplcd 484′. Road. **RWY 22:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Compromised sight clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS indef. Rwy 04 and Rwy 32 dspld thlds marked with white gravel 2′ wide. Twy guidance at ngt utilize blue reflectors. Boundaries for Rwy 04–22 and Rwy 14–32 are marked with white painted lines spaced at 400′ intervals.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 124.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.
ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25′ W88°51.38′ 176° 19.6 NM to fld. 700/3E. **HIWAS.**
SHELBYVILLE NDB (MHW) 365 SYZ N39°24.40′ W88°50.62′ at fld. Unmonitored. NOTAM FILE STL.



NDB SYZ 365	APP CRS 010°	Rwy Idg N/A TDZE N/A Apt Elev 618

NDB-A

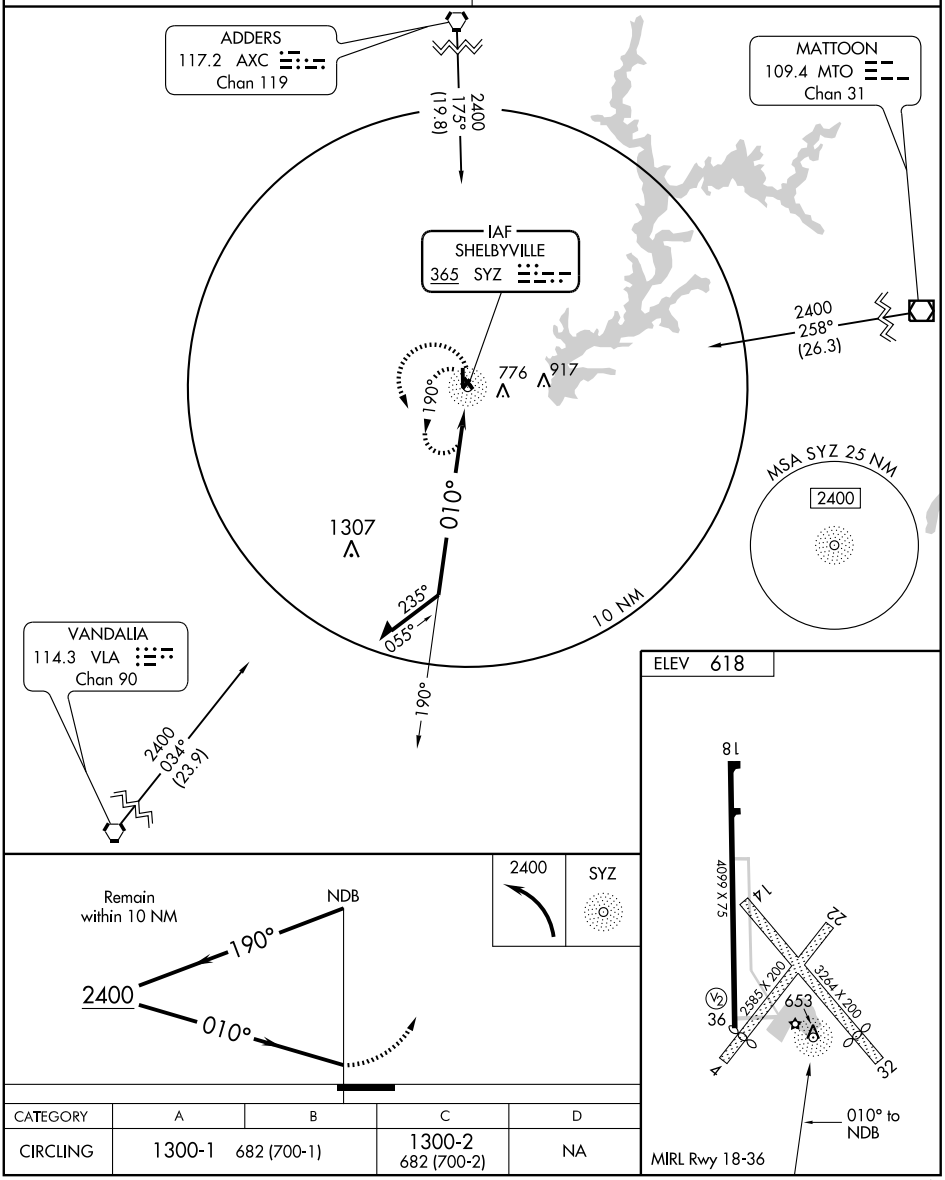
SHELBYVILLE/ SHELBY COUNTY (2HØ)

Use Decatur altimeter setting, when not received use Mattoon/ Charleston altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing left turn to 2400 in SYZ NDB holding pattern.

KANSAS CITY CENTER	UNICOM
124.3 335.6	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1300-1 682 (700-1)		1300-2 682 (700-2)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

SHELBYVILLE/SHELBY COUNTY (2HØ)

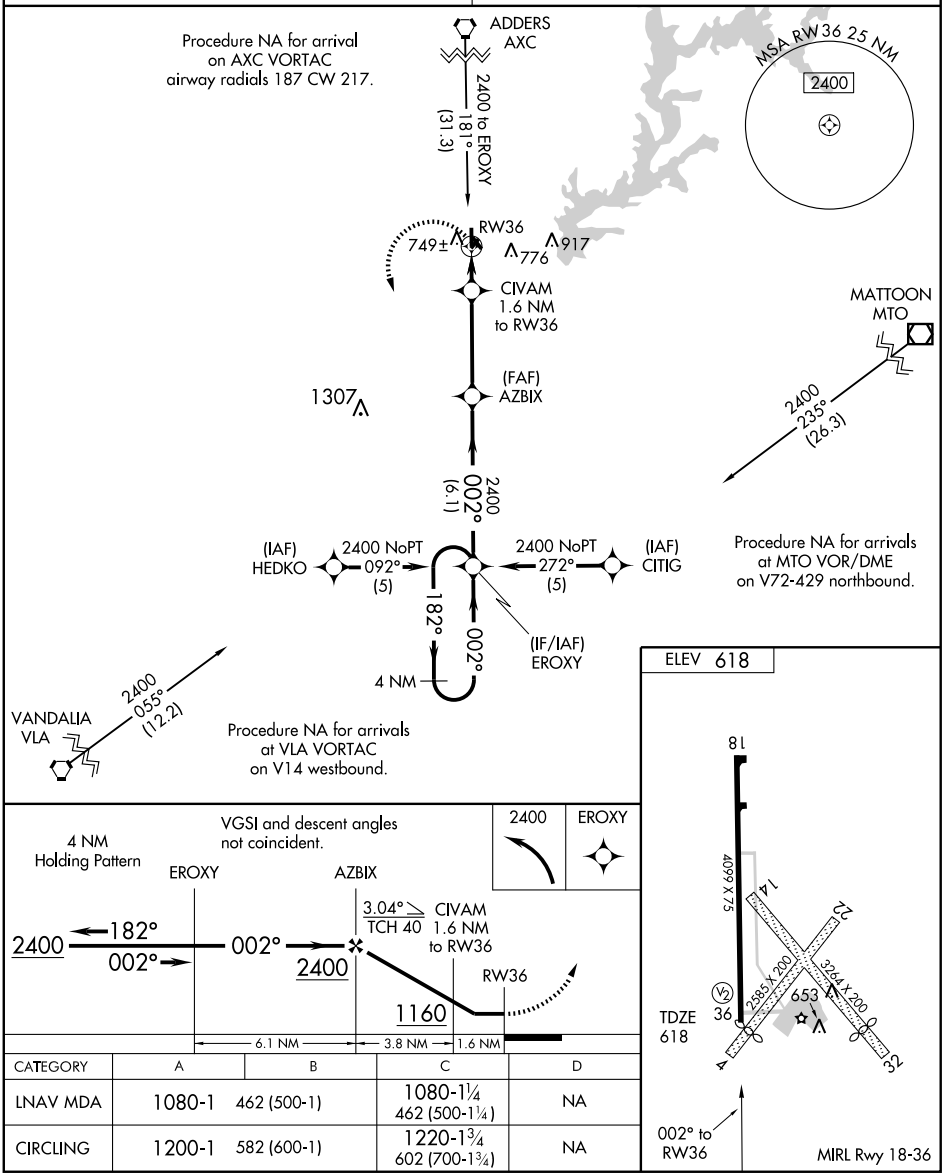
APP CRS	Rwy Idg	4099
002°	TDZE	618
	Apt Elev	618

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing left turn to 2400 direct EROXY and hold.

KANSAS CITY CENTER	UNICOM
124.3 335.6	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1	462 (500-1)	1080-1¼ 462 (500-1¼)	NA
CIRCLING	1200-1	582 (600-1)	1220-1¾ 602 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SKYDIVE CHICAGO (See OTTAWA)

SOUTHERN ILLINOIS (See CARBONDALE/MURPHYSBORO)

SPARTA COMMUNITY–HUNTER FLD (SAR) 2 N UTC−6(−5DT) N38°08.94′ W89°41.93′

ST LOUIS
L–16H
IAP

538 B S4 **FUEL** 100LL, JET A NOTAM FILE SAR

RWY 18–36: H4002X75 (ASPH) S–5 MIRL 0.4% up N

RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 20′. Tree.

RWY 36: PAPI(P4L)—GA 3.0°TCH 20′. Tree.

RWY 09–27: 2616X105 (TURF) 0.5% up W

RWY 09: Building. **RWY 27:** Tree.

AIRPORT REMARKS: Attended 1400–0000Z‡. Self svc fuel avbl 24 hrs with credit card. There is a 60′ by 60′ conc pad E of fueling area for helo parking. Migratory waterfowl NW of Rwy 18–36. Rwy 09 and 27 marked with white cones. MIRL Rwy 18–36 and wind indicator preset on low ints; to increase ints and ACTIVATE REIL Rwy 18 and Twy A—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.375 (618) 443–3296.

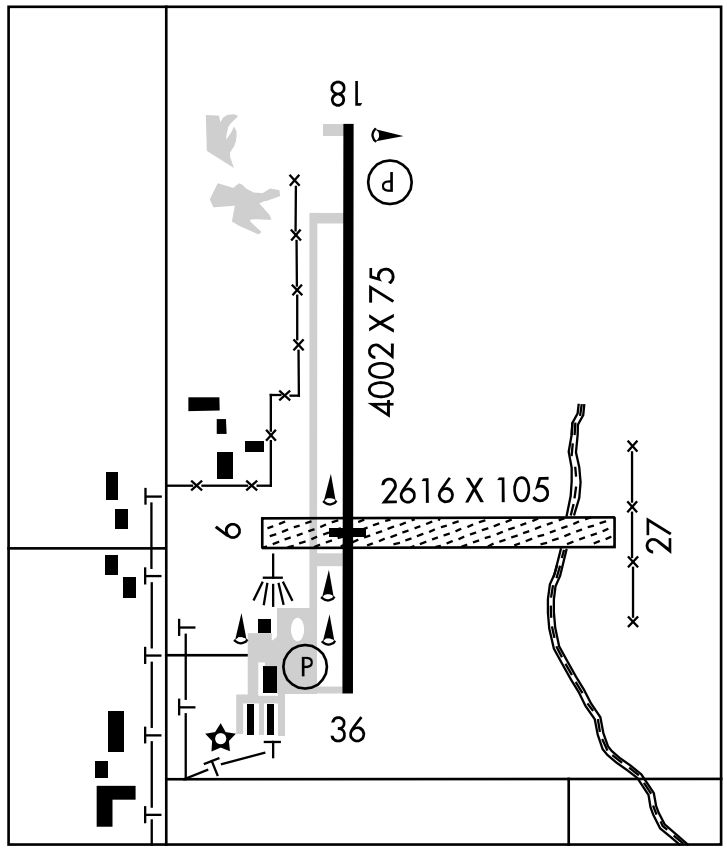
COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **ST LOUIS APP/DEP CON** 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 234° 30.2 NM to fld. 546/4E.

HIWAS.



SPINNER N39°50.38′ W89°40.66′ NOTAM FILE SPI.

ST LOUIS
H–5D, L–27C

(H) VORTACW 112.7 SPI Chan 74 at Abraham Lincoln Capital. 586/1W.

RCO 122.25 (ST LOUIS RADIO)

APP CRS	Rwy Idg	4001
179°	TDZE	538
	Apt Elev	538

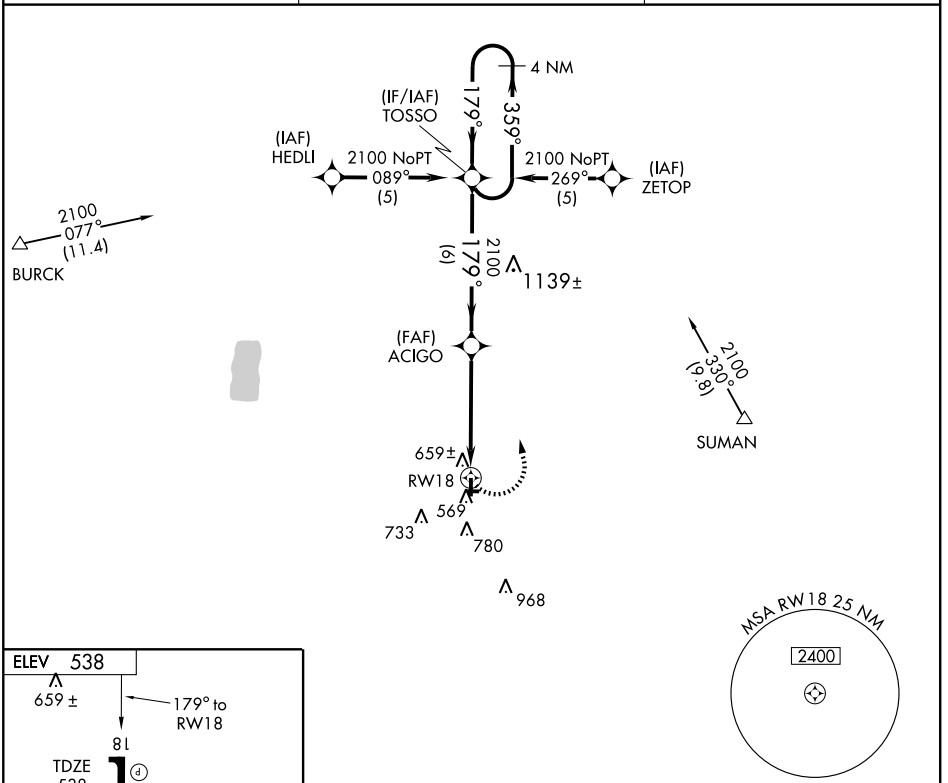
RNAV (GPS) RWY 18

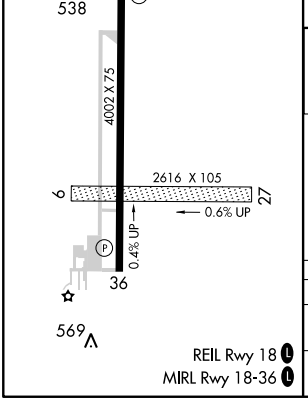
SPARTA COMMUNITY-HUNTER FIELD (SAR)

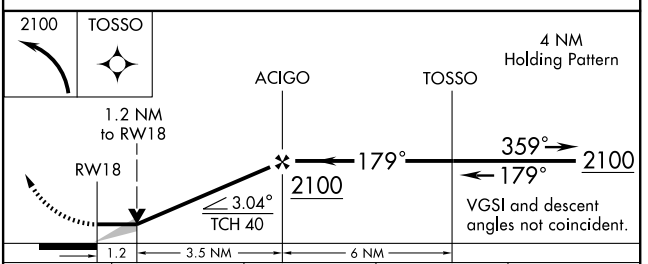
If local altimeter not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.
NA VDP NA with Scott AFB/Midamerica altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct TOSSO WP and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.375	125.2 281.5	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 402 (500-1)		940-1¼ 402 (500-1¼)	
CIRCLING	960-1 422 (500-1)	1100-1 562 (600-1)	1100-1½ 562 (600-1½)	1100-2 562 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
359°	TDZE	533
	Apt Elev	538

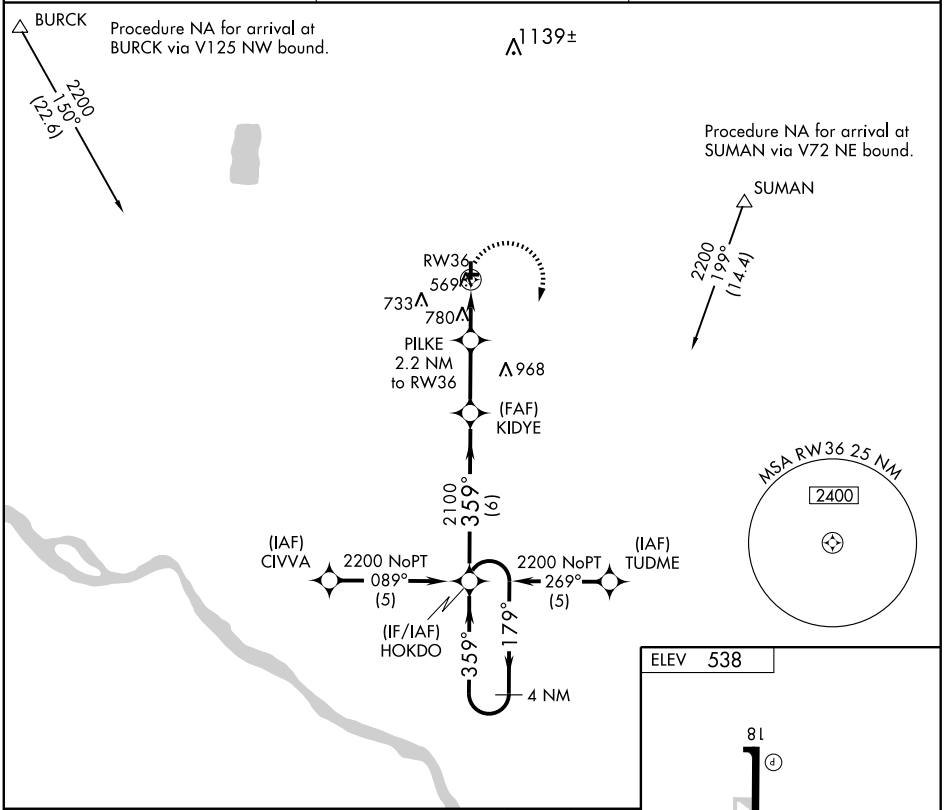
RNAV (GPS) RWY 36

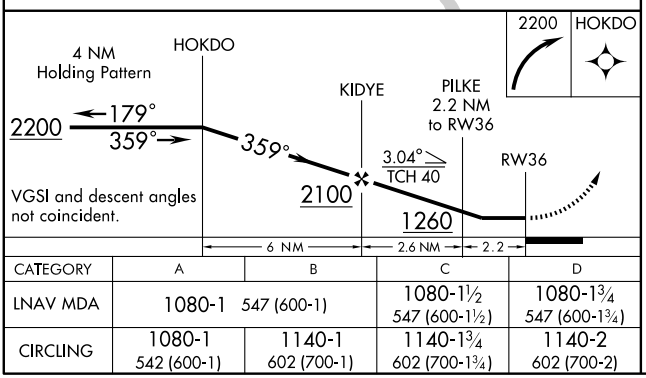
SPARTA COMMUNITY-HUNTER FIELD (SAR)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2200 direct HOKDO and hold.

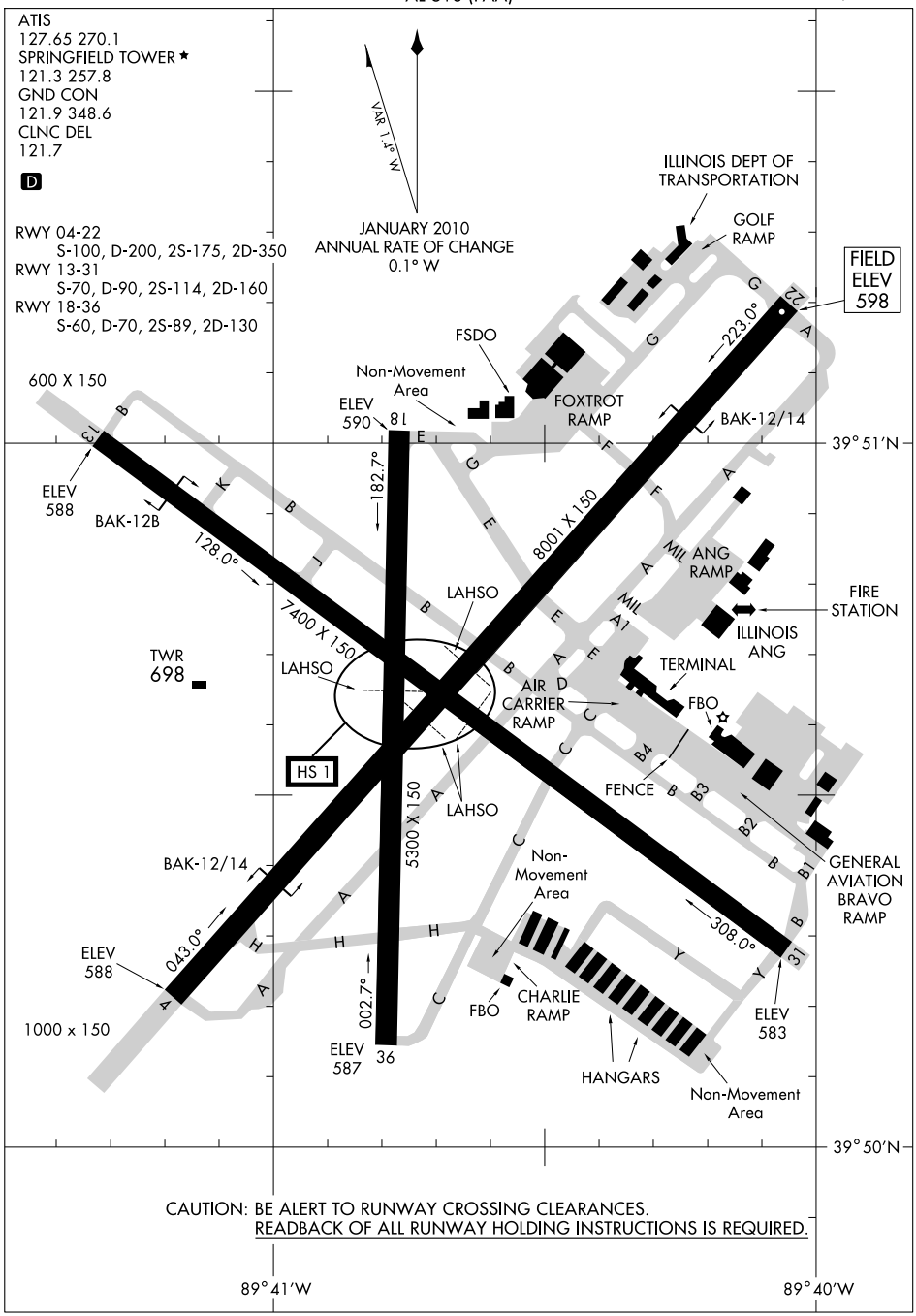
AWOS-3	ST. LOUIS APP CON	UNICOM
118.375	125.2 281.5	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1 547 (600-1)		1080-1½ 547 (600-1½)	1080-1¾ 547 (600-1¾)
CIRCLING	1080-1 542 (600-1)	1140-1 602 (700-1)	1140-1¾ 602 (600-1¾)	1140-2 602 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD

ABRAHAM LINCOLN CAPITAL (SPI) 3 NW UTC−6(−5DT) N39°50.65′ W89°40.69′ ST LOUIS

598 B S4 **FUEL** 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE SPI H–5D, L–27C

RWY 04–22: H8001X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL IAP, AD

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 56′. Tree.

RWY 22: MALSR. VASI(V4L)—GA 3.0° TCH 54′. Tree.

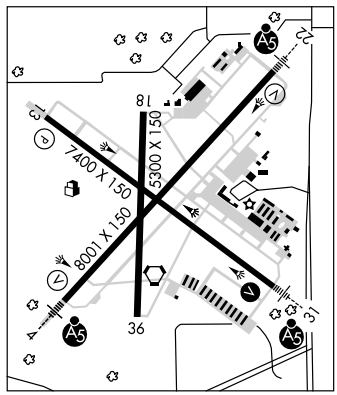
RWY 13–31: H7400X150 (ASPH–GRVD) S–70, D–90, 2S–114, 2D–160 HIRL

RWY 13: REIL. PAPI(P4R) GA 3.0° TCH 50′. Trees.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 54′. Tree.

RWY 18–36: H5300X150 (ASPH—CONC) S–60, D–70, 2S–89, 2D–130 MIRL

RWY 18: Tree. **RWY 36:** Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13–31	3200
RWY 22	13–31	4150
RWY 31	04–22	3350
RWY 36	13–31	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001
RWY 13:	TORA–7400	TODA–7400	ASDA–7217	LDA–7217
RWY 18:	TORA–5300	TODA–5300	ASDA–5300	LDA–5300
RWY 22:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001
RWY 31:	TORA–7400	TODA–7400	ASDA–7000	LDA–7000
RWY 36:	TORA–5300	TODA–5300	ASDA–5300	LDA–5300

ARRESTING GEAR/SYSTEM

RWY 04: BAK–14 BAK–12B(B) (1329′) BAK–14 BAK–12 (1329′) **RWY 22**

RWY 13 BAK–12(B) (800′)

AIRPORT REMARKS: Attended continuously. Rwy 18–36 CLOSED 0400–1200Z‡. Crane 788′ (199′ AGL) 2.24 NM SSE. Be alert; a 10′ lgtd barricade separates the air carrier and the south general aviation ramp. General aviation access to and parking on the air carrier ramp is prohibited. Acft on the golf ramp not visible from twr, entrance to Twy Y between hangars C and D not visible from twr, Twy Y marked with non standard signage. Acft taxiing to Rwy 04 via Twy C must taxi via Twy C, Twy H and Twy A for a full length Rwy 04 departure. Intersection departure Rwy 04 at Twy H has 7200′ remaining. Acft in berm area adjacent Twy E and Twy G not visible from twr, acft in berm area taxi at own risk. Twy Y not available for air carrier ops with more than 30 passenger seats. During snow removal ops equipment operators will monitor CTAF when the twr is clsd. When twr clsd ACTIVATE HIRL Rwy 13–31, HIRL Rwy 04–22, MALSR Rwy 04, Rwy 22 and Rwy 31, VASI Rwy 31 and REIL Rwy 13—CTAF. PAPI Rwy 13 and VASI Rwy 04, Rwy 22 opr continuously. MIRL Rwy 18–36 ints preset on/off per wind conditions when twr clsd. Class I ARFF Index A. AARF Index C equipment avbl upon req; call 217–788–1080. Rwy 18–36 400′ concrete N end. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: ASOS (217) 789–7389. LLWAS.

COMMUNICATIONS: CTAF 121.3 **ATIS** 127.65 **UNICOM** 122.95

SPINNER RCO 122.25 (ST LOUIS RADIO)

Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200–0400Z‡)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400–1200Z‡)

SPRINGFIELD TOWER 121.3 (1200–0400Z‡) 118.6 (0400–1200Z‡) **GND CON** 121.9 **CLNC DEL** 121.7

AIRSPACE: CLASS C svc 1200–0400Z‡ ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38′ W89°40.66′ at fld. 586/1W.

HUSKK NDB (MHW/LOM) 382 SP N39°46.39′ W89°45.59′ 043° 5.7 NM to fld.

CALDE NDB (LOM) 240 CJ N39°47.68′ W89°35.56′ 308° 4.9 NM to fld. Unmonitored.

LICOL NDB (MHW/LOM) 375 LQ N39°54.72′ W89°36.18′ 221° 5.3 NM to fld.

ILS 109.5 I–SPI Rwy 04. Class IT. LOM HUSKK NDB. ILS unmonitored when twr clsd.

ILS 111.7 I–LQY Rwy 22. Class IA. LOM LICOL NDB. ILS unmonitored when twr clsd.

ILS 110.15 I–CJF Rwy 31. Class IE. LOM CALDE NDB. ILS unmonitored when twr clsd. Glide slope unmonitored.

ASR (1200–0400Z‡)

HI-ILS or LOC/DME RWY 4

LOC I-SPI	APCH CRS	Rwy ldg 8001 / TDZE 592 / Arpt Elev 598
109.5	043°	

JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

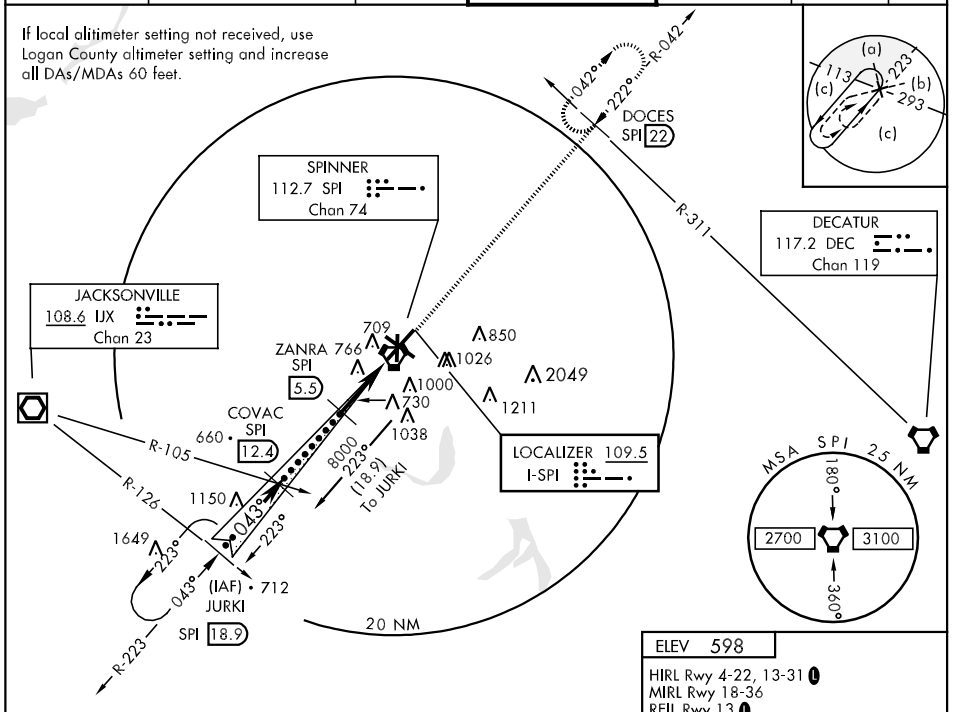
Procedure NA when tower is closed.
* When ALS inop, increase CAT CDE vis ¼ mile.
** When ALS inop, increase CAT CDE vis ½ mile.

MALSR

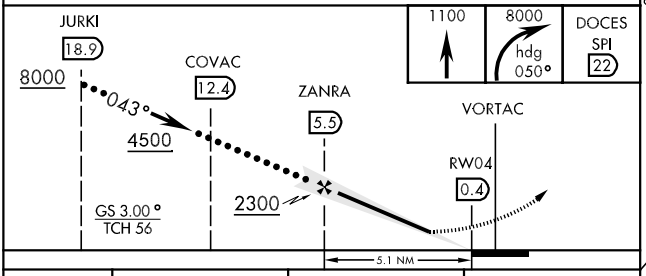
MISSED APPROACH: Climb to 1100 then climbing right turn to 8000 via hdg 050° and SPI VORTAC R-042 to DOCES INT/SPI VORTAC 22 DME and hold, continue in-hold-climb to 8000.

ATIS	SPRINGFIELD APP CON ★	UNICOM	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	122.95	121.3 (CTAF) L 257.8	121.9 348.6	121.7	

If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.

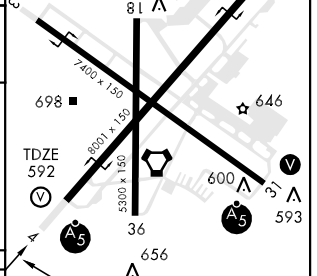


EMERG SAFE ALT 100 NM 3100



ELEV 598

HIRL Rwy 4-22, 13-31 L
MIRL Rwy 18-36
REIL Rwy 13 L



CATEGORY	C	D	E
S-ILS 4 *	792/24	200	(200-½)
S-LOC 4 **	980/24 388 (400-½)	980/40 388	(400-¾)
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)

FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 22

LOC I-LQY	APCH CRS	Rwy ldg 8001 / TDZE 597 / Arpt Elev 598
111.7	223°	

JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

*When ALS inop, increase CAT CDE vis ¼ mile.
**When ALS inop, increase CAT CDE vis ½ mile.
If local altimeter setting not rcv, use Logan County altimeter setting and INCR all DAs/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 8000 via hdg 230° and SPI VORTAC R-223 to JURKI INT/SPI 18.9 DME and hold, continue climb-in-hold to 8000.

ATIS	SPRINGFIELD APP CON ★	UNICOM	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	122.95	121.3 (CTAF) 257.8	121.9 348.6	121.7	

PROCEDURE NA WHEN CONTROL TOWER CLOSED.

COURSE REVERSAL NOT REQUIRED FOR ARRIVAL AT DOCES VIA DEC R-311

LOM LICOL 375 LQ

(IAF) DOCES SPI 22

REYCO SPI 11.9

SPINNER 112.7 SPI Chan 74

LICOL SPI 5.5

DECATUR 117.2 DEC Chan 119

JACKSONVILLE 108.6 IJX Chan 23

LOCALIZER 111.7 I-LQY

JURKI SPI 18.9

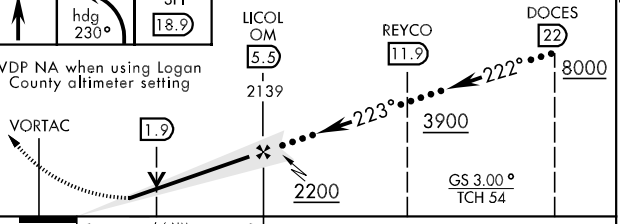
MSA SPI 2.5 NM
180°
2700
3100
360°

20 NM

EMERG SAFE ALT 100 NM 3100

1100 | 8000 hdg 230° | JURKI SPI 18.9

VDP NA when using Logan County altimeter setting

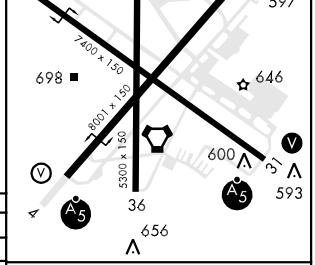


CATEGORY	C	D	E
S-ILS 22 *	797-½	200 (200-½)	
S-LOC 22 **	960-½ 363 (400-½)	960-¾ 363 (400-¾)	
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)

ELEV 598

223° 4.6 NM from OM

HIRL Rwy 4-22, 13-31
MIRL Rwy 18-36
REIL Rwy 13



FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:44	1:32	1:23

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 4

VORTAC SPI	APCH CRS	Rwy ldg	TDZE	Arpt Elev
112.7 Chan 74	055°	8001	592	598

JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

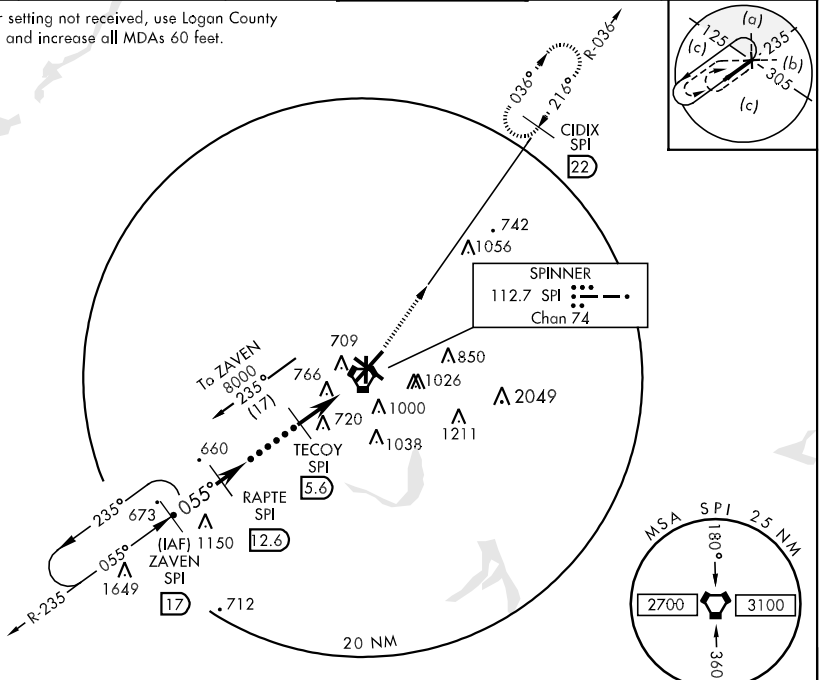
* For inop MALSR, increase CAT CDE vis ½ mile.

MALSR

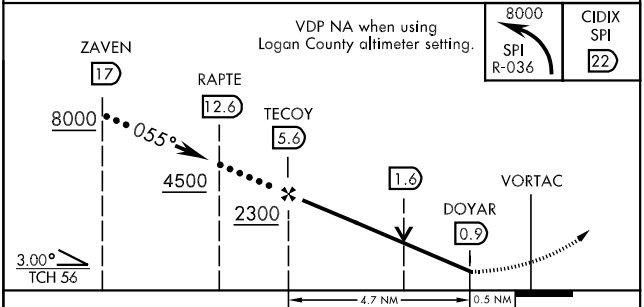
MISSED APPROACH: Climb to 8000 via SPI VORTAC R-036 to CIDIX/22 DME and hold. Continue climb-in-hold to 8000.

ATIS	SPRINGFIELD APP CON ★	UNICOM	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	122.95	121.3 (CTAF) L 257.8	121.9 348.6	121.7	

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.



EMERG SAFE ALT 100 NM 3100



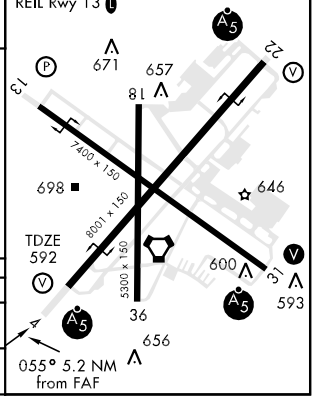
CATEGORY	C	D	E
S-4 *	1020/40 428 (500-¾)	1020/50 428 (500-1)	
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)

ELEV 598

HIRL Rwy 4-22, 13-31 L

MIRL Rwy 18-36

REIL Rwy 13 L



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EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI 112.7 Chan 74	APCH CRS 216°	Rwy ldg 8001 TDZE 597 Arpt Elev 598	JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

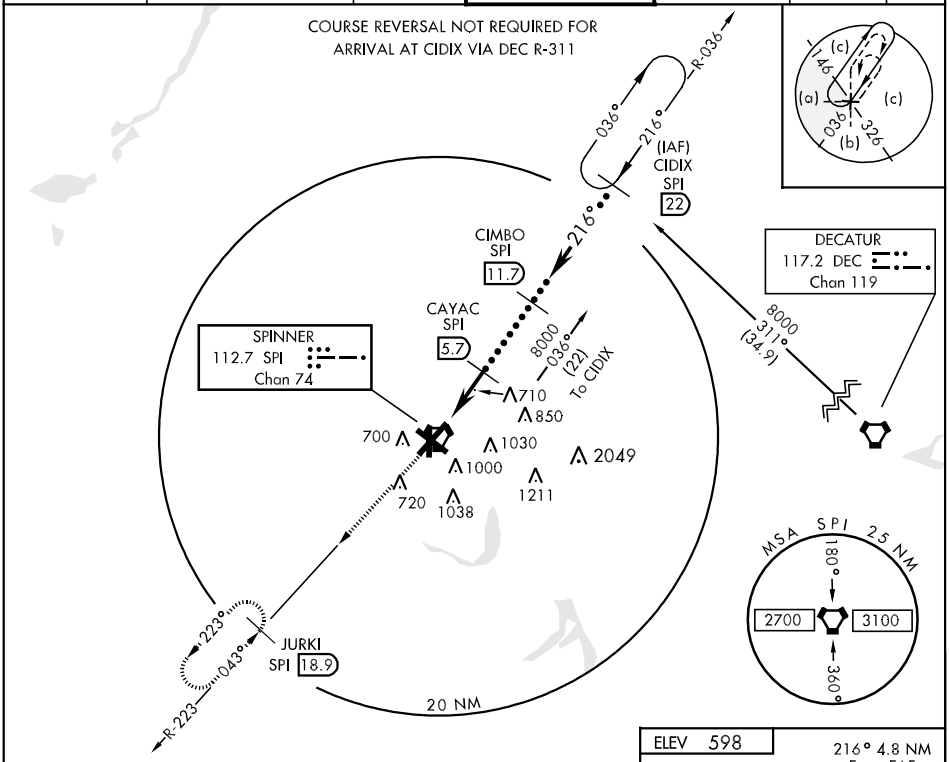
* When ALS inop, increase CAT C vis ½ mile, CAT DE vis ¼ mile. If local altimeter setting not rcv, use Logan County altimeter setting and INCR all MDAs 60 feet.

MALSR

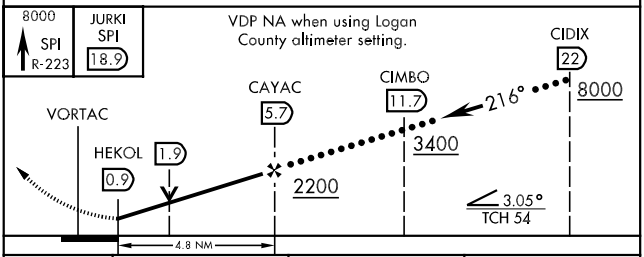
MISSED APPROACH: Climb to 8000 via SPI VORTAC R-223 to JURKI/18.9 DME and hold, continue climb-in-hold to 8000.

ATIS	SPRINGFIELD APP CON ★	UNICOM	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	122.95	121.3 (CTAF) L 257.8	121.9 348.6	121.7	

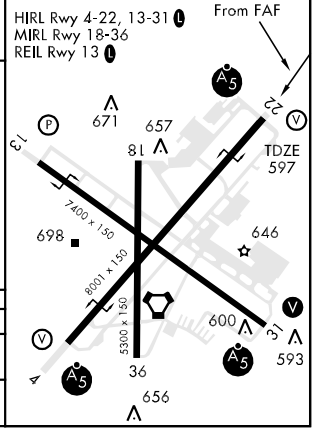
COURSE REVERSAL NOT REQUIRED FOR ARRIVAL AT CIDIX VIA DEC R-311



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-22 *	960-½ 363 (400-½)	960-1 363 (400-1)	
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SPI	APP CRS	Rwy Idg	8001
109.5	043°	TDZE	592
		Apt Elev	597

ILS or LOC RWY 4

SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

T A ASR — If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

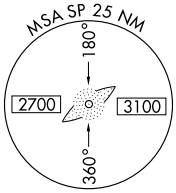
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.

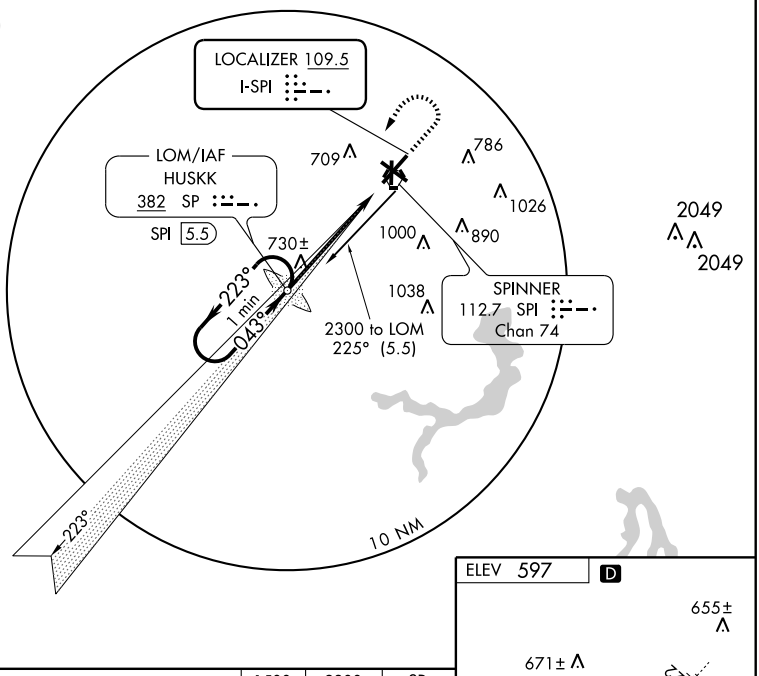
ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95

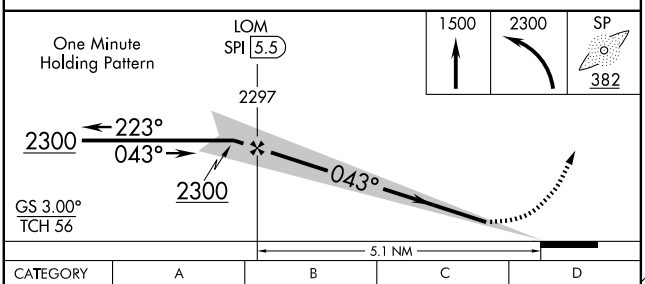
EC-3, 21 OCT 2010 to 18 NOV 2010

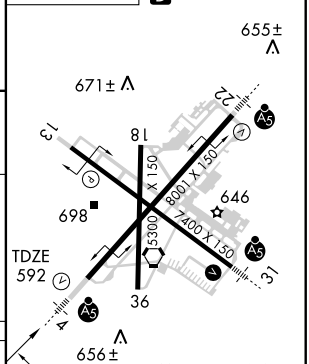
EC-3, 21 OCT 2010 to 18 NOV 2010

ADF or DME REQUIRED









MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

CATEGORY	A	B	C	D
S-ILS 4	* 792/24 200 (200-½)			
S-LOC 4	980/24 388 (400-½)			980/40 388 (400-¾)
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOC I-LQY	APP CRS	Rwy Idg	8001
111.7	223°	TDZE	598
		Apt Elev	598

ILS or LOC RWY 22

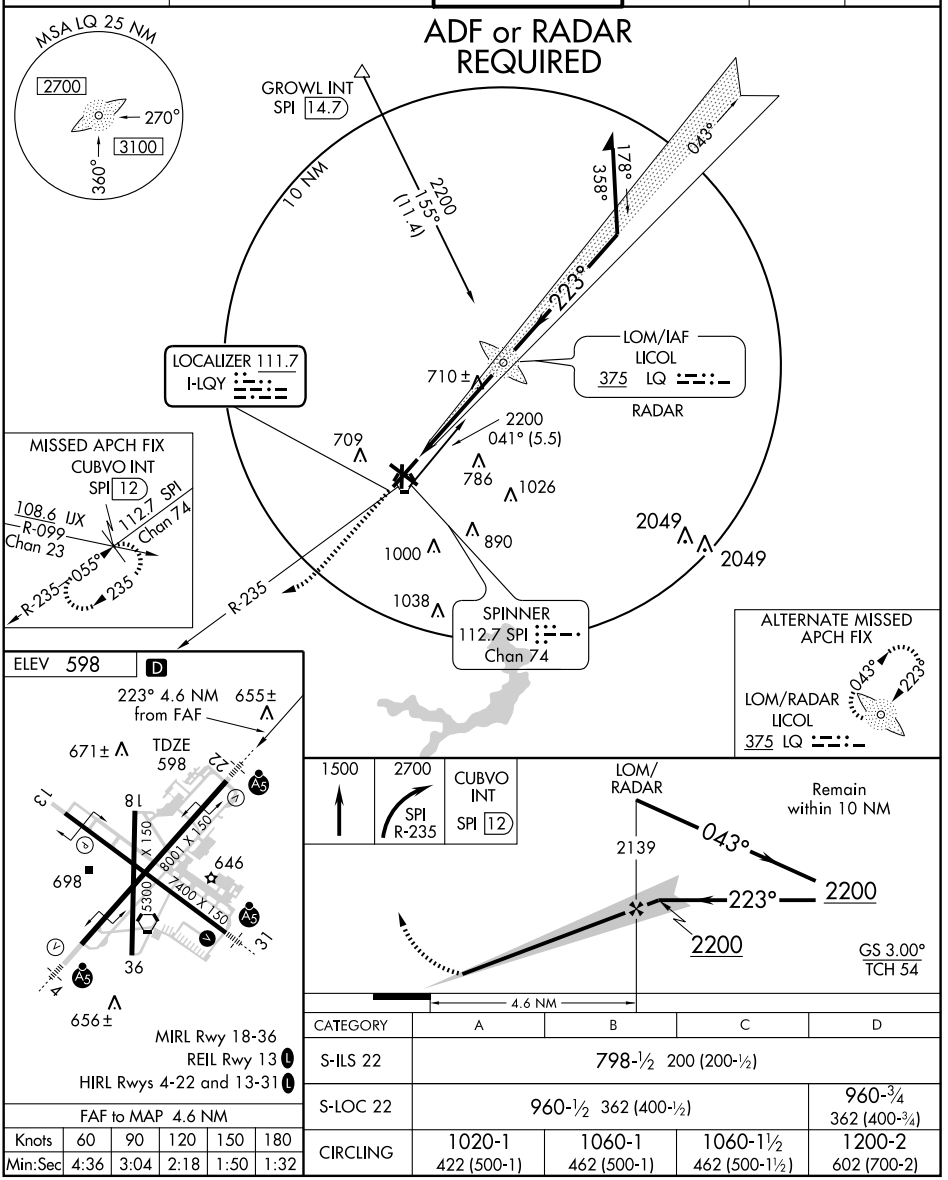
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

ADF or RADAR Required. When local altimerter setting not received, use Lincoln altimeter setting and increase all DA 57 feet and all MDA 60 feet, and increase S-LOC 22 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 via SPI VORTAC R-235 to CUBVO Int/SPI 12 DME and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 22	798-½ 200 (200-½)			
S-LOC 22	960-½ 362 (400-½)			960-¾ 362 (400-¾)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CJF	APP CRS	Rwy Idg	7000
110.15	308 °	TDZE	590
		Apt Elev	597

ILS or LOC RWY 31

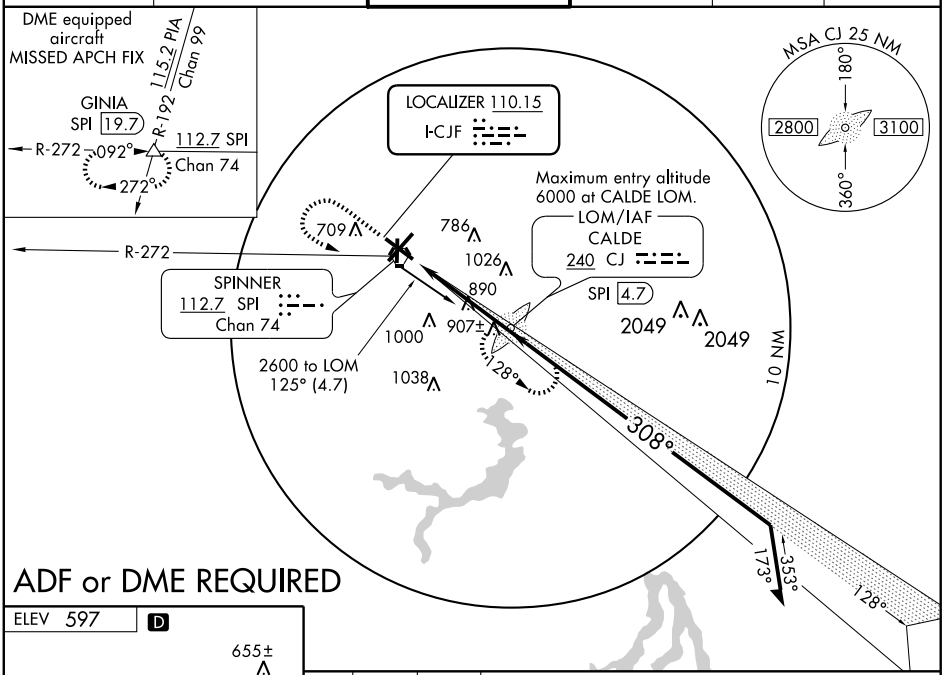
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

T NA ASR — ADF or DME REQUIRED. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase S-ILS-31 Cat. E visibility to ¾ and S-LOC-31 Cat. E visibility to 2¼.

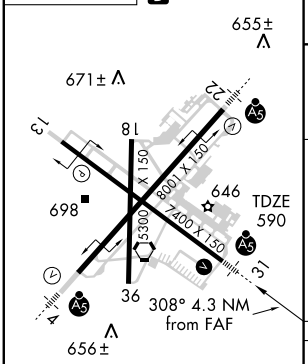
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to GINIA Int/SPI 19.7 DME and hold.)

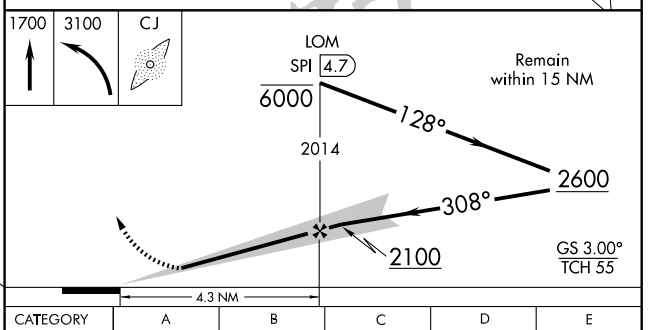
ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3(CTAF) L 257.8	121.9 348.6	121.7	122.95



ADF or DME REQUIRED



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D	E
S-ILS 31	790-½ 200 (200-½)				
S-LOC 31	1200-½ 610 (700-½)		1200-1¼ 610 (700-1¼)	1200-1½ 610 (700-1½)	1200-1¾ 610 (700-1¾)
CIRCLING	1200-1 603 (700-1)		1200-1¾ 603 (700-1¾)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

WAAS	APP CRS	Rwy Idg	8001
CH 70309	043°	TDZE	592
W04A		Apt Elev	597

RNAV (GPS) RWY 4

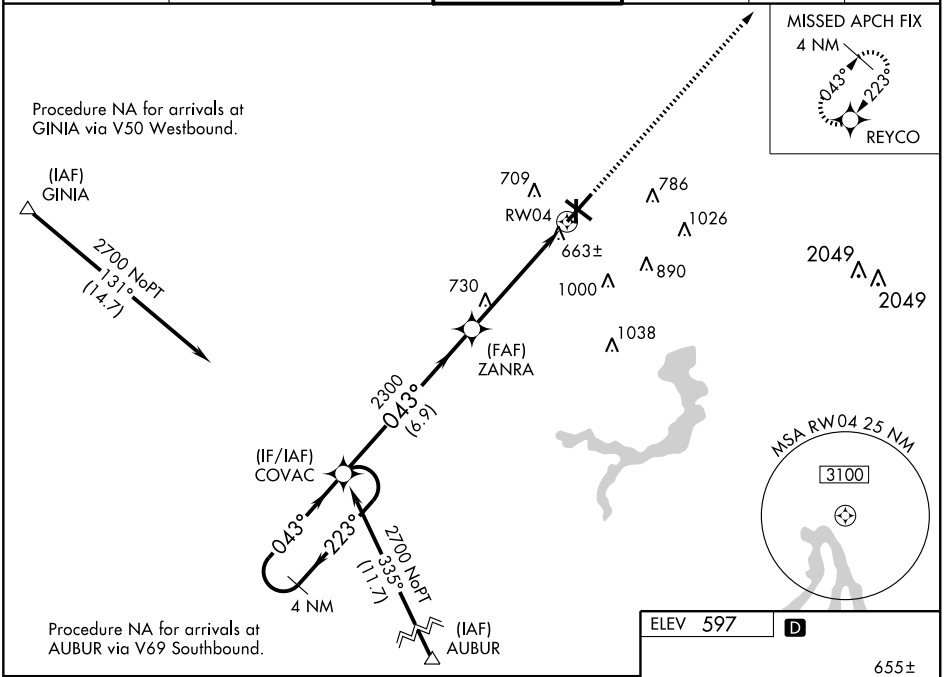
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

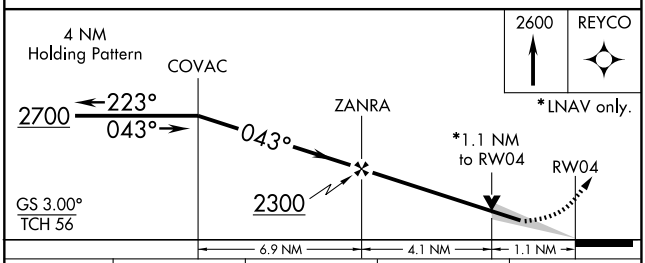
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.and LNAV Cat. D visibility to RVR 6000.

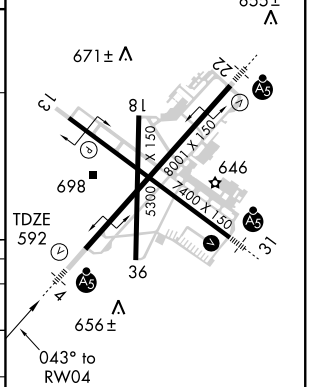
MALSR

MISSED APPROACH: Climb to 2600 direct REYCO and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	854/24 262 (300-½)			
LNAV/VNAV DA	931/40 339 (400-¾)			
LNAV MDA	980/24 388 (400-½)			980/50 388 (400-1)
CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7217
CH 99616	128°	TDZE	592
W13A		Apt Elev	598

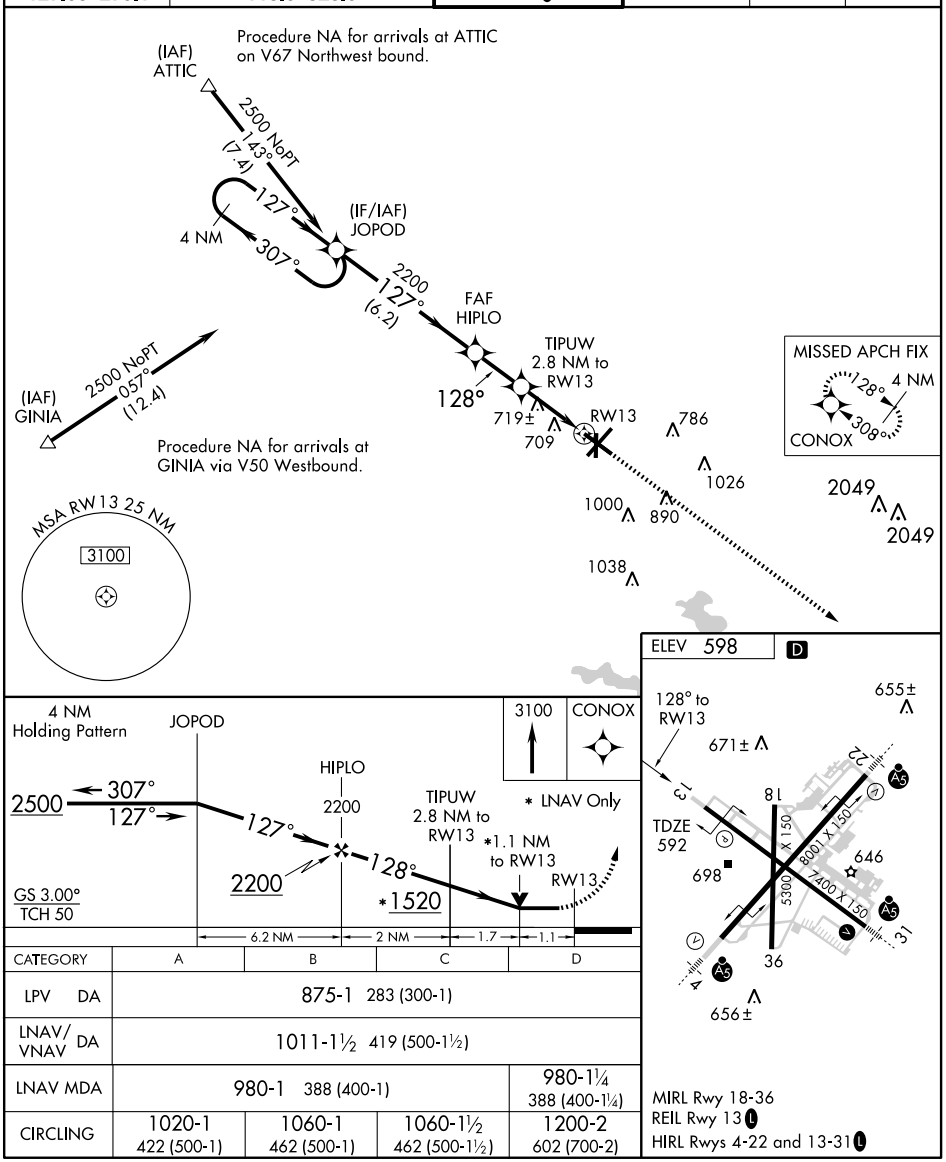
RNAV (GPS) RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Lincoln altimeter setting. VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 3100 direct CONOX and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	875-1 283 (300-1)			
LNAV/VNAV DA	1011-1½ 419 (500-1½)			
LNAV MDA	980-1 388 (400-1)			980-1¼ 388 (400-1¼)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (700-2)

MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81809 W22A	APP CRS 223°	Rwy Idg 8001 TDZE 597 Apt Elev 597

RNAV (GPS) RWY 22

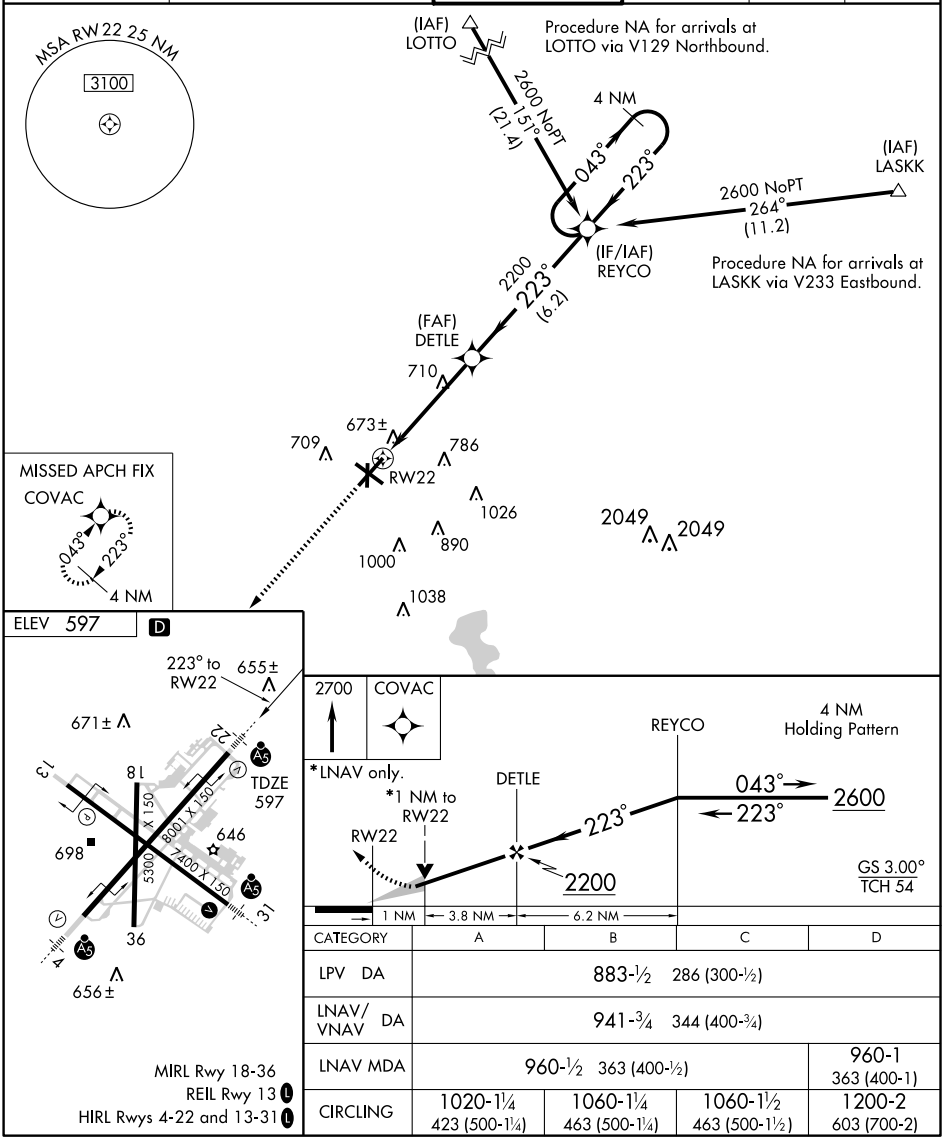
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

T A ASR — DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats and LNAV Cat. D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2700 direct COVAC and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	883-½ 286 (300-½)			
LNAV/VNAV DA	941-¾ 344 (400-¾)			
LNAV MDA	960-½ 363 (400-½)			960-1 363 (400-1)
CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 90124	308°	TDZE	590
W31A		Apt Elev	597

RNAV (GPS) RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

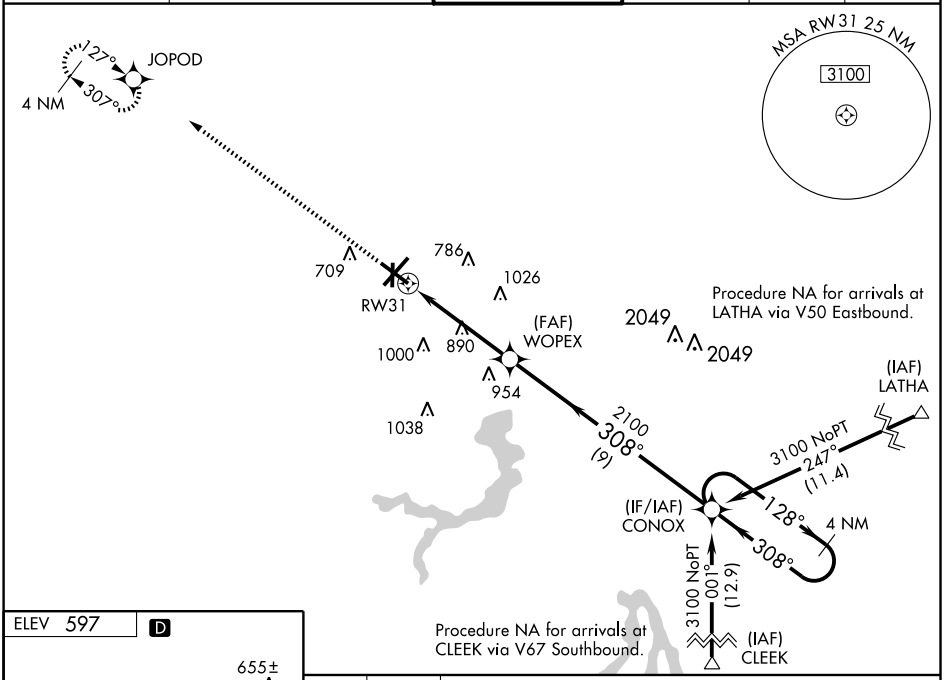
T A ASR

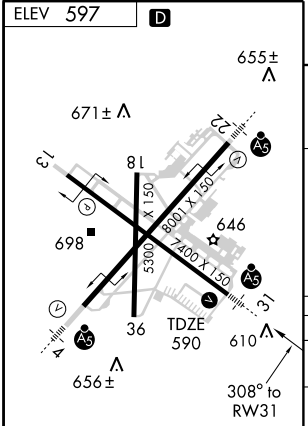
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4° F).
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ all Cats, increase LNAV/VNAV Cat. D visibility to 1.

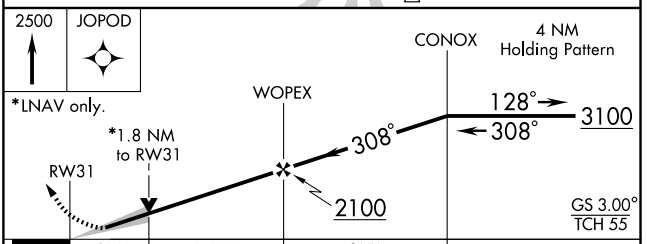
MALSR

MISSED APPROACH: Climb to 2500 direct JOPOD and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	840-½ 250 (300-½)			
LNAV/VNAV DA	865-½ 275 (300-½)			865-¾ 275 (300-¾)
LNAV MDA	1200-½ 610 (700-½)		1200-1¼ 610 (700-1¼)	1200-1½ 610 (700-1½)
CIRCLING	1200-1 603 (700-1)		1200-1¾ 603 (700-1¾)	1200-2 603 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI	APP CRS	Rwy Idg	8001
112.7	055°	TDZE	593
Chan 74		Apt Elev	598

VOR/DME RWY 4

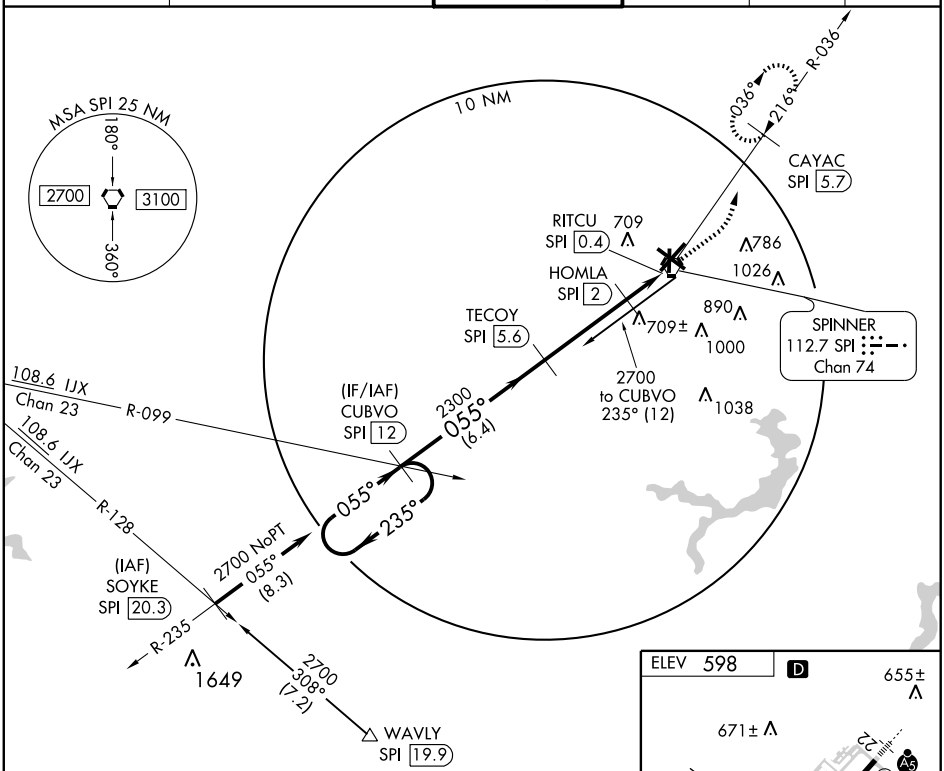
SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

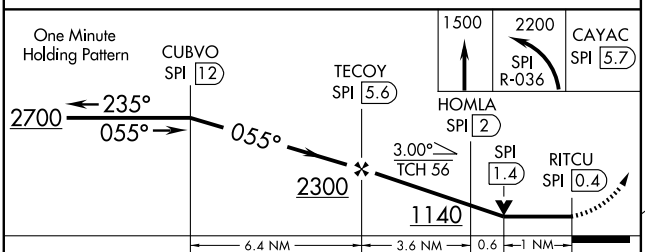
▼ When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase S-4 Cat C visibility to RVR 4000.
▲ For inoperative MALSR, increase S-4 Cat D visibility to RVR 6000.
ASR VDP NA when using Lincoln altimeter setting.

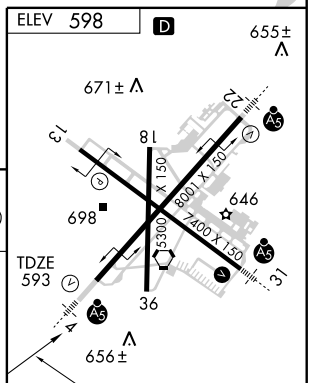
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 via SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3(CTAF)(L) 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
S-4	960/24 367 (400-½)			960/50 367 (400-1)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (600-2)

MIRL Rwy 18-36
REIL Rwy 13(L)
HIRL Rwys 4-22 and 13-31(L)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI	APP CRS	Rwy Idg	7217
112.7	134°	TDZE	592
Chan 74		Apt Elev	598

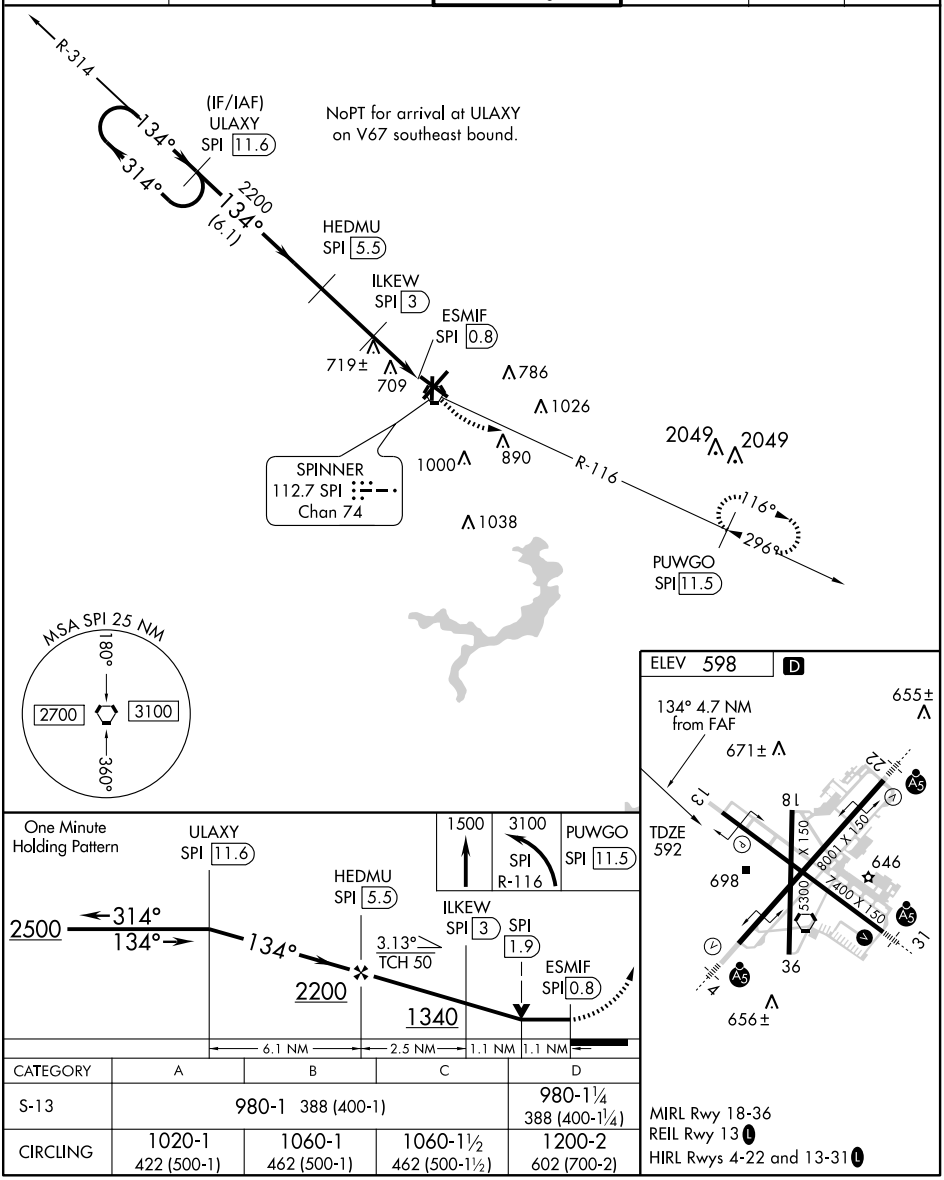
VOR/DME RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

▼ ▲ ASR Visibility reduction by helicopters NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase Cat C and D visibility ¼ mile. VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 via SPI VORTAC R-116 to PUWGO/SPI 11.5 DME and hold.

ATIS	SPRINGFIELD APP CON★	SPRINGFIELD TOWER★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3(CTAF)L 257.8	121.9 348.6	121.7	122.95



CATEGORY	A	B	C	D
S-13	980-1 388 (400-1)			980-1¼ 388 (400-1¼)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (700-2)

MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI 112.7 Chan 74	APP CRS 216°	Rwy Idg 8001 TDZE 597 Apt Elev 597

VOR/DME RWY 22

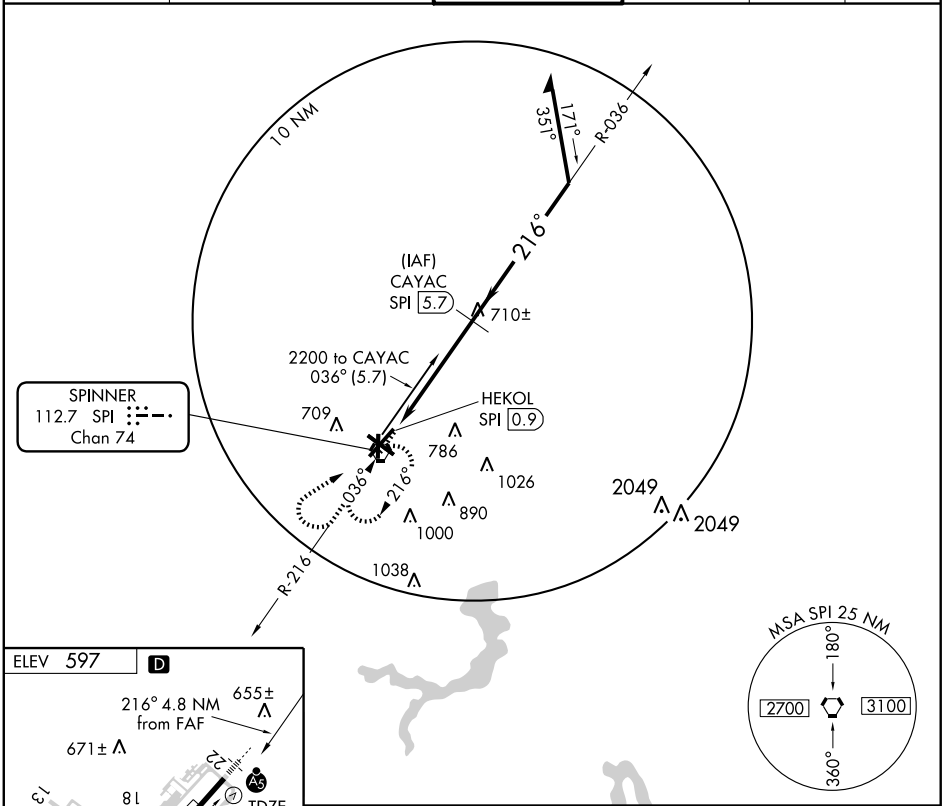
SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

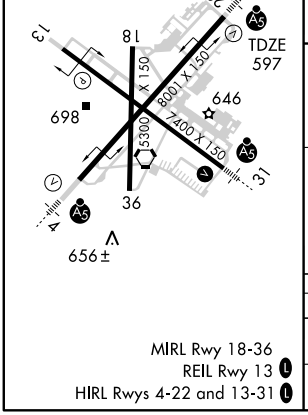
ASR If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet. For inoperative MALSR, increase S-22 Cat. D visibility to 1¼. VDP NA when using Logan County altimeter setting.

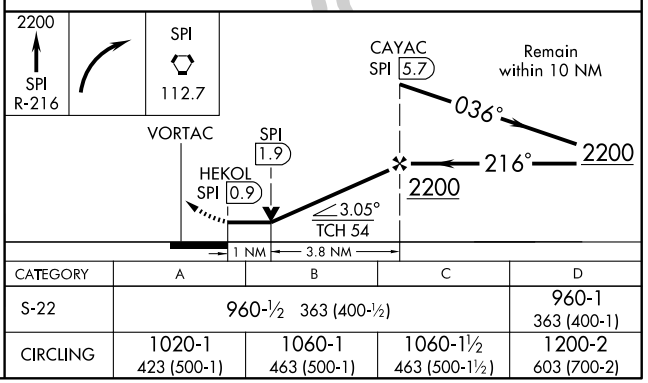
MALSR

MISSED APPROACH: Climb to 2200 via SPI R-216 then right turn direct SPI VORTAC and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
S-22	960-½ 363 (400-½)			960-1 363 (400-1)
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI 112.7 Chan 74	APP CRS 296°	Rwy Idg 7000 TDZE 590 Apt Elev 598

VOR/DME RWY 31

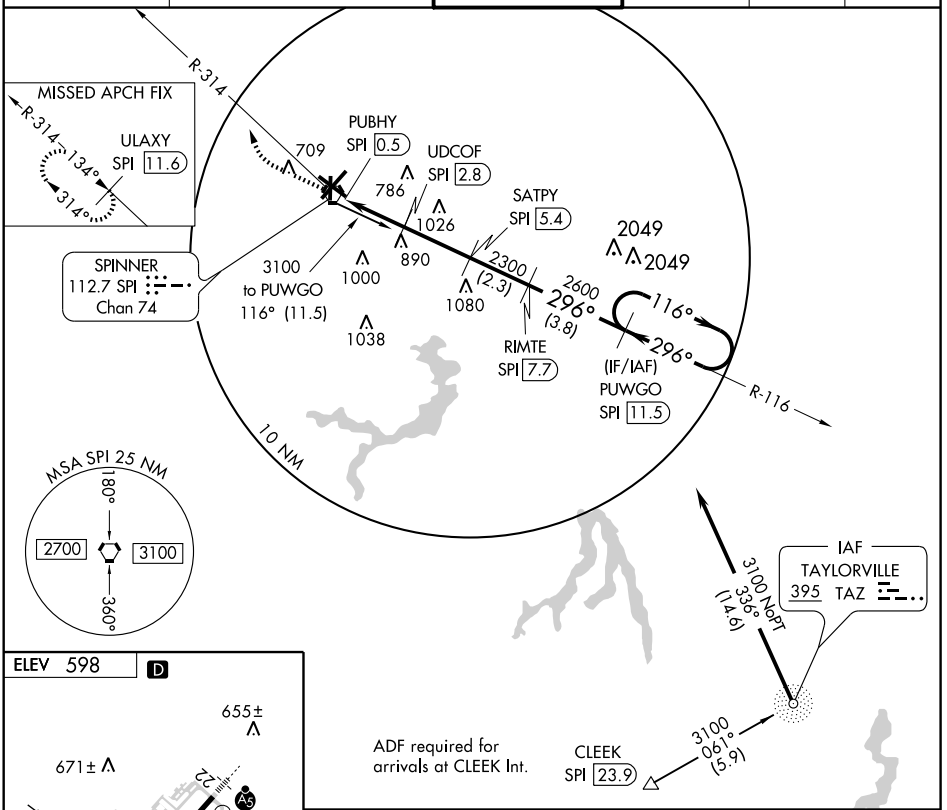
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

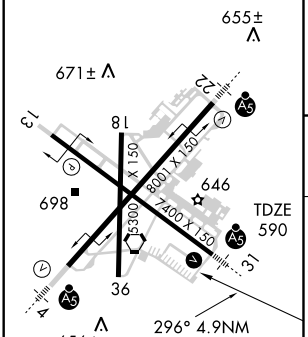
T A ASR — When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet. VDP NA when using Lincoln altimeter setting.

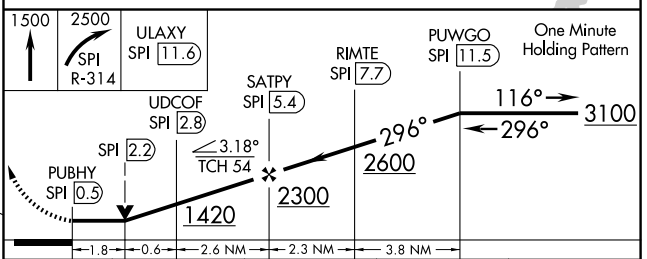
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via SPI VORTAC R-314 to ULAXY/SPI 11.6 DME and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
S-31	1200-½ 610 (700-½)		1200-1¼ 610 (700-1¼)	1200-1½ 610 (700-1½)
CIRCLING	1200-1 602 (600-1)		1200-1¾ 602 (700-1¾)	1200-2 602 (700-2)

MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RUSHVILLE

SCHUY–RUSH (5K4) 1 W UTC–6(–5DT) N40°07.05′ W90°35.42′ **CHICAGO**

665 TPA—1465(800) NOTAM FILE STL

RWY 09–27: 3565X100 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 305′. Road. **RWY 27:** Thld dsplcd 463′. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09–27—CTAF. Rwy 09–27 NSTD LIRL due to spacing. Rwy 09 first 305′ unlgtd, Rwy 27 first 313′ unlgtd. Rwy 09–27 dsplcd thld marked with white gravel both ends of rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

SACKMAN FLD (See COLUMBIA)

ST JACOB

ST LOUIS METRO–EAST/SHAFER FLD (3K6) 2 N UTC–6(–5DT) N38°43.97′ W89°48.39′ **ST LOUIS**

477 B S2 **FUEL** 100LL TPA—1277(800) NOTAM FILE STL **L–27C, A**

RWY 13–31: H2662X50 (ASPH) MIRL 0.3% up NW **IAP**

RWY 13: Thld dsplcd 127′. Road. **RWY 31:** Pole.

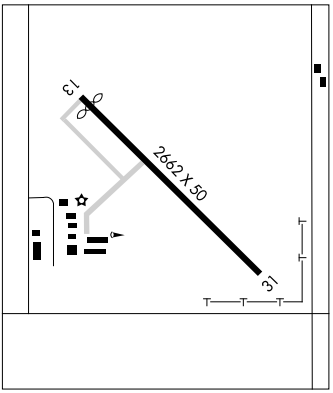
AIRPORT REMARKS: Attended continuously. For noise abatement procedures ctc arpt manager 618–644–5411. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SAINT LOUIS APP/DEP CON** 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35′ W89°55.12′ 090° 5.3 NM to fld. 570/4E.



ST LOUIS DOWNTOWN (See CAHOKIA–ST LOUIS)

ST LOUIS METRO–EAST/SHAFER FLD (See ST JACOB)

ST LOUIS RGNL (See ALTON/ST LOUIS)

SALEM–LECKRONE (SLO) 2 NW UTC–6(–5DT) N38°38.57′ W88°57.85′ **ST LOUIS**

573 B S4 **FUEL** 100LL NOTAM FILE SLO **L–27C**

RWY 18–36: H4098X75 (ASPH) S–12 MIRL **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Trees.

RWY 36: PAPI(P4R)—GA 3.0° TCH 20′. Tree.

AIRPORT REMARKS: Attended continuously. 100LL is self–serve with credit card. MIRL Rwy 18–36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (618) 548–0469.

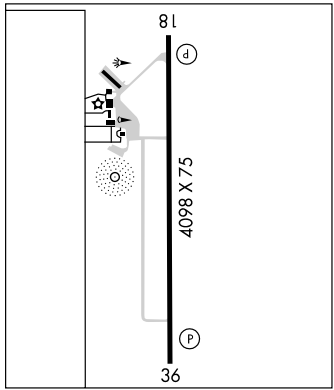
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20′ W89°09.54′ 030° 16.2 NM to fld. 546/4E. **HIWAS.**

NDB (MHW) 400 SLO N38°38.64′ W88°58.04′ at fld. NOTAM FILE SLO.



VORTAC TOY	APP CRS	Rwy Idg	N/A
116.0	090°	TDZE	N/A
Chan 107		Apt Elev	477

VOR or GPS-A

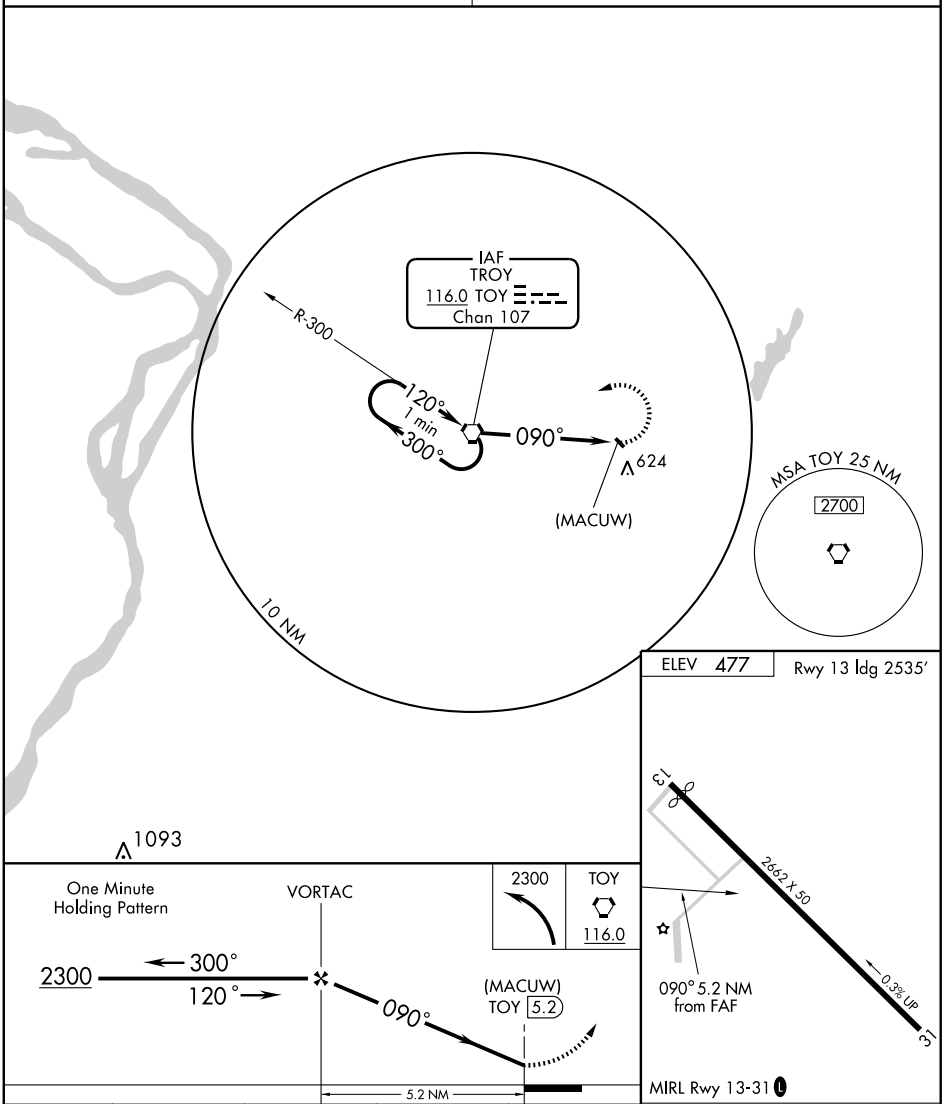
ST JACOB/ ST LOUIS METRO-EAST/SHAFER FIELD (3K6)

NA

Use Scott AFB/Midamerica altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct TOY VORTAC and hold.

ST LOUIS APP CON	UNICOM
124.2 353.9	122.8 (CTAF) L



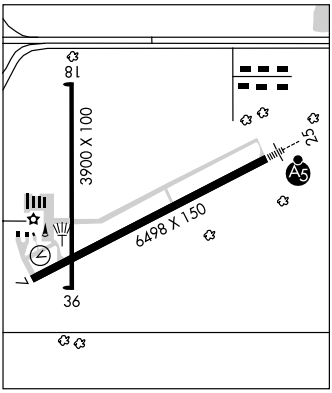
CATEGORY	A	B	C	D
CIRCLING	1040-1 560 (600-1)		1040-1½ 560 (600-1½)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

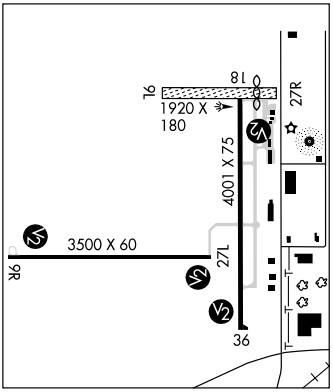
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

STERLING/ROCKFALLS

WHITESIDE CO ARPT–JOS H BITTORF FLD (SQI) 2 S UTC−6(−5DT) N41°44.57′ W89°40.58′ **CHICAGO**
648 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI **H–5D, L–28G**
RWY 07–25: H6498X150 (ASPH–PFC) S–50, D–60, 2D–90 HIRL **IAP**
RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46′. Tree.
RWY 25: MALSR. Tree.
RWY 18–36: H3900X100 (ASPH–GRVD) S–18 MIRL
RWY 18: REIL. Brush. **RWY 36:** REIL. Road.
AIRPORT REMARKS: Attended Oct–Apr 1400–0000Z‡, May–Sep 1400–0100Z‡. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07–25; MALSR Rwy 25 and REIL Rwys 07, 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (815) 626–2704.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 204° 15 NM to fld. 840/3E. **HIWAS.**
NDB (MHW) 254 BOZ N41°42.67′ W89°47.14′ 068° 5.3 NM to fld.
ILS 111.5 I–SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



TAYLORVILLE MUNI (TAZ) 2 SW UTC−6(−5DT) N39°31.95′ W89°19.84′ **ST LOUIS**
622 B S4 **FUEL** 100LL, JET A TPA—See remarks NOTAM FILE TAZ **L–27C**
RWY 18–36: H4001X75 (ASPH–PFC) MIRL **IAP**
RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 39′ Tree.
RWY 36: PVASI(PSIL)—GA 3.0° TCH 34′. Tree.
RWY 09R–27L: H3500X60 (ASPH) MIRL
RWY 09R: REIL. PVASI(PSIL)—GA 3.0° TCH 26′. Rgt tfc.
RWY 27L: REIL. PVASI(PSIL)—GA 4.0° TCH 33′. Tree.
RWY 09L–27R: 1920X180 (TURF)
RWY 09L: Tree. **RWY 27R:** Thld dsplcd 300′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sun 1400–0000Z‡. Fuel 100LL and JET A self svc with credit card. Parachute Jumping. 172′ high water twr located 3007′ from end of Rwy 27L and 488′ left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L–27R 1222(600). PVASI left side of Rwy 18 750′ from apch end and PVASI left side of Rwy 36 650′ from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld marked with L–shaped white rock. Rwy 18 PVASI opr only when rwy lgts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18–36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R–27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 395 TAZ (217) 824–9323.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200–0400Z‡)
KANSAS CITY CENTER APP/DEP CON 124.3 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.
SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38′ W89°40.66′ 140° 24.4 NM to fld. 586/1W.
NDB (MHW) 395 TAZ N39°32.17′ W89°19.42′ at fld. **AWOS–3**. NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



TINLEY PARK HELISTOP (See CHICAGO/TINLEY PARK)

TRI–COUNTY (See YATES CITY)

TRI–TOWNSHIP (See SAVANNA)

LOC I-SQI	APP CRS	Rwy Idg	6498
111.5	249°	TDZE	647
		Apt Elev	647

ILS RWY 25

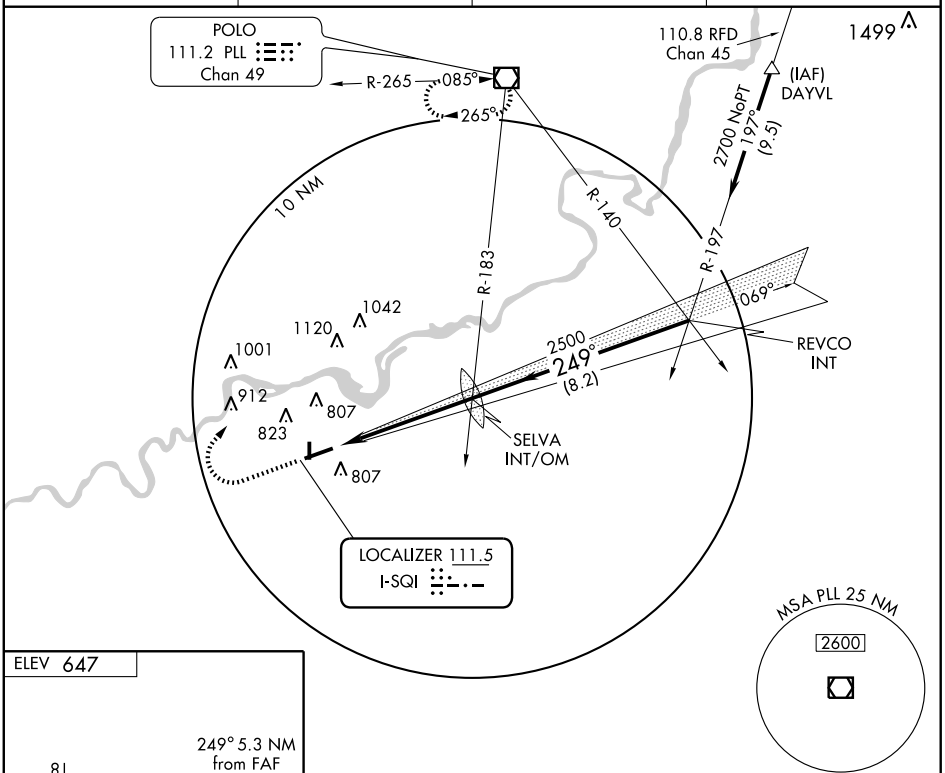
STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

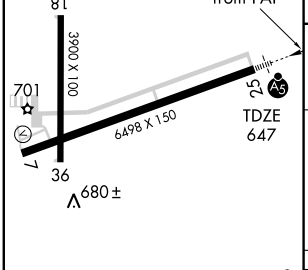
NA

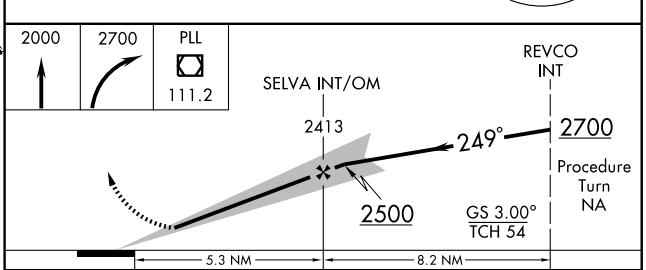
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct PLL VOR/DME and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L







HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 25	847-½ 200 (200-½)			
S-LOC 25	1120-½ 473 (500-½)		1120-¾ 473 (500-¾)	1120-1 473 (500-1)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SQI	APP CRS	Rwy Idg	6498
111.5	069°	TDZE	647
		Apt Elev	647

LOC BC RWY 7

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

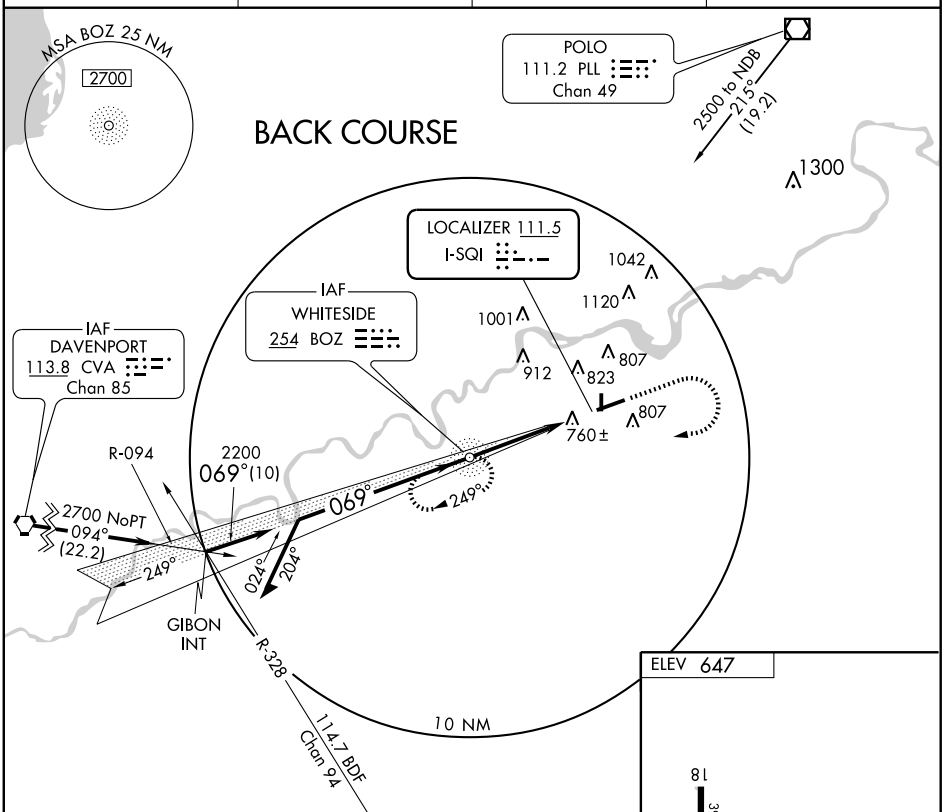
NA

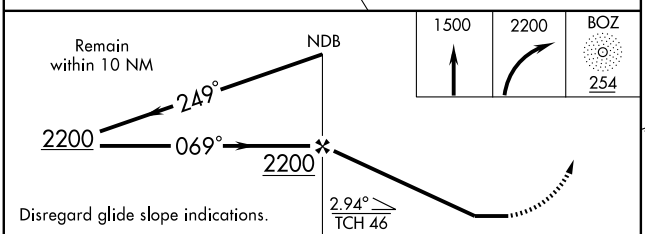
ADF REQUIRED

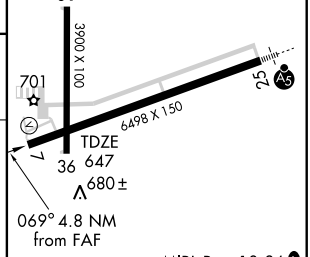
MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L

EC-3, 21 OCT 2010 to 18 NOV 2010







MIRL Rwy 18-36 L
HIRL Rwy 7-25 L
REIL Rwys 7, 18 and 36 L

CATEGORY	A	B	C	D
S-7	1020-1 373 (400-1)			1020-1¼ 373 (400-1¼)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NDB BOZ 254	APP CRS 069°	Rwy Idg 6498 TDZE 648 Apt Elev 648

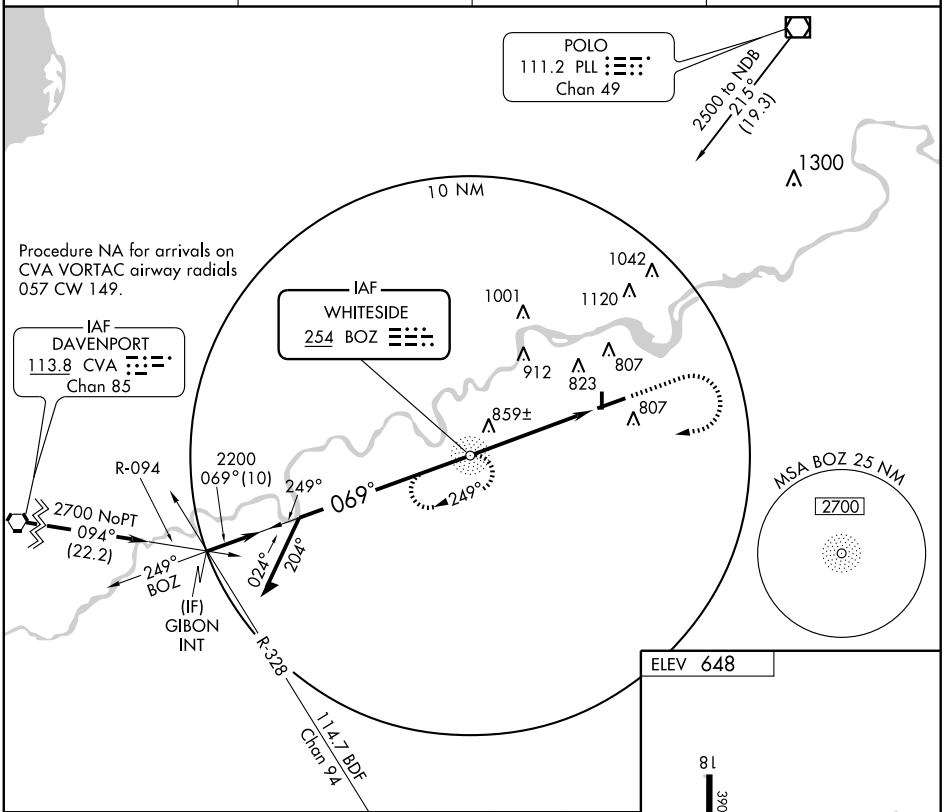
NDB RWY 7

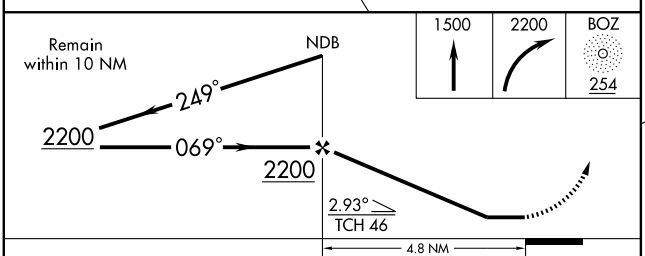
STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

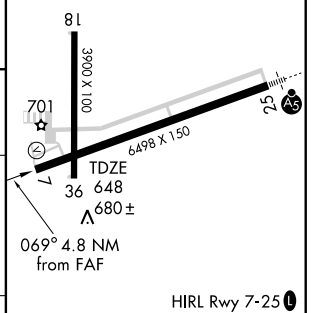
When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-7	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1160-1¾ 512 (600-1¾)
CIRCLING	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1200-2 552 (600-2)

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6498
069°	TDZE	648
	Apt Elev	648

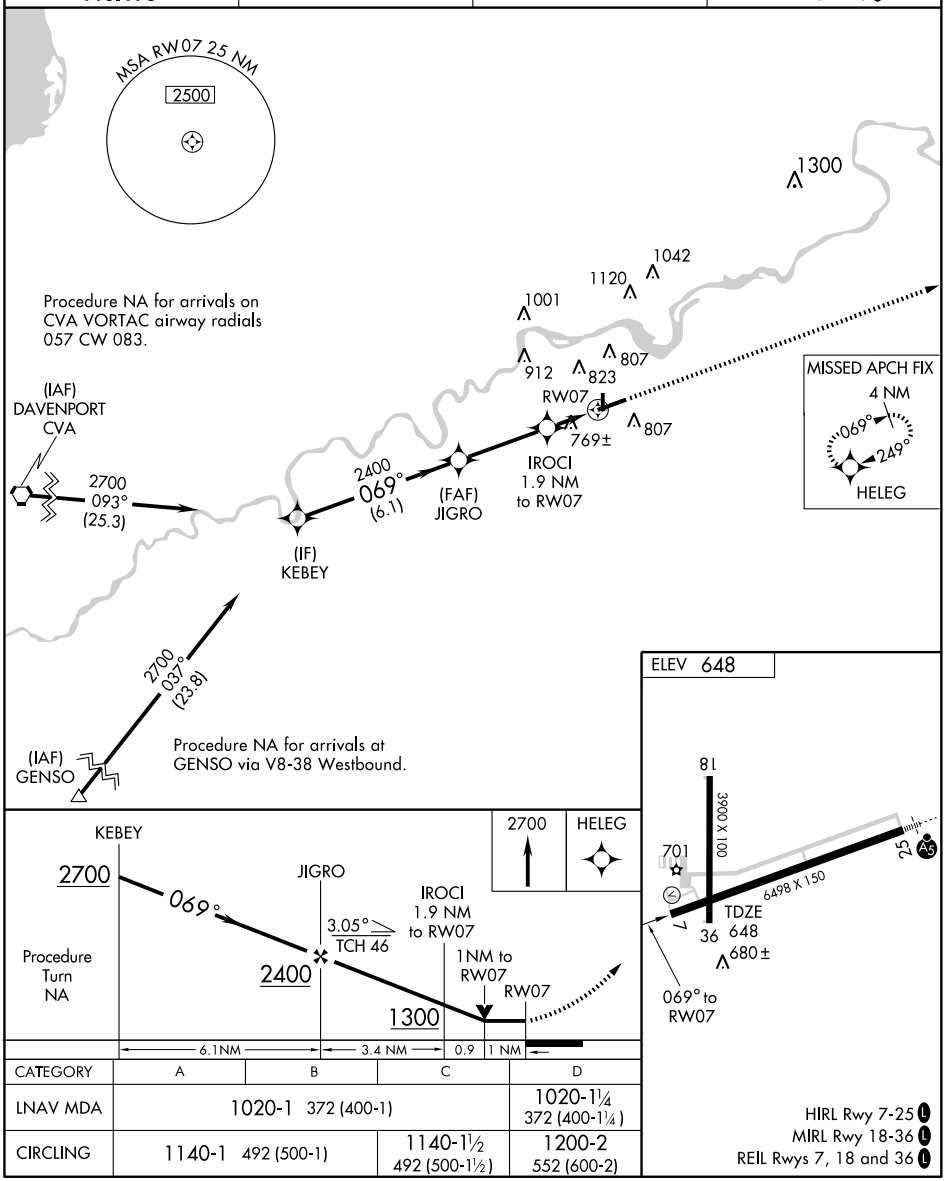
RNAV (GPS) RWY 7

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and increase LNAV Cat. C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Clinton altimeter setting.

MISSED APPROACH: Climb to 2700 direct HELEG and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 372 (400-1)			1020-1¼ 372 (400-1¼)
CIRCLING	1140-1 492 (500-1)		1140-1½ 492 (500-1½)	1200-2 552 (600-2)

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6498
CH 57910	249°	TDZE	647
W25A		Apt Elev	648

RNAV (GPS) RWY 25

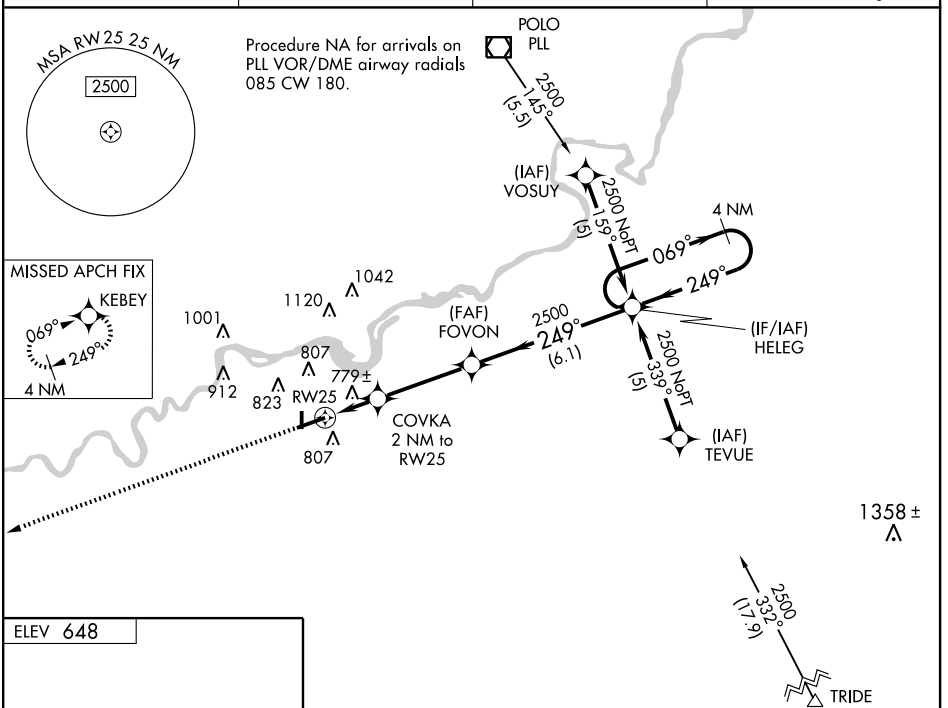
STERLING ROCKFALLS/ WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

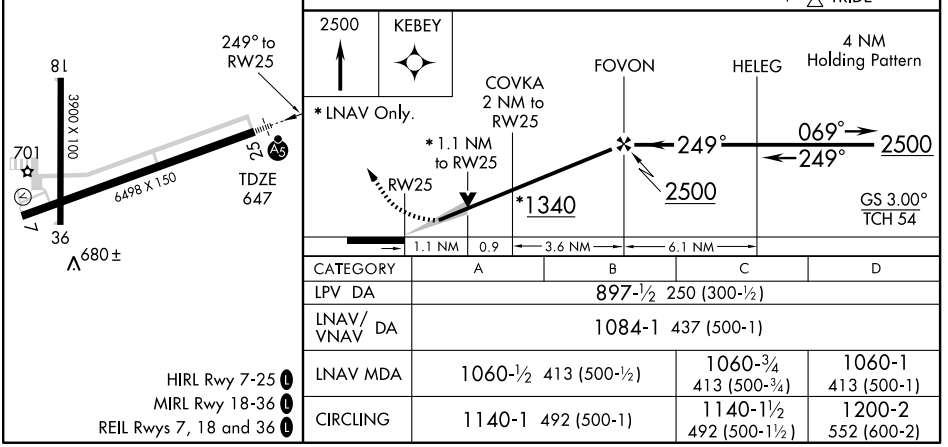
When local altimeter setting not received, use Clinton altimeter setting and increase all DA and MDA 80 feet and increase LNAV/VNAV visibility all Cats. ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Clinton altimeter setting. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 2500 direct KEBEY and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L





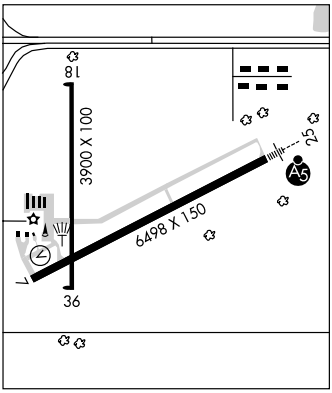
CATEGORY	A	B	C	D
LPV DA	897-½ 250 (300-½)			
LNAV/VNAV DA	1084-1 437 (500-1)			
LNAV MDA	1060-½ 413 (500-½)		1060-¾ 413 (500-¾)	1060-1 413 (500-1)
CIRCLING	1140-1 492 (500-1)		1140-1½ 492 (500-1½)	1200-2 552 (600-2)

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

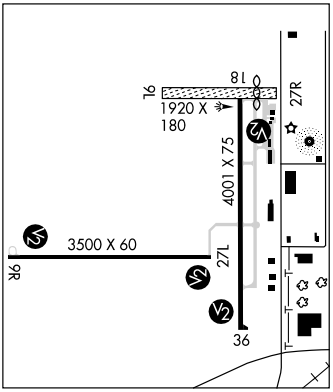
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

STERLING/ROCKFALLS

WHITESIDE CO ARPT–JOS H BITTORF FLD (SQI) 2 S UTC−6(−5DT) N41°44.57′ W89°40.58′ **CHICAGO**
648 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI **H–5D, L–28G**
RWY 07–25: H6498X150 (ASPH–PFC) S–50, D–60, 2D–90 HIRL **IAP**
RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46′. Tree.
RWY 25: MALSR. Tree.
RWY 18–36: H3900X100 (ASPH–GRVD) S–18 MIRL
RWY 18: REIL. Brush. **RWY 36:** REIL. Road.
AIRPORT REMARKS: Attended Oct–Apr 1400–0000Z‡, May–Sep 1400–0100Z‡. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18–36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07–25; MALSR Rwy 25 and REIL Rwys 07, 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (815) 626–2704.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94′ W89°31.45′ 204° 15 NM to fld. 840/3E. **HIWAS.**
NDB (MHW) 254 BOZ N41°42.67′ W89°47.14′ 068° 5.3 NM to fld.
ILS 111.5 I–SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



TAYLORVILLE MUNI (TAZ) 2 SW UTC−6(−5DT) N39°31.95′ W89°19.84′ **ST LOUIS**
622 B S4 **FUEL** 100LL, JET A TPA—See remarks NOTAM FILE TAZ **L–27C**
RWY 18–36: H4001X75 (ASPH–PFC) MIRL **IAP**
RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 39′ Tree.
RWY 36: PVASI(PSIL)—GA 3.0° TCH 34′. Tree.
RWY 09R–27L: H3500X60 (ASPH) MIRL
RWY 09R: REIL. PVASI(PSIL)—GA 3.0° TCH 26′. Rgt tfc.
RWY 27L: REIL. PVASI(PSIL)—GA 4.0° TCH 33′. Tree.
RWY 09L–27R: 1920X180 (TURF)
RWY 09L: Tree. **RWY 27R:** Thld dsplcd 300′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sun 1400–0000Z‡. Fuel 100LL and JET A self svc with credit card. Parachute Jumping. 172′ high water twr located 3007′ from end of Rwy 27L and 488′ left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L–27R 1222(600). PVASI left side of Rwy 18 750′ from apch end and PVASI left side of Rwy 36 650′ from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld marked with L–shaped white rock. Rwy 18 PVASI opr only when rwy lgts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18–36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R–27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 395 TAZ (217) 824–9323.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200–0400Z‡)
KANSAS CITY CENTER APP/DEP CON 124.3 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.
SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38′ W89°40.66′ 140° 24.4 NM to fld. 586/1W.
NDB (MHW) 395 TAZ N39°32.17′ W89°19.42′ at fld. **AWOS–3**. NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



TINLEY PARK HELISTOP (See CHICAGO/TINLEY PARK)

TRI–COUNTY (See YATES CITY)

TRI–TOWNSHIP (See SAVANNA)

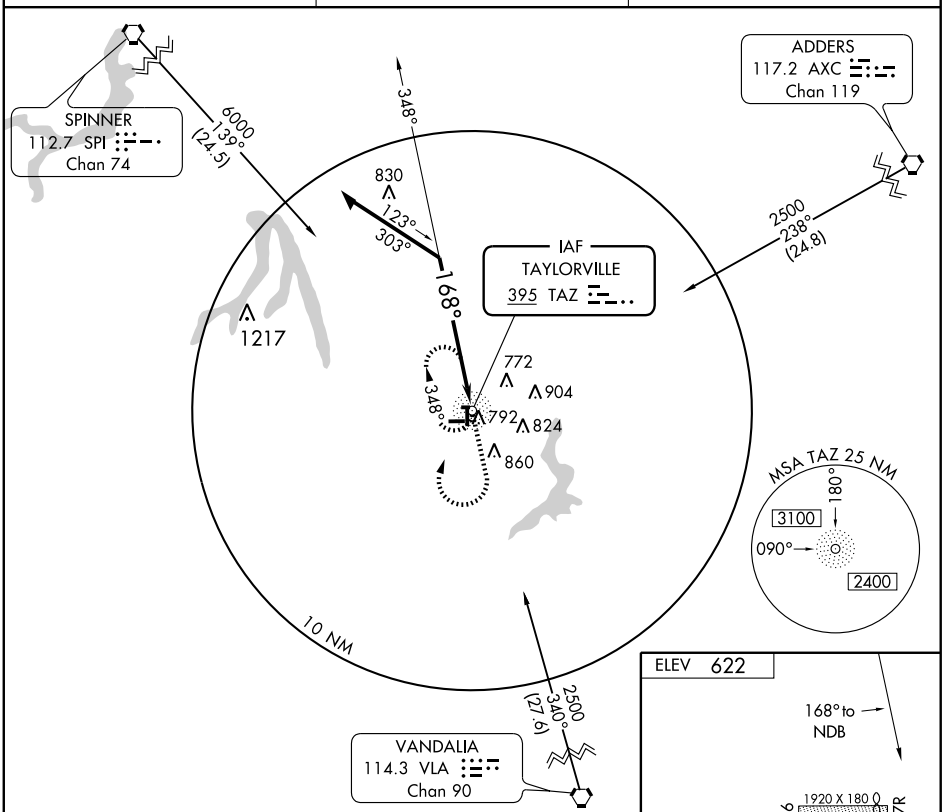
NDB TAZ 395	APP CRS 168°	Rwy Idg 4001 TDZE 620 Apt Elev 622

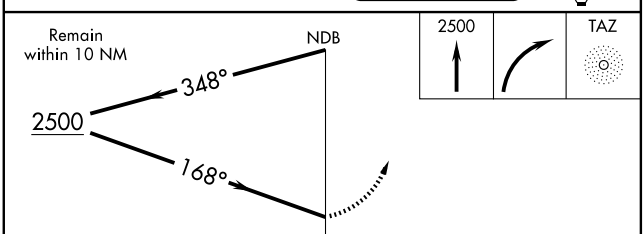
NDB RWY 18
TAYLORVILLE MUNI (TAZ)

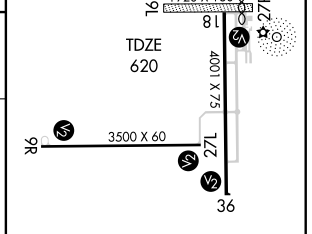
When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 80 feet. Increase S-18 Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2500 then right turn direct TAZ NDB and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
123.875 395.0	118.6 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1180-1	560 (600-1)	1180-1½ 560 (600-1½)	NA
CIRCLING	1180-1	558 (600-1)	1180-1½ 558 (600-1½)	NA

REIL Rwys 9R, 27L and 18 L
MIRL Rwy 9R-27L and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

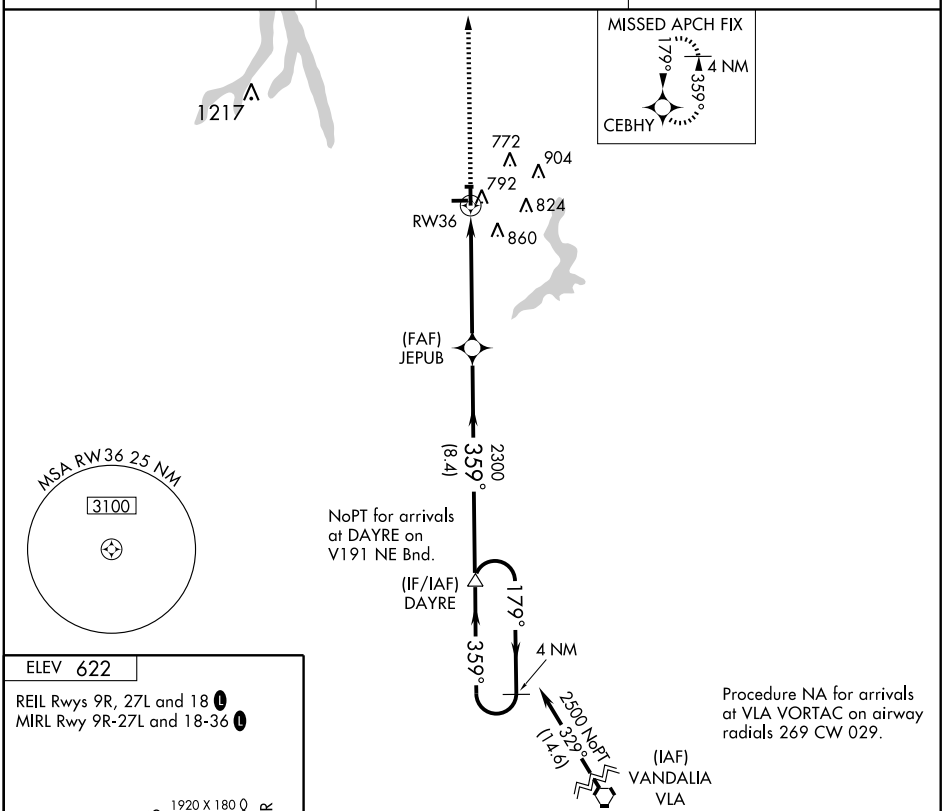
APP CRS	Rwy Idg	4001
359°	TDZE	622
	Apt Elev	622

RNAV (GPS) RWY 36
TAYLORVILLE MUNI (TAZ)

If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet. When VGSI inop, circling Rwy 18 NA at night. DME/DME RNP-0.3 NA. LNAV MDA minimums NA at night.

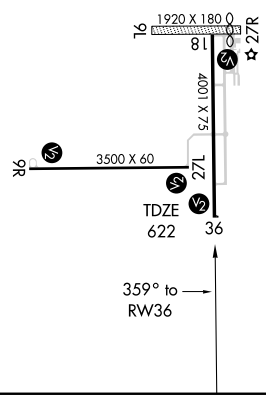
MISSED APPROACH: Climb to 2300 direct CEBHY and hold.

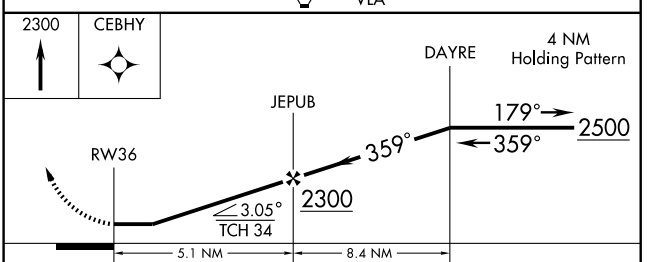
AWOS-3	SPRINGFIELD APP CON ★	UNICOM
123.875 395.0	118.6 323.0	122.8 (CTAF) L



ELEV 622

REIL Rwys 9R, 27L and 18 L
MIRL Rwy 9R-27L and 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 478 (500-1)		1100-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1 538 (600-1)		1160-1½ 538 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TROY N38°44.35′ W89°55.12′ NOTAM FILE STL. ST LOUIS
(L)VORTACW 116.0 TOY Chan 107 090° 5.3 NM to St Louis Metro–East/Shafer Fld. H–5D, L–27C, A
570/4E.

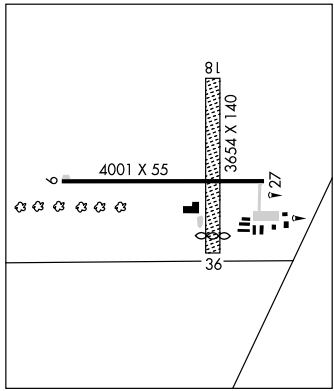
TUNGG N40°36.34′ W89°35.59′ NOTAM FILE PIA. CHICAGO
NDB (MHW/LOM) 356 PI 307° 5.8 NM to General Downing–Peoria Intl. L–27C

TUSCOLA (K96) 2SW UTC−6(−5DT) N39°46.85′ W88°18.37′ ST LOUIS
665 S4 **FUEL** 80, 100LL TPA—1465(800) NOTAM FILE STL
RWY 09–27: 2660X30 (GRVL) LIRL
RWY 09: Tree. **RWY 27:** Thld dsplcd 660′. Road.
AIRPORT REMARKS: Attended Mon–Fri, 1400–2200Z‡. Rwy 09–27 surface is a chip and seal. Rwy 27 dsplcd thld lgts NSTD, consist of two on each side spaced at 10′ btn lgts. Seasonal crops AER 09 can periodically block view of thld lgts. There is no lighted, marked dsplcd thld for ngt ops. Rwy lighting alignment does not define center of rwy. NOTE: See Special Notices—Model Rocket Activity.
COMMUNICATIONS: CTAF 122.9

UNIVERSITY OF ILLINOIS–WILLARD (See CHAMPAIGN/URBANA)

URBANA

FRASCA FLD (C16) 1 N UTC−6(−5DT) N40°08.78′ W88°11.91′ CHICAGO
735 **FUEL** 100LL, JET A OX 3 TPA—1535(800) NOTAM FILE STL L–27C
RWY 09–27: H4001X55 (CONC) MIRL 0.3% up W IAP
RWY 09: Tree. **RWY 27:** Pole. Rgt tfc.
RWY 18–36: 3654X140 (TURF)
RWY 36: Thld dsplcd 318′. Pole.
AIRPORT REMARKS: Attended dawn–dusk.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHAMPAIGN RCO 122.45, 122.1R, 110.0T (ST LOUIS RADIO)
Ⓡ **CHAMPAIGN APP/DEP CON** 121.35 (1200–0500Z‡)
CHICAGO CENTER APP/DEP CON 121.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07′ W88°16.56′ 025° 7.6 NM to fld. 745/3E.



VANDALIA N39°05.62′ W89°09.75′ NOTAM FILE STL. ST LOUIS
(L) VORTAC 114.3 VLA Chan 90 178° 6.2 NM to Vandalia Muni. 604/4E. H–5E, L–27C
RCO 122.1R 114.3T (ST LOUIS RADIO)

VORTAC CMI 110.0 Chan 37	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 735

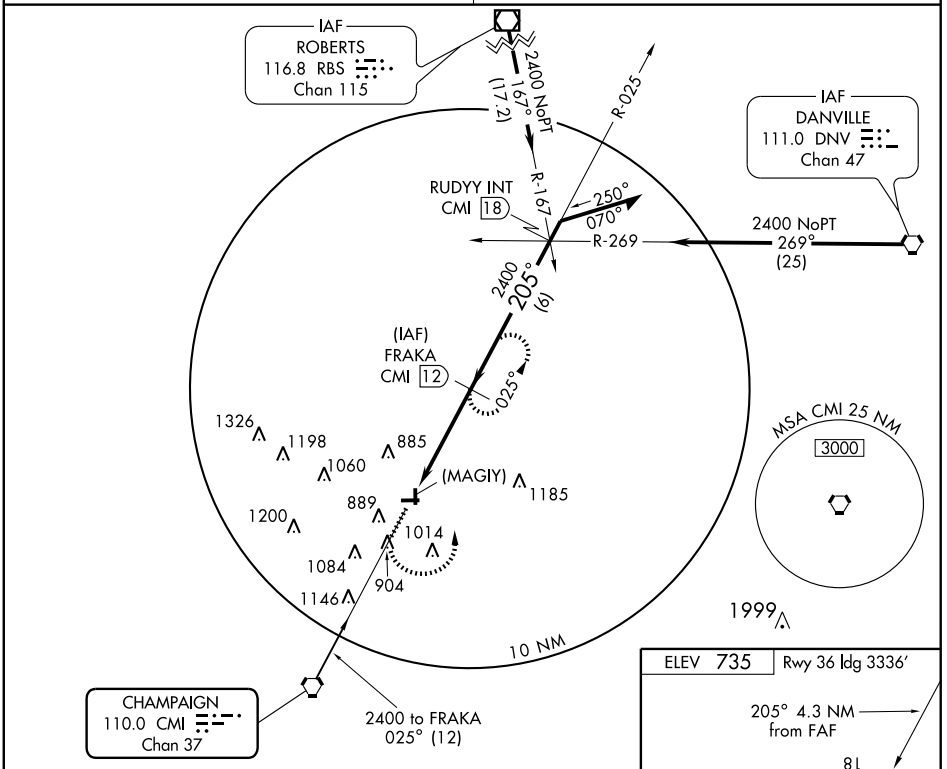
VOR/DME or GPS-B

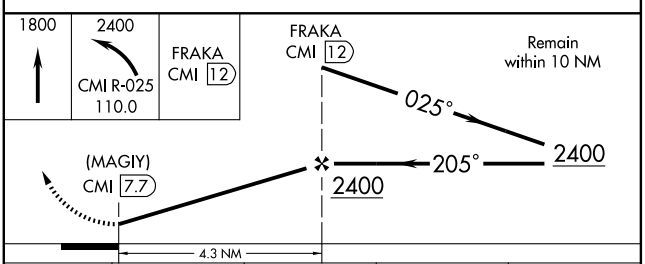
URBANA /FRASCA FIELD (C16)

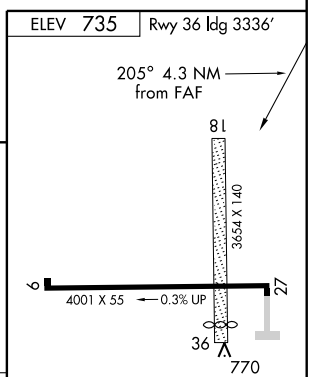
NA Use Champaign altimeter setting; if not received, use Decatur altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 via CMI R-025 to FRAKA 12 DME and hold.

CHAMPAIGN APP CON ★	UNICOM
121.35 291.0	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1220-1 485 (500-1)		1220-1½ 485 (500-1½)	1320-2 585 (600-2)
DECATUR ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1 625 (700-1)		1360-1¾ 625 (700-1¾)	1460-2¼ 725 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CMI 110.0 Chan 37	APP CRS 025°	Rwy Idg N/A TDZE N/A Apt Elev 735

VOR or GPS-A

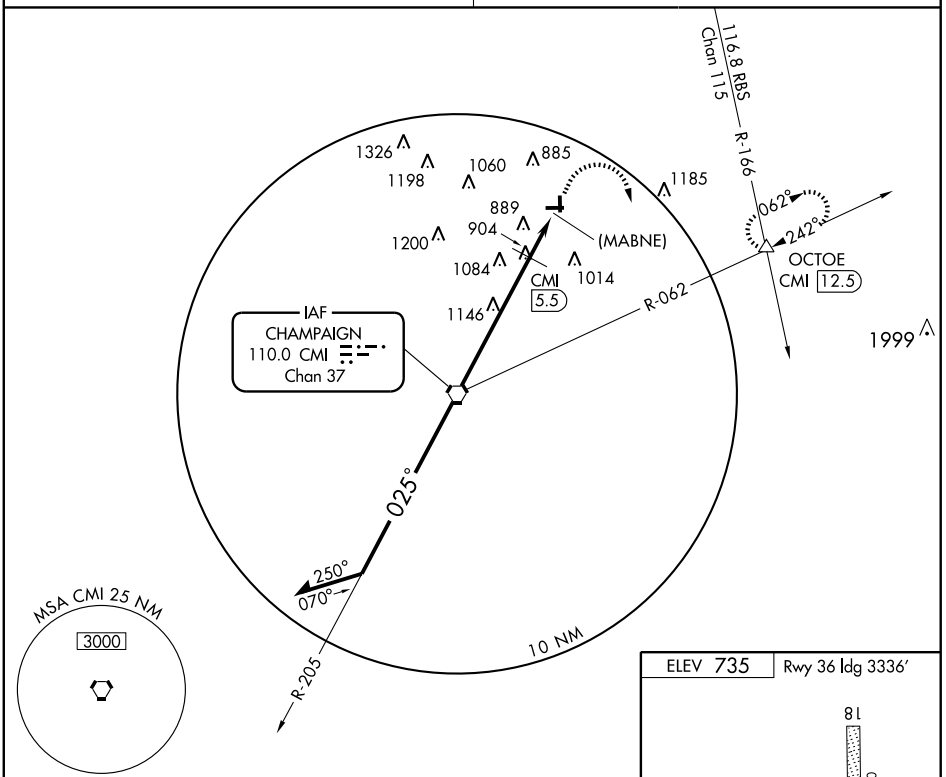
URBANA/FRASCA FIELD (C16)

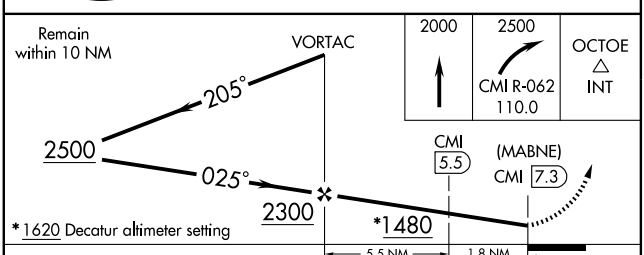
NA Use Champaign altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 140 feet and visibilities ½ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via CMI R-062 to OCTOE Int and hold.

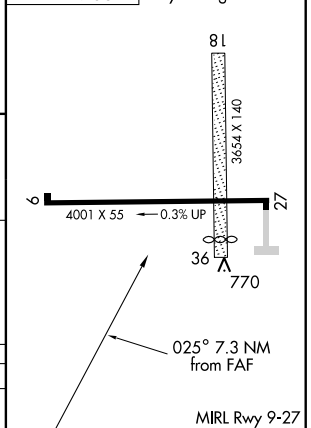
CHAMPAIGN APP CON ★ **121.35 291.0**

UNICOM **122.8** (CTAF)





*1620 Decatur altimeter setting

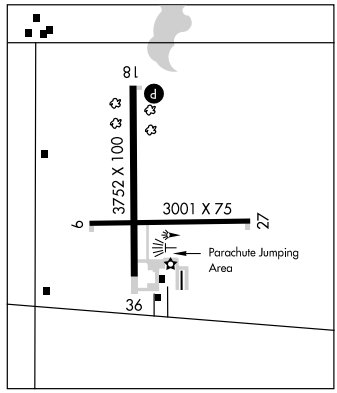


CATEGORY	A	B	C	D
CIRCLING	1480-1 745 (800-1)	1480-1¼ 745 (800-1¼)	1480-2¼ 745 (800-2¼)	1480-2½ 745 (800-2½)
DME MINIMUMS				
CIRCLING	1260-1 525 (600-1)		1260-1½ 525 (600-1½)	1320-2 585 (600-2)

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VANDALIA MUNI (VLA) 3 NW UTC−6(−5DT) N38°59.49′ W89°09.97′ — ST LOUIS
537 B **FUEL** 100LL, JET A NOTAM FILE STL — L–27C
RWY 18–36: H3752X100 (ASPH–PFC) S–21 MIRL — IAP
RWY 18: REIL. PAPI (P4L)—GA 3.0 TCH 20′. Road.
RWY 36: Road.
RWY 09–27: H3001X75 (ASPH) S–19 MIRL
RWY 09: Tree. **RWY 27:** REIL. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel is self–serve with credit card. Parachute Jumping. MIRL Rwys 18–36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09–27, PAPI Rwy 18, and REILS Rwy 18 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (618) 283–9595.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 114.3T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 124.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(L) VORTAC 114.3 VLA Chan 90 N39°05.62′ W89°09.75′
178° 6.2 NM to fld. 604/4E.



VEALS N39°57.97′ W88°10.95′ NOTAM FILE CMI. — CHICAGO
NDB (LOM) 407 CM 315° 6.2 NM to University of Illinois–Willard.

VERMILION RGNL (see DANVILLE)

WATSON

PERCIVAL SPRINGS (2T2) 1 SE UTC−6(−5DT) N39°00.84′ W88°32.34′ — ST LOUIS
550 B TPA—950(400) NOTAM FILE STL
RWY 18–36: 2000X100 (TURF) LIRL (NSTD)
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Predominantly ultralight and stol activity on and invof arpt. Pilots advised to monitor 122.8 due to close proximity of Effingham Co Mem. EMS helicopter operation with extensive activity is based at this arpt. Rwy 18–36 NSTD LIRL, lgts are solar powered and lgt ints varies. Windsock on top of building is lgtd with flood lgt. Rwy 18 ends marked with one orange cone on each side of rwy end.
COMMUNICATIONS: CTAF 122.9

WAUKEGAN RGNL (See CHICAGO/WAUKEGAN)

WAUKE N42°27.84′ W87°48.09′ NOTAM FILE DPA. — CHICAGO
NDB (LOM) 379 UG 233° 3.4 NM to Waukegan Rgnl.

WAYNE CO N38°22.80′ W88°24.59′ NOTAM FILE FWC. — ST LOUIS
NDB (MHW) 257 FWC at Fairfield Muni. — L–27C

WEST CHICAGO (See CHICAGO/WEST CHICAGO)

WHEELING (See CHICAGO/WHEELING)

WHITESIDE N41°42.67′ W89°47.14′ NOTAM FILE IKK. — CHICAGO
NDB (MHW) 254 BOZ 068° 5.3 NM to Whiteside Co Arpt–Jos H. Bittorf Fld. — L–28G

WHITESIDE CO ARPT–JOS H BITTORF FLD (See STERLING/ROCKFALLS)

WILLIAMSON CO RGNL (See MARION)

YATES CITY

TRI–COUNTY (2C6) 03 W UTC−6(−5DT) N40°46.44′ W90°04.47′ — CHICAGO
661 NOTAM FILE IKK
RWY 02–20: 2809X150 (TURF) LIRL (NSTD)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended on call. Geese on and invof arpt. ACTIVATE NSTD LIRL Rwy 02–20—CTAF. Rwy 02–20 NSTD LIRL due to spacing. Rwy 02–20 thld marked with white gravel.
COMMUNICATIONS: CTAF 122.9

RNAV (GPS) RWY 18

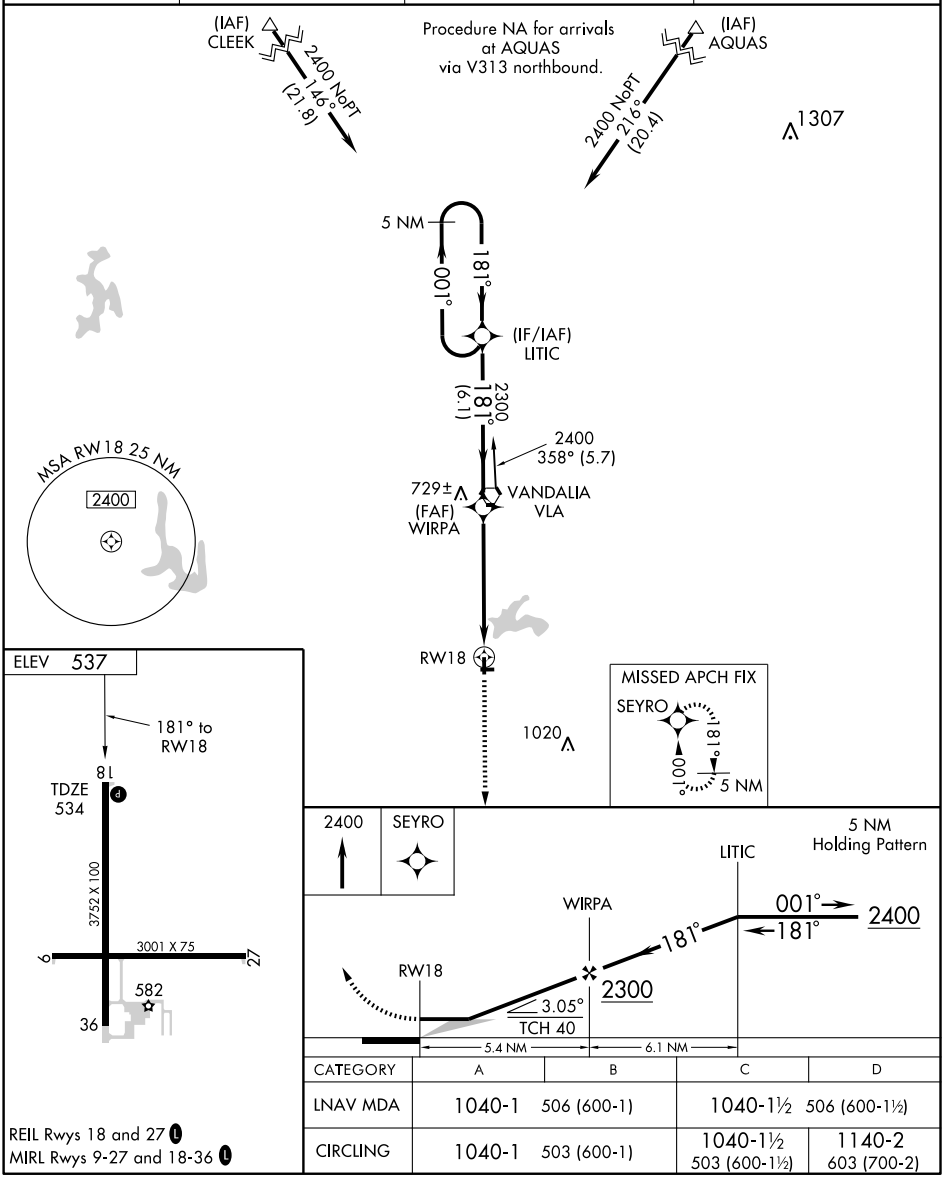
VANDALIA MUNI (VLA)

APP CRS	Rwy Idg	3752
181°	TDZE	534
	Apt Elev	537

NA DME/DME RNP -0.3 NA.
Use Salem-Leckrone altimeter setting; if not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2400 direct SEYRO and hold.

AWOS-A	SALEM-LECKRONE AWOS-3	KANSAS CITY CENTER	UNICOM
122.8	118.525	124.3 269.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1	506 (600-1)	1040-1½	506 (600-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

REIL Rwys 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

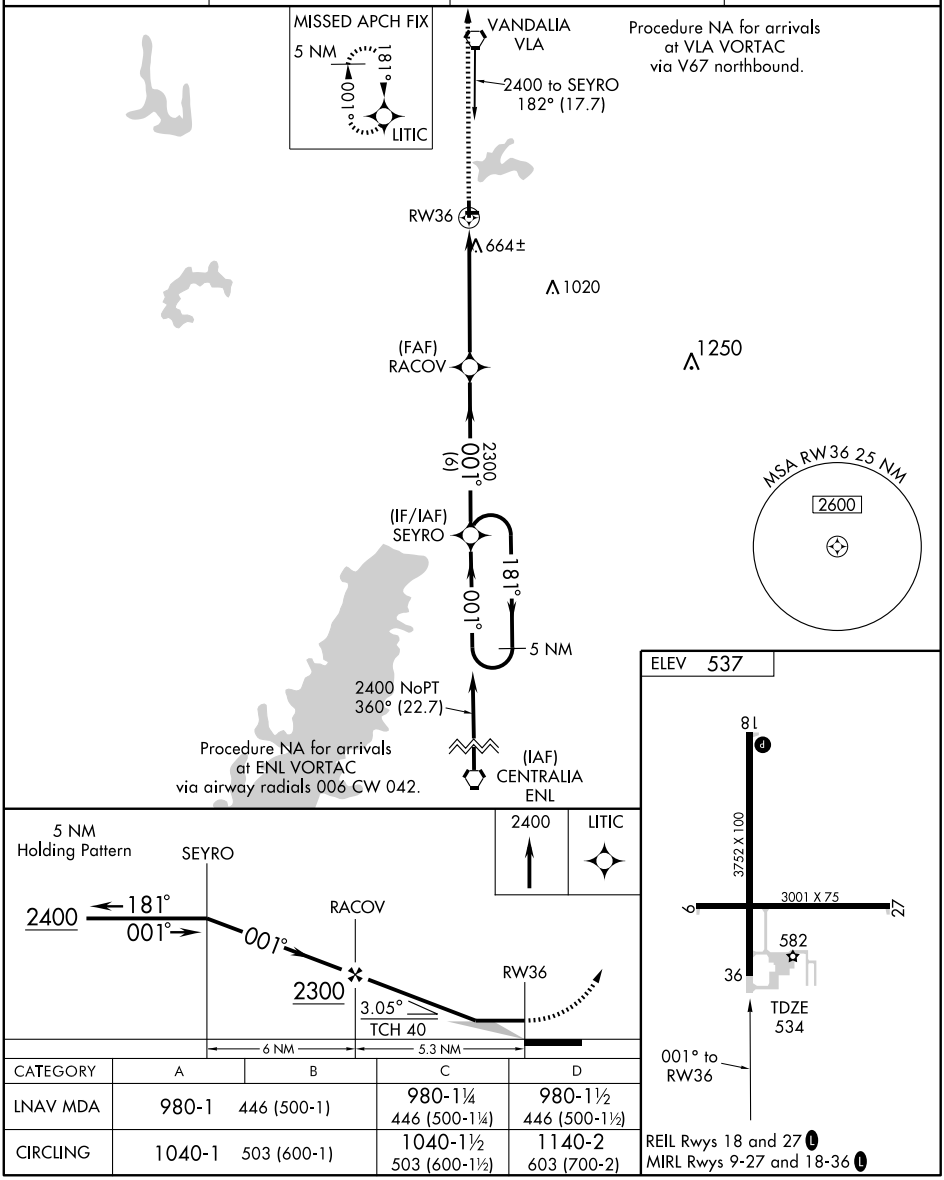
APP CRS	Rwy Idg	3752
001°	TDZE	534
	Apt Elev	537

RNAV (GPS) RWY 36
VANDALIA MUNI (VLA)

NA
DME/DME RNP -0.3 NA.
Use Salem-Leckrone altimeter setting; if not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2400 direct LITIC and hold.

AWOS-A	SALEM-LECKRONE AWOS-3	KANSAS CITY CENTER	UNICOM
122.8	118.525	124.3 269.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1	446 (500-1)	980-1¼ 446 (500-1¼)	980-1½ 446 (500-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

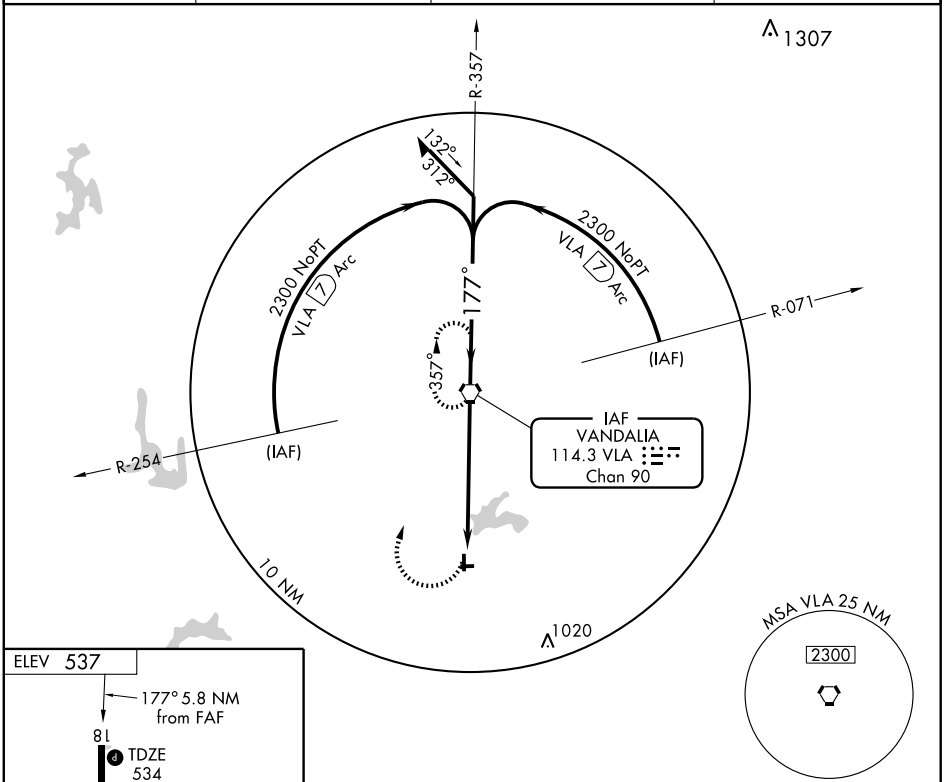
VORTAC VLA	APP CRS	Rwy Idg	3752
114.3	177°	TDZE	534
Chan 90		Apt Elev	537

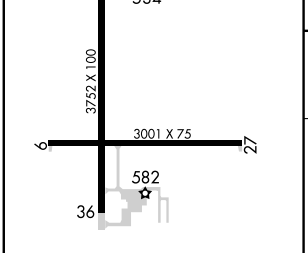
VOR RWY 18
VANDALIA MUNI (VLA)

⚠ NA — Use Salem-Leckrone altimeter setting. If not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2300 direct VLA VORTAC and hold.

AWOS-A	SALEM-LECKRONE AWOS-3	KANSAS CITY CENTER	UNICOM
122.8	118.525	124.3 269.15	122.8 (CTAF) L

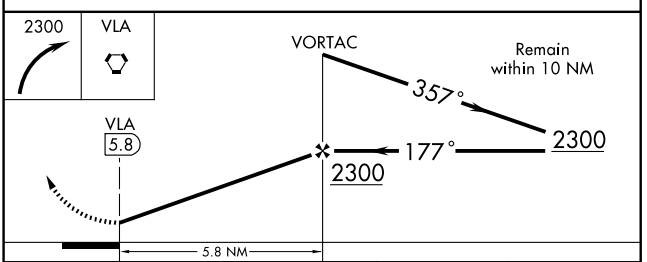




REIL Rwys 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-18	1140-1	606 (700-1)	1140-1¾ 606 (700-1¾)	NA
CIRCLING	1160-1	623 (700-1)	1160-1¾ 623 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19[1]** **ILS or LOC Rwy 23[2]** **RADAR[3]**

[1]NA when local weather not received.
[2]LOC, NA.
[3]NA when Akron-Canton approach control closed.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD ..... **ILS or LOC Rwy 30[1]**
NDB Rwy 30
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.
[1]NA when control tower closed.

ASHTABULA, OH

ASHTABULA COUNTY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS Rwy 26

NA when local weather not available.

ATHENS (ALBANY), OH

OHIO U SNYDER FIELD ..... **NDB Rwy 25**

NA when local weather not available.

BLOOMINGTON, IN

MONROE COUNTY ... **ILS or LOC/DME Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 6
VOR/DME Rwy 24

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L[124]** **LOC BC Rwy 3R[13]** **NDB Rwy 21L[124]** **NDB Rwy 25[134]** **RNAV (GPS) Rwy 21L[34]** **RNAV (GPS) Rwy 25[145]**

[1]NA when control tower closed.
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.

CLEVELAND, OH

BURKE LAKEFRONT ..... **ILS or LOC Rwy 24R**
NDB or GPS Rwy 24R[1]

NA when control tower closed.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CUYAHOGA COUNTY .... **ILS or LOC Rwy 24[12]**
LOC/DME BC Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

COLUMBUS, IN

COLUMBUS MUNI ..... **ILS Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD ..... **ILS or LOC Rwy 4[12]**
NDB Rwy 4[12]
RNAV (GPS) Rwy 4[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE
UNIVERSITY ..... **ILS or LOC Rwy 9R**
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[23]
ILS or LOC Rwy 28L[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH

DAYTON-
WRIGHT BROTHERS ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN

ELKHART MUNI ..... **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]
[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[13]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]
[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 800-2½.

SMITH FIELD ..... **VOR Rwy 13**
NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL ..... **NDB or GPS Rwy 30**
NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

HAMILTON, OH

BUTLER COUNTY RGNL .. **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

HUNTINGBURG, IN

HUNTINGBURG ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK ..... **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL ..... **VOR or GPS Rwy 18**
NA except for operators with approved weather reporing service.

KNOX, IN

STARKE COUNTY ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
VOR Rwy 32
NA when local weather not available.

LAFAYETTE, IN

PURDUE UNIVERSITY ..... **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]
[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY .... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 28
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN

CASS COUNTY ..... **VOR/DME RNAV Rwy 27**
VOR -A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL ..... **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH

MANSFIELD LAHM RGNL ..... **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH

MARION MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN

DELAWARE COUNTY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 20[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD ..... **VOR-A**
Category C, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

NEWARK, OH

NEWARK-HEATH ..... **LOC Rwy 9**[1]
VOR-A[2]

[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

SHELBYVILLE, IN

SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL ..... **ILS or LOC Rwy 9R**[1]
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI ..... **ILS or LOC Rwy 24**[12]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]

[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-HULMAN FIELD ..... **LOC BC Rwy 23**[1]
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]

[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

TOLEDO, OH

METCALF FIELD ..... **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS ..... **ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]

[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

URBANA, OH

GRIMES FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

VALPARAISO, IN

PORTER COUNTY MUNI ..... **ILS Rwy 27**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]

[1]LOC, NA.
[2]NA when local weather not available.

VAN WERT, OH

VAN WERT COUNTY ..... **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WARSAW, IN

WARSAW MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WILMINGTON, OH

AIRBORNE AIRPARK ..... **ILS or LOC Rwy 4L[14]**
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]

NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI ..... **VOR or GPS Rwy 4[1]**
VOR or GPS Rwy 22[2]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

21 OCT 2010 to 18 NOV 2010

AKRON, OH

Amdt. 23A, April 8, 2010 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▼ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1720**/24	511	(600-½)	CD	**1720**/50	511	(600-1)
	5		AB	**1640**-1	438	(500-1)	C	**1640**-1¼	438	(500-1¼)
			D	**1640**-1½	438	(500-1½)				
	19		ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23		ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING			AB	**1760**-1	532	(600-1)	C	**1760**-1½	532	(600-1½)
			D	**1780**-2	552	(600-2)				

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
			D	**880**/50	462	(500-1)				
	4		AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
			D	**880**-1½	495	(500-1½)				
	36		AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
			D	**880**-1½	497	(500-1½)				
	18		AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
			D	**880**-1½	484	(500-1½)				
CIRCLING			A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
			C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

21 OCT 2010 to 18 NOV 2010

FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

21 OCT 2010 to 18 NOV 2010

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

21 OCT 2010 to 18 NOV 2010

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

TOLEDO, OH

Amdt. 19A, AUG 26, 2010 (FAA) ELEV **683**

TOLEDO EXPRESS

RADAR - 134.35 317.55 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1080**-1	412	(500-1)	CD	**1080**-1¼	412	(500-1¼)
		E	**1080**-1½	412	(500-1½)				
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	497	(500-1)	C	**1180**-1½	497	(500-1½)
		D	**1240**-2	557	(600-2)	E	**1360**-2½	677	(700-2½)

For inoperative ALSF-2, increase S-7 CAT D visibility to RVR 6000, CAT E to 1½.
For inoperative MALSR, increase S-25 CAT D/E visibility to 1¼.

YOUNGSTOWN-WARREN, OH Amdt. 13A, MAY 6, 2010 (FAA) ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		AB	**1600**/24	415	(500-½)	C	**1600**/40	415	(500-¾)
			D	**1600**/50	415	(500-1)				
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
AMDT 1A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 7,** 300-1. **Rwy 19,** 300-1 or std. w/ min. climb of 394' per NM to 1300. **Rwy 25,** 300-1¾ or std. w/ min. climb of 265' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning North.
NOTE: **Rwy 7,** numerous trees, poles, roads, and terrain points beginning 45' from DER, both sides of centerline, up to 120' AGL/1189' MSL. **Rwy 19,** tree 3244' from DER, 631' right of centerline, 100' AGL/1203' MSL. **Rwy 25,** tower 1.4 NM from DER, 216' left of centerline, 309' AGL/1342' MSL.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

NAME	TAKE-OFF MINIMUMS

ASHLAND, OH

ASHLAND COUNTY (3G4)
AMDT 3 10126 (FAA)
NOTE: **Rwy 1,** trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL. **Rwy 19,** trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

21 OCT 2010 to 18 NOV 2010

ATHENS (ALBANY), OH
OHIO UNIVERSITY SNYDER FIELD (UNI)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 200-1 or std. w/ min. climb of 310' per NM to 1000. **Rwy 25,** 200-1 or std. w/ min. climb of 360' per NM to 1000.
NOTE: **Rwy 7,** trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL. Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL. Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL. **Rwy 25,** trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/925' MSL. Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

AUBURN, IN
DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH
BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH
BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BRYAN, OH
WILLIAMS COUNTY (0G6)
ORIG 10154 (FAA)
NOTE: **Rwy 7,** vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL. Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL. Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL. **Rwy 25,** vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL744' MSL. Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL. Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH

LAKEFIELD (CQA)

AMDT 2 10042 (FAA)

NOTE: **Rwy 8,** trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL. Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL. **Rwy 26,** vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL. Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL. Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL. Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

CHILLICOTHE, OH

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 14 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ w/ min. climb of 205' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 413' per NM to 1100 or 600-2¾ w/ min. climb of 228' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 466' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 218' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1300 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL. Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL. Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL. Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL. Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL. Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL. Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL. Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL. Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL. **Rwy 21R,** trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL. Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL. Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL. Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL. **Rwy 21L,** trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL. Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL. Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL. Tower 2 NM from DER, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, poles, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL. Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL. Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL

21 OCT 2010 to 18 NOV 2010

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)
AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN
METTEL FIELD (CEV)
AMDT 2 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.
DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.
NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH
RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

CRAWFORDSVILLE, IN
CRAWFORDSVILLE MU NI (CFJ)
ORIG 10154 (FAA)
NOTE: **Rwy 4,** tree 691' from DER, 324' left of centerline, 100' AGL/889' MSL, vehicle on road, 615' from DER, 41' left of centerline, 17' AGL/816' MSL.

DAYTON, OH
DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to 100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)
NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.
NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH
DELAWARE MUNI (DLZ)
ORIG 07298 (FAA)
NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH
COLUMBIANA COUNTY (02G)
AMDT 2 86296 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH
ELYRIA (1G1)
NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN
EVANSVILLE RGNL (EVV)
AMDT 8 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.
NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)

ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)

AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)

AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)

AMDT 1 10154 (FAA)

NOTE: **Rwy 9,** trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL. Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL. **Rwy 27,** trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL. Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL. Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL. Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL. SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL. Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL. Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

FRANKFORT, IN

FRANKFORT MUNI (FKR)

ORIG 10154 (FAA)

NOTE: **Rwy 4,** vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL. Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL. Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL. Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL. **Rwy 9,** crops 389' from DER, left to right of centerline, 10' AGL/872' MSL. **Rwy 22,** crops 200' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL. **Rwy 27,** crops 299' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

FREMONT, OH

FREMONT (14G)

AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.

NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)

ORIG 08101 (FAA)

NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)

AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course. **Rwy 23,** climb via 215° track to 1500 before proceeding on course.

GARY, IN

GARY/CHICAGO INTL (GYY)

AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH
BROWN COUNTY (GEO)
AMDT 2 10238 (FAA)
NOTE: **Rwy 18,** vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL. Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL. **Rwy 36,** trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL. Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

GOSHEN, IN
GOSHEN MUNI (GSH)
ORIG 08157 (FAA)
NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN
PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN
GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN
GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH
BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH
CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH
HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN
HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN
HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)

NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN
CLARK RGNL (JVY)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 140° to 1300 before turning west. **Rwy 18,** climb heading 182° to 1500 before turning west. **Rwy 32,** climb heading 335° to 1900 before turning west. **Rwy 36,** climb heading 002° to 1600 before turning west.
NOTE: **Rwy 14,** sign 22' from DER, 88' right of centerline, 22' AGL/465' MSL. Tree 262' from DER, 361' left of centerline, 77' AGL/527' MSL. Trees beginning 499' from DER, 175' left of centerline, up to 93' AGL/543' MSL. Trees beginning 596' from DER, 175' right of centerline, up to 96' AGL/536' MSL. Transmission tower and tree beginning 1668' from DER, 306' left of centerline, up to 89' AGL/569' MSL. Tree and transmission towers 1942' from DER, 98' right of centerline, 145' AGL/603' MSL. **Rwy 18,** tree 262' from DER, 524' left of centerline, 60' AGL/490' MSL. Trees beginning 301' from DER, 474' right of centerline, up to 65' AGL/495' MSL. Trees and transmission towers beginning 626' from DER, 105' left of centerline, up to 146' AGL/605' MSL. Trees and light pole beginning 764' from DER, 154' right of centerline, up to 150' AGL/603' MSL. Trees beginning 1375' from DER, 35' left of centerline, up to 121' AGL/551' MSL. Trees beginning 1720' from DER, 28' right of centerline, up to 99' AGL/559' MSL. Transmission towers and catenary beginning 4640' from DER, up to 120' AGL/600' MSL. **Rwy 32,** sign 19' from DER, 87' left of centerline, 14' AGL/474' MSL. Trees beginning 192' from DER, 324' right of centerline, up to 76' AGL/546' MSL. Tree 385' from DER, 269' left of centerline, 61' AGL/531' MSL. Building 559' from DER, 165' right of centerline, 25' AGL/485' MSL. Pole and tree 1026' from DER, 25' left of centerline, up to 47' AGL/507' MSL. Tree 1053' from DER, 510' left of centerline, 90' AGL/560' MSL. Tree 2052' from DER, 12' left of centerline, 99' AGL/569' MSL. **Rwy 36,** tree 1736' from DER, 909' right of centerline, 73' AGL/533' MSL.

KENDALLVILLE, IN
KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN
KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH
HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN
STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.
Rwy 18, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

KOKOMO, IN
KOKOMO MUNI (OKK)
ORIG 10210 (FAA)
NOTE: **Rwy 5,** trees beginning 501' from DER, 362' right of centerline, up to 41' AGL/870' MSL. Silo and trees beginning 639' from DER, 457' left of centerline, up to 52' AGL/881' MSL. **Rwy 14,** trees, bushes and silo beginning 7' from DER, 196' left of centerline, up to 51' AGL/890' MSL. **Rwy 23,** sign, pole, trees and road beginning 22' from DER, 7' right of centerline, up to 66' AGL/905' MSL. **Rwy 32,** hangar and pole beginning 153' from DER, 490' right of centerline, up to 23' AGL/852' MSL. Trees and silo beginning 949' from DER, 279' left of centerline, up to 51' AGL/877' MSL.

LA PORTE, IN
LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

21 OCT 2010 to 18 NOV 2010

LIMA, OH
LIMA ALLEN COUNTY (AOH)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 10,** bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL. **Rwy 28,** multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 203° to 1200 before turning left.
NOTE: **Rwy 2,** vehicle on road beginning 97' from DER, 191' left of centerline, up to 15' AGL/654' MSL. Vehicle on road 374' from DER, 555' right of centerline, 15' AGL/674' MSL. Trees beginning 169' from DER, left and right of centerline, up to 50' AGL/709' MSL. **Rwy 20,** trees beginning at DER, 181' right of centerline, up to 50' AGL/709' MSL. Vehicles on road 208' from DER, left and right of centerline, 17' AGL/676' MSL. Trees beginning 1418' from DER, left and right of centerline, up to 50' AGL/719' MSL.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGI/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1.
Rwy 26, 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.
NOTE: **Rwy 9,** trees beginning 520' from DER, 4' right of centerline, up to 80' AGL/1239' MSL. **Rwy 27,** pole 507' from DER, 251' right of centerline, 34' AGL/1251' MSL.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTYRGNL (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL.**Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

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NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

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RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

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SOUTH BEND, IN

SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN

SKY KING (3I3)
AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.

DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)

NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)
AMDT 2 09183 (FAA)

NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH
METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 22,32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.
NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.
DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH
WYANDOT COUNTY (56D)
ORIG 80150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

URBANA, OH
GRIMES FIELD (I74)
AMDT 1 10266 (FAA)
NOTE: **Rwy 2,** numerous trees beginning 995' from DER, 6' left of centerline, up to 100' AGL/1152' MSL. Numerous trees beginning from 2106' from DER, 327' right of centerline, up to 100' AGL/1140' MSL. Numerous power poles 1204' from DER, 654' right of centerline, 55' AGL/1125' MSL. **Rwy 20,** numerous trees beginning 5' from DER, 487' left of centerline, up to 100' AGL/1111' MSL. Tank 5459' from DER, 1062' left of centerline, 170' AGL/1195' MSL. Numerous trees beginning 672' from DER, 92' right of centerline, up to 100' AGL/1120' MSL.

VALPARAISO, IN
PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)
NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH
VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH
DARKE COUNTY (VES)
AMDT 2A 10154 (FAA)
NOTE: **Rwy 9,** trees 149' from DER, 353' left of centerline up to 50' AGL/1085' MSL. Tower 320' from DER, 326' left of centerline, 30' AGL/1033' MSL. Vehicle on road, 434' from DER, on centerline, 15' AGL/1019' MSL. **Rwy 27,** vehicle on road, 373' from DER, on centerline, 15' AGL/1019' MSL.

WADSWORTH, OH
WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.
NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

21 OCT 2010 to 18 NOV 2010

WAPAKONETA, OH
NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)
NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN
WARSAW MUNI (ASW)
AMDT 2 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 242' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
NOTE: **Rwy 9,** multiple trees beginning 1369' from DER, 176' left of centerline, up to 68' AGL/908' MSL. Vehicles on road, 185' from DER, 264' left of centerline, 15' AGL/866' MSL. Obstruction light on tower, 5640' from DER, 105' left of centerline, 171' AGL/1020' MSL. Vehicles on road, 182' from DER, 22' right of centerline, 15' AGL/865' MSL. **Rwy 18,** tree 1276' from DER, 298' right of centerline, 65' AGL/905' MSL. **Rwy 27,** tree 1127' from DER, 521' right of centerline, 37' AGL/877' MSL. **Rwy 36,** vehicles on road 505' from DER, on centerline, 15' AGL/864' MSL. Trees beginning 1768' from DER, 32' left of centerline, up to 100' AGL/929' MSL. Tree 1666' from DER, 569' right of centerline, 100' AGL/929' MSL.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.
NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH
FULTON COUNTY (USE)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH
PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end ofrunway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' rightof centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½*

Rwy 23R, 400-2¾**

Rwy 23L, 400-2¾***

* Or standard with minimum climb of 240ft/NM to 1100'.

** Or standard with minimum climb of 260ft/NM to 1300'.

*** Or standard with minimum climb of 210ft/NM to 1300'.

Rwy 5R, Climb on track 050° until reaching 1100.

TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.

Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN, OH (CON'T)

YOUNGSTOWN ELSER METRO (4G4)

AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¾ or std. w/ min. climb of 237' per NM to 1500. **Rwy 28,** 300-1 or std. w/ a min. climb of 463' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 098° to 2000 before proceeding on course. **Rwy 28,** climb heading 278° to 1700 before turning right.

NOTE: **Rwy 10,** vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL. Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL. Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL. **Rwy 28,** trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL. Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL. Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)

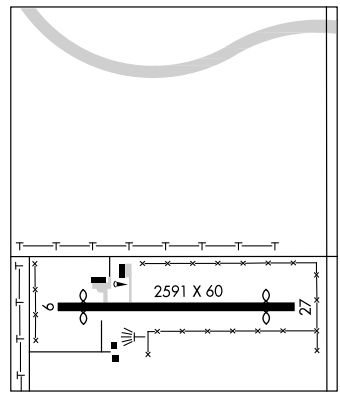
ORIG 03359 (FAA)

NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

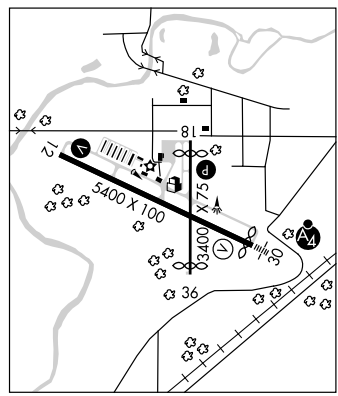
21 OCT 2010 to 18 NOV 2010

AIRPA N39°55.52′ W86°14.28′ NOTAM FILE EYE. ST LOUIS
NDB (LOM) 209 EY 207° 6.2 NM to Eagle Creek Airpark. Unmonitored.

ALEXANDRIA (I99) 3 SE UTC−5(−4DT) N40°13.95′ W85°38.25′ CHICAGO
900 NOTAM FILE HUF L–27E
RWY 09–27: H2591X60 (ASPH) 0.3% up W. IAP
RWY 09: Thld dsplcd 195′. Crops.
RWY 27: Thld dsplcd 277′. Crops.
AIRPORT REMARKS: Attended irregularly. Heavy glider activity on and invof arpt. Rwy 09–27 grass growing through numerous cracks.
COMMUNICATIONS: CTAF/UNICOM 123.05
MUNCIE RCO 122.1R 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 272° 11.2 NM to fld. 935/3W.



ANDERSON MUNI–DARLINGTON FLD (AID) 3 E UTC−5(−4DT) N40°06.52′ W85°36.78′ CHICAGO
919 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE AID H–5E, 10F, L–27E
RWY 12–30: H5400X100 (ASPH–GRVD) S–45, D–55, 2D–85 MIRL 0.7% up SE. IAP
RWY 12: REIL. VASI (V4L)—GA 3.0° TCH 46′. Trees.
RWY 30: MALSF. VASI(V4L)—GA 3.0° TCH 47′. Thld dsplcd 88′. Road.
RWY 18–36: H3400X75 (ASPH–GRVD) S–10 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 27′. Thld dsplcd 301′. Tree.
RWY 36: Thld dsplcd 298′. Road.
AIRPORT REMARKS: Attended 1 Oct–31 Mar Mon–Fri 1100–2300Z‡, 1 Apr–30 Sep Mon–Fri 1100–0000Z‡. For arpt attendance after hours phone 765–639–4372 or arpt mgr 765–639–4611. Unattended Easter, Independence Day, Thanksgiving, Christmas and New Year day. Acft departing Rwy 12, Rwy 18, Rwy 36, unable to see each other. Deer on and invof arpt. Rwy 18–36 not avbl to air carrier acft over 30 passenger seats. When twr clsd ACTIVATE MIRL Rwy 18–36 and Rwy 12–30, MALSF Rwy 30, VASI Rwy 12 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (765) 378–1510.
COMMUNICATIONS: CTAF 126.0 **UNICOM** 122.95
MUNCIE RCO 122.1R, 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
TOWER 126.0 (1400–2200Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc Mon–Fri 1400–2200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 236° 12.7 NM to fld. 935/3W.
VIDEO NDB (MHW/LOM) 371 AI N40°04.17′ W85°30.64′ 299° 5.3 NM to fld. NOTAM FILE AID. Unmonitored when twr clsd.
ILS 110.1 I–AID Rwy 30. Class IA. LOM VIDEO NDB. LOC/LOM unmonitored when twr clsd.



ANGOLA N41°38.39′ W85°05.22′ NOTAM FILE HUF. CHICAGO
NDB (MHW) 347 ANQ at Tri–State Steuben Co. L–28J

VOR/DME MIE	APP CRS	Rwy Idg	2314
114.4	272°	TDZE	900
Chan 91		Apt Elev	900

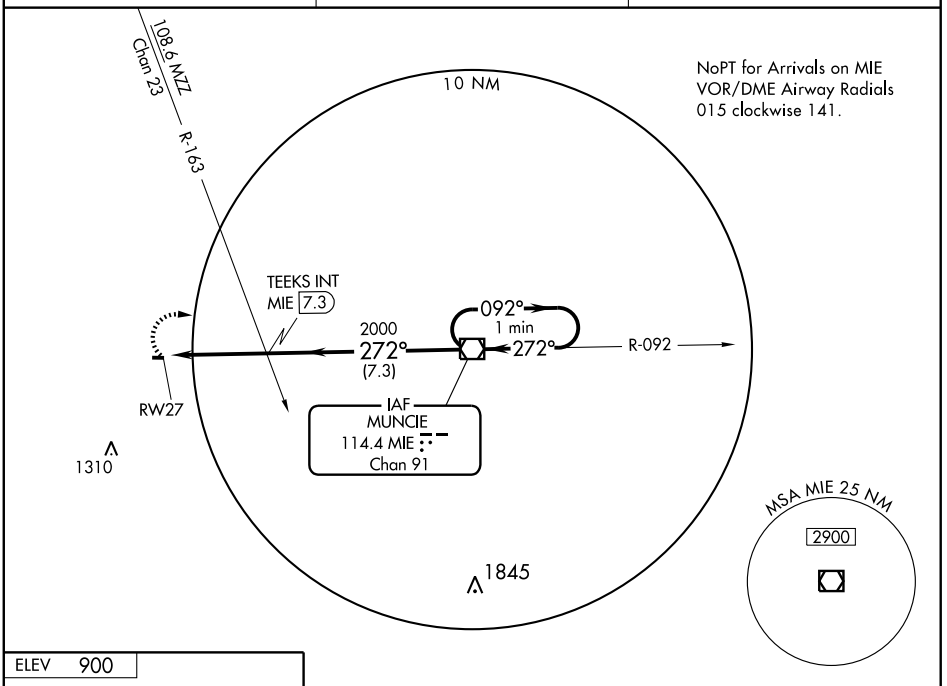
VOR or GPS RWY 27

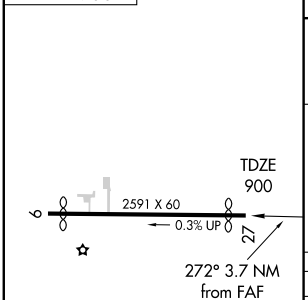
ALEXANDRIA (I99)

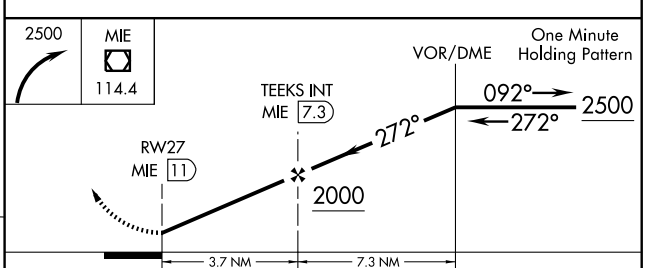
⚠ NA — Use Muncie altimeter setting; when not received, use Indianapolis altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct MIE VOR/DME and hold.

INDIANAPOLIS CENTER	CTAF	UNICOM
120.65 317.8	123.05	123.05







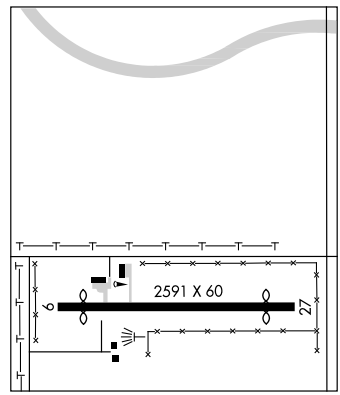
CATEGORY	A	B	C	D
S-27	1320-1	420 (500-1)	NA	
CIRCLING	1340-1 440 (500-1)	1380-1 480 (500-1)	NA	
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-27	1480-1	580 (600-1)	NA	
CIRCLING	1500-1 600 (600-1)	1540-1 640 (700-1)	NA	

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

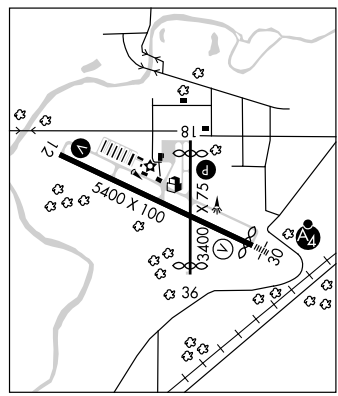
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPA N39°55.52′ W86°14.28′ NOTAM FILE EYE. ST LOUIS
NDB (LOM) 209 EY 207° 6.2 NM to Eagle Creek Airpark. Unmonitored.

ALEXANDRIA (I99) 3 SE UTC−5(−4DT) N40°13.95′ W85°38.25′ CHICAGO
900 NOTAM FILE HUF L–27E
RWY 09–27: H2591X60 (ASPH) 0.3% up W. IAP
RWY 09: Thld dsplcd 195′. Crops.
RWY 27: Thld dsplcd 277′. Crops.
AIRPORT REMARKS: Attended irregularly. Heavy glider activity on and invof arpt. Rwy 09–27 grass growing through numerous cracks.
COMMUNICATIONS: CTAF/UNICOM 123.05
MUNCIE RCO 122.1R 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 272° 11.2 NM to fld. 935/3W.



ANDERSON MUNI–DARLINGTON FLD (AID) 3 E UTC−5(−4DT) N40°06.52′ W85°36.78′ CHICAGO
919 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE AID H–5E, 10F, L–27E
RWY 12–30: H5400X100 (ASPH–GRVD) S–45, D–55, 2D–85 MIRL 0.7% up SE. IAP
RWY 12: REIL. VASI (V4L)—GA 3.0° TCH 46′. Trees.
RWY 30: MALSF. VASI(V4L)—GA 3.0° TCH 47′. Thld dsplcd 88′. Road.
RWY 18–36: H3400X75 (ASPH–GRVD) S–10 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 27′. Thld dsplcd 301′. Tree.
RWY 36: Thld dsplcd 298′. Road.
AIRPORT REMARKS: Attended 1 Oct–31 Mar Mon–Fri 1100–2300Z‡, 1 Apr–30 Sep Mon–Fri 1100–0000Z‡. For arpt attendance after hours phone 765–639–4372 or arpt mgr 765–639–4611. Unattended Easter, Independence Day, Thanksgiving, Christmas and New Year day. Acft departing Rwy 12, Rwy 18, Rwy 36, unable to see each other. Deer on and invof arpt. Rwy 18–36 not avbl to air carrier acft over 30 passenger seats. When twr clsd ACTIVATE MIRL Rwy 18–36 and Rwy 12–30, MALSF Rwy 30, VASI Rwy 12 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (765) 378–1510.
COMMUNICATIONS: CTAF 126.0 **UNICOM** 122.95
MUNCIE RCO 122.1R, 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
TOWER 126.0 (1400–2200Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc Mon–Fri 1400–2200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ 236° 12.7 NM to fld. 935/3W.
VIDEO NDB (MHW/LOM) 371 AI N40°04.17′ W85°30.64′ 299° 5.3 NM to fld. NOTAM FILE AID. Unmonitored when twr clsd.
ILS 110.1 I–AID Rwy 30. Class IA. LOM VIDEO NDB. LOC/LOM unmonitored when twr clsd.



ANGOLA N41°38.39′ W85°05.22′ NOTAM FILE HUF. CHICAGO
NDB (MHW) 347 ANQ at Tri–State Steuben Co. L–28J

LOC I-AID	APP CRS	Rwy Idg	5312
110.1	298°	TDZE	919
		Apt Elev	919

ILS or LOC RWY 30

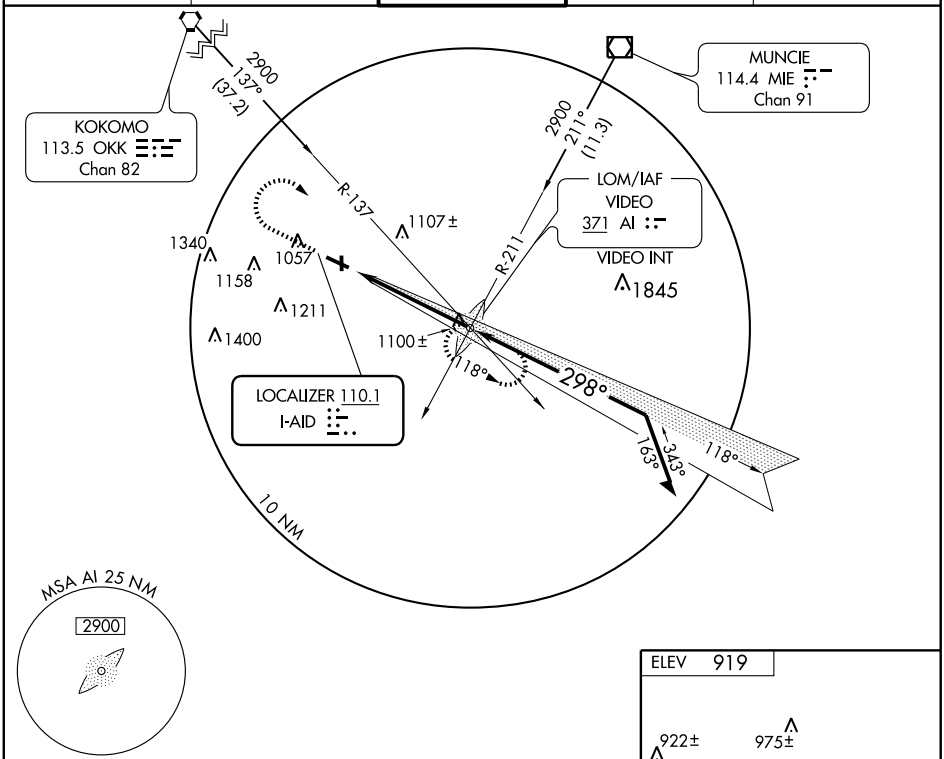
ANDERSON MUNI-DARLINGTON FIELD (AID)

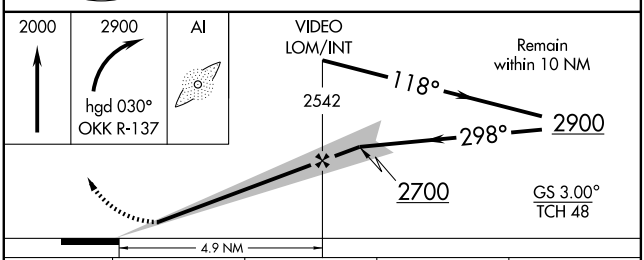
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet.

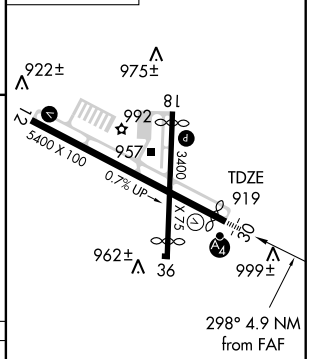
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-137 to VIDEO LOM/Int and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 30	1205-1 286 (300-1)			
S-LOC 30	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	1360-1½ 441 (500-1½)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM AI	APP CRS	Rwy Idg	5312
371	299°	TDZE	919
		Apt Elev	919

NDB RWY 30

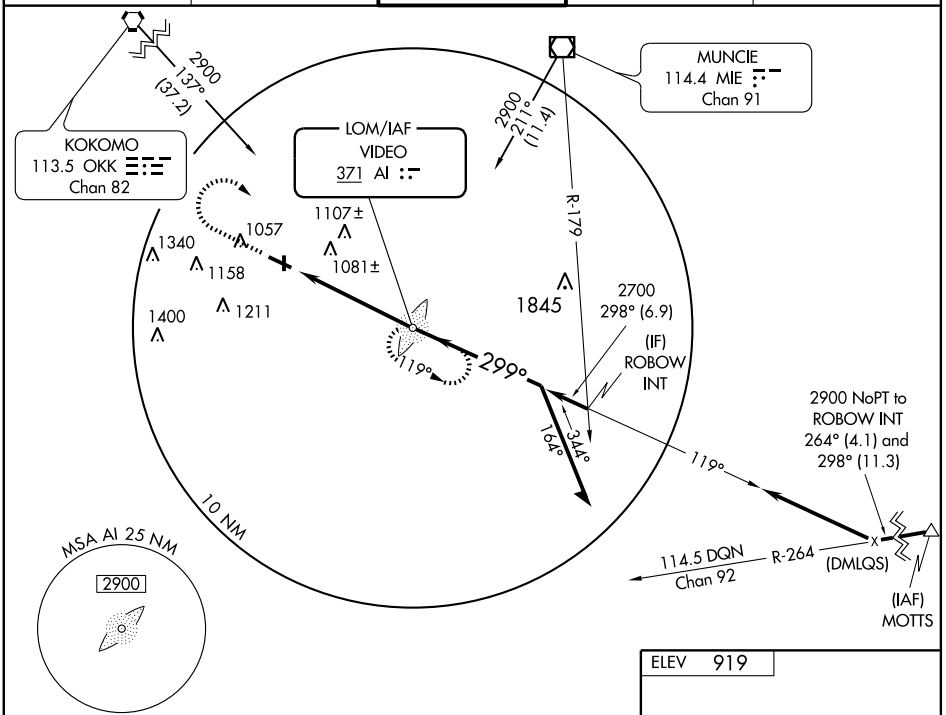
ANDERSON MUNI-DARLINGTON FIELD (AID)

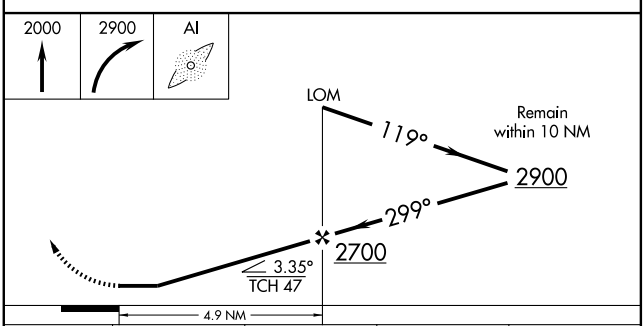
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 ft, and increase S-30 Cat C/D visibility ¼ mile.

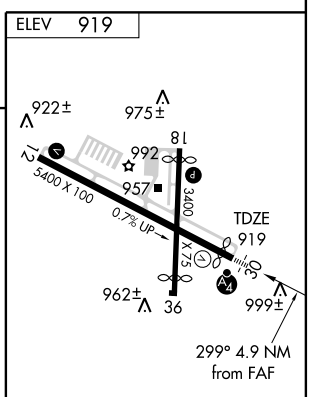
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-30	1400-1	481 (500-1)	1400-1¼ 481 (500-1¼)	1400-1½ 481 (500-1½)
CIRCLING	1400-1	481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L

MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56415 W30A	APP CRS 298°	Rwy Idg 5312 TDZE 919 Apt Elev 919

RNAV (GPS) RWY 30

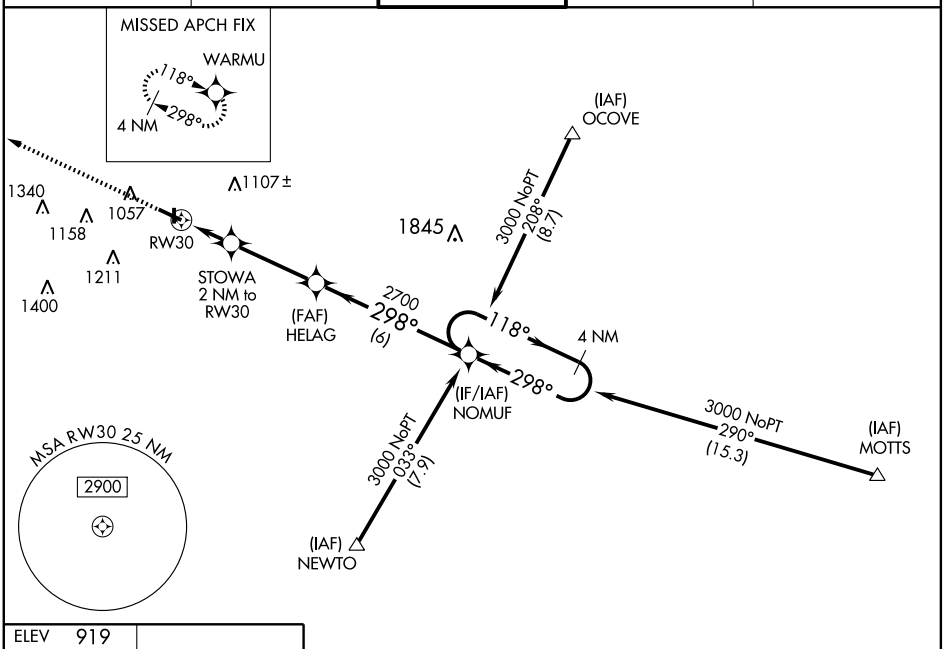
ANDERSON MUNI-DARLINGTON FIELD (AID)

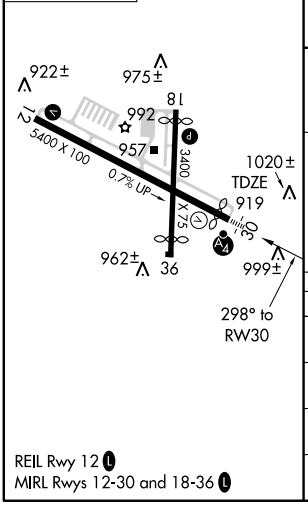
Circling to Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

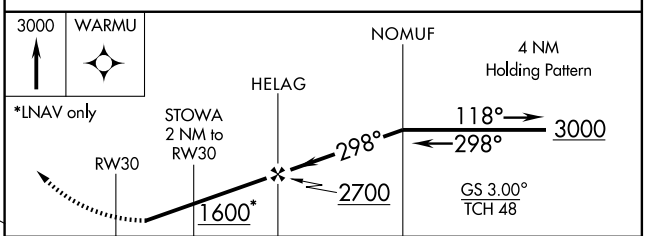
MALSF

MISSED APPROACH: Climb to 3000 direct WARMU and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1234-1 315 (400-1)			
LNAV/VNAV DA	1367-1½ 448 (500-1½)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg	N/A
114.4	235°	TDZE	N/A
Chan 91		Apt Elev	919

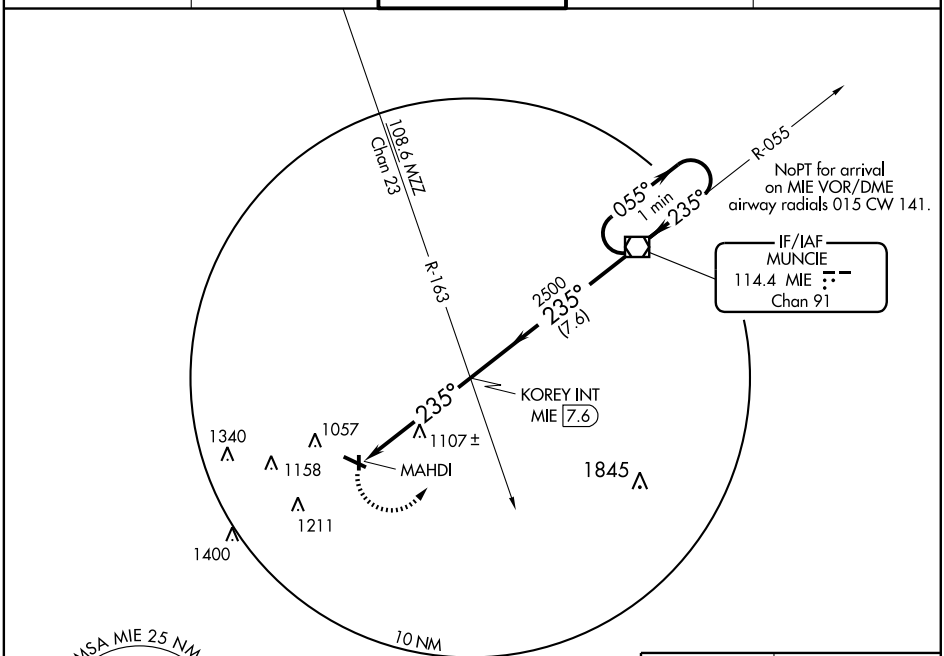
VOR-A

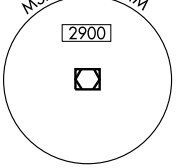
ANDERSON MUNI-DARLINGTON FIELD (AID)

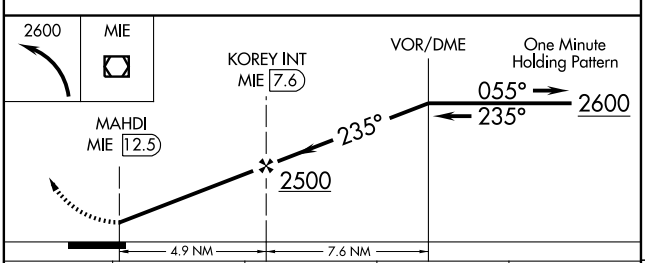
When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 feet.

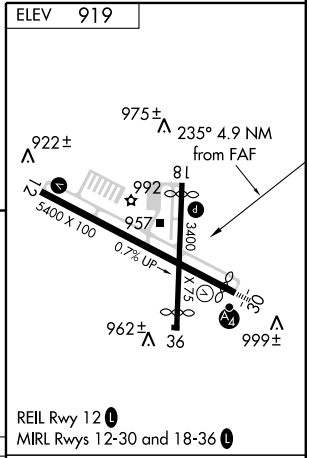
MISSED APPROACH: Climbing left turn to 2600 direct MIE VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95









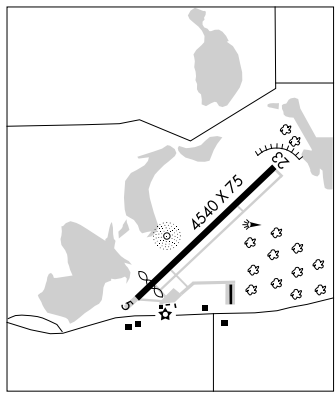
CATEGORY	A	B	C	D
CIRCLING	1420-1	501 (600-1)	1420-1½ 501 (600-1½)	1500-2 581 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ANGOLA

TRI–STATE STEUBEN CO (ANQ) 3 W UTC−5(−4DT) N41°38.38′ W85°05.01′ CHICAGO
995 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28J
RWY 05–23: H4540X75 (ASPH) S–4 MIRL IAP
RWY 05: REIL. Thld dsplcd 540′. Bldg. **RWY 23:** REIL. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4540 TODA–4540 ASDA–4540 LDA–4000
RWY 23: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Birds on and invof arpt. Be alert for deer SS–SR. MIRL Rwy 05–23 preset low ints dusk–0500Z‡; to increase ints and ACTIVATE REIL Rwys 05 and Rwy 23—CTAF. After 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (260) 668–5630.
COMMUNICATIONS: CTAF/UNICOM 123.075
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 214° 29.1 NM to fld. 1040/5W.
ANGOLA NDB (MHW) 347 ANQ N41°38.39′ W85°05.22′ at fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

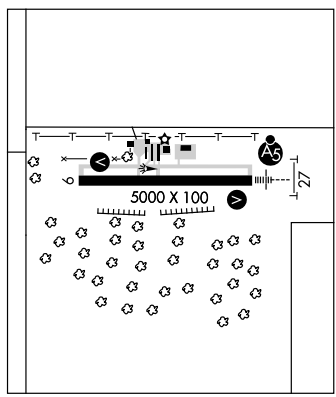


ARENS FLD (See WINAMAC)

AUBON N41°18.50′ W84°56.66′ NOTAM FILE FWA. CHICAGO
NDB (LOM) 227 GW 254° 5.4 NM to DeKalb Co.

AUBURN

DE KALB CO (GWB) 3 S UTC−5(−4DT) N41°18.43′ W85°03.86′ CHICAGO
880 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE HUF H–5E, 10F, L–28J
RWY 09–27: H5000X100 (ASPH–GRVD) MIRL IAP
RWY 09: REIL. VASI(V2L)—GA 3.0° TCH 42′.
RWY 27: MALSR. REIL. VASI(V2L)—GA 3.0° TCH 41′. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1400–2100Z‡. For arpt attendant after hrs phone 260–927–1845. MIRL Rwy 09–27 preset low ints dusk–dawn, to increase ints and ACTIVATE VASI Rwy 09 and Rwy 27 and MALSR Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.15 (260) 925–8225.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy) **CLNC DEL** 126.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 016° 20.5 NM to fld. 793/0E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 082° 19.9 NM to fld. NOTAM FILE HUF.
AUBON NDB (LOM) 227 GW N41°18.50′ W84°56.65′ 274° 5.4 NM to fld.
ILS/DME 108.75 I–GWB Chan 24(Y) Rwy 27. LOM AUBON NDB.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



BALLL N40°10.85′ W85°19.26′ NOTAM FILE MIE. ST. LOUIS
NDB (LOM) 365 JN 320° 5.0 NM to Delaware Co Rgnl.

BEDFORD N38°50.38′ W86°26.18′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 344 BFR at Virgil I. Grissom Muni. L–27D

NDB ANQ	APP CRS	Rwy Idg	4000
347	044°	TDZE	990
		Apt Elev	995

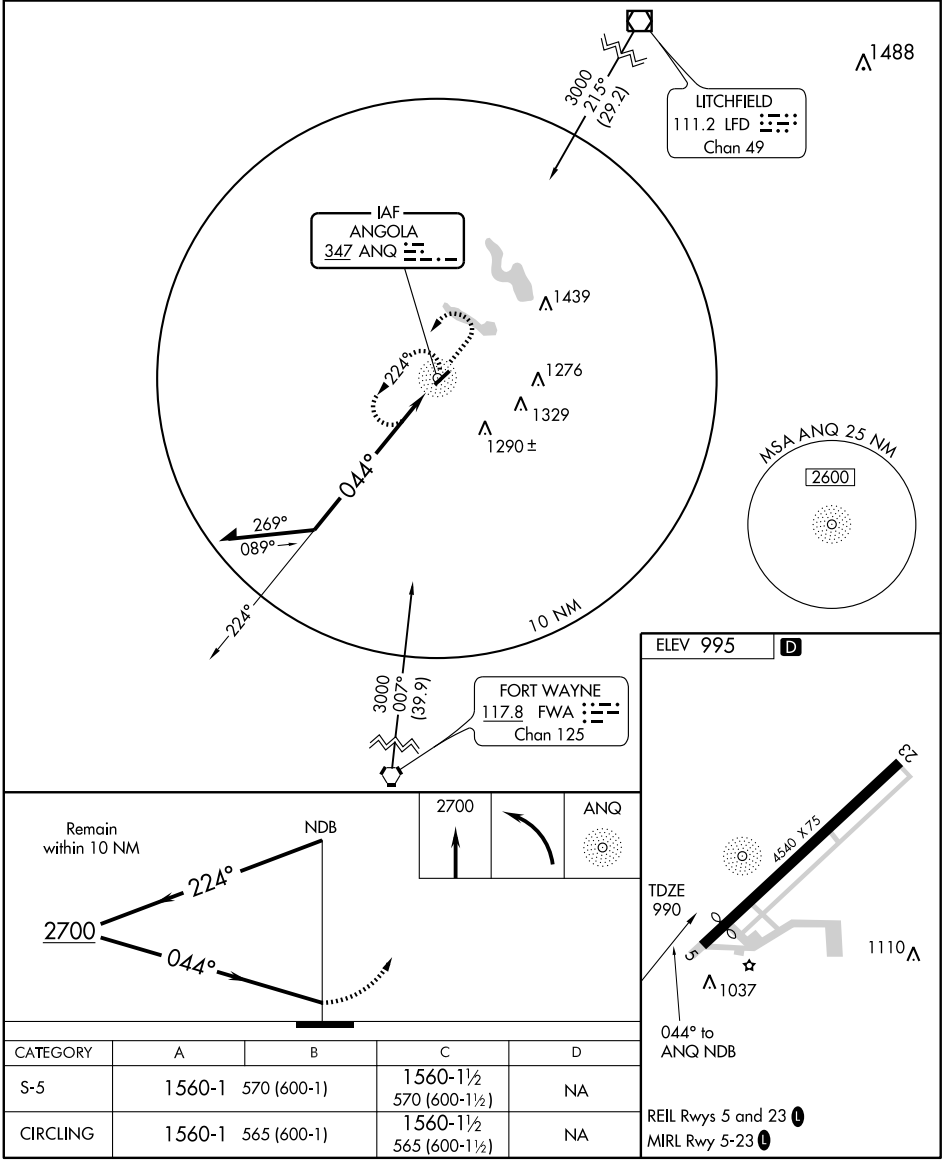
NDB RWY 5

ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

NA

MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-5	1560-1	570 (600-1)	1560-1½ 570 (600-1½)	NA
CIRCLING	1560-1	565 (600-1)	1560-1½ 565 (600-1½)	NA

REIL Rwys 5 and 23 L

MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

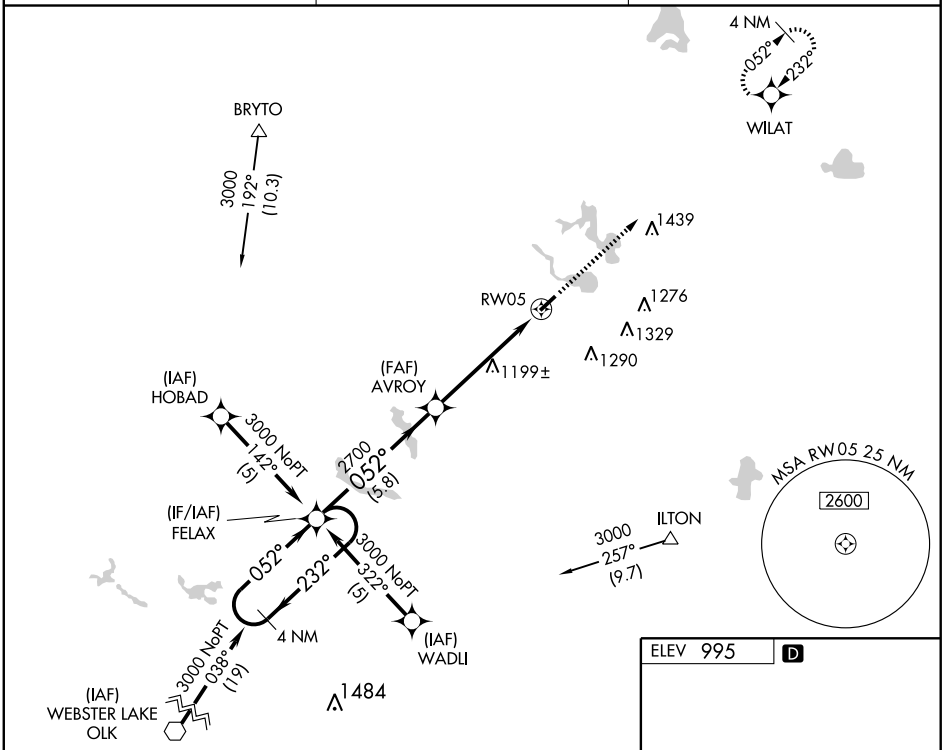
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

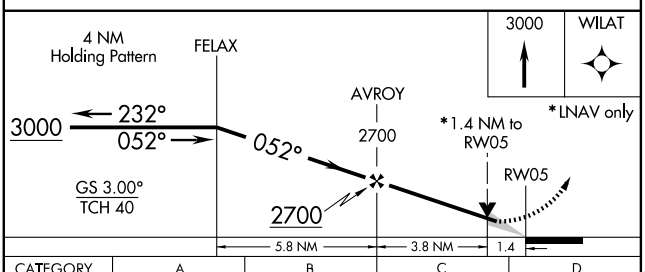
APP CRS	Rwy Idg	4000
052°	TDZE	991
	Apt Elev	995

⚠ NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

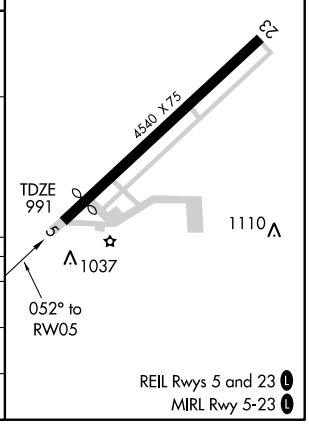
MISSED APPROACH: Climb to 3000 direct WILAT and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1400-1½ 409 (500-1½)			NA
LNAV MDA	1460-1 469 (500-1)			NA
CIRCLING	1520-1 525 (600-1)		1520-1½ 525 (600-1½)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

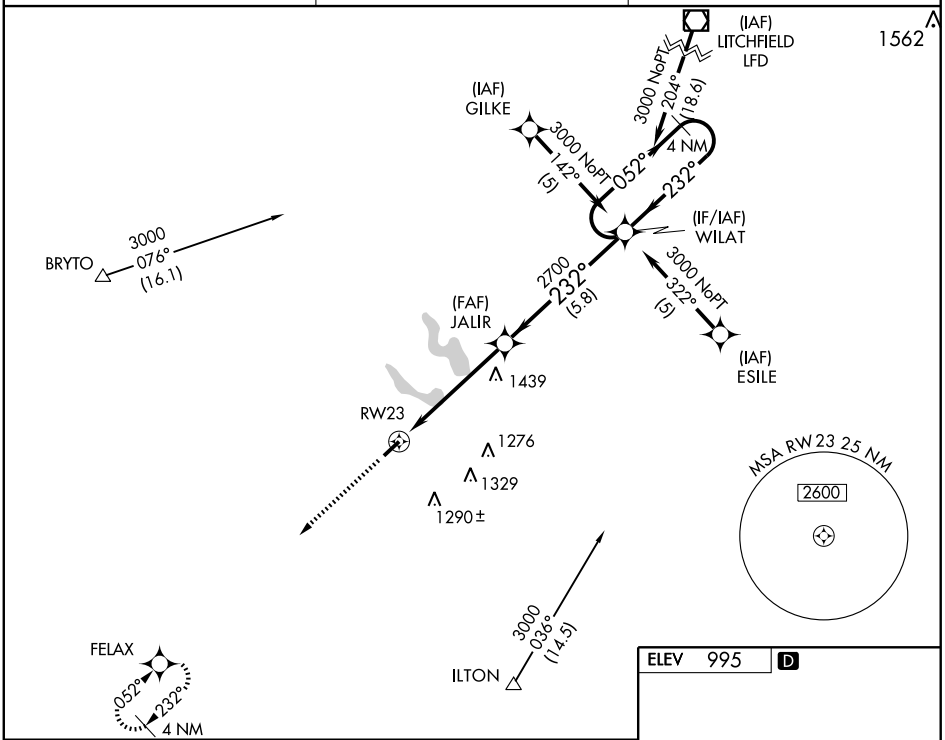
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

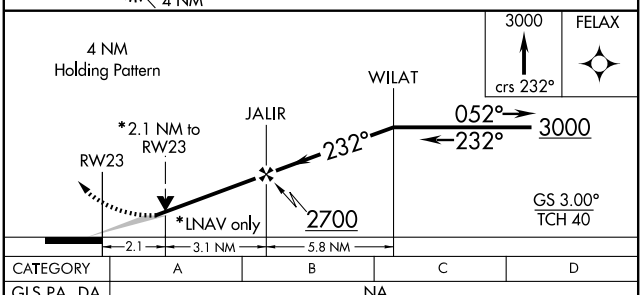
APP CRS		
232°	Rwy Idg	4000
	TDZE	995
	Apt Elev	995

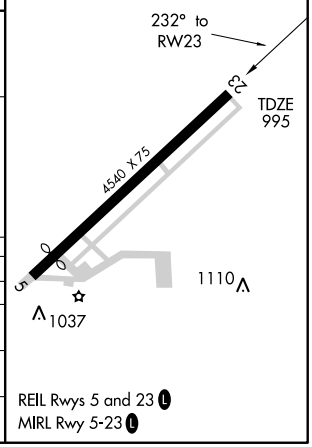
NA — BARO-VNAV NA below -17°C (1°F). GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 232° course to FELAX WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L





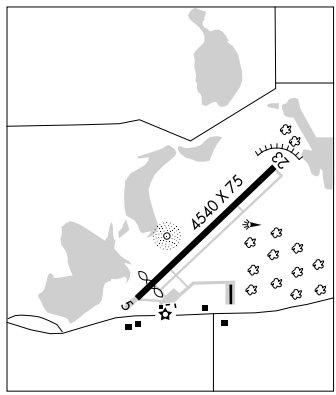


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1460 - 1¾ 465 (500-1¾)			NA
LNAV MDA	1700 - 1 705 (800-1)		1700 - 2 705 (800-2)	NA
CIRCLING	1700 - 1¾ 705 (800-1¾)		1700 - 2 705 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ANGOLA

TRI–STATE STEUBEN CO (ANQ) 3 W UTC−5(−4DT) N41°38.38′ W85°05.01′ CHICAGO
995 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28J
RWY 05–23: H4540X75 (ASPH) S–4 MIRL IAP
RWY 05: REIL. Thld dsplcd 540′. Bldg. **RWY 23:** REIL. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4540 TODA–4540 ASDA–4540 LDA–4000
RWY 23: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Birds on and invof arpt. Be alert for deer SS–SR. MIRL Rwy 05–23 preset low ints dusk–0500Z‡; to increase ints and ACTIVATE REIL Rwys 05 and Rwy 23—CTAF. After 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (260) 668–5630.
COMMUNICATIONS: CTAF/UNICOM 123.075
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 214° 29.1 NM to fld. 1040/5W.
ANGOLA NDB (MHW) 347 ANQ N41°38.39′ W85°05.22′ at fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

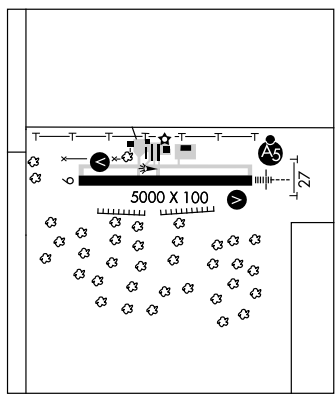


ARENS FLD (See WINAMAC)

AUBON N41°18.50′ W84°56.66′ NOTAM FILE FWA. CHICAGO
NDB (LOM) 227 GW 254° 5.4 NM to DeKalb Co.

AUBURN

DE KALB CO (GWB) 3 S UTC−5(−4DT) N41°18.43′ W85°03.86′ CHICAGO
880 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE HUF H–5E, 10F, L–28J
RWY 09–27: H5000X100 (ASPH–GRVD) MIRL IAP
RWY 09: REIL. VASI(V2L)—GA 3.0° TCH 42′.
RWY 27: MALSR. REIL. VASI(V2L)—GA 3.0° TCH 41′. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1400–2100Z‡. For arpt attendant after hrs phone 260–927–1845. MIRL Rwy 09–27 preset low ints dusk–dawn, to increase ints and ACTIVATE VASI Rwy 09 and Rwy 27 and MALSR Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.15 (260) 925–8225.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy) **CLNC DEL** 126.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 016° 20.5 NM to fld. 793/0E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 082° 19.9 NM to fld. NOTAM FILE HUF.
AUBON NDB (LOM) 227 GW N41°18.50′ W84°56.65′ 274° 5.4 NM to fld.
ILS/DME 108.75 I–GWB Chan 24(Y) Rwy 27. LOM AUBON NDB.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



BALLL N40°10.85′ W85°19.26′ NOTAM FILE MIE. ST. LOUIS
NDB (LOM) 365 JN 320° 5.0 NM to Delaware Co Rgnl.

BEDFORD N38°50.38′ W86°26.18′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 344 BFR at Virgil I. Grissom Muni. L–27D

ILS or LOC RWY 27

AUBURN / DE KALB COUNTY (GWB)

LOC/DME I-GWB	APP CRS	Rwy Idg	5000
108.75	274°	TDZE	880
Chan 24 (Y)		Apt Elev	880

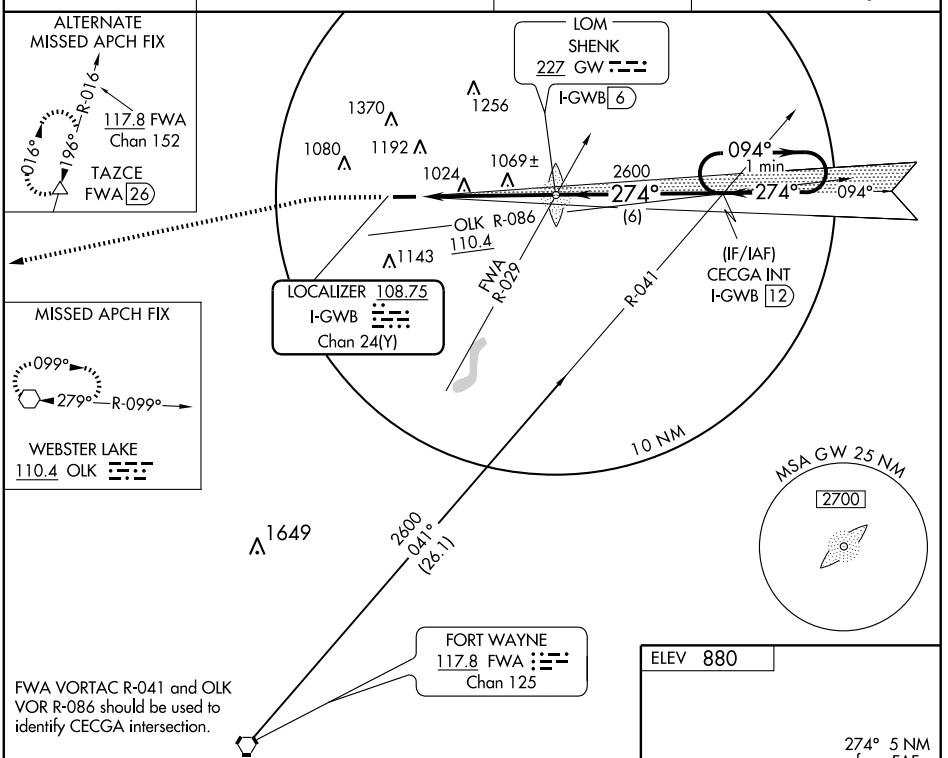
When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA/MDA 60 feet. VDP NA when using Fort Wayne Intl altimeter setting. For inoperative MALSR, when using Fort Wayne Intl altimeter setting increase S-ILS 27 all Cats visibility to 1 mile.

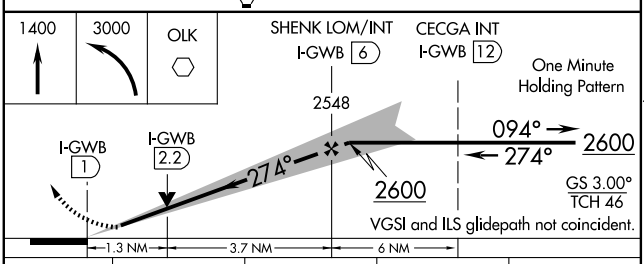
NA

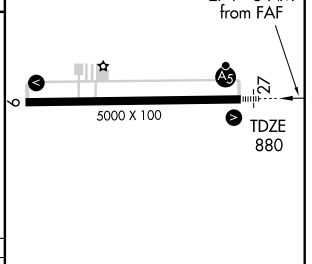
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1080-½ 200 (200-½)			
S-LOC 27	1320-½ 440 (500-½)		1320-¾ 440 (500-¾)	1320-1 440 (500-1)
CIRCLING	1320-1 440 (500-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40201 W09A	APP CRS 094°	Rwy ldg 5000 TDZE 880 Apt Elev 880

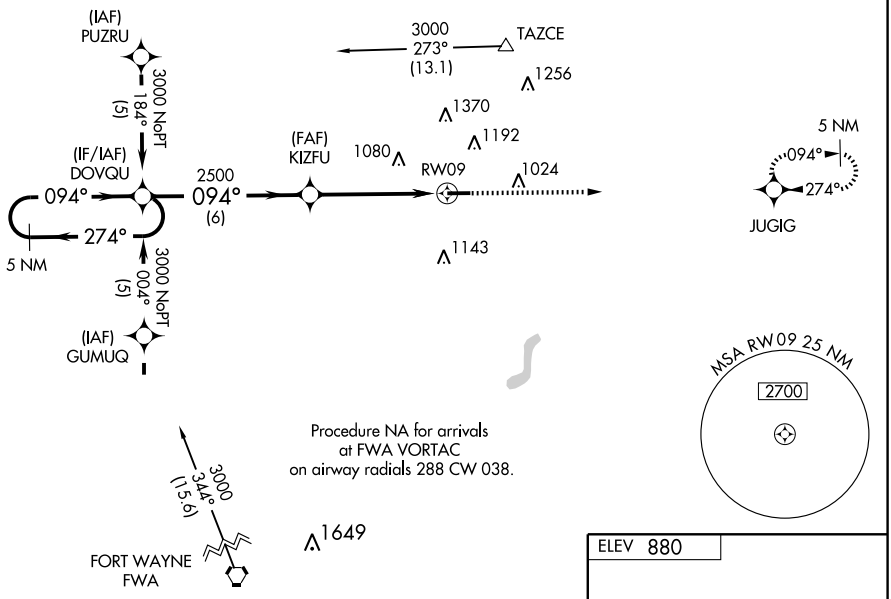
RNAV (GPS) RWY 9

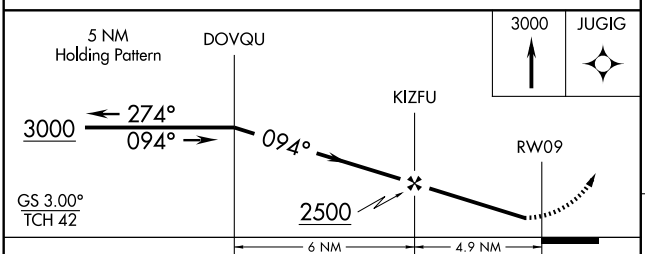
AUBURN / DE KALB COUNTY (GWB)

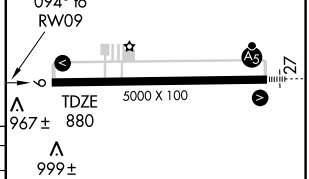
▼ ▲ NA — If local altimeter setting ot received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reductions by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1182-1 302 (400-1)			
LNAV/VNAV DA	1237-1¼ 357 (400-1¼)			
LNAV MDA	1220-1 340 (400-1)			
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5000
CH 86401	274°	TDZE 880
W27A		Apt Elev 880

RNAV (GPS) RWY 27

AUBURN / DE KALB COUNTY (GWB)

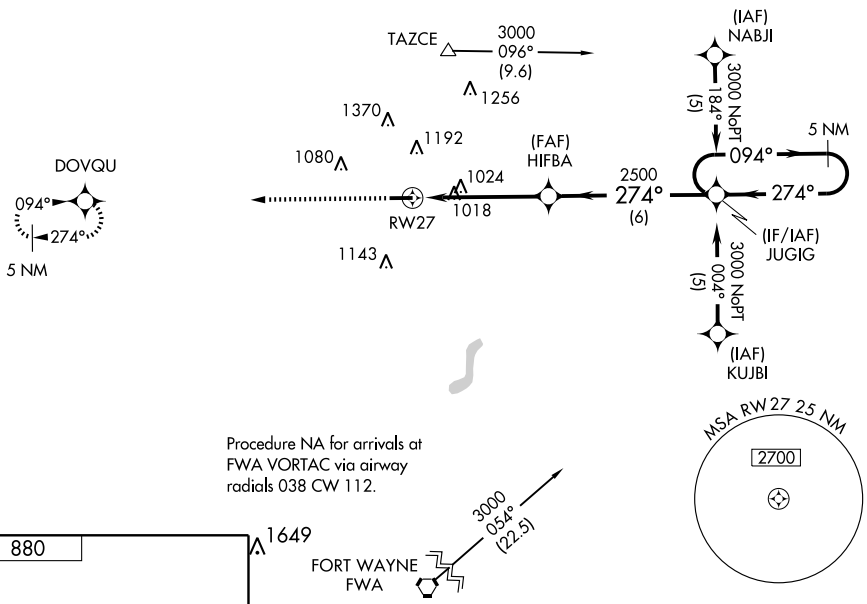
NA

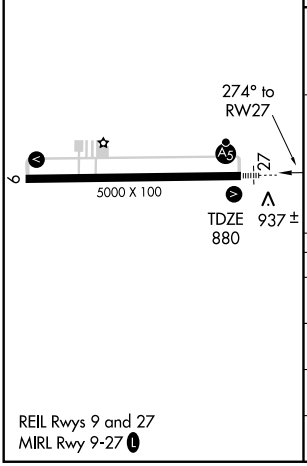
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 60 feet, LNAV/VNAV DA 180 feet, and all MDAs 60 feet. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1, and Cat D visibiltiy to 1¼. Inoperative table does not apply to LPV. DME/DME RNP-0.3 NA.

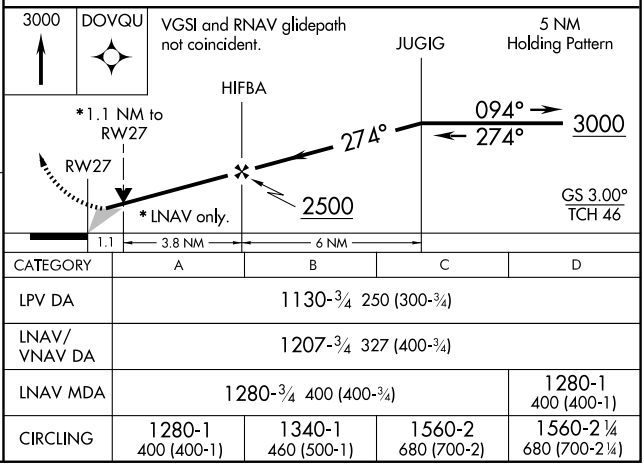
MALSR

MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1130-¾ 250 (300-¾)			
LNAV/ VNAV DA	1207-¾ 327 (400-¾)			
LNAV MDA	1280-¾ 400 (400-¾)			1280-1 400 (400-1)
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 ¼ 680 (700-2 ¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	016°	TDZE	N/A
Chan 125		Apt Elev	880

VOR or GPS-A

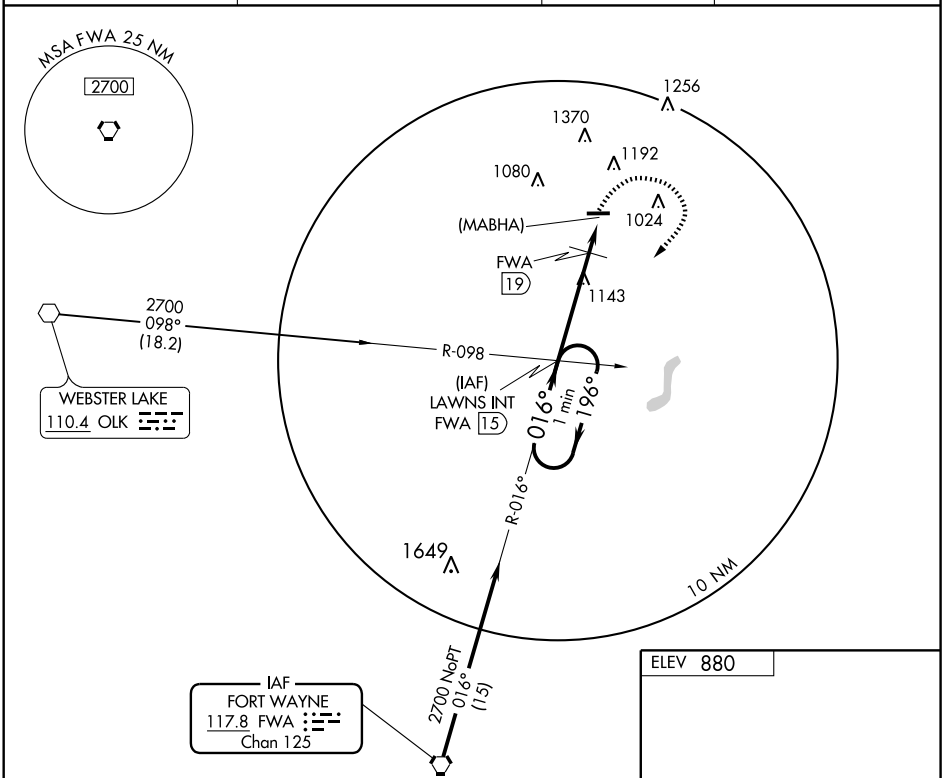
AUBURN / DE KALB COUNTY (GWB)

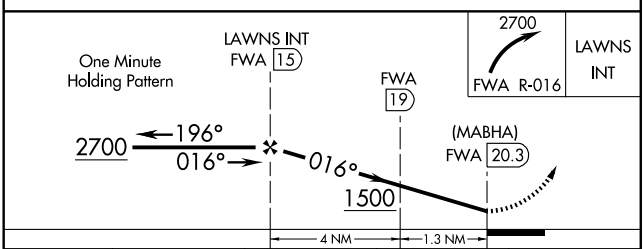
NA

Use Fort Wayne altimeter setting.

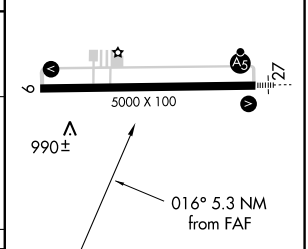
MISSED APPROACH: Climbing right turn to 2700 via FWA R-016 to LAWNS Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1500-1 620 (700-1)	1500-1¼ 620 (700-1¼)	1600-2 720 (800-2)	1600-2¼ 720 (800-2¼)
DME MINIMUMS				
CIRCLING	1360-1 480 (500-1)	1380-1¼ 500 (500-1¼)	1600-2 720 (800-2)	1600-2¼ 720 (800-2¼)



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR OLK 110.4	APP CRS 082°	Rwy Idg 5000 TDZE 880 Apt Elev 880

VOR RWY 9

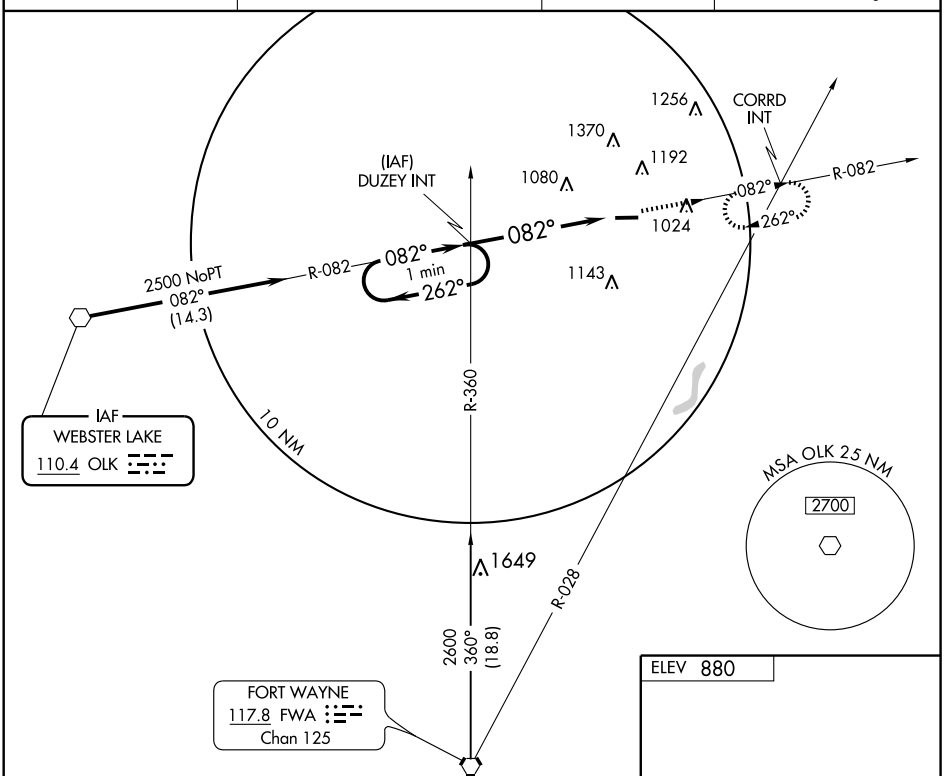
AUBURN / DE KALB COUNTY (GWB)

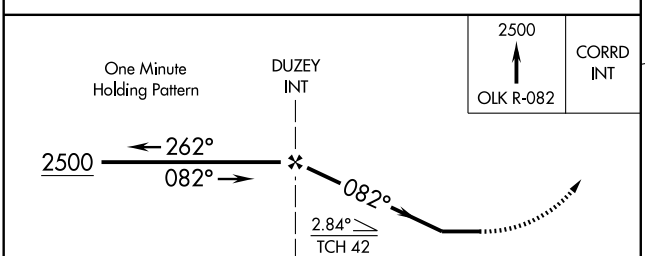
NA

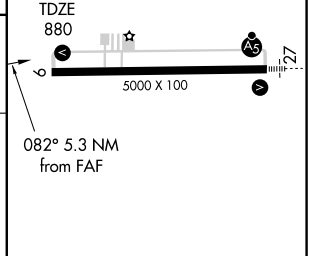
Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2500 via OLK R-082 to CORRD Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF)







CATEGORY	A	B	C	D
S-9	1420-1 540 (600-1)		1420-1½ 540 (600-1½)	1420-1¾ 540 (600-1¾)
CIRCLING	1420-1 540 (600-1)		1600-2 720 (800-2)	1600-2¼ 720 (800-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

BEDFORD

VIRGIL I GRISSOM MUNI (BFR) 3 SE UTC−5(−4DT) N38°50.40′ W86°26.72′

ST. LOUIS
L–27D
IAP

727 B S4 **FUEL** 100LL, JET A TPA—1528(799) NOTAM FILE HUF

RWY 13–31: H4501X100 (ASPH) S–25, D–30 MIRL

RWY 13: REIL. Trees.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 31′. Tree.

RWY 06–24: H3089X70 (ASPH) S–4 0.3% up NE

RWY 06: Thld dsplcd 155′. Road. **RWY 24:** Trees.

AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas Day. CAUTION: Line of sight restrictions to visibility. Deer on and invof arpt. MIRL Rwy 13–31 preset low ints; to increase ints and ACTIVATE REIL Rwy 13–31—122.8.

WEATHER DATA SOURCES: AWOS–3 119.125 (812) 275–8306.

COMMUNICATIONS: CTAF/UNICOM 122.8

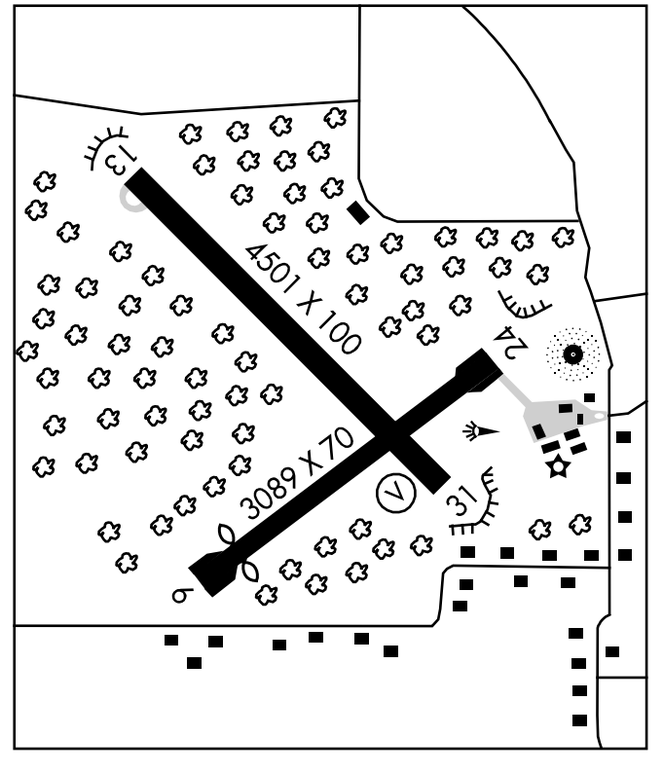
HOOSIER RCO 122.1R 110.2T (TERRE HAUTE RADIO)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.775

RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.

HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ 159° 19.8 NM to fld. 845/2W.

BEDFORD NDB (MHW) 344 BFR N38°50.38′ W86°26.18′ at fld. NOTAM FILE HUF.



BLOOMFIELD

SHAWNEE FLD (1I3) 3 W UTC−5(−4DT) N39°02.67′ W87°00.33′

ST. LOUIS

501 S2 NOTAM FILE HUF

RWY 18–36: 2160X150 (TURF) EDGE LGTS (NSTD)

RWY 36: Building.

AIRPORT REMARKS: Attended on call. For arpt attendant call 812–384–3903. Birds on and invof rwy. Ultralights on and invof arpt. Rwy 18–36 has a minus 4′ slope on E side; N of Rwy 18 thld. Powerplant repairs part–time. Rwy 18–36 NSTD rwy lgts, pvc pipe with glass jars. ACTIVATE NSTD edge lgts Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

BLOOMINGTON

LAKE MONROE SPB (Ø7I) 7 SE UTC−5(−4DT) N39°03.68′ W86°26.77′

ST LOUIS

538 NOTAM FILE HUF

WATERWAY SW–NE: 15000X4000 (WATER)

SEAPLANE REMARKS: Unattended. Low altitude hi–speed military training activity over or near reservoir – ctc HUF FSS for information. Seaplane ops prohibited between SS to SR. Lake use permit required. Call 812–837–9546.

COMMUNICATIONS: CTAF 122.9

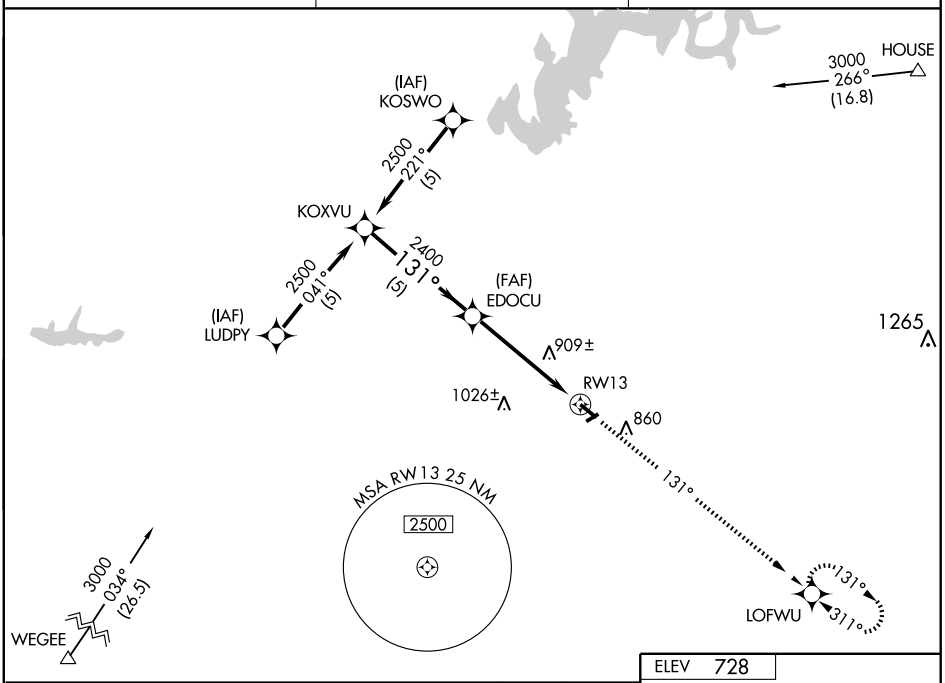
APP CRS	Rwy Idg	4501
131°	TDZE	721
	Apt Elev	728

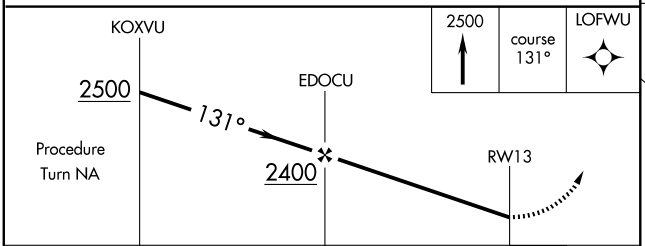
GPS RWY 13

BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

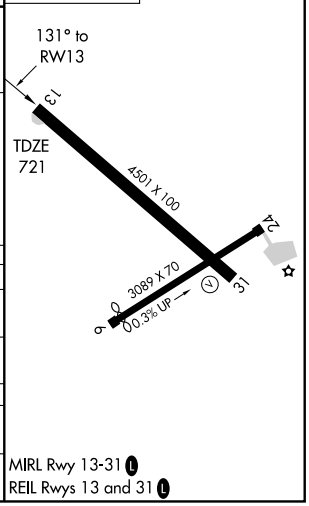
NA	Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2500 via course 131° to LOFWU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4501
311°	TDZE	726
	Apt Elev	728

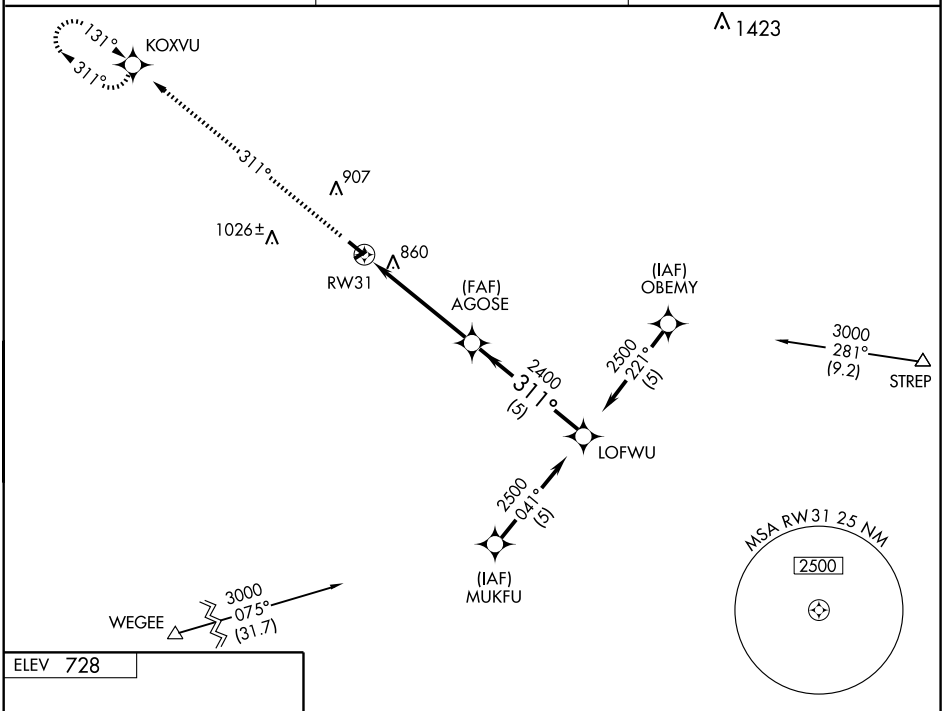
GPS RWY 31

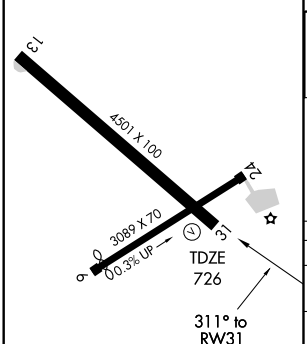
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

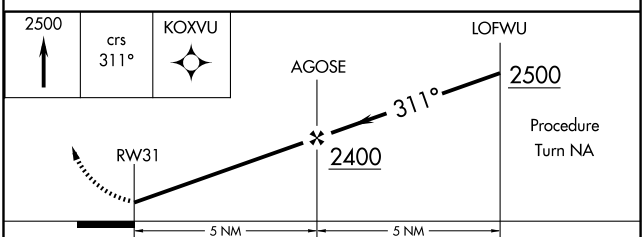
NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 via 311° course to KOXVU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	159°	TDZE 721
Chan 39		Apt Elev 728

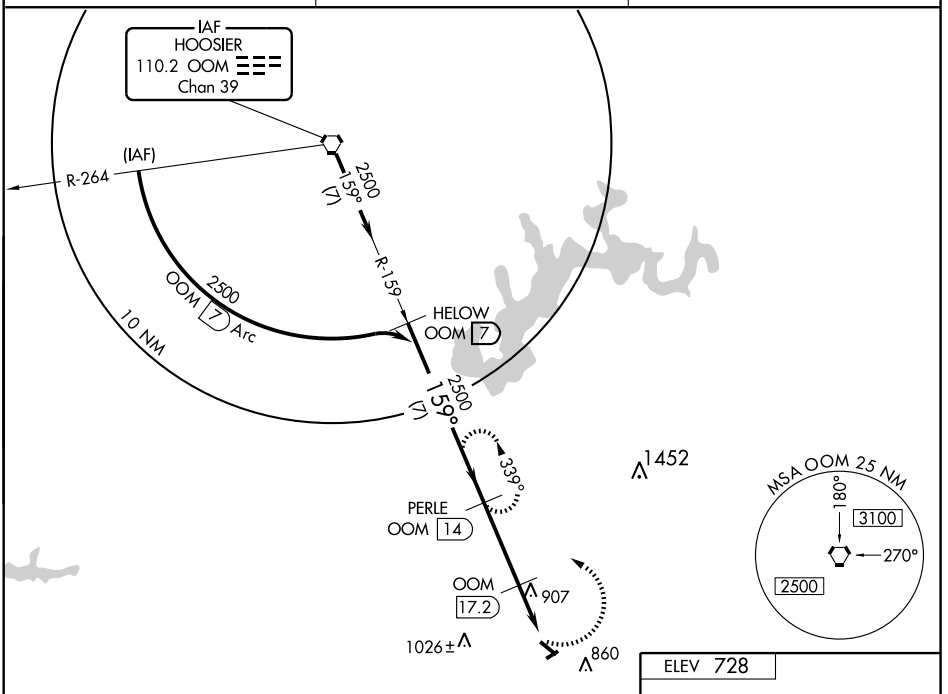
VOR/DME RWY 13

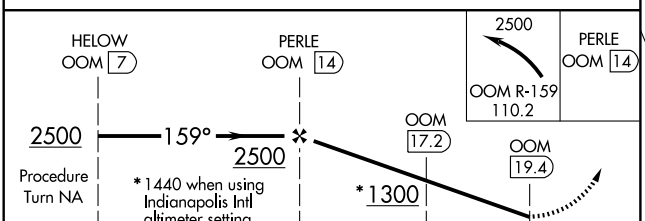
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

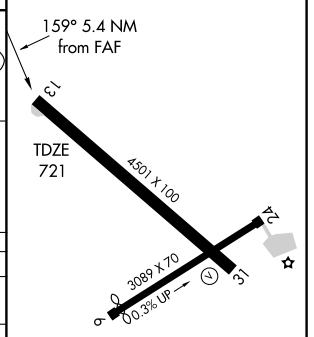
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2 ¼ 672 (700-2 ¼)

MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	338°	TDZE 726
Chan 39		Apt Elev 728

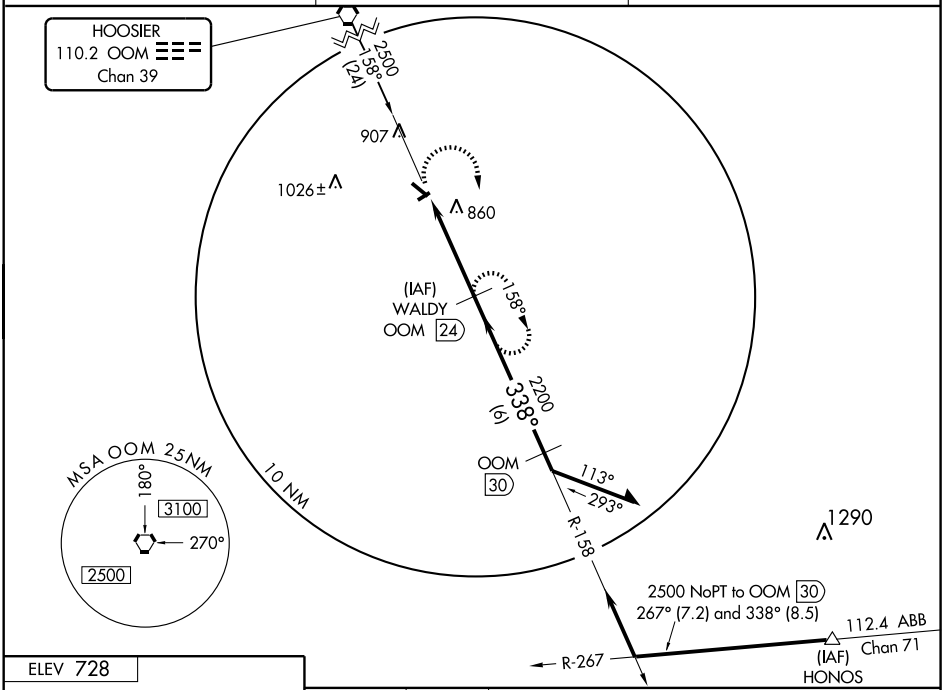
VOR/DME RWY 31

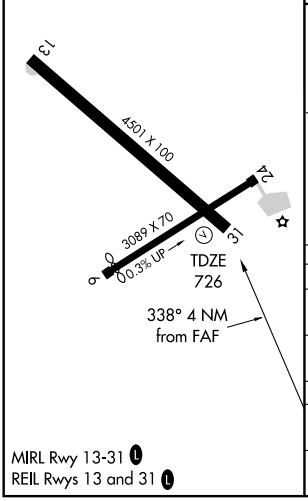
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

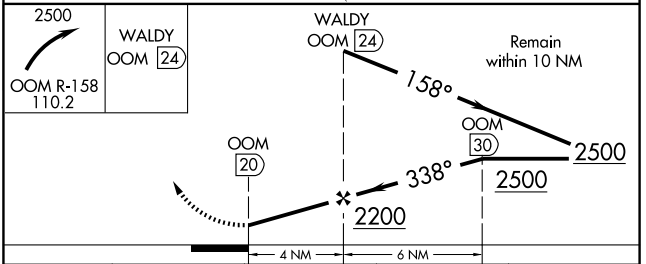
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OOM R-158 to WALDY OOM 24 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

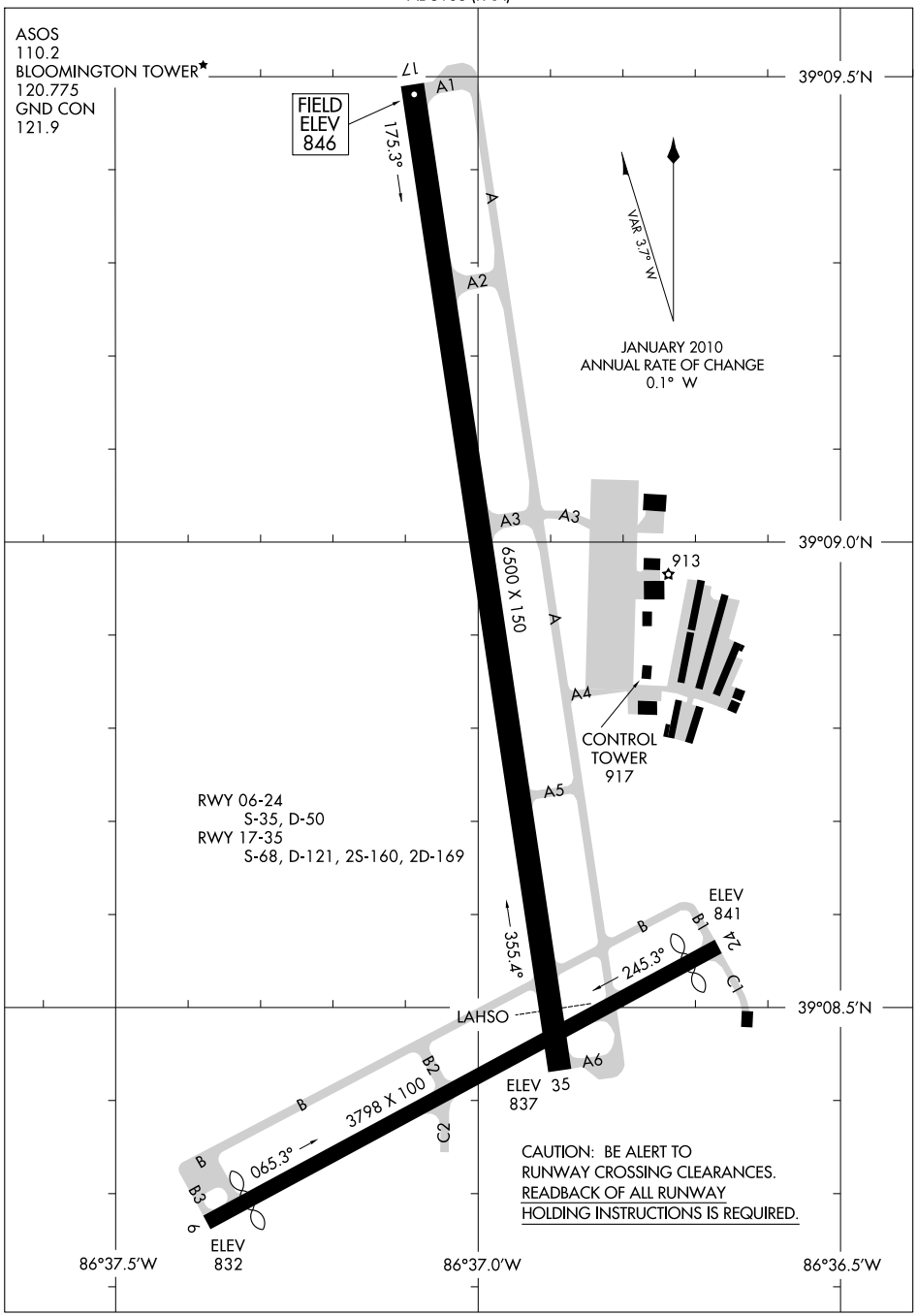
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA

AL-5168 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

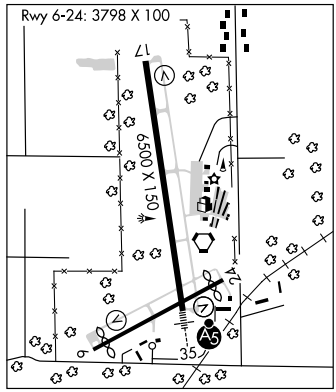
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BLOOMINGTON, INDIANA
BLOOMINGTON / MONROE COUNTY (BMG)

10210

MONROE CO (BMG) 4 SW UTC−5(−4DT) N39°08.76′ W86°37.00′ **ST LOUIS**
846 B S4 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BMG **H–5E, 10F, L–27D**
RWY 17–35: H6500X150 (ASPH–GRVD) S–68, D–121, 2S–160, 2D–169 HIRL **IAP, AD**
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 40′. Tree.
RWY 35: MALSR.
RWY 06–24: H3798X100 (ASPH–GRVD) S–35,D–50 MIRL
RWY 06: REIL. VASI (V4L) —GA 4.0° TCH 37′. Thld dsplcd 304′. Road.
RWY 24: REIL. VASI (V4L) —GA 4.0° TCH 49′. Thld dsplcd 222′. Road/Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 17	06–24	6100

AIRPORT REMARKS: Attended 1130–0230Z‡. Rwy 06–24 not avbl for air carrier ops with more than 30 passenger seats. Rwy 17–35 brush and small trees penetrate primary surface W of centerline. PPR for air carrier ops with more than 30 passenger seats; call arpt manager 812–825–5406 or 812–825–9600 on weekends, holidays and ngts. Class IV ARFF Index A. Index B ARFF capability avbl on req. Rwy 06 REIL OTS indef. Rwy 17 REIL OTS indef. When twr clsd ACTIVATE HIRL Rwy 17–35, MALSR Rwy 35 and MIRL Rwy 06–24—CTAF.
WEATHER DATA SOURCES: ASOS 110.2 OOM (812) 825–8046. LAWRS.
COMMUNICATIONS: CTAF 120.775 **UNICOM** 122.95
HOOSIER RCO 122.1R, 110.2T (TERRE HAUTE RADIO)
Ⓡ **HULMAN APP/DEP CON** 128.025 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
BLOOMINGTON TOWER 120.775 (1130–0230Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1130–0230Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.
HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ at fld. 845/2W. **ASOS.**
ILS 108.3 I–BMG Rwy 35 Class IB. LOM CLAYE NDB. Unmonitored.

BLUFFTON

MILLER (C4Ø) 3 SW UTC−5(−4DT) N40°43.00′ W85°15.00′ **CHICAGO**
845 B S4 **FUEL** 100LL NOTAM FILE HUF
RWY 09–27: 2600X100 (TURF)
RWY 09: Thld dsplcd 200′. Crops. **RWY 27:** Thld dsplcd 300′. Road.
RWY 18–36: 2230X100 (TURF)
RWY 18: Thld dsplcd 202′. Crops. **RWY 36:** Thld dsplcd 261′. Building.
AIRPORT REMARKS: Attended irregularly. Attended evenings and weekends only. Hangar W of Rwy 36 centerline. Rotating bcn ops dusk–0500Z‡. Rwy 18–36 dsplcd thlds marked with white cones. Rwy 09–27 dsplcd thlds marked with white cones.
COMMUNICATIONS: CTAF 122.9

BOILER N40°33.37′ W87°04.16′ NOTAM FILE HUF. **CHICAGO**
(H) VORTACW 115.1 BVT Chan 98 144° 10.5 NM to Purdue University. 750/1E. **HIWAS.** **H–5E, 10F, L–27D**

BOONE CO (See LEBANON)

BOONVILLE (I91) 2 W UTC−6(−5DT) N38°02.55′ W87°19.07′ **ST LOUIS**
380 NOTAM FILE HUF
RWY 09–27: 2300X100 (TURF)
RWY 09: Thld dsplcd 300′. Road. **RWY 27:** Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended irregularly. Poor access from turf rwy to gravel apron due to rising terrain. Rwy 09–27 dsplcd thlds marked with L shaped white conc.
COMMUNICATIONS: CTAF 122.9

BOYER FLIGHT PARK ULTRALIGHT (See BURNETTSVILLE)

LOC I-BMG	APP CRS	Rwy Idg	6500
108.3	354°	TDZE	844
		Apt Elev	846

ILS or LOC/DME RWY 35

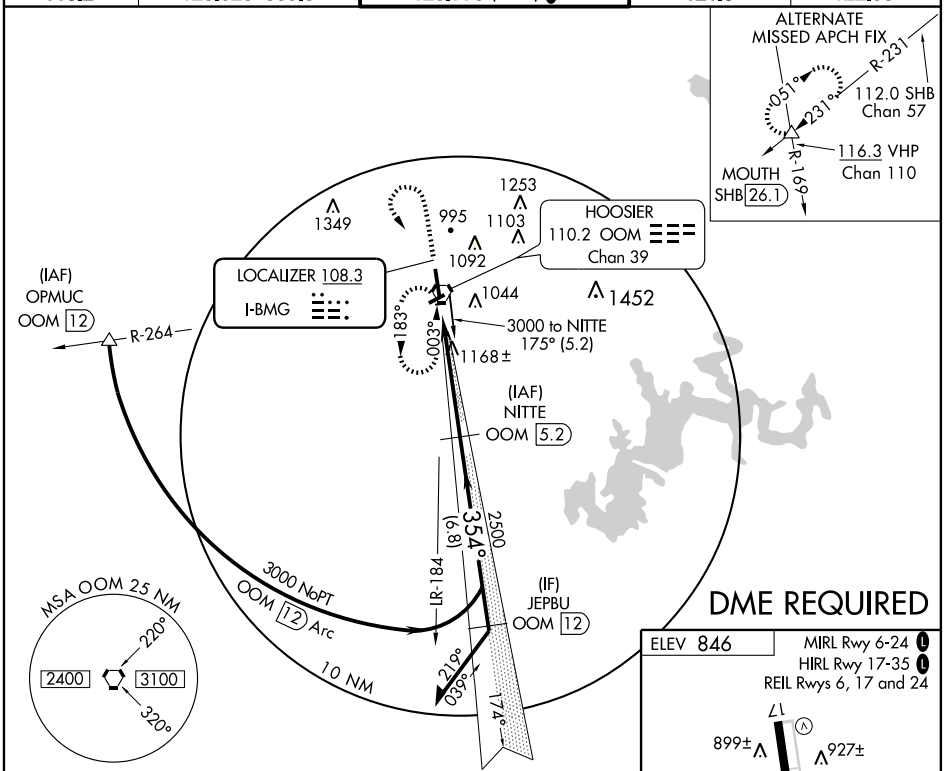
BLOOMINGTON / MONROE COUNTY (BMG)

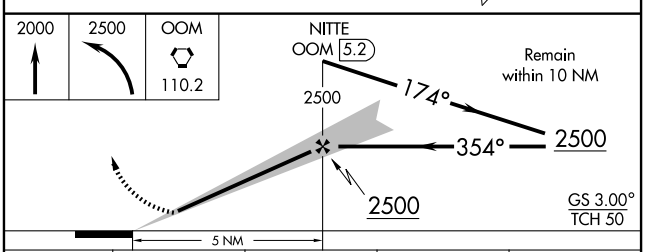
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase S-ILS 35 all Cats visibility ¼ mile, S-LOC 35 Cat C, D and circling Cat C visibility ½ mile and circling Cat D visibility ¼ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase S-ILS 35 all Cats visibility to 1¼ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

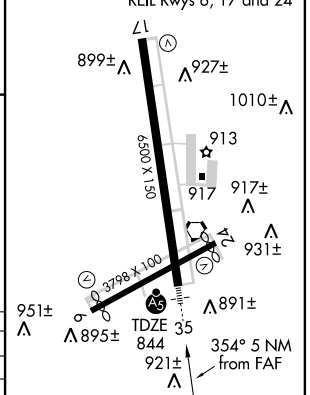
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1044-½ 200 (200-½)			
S-LOC 35	1420-½ 576 (600-½)		1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)
CIRCLING	1420-1 574 (600-1)		1420-1½ 574 (600-1½)	1420-2 574 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

BLOOMINGTON / MONROE COUNTY (BMG)

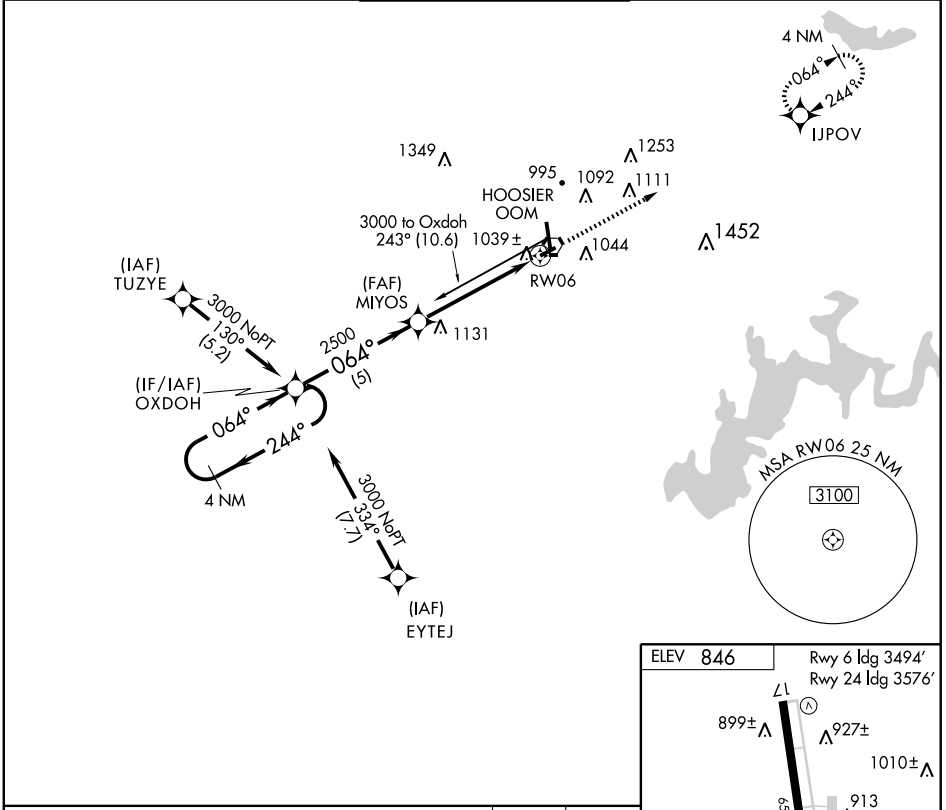
APP CRS	Rwy ldg	3494
064°	TDZE	841
	Apt Elev	846

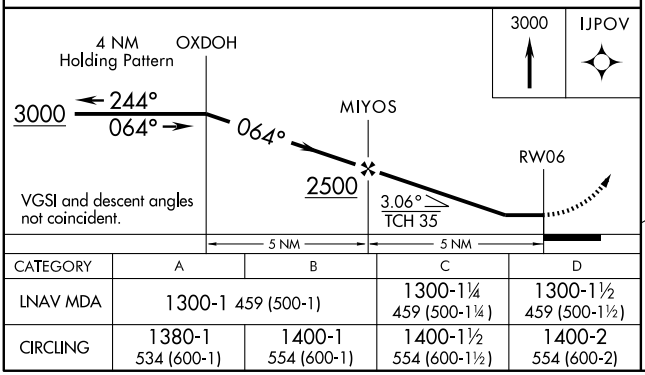
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

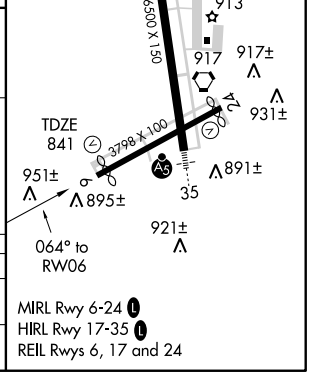
NA

MISSED APPROACH: Climb to 3000 direct IJPOV WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1300-1 459 (500-1)		1300-1¼ 459 (500-1¼)	1300-1½ 459 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56412 W17A	APP CRS 174°	Rwy Idg 6500 TDZE 845 Apt Elev 845

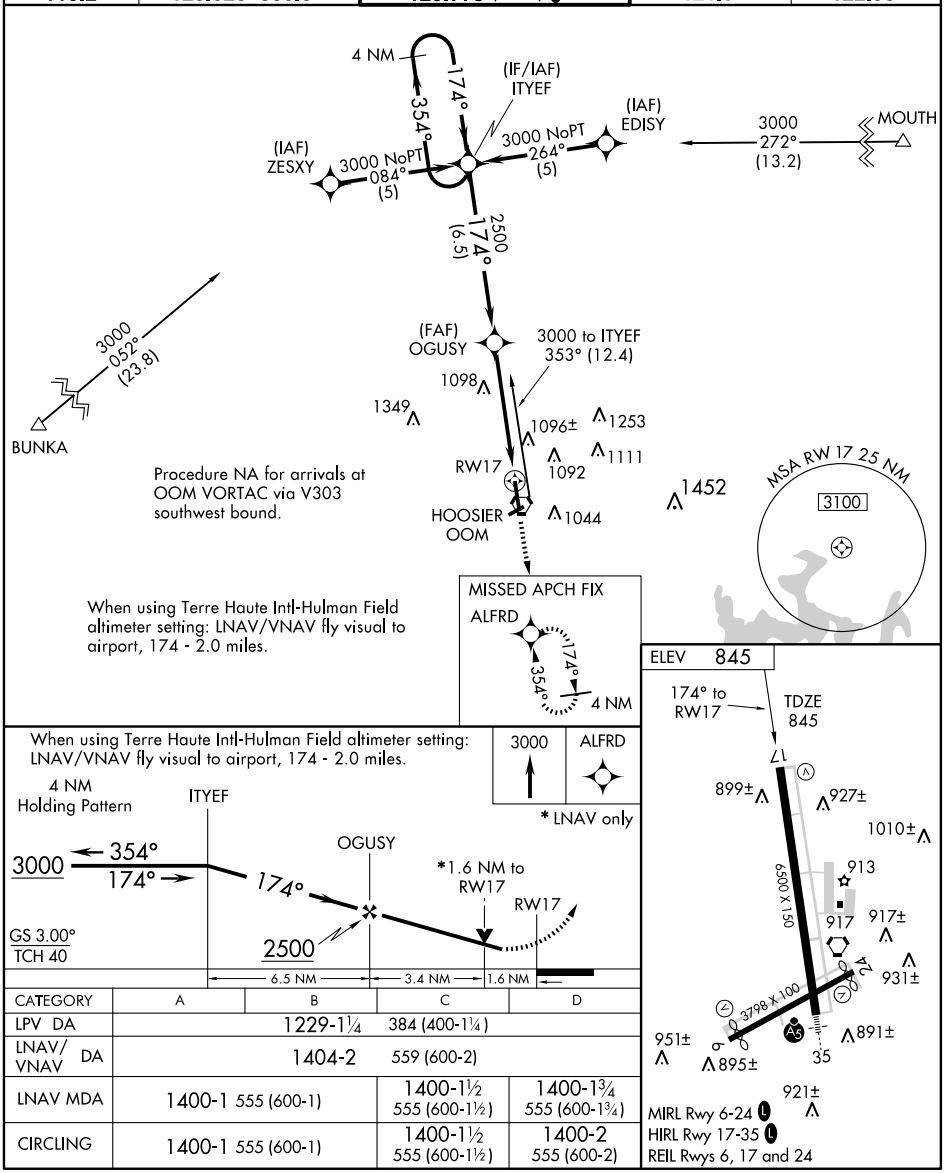
RNAV (GPS) RWY 17

BLOOMINGTON / MONROE COUNTY (BMG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat C visibility ½ mile, LNAV/VNAV Cat D and Circling D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95



CATEGORY	A	B	C	D
LPV DA		1229-1¼	384 (400-1¼)	
LNAV/VNAV DA		1404-2	559 (600-2)	
LNAV MDA	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-1¾ 555 (600-1¾)
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

BLOOMINGTON / MONROE COUNTY (BMG)

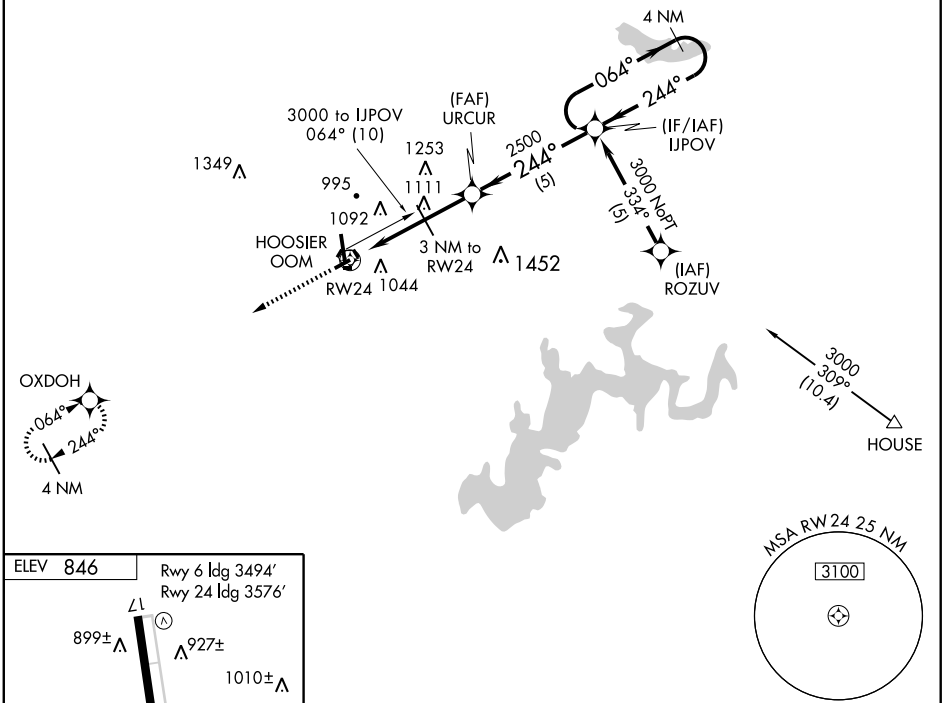
APP CRS	Rwy ldg	3576
244°	TDZE	841
	Apt Elev	846

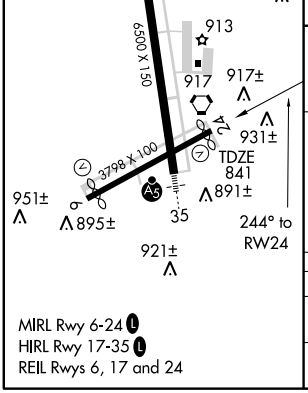
NA

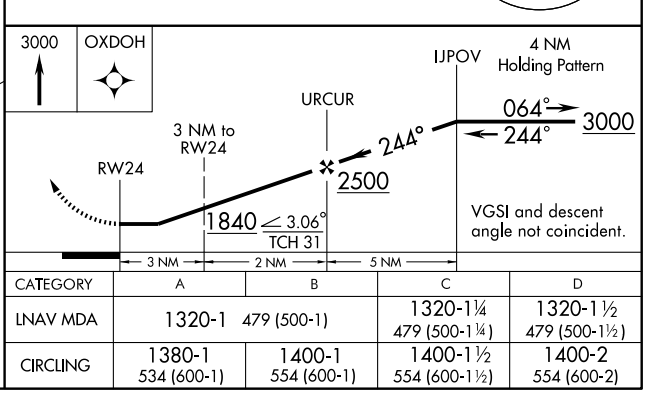
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1320-1 479 (500-1)		1320-1¼ 479 (500-1¼)	1320-1½ 479 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72812	354°	TDZE	844
W35A		Apt Elev	845

RNAV (GPS) RWY 35

BLOOMINGTON / MONROE COUNTY (BMG)

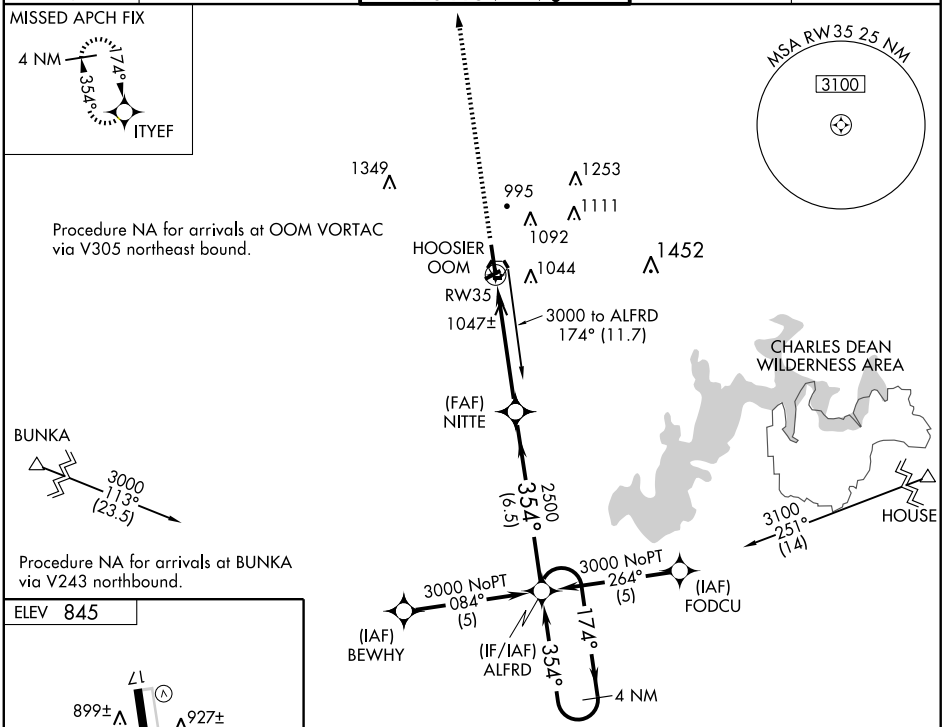
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

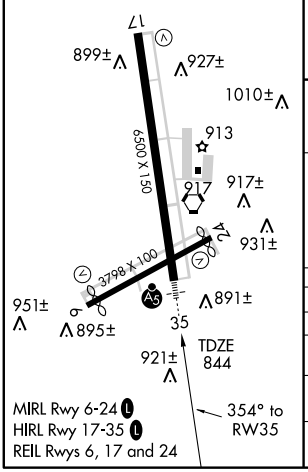
MALSR

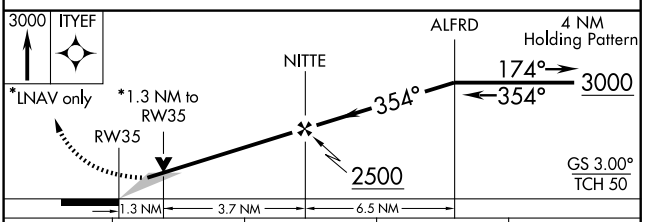
MISSED APPROACH: Climb to 3000 direct ITYEF and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95

MISSED APCH FIX







CATEGORY	A	B	C	D
LPV DA	1044-½		200 (200-½)	
LNAV/VNAV DA	1344-1¼		500 (500-1¼)	
LNAV MDA	1300-½ 456 (500-½)		1300-¾ 456 (500-¾)	1300-1 456 (500-1)
CIRCLING	1380-1 535 (600-1)	1400-1 555 (600-1)	1400-1½ 555 (600-1½)	1400-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM 110.2 Chan 39	APP CRS 058°	Rwy Idg 3494 TDZE 840 Apt Elev 846

VOR/DME RWY 6

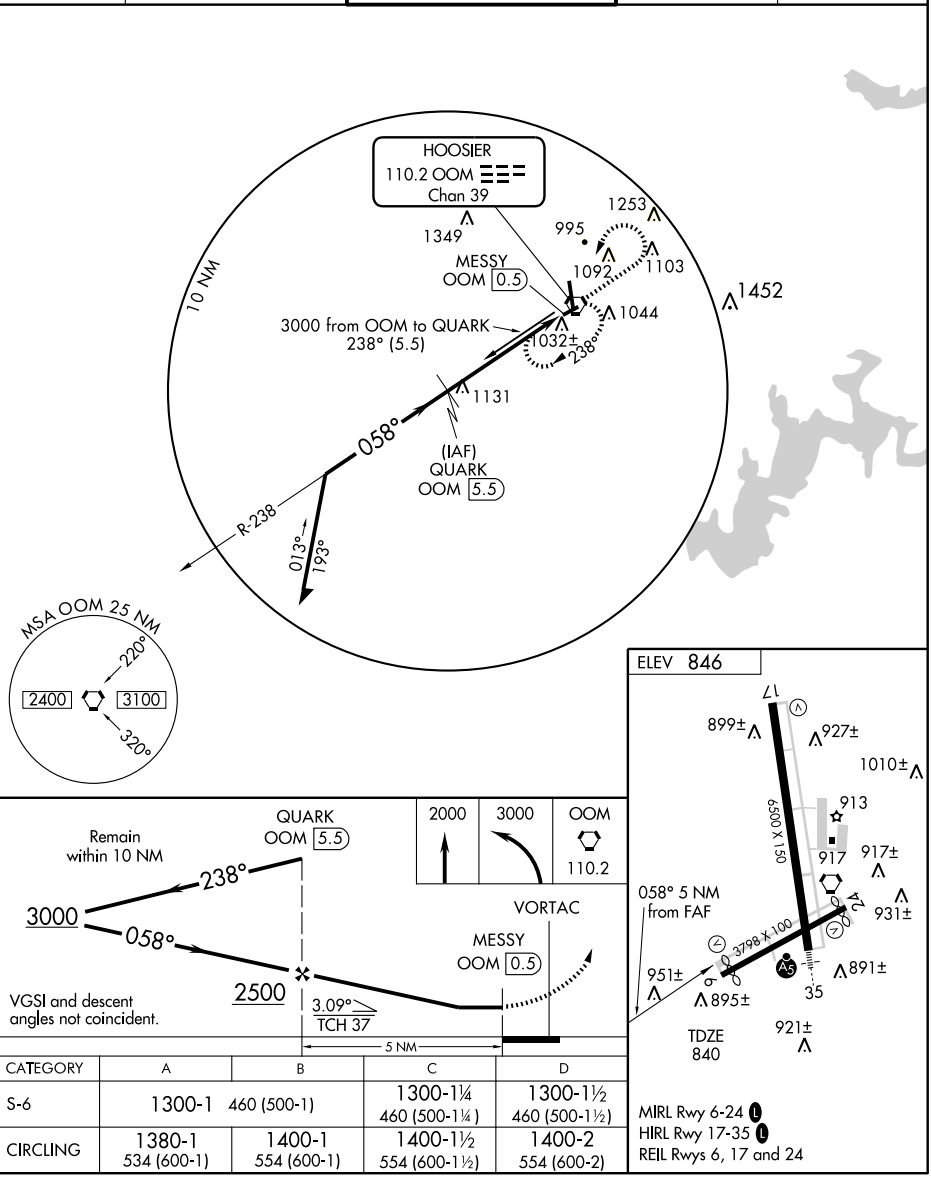
BLOOMINGTON / MONROE COUNTY (BMG)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C, D and circling Cat D visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-6	1300-1 460 (500-1)		1300-1¼ 460 (500-1¼)	1300-1½ 460 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

VORTAC OOM 110.2 Chan 39	APP CRS 246°	Rwy Idg 3576 TDZE 841 Apt Elev 846

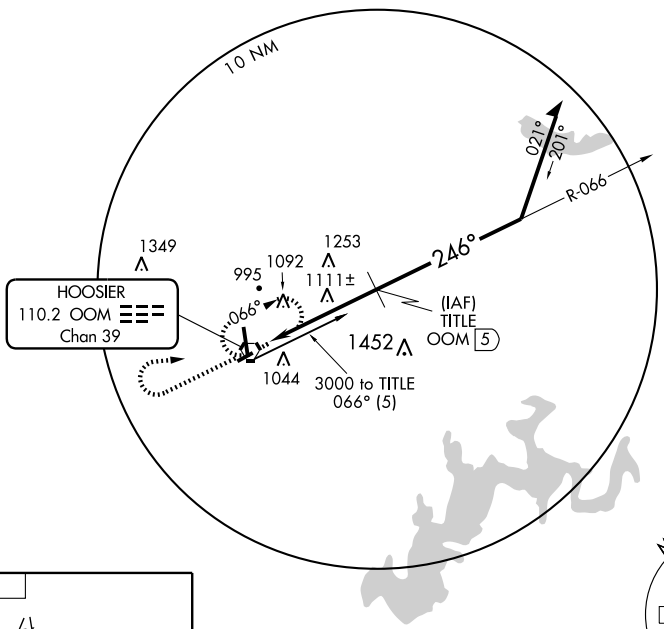
VOR/DME RWY 24

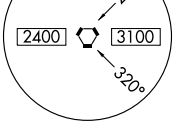
BLOOMINGTON / MONROE COUNTY (BMG)

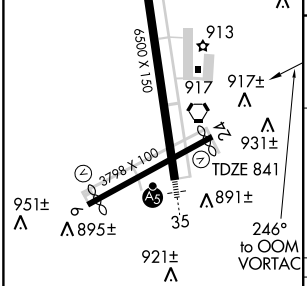
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-24 Cat C, D and circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

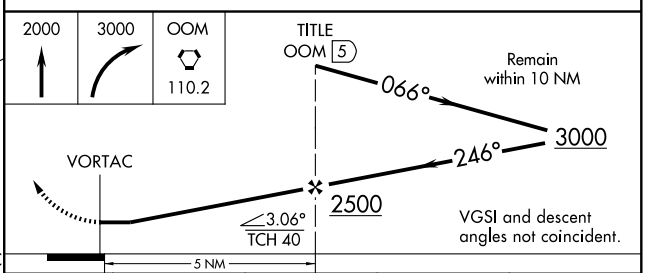
ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24



CATEGORY	A	B	C	D
S-24	1420-1	579 (600-1)	1420-1½ 579 (600-1½)	1420-1¾ 579 (600-1¾)
CIRCLING	1420-1	574 (600-1)	1420-1½ 574 (600-1½)	1420-2 574 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OOM 110.2 Chan 39	APP CRS 003°	Rwy Idg 6500 TDZE 845 Apt Elev 846

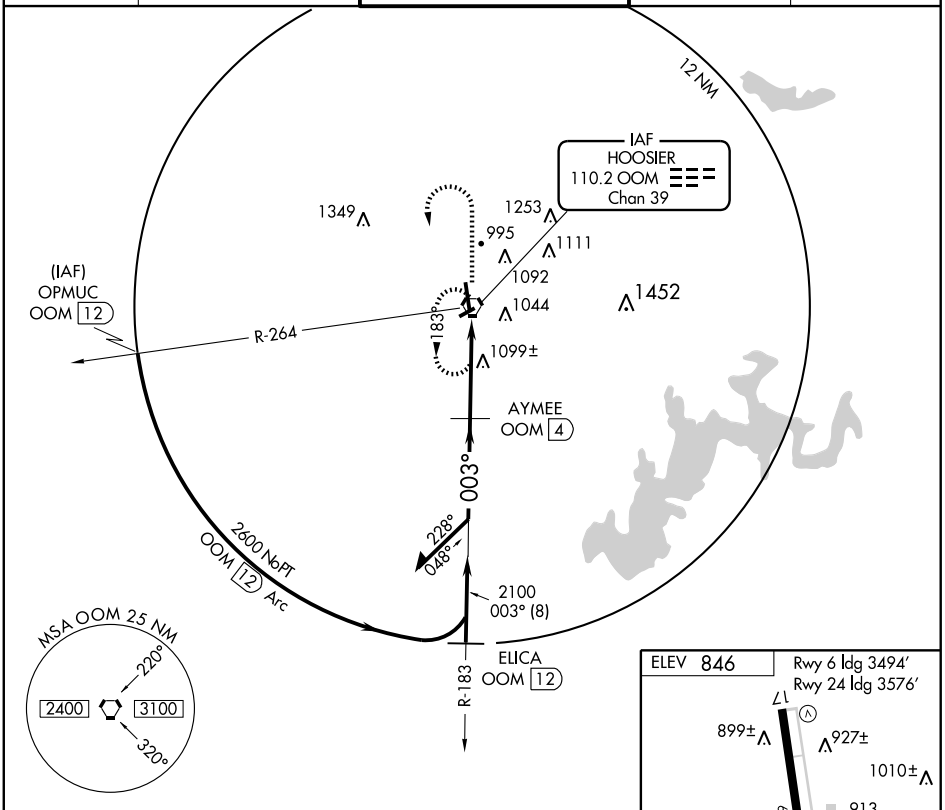
VOR/DME RWY 35

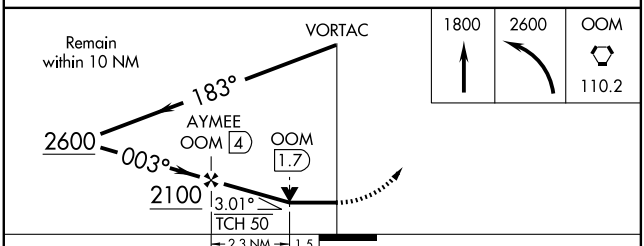
BLOOMINGTON / MONROE COUNTY (BMG)

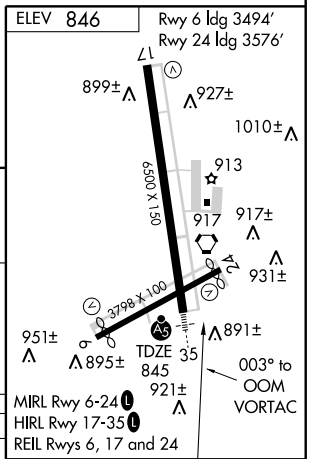
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct OOM VORTAC and hold.

ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95







CATEGORY	A	B	C	D
S-35	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

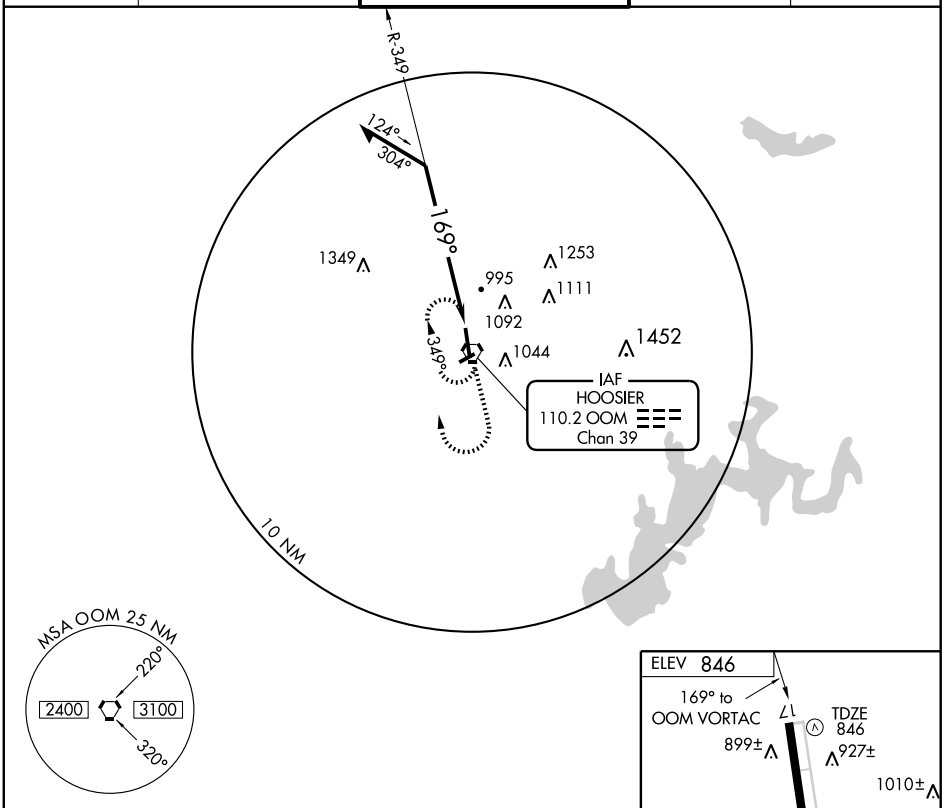
VORTAC OOM 110.2 Chan 39	APP CRS 169°	Rwy Idg 6500 TDZE 846 Apt Elev 846

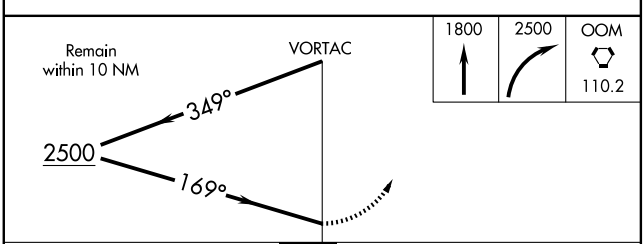
VOR RWY 17

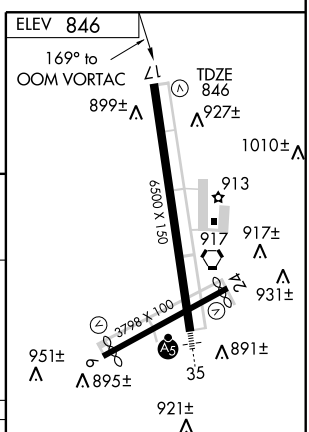
BLOOMINGTON / MONROE COUNTY (BMG)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95





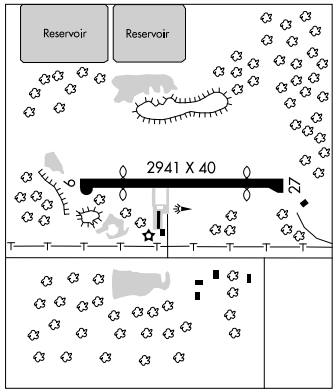


CATEGORY	A	B	C	D
S-17	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)
CIRCLING	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)

MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BRAZIL CLAY CO (ØI2) 3 S UTC−5(−4DT) N39°28.60′ W87°05.98′ **ST. LOUIS**
645 B S4 **FUEL** 100LL NOTAM FILE HUF Not insp. **L–27D**
RWY 09–27: H2941X40 (ASPH) S–8 LIRL 0.5% up W **IAP**
RWY 09: Thld dsplcd 620′. Trees.
RWY 27: Thld dsplcd 442′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1500–2200Z‡, Sun 1800–2200Z‡. For attendant after hrs call 812–443–5527. For fuel call 812–443–0018. Large flocks of geese on and invof arpt. +80′ WSW–ENE p–line ⅘ mile north of arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 125.45 118.3 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 094° 7.0 NM to fld. 606/2E. **HIWAS.**



BRICKYARD N39°48.88′ W86°22.05′. NOTAM FILE HUF. **ST LOUIS**
(H) VORTACW 116.3 VHP Chan 110 149° 6.7 NM to Indianapolis Intl. 823/IE. **H–5E, 10F, L–27D**

BRINN N39°37.04′ W86°24.47′. NOTAM FILE IND. **ST LOUIS**
NDB (LOM) 219 OQ 043° 8.0 NM to Indianapolis Intl.

BROOKVILLE RESERVOIR SPB (12I) 6 N UTC−5(−4DT) N39°32.0′ W85°00.03′ **ST LOUIS**
748 NOTAM FILE HUF
WATERWAY N–S: 25000X2000 (WATER)
WATERWAY S: Bridge.
WATERWAY 18–36: 16000X2000 (WATER)
WATERWAY 36: Bridge.
SEAPLANE REMARKS: Unattended. Seaplane ops prohibited between SS and SR. Two N–S waterways, one 25,000 ft S of bridge and one 16,000 ft N of bridge at mid–point of lake. Lake use permit required. Call 765–647–2657.
COMMUNICATIONS: CTAF 122.9

BURNETTSVILLE

BOYER FLIGHT PARK ULTRALIGHT (7W7) 4 SW UTC−5(−4DT) N40°43.20′ W86°36.97′ **CHICAGO**
710 NOTAM FILE HUF
RWY 18–36: 1770X120 (TURF)
RWY 18: Thld dsplcd 300′. Road. **Rwy 36:** Thld dsplcd 200′. Crops.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. No snow removal. Rwy 18–36 dsplcd thlds marked with 3 traffic cones each side of centerline.
COMMUNICATIONS: CTAF 122.9

BUTLER

HARROLD (B25) 3 NW UTC−5(−4DT) N41°28.57′ W84°54.37′ **DETROIT**
925 S4 NOTAM FILE HUF
RWY 18–36: 2920X46 (GRVL)
RWY 18: Thld dsplcd 200′. Crops. **RWY 36:** Thld dsplcd 400′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk. Deer and birds on and invof rwy. Rwy 18–36 dsplcd thlds marked by 3 rwy lgts with yellow collars each side of centerline.
COMMUNICATIONS: CTAF 122.9

CAPTAIN N38°52.05′ W85°58.38′ NOTAM FILE HUF. **ST. LOUIS**
NDB (MHW) 308 EQZ 043° 4.6 NM to Freeman Muni. NDB unmonitored. **L–27D**

CATCH N38°28.44′ W85°44.23′ NOTAM FILE HUF. **ST. LOUIS**
NDB (LOM) 331 JV 182° 6.5 NM to Clark Rgnl.

CLARK RGNL (See JEFFERSONVILLE)

RNAV (GPS) RWY 27

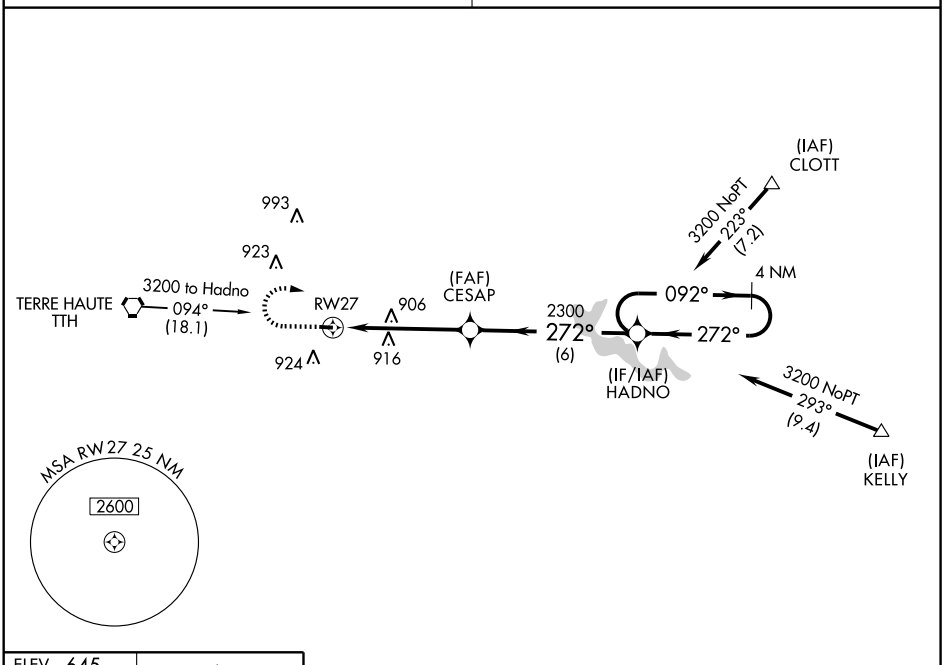
BRAZIL CLAY COUNTY (ØI2)

APP CRS	Rwy Idg	2499
272°	TDZE	645
	Apt Elev	645

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Terre Haute altimeter setting.

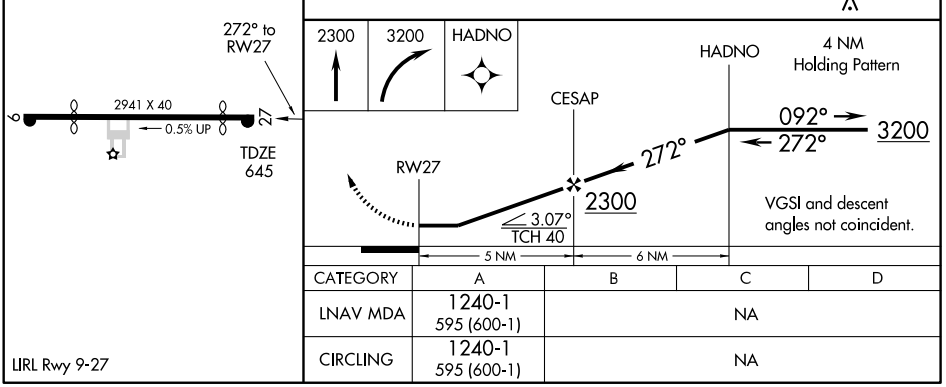
MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)



ELEV 645

Rwy 9 Idg 2321′
Rwy 27 Idg 2499′



CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)	NA		
CIRCLING	1240-1 595 (600-1)	NA		

LIRL Rwy 9-27

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	2321
115.3	094°	TDZE	645
Chan 100		Apt Elev	645

VOR or GPS RWY 9

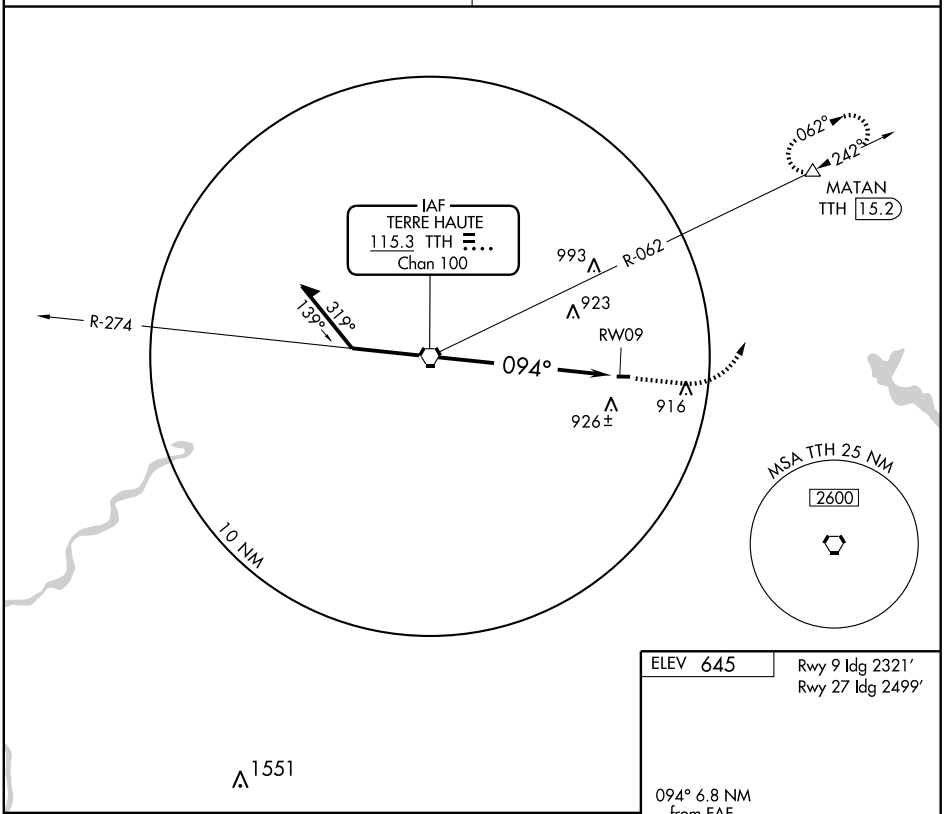
BRAZIL CLAY COUNTY (ØI2)

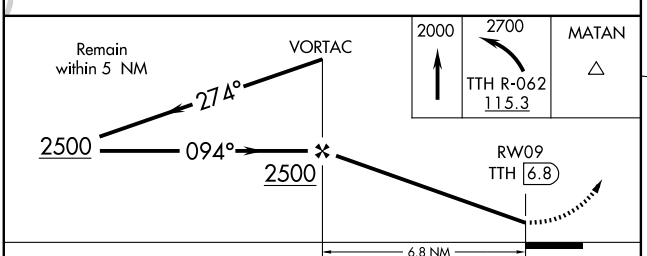
Use Terre Haute altimeter setting.
Procedure not authorized at night.
DME Required.

NA

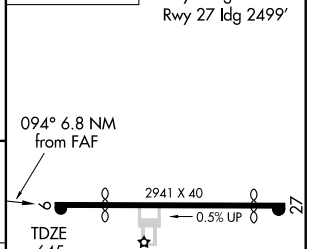
MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.

HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-9	1300-1 655 (700-1)	NA		
CIRCLING	1360-1 715 (800-1)	NA		



LIRL Rwy 9-27

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

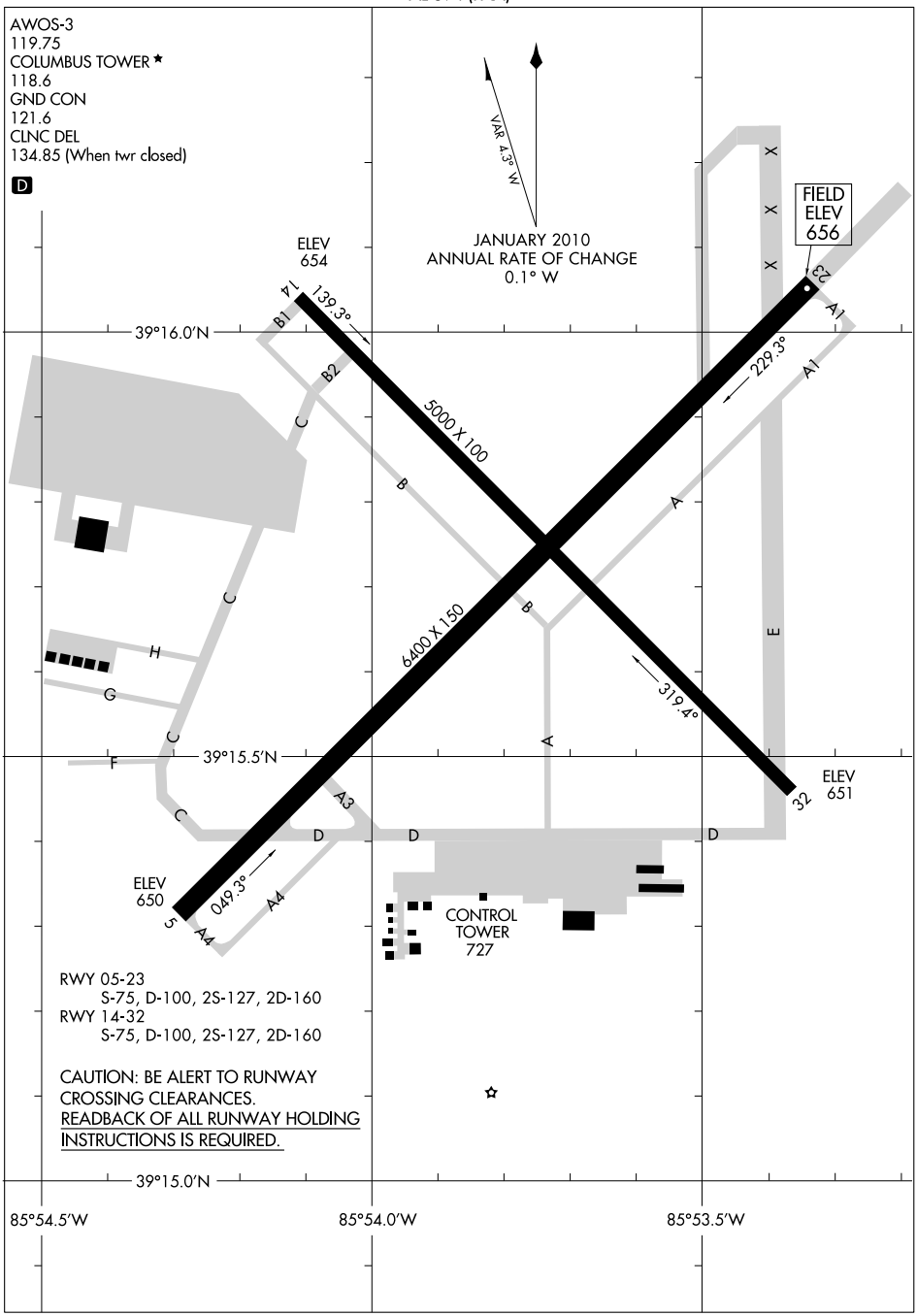
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA

AL-594 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

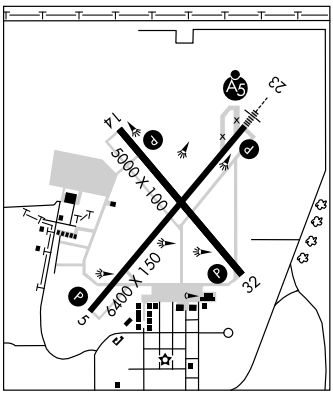
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, INDIANA
COLUMBUS MUNI (BAK)

10210

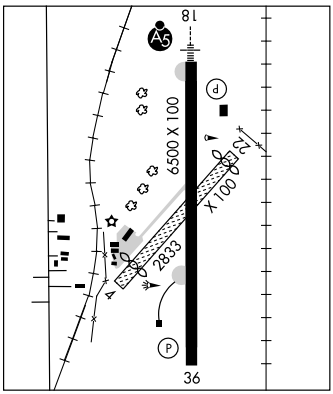
COLUMBUS MUNI (BAK) 3 N UTC−5(−4DT) N39°15.72′ W85°53.78′ **ST. LOUIS**
656 B S4 **FUEL** 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE BAK **H–5E, 10F, L–27D**
RWY 05–23: H6400X150 (ASPH) S–75, D–100, 2S–127, 2D–160 HIRL **IAP, AD**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Tree.
RWY 23: MALSR. PAPI (P4L)
RWY 14–32: H5000X100 (ASPH) S–75, D–100, 2S–127, 2D–160 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Crops.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 32: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
AIRPORT REMARKS: Attended 1100–0100Z‡ on call other times 812–372–1819. Occasional heavy concentration of birds Aug and Sep. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 812–376–2519 or 379–9942. Rwy 14–32 not avbl for air carrier ops with more than 30 passenger seats. When twr is clsd HIRL Rwy 05–23 and MIRL Rwy 14–32 and MALSR Rwy 23 are preset on low ints; to increase ints and ACTIVATE REIL Rwy 05 and PAPI Rwy 05, Rwy 23, Rwy 14 and Rwy 32—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.75 (812) 376–7584.
COMMUNICATIONS: CTAF 118.6 **UNICOM** 122.95
SHELBYVILLE RCO 122.1R, 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 134.85
TOWER 118.6 (1130–0300Z‡) **GND CON** 121.6
CLNC DEL 121.6 (134.85 when tower closed)
AIRSPACE: CLASS D svc 1130–0300Z‡ other times CLASS E.
TRSA svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 188° 22.5 NM to fld. 810/1E.
HIWAS.
CLIFS NDB (MHW/LOM) 410 BA N39°19.32′ W85°49.11′ 228° 5.1 NM to fld. NOTAM FILE BAK.
ILS 110.7 I–BAK Rwy 23 Class IE. LOM CLIFS NDB.

CONNERSVILLE

METTEL FLD (CEV) 3 N UTC−5(−4DT) N39°41.91′ W85°07.78′ **ST. LOUIS**
867 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27E**
RWY 18–36: H6500X100 (ASPH–GRVD) S–50, D–84, 2S–107 MIRL **IAP**
RWY 18: MALSR. REIL. PAPI(P4L)–GA 3.0°TCH 47′. Trees.
RWY 36: REIL. PAPI(P4L)–GA 3.0° TCH 32′. Trees.
RWY 04–22: 2833X100 (TURF)
RWY 04: Thld dsplcd 593′. Trees.
RWY 22: Thld dsplcd 100′. Brush.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED holidays. For arpt svcs after hrs call 765–309–1775. Birds and deer on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 18–36 preset low ints, increase ints and ACTIVATE MALSR Rwy 18, REIL Rwys 18 and 36—CTAF. Rwy 04 and Rwy 22 dsplcd thlds marked by orange cones.



WEATHER DATA SOURCES: AWOS–3 118.325 (765) 827–6649.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
GCO 121.725 (DAYTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 259° 13.9 NM to fld. 1135/3W.
PNTHR NDB (LOM) 227 SQ N39°46.61′W 85°07.79′ 184° 4.7 NM to fld.
ILS 108.35 I–SQK Rwy 18. LOM PNTHR NDB.

LOC I-BAK	APP CRS	Rwy Idg	6400
110.7	228°	TDZE	656
		Apt Elev	656

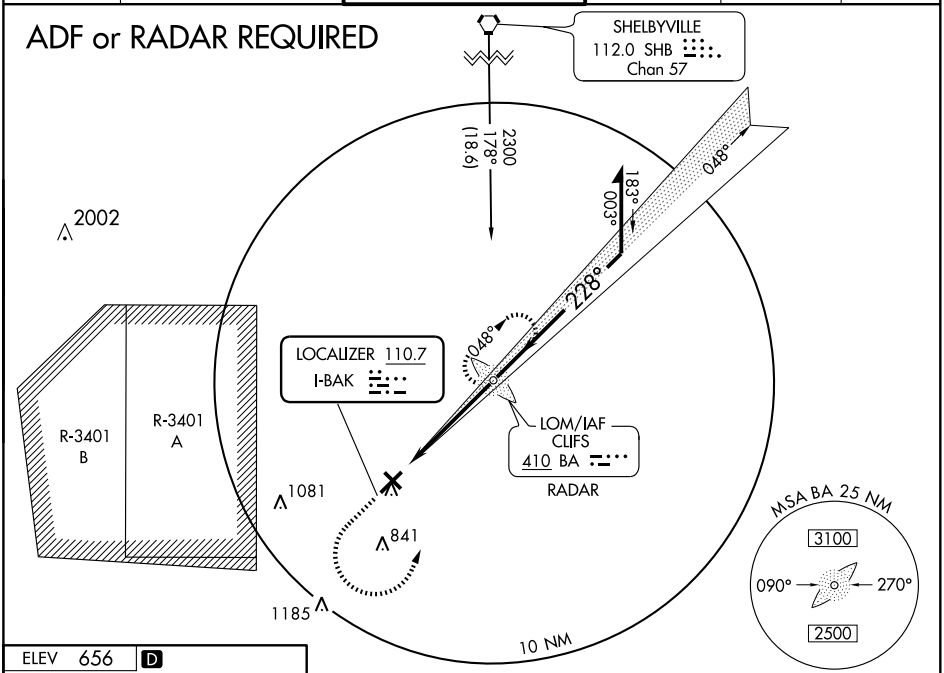
ILS RWY 23
COLUMBUS MUNI (BAK)

When local altimeter not received, use Indianapolis Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.

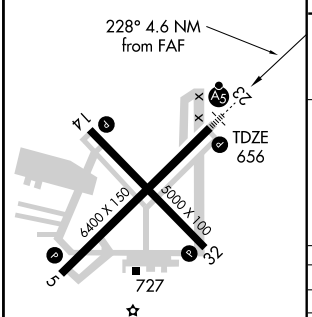
AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95



EC-2, 21 OCT 2010 to 18 NOV 2010

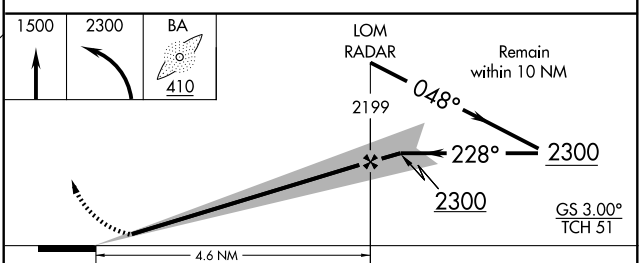
EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½ 504 (600-½)		1160-1 504 (600-1)	
CIRCLING	1180-1 524 (600-1)	1200-1 544 (600-1)	1240-1½ 584 (600-1½)	1240-2 584 (600-2)

RNAV (GPS) RWY 5

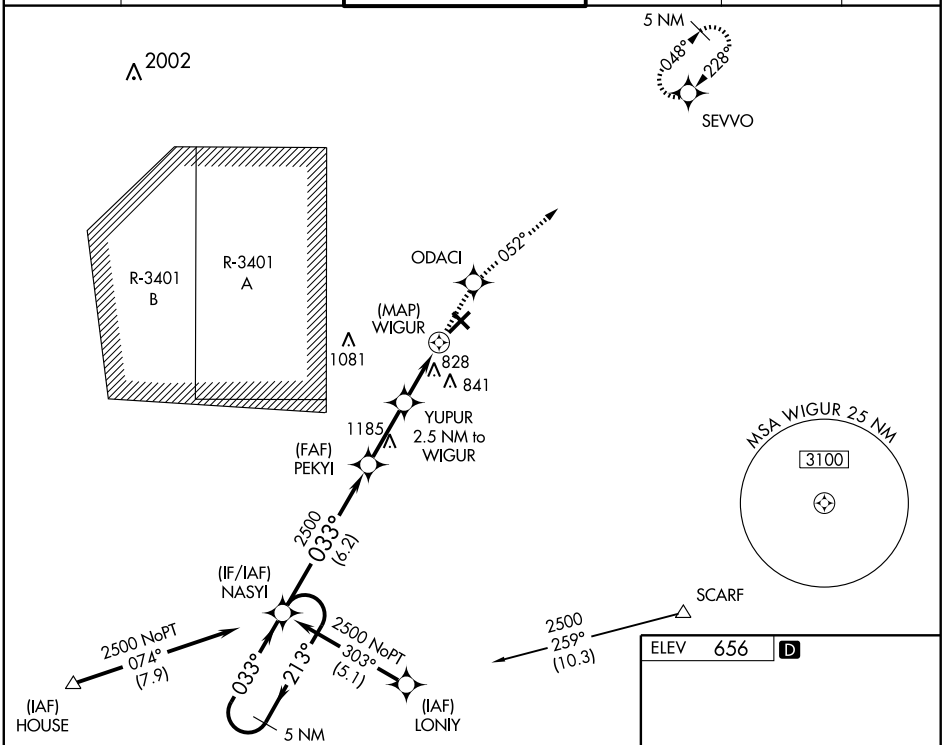
COLUMBUS MUNI (BAK)

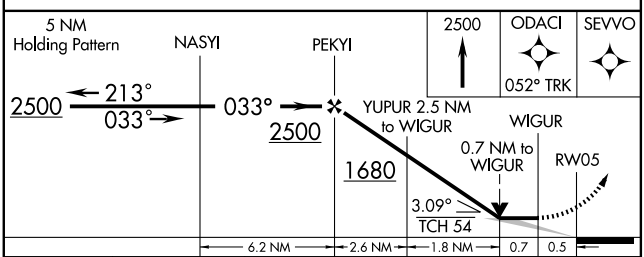
APP CRS	Rwy Idg	6400
033°	TDZE	652
	Apt Elev	656

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ODACI and via 052° track to SEVVO and hold.

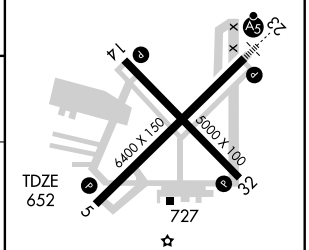
AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1080-1 428 (500-1)		1080-1¼ 428 (500-1¼)	1080-1½ 428 (500-1½)
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

COLUMBUS MUNI (BAK)

APP CRS	Rwy Idg	5000
153°	TDZE	654
	Apt Elev	656

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV Cat C and D visibility ½mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KUDNE and via 133° track to HUMOX and hold.

AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95

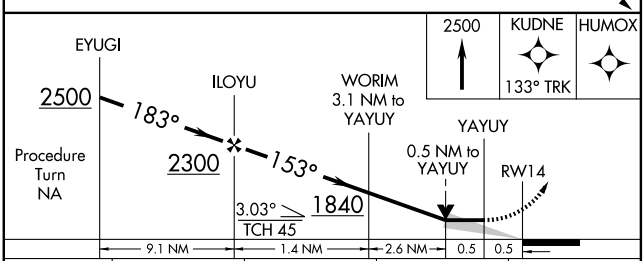
Holding not required for arrival at SHB VORTAC on airway radials 312 CW 124.

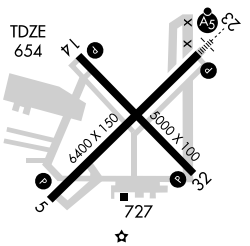
4 NM
039°
219°
(IAF) SHELBYVILLE SHB
2500
219° (10.6)
(IF) EYUGI
2300
183° (9.1)
10 NM
2002
(FAF) ILOYU
153°
945
769±
WORIM 3.1 NM to YAYUY
(MAP) YAYUY
1081
KUDNE
841
1185
133°
R-3401 B
R-3401 A

MSA YAYUY 25 NM
3100

MISSED APCH FIX
HUMOX
138°
318°
5 NM

ELEV 656 D





CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90399 W23A	APP CRS 228°	Rwy Idg 6400 TDZE 656 Apt Elev 656

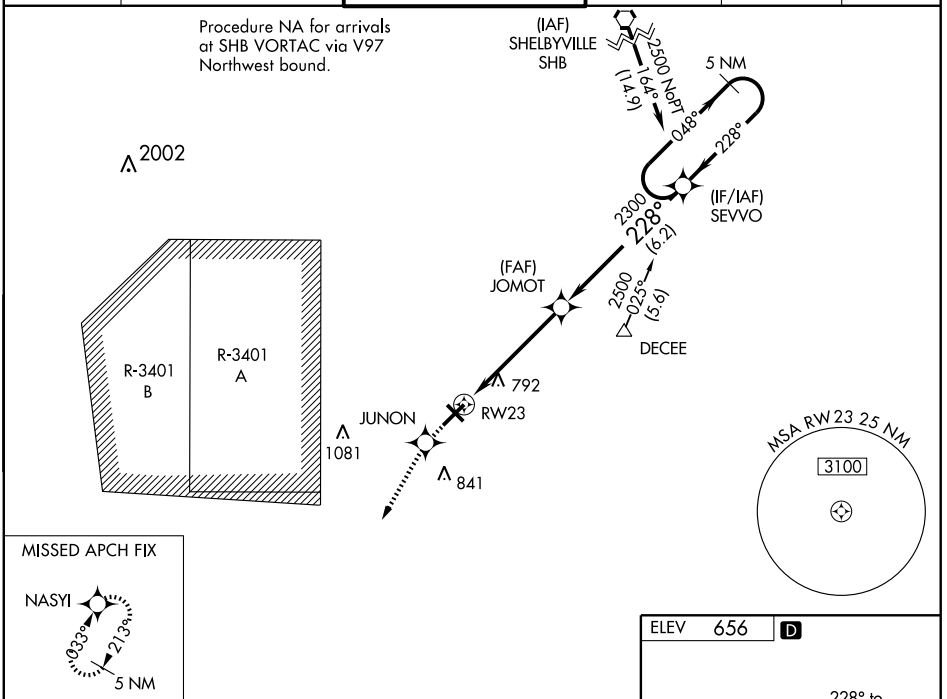
RNAV (GPS) RWY 23
COLUMBUS MUNI (BAK)

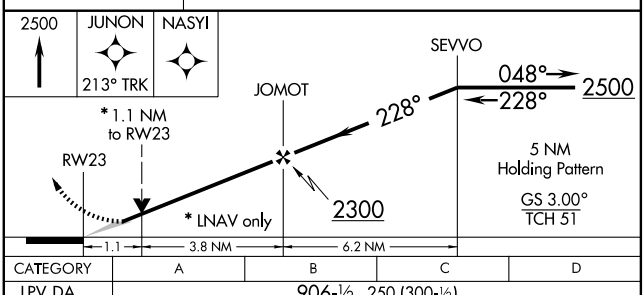
⚠ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet.
⚠ VDP NA when using Indianapolis Intl altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

MALSR

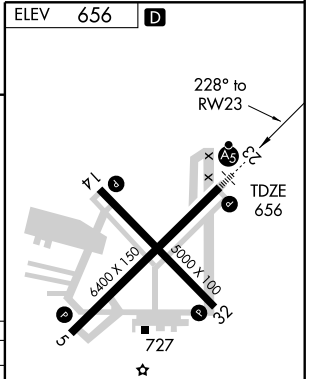
MISSED APPROACH: Climb to 2500 direct JUNON and via 213° track to NASYI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LPV DA	906-½ 250 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	1060-1 404 (500-1)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

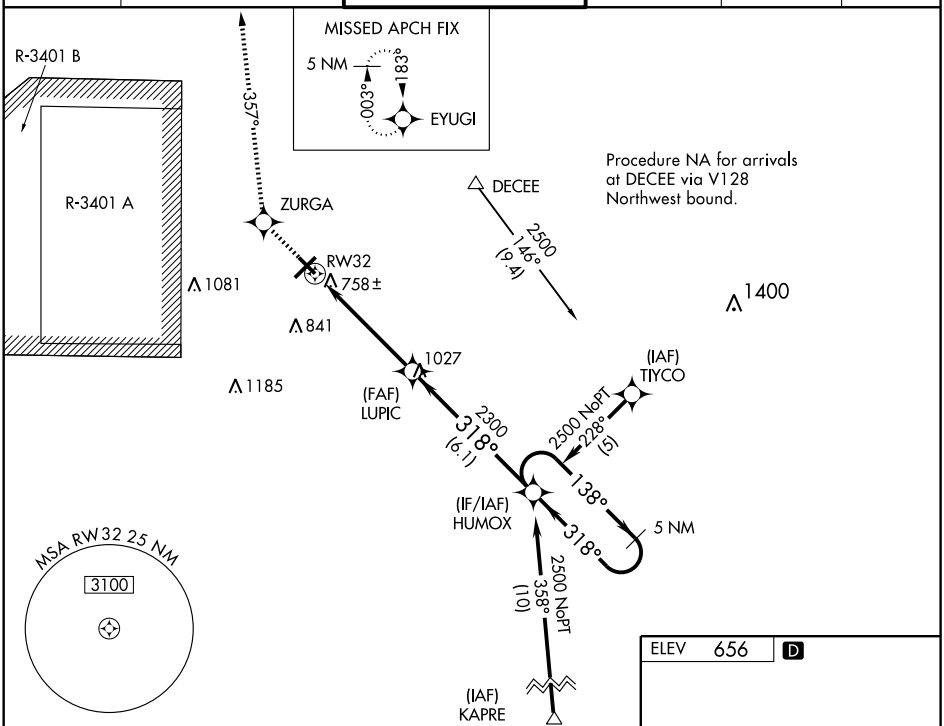
WAAS	APP CRS	Rwy Idg	5000
CH 50399	318°	TDZE	653
W32A		Apt Elev	656

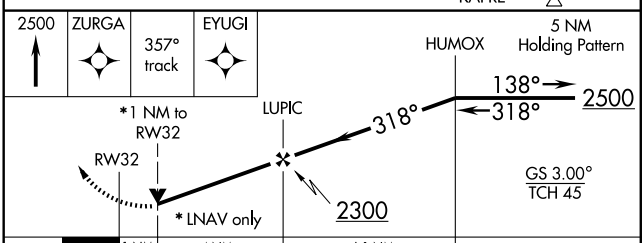
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)

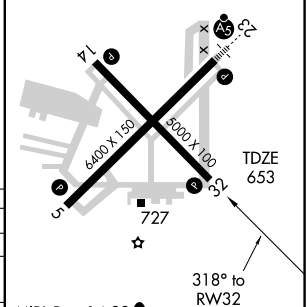
⚠ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95





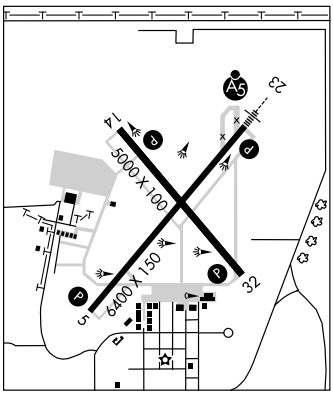


CATEGORY	A	B	C	D
LPV DA	1016-1¼ 363 (400-1¼)			
LNAV/VNAV DA	1057-1½ 404 (500-1½)			
LNAV MDA	1020-1 367 (400-1)			1020-1¼ 367 (400-1¼)
CIRCLING	1060-1½ 404 (500-1½)	1120-1½ 464 (500-1½)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

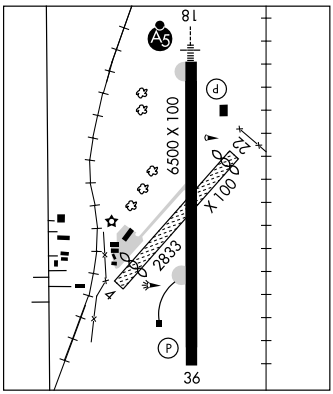
COLUMBUS MUNI (BAK) 3 N UTC−5(−4DT) N39°15.72′ W85°53.78′ **ST. LOUIS**
656 B S4 **FUEL** 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE BAK **H–5E, 10F, L–27D**
RWY 05–23: H6400X150 (ASPH) S–75, D–100, 2S–127, 2D–160 HIRL **IAP, AD**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Tree.
RWY 23: MALSR. PAPI (P4L)
RWY 14–32: H5000X100 (ASPH) S–75, D–100, 2S–127, 2D–160 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Crops.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 32: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
AIRPORT REMARKS: Attended 1100–0100Z‡ on call other times 812–372–1819. Occasional heavy concentration of birds Aug and Sep. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 812–376–2519 or 379–9942. Rwy 14–32 not avbl for air carrier ops with more than 30 passenger seats. When twr is clsd HIRL Rwy 05–23 and MIRL Rwy 14–32 and MALSR Rwy 23 are preset on low ints; to increase ints and ACTIVATE REIL Rwy 05 and PAPI Rwy 05, Rwy 23, Rwy 14 and Rwy 32—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.75 (812) 376–7584.
COMMUNICATIONS: CTAF 118.6 **UNICOM** 122.95
SHELBYVILLE RCO 122.1R, 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 134.85
TOWER 118.6 (1130–0300Z‡) **GND CON** 121.6
CLNC DEL 121.6 (134.85 when tower closed)
AIRSPACE: CLASS D svc 1130–0300Z‡ other times CLASS E.
TRSA svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 188° 22.5 NM to fld. 810/1E.
HIWAS.
CLIFS NDB (MHW/LOM) 410 BA N39°19.32′ W85°49.11′ 228° 5.1 NM to fld. NOTAM FILE BAK.
ILS 110.7 I–BAK Rwy 23 Class IE. LOM CLIFS NDB.

CONNERSVILLE

METTEL FLD (CEV) 3 N UTC−5(−4DT) N39°41.91′ W85°07.78′ **ST. LOUIS**
867 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27E**
RWY 18–36: H6500X100 (ASPH–GRVD) S–50, D–84, 2S–107 MIRL **IAP**
RWY 18: MALSR. REIL. PAPI(P4L)–GA 3.0°TCH 47′. Trees.
RWY 36: REIL. PAPI(P4L)–GA 3.0° TCH 32′. Trees.
RWY 04–22: 2833X100 (TURF)
RWY 04: Thld dsplcd 593′. Trees.
RWY 22: Thld dsplcd 100′. Brush.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED holidays. For arpt svcs after hrs call 765–309–1775. Birds and deer on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 18–36 preset low ints, increase ints and ACTIVATE MALSR Rwy 18, REIL Rwys 18 and 36—CTAF. Rwy 04 and Rwy 22 dsplcd thlds marked by orange cones.



WEATHER DATA SOURCES: AWOS–3 118.325 (765) 827–6649.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
GCO 121.725 (DAYTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 259° 13.9 NM to fld. 1135/3W.
PNTHR NDB (LOM) 227 SQ N39°46.61′W 85°07.79′ 184° 4.7 NM to fld.
ILS 108.35 I–SQK Rwy 18. LOM PNTHR NDB.

LOC I-SQK	APP CRS	Rwy Idg	6500
108.35	185°	TDZE	867
		Apt Elev	867

ILS RWY 18

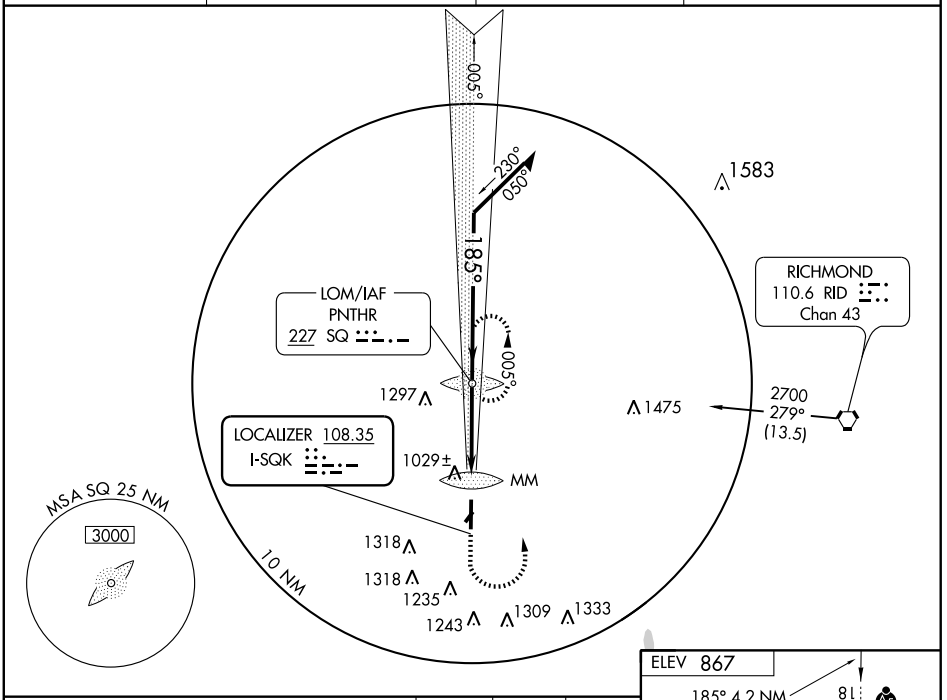
CONNERSVILLE / METTEL FIELD (CEV)

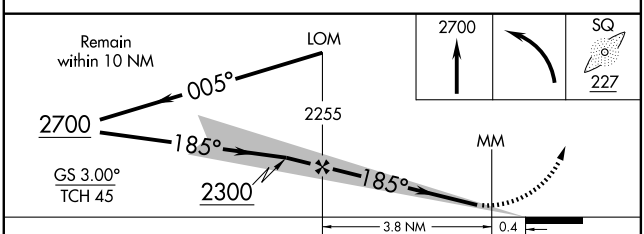
NA — Obtain local altimeter setting on CTAF; when not received, use Dayton altimeter setting.

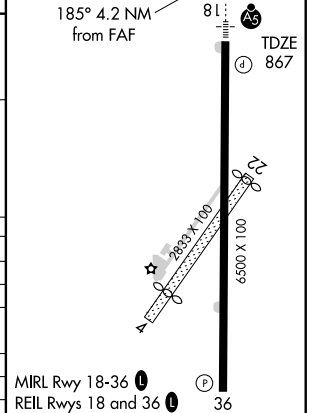
MALSR

MISSED APPROACH: Climb to 2700, then left turn direct SQ LOM and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18		1067-½	200 (200-½)	
S-LOC 18	1280-½	413 (500-½)	1280-¾	413 (500-¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)
DAYTON ALTIMETER SETTING MINIMUMS				
S-ILS 18		1188-½	321 (400-½)	
S-LOC 18	1400-½	533 (600-½)	1400-1 533 (600-1)	1400-1¼ 533 (600-1¼)
CIRCLING	1540-1	673 (700-1)	1560-2 693 (700-2)	1800-3 933 (1000-3)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 93699	185°	TDZE	867
W18A		Apt Elev	867

RNAV (GPS) RWY 18

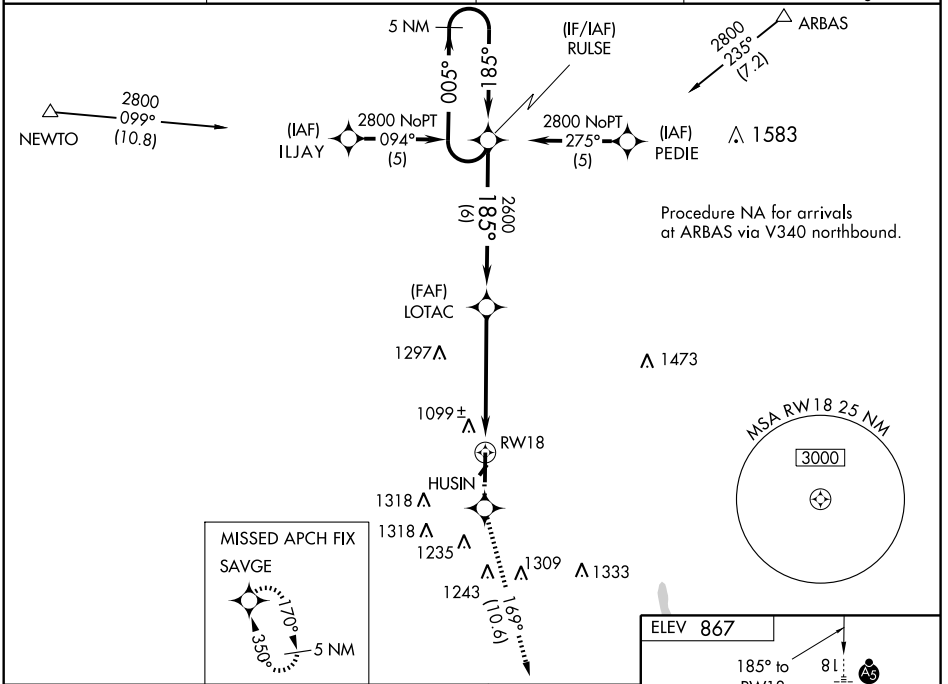
CONNERSVILLE / METTEL FIELD (CEV)

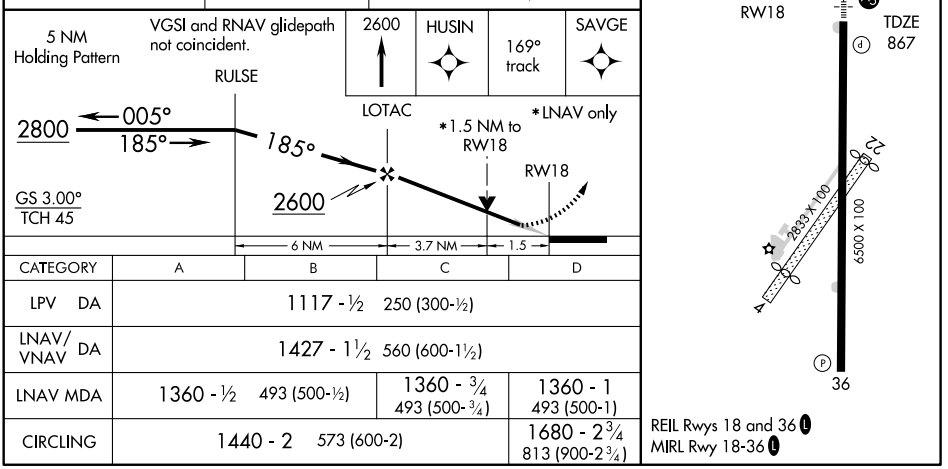
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all DAs/MDAs 140 feet. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl, OH altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile.

MALSR

MISSED APPROACH: Climb to 2600 direct HUSIN and via 169° track to SAVGE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1117 - ½ 250 (300-½)			
LNAV/VNAV DA	1427 - 1½ 560 (600-1½)			
LNAV MDA	1360 - ½ 493 (500-½)		1360 - ¾ 493 (500-¾)	1360 - 1 493 (500-1)
CIRCLING	1440 - 2 573 (600-2)			1680 - 2¾ 813 (900-2¾)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
350°	TDZE	861
	Apt Elev	867

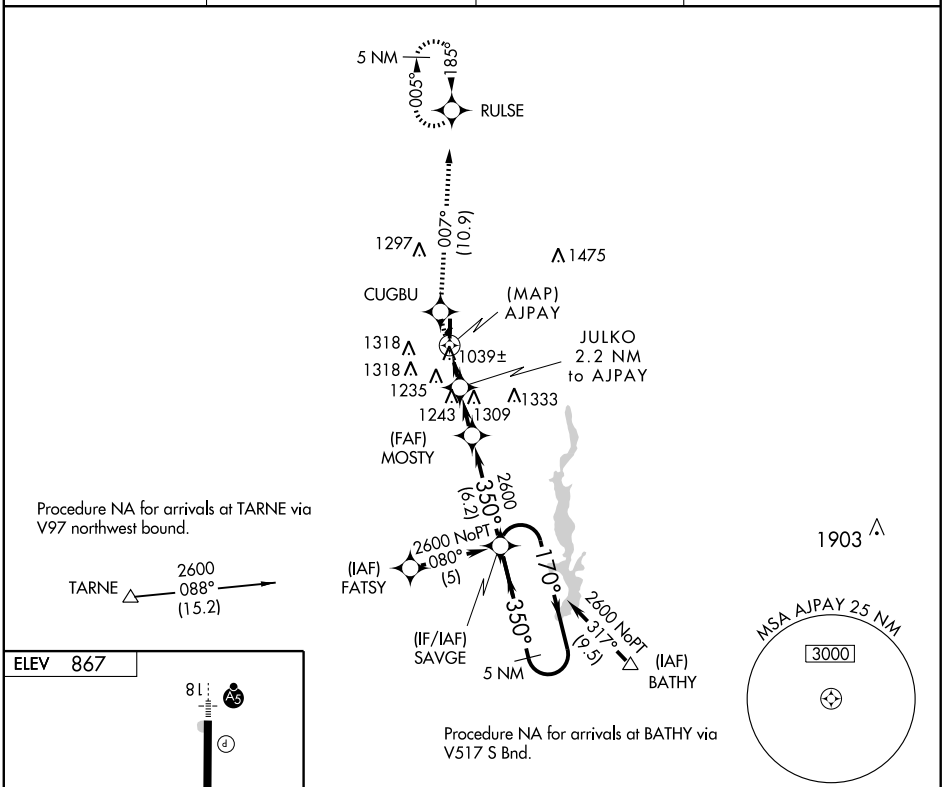
RNAV (GPS) RWY 36

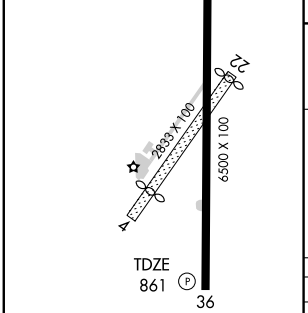
CONNERSVILLE / METTEL FIELD (CEV)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.
NA VDP NA when using James M. Cox Dayton Intl, OH altimeter setting.

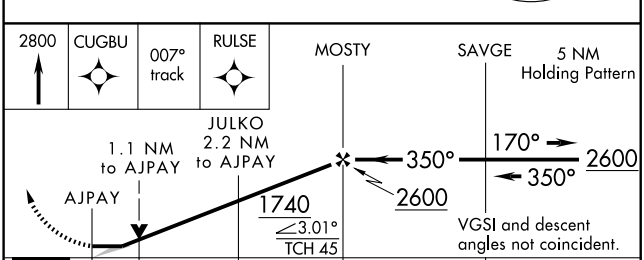
MISSED APPROACH: Climb to 2800 direct CUGBU and via 007° track to RULSE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1380-1¾ 519 (600-1¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RID	APP CRS	Rwy Idg	N/A
110.6	260°	TDZE	N/A
Chan 43		Apt Elev	867

VOR-A

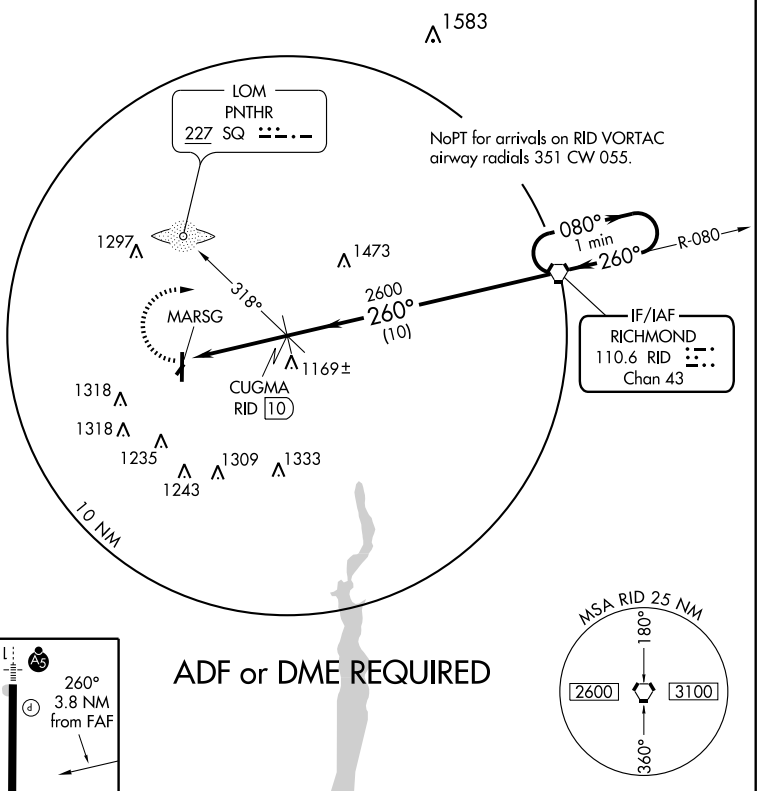
CONNERSVILLE / METTEL FIELD (CEV)

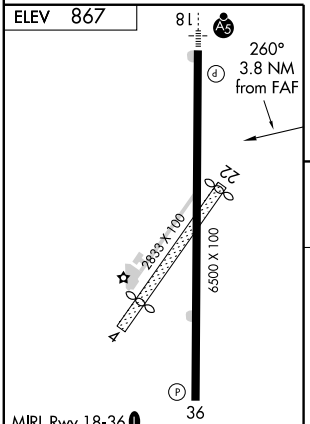
If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

NA

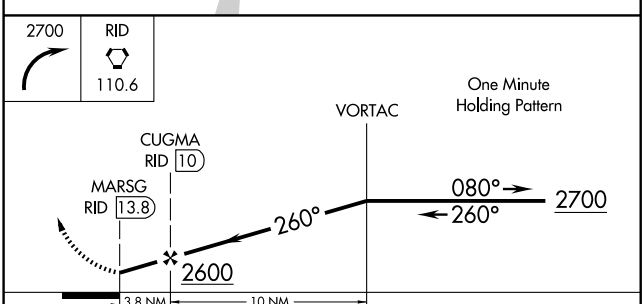
MISSED APPROACH: Climbing right turn to 2700 direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

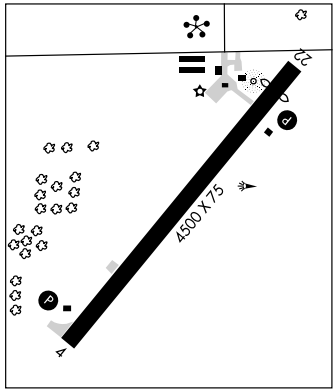


CATEGORY	A	B	C	D
CIRCLING	1420-1 553 (600-1)		1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CONVERSE (1I8) 1 W UTC−5(−4DT) N40°34.25′ W85°53.50′ CHICAGO
840 NOTAM FILE HUF
RWY 07–25: H1800X75 (ASPH–CONC)
RWY 07: Thld dsplcd 38′. **RWY 25:** Thld dsplcd 38′. Crops.
AIRPORT REMARKS: Unattended. Rwy 07–25 75′ wide concrete overlaid with 37′ wide asph strip down middle of rwy. Loose gravel on rwy. Radio controlled airplanes on and invof arpt.
COMMUNICATIONS: CTAF 122.9

CRAWFORDSVILLE MUNI (CFJ) 4 S UTC−5(−4DT) N39°58.54′ W86°55.19′ ST. LOUIS
799 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 04–22: H4500X75 (ASPH) S–16, D–25 MIRL IAP
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Crops.
RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1300–2200Z‡, Apr–Oct 1300–0000Z‡. Parachute Jumping. MIRL Rwy 04–22 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 04 and 22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 290° 27.3 NM to fld. 823/1E.
NDB (MHW) 388 CFJ N39°58.86′ W86°54.94′ at fld. NDB unmonitored.



CROWNPOINT N41°24.25′ W87°14.27′ CHICAGO
RCO 123.65 (TERRE HAUTE RADIO) L–28I

DAVIESS CO (See WASHINGTON)

DE KALB CO (See AUBURN)

DELAWARE CO–JOHNSON FLD (See MUNCIE)

DELPHI MUNI (1I9) 3 S UTC−5(−4DT) N40°32.58′ W86°40.89′ CHICAGO
671 B S2 **FUEL:** 100LL, MOGAS NOTAM FILE HUF
RWY 18–36: H2898X60 (CONC) MIRL
RWY 18: Thld dsplcd 248′. **RWY 36:** Crops.
AIRPORT REMARKS: Attended irregularly. Arpt unattended Christmas. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9

EAGLE CREEK AIRPARK (See INDIANAPOLIS)

EARLE N40°25.59′ W87°03.11′ NOTAM FILE LAF. CHICAGO
NDB (LOM) 401 LA 100° 5.3 NM to Purdue University. LOM unmonitored.

NDB CFJ 388	APP CRS 040°	Rwy Idg 4500 TDZE 797 Apt Elev 799

NDB RWY 4

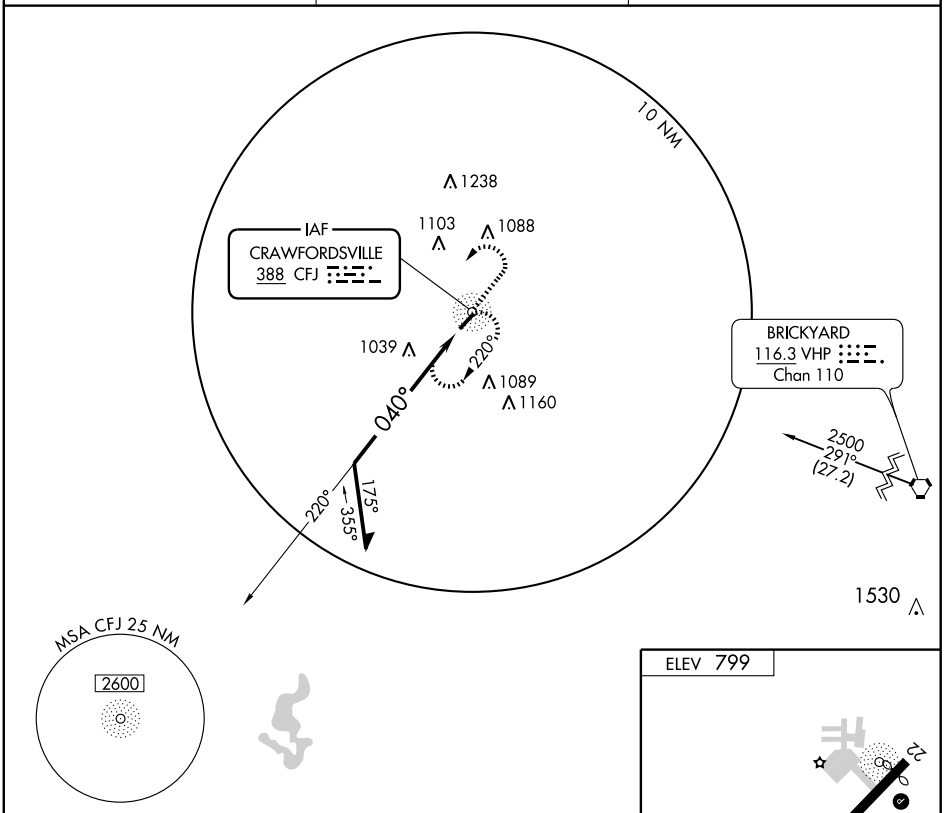
CRAWFORDSVILLE MUNI (CFJ)

NA

Use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2400 then left turn direct CFJ NDB and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-4	1400-1 603 (700-1)		1400-1¾ 603 (700-1¾)	1400-2 603 (700-2)
CIRCLING	1400-1 601 (700-1)		1400-1¾ 601 (700-1¾)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

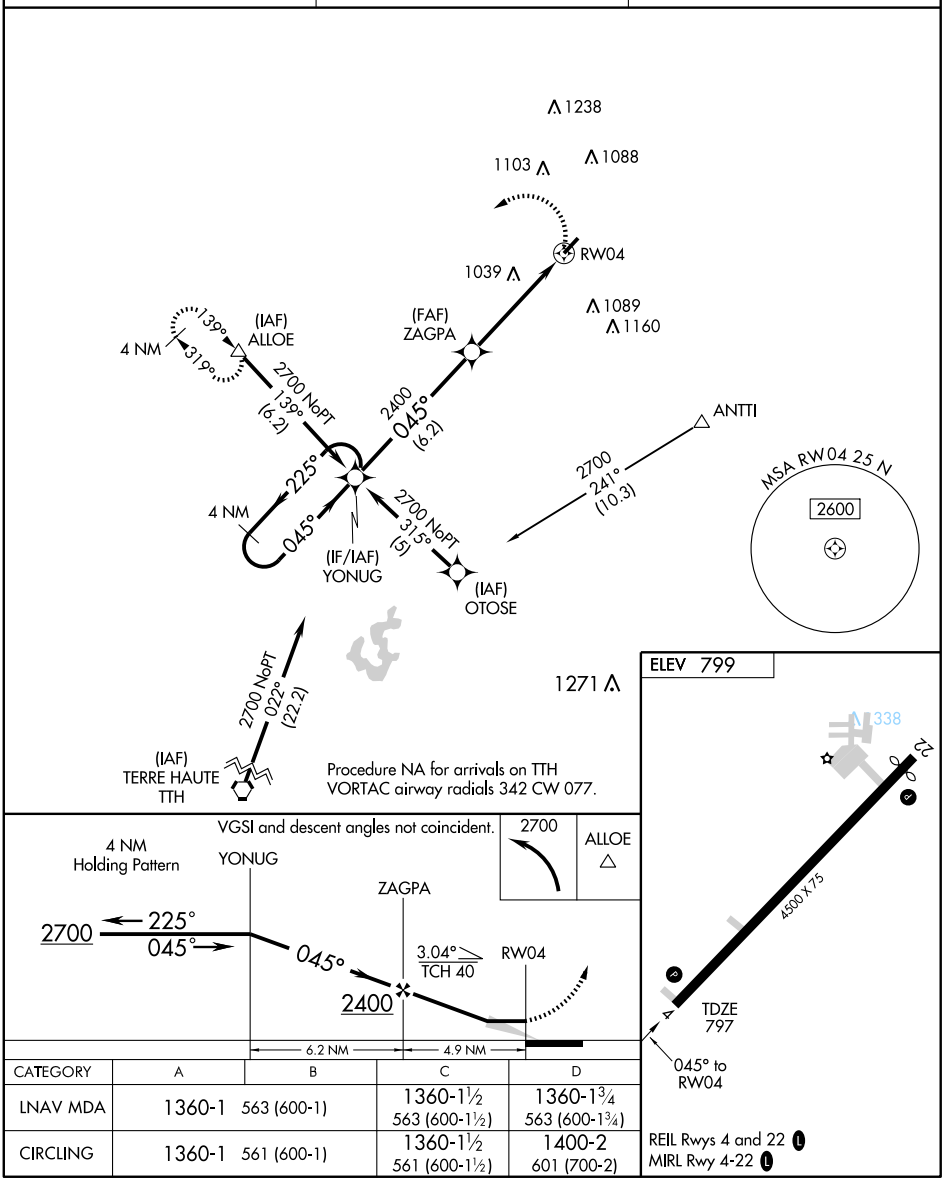
APP CRS	Rwy Idg	4500
045°	TDZE	797
	Apt Elev	799

RNAV (GPS) RWY 4
CRAWFORDSVILLE MUNI (CFJ)

DME/DME RNP-0.3 NA. Use Putnam County altimeter setting, when not received, use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct ALLOE and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1	563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4300
225°	TDZE	799
	Apt Elev	799

RNAV (GPS) RWY 22

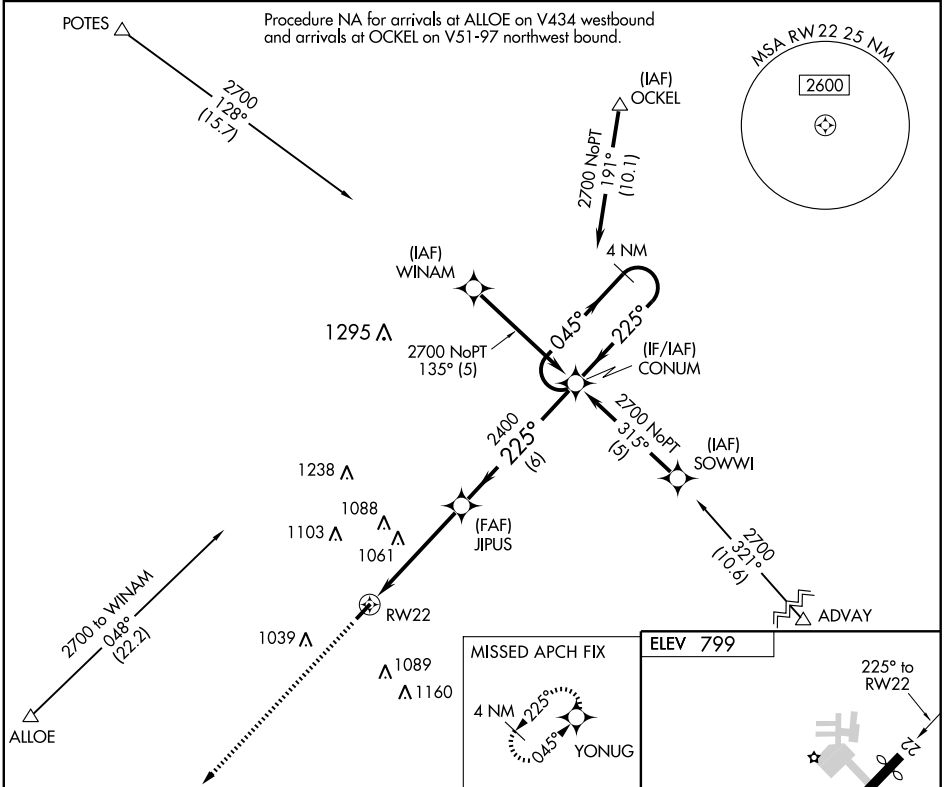
CRAWFORDSVILLE MUNI (CFJ)

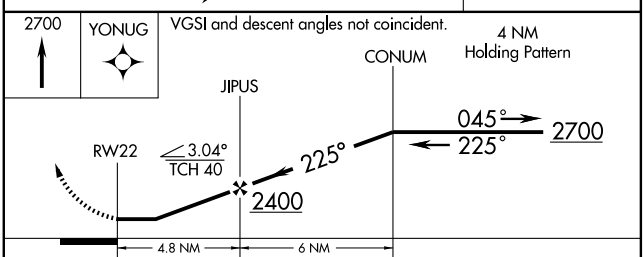
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Putnam County altimeter setting, when not received use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

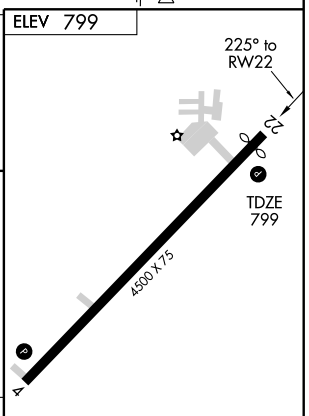
MISSED APPROACH: Climb to 2700 direct YONUG and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L

Procedure NA for arrivals at ALLOE on V434 westbound and arrivals at OCKEL on V51-97 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1380-1¾ 581 (600-1¾)
CIRCLING	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART MUNI (EKM)
ELKHART, INDIANA

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ELKHART, INDIANA
ELKHART MUNI (EKM)

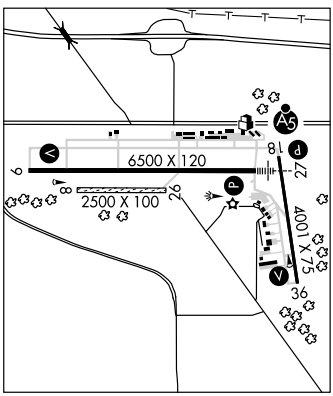
10210

ELKHART

ELKHART MUNI (EKM) 3 NW UTC−5(−4DT) N41°43.16′ W86°00.10′ CHICAGO

778 B S4 **FUEL** 100LL, JET A OX 4 TPA—1778(1000) Class IV, ARFF Index A **H–5E, 10F, L–28I**
NOTAM FILE EKM **IAP, AD**

RWY 09–27: H6500X120 (CONC) S–40, D–60, 2D–120 HIRL
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 49′. Trees.
RWY 27: MALSR PAPI(P4L)—GA 3.0° TCH 45′. Trees
RWY 18–36: H4001X75 (ASPH–GRVD) S–45, D–65, 2S–82 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Bldg.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 46′. Trees.
RWY 08–26: 2500X100 (TURF)
RWY 08: Crops. **RWY 26:** Crops.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–2500	TODA–2500	ASDA–2500	LDA–2500
RWY 09:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 18:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001
RWY 26:	TORA–2500	TODA–2500	ASDA–2500	LDA–2500
RWY 27:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 36:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001

AIRPORT REMARKS: Attended 1100–0300Z‡. CLOSED to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 574–264–5217, after hrs ctc city communications center 574–293–2175. Uncontrolled vehicles on acft aprons N side of arpt. Rwy 08–26 marked with white corner markers. VFR only and only opr during twr hrs. When twr clsd MIRL Rwy 18–36; HIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE VASI Rwy 09 and Rwy 36, PAPI Rwy 18 and Rwy 27, REIL Rwy 09, Rwy 18 and Rwy 36 and MALSR Rwy 27—CTAF. Twy A not avbl to acft with more than 30 passenger seats. Rwy 27 touchdown runway visual range avbl.
WEATHER DATA SOURCES: AWOS–3 124.475 (574) 264–9002.
COMMUNICATIONS: CTAF 119.5 **UNICOM** 122.95
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
TOWER 119.5 (Mon–Fri 1100–0300Z‡, Sat 1100–0100Z‡, Sun 1200–0300Z‡) **GND CON** 121.8
CLNC DEL 121.8 **SOUTH BEND CLNC DEL** 119.7 (When Elkhart twr clsd).
AIRSPACE: CLASS D svc Mon–Fri 1100–0300Z‡, Sat 1100–0100Z‡, Sun 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 102° 14.5 NM to fld. 804/00E. **HIWAS.**
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 005° 11.7 NM to fld. 852/00E.
NOTAM FILE GSH.
ILS 111.5 I–OUP Rwy 27. Class IB.

MISHAWAKA PILOTS CLUB (3C1) 3 SW UTC−5(−4DT) N41°39.42′ W86°02.08′ CHICAGO

755 B NOTAM FILE HUF
RWY 12–30: 3140X100 (TURF)
RWY 12: Thld dsplcd 690′. Trees. **RWY 30:** Thld dsplcd 520′. Trees.
RWY 03–21: H2243X40 (ASPH) LIRL
RWY 03: Thld dsplcd 187′. Road. **RWY 21:** Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 12–30 dsplcd thlds marked with white tires.
COMMUNICATIONS: CTAF 122.9

EMINENCE

PAM'S PLACE (78I) 3 SW UTC−5(−4DT) N39°30.10′ W86°41.31′ ST. LOUIS

795 S4 NOTAM FILE HUF
RWY 10–28: 3630X100 (TURF)
RWY 10: Thld dsplcd 745′. Trees. **RWY 28:** Thld dsplcd 750′. Road. Rgt tfc.
RWY 18–36: 1629X100 (TURF)
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Deer and birds on and invof arpt. Rwy 10–28 edges marked with grassline; dsplcd thlds marked with 3 traffic cones.
COMMUNICATIONS: CTAF 122.9

LOC I-OUP	APP CRS	Rwy Idg	6500
111.5	274°	TDZE	777
		Apt Elev	778

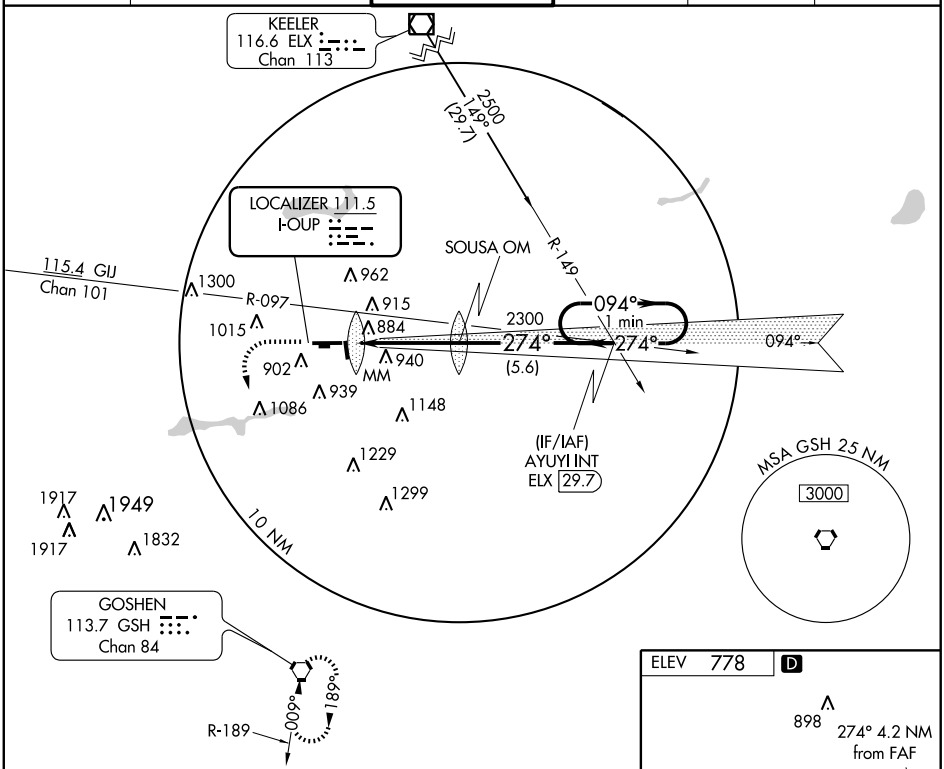
ILS or LOC RWY 27
ELKHART MUNI (EKM)

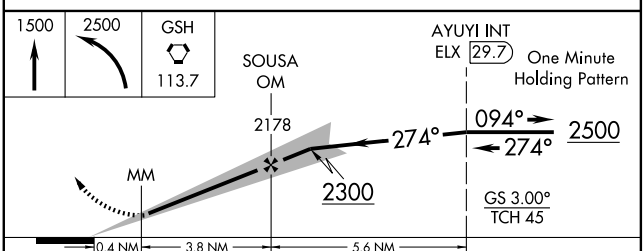
If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

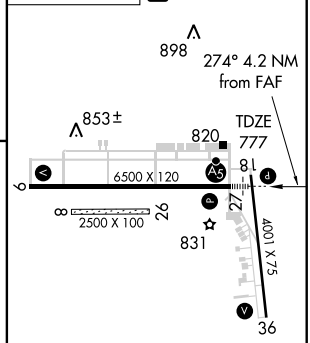
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON *		ELKHART TOWER *	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 27	*977/24 200 (200-½)			
S-LOC 27	1180/24 403 (500-½)		1180/40 403 (500-¾)	
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
094°	TDZE	776
	Apt Elev	778

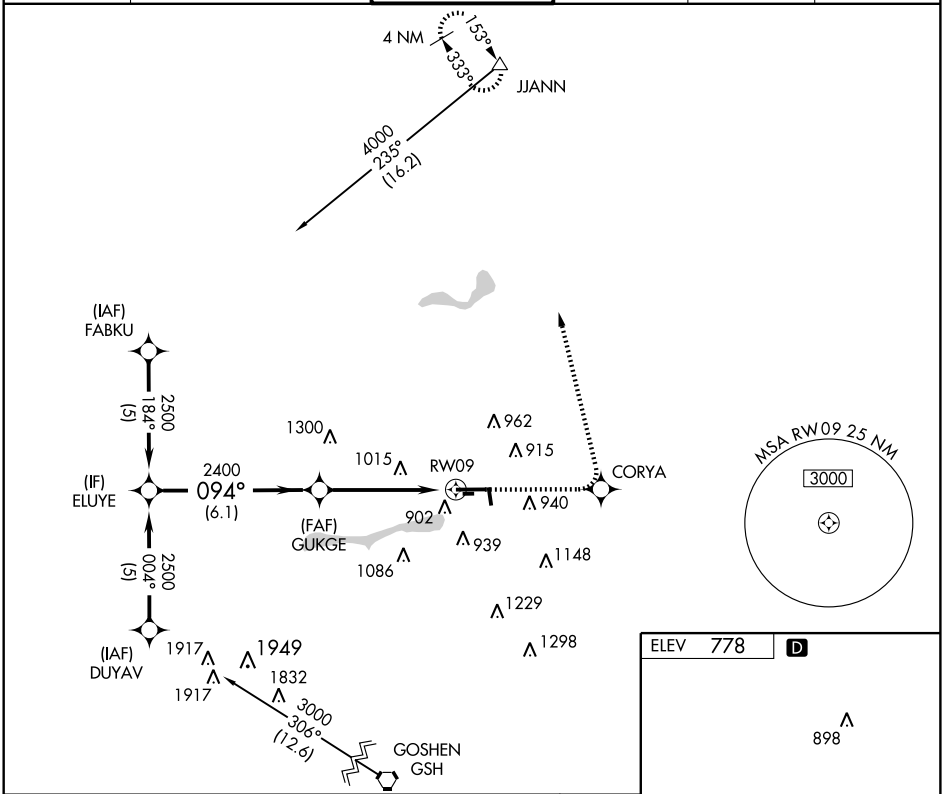
RNAV (GPS) RWY 9

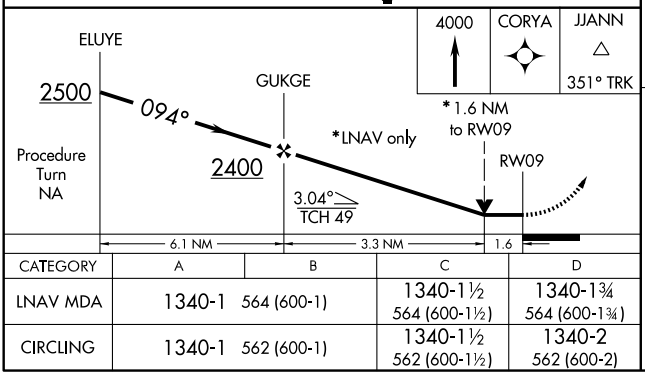
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.
VDP NA when using South Bend altimeter setting.

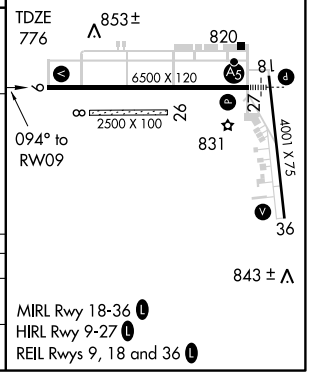
MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

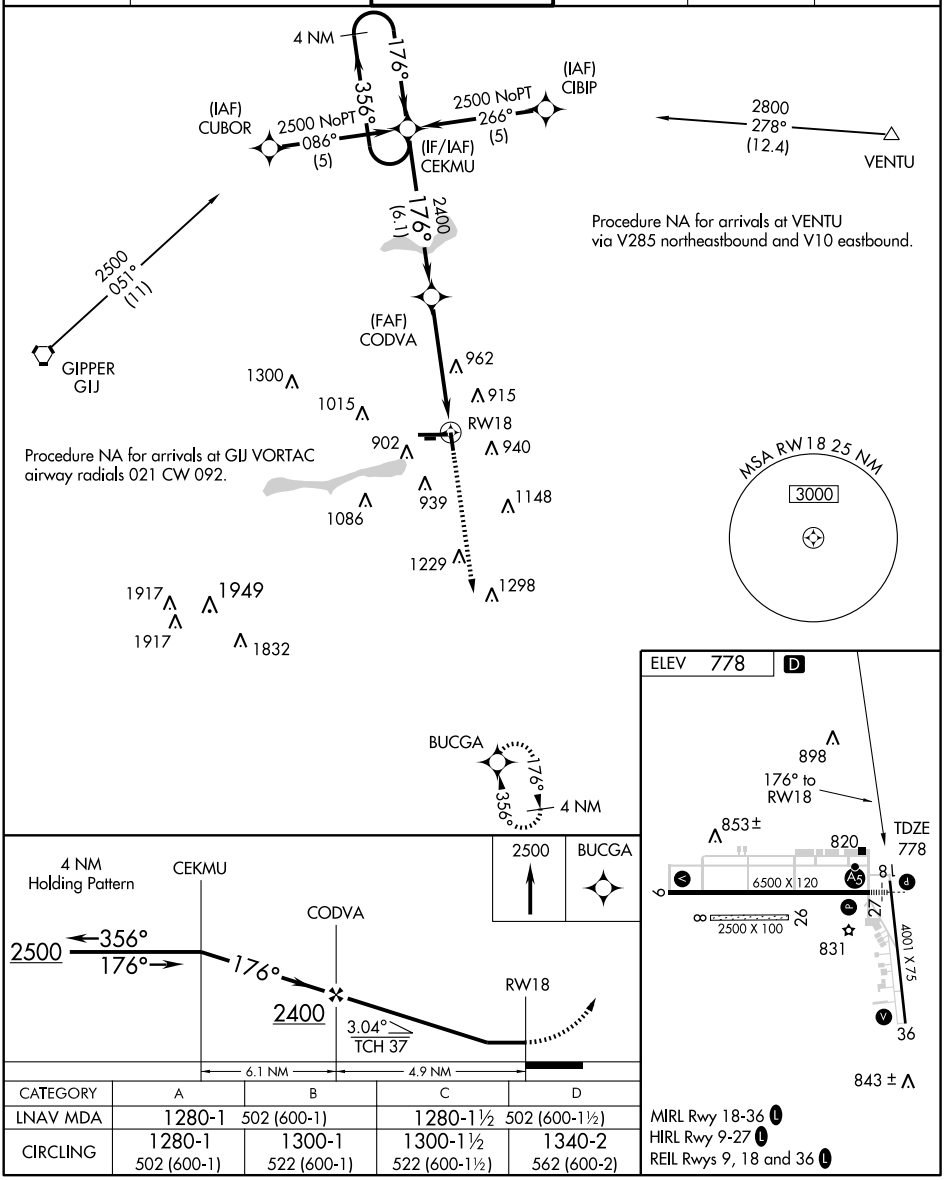
APP CRS	Rwy Idg	4001
176°	TDZE	778
	Apt Elev	778

RNAV (GPS) RWY 18
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1280-1	502 (600-1)	1280-1½	502 (600-1½)
CIRCLING	1280-1	1300-1	1300-1½	1340-2
	502 (600-1)	522 (600-1)	522 (600-1½)	562 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 50107	274°	TDZE	777
W27A		Apt Elev	778

RNAV (GPS) RWY 27

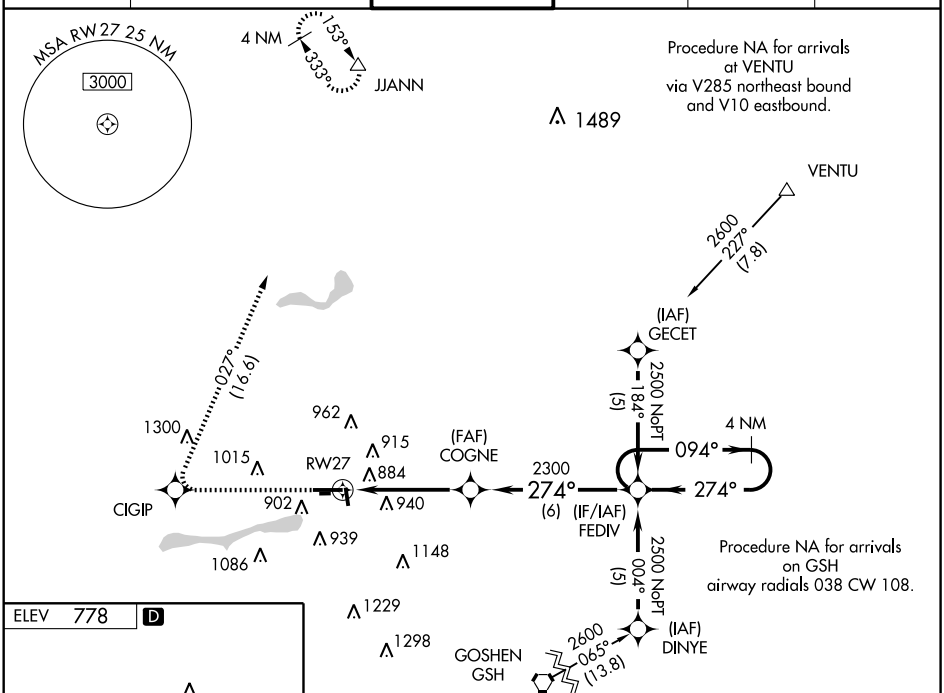
ELKHART MUNI (EKM)

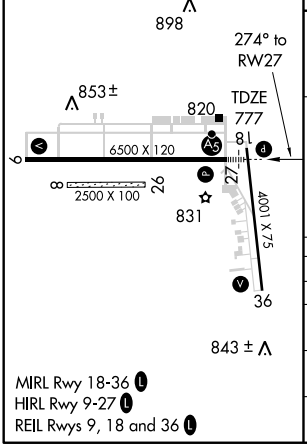
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA with South Bend altimeter setting. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats,increase LNAV Cat D visibility to RVR 6000.

MALSR

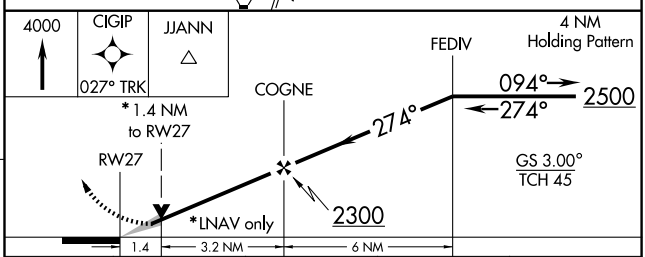
MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95





MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1070/24 293 (300-½)			
LNAV/ VNAV DA	1220/50 443 (500-1)			
LNAV MDA	1260/24 483 (500-½)		1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1260-1½ 482 (500-1½)	1300-1½ 522 (600-1½)		1340-2 562 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

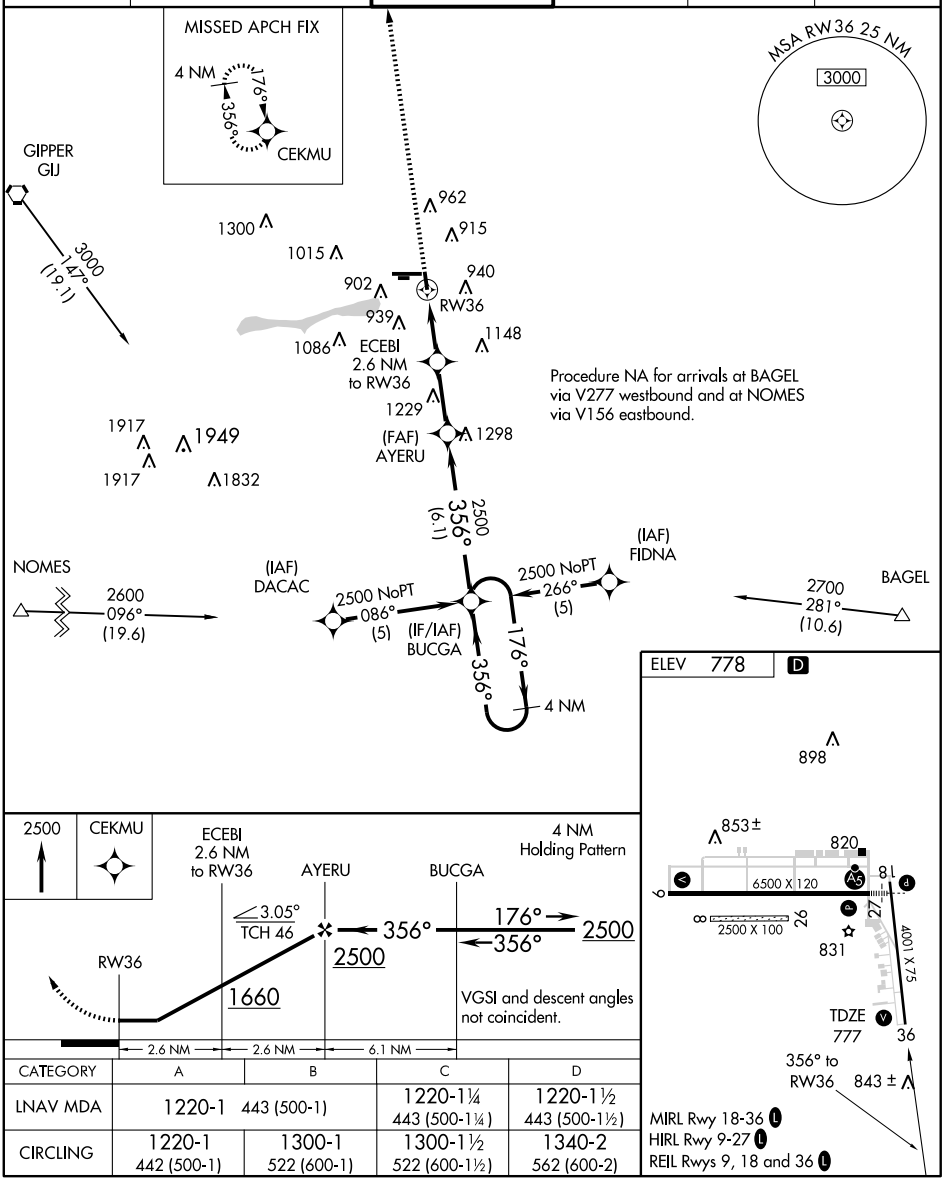
APP CRS	Rwy Idg	4001
356°	TDZE	777
	Apt Elev	778

RNAV (GPS) RWY 36
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEKMU and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSH 113.7 Chan 84	APP CRS 009°	Rwy Idg 4001 TDZE 777 Apt Elev 778

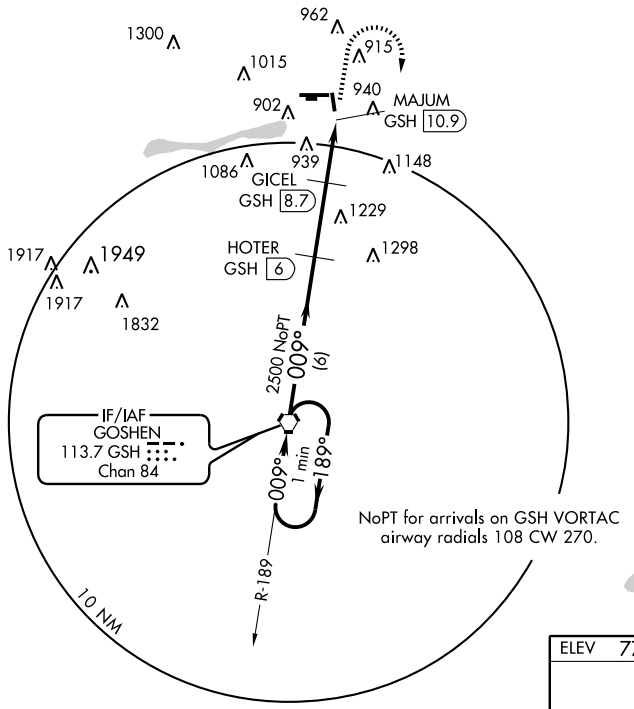
VOR/DME RWY 36

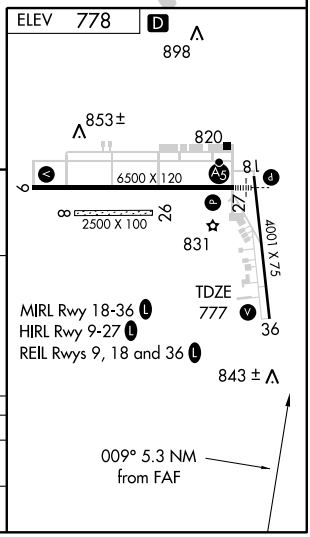
ELKHART MUNI (EKM)

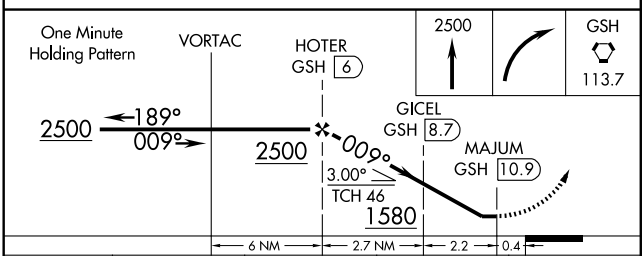
⚠ If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-36	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (500-1½)	1340-2 562 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

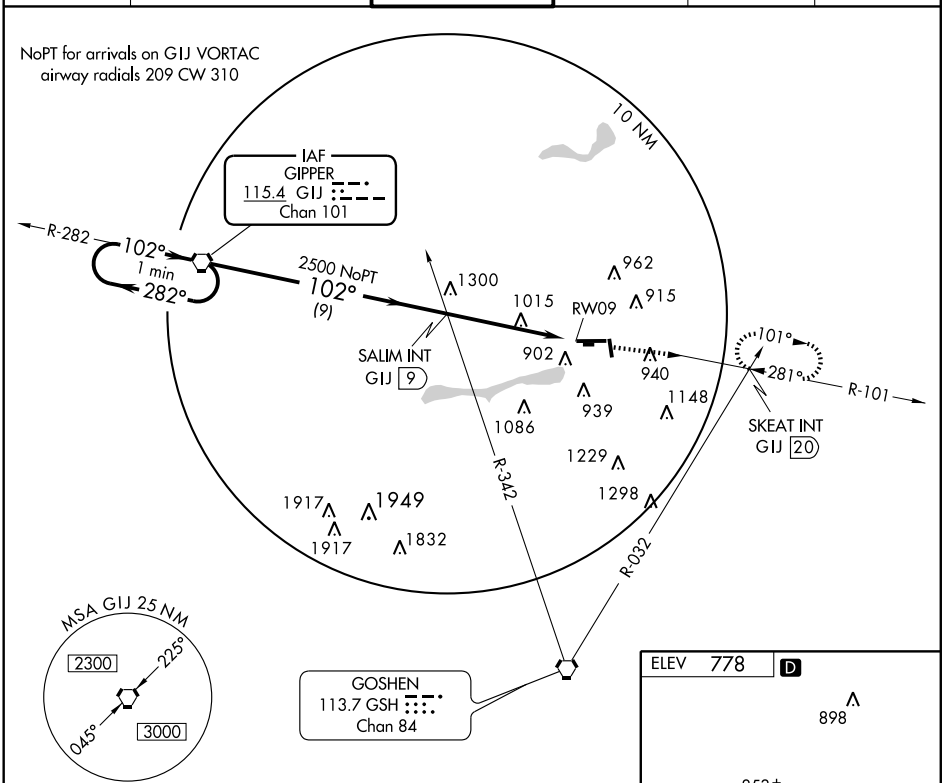
VORTAC GIJ 115.4 Chan 101	APP CRS 102°	Rwy Idg 6500 TDZE 776 Apt Elev 778

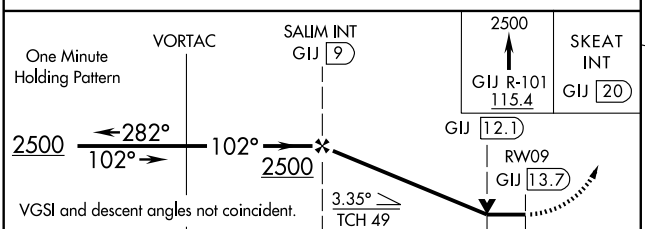
VOR RWY 9
ELKHART MUNI (EKM)

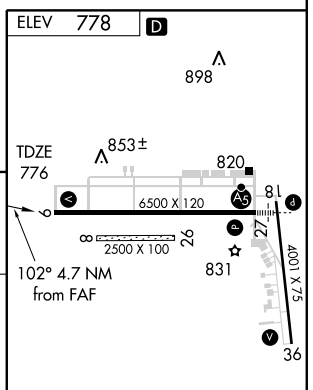
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 via GIJ R-101 to SKEAT Int/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 18 and 36 L

843 ± ∧

CATEGORY	A	B	C	D
S-9	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GIJ 115.4 Chan 101	APP CRS 281°	Rwy Idg 6500 TDZE 777 Apt Elev 778

VOR RWY 27

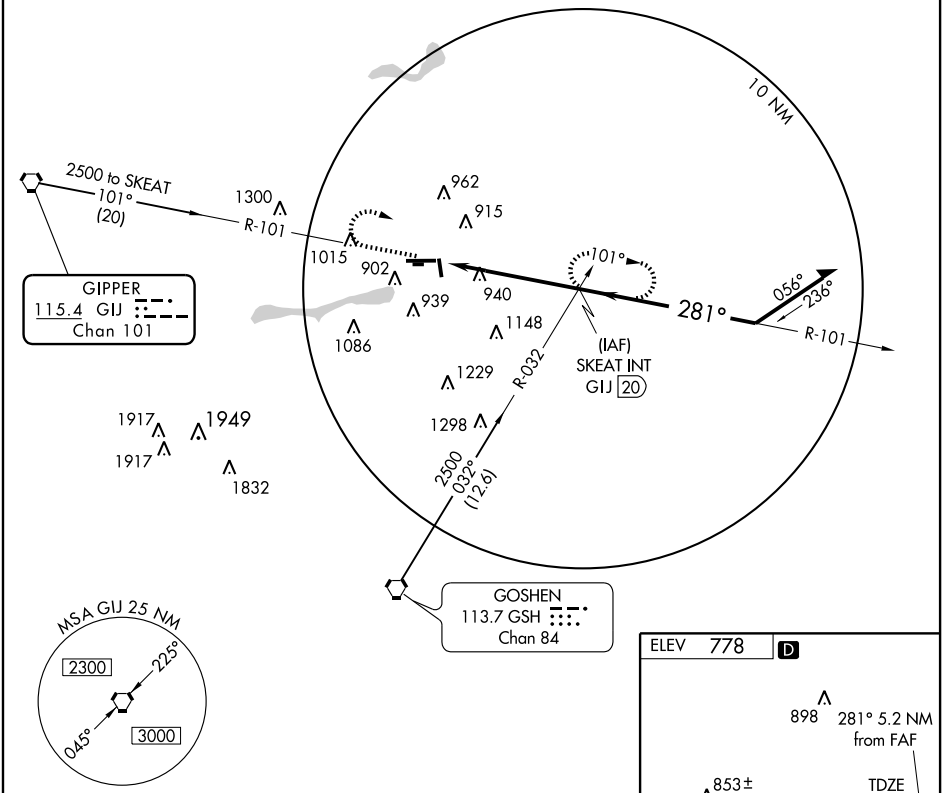
ELKHART MUNI (EKM)

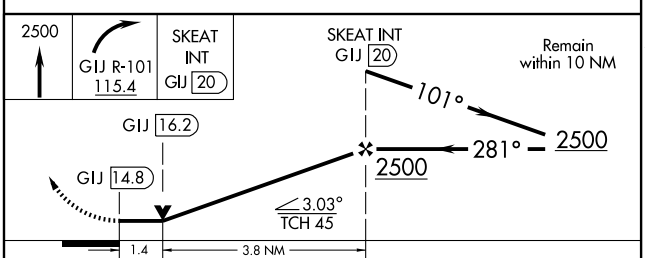
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting. Inoperative table does not apply.

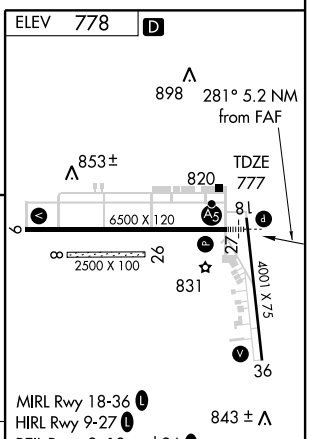
MALSR

MISSED APPROACH: Climb to 2500 then right turn via GIJ R-101 to SKEAT INT/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-27	1280/50	503 (600-1)	1280-1½	503 (600-1½)
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 5.2 NM

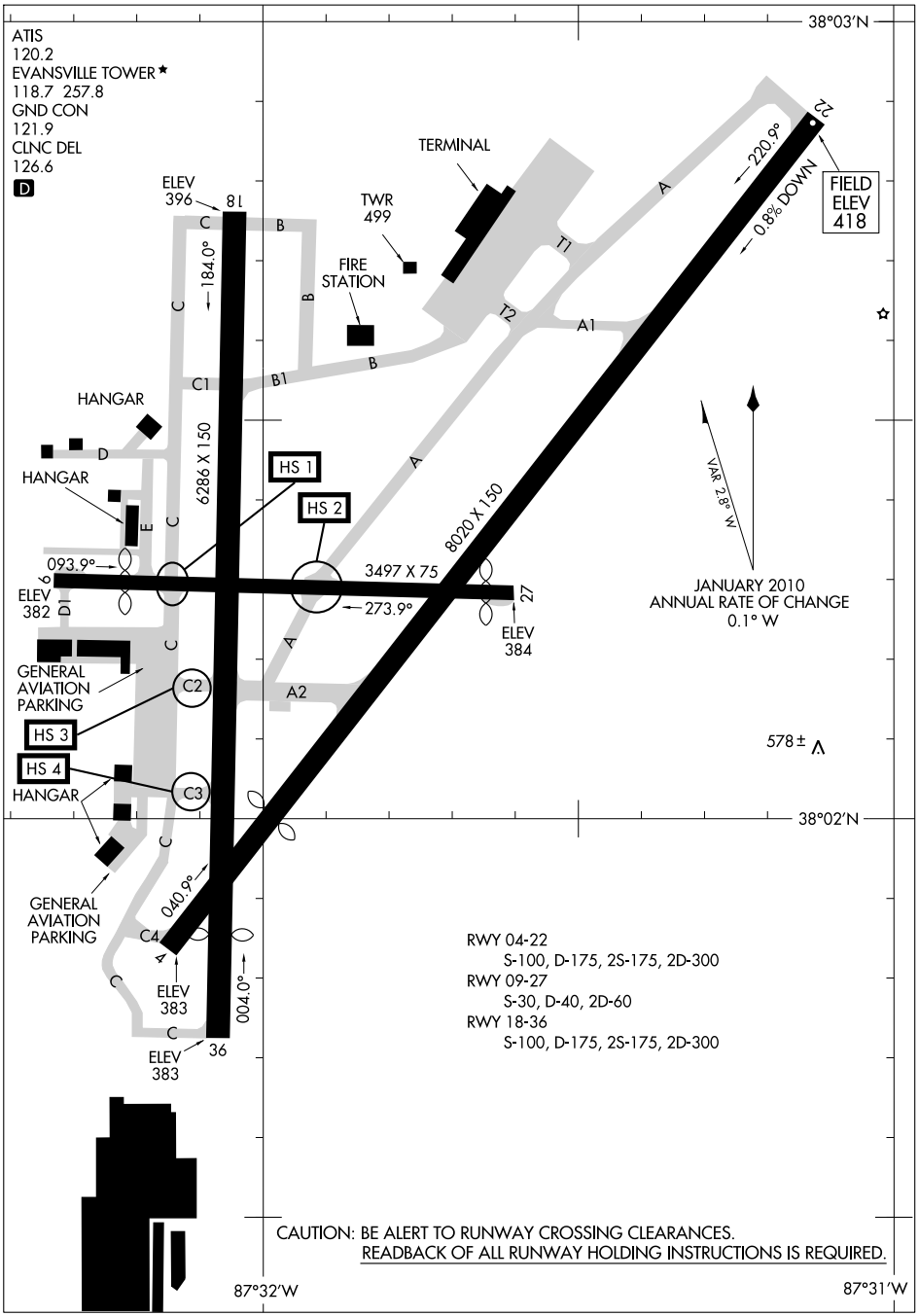
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)
EVANSVILLE, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

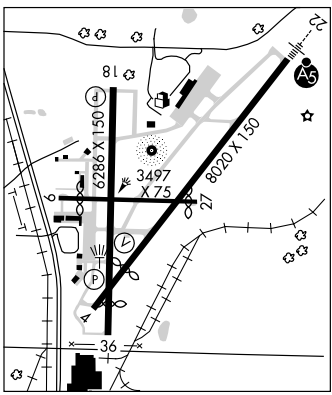
AIRPORT DIAGRAM

EVANSVILLE, INDIANA
EVANSVILLE RGNL (EVV)

10266

EVANSVILLE

EVANSVILLE RGNL (EVV) 3 N UTC−6(−5DT) N38°02.31′ W87°31.85′ **ST. LOUIS**
418 B S4 **FUEL** 100LL, JET A, OX 1, 2, 3 ARFF Index—See Remarks NOTAM FILE EVV **H–5E, L–16I**
RWY 04–22: H8020X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL **IAP, AD**
RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 1296′. Building.
RWY 22: MALSR. 0.8% down.
RWY 18–36: H6286X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 MIRL
RWY 18: REIL. PAPI(P4R)—GA 3.66 TCH 62′. Pole.
RWY 36: REIL. PAPI(P4L)—GA 3.0 TCH 29′. Thld dsplcd 789′. Road.
RWY 09–27: H3497X75 (ASPH) S–30, D–40, 2D–60 MIRL
RWY 09: Thld dsplcd 529′. Road.
RWY 27: Thld dsplcd 218′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–5505 TODA–5505 ASDA–5505 LDA–5505
RWY 36: TORA–6286 TODA–6286 ASDA–6286 LDA–5505



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwys 09–27 and Twy E, restricted to acft less than 50,000 lbs. Rwy 04 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Twy E lgts OTS. Class I, ARFF Index B. Arpt has Index C ARFF capability–avbl on req, call 812–421–4408. HIRL Rwy 04–22 and Rwy 18–36 on when twr clsd; Ints level and lgts Rwy 09–27 predicated by weather forecast when twr clsd. ACTIVATE MALSR Rwy 22—CTAF.
WEATHER DATA SOURCES: ASOS (812) 426–2174. LAWRS.
COMMUNICATIONS: CTAF 118.7 **ATIS** 120.2 **UNICOM** 122.95
RCO 122.65 (TERRE HAUTE RADIO)
Ⓡ **APP/DEP CON** 126.4 (041–219°) 127.35 (220–040°) (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
TOWER 118.7 (1200–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.6
AIRSPACE: CLASS C svc 1200–0500Z‡ ctc **APP CON** other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70′ W87°45.74′ 056° 12.8 NM to fld. 384/3E. **HIWAS.**
NDB (MHW) 284 PDW N38°02.41′ W87°31.86′ at fld. VFR only. NOTAM FILE EVV. Unmonitored when twr clsd. OTS indef.
VICCI NDB (LOM) 219 EV N38°07.60′ W87°26.44′ 219° 6.8 NM to fld.
ILS 109.9 I–DSO Rwy 04. Class IB. Unmonitored when twr clsd.
ILS 109.9 I–EVV Rwy 22 Class IE. LOM VICCI NDB. Unmonitored when twr clsd.
ASR (1200–0500Z‡)

SKYLANE (3EV) 1 NW UTC−6(−5DT) N38°01.70′ W87°35.68′ **ST. LOUIS**
380 S2 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 2105X142 (TURF)
RWY 18: Pole. **RWY 36:** P–line.
AIRPORT REMARKS: Attended irregularly. Coordinate ingress/egress with Evansville App/Dep Con. Rwy 18–36 thlds marked with L shaped mats painted white.
COMMUNICATIONS: CTAF 122.9

FERDINAND N38°14.91′ W86°50.27′ NOTAM FILE HNB. **ST. LOUIS**
NDB (MHW) 239 FNZ 270° 5.5 NM to Huntingburg. **L–27D**

FLORA MUNI (5I2) 2 SW UTC−5(−4DT) N40°32.39′ W86°32.90′ **CHICAGO**
710 NOTAM FILE HUF
RWY 09–27: 2143X93 (TURF) LIRL
RWY 09: Road. **RWY 27:** Crops.
AIRPORT REMARKS: Unattended. Parachute Jumping.
COMMUNICATIONS: CTAF 122.9

FLYING U RANCH (See UNION MILLS)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

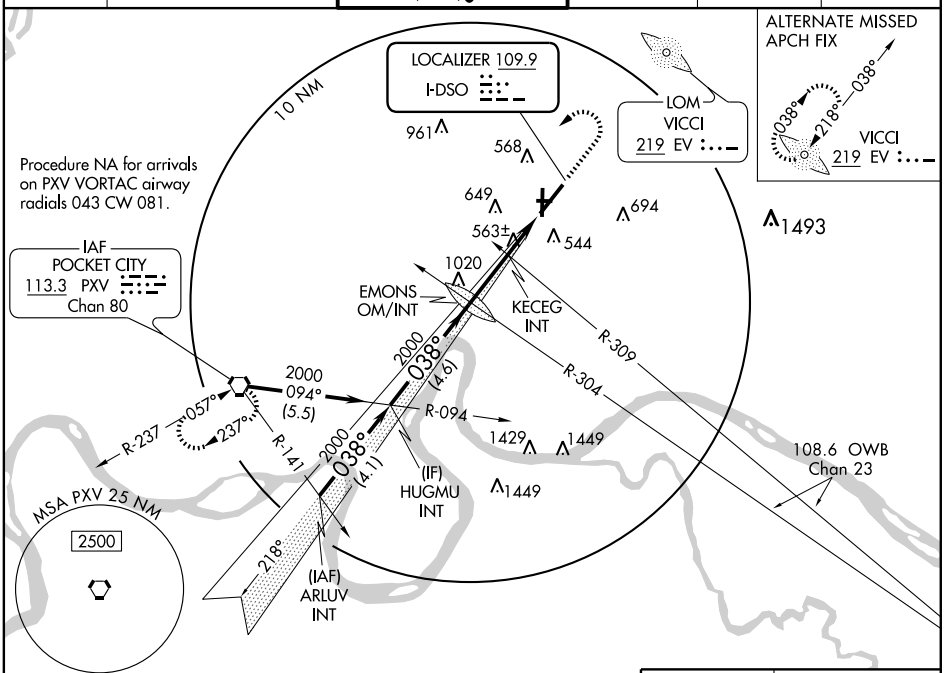
LOC I-DSO	APP CRS	Rwy Idg	6724
109.9	038°	TDZE	385
		Apt Elev	418

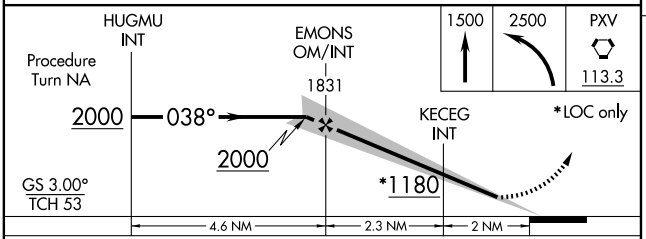
ILS or LOC RWY 4
EVANSVILLE RGNL (EVV)

ASR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95

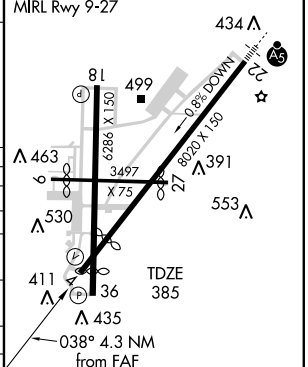




CATEGORY	A	B	C	D
S-ILS 4		585-¾ 200 (200-¾)		
S-LOC 4	1180-1 795 (800-1)	1180-1¼ 795 (800-1¼)	1180-2¼ 795 (800-2¼)	1180-2½ 795 (800-2½)
CIRCLING	1180-1 762 (800-1)	1180-1¼ 762 (800-1¼)	1180-2¼ 762 (900-2¼)	1180-2½ 762 (800-2½)
KECEG FIX MINIMUMS				
S-LOC 4	820-1 435 (500-1)		820-1¼ 435 (500-1¼)	820-1½ 435 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-1)

ELEV 418 D

HIRL Rwys 4-22 and 18-36
REIL Rwys 4, 18 and 36
MIRL Rwy 9-27



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EVV	APP CRS	Rwy Idg	8020
109.9	218°	TDZE	418
		Apt Elev	418

ILS or LOC RWY 22
EVANSVILLE RGNL (EVV)

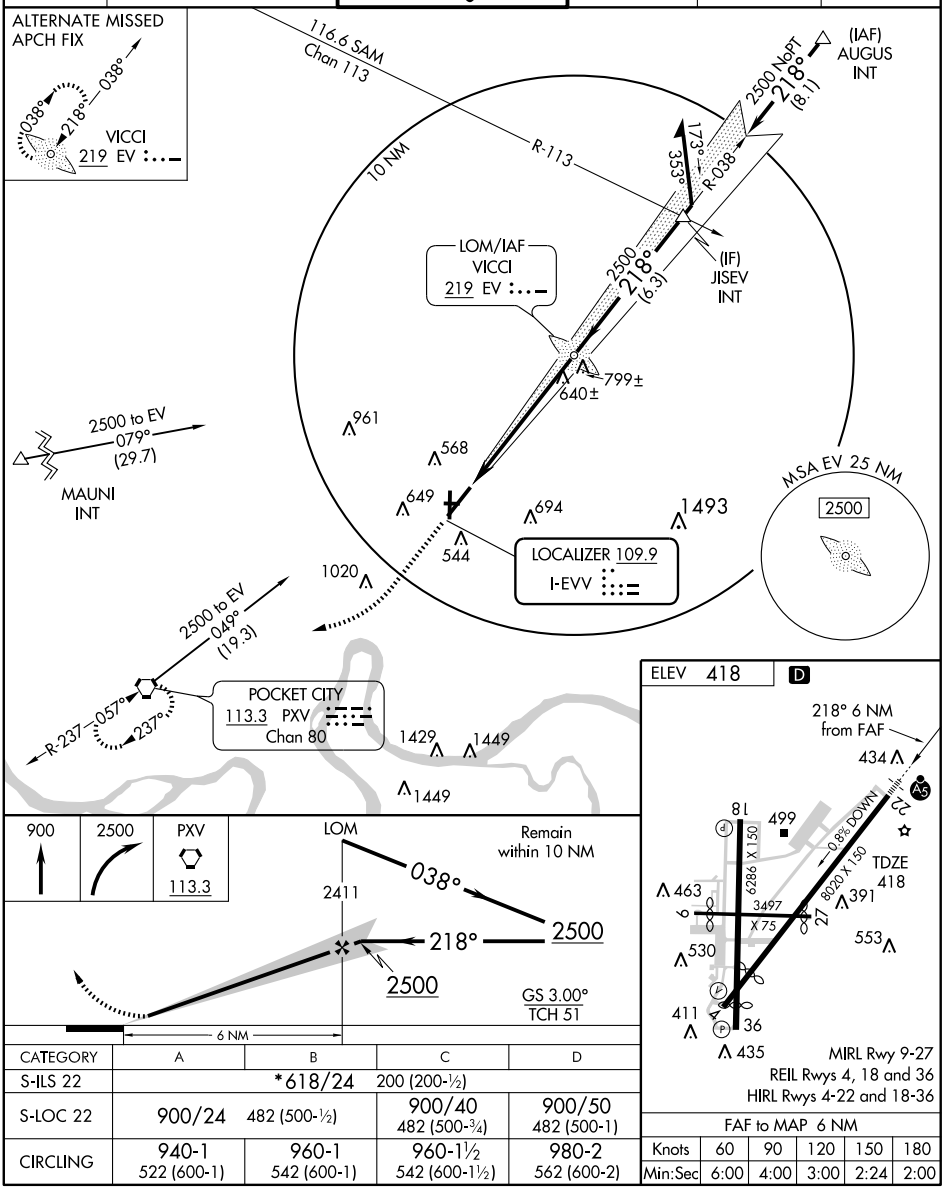
ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *	EVANSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95



CATEGORY	A	B	C	D
S-ILS 22	*618/24		200 (200-½)	
S-LOC 22	900/24 482 (500-½)		900/40 482 (500-¾)	900/50 482 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM EV	APP CRS	Rwy Idg	8020
219	218°	TDZE	418
		Apt Elev	418

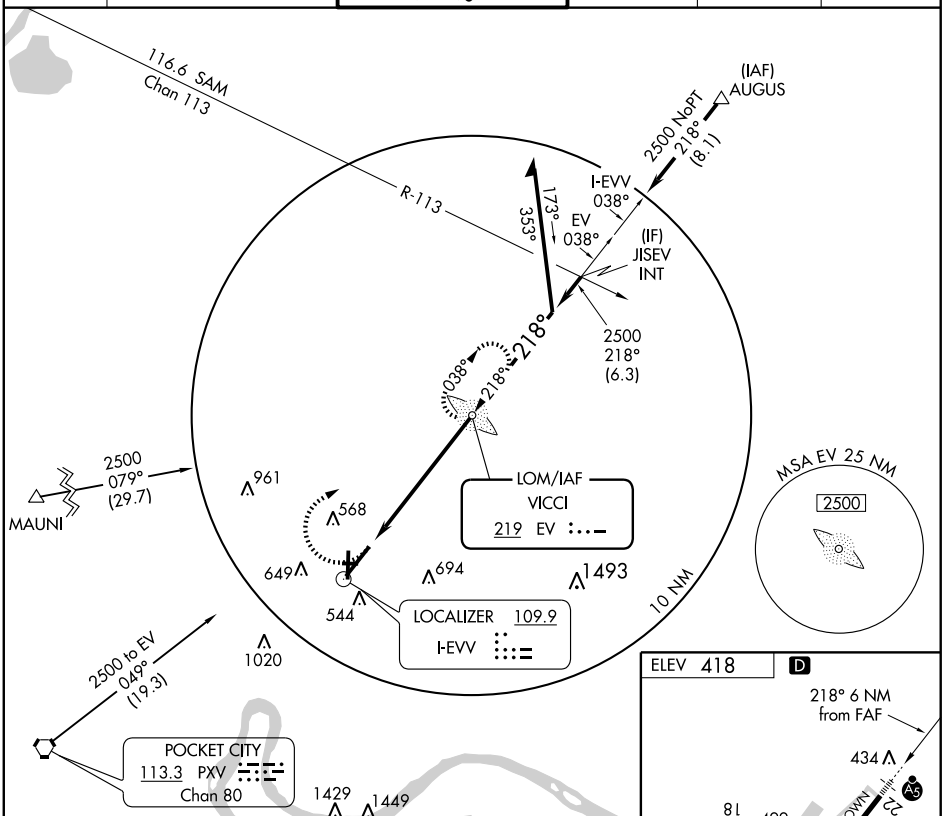
NDB RWY 22
EVANSVILLE RGNL (EVV)

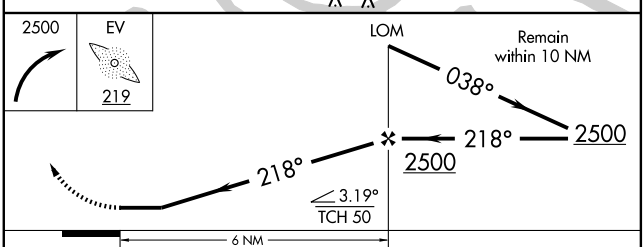
ASR

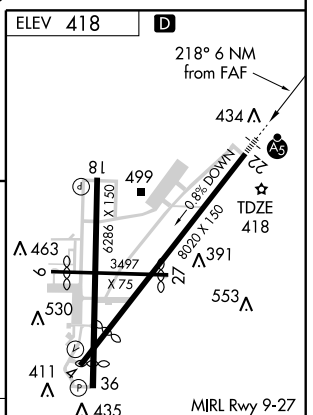
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct EV LOM and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-22	1060/40	642 (700-¾)	1060/60 642 (700-1¼)	1060-1¾ 642 (700-1¾)
CIRCLING	1060-1	642 (700-1)	1060-1¾ 642 (700-1¾)	1060-2 642 (700-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6724
CH 82711	038°	TDZE	385
W04A		Apt Elev	418

RNAV (GPS) RWY 4

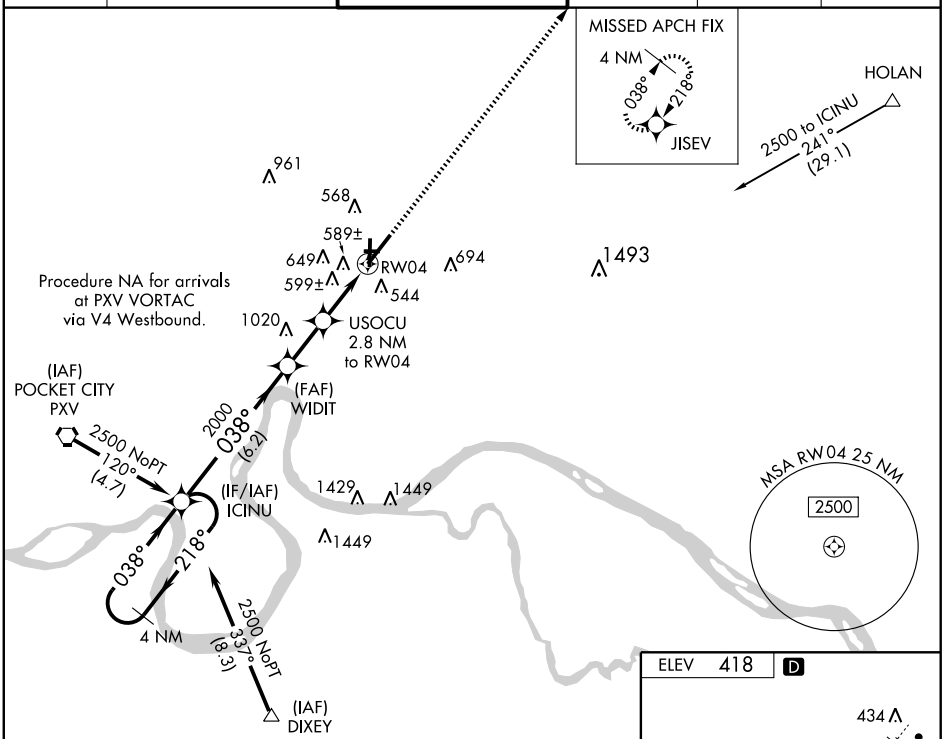
EVANSVILLE RGNL (EVV)

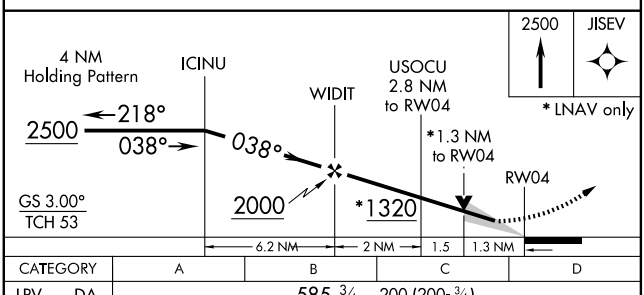
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

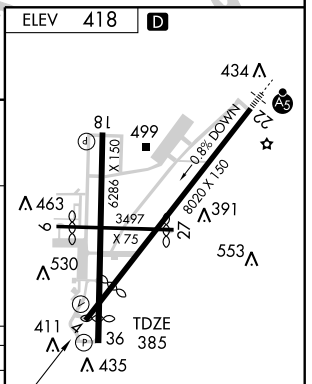
MISSED APPROACH: Climb to 2500 direct JISEV and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95





CATEGORY	A	B	C	D
LPV DA	585-¾ 200 (200-¾)			
LNAV/VNAV DA	970-2 585 (600-2)			
LNAV MDA	860-1 475 (500-1)		860-1¼ 475 (500-1¼)	860-1½ 475 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8020
CH 42512	218°	TDZE	418
W22A		Apt Elev	418

RNAV (GPS) RWY 22

EVANSVILLE RGNL (EVV)

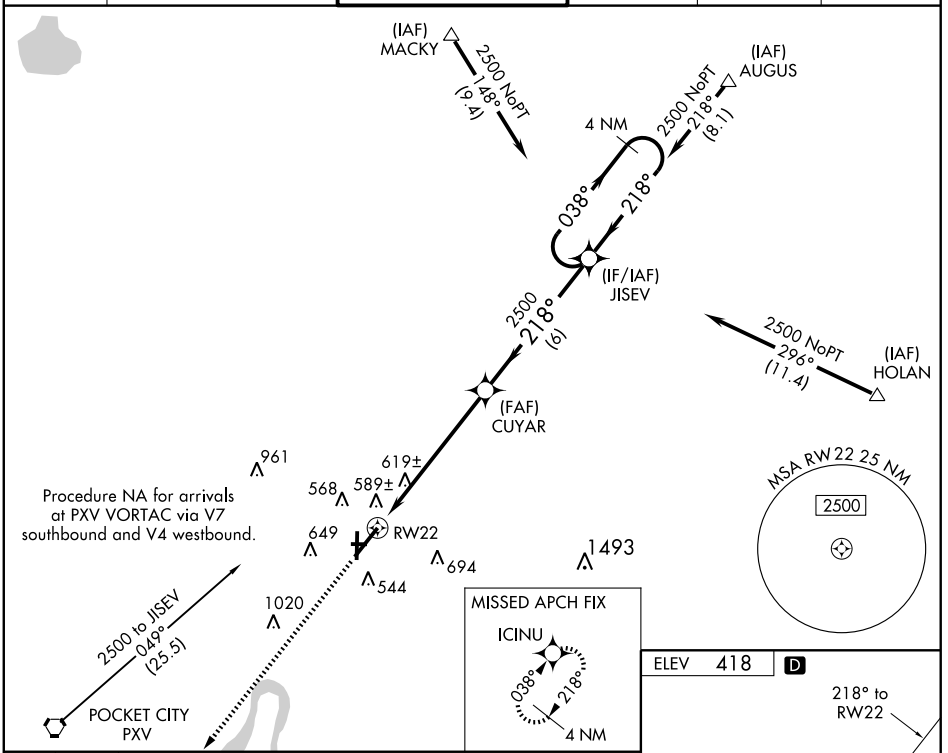
ASR

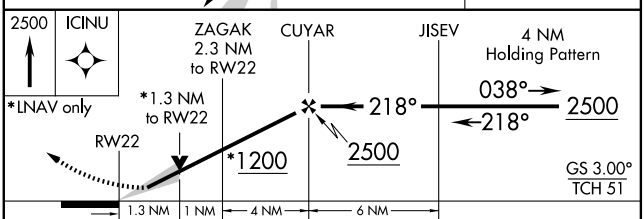
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

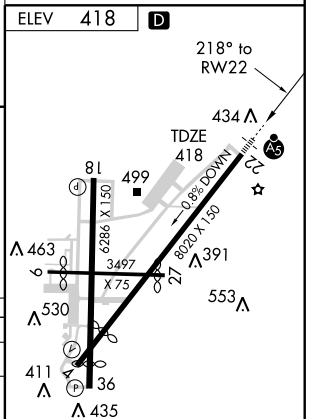
MALSR

MISSED APPROACH: Climb to 2500 direct ICINU and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
LPV DA	618/24		200 (200-½)	
LNAV/VNAV DA	910/60		492 (500-1¼)	
LNAV MDA	880/24	462 (500-½)	880/40 462 (500-¾)	880/50 462 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PXV 113.3 Chan 80	APP CRS 057°	Rwy Idg 6724 TDZE 385 Apt Elev 418

VOR RWY 4

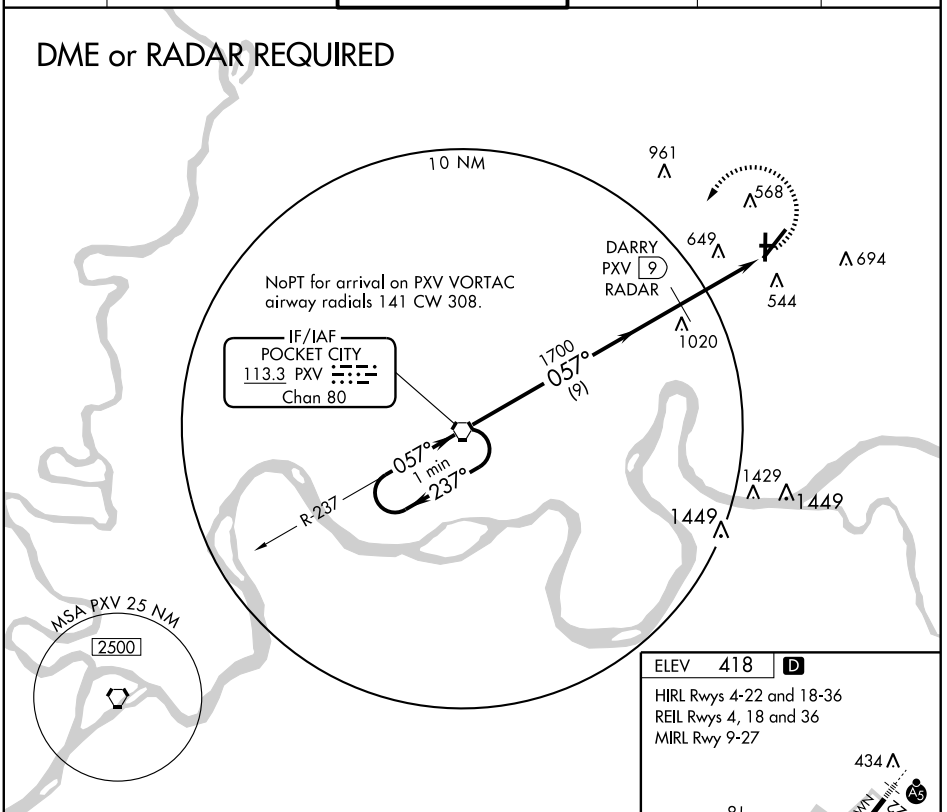
EVANSVILLE RGNL (EVV)

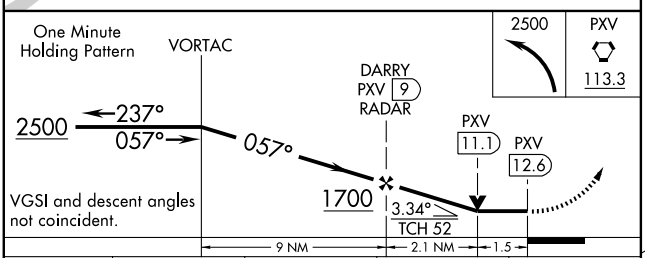
ASR — Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

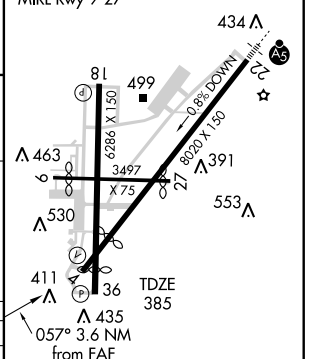
ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-4	900-1 515 (500-1)		900-1½ 515 (500-1½)	900-1¾ 515 (500-1¾)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



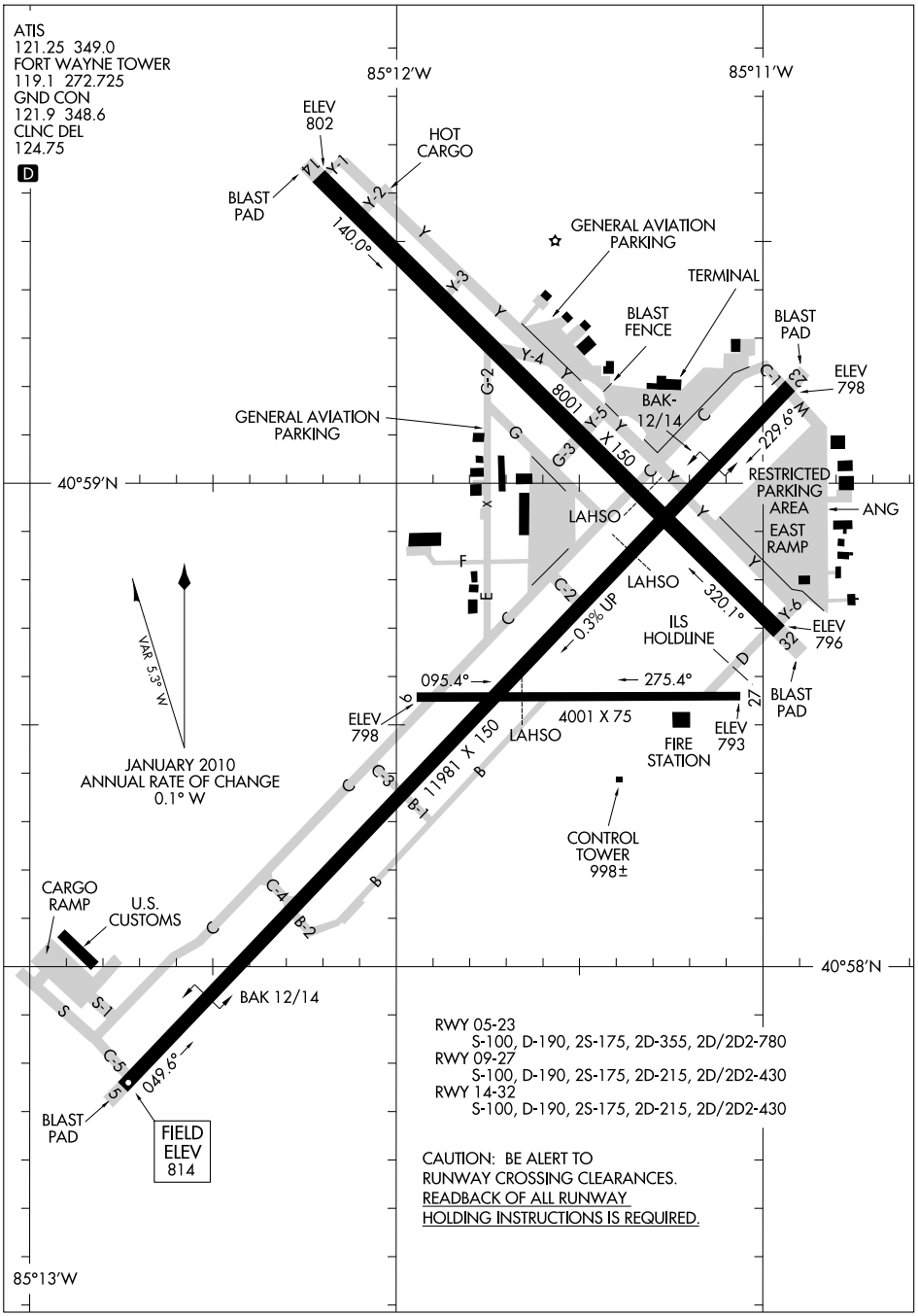
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA



RWY 05-23
S-100, D-190, 2S-175, 2D-355, 2D/2D2-780
RWY 09-27
S-100, D-190, 2S-175, 2D-215, 2D/2D2-430
RWY 14-32
S-100, D-190, 2S-175, 2D-215, 2D/2D2-430

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

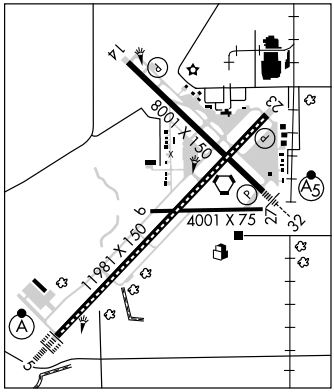
FORT WAYNE, INDIANA
FORT WAYNE INTL (FWA)

10210

FORT WAYNE

FORT WAYNE INTL (FWA) 7 SW UTC−5(−4DT) N40°58.71′ W85°11.71′ **CHICAGO**
814 B S4 **FUEL** 100LL, JET A OX 3 LRA ARFF Index—See Remarks **H–5E, 10F, L–27E**
NOTAM FILE FWA **IAP, AD**

RWY 05–23: H11981X150 (ASPH–CONC–GRVD) S–100, D–190, 2S–175, 2D–355, 2D/2D2–780 HIRL CL
RWY 05: ALSF2. TDZL.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 76′. Tree. 0.3% up.
RWY 14–32: H8001X150 (ASPH–CONC–GRVD) S–100,D–190, 2S–175, 2D–215, 2D/2D2–430 HIRL
RWY 14: REIL. PAPI (P4L)—GA 3.0° TCH 53′. Tree.
RWY 32: MALSR. PAPI (P4L)—GA 3.0° TCH 74′. Railroad.
RWY 09–27: H4001X75 (ASPH–CONC) S–100, D–190, 2S–175, 2D–215, 2D/2D2–430



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	14–32	9150
RWY 14	05–23	5650
RWY 27	05–23	2700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–11981	TODA–11981	ASDA–11981	LDA–11981
RWY 09:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001
RWY 14:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001
RWY 23:	TORA–11981	TODA–11981	ASDA–11981	LDA–11981
RWY 27:	TORA–4001	TODA–4001	ASDA–4001	LDA–4001
RWY 32:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001

ARRESTING GEAR/SYSTEM
RWY 05 BAK–14 BAK 12B(B) (1563′)
TYPE H BAK 12B(B) (1380′) **RWY 23**

AIRPORT REMARKS: Attended continuously Mon–Fri; Sat–Sun 1000–0500Z‡. User fee. Callout fee for fuel imposed between 0500–1000Z‡. Birds on and invof arpt. Rwy 09–27 CLOSED for takeoffs and ldgs at ngt; avbl for taxiing only. PPR from twr for acft pushback at boarding gates 2 and 3, pushback into Twy C movement area. Noise abatement procedures in effect ctc arpt manager 260–747–4146. Class I, ARFF Index B. ARFF Index C avbl upon req call arpt manager 260–747–4146. Twy M and East ramp CLOSED to all acft except military acft. All other acft wishing to use E ramp must have prior approval from arpt manager. Twys B/B–1/B–2/E and G2 CLOSED to acft with wing spans of 79′ and over and acft with dual wheel type ldg gear in excess of 50,000 lbs. Twys B, B1, and B2 avbl to Group IV acft 0400–0900Z‡. Rwy 05 arm/dearm area restricted to military acft. Rwy 05 touchdown, midpoint and rollout runway visual range avbl. Rwy 23 touchdown, midfield and rollout runway visual range avbl. US Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (260) 478–5615.
COMMUNICATIONS: ATIS 121.25 **UNICOM** 122.95
RCO 122.45 122.2 (TERRE HAUTE RADIO)
Ⓡ **APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy), 135.325
TOWER 119.1 **GND CON** 121.9 **CLNC DEL** 124.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
(H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ at fld. 793/00E.
VORTAC unusable byd 33 NM blo 2800′. DME unusable 055°–065° blo 7000′.
HOAGY NDB (LOM) 251 FW N40°55.83′ W85°07.18′ 313° 4.5 NM to fld.
ILS 111.9 I–HVD Rwy 05. Class IIE. OM Unmonitored. LOC BC unusable. LOC unusable byd 25° right of course.
ILS 109.9 I–FWA Rwy 32. Class IT. LOM HOAGY NDB.
ASR
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

HI-ILS or LOC RWY 32

LOC I-FWA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	318°	8001 / 800 / 814

JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.

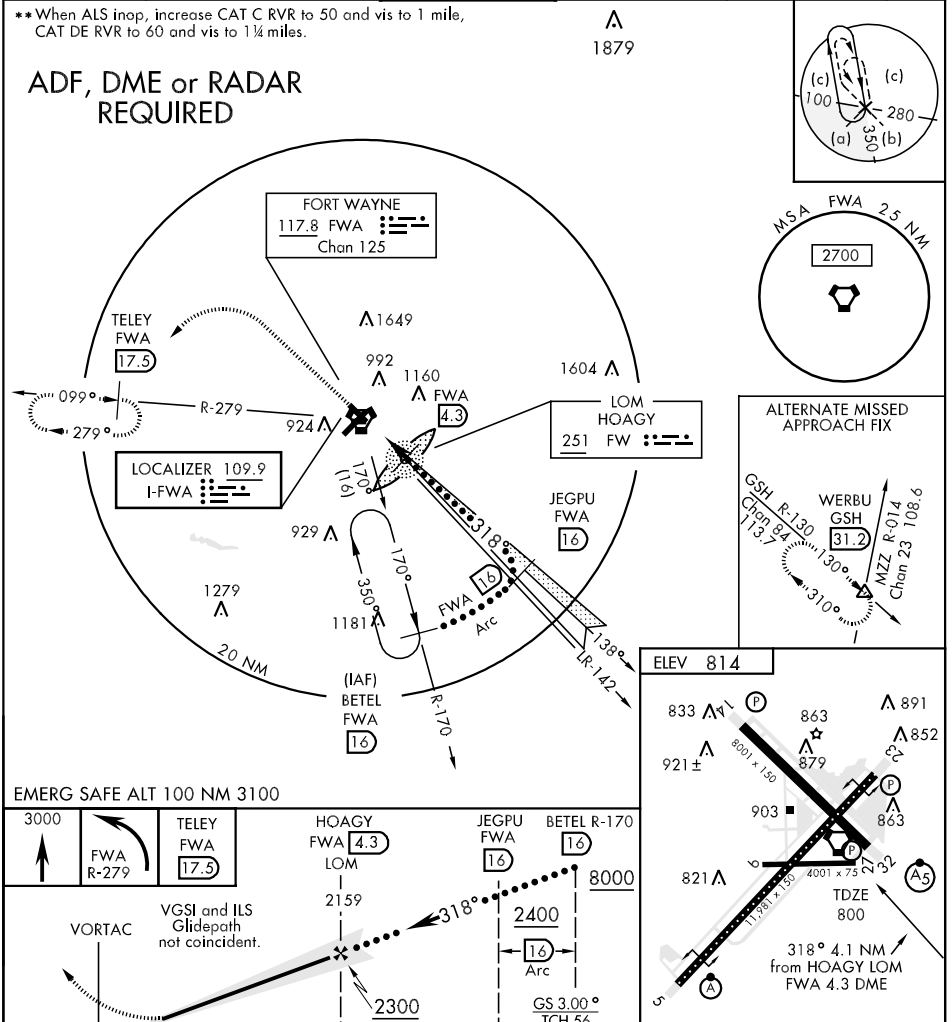
MALSR (A5)

MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT and hold.

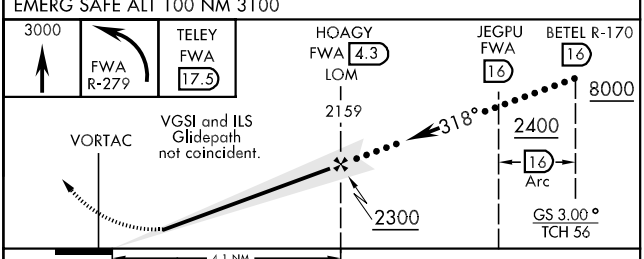
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ADF, DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 32*	1000/24 200 (200-½)		
S-LOC 32**	1160/24 360(400-½)	1160/40 360 (400-¾)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32

FAF to MAP 4.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

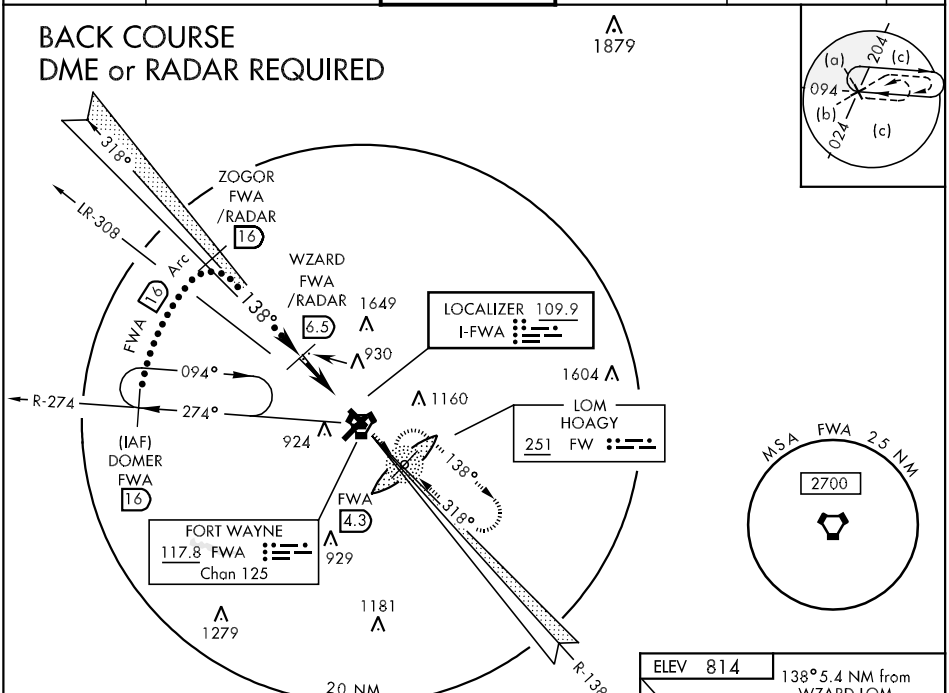
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-FWA	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-156 [USAF]	FORT WAYNE INTL (KFWA)
109.9	138°	8001 / 802 / 814		

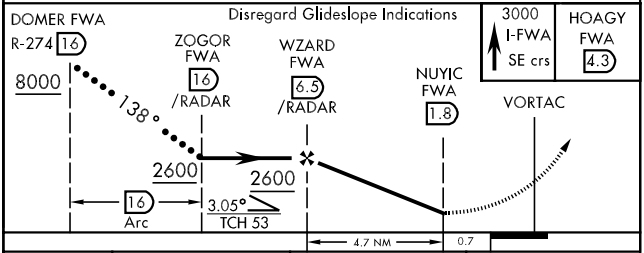
MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000 (ADF or DME or RADAR REQUIRED).

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

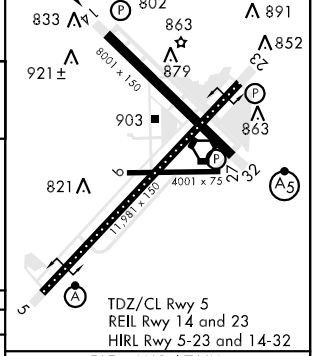
BACK COURSE
DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-14	1220-1¼	418 (500-1¼)	1220-1½ 418 (500-1½)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



FAF to MAP 4.7 NM

Knots	120	140	160	180	200
Min:Sec	2:21	2:01	1:46	1:34	1:25

EC-2, 21 OCT 2010 to 18 NOV 2010

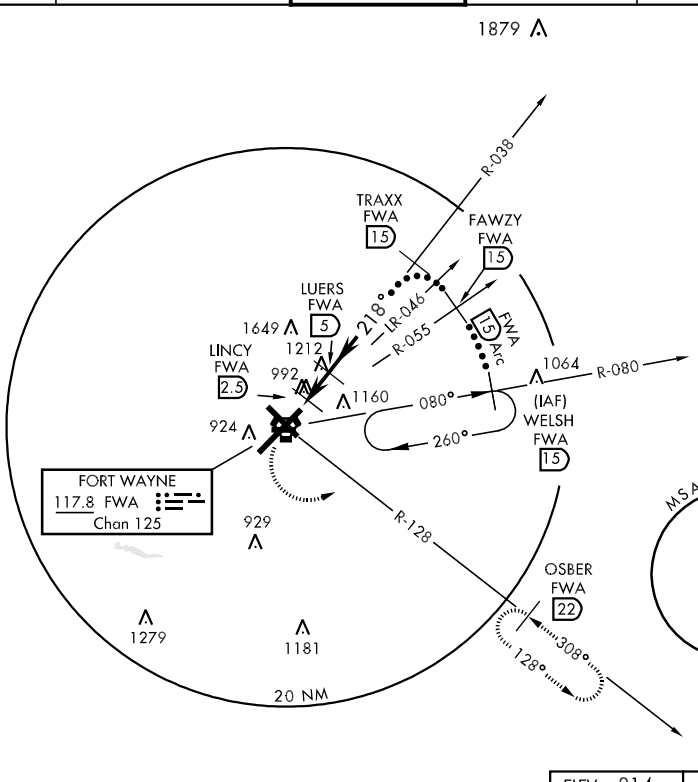
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 23

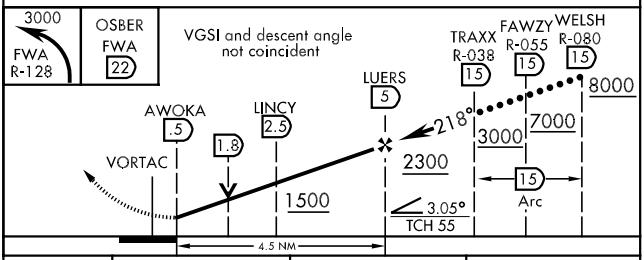
VORTAC FWA 117.8 Chan 125	APCH CRS 218°	Rwy ldg 11,981 TDZE 799 Arpt Elev 814	JAL-156 [USAF]	FORT WAYNE INTL (KFWA)

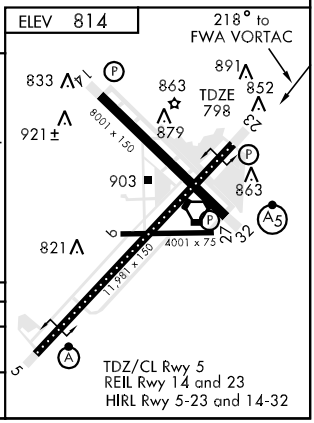
MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23	1300-1½ 502 (500-1½)		1300-1¾ 502 (500-1¾)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 32

VORTAC FWA	APCH CRS	Rwy ldg 8001
117.8	312°	TDZE 800
Chan 125		Arpt Elev 814

JAL-156 [USAF]

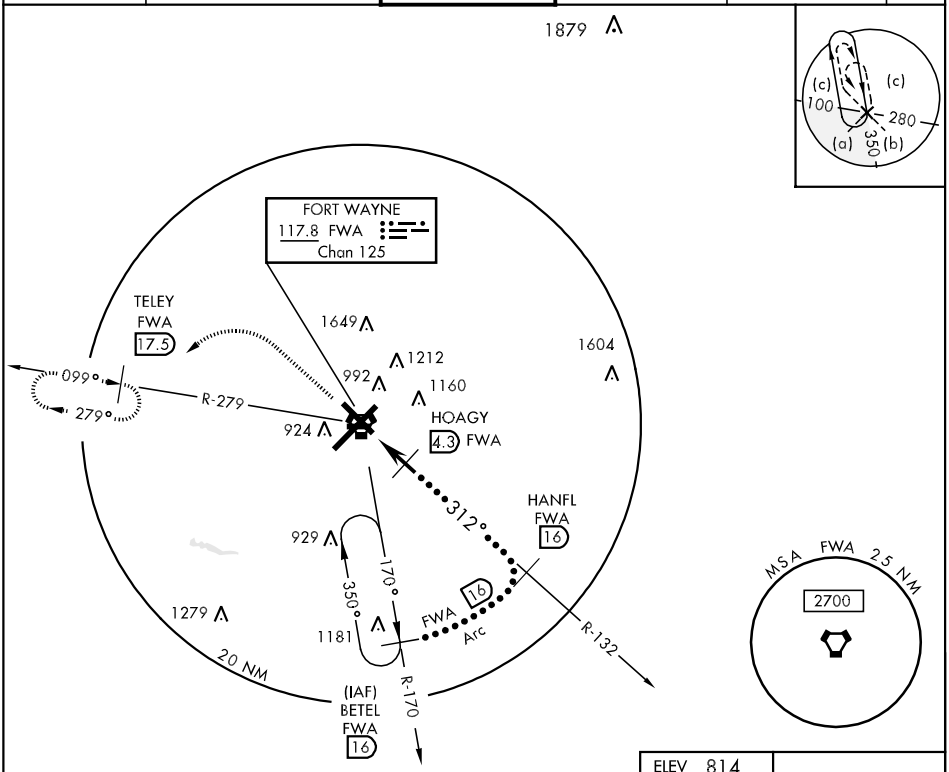
FORT WAYNE INTL (KFWA)

▼ * When ALS is inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT DE vis to 1½ miles.

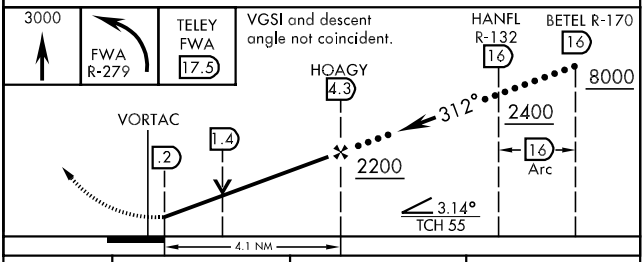
MALSR (A5)

MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT (FWA 17.5 DME) and hold.

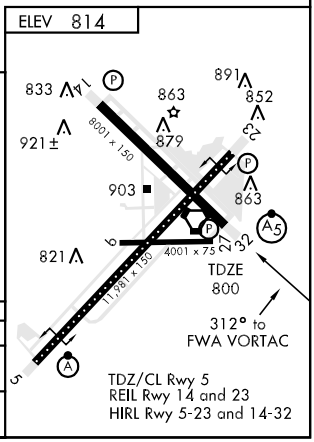
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-32 *	1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ILS or LOC RWY 5

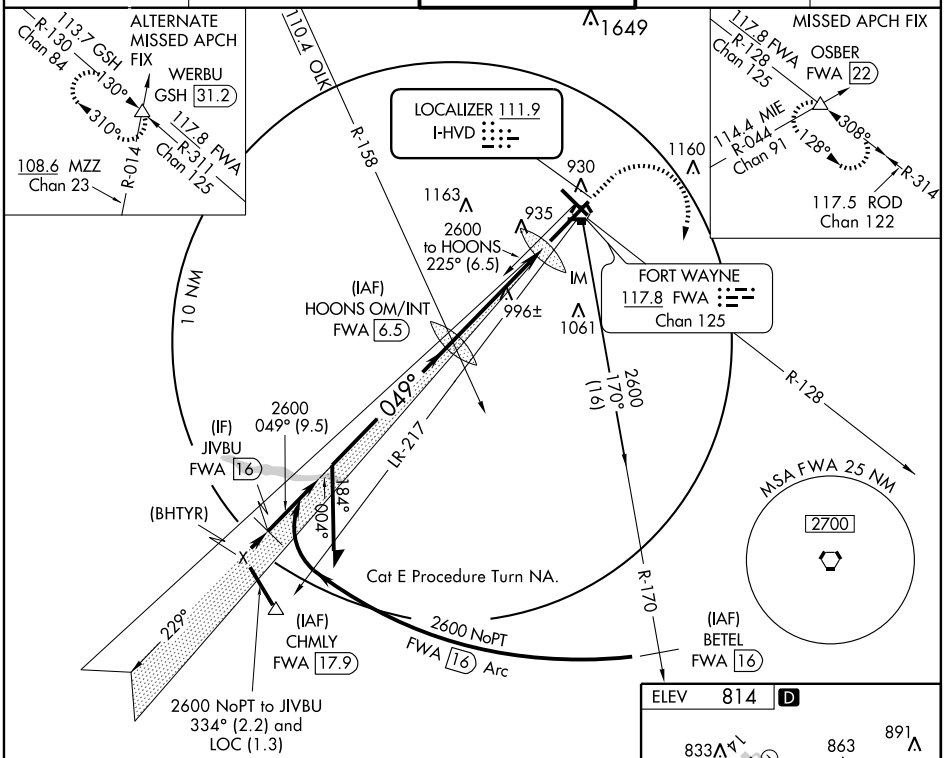
FORT WAYNE INTL (FWA)

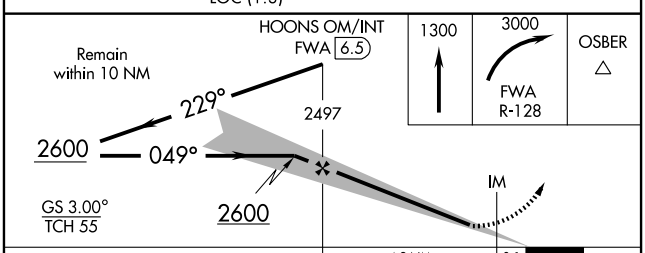
ASR: For inoperative ALSF-2, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ mile.

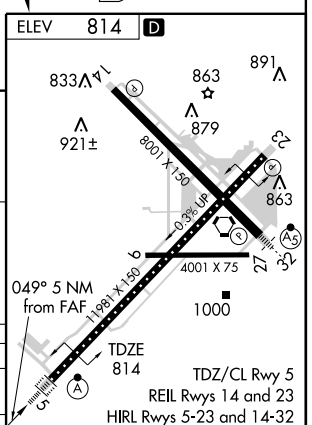
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-ILS 5	1014/18 200 (200-½)				1014/24 200 (200-½)
S-LOC 5	1260/24 446 (500-½)		1260/40 446 (500-¾)	1260/50 446 (500-1)	
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	318°	TDZE	800
		Apt Elev	814

ILS or LOC RWY 32

FORT WAYNE INTL (FWA)

ASR

* RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to RVR 6000. DME from FWA VORTAC.

MALSR

MISSED APPROACH: Climb to 3000 then left turn via FWA R-279 to TELEY INT/FWA 17.5 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

MISSED APCH FIX
TELEY
FWA 17.5
099°
279°
117.8 FWA
R-279
Chan 125
R-012
108.6 MZZ
Chan 23

ADF, DME or RADAR REQUIRED

ALTERNATE MISSED APCH FIX
WERBU
GSH 31.2
113.7 GSH
R-130
Chan 84
130°
310°
117.8 FWA
R-311
Chan 125
R-014
108.6 MZZ
Chan 23

1627
1649
FORT WAYNE
117.8 FWA
Chan 125
10 NM
R-279
930
1160
2900 to LOM
133° (4.3)
891±
1163
935
1000
LOM/IAF
HOAGY
251 FW
FWA 4.3
LOCALIZER 109.9
I-FWA
1061
318°
LR-142
093°
273°
R-168
2300
318° (11.7)
(IF)
JEGPU
FWA 16
138°
2400 NoPT
FWA 16 Arc
(IAF)
ZULUG
FWA 16
Cat E Procedure Turn NA.

MSA FW 25 NM
2700

ELEV 814 D
833
863
891
879
921±
863
8001 X 150
0.3% UP
4001 X 75
11981 X 150
5
23
27
32
TDZE
1000 800
318° 4.1 NM
from FAF

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

3000
FWA R-279
117.8
TELEY
HOAGY LOM
FWA 4.3
Remain within 10 NM
138°
318°
2400
2159
2300
VGSI and ILS glidepath not coincident.
GS 3.00°
TCH 56
4.1 NM

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 32	*1000/24 200 (200-½)				1000/24 200 (200-½)
S-LOC 32	1160/24 360 (400-½)			1160/40 360 (400-¾)	
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 5 (CAT II)
FORT WAYNE INTL (FWA)

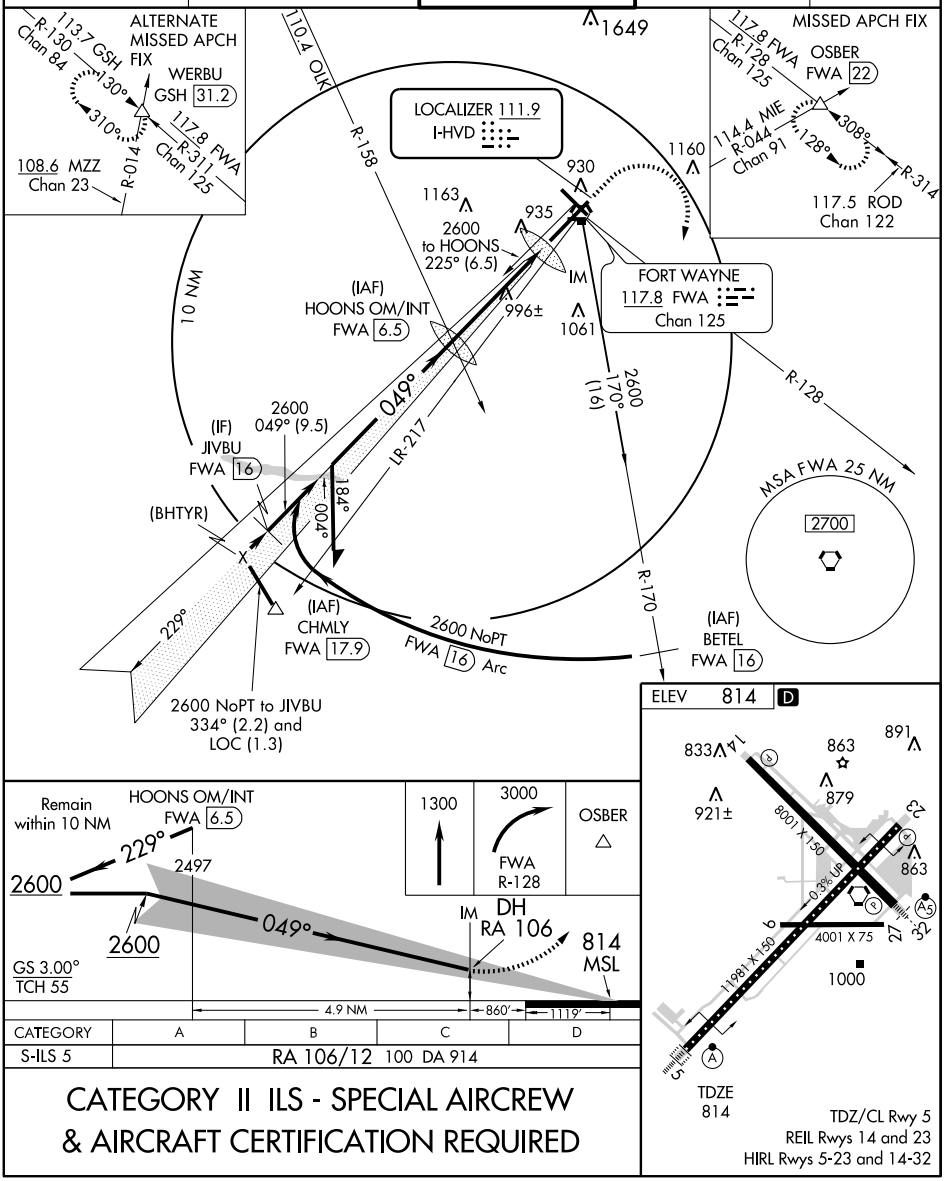
LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ASR

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75



CATEGORY	A	B	C	D
S-ILS 5	RA 106/12 100 DA 914			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	138°	TDZE	802
		Apt Elev	814

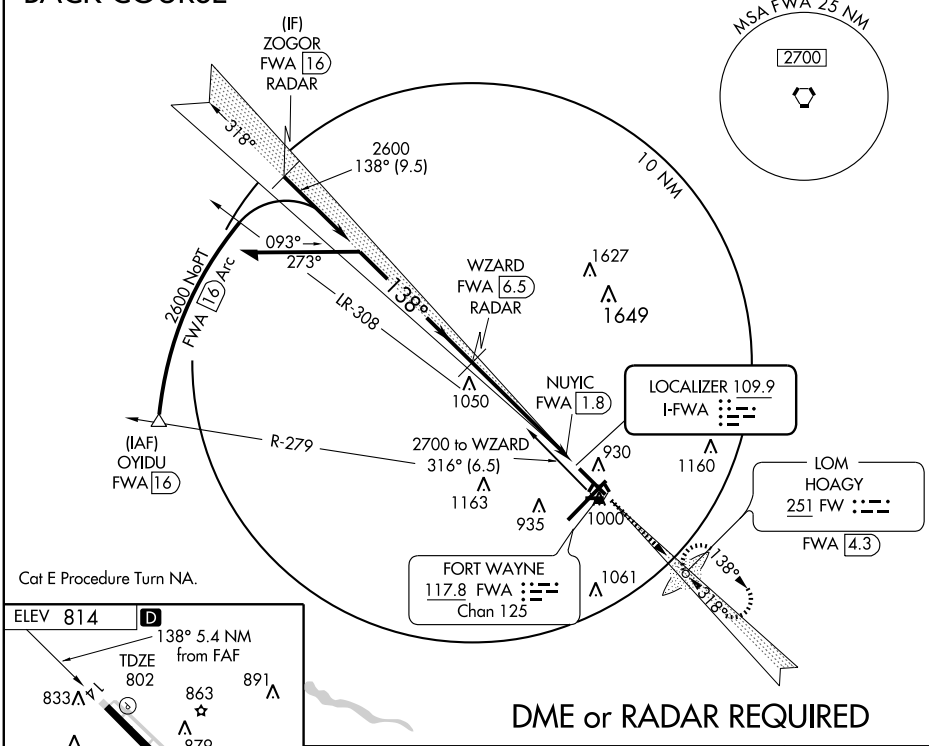
LOC BC RWY 14
FORT WAYNE INTL (FWA)

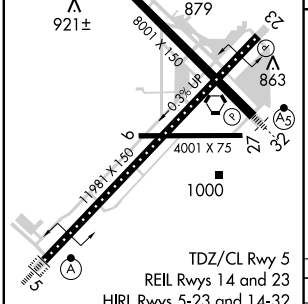
ASR — ADF or DME or Radar Required.

MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

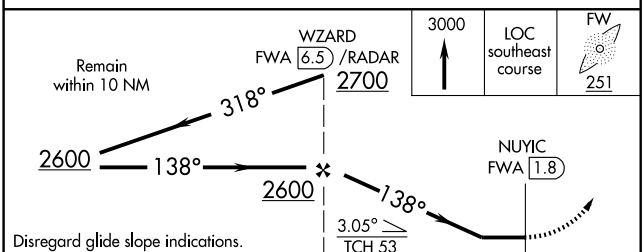
BACK COURSE





FAF to MAP	4.7 NM				
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-14	1220-1 418 (500-1)		1220-1¼ 418 (500-1¼)		1220-1½ 418 (500-1½)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11981
CH 93609	047°	TDZE	815
W05A		Apt Elev	815

RNAV (GPS) RWY 5

FORT WAYNE INTL (FWA)

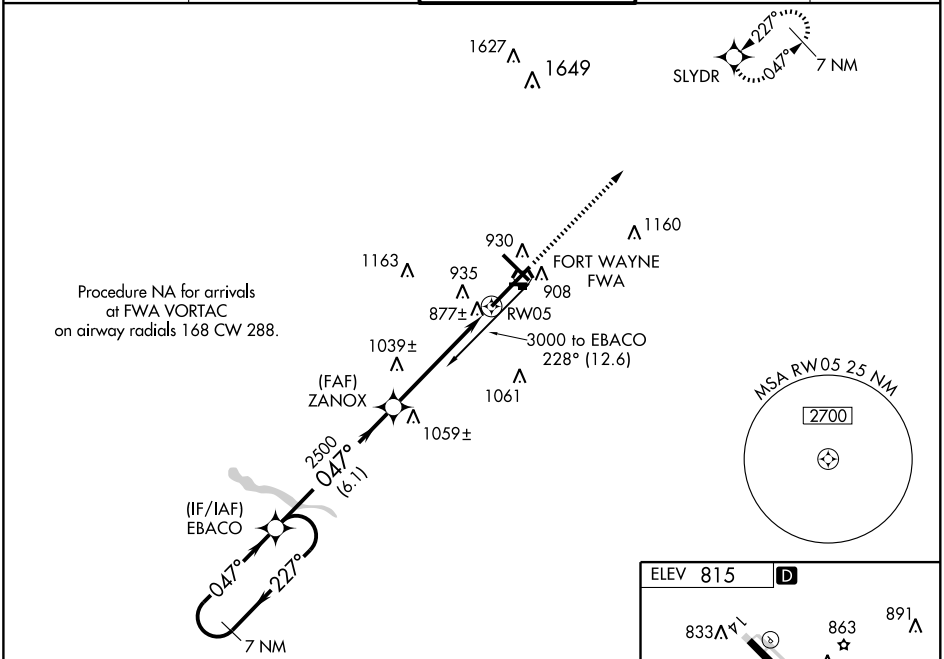
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1122, increase LNAV/VNAV DA to 1332, increase all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile, increase LNAV Cat C/D/E visibility ¼ mile, and increase Circling Cat E visibility ¼ mile. For inoperative ALSF when using Auburn altimeter setting, increase LPV visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 2 miles. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

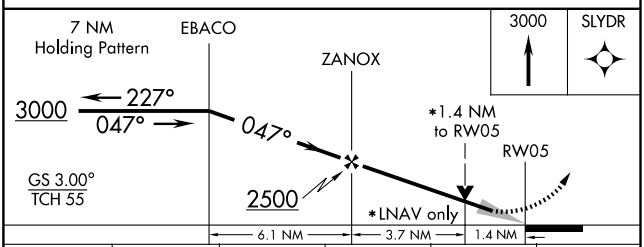
ASR

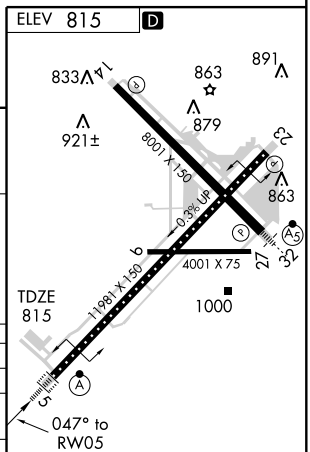
ALSF-2

MISSED APPROACH: Climb to 3000 direct SLYDR and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
LPV DA	1065/24 250 (300-½)				
LNAV/VNAV DA	1275/50 460 (500-1)				
LNAV MDA	1300/24 485 (500-½)		1300/40 485 (500-¾)	1300/50 485 (500-1)	1300/60 485 (500-1¼)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

FORT WAYNE INTL (FWA)

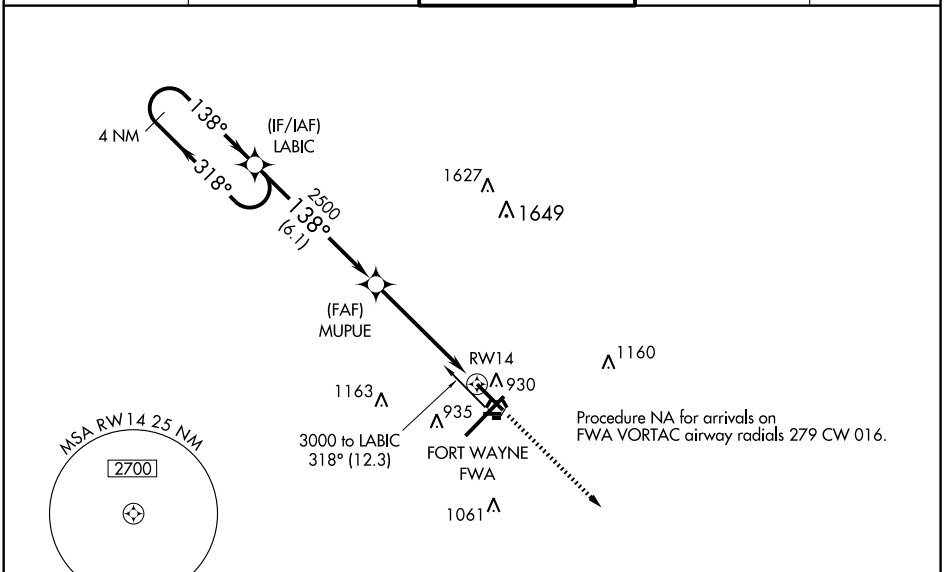
WAAS	APP CRS	Rwy Idg	8001
CH 86417	138°	TDZE	802
W14A		Apt Elev	814

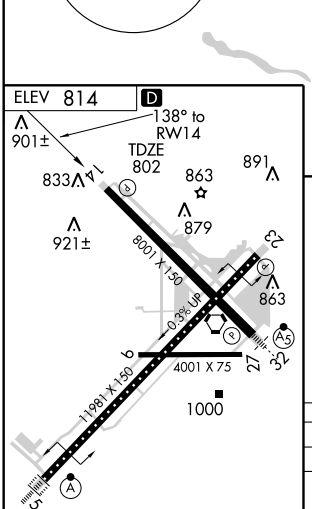
ASR

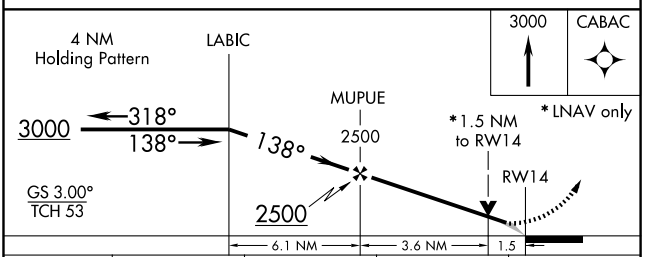
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CABAC and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D
LPV DA	1002-¾ 200 (200-¾)			
LNAV/VNAV DA	1199-1¼ 397 (400-1¼)			
LNAV MDA	1320-1 518 (600-1)		1320-1½ 518 (600-1½)	1320-1¾ 518 (600-1¾)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11981
CH 69599	227°	TDZE	799
W23A		Apt Elev	815

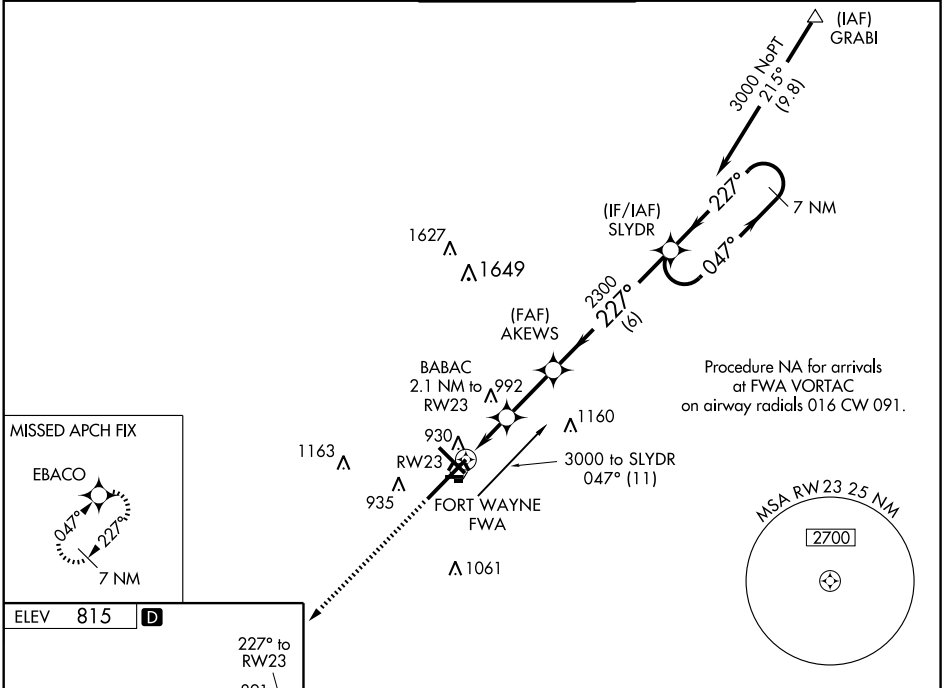
RNAV (GPS) RWY 23

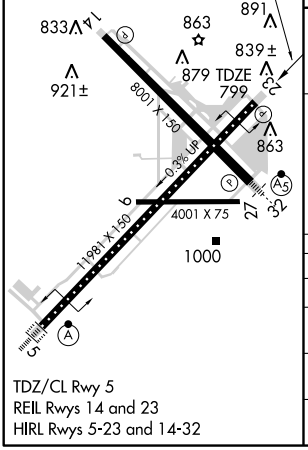
FORT WAYNE INTL (FWA)

When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1110, increase LNAV/VNAV DA to 1287, increase all MDA 60 feet and increase LPV visibility ¼ mile, LNAV/VNAV visibility ¼ mile, LNAV Cat D/E visibility ¼ mile, and circling Cat E visibility ¼ mile. ASR VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

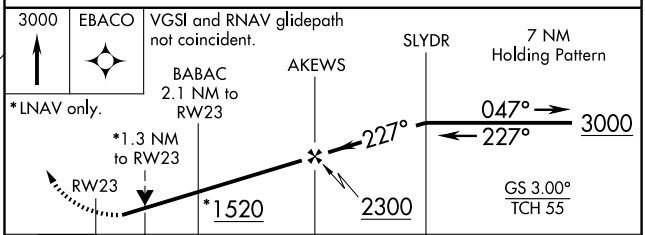
MISSED APPROACH: Climb to 3000 direct EBACO and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D	E
LPV DA	1053/40 254 (300-¾)				
LNAV/VNAV DA	1230-1½ 431 (500-1½)				
LNAV MDA	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 82417	318°	TDZE	800
W32A		Apt Elev	814

RNAV (GPS) RWY 32

FORT WAYNE INTL (FWA)

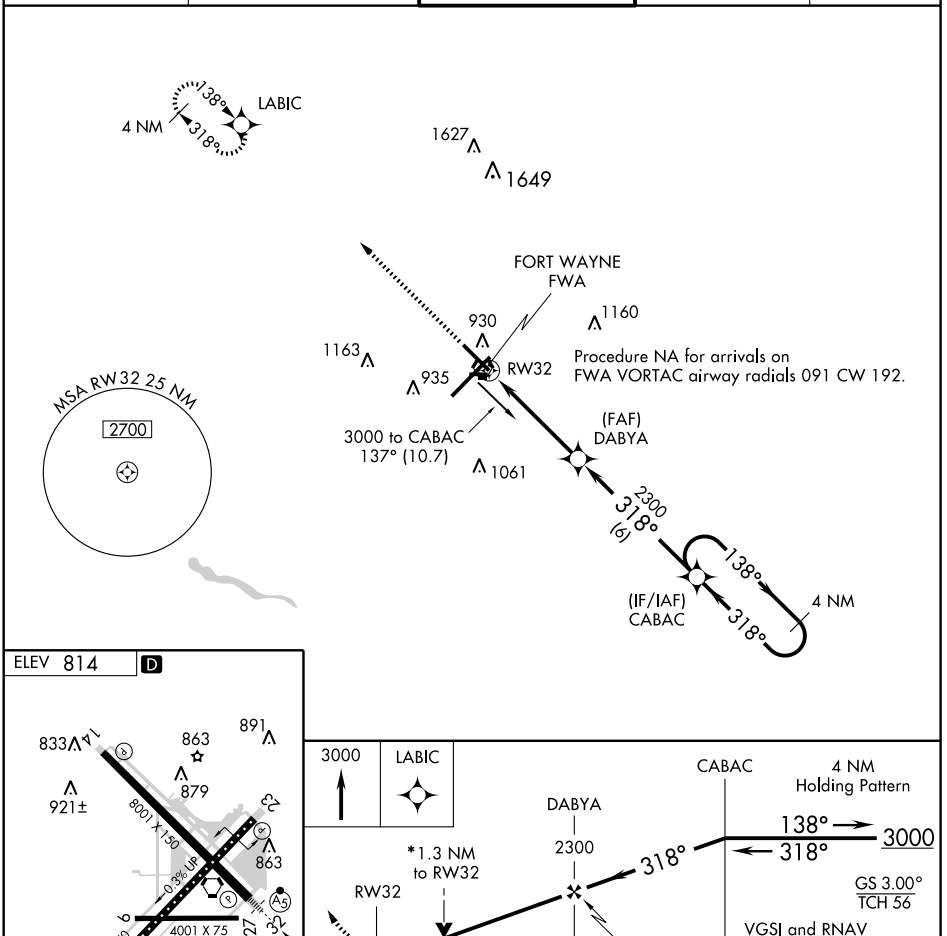
ASR

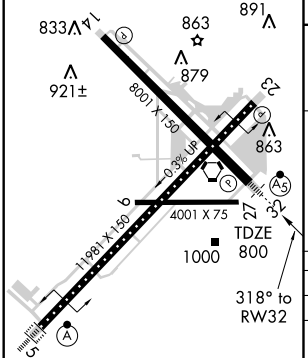
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

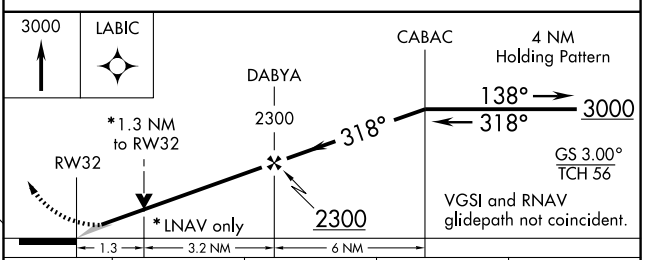
MISSED APPROACH: Climb to 3000 direct LABIC and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA	1000/24	200 (200-½)		
LNAV/VNAV DA	1250/50	450 (500-1)		
LNAV MDA	1280/24	480 (500-½)	1280/40 480 (500-¾)	1280/50 480 (500-1)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	048°	TDZE	814
Chan 125		Apt Elev	814

VOR or TACAN RWY 5

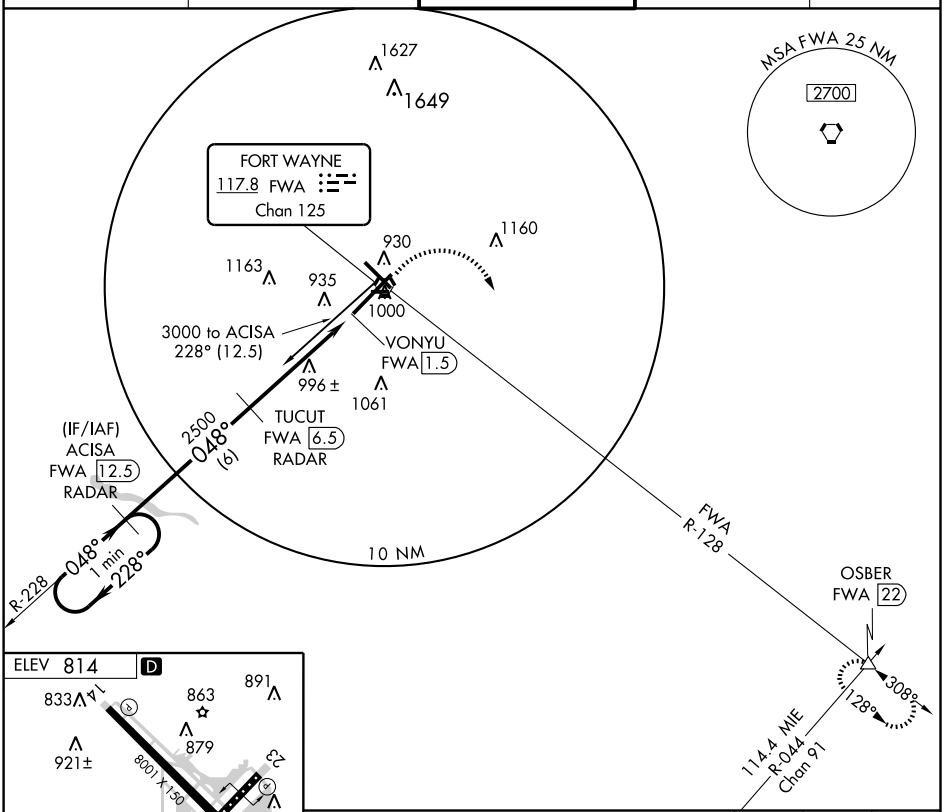
FORT WAYNE INTL (FWA)

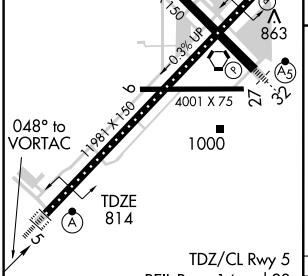
ASR — For Inoperative ALSF-2, increase S-5 Cat E visibility ½ mile. DME or RADAR Required.

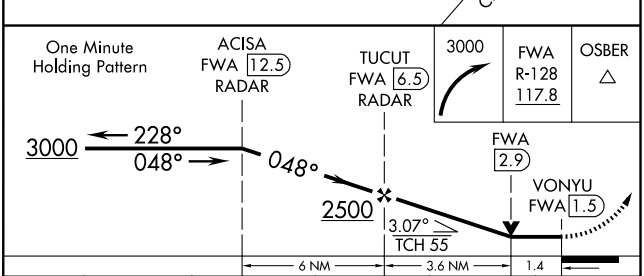
ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-5	1320/24 506 (600-½)		1320/50 506 (600-1)		1320/60 506 (600-1¼)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	8001
117.8	139°	TDZE	802
Chan 125		Apt Elev	814

VOR or TACAN RWY 14

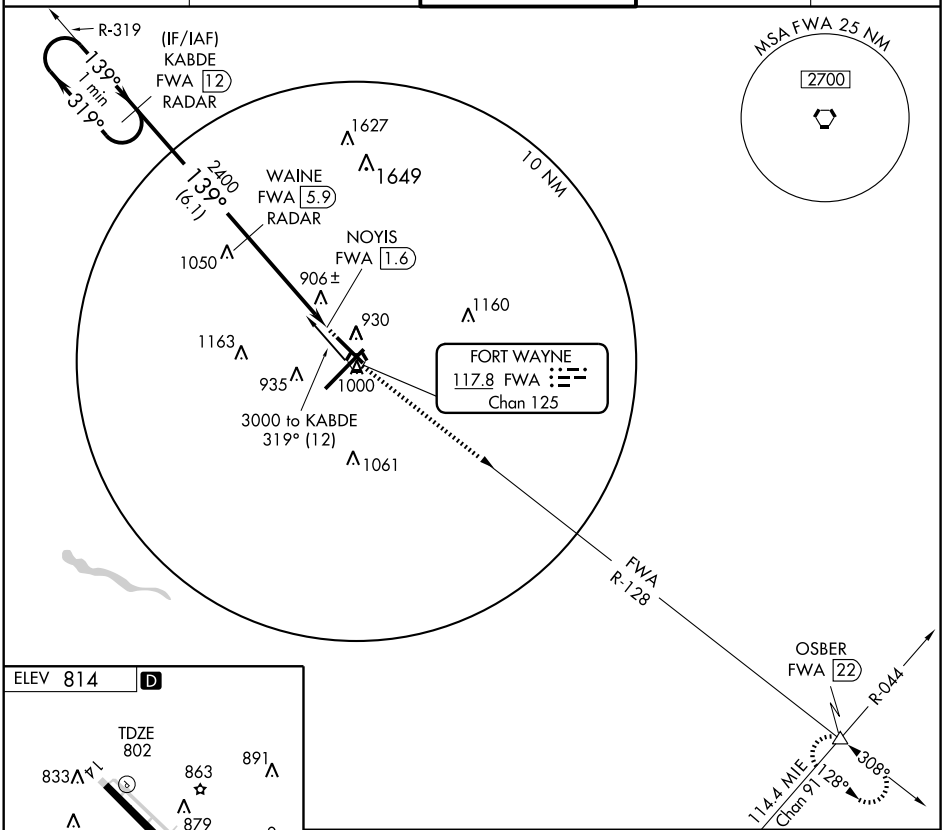
FORT WAYNE INTL (FWA)

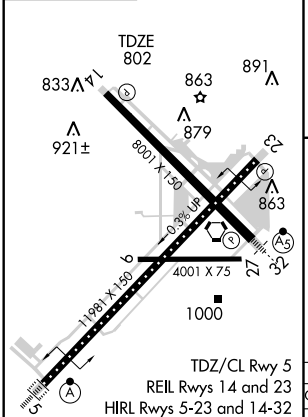
ASR

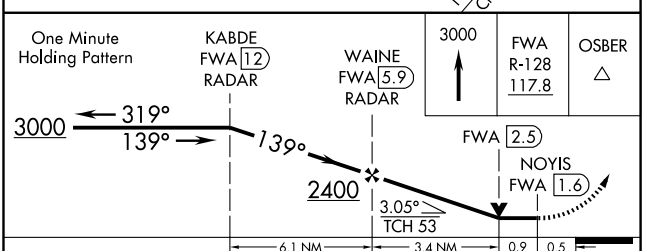
DME or RADAR Required.

MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-14	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR or TACAN RWY 23

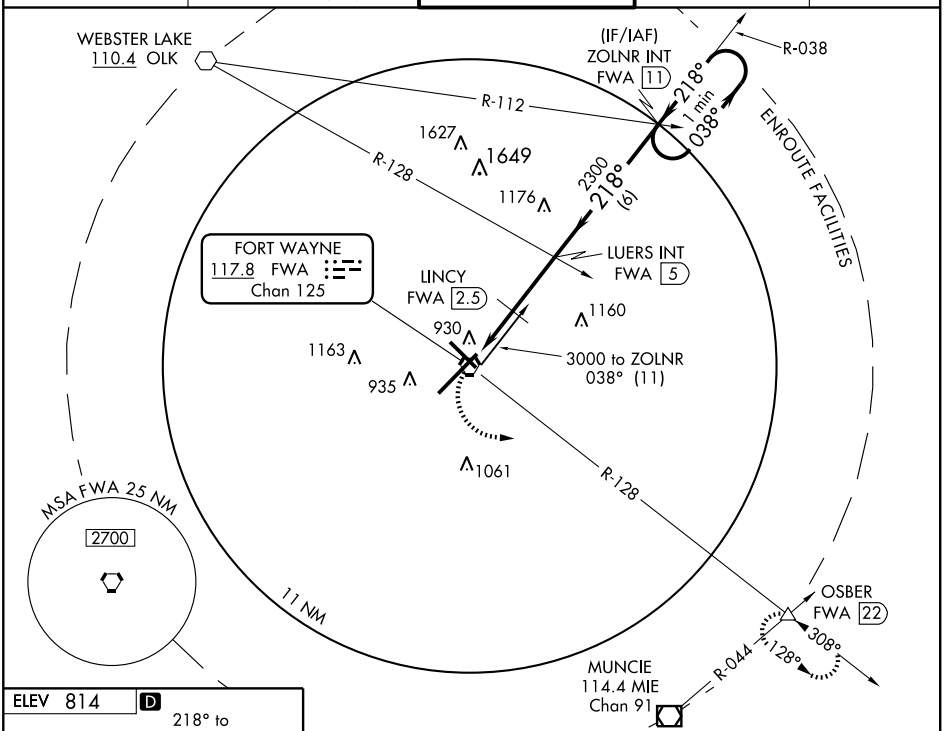
FORT WAYNE INTL (FWA)

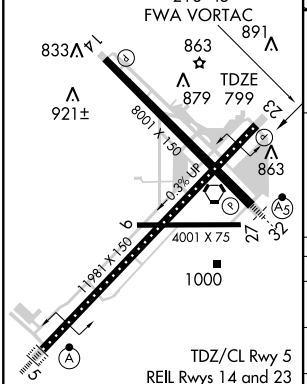
VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	218°	TDZE	799
Chan 125		Apt Elev	814

ASR

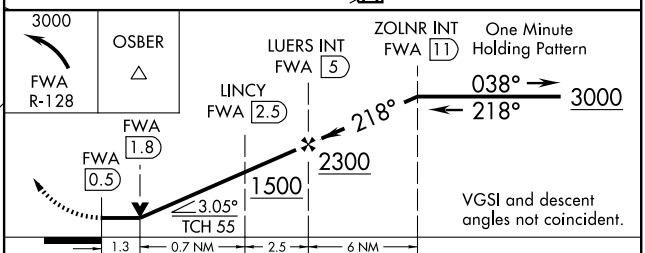
MISSED APPROACH: Climbing left turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





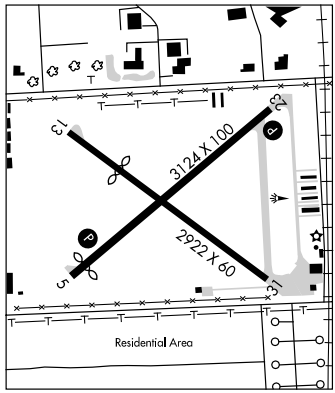
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



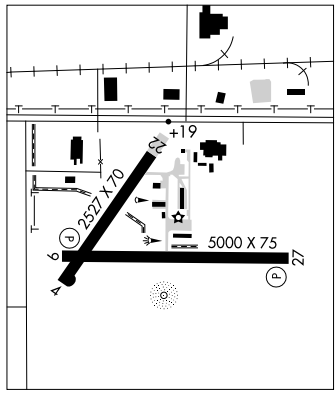
CATEGORY	A	B	C	D	E
S-23	1500/50 701 (700-1)		1500-2 701 (700-2)	1500-2¼ 701 (700-2¼)	1500-2½ 701 (700-2½)
CIRCLING	1500-1 686 (700-1)		1500-2 686 (700-2)	1500-2¼ 686 (700-2¼)	1520-2½ 706 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

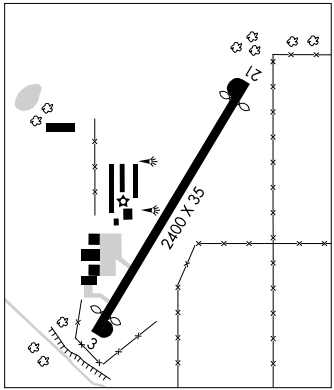
SMITH FLD (SMD) 4 N UTC−5(−4DT) N41°08.60′ W85°09.17′ **CHICAGO**
835 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28J**
RWY 05–23: H3124X100 (ASPH) D–40 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 4.0° TCH 43′. Thld dsplcd 200′. Crops.
RWY 23: PAPI(P2L)—GA 4.0 TCH 43′. Road.
RWY 13–31: H2922X60 (ASPH) D–40 MIRL
RWY 13: Thld dsplcd 719′. Crops. **RWY 31:** Road.
AIRPORT REMARKS: Attended Nov 1–Apr 1 1300–0000Z‡, Apr 2–Oct 31 1200–0200Z‡. Fuel self svc avbl. 100′ AGL athletic fld lgts ½ mile E of arpt. Birds on and invof arpt. ACTIVATE MIRL Rwy 05–23 and Rwy 13–31, PAPI Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.55 (260) 490–4030.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 009° 10 NM to fld. 793/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 115° 16.8 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



FRANKFORT MUNI (FKR) 3 W UTC−5(−4DT) N40°16.41′ W86°33.73′ **CHICAGO**
861 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Crops.
RWY 04–22: H2527X70 (ASPH) MIRL S–12.5, D–20
RWY 04: Crops. **RWY 22:** Road.
AIRPORT REMARKS: Attended 1300–2200Z‡. MIRL Rwy 09–27 and Rwy 04–22 preset low ints, to increase ints and ACTIVATE REILS Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.325 (765) 654–0328.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 237° 27.7 NM to fld. 830/00E.
NDB (MHW) 278 FKR N40°16.23′ W86°33.77′ at fld. NDB unmonitored 0000–1200Z‡. NOTAM FILE HUF.



FRANKLIN FLYING FIELD (3FK) 3 S UTC−5(−4DT) N39°25.59′ W86°03.50′ **ST. LOUIS**
740 B S4 **FUEL** 100LL NOTAM FILE HUF
RWY 03–21: H2400X35 (ASPH)
RWY 03: Thld dsplcd 125′. Tree.
RWY 21: Thld dsplcd 165′. Crops.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Rwy 03–21 thld lgts OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7



APP CRS	Rwy Idg	2203
133°	TDZE	834
	Apt Elev	834

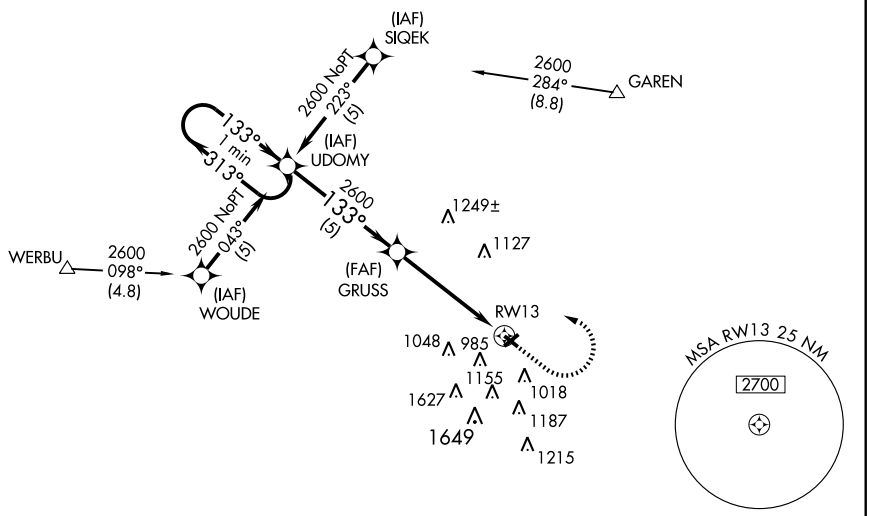
GPS RWY 13

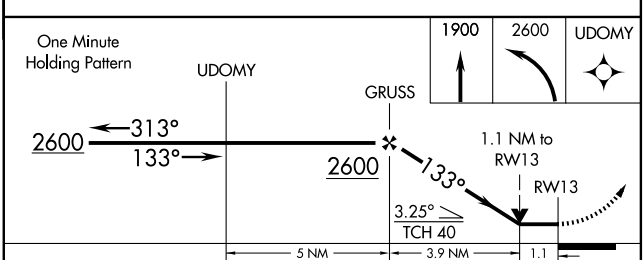
FORT WAYNE/ SMITH FIELD (SMD)

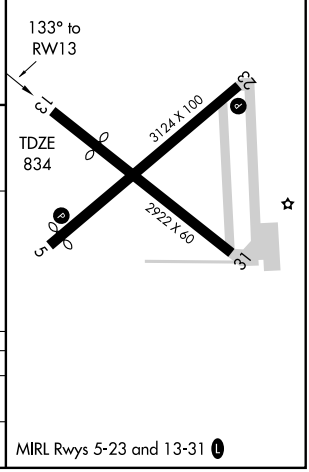
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct UDOMY WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1240-1	406 (500-1)	1240-1¼ 406 (500-1¼)	NA
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA

MIRL Rwys 5-23 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR OLK	APP CRS	Rwy Idg	2203
110.4	115°	TDZE	835
		Apt Elev	835

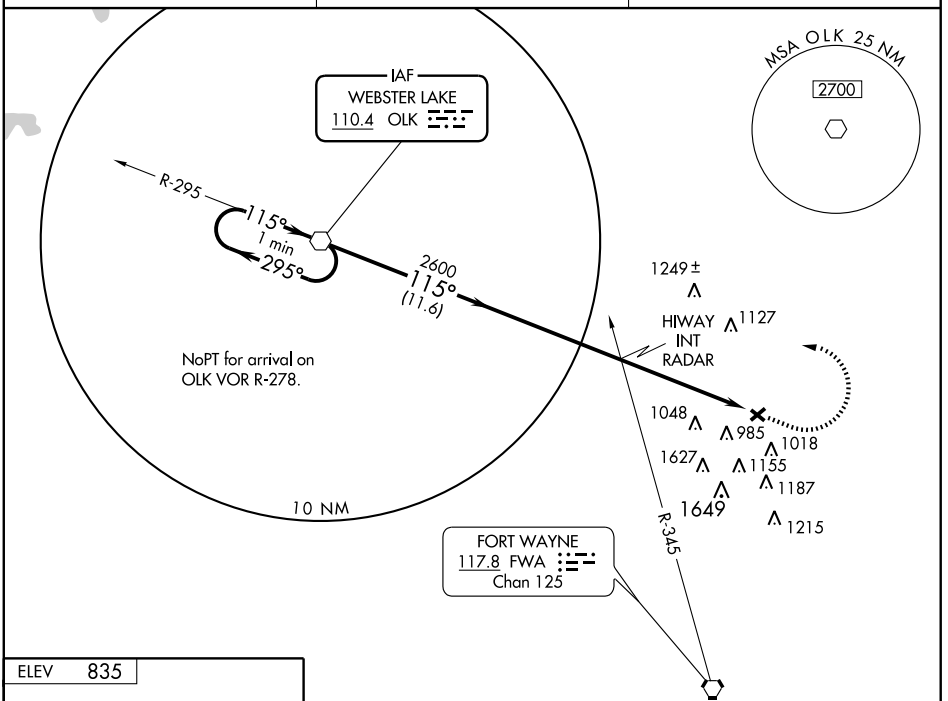
VOR RWY 13

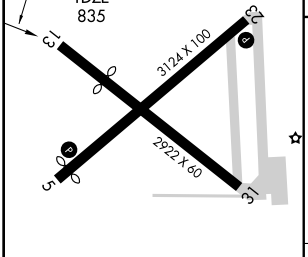
FORT WAYNE/ SMITH FIELD (SMD)

Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2700 direct OLK VOR and hold.

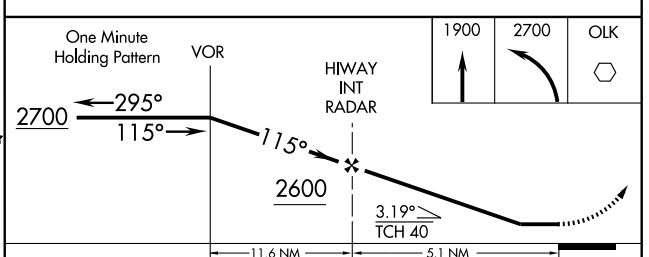
AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF) L





MIRL Rwys 5-23 and 13-31 L

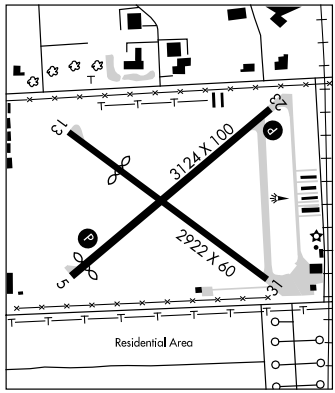
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



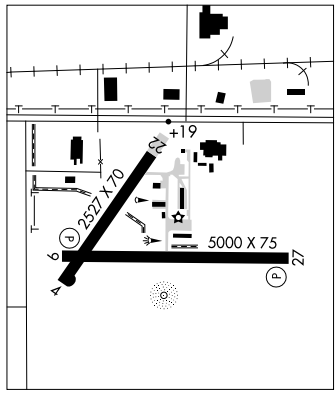
CATEGORY	A	B	C	D
S-13	1360-1 525 (600-1)		1360-1½ 525 (600-1½)	NA
CIRCLING	1400-1 565 (600-1)		1400-1½ 565 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

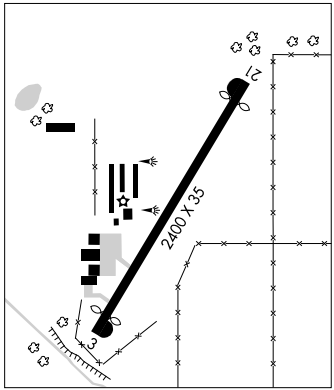
SMITH FLD (SMD) 4 N UTC−5(−4DT) N41°08.60′ W85°09.17′ **CHICAGO**
835 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28J**
RWY 05–23: H3124X100 (ASPH) D–40 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 4.0° TCH 43′. Thld dsplcd 200′. Crops.
RWY 23: PAPI(P2L)—GA 4.0 TCH 43′. Road.
RWY 13–31: H2922X60 (ASPH) D–40 MIRL
RWY 13: Thld dsplcd 719′. Crops. **RWY 31:** Road.
AIRPORT REMARKS: Attended Nov 1–Apr 1 1300–0000Z‡, Apr 2–Oct 31 1200–0200Z‡. Fuel self svc avbl. 100′ AGL athletic fld lgts ½ mile E of arpt. Birds on and invof arpt. ACTIVATE MIRL Rwy 05–23 and Rwy 13–31, PAPI Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.55 (260) 490–4030.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 009° 10 NM to fld. 793/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 115° 16.8 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



FRANKFORT MUNI (FKR) 3 W UTC−5(−4DT) N40°16.41′ W86°33.73′ **CHICAGO**
861 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Crops.
RWY 04–22: H2527X70 (ASPH) MIRL S–12.5, D–20
RWY 04: Crops. **RWY 22:** Road.
AIRPORT REMARKS: Attended 1300–2200Z‡. MIRL Rwy 09–27 and Rwy 04–22 preset low ints, to increase ints and ACTIVATE REILS Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.325 (765) 654–0328.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 237° 27.7 NM to fld. 830/00E.
NDB (MHW) 278 FKR N40°16.23′ W86°33.77′ at fld. NDB unmonitored 0000–1200Z‡. NOTAM FILE HUF.



FRANKLIN FLYING FIELD (3FK) 3 S UTC−5(−4DT) N39°25.59′ W86°03.50′ **ST. LOUIS**
740 B S4 **FUEL** 100LL NOTAM FILE HUF
RWY 03–21: H2400X35 (ASPH)
RWY 03: Thld dsplcd 125′. Tree.
RWY 21: Thld dsplcd 165′. Crops.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Rwy 03–21 thld lgts OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7



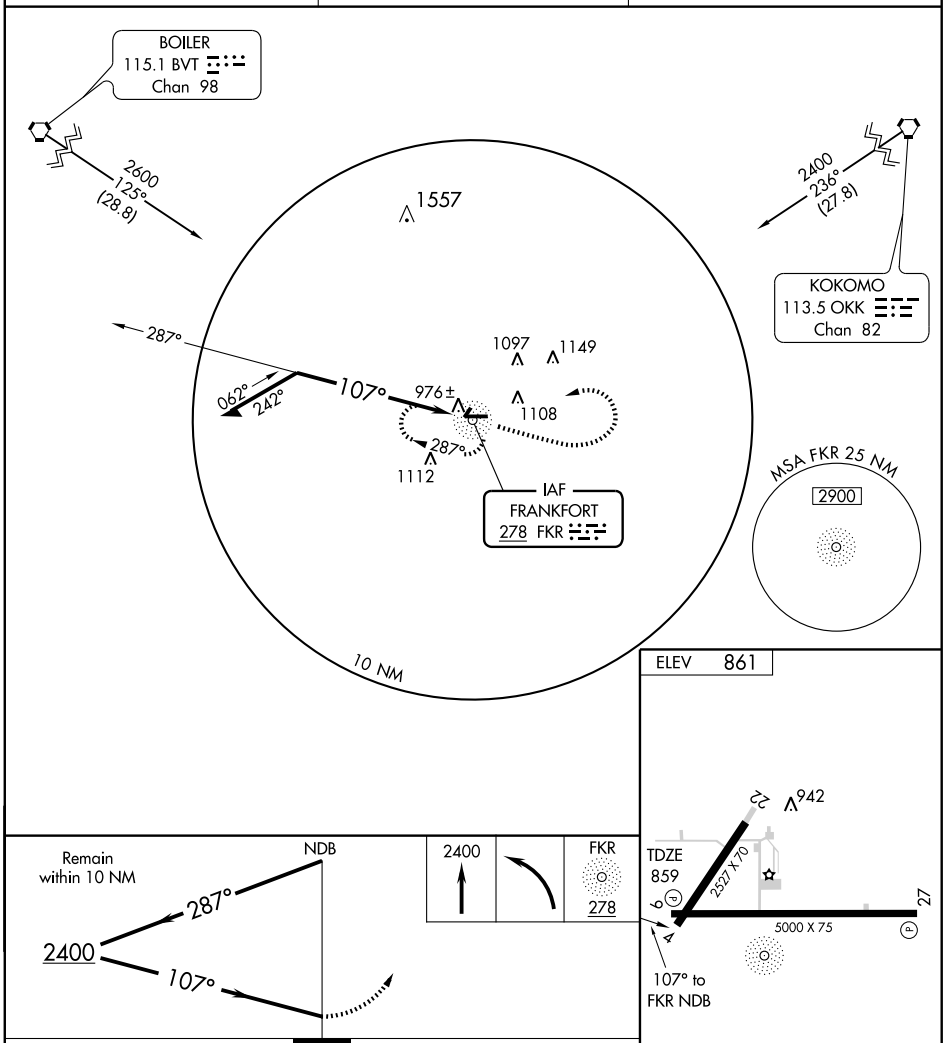
NDB FKR 278	APP CRS 107°	Rwy Idg 5000 TDZE 859 Apt Elev 861

NDB RWY 9
FRANKFORT MUNI (FKR)

NA

MISSED APPROACH: Climb to 2400, then left turn direct FKR NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-9	1360-1	501 (500-1)	1360-1½	501 (500-1½)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
092°	TDZE	859
	Apt Elev	861

RNAV (GPS) RWY 9

FRANKFORT MUNI (FKR)

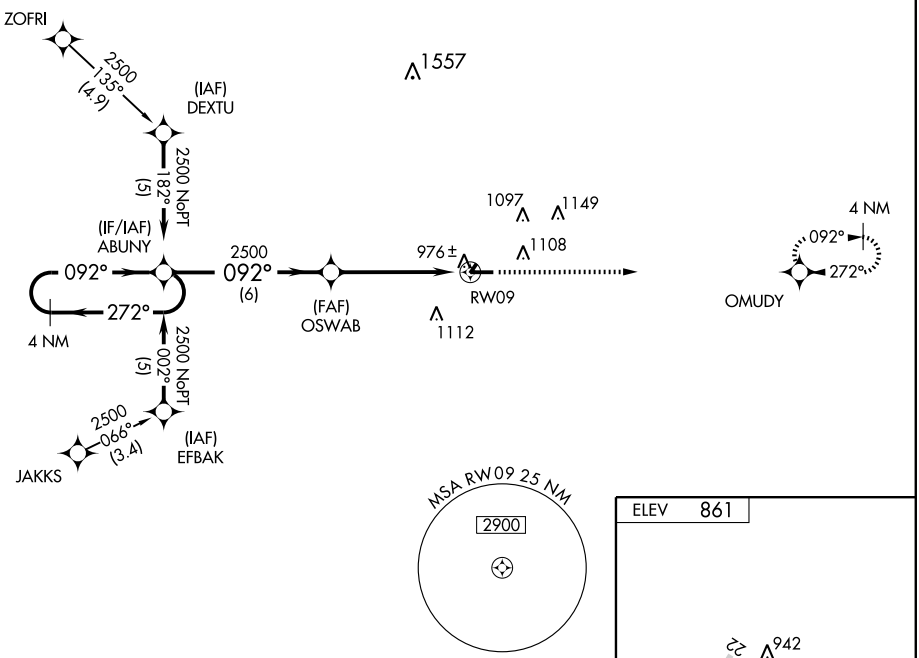
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

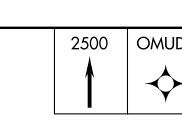
NA

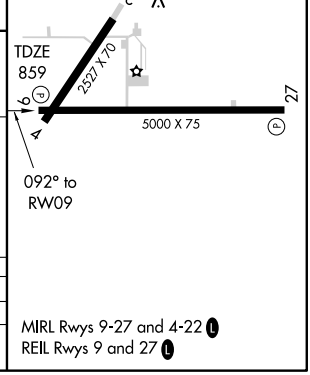
MISSED APPROACH: Climb to 2500 direct to OMUDY WP and hold.

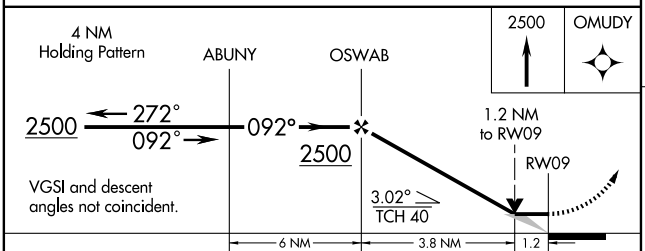
AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L

Procedure NA for arrival at ZOFRI
via V51-87 northwestbound.









CATEGORY	A	B	C	D
LNAV MDA	1280-1	421 (500-1)	1280-1¼	421 (500-1¼)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
272°	TDZE	861
	Apt Elev	861

RNAV (GPS) RWY 27

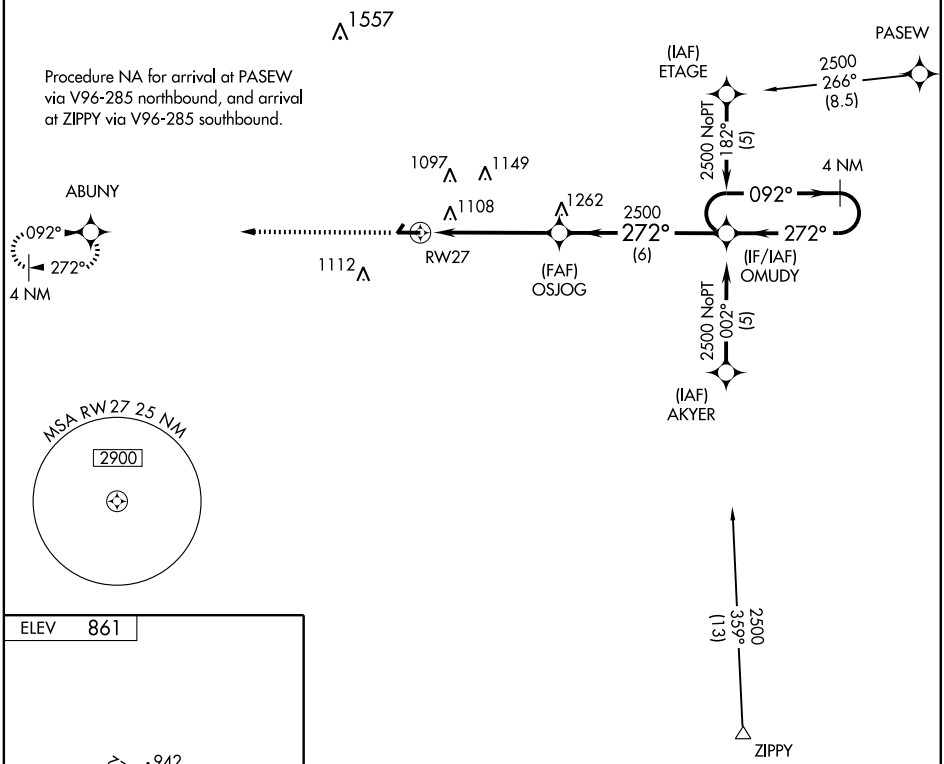
FRANKFORT MUNI (FKR)

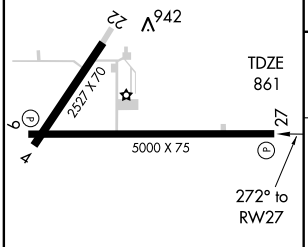
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

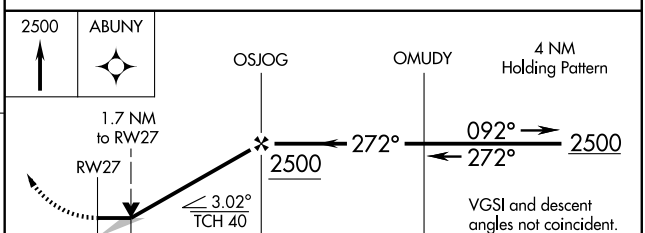
NA

MISSED APPROACH: Climb to 2500 direct ABUNY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	559 (600-1)	1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

FREEMAN MUNI (See SEYMOUR)

FRENCH LICK

FRENCH LICK MUNI (FRH) 3 SW UTC−5(−4DT) N38°30.37′ W86°38.22′ **ST. LOUIS**

792 B S3 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**

RWY 08–26: H5500X100 (ASPH) S–50, D–60 MIRL **IAP**

RWY 08: VASI(V4L)—GA 3.0° TCH 36′. Trees.

RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 38′. Trees.

AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call pager: 888–237–6574. Deer on and invof arpt. ACTIVATE MIRL Rwy 08–26—122.8.

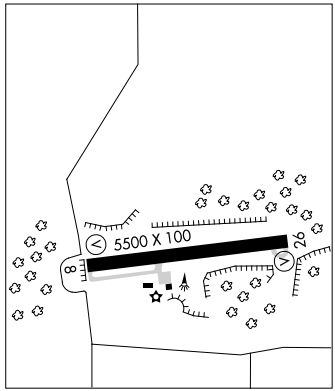
WEATHER DATA SOURCES: AWOS–3 118.075 (812) 936–2252.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ**LOUISVILLE APP/DEP** 132.075 (East) 123.675 (West)

RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.

HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ 184° 38.2 NM to fld. 845/2W.



PATOKA RESERVOIR LANDING AREA SPB (Ø6I) 8 NW UTC−5(−4DT) N38°26.00′ W86°41.47′ **ST LOUIS**

536 NOTAM FILE HUF

WATERWAY E–W: 16000X3500 (WATER)

SEAPLANE REMARKS: Unattended. Seaplane Ops prohibited SS–SR. CAUTION: Low alt–high speed military training route activity, ctc FSS for information. Lake use permit required. Call 812–685–2464.

COMMUNICATIONS: CTAF 122.9

FULTON CO (See ROCHESTER)

GALVESTON (5I6) 3 NW UTC−5(−4DT) N40°35.05′ W86°15.42′ **CHICAGO**

786 NOTAM FILE HUF

RWY 18–36: 2720X75 (TURF)

RWY 18: Thld dsplcd 200′. Crops. Rgt tfc. **RWY 36:** Thld dsplcd 200′. Crops.

AIRPORT REMARKS: Unattended. Ingress/egress must be coordinated with Grissom AFB apch control on frequency 121.05 and Twr on frequency 133.7. Rwy 18–36 edges and dspld thlds marked with yellow and black aluminum strips. Crops 100′ E and W of centerline entire length of Rwy 18–36.

COMMUNICATIONS: CTAF 122.9

GARIE N41°34.35′ W87°19.62′ NOTAM FILE GYY. **CHICAGO**

NDB (LOM) 236 GY 306° 4.7 NM to Gary/Chicago Intl.

APP CRS	Rwy Idg	5500
258°	TDZE	792
	Apt Elev	792

GPS RWY 26

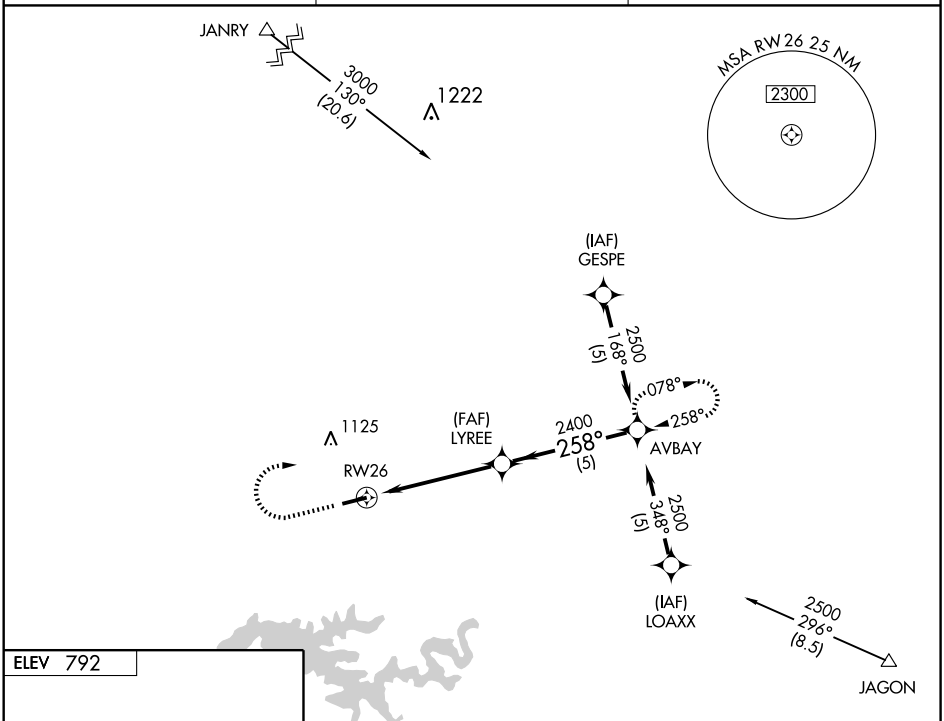
FRENCH LICK MUNI (FRH)

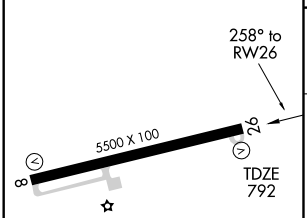
NA

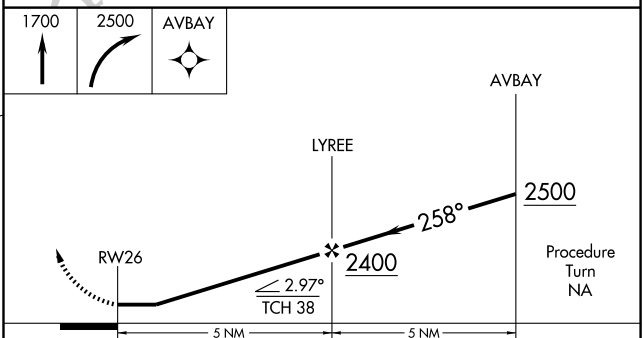
Use Louisville/Standiford altimeter setting.

MISSED APPROACH: Climb to 1700, then climbing right turn to 2500 direct AVBAY WP and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1340-1	548 (600-1)	1340-1½ 548 (600-1½)	1340-1¾ 548 (600-1¾)
CIRCLING	1440-1	648 (700-1)	1440-1¾ 648 (700-1¾)	1640-2¾ 848 (900-2¾)

MIRL Rwy 8-26 L
REIL Rwy 26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
078°	TDZE	792
	Apt Elev	792

RNAV (GPS) RWY 8

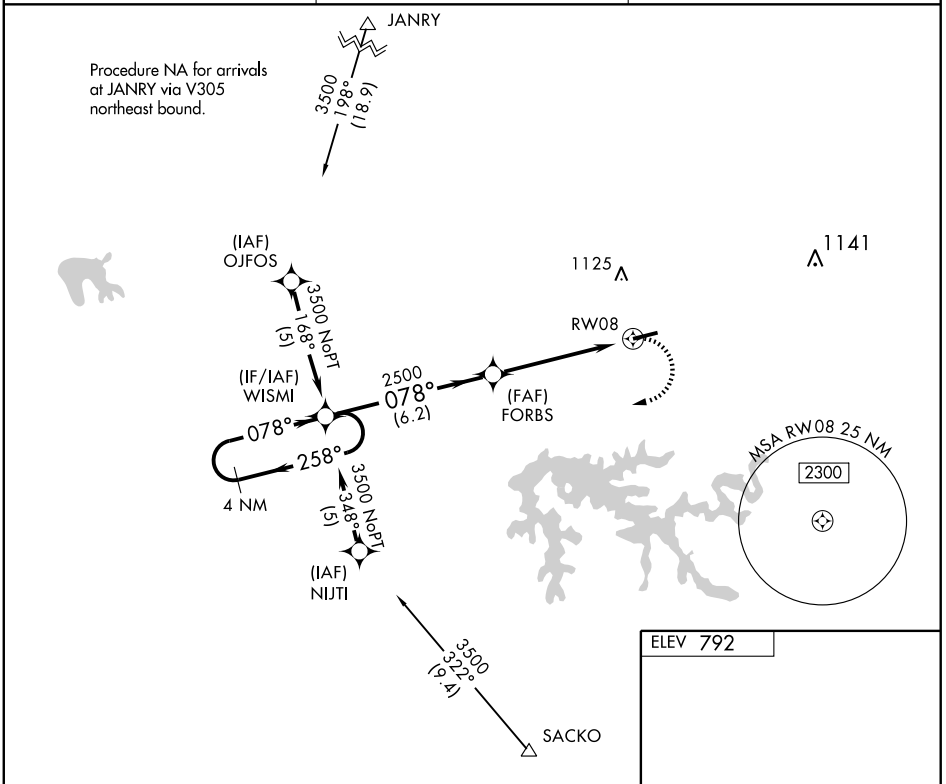
FRENCH LICK MUNI (FRH)

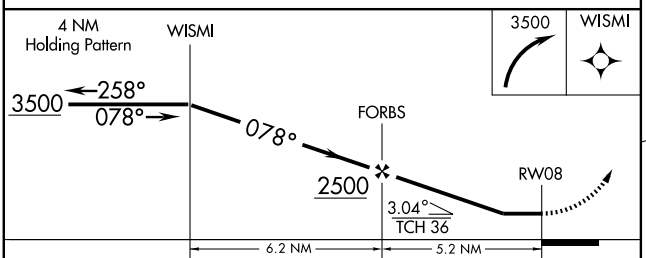
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and D visibility ½ mile, and increase Cat C Circling visibility ¼ mile and Cat D Circling visibility ½ mile.

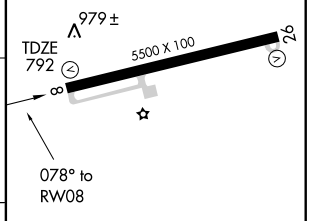
NA

MISSED APPROACH: Climbing right turn to 3500 direct WISMI and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 448 (500-1)		1240-1¼ 448 (500-1¼)	1240-1½ 448 (500-1½)
CIRCLING	1280-1 488 (500-1)		1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)

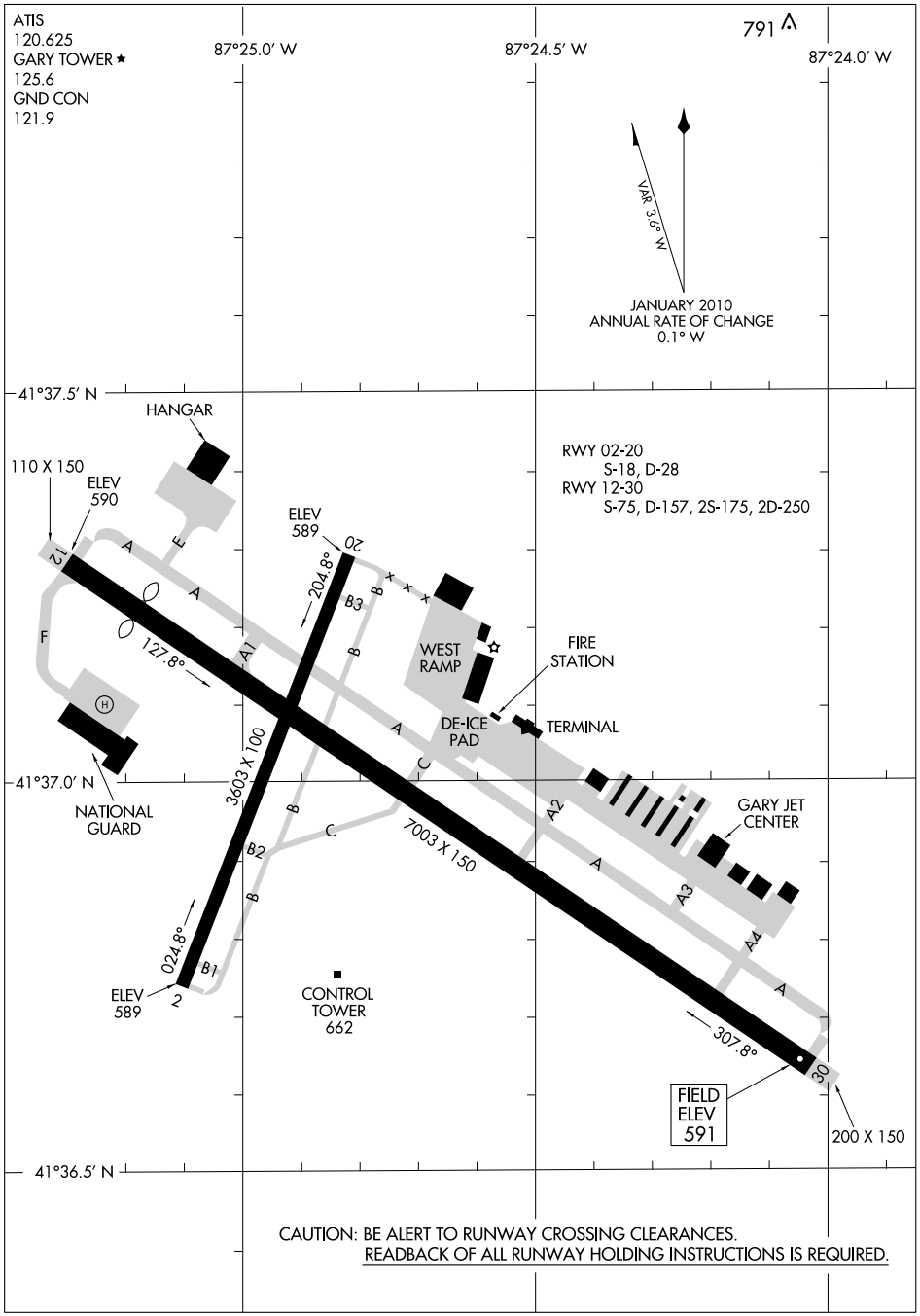
MIRL Rwy 8-26 L
REIL Rwy 26

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

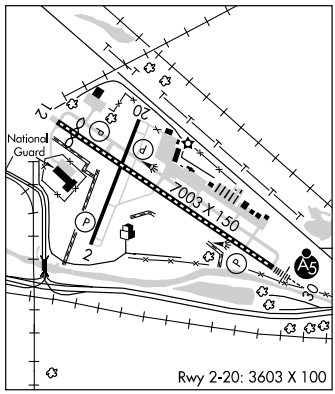
AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

GARY/CHICAGO INTL (GYY) 3 NW UTC−6(−5DT) N41°36.98′ W87°24.77′ CHICAGO
591 B S4 **FUEL** 100LL, JET A OX 3 ARFF Index—See Remarks NOTAM FILE GYY COPTER
RWY 12–30: H7003X150 (ASPH–GRVD) S–75, D–157, 2S–175, 2D–250. HIRL CL H–5E, L–28H, A
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 713′. Pole. IAP, AD
RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
RWY 02–20: H3603X100 (ASPH) S–18, D–28 MIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Pole.
AIRPORT REMARKS: Attended continuously. Unlighted 30′ AGL obstruction 1700′ SE apch end Rwy 30. Birds; coyotes and deer and other wildlife and migratory waterfowl on and invof arpt. No line of sight between intersecting rwy ends. Rwy 30 touchdown rwy visual range avbl. Class I, ARFF Index B. ARFF Index C avbl 4 hrs PPR ctc 219–949–4922. Rwy 02–20 avbl to air carrier with more than 19 passenger seats between Rwy 12–30 and Twy A for taxiing only. Twys A, A–1, A–2, A–4 and Twy C north of Rwy 12–30 avbl to air carrier acft with more than 9 seats. Twy Foxtrot military use only. Uncontrolled vehicles on ramps N side of artp. When twr clsd ACTIVATE HIRL Rwy 12–30, MIRL Rwy 02–20; REIL Rwys 02, 12 and 20 and MALSR Rwy 30—CTAF. Ldg fee. Ldg fee for acft 12,500 lbs and over and all twin engine acft.

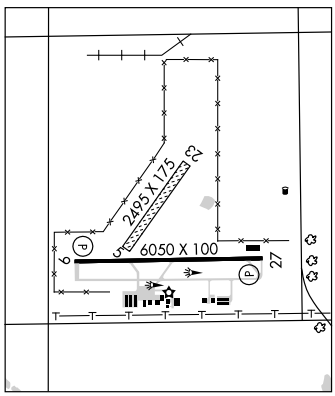


WEATHER DATA SOURCES: AWOS–3 (219) 944–0010.
COMMUNICATIONS: CTAF 125.6 **ATIS** 120.625
CHICAGO HEIGHTS RCO 122.1R, 114.2T (KANKAKEE RADIO)
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.1
TOWER 125.6 (1100–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 046° 9.6 NM to fld. 634/2E.
GARIE NDB (LOM) 236 GY N41°34.35′ W87°19.62′ 306° 4.7 NM to fld.
ILS/DME 108.75 I–GYY Chan 24(Y) Rwy 30. Class IE. LOM GARIE NDB. Unmonitored when twr clsd.

GIPPER (See GIPPER, MI)

GLENNDALE (See KOKOMO)

GOSHEN MUNI (GSH) 3 SE UTC−5(−4DT) N41°31.58′ W85°47.65′ CHICAGO
827 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE GSH H–5E, 10F, L–28I
RWY 09–27: H6050X100 (ASPH–GRVD) S–45, D–60, 2D–100 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 05–23: 2495X175 (TURF)
RWY 05: P–line. **RWY 23:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1200–0000Z‡, Sun 1300–2300Z‡. Parachute Jumping. Rwy 05 and Rwy 23 has white metal markers at sides and ends. HIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27—CTAF.



WEATHER DATA SOURCES: ASOS 121.45 (574) 642–4231.
COMMUNICATIONS: CTAF/UNICOM 123.05
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
SOUTH BEND CLNC DEL 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
(H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 090° 10.6 NM to fld. 852/00E.
ILS 108.3 I–GSH Rwy 27. Unmonitored. LOC BC unusable.

GREENCASTLE N39°42.84′ W86°48.36′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 521 TVX 187° 4.8 NM to Putnam Co. L–27D

LOC I-GYY	APP CRS	Rwy Idg	7003
108.75	306°	TDZE	592
Chan 24 (Y)		Apt Elev	592

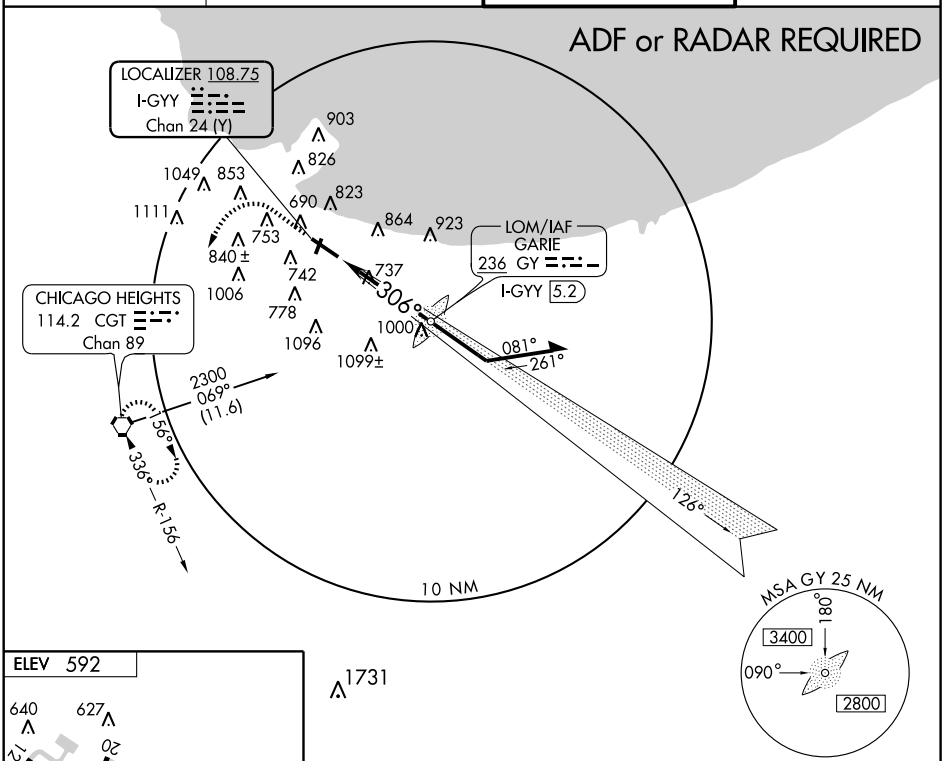
COPTER ILS RWY 30

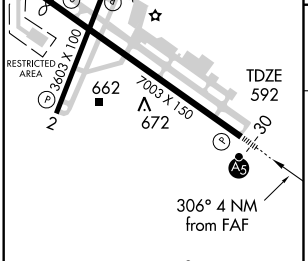
GARY/CHICAGO INTL (GYY)

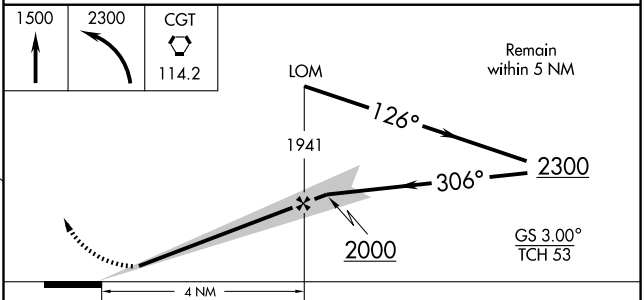
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9







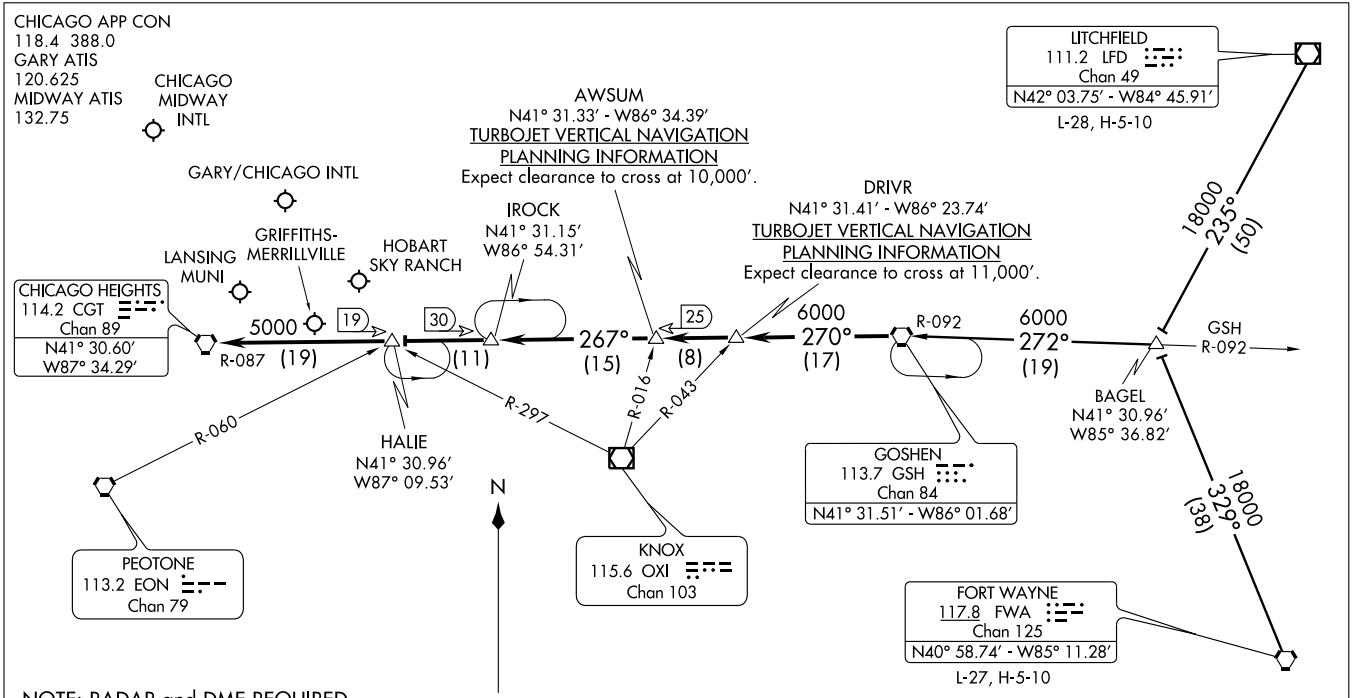
REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
S–ILS 30	792-¼ 200 (200-¼)
S–LOC 30	1000-¼ 408 (500-¼)
CIRCLING	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

LOC/DME I-GYY	APP CRS	Rwy Idg 7003
108.75	306°	TDZE 591
Chan 24 (Y)		Apt Elev 591

ILS or LOC RWY 30
GARY/ CHICAGO INTL (GYY)

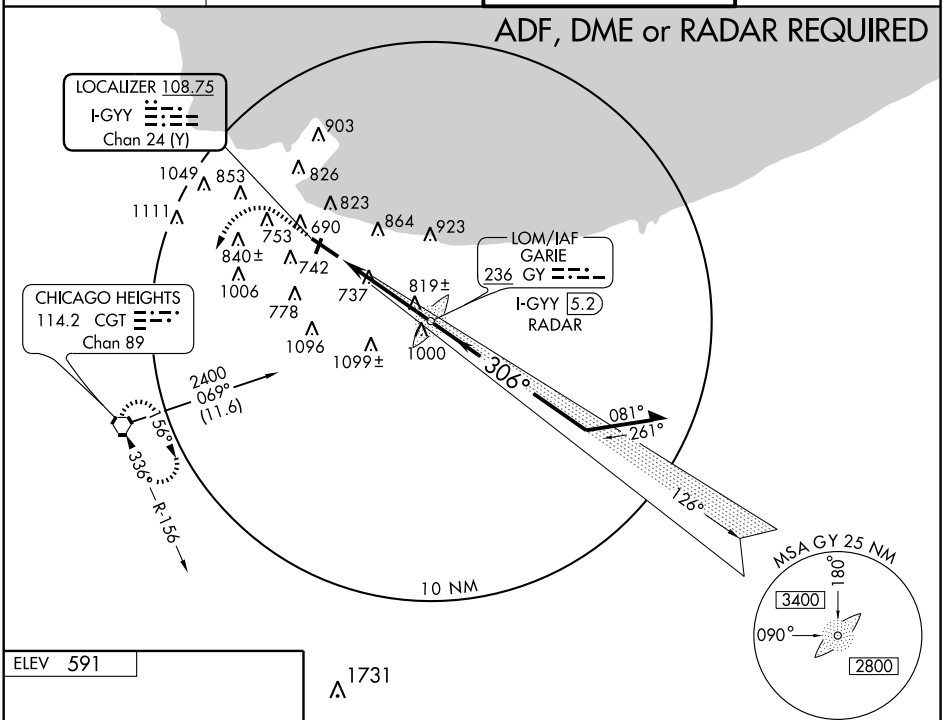
When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase DA to 838 feet, increase all MDAs 60 feet, S-LOC 30 Cat C visibility to RVR 5000 and Cat D visibility to RVR 6000, Circling Cat C visibility to 1¾ mile.

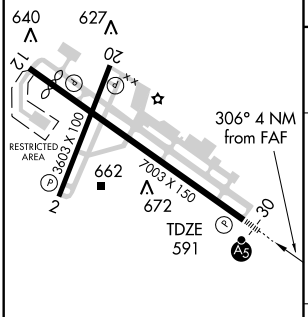
MALSR

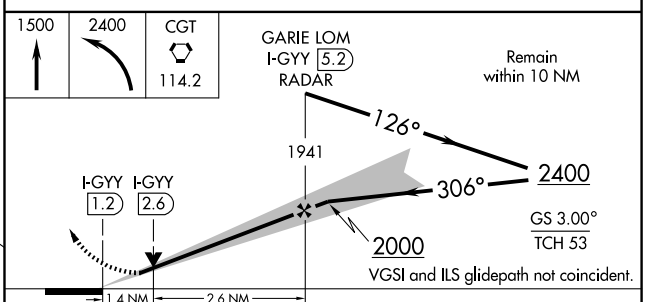
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

ADF, DME or RADAR REQUIRED





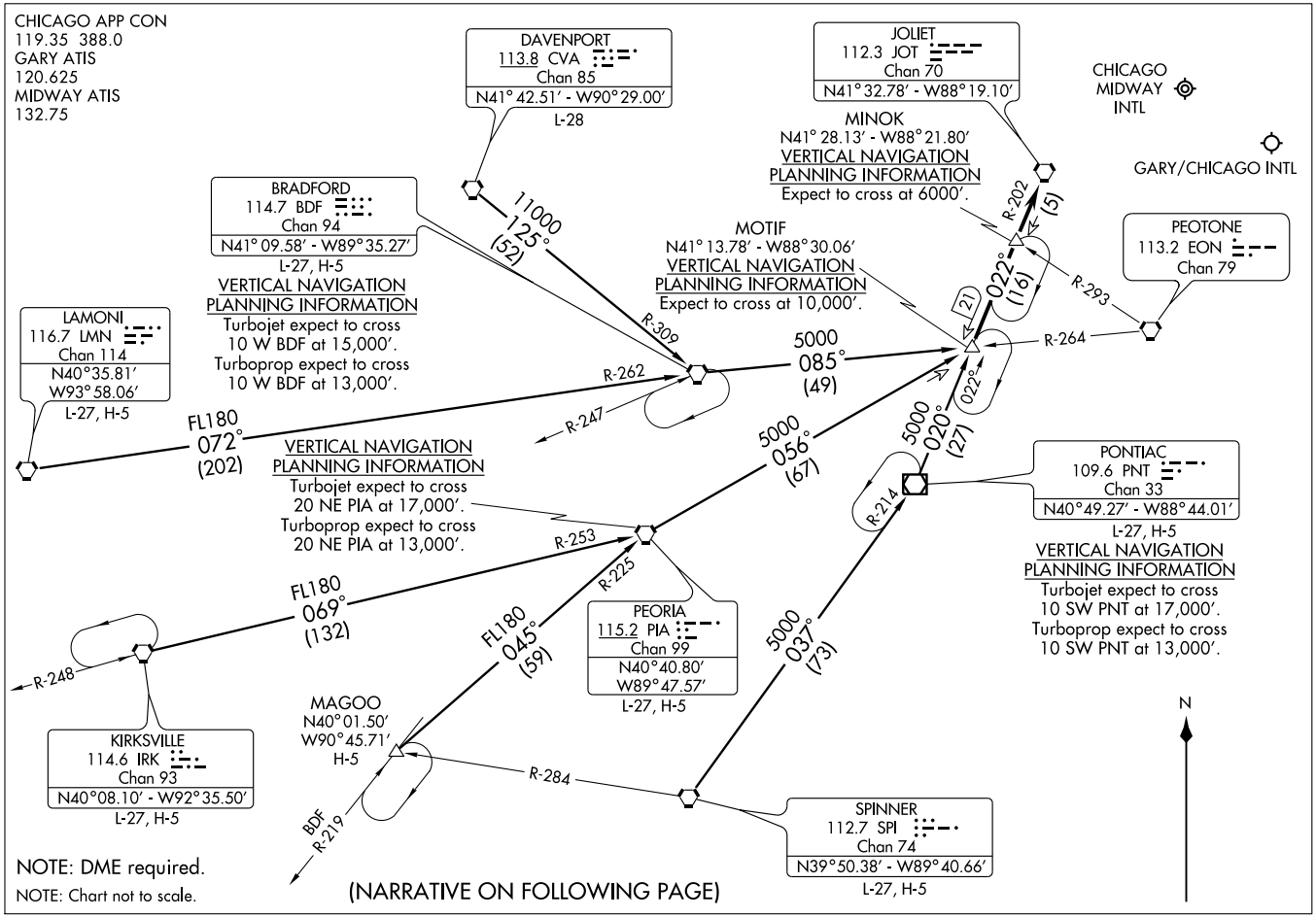


REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 30	791/24 200 (200-½)			
S-LOC 30	1080/24 489 (500-½)		1080/40 489 (500-¾)	1080/50 489 (500-1)
CIRCLING	1140-1 549 (600-1)		1180-1½ 589 (600-1½)	1180-2 589 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



09351 MOTIF THREE ARRIVAL (MOTIF.MOTIF3) CHICAGO, ILLINOIS

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 21 OCT 2010 to 18 NOV 2010

LOM GY 236	APP CRS 306°	Rwy Idg 7003 TDZE 592 Apt Elev 592

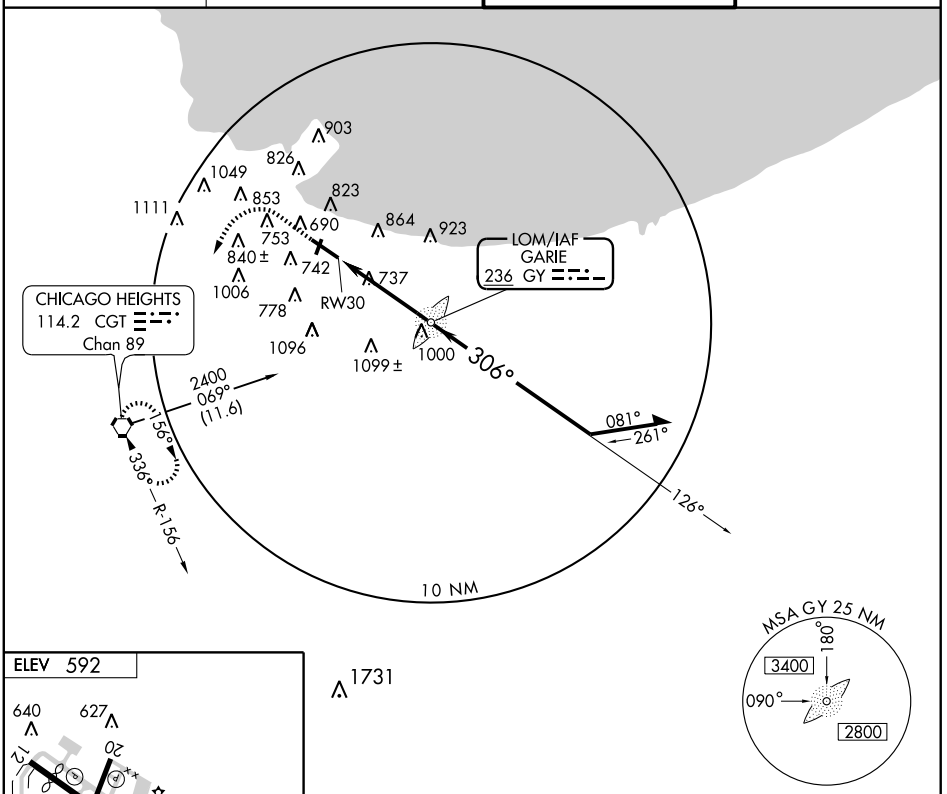
NDB or GPS RWY 30

GARY/CHICAGO INTL (GYY)

MALSR

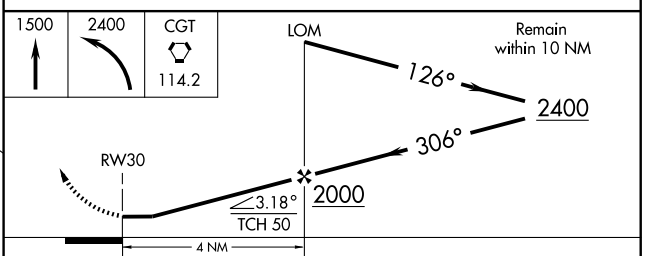
MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





1731



REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-30	1180-¾ 588 (600-¾)		1180-1 588 (600-1)	1180-1½ 588 (600-1½)
CIRCLING	1180-1 588 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3603
203°	TDZE	591
	Apt Elev	592

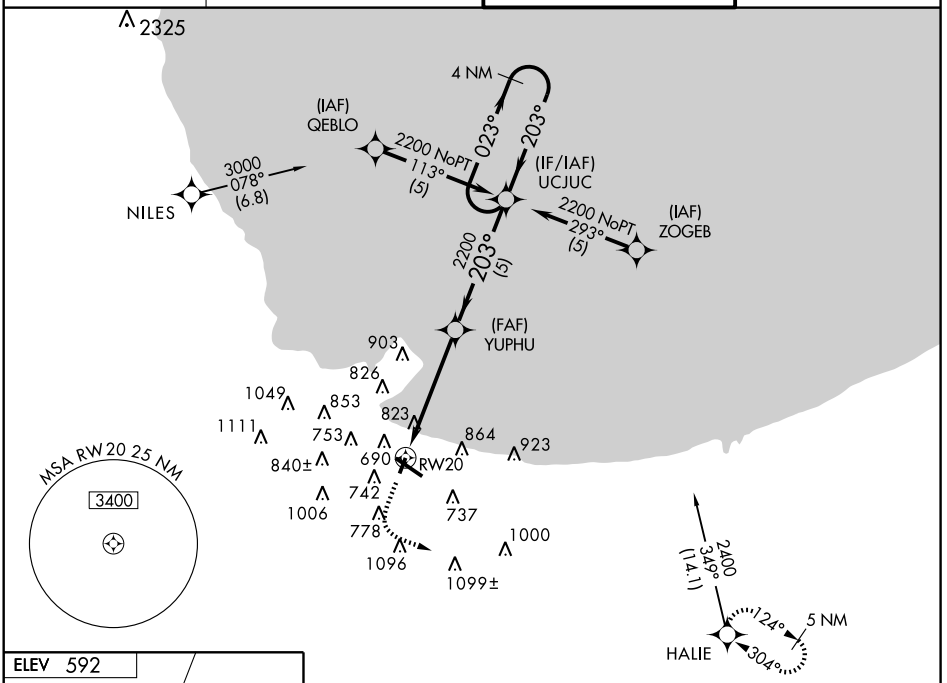
RNAV (GPS) RWY 20

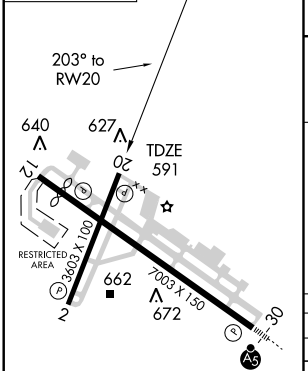
GARY/CHICAGO INTL (GYY)

T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

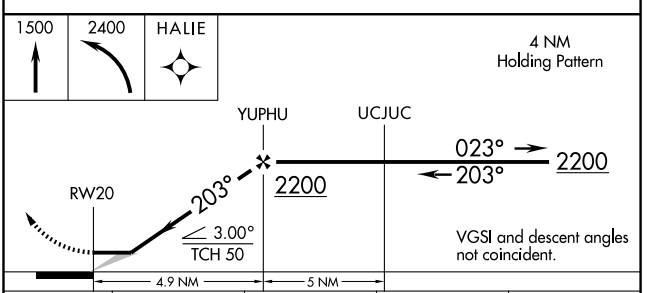
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)		1080-1¼ 489 (500-1¼)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6290
126°	TDZE	591
	Apt Elev	591

RNAV (RNP) RWY 12
GARY/CHICAGO INTL (GYY)

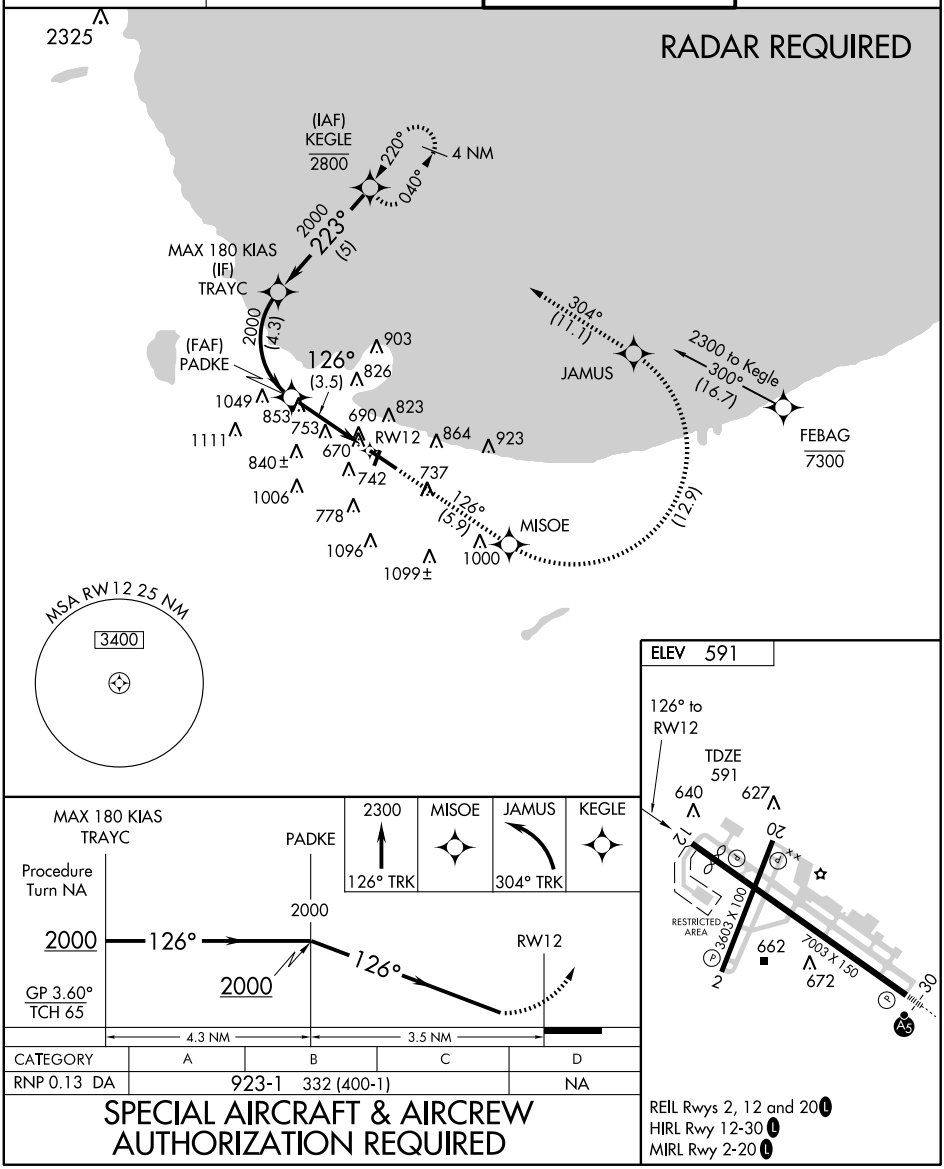
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 38°C (100°F). Procedure NA for wingspans greater than 136 feet. Visibility reduction by helicopters NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2300 via 126° track to MISOE, left radius turn to JAMUS, 304° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
RNP 0.13 DA	923-1	332 (400-1)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) RWY 30

GARY/CHICAGO INTL (GYY)

APP CRS	Rwy Idg	7003
306°	TDZE	591
	Apt Elev	591

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.13 visibility to 1¼ all Cats. RF and GPS REQUIRED.

MALSR

MISSED APPROACH: Climb to 2100 via 306° track to HOSEN, right radius turn to DANGE, 028° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

RADAR REQUIRED

KEGLE 220° 040° 4 NM

028° (3.8)

DANGE

(9.8)

903 826 823 HOSEN 864 923

1049 853 753 690 1111 840± 742 1006 778 1096 1099± 663 699 737 1000

RW30 306° (4.2)

(FAF) JATEK

2000 306° (6)

(IF) EBGIN

1320

(IAF) FEBAG 2300 216° (9.5)

(IAF) ALIME 2300 036° (5)

MSA RW30 25 NM 3400

ELEV 591

640 627 12 20 02 20 RESTRICTED AREA 3603 X 100 662 7003 X 150 672 TDZE 591 30 2

306° to RW30

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

2100 TRK 306° | HOSEN | DANGE TRK 028° | KEGLE

TCH: 641 MSL

JATEK 2000 306° EBGIN 2300

RW30 2000

GS 3.00° TCH 50 #

4.2 NM 6 NM

CATEGORY	A	B	C	D
RNP 0.13 DA	936-¾	345 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CGT 114.2 Chan 89	APP CRS 046°	Rwy Idg 3603 TDZE 591 Apt Elev 592

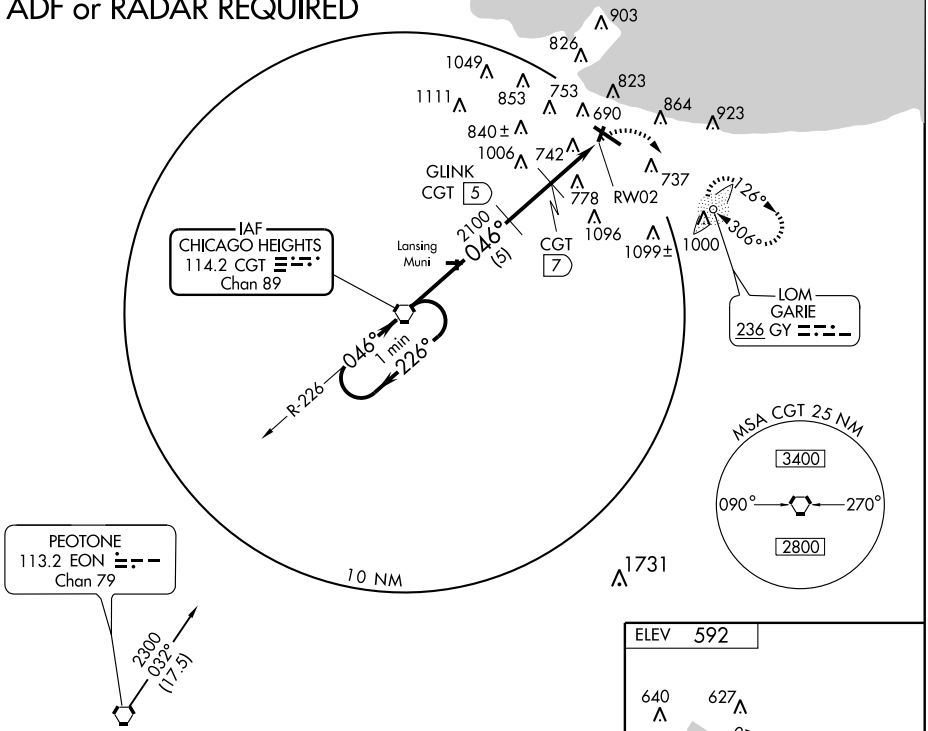
VOR/DME or GPS RWY 2

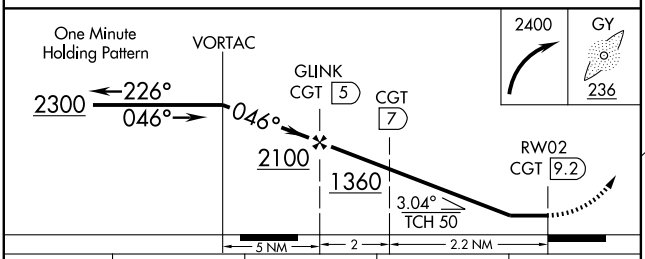
GARY/CHICAGO INTL (GYY)

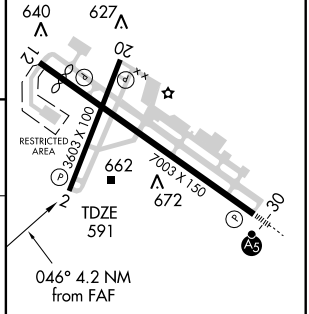
MISSED APPROACH: Climbing right turn to 2400 direct GY LOM and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

ADF or RADAR REQUIRED





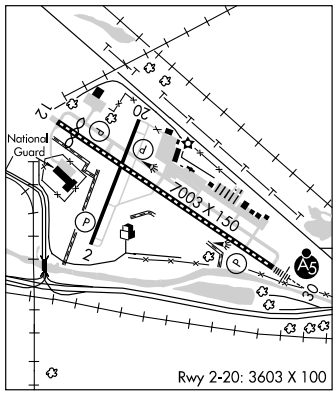


CATEGORY	A	B	C	D
S-2	1040-1 449 (500-1)		1040-1¼ 449 (500-1¼)	1040-1½ 449 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GARY/CHICAGO INTL (GYY) 3 NW UTC−6(−5DT) N41°36.98′ W87°24.77′ CHICAGO
591 B S4 **FUEL** 100LL, JET A OX 3 ARFF Index—See Remarks NOTAM FILE GYY COPTER
RWY 12–30: H7003X150 (ASPH–GRVD) S–75, D–157, 2S–175, 2D–250. HIRL CL H–5E, L–28H, A
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 713′. Pole. IAP, AD
RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
RWY 02–20: H3603X100 (ASPH) S–18, D–28 MIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Pole.
AIRPORT REMARKS: Attended continuously. Unlighted 30′ AGL obstruction 1700′ SE apch end Rwy 30. Birds; coyotes and deer and other wildlife and migratory waterfowl on and invof arpt. No line of sight between intersecting rwy ends. Rwy 30 touchdown rwy visual range avbl. Class I, ARFF Index B. ARFF Index C avbl 4 hrs PPR ctc 219–949–4922. Rwy 02–20 avbl to air carrier with more than 19 passenger seats between Rwy 12–30 and Twy A for taxiing only. Twys A, A–1, A–2, A–4 and Twy C north of Rwy 12–30 avbl to air carrier acft with more than 9 seats. Twy Foxtrot military use only. Uncontrolled vehicles on ramps N side of artp. When twr clsd ACTIVATE HIRL Rwy 12–30, MIRL Rwy 02–20; REIL Rwys 02, 12 and 20 and MALSR Rwy 30—CTAF. Ldg fee. Ldg fee for acft 12,500 lbs and over and all twin engine acft.

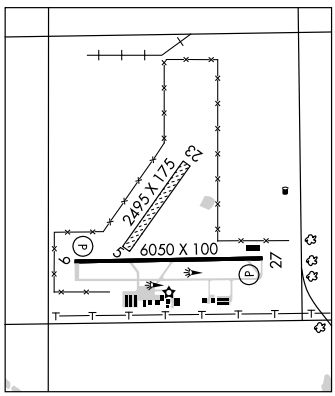


WEATHER DATA SOURCES: AWOS–3 (219) 944–0010.
COMMUNICATIONS: CTAF 125.6 **ATIS** 120.625
CHICAGO HEIGHTS RCO 122.1R, 114.2T (KANKAKEE RADIO)
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.1
TOWER 125.6 (1100–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 046° 9.6 NM to fld. 634/2E.
GARIE NDB (LOM) 236 GY N41°34.35′ W87°19.62′ 306° 4.7 NM to fld.
ILS/DME 108.75 I–GYY Chan 24(Y) Rwy 30. Class IE. LOM GARIE NDB. Unmonitored when twr clsd.

GIPPER (See GIPPER, MI)

GLENNDALE (See KOKOMO)

GOSHEN MUNI (GSH) 3 SE UTC−5(−4DT) N41°31.58′ W85°47.65′ CHICAGO
827 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE GSH H–5E, 10F, L–28I
RWY 09–27: H6050X100 (ASPH–GRVD) S–45, D–60, 2D–100 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 05–23: 2495X175 (TURF)
RWY 05: P–line. **RWY 23:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1200–0000Z‡, Sun 1300–2300Z‡. Parachute Jumping. Rwy 05 and Rwy 23 has white metal markers at sides and ends. HIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27—CTAF.



WEATHER DATA SOURCES: ASOS 121.45 (574) 642–4231.
COMMUNICATIONS: CTAF/UNICOM 123.05
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
SOUTH BEND CLNC DEL 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
(H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 090° 10.6 NM to fld. 852/00E.
ILS 108.3 I–GSH Rwy 27. Unmonitored. LOC BC unusable.

GREENCASTLE N39°42.84′ W86°48.36′ NOTAM FILE HUF. ST. LOUIS
NDB (MHW) 521 TVX 187° 4.8 NM to Putnam Co. L–27D

APP CRS	Rwy Idg	6050
091°	TDZE	825
	Apt Elev	827

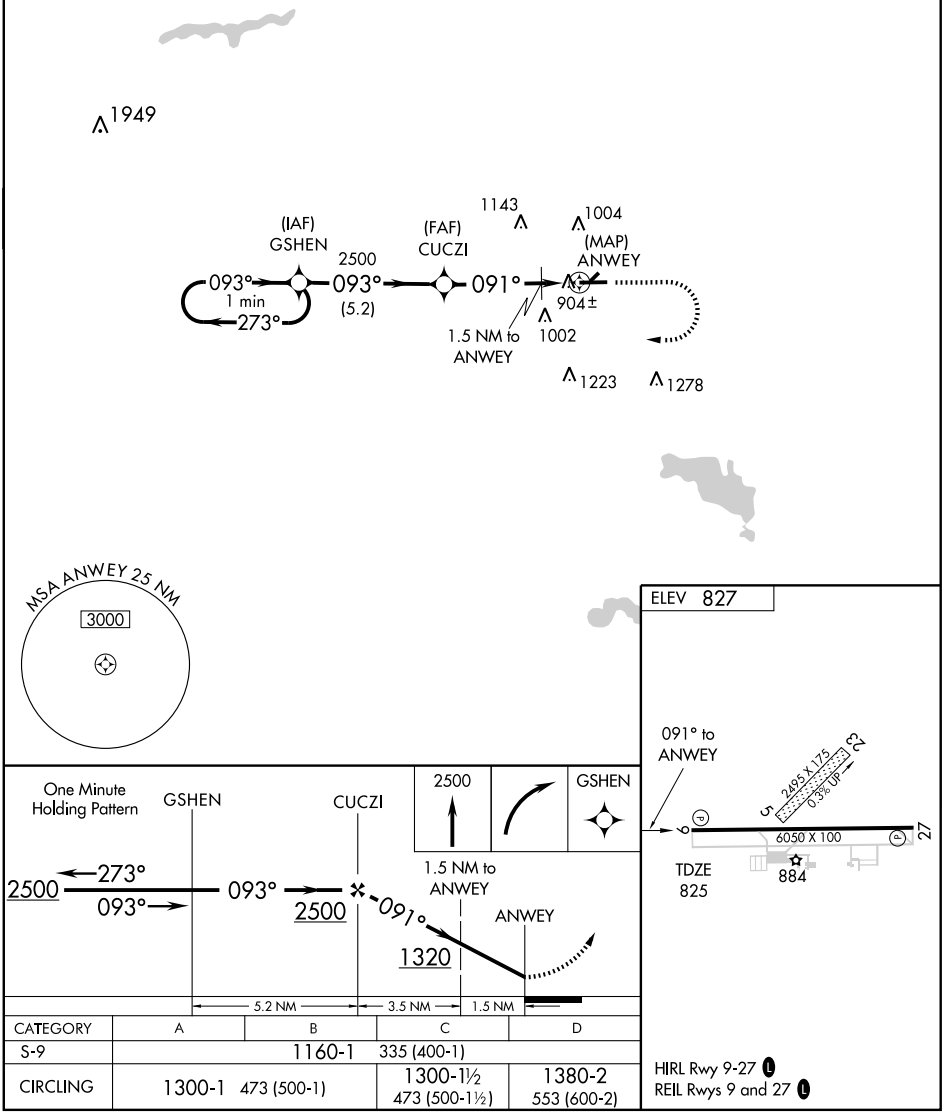
GPS RWY 9
GOSHEN MUNI (GSH)

NA

MISSED APPROACH: Climb to 2500 then right turn direct GSHEN WP and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-9	1160-1		335 (400-1)	
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

LOC I-GSH	APP CRS	Rwy Idg	6050
108.3	273°	TDZE	827
		Apt Elev	827

ILS or LOC RWY 27
GOSHEN MUNI (GSH)

DME or RADAR Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility ¼ mile.

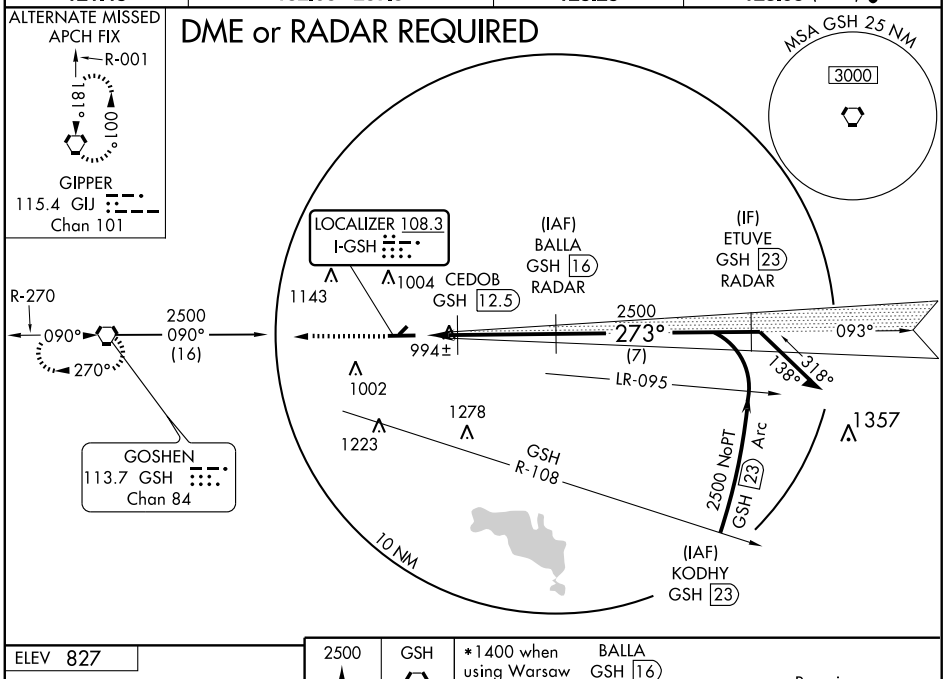
NA

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

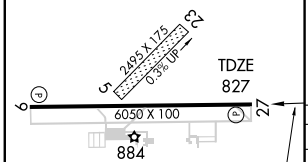
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

ALTERNATE MISSED APCH FIX
R-001
181°
001°
GIPPER
115.4 GIJ
Chan 101

DME or RADAR REQUIRED

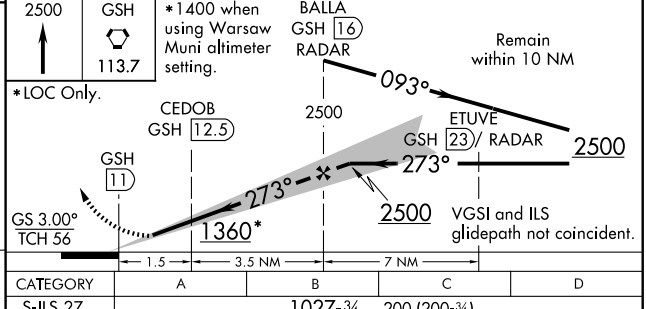


ELEV 827



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 27		1027-¾	200 (200-¾)	
S-LOC 27	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1360-1¾ 533 (600-1¾)
CIRCLING	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1380-2 553 (600-2)
CEDOB FIX MINIMUMS				
S-LOC 27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

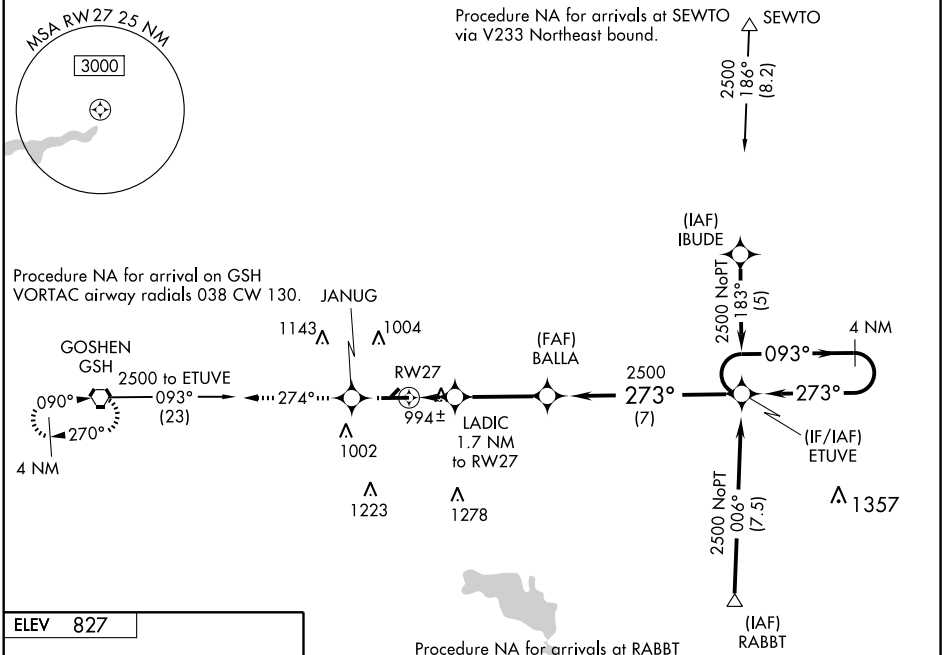
WAAS	APP CRS	Rwy Idg 6050
CH 97606	273°	TDZE 827
W27A		Apt Elev 827

RNAV (GPS) RWY 27
GOSHEN MUNI (GSH)

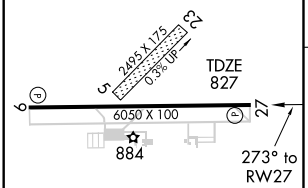
Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

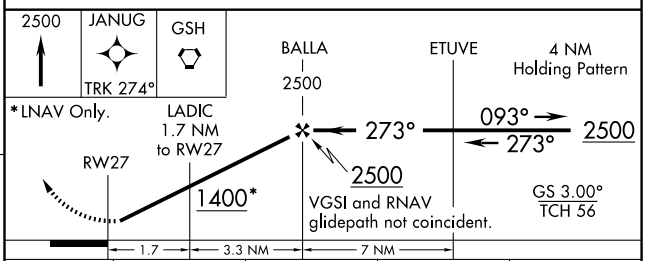
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



ELEV 827



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/VNAV DA	1307-1¾ 480 (500-1¾)			
LNAV MDA	1260-1 433 (500-1)		1260-1¼ 433 (500-1¼)	1260-1½ 433 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

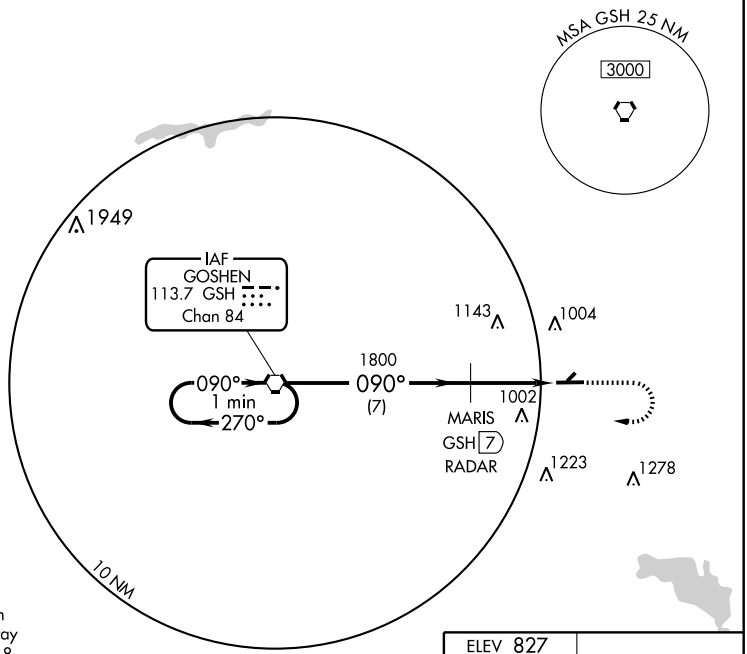
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	090°	TDZE	825
Chan 84		Apt Elev	827

VOR RWY 9
GOSHEN MUNI (GSH)

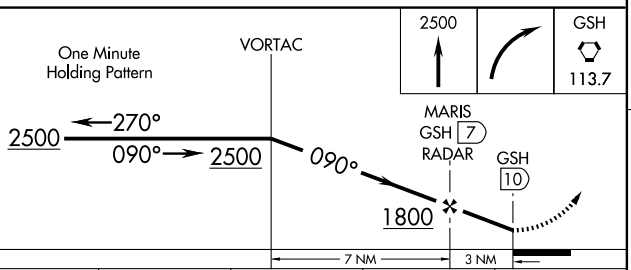
MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

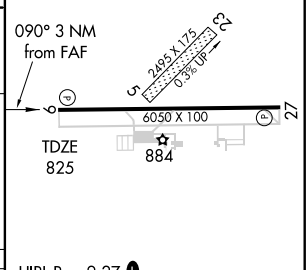
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



NoPT for arrivals on GSH VORTAC airway radials 181 CW 318

DME or RADAR REQUIRED





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1300-1	475 (500-1)	1300-1¼ 475 (500-1¼)	1300-1½ 475 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

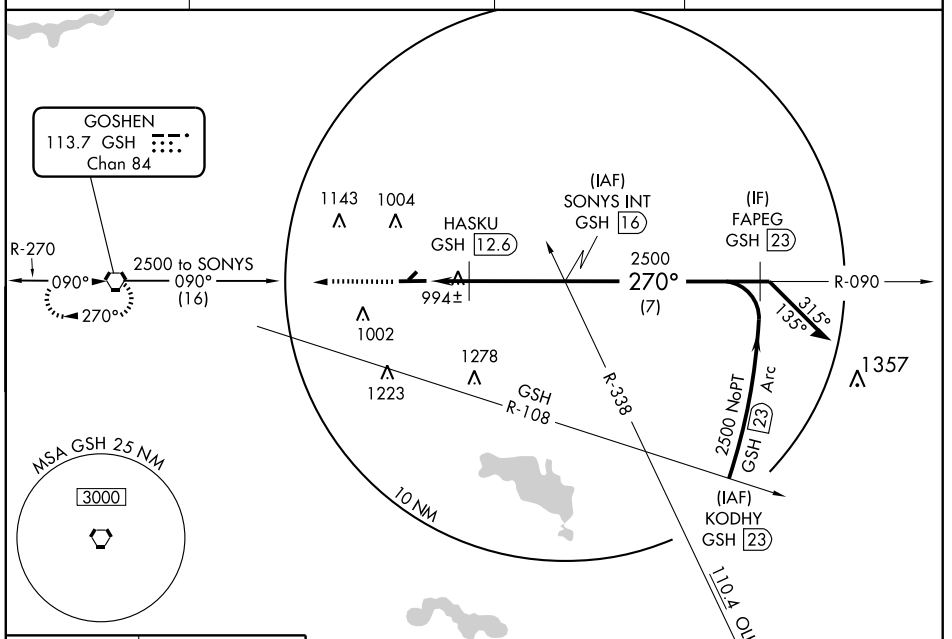
VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	270°	TDZE	827
Chan 84		Apt Elev	827

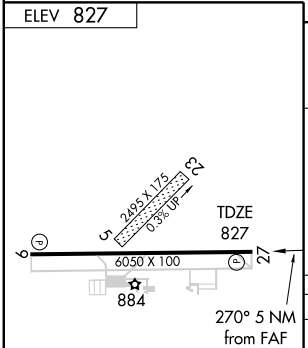
VOR RWY 27
GOSHEN MUNI (GSH)

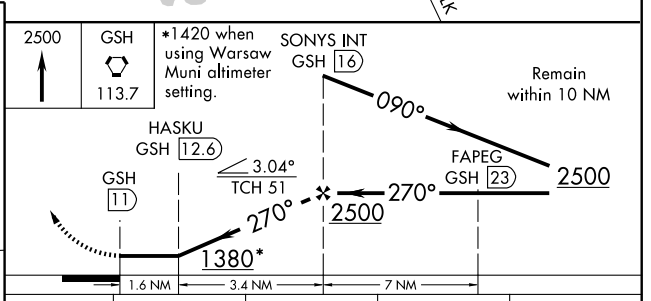
Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all MDAs 40 feet and increase Hasku Fix Minimums S-27 Cats C/D visibility ¼ mile. Descent angle NA when using Warsaw Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L







HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

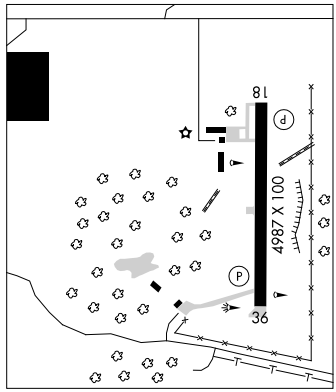
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-27	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-1¾ 553 (600-1¾)
CIRCLING	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-2 553 (600-2)
HASKU FIX MINIMUMS				
S-27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENCASTLE

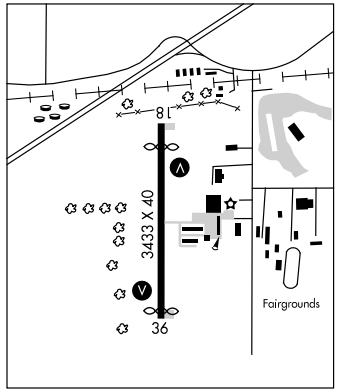
PUTNAM CO (4I7) 3 SE UTC−5(−4DT) N39°38.01′ W86°48.83′ ST. LOUIS
842 B S4 **FUEL** 100LL, JET A1+ 0X 1,2 TPA—1842 (1000) NOTAM FILE HUF L–27D
RWY 18–36: H4987X100 (ASPH) LIRL 0.6% up N IAP
RWY 18: PAPI(P4L)—GA 3.0° TCH 20′. Crops.
RWY 36: PAPI(P4L)—GA 3.0° TCH 30′. Road.
AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. 414′ taxiway S end of Rwy 36. ACTIVATE LIRL (med ints only) Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (765) 653–1789.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 241° 23.3 NM to fld. 823/1E.
GREENCASTLE NDB (MHW) 521 TVX N39°42.84′ W86°48.36′ 187° 4.8 NM to fld.



GREENFIELD

POPE FLD (GFD) 2 NE UTC−5(−4DT) N39°47.42′ W85°44.17′ ST. LOUIS
895 NOTAM FILE HUF
RWY 18–36: 2165X150 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 165′. Crops. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 seasonal crops 85′ E and W of rwy. Rwy 18–36 NSTD LIRL. NSTD spacing of lgts on pvc pipes and glass jar lenses. Rwy 18 dsplcd thld marked with three yellow tires each side.
COMMUNICATIONS: CTAF 122.9

GREENSBURG MUNI (I34) 2 SW UTC−5(−4DT) N39°19.62′ W85°31.35′ ST. LOUIS
912 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 18–36: H3433X40 (ASPH) MIRL IAP
RWY 18: VASI(V2L)—GA 2.8° TCH 19′. Thld dsplcd 500′. Road.
RWY 36: VASI(V2L)—GA 2.8°. Thld dsplcd 100′. Crops.
AIRPORT REMARKS: Attended Mon–Fri, 1400–2200Z‡. Parachute Jumping. Rwy 36 seasonal crops 180′ from thld OB 4′–10′ high. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 18 and Rwy 36—CTAF. Rwy 18 and Rwy 36 VASI OTS indef.
COMMUNICATIONS: CTAF 122.9
OSGOOD RCO 122.25 (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 141° 23.1 NM to fld. 810/1E. **HIWAS.**



GREENWOOD MUNI (See INDIANAPOLIS)

NDB TVX 521	APP CRS 187°	Rwy Idg 4987 TDZE 842 Apt Elev 842

NDB RWY 18

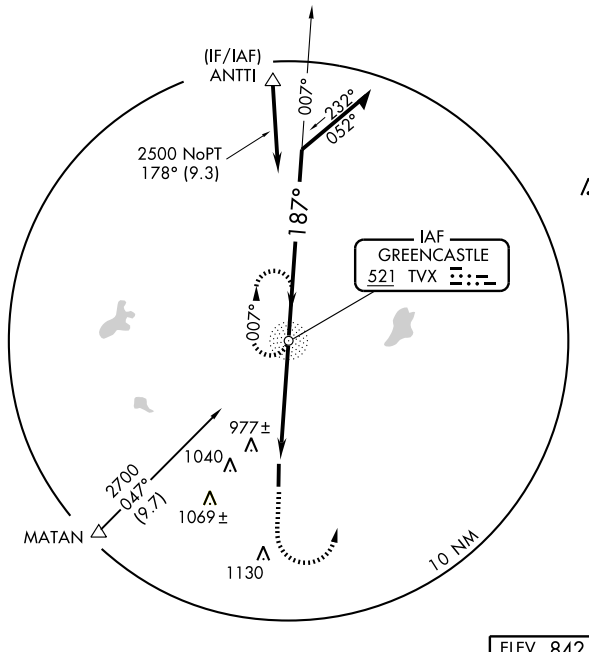
GREENCASTLE/PUTNAM COUNTY (4I7)

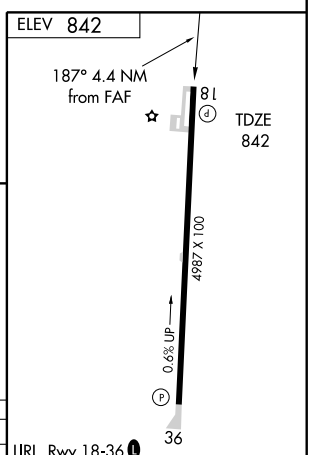
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet.

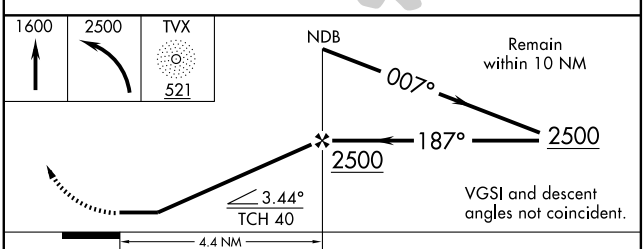
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct TVX NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1300-1	458 (500-1)	NA	
CIRCLING	1300-1	458 (500-1)	NA	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86906 W18A	APP CRS 184°	Rwy Idg 4987 TDZE 842 Apt Elev 842

RNAV (GPS) RWY 18

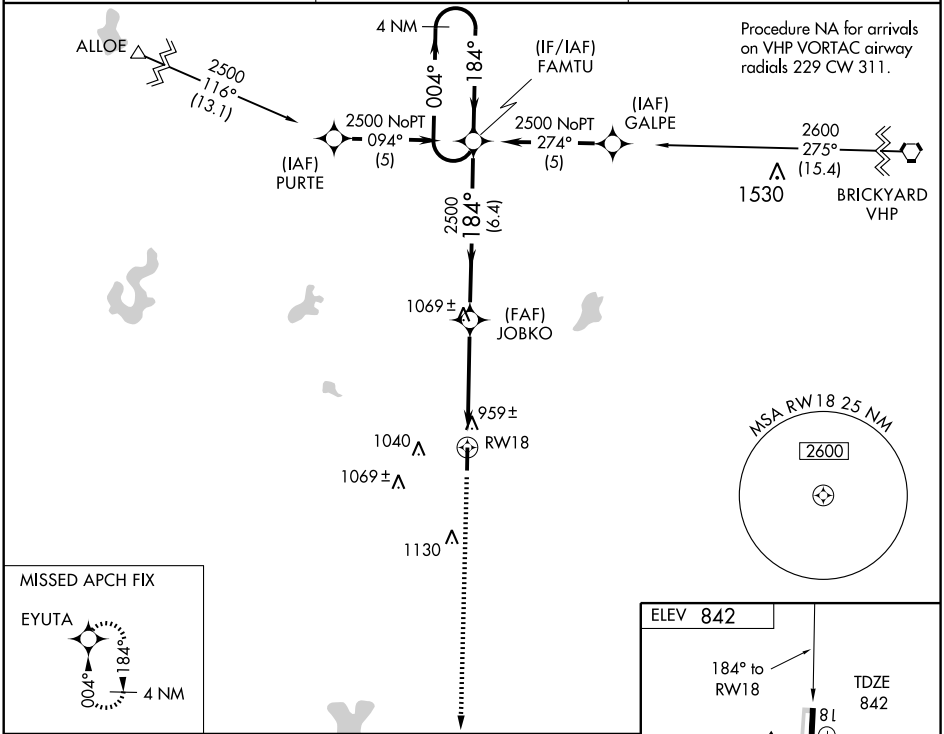
GREENCASTLE / PUTNAM COUNTY (4I7)

Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.

NA

MISSED APPROACH: Climb to 2500 direct EYUTA and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1192-1¼	350 (400-1¼)	NA	
LNAV/VNAV DA	1262-1½	420 (500-1½)	NA	
LNAV MDA	1240-1	398 (400-1)	NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	

LIRL Rwy 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4987
CH 40306	004°	TDZE	829
W36A		Apt Elev	842

RNAV (GPS) RWY 36

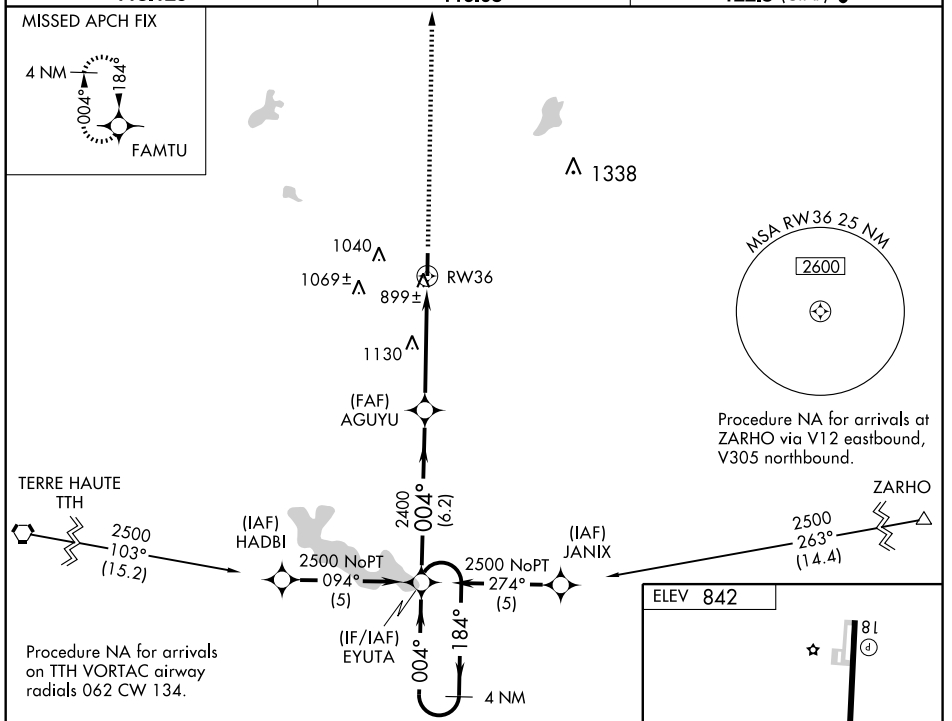
GREENCASTLE / PUTNAM COUNTY (4I7)

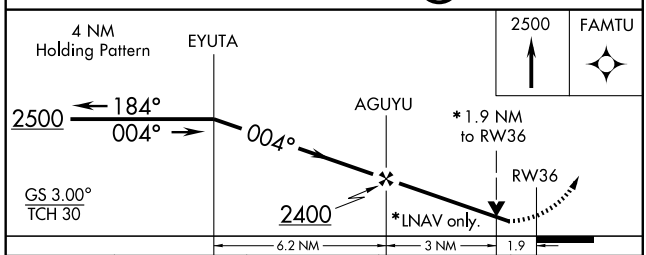
T
NA

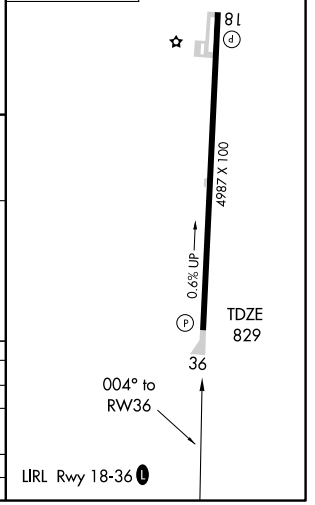
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.
VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1123-1¼	294 (300-1¼)	NA	
LNAV/ VNAV DA	1242-1½	413 (400-1½)	NA	
LNAV MDA	1440-1	611 (600-1)	NA	
CIRCLING	1440-1	598 (600-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP	APP CRS	Rwy Idg	N/A
116.3	241°	TDZE	N/A
Chan 110		Apt Elev	842

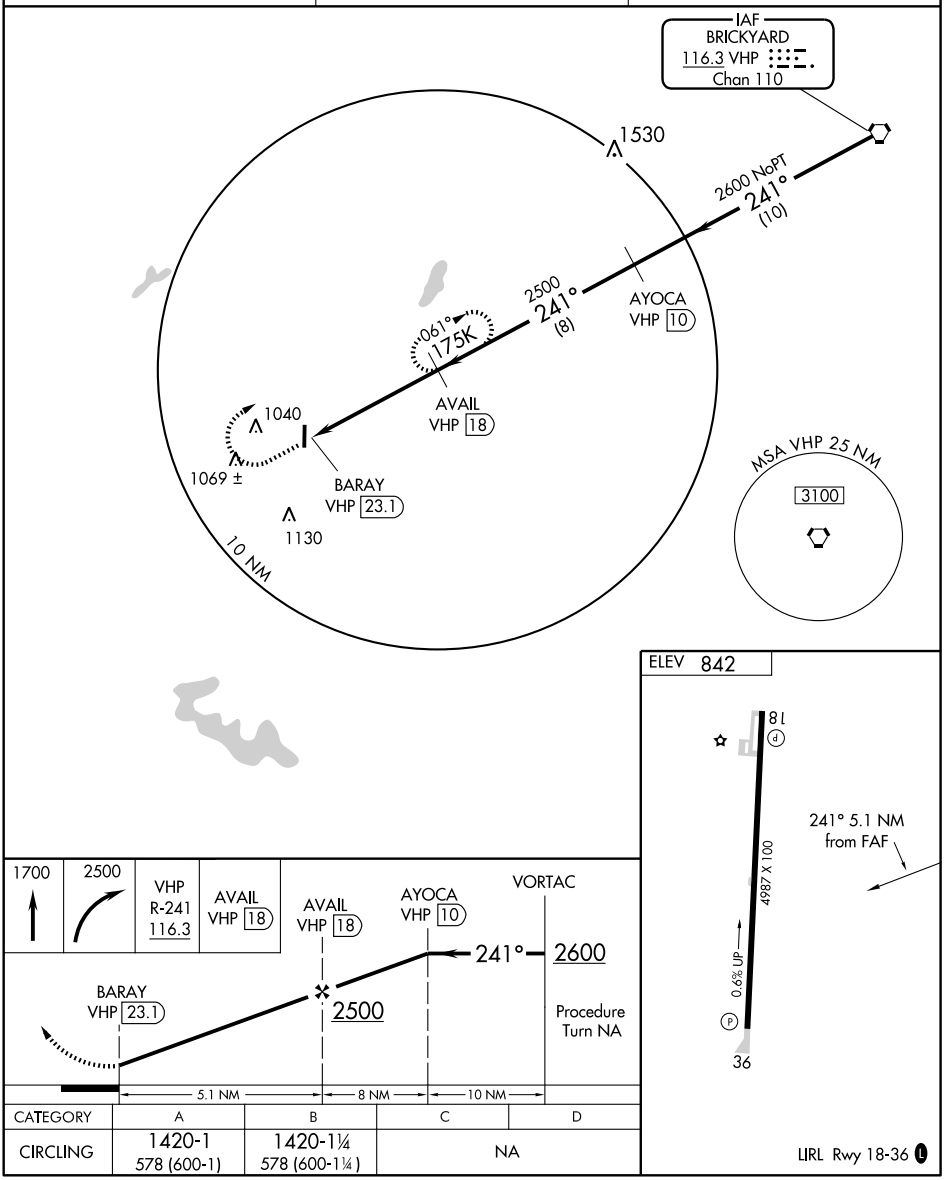
VOR/DME-A

GREENCASTLE / PUTNAM COUNTY (4I7)

NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L



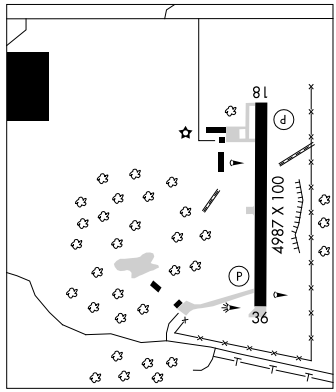
CATEGORY	A	B	C	D
CIRCLING	1420-1 578 (600-1)	1420-1¼ 578 (600-1¼)	NA	

LIRL Rwy 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENCASTLE

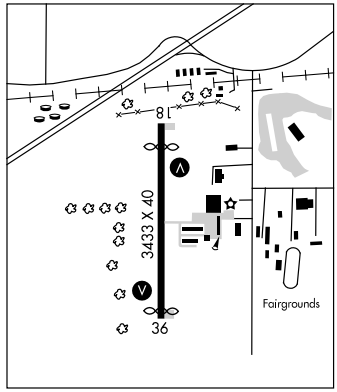
PUTNAM CO (4I7) 3 SE UTC−5(−4DT) N39°38.01′ W86°48.83′ ST. LOUIS
842 B S4 **FUEL** 100LL, JET A1+ 0X 1,2 TPA—1842 (1000) NOTAM FILE HUF L–27D
RWY 18–36: H4987X100 (ASPH) LIRL 0.6% up N IAP
RWY 18: PAPI(P4L)—GA 3.0° TCH 20′. Crops.
RWY 36: PAPI(P4L)—GA 3.0° TCH 30′. Road.
AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. 414′ taxiway S end of Rwy 36. ACTIVATE LIRL (med ints only) Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (765) 653–1789.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 241° 23.3 NM to fld. 823/1E.
GREENCASTLE NDB (MHW) 521 TVX N39°42.84′ W86°48.36′ 187° 4.8 NM to fld.



GREENFIELD

POPE FLD (GFD) 2 NE UTC−5(−4DT) N39°47.42′ W85°44.17′ ST. LOUIS
895 NOTAM FILE HUF
RWY 18–36: 2165X150 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 165′. Crops. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 seasonal crops 85′ E and W of rwy. Rwy 18–36 NSTD LIRL. NSTD spacing of lgts on pvc pipes and glass jar lenses. Rwy 18 dsplcd thld marked with three yellow tires each side.
COMMUNICATIONS: CTAF 122.9

GREENSBURG MUNI (I34) 2 SW UTC−5(−4DT) N39°19.62′ W85°31.35′ ST. LOUIS
912 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 18–36: H3433X40 (ASPH) MIRL IAP
RWY 18: VASI(V2L)—GA 2.8° TCH 19′. Thld dsplcd 500′. Road.
RWY 36: VASI(V2L)—GA 2.8°. Thld dsplcd 100′. Crops.
AIRPORT REMARKS: Attended Mon–Fri, 1400–2200Z‡. Parachute Jumping. Rwy 36 seasonal crops 180′ from thld OB 4′–10′ high. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 18 and Rwy 36—CTAF. Rwy 18 and Rwy 36 VASI OTS indef.
COMMUNICATIONS: CTAF 122.9
OSGOOD RCO 122.25 (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 141° 23.1 NM to fld. 810/1E. **HIWAS.**



GREENWOOD MUNI (See INDIANAPOLIS)

APP CRS	Rwy Idg	3333
014°	TDZE	912
	Apt Elev	912

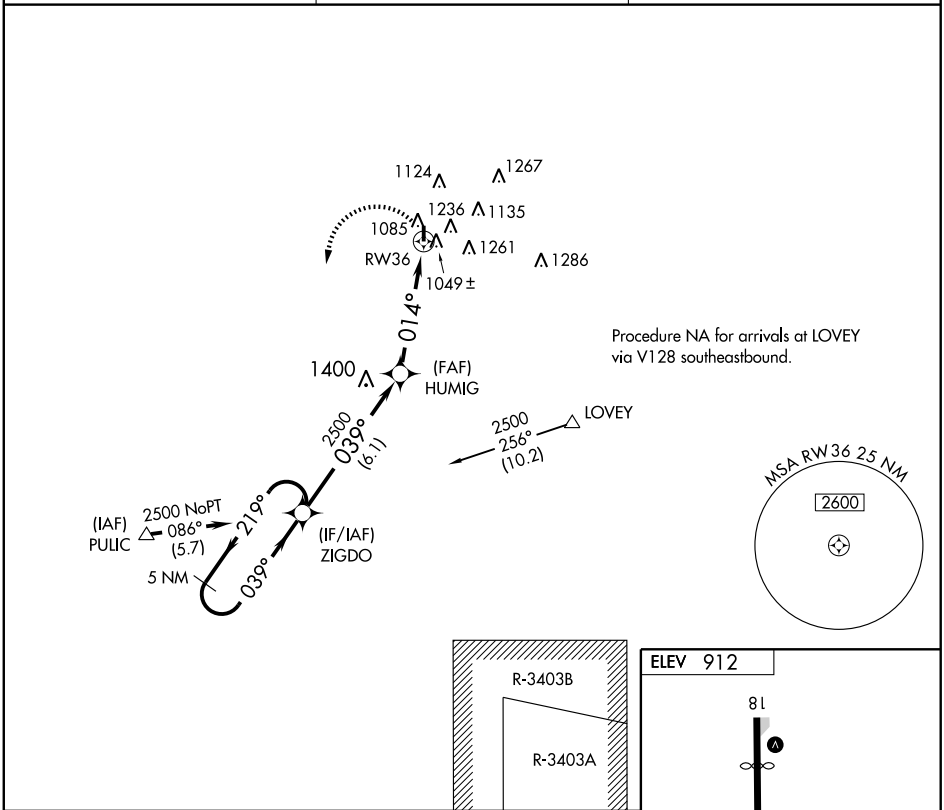
RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF (L)
119.75	127.15	122.9



CATEGORY	A	B	C	D
LNAV MDA	1560-1 648 (700-1)		1560-1¾ 648 (700-1¾)	NA
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 142°	Rwy Idg N/A TDZE N/A Apt Elev 912

VOR-A

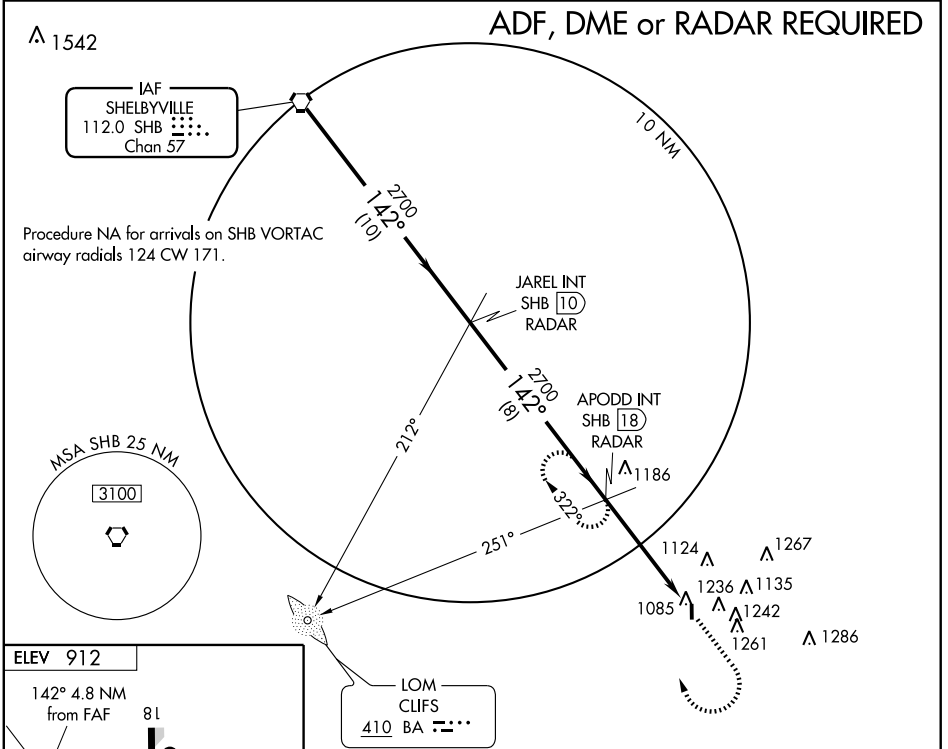
GREENSBURG MUNI (I34)

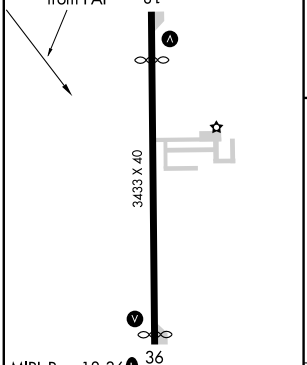
Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

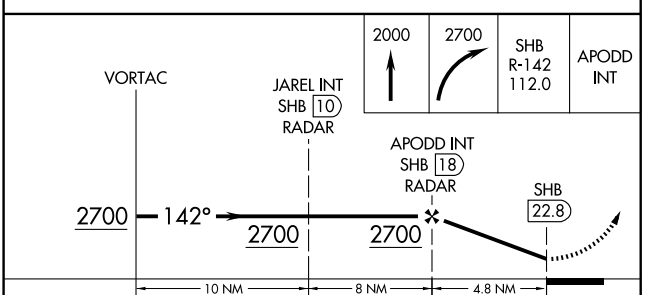
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via SHB R-142 to APODD INT/18 DME/RADAR and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF (L)
119.75	127.15	122.9

ADF, DME or RADAR REQUIRED





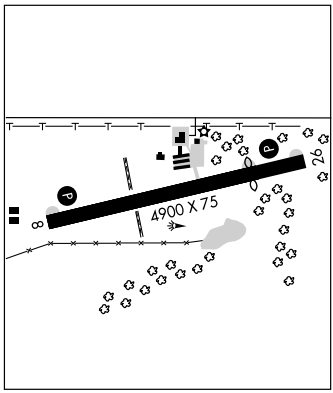


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GRIFFITH–MERRILLVILLE (Ø5C) 2 E UTC−6(−5DT) N41°31.19′ W87°23.97′ CHICAGO
634 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE HUF L–28H, A
RWY 08–26: H4900X75 (ASPH–GRVD) MIRL IAP
RWY 08: REIL. PAPI(P2L)—GA 3.5° TCH 43′.
RWY 26: REIL. PAPI (P2R)—GA 4.0° TCH 33′. Thld dsplcd 1120′. Trees.
AIRPORT REMARKS: Attended 1400–0200Z‡. Unattended New Years Day, Easter, Thanksgiving, and Christmas. Deer on and invof arpt. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO)
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **CHICAGO APP/DEP CON** 133.1
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 084° 7.8 NM to fld. 634/2E.



GRISSOM ARB (See PERU)

HAGERSTOWN

HAGERSTOWN (I61) 1S UTC−5(−4DT) N39°53.35′ W85°09.80′ ST. LOUIS
1000 NOTAM FILE HUF
RWY 02–20: 4000X200 (TURF) LIRL
RWY 02: Thld dsplcd 200′. Trees. **RWY 20:** Thld dsplcd 1070′. Tree.
AIRPORT REMARKS: Unattended. Call 317–489–6171 for assistance. ACTIVATE LIRL Rwy 02–20—CTAF. Rwy 02–20 dsplcd thlds marked by lgt fixtures and yellow tires.
COMMUNICATIONS: CTAF/UNICOM 123.0

WILBUR WRIGHT BIRTHPLACE HELIPORT (II9) UTC−5(−4DT) N39°57.25′ W85°14.60′ ST LOUIS
1140 NOTAM FILE HUF Not insp.
HELIPAD H1: 50X50 (TURF)
HELIPORT REMARKS: Attended Mon–Sat 1500–2200Z‡. Call ahead 765–624–8346/765–529–8851 due to limited parking. Conduct all apchs on heading 360° and all deps on a heading 180°. Slight terrain rise south of helipad. Rows of 37′ tree 133′ to the right and 51′ trees 94′ left of helipad running N and S along county road, marked with orange markers. Helipad H1 marked with stone markers.
COMMUNICATIONS: CTAF 122.9

HANOVER

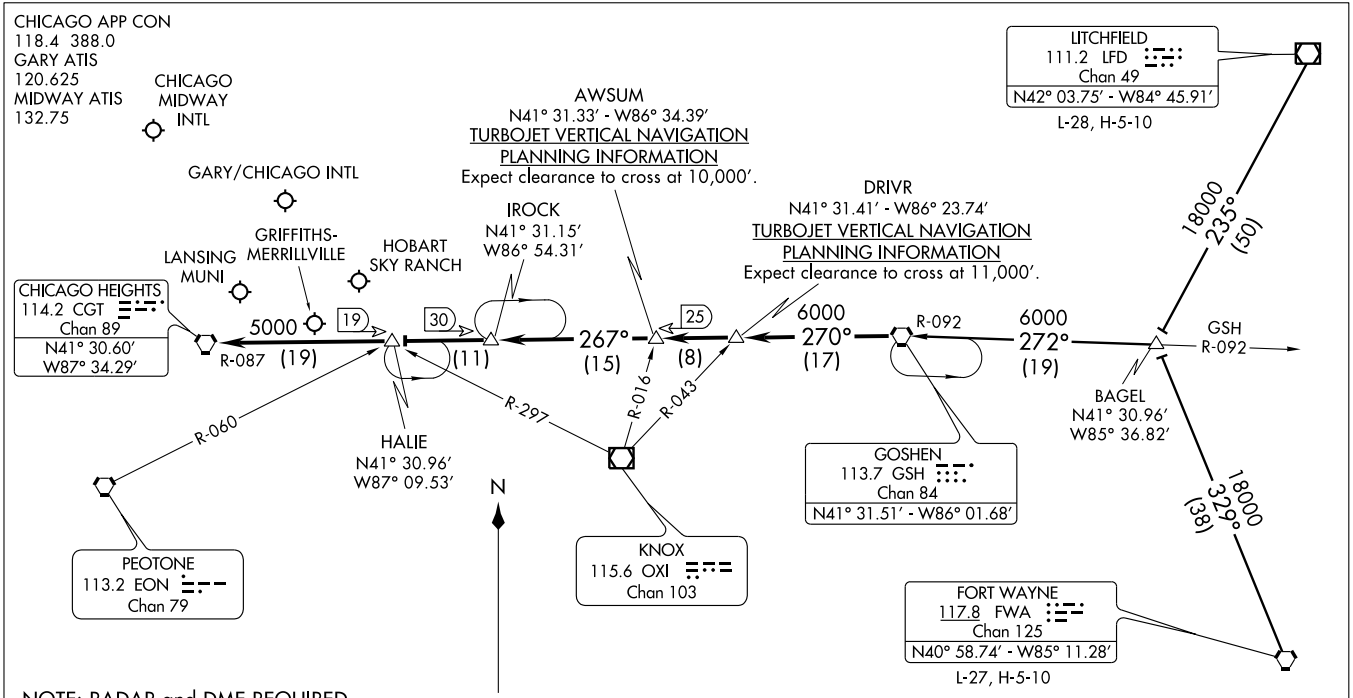
LEE BOTTOM (64I) 6S UTC−5(−4DT) N38°37.89′ W85°26.61′ ST. LOUIS
470 NOTAM FILE HUF
RWY 18–36: 4080X100 (TURF)
RWY 18: Trees. **RWY 36:** Thld dsplcd 800′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly dalgt hrs. Rwy 18–36 has a 30′ dropoff at south end of rwy. Rwy 18–36 yellow squares flush with ground mark; rwy thlds and white traffic cones mark rwy boundary.
COMMUNICATIONS: CTAF 122.9

HARROLD (See BUTLER)

HENDRICKS CO–GORDON GRAHAM FLD (See INDIANAPOLIS)

HOAGY N40°55.83′ W85°07.18′ NOTAM FILE FWA. CHICAGO
NDB (LOM) 251 FW 313° 4.5 NM to Fort Wayne Intl

08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

RNAV (GPS) RWY 8

GRIFFITH-MERRILLVILLE (Ø5C)

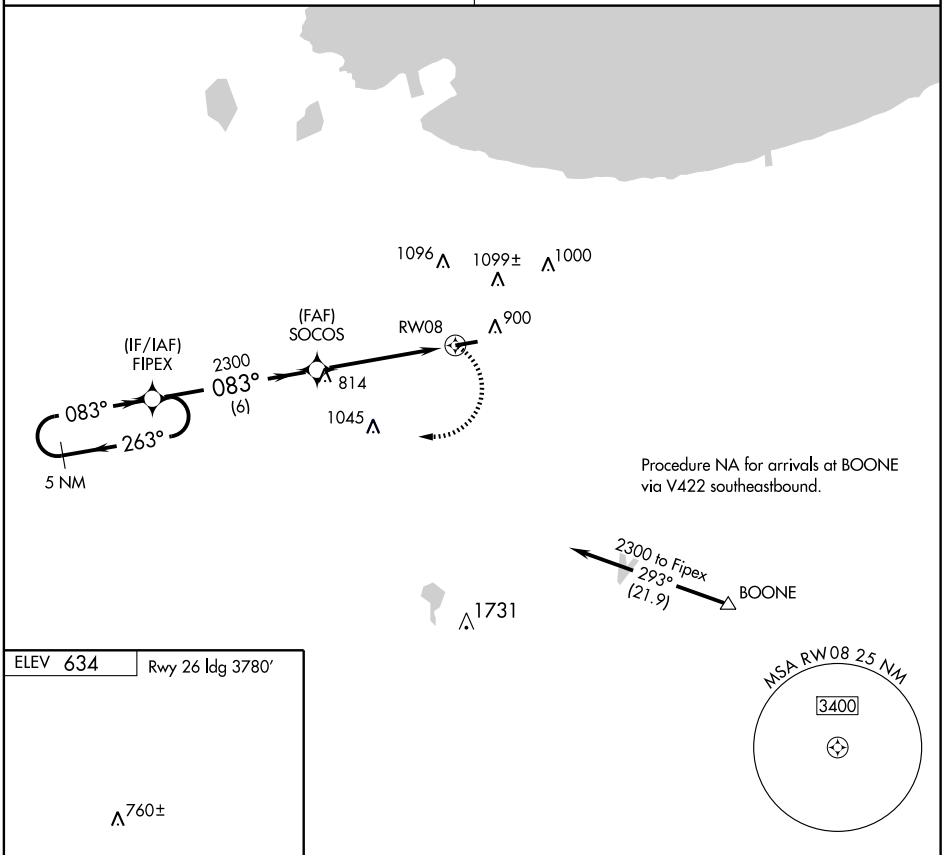
APP CRS	Rwy Idg	4900
083°	TDZE	634
	Apt Elev	634

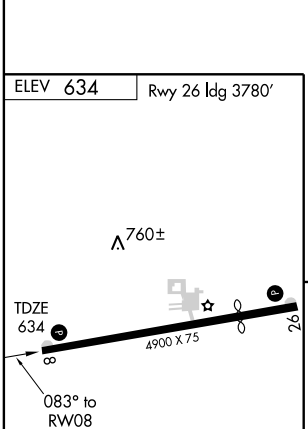
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

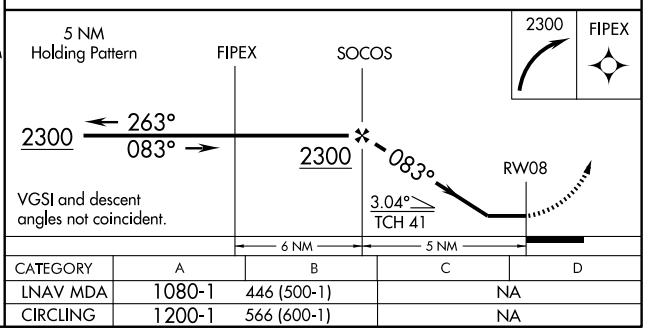
NA

MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1	446 (500-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

GRIFFITH-MERRILLVILLE (Ø5C)

APP CRS	Rwy Idg	3780
263°	TDZE	632
	Apt Elev	634

DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

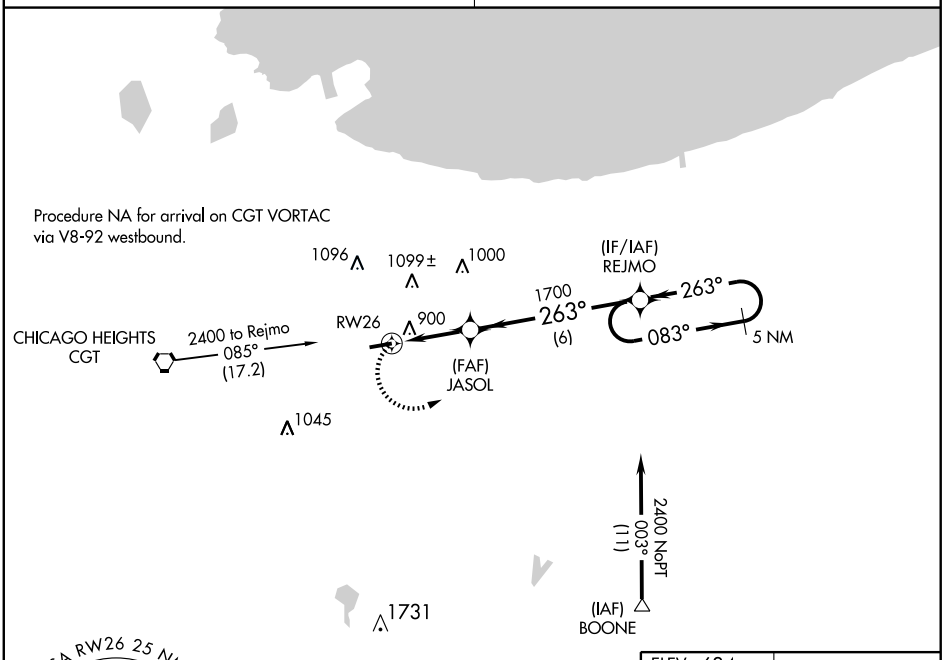
NA

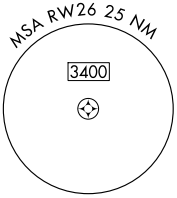
MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

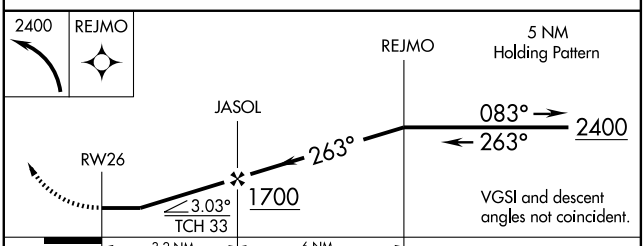
CHICAGO APP CON
133.1 285.6

UNICOM
123.0 (CTAF) L

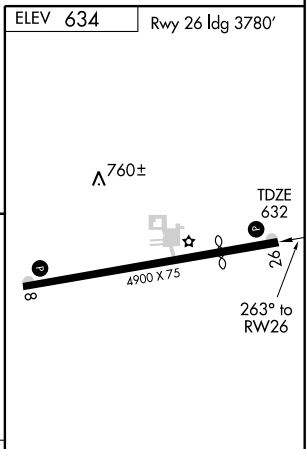
Procedure NA for arrival on CGT VORTAC
via V8-92 westbound.







CATEGORY	A	B	C	D
LNAV MDA	1160-1	528 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	



REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CGT	APP CRS	Rwy Idg	4900
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

VOR RWY 8

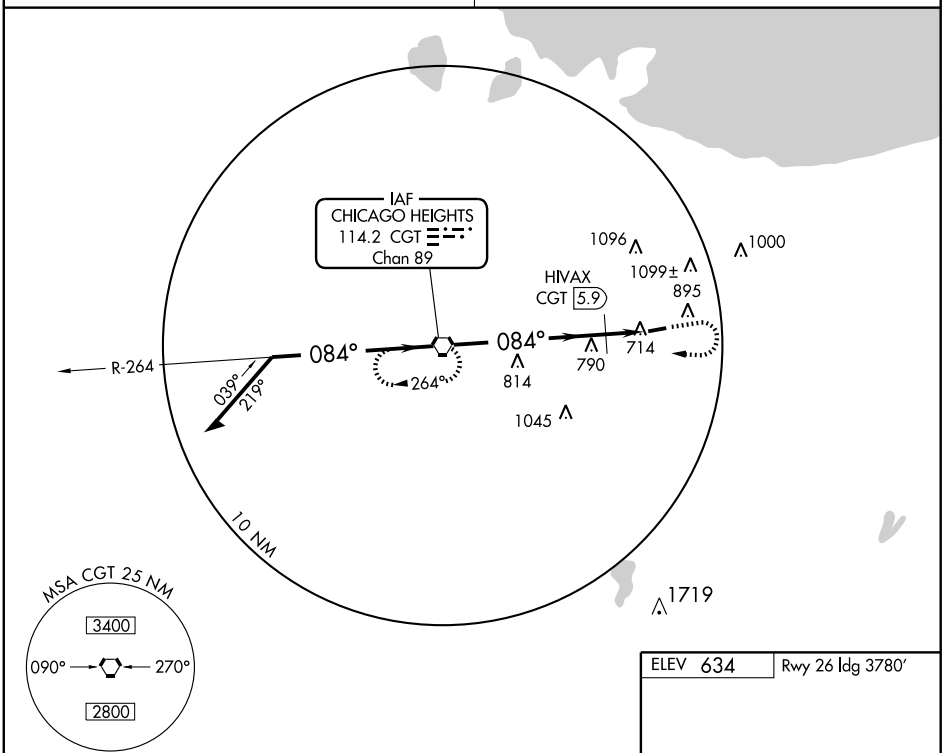
GRIFFITH-MERRILLVILLE (Ø5C)

Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

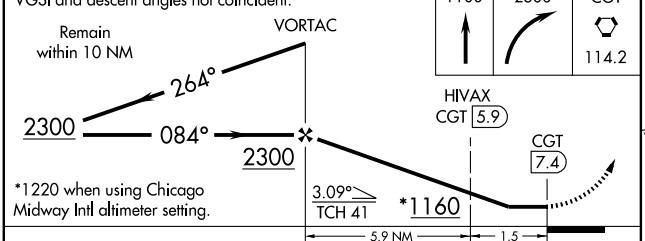
NA

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L



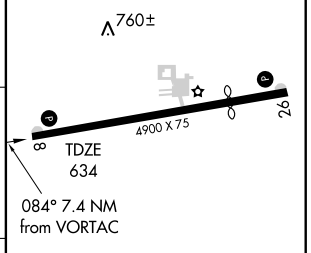
VGSI and descent angles not coincident.



*1220 when using Chicago Midway Intl altimeter setting.

CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	
HIVAX FIX MINIMUMS				
S-8	1000-1	366 (400-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

ELEV 634 | Rwy 26 ldg 3780'



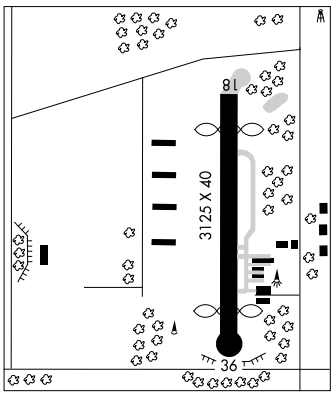
REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

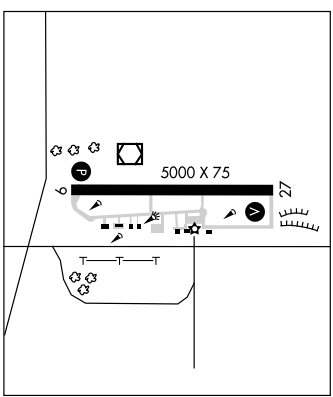
HOBART SKY RANCH (3HO) 2 NW UTC−6(−5DT) N41°33.25′ W87°15.75′ **CHICAGO**
644 **FUEL** MOGAS NOTAM FILE HUF **L–28I**
RWY 18–36: H3125X40 (ASPH)
RWY 18: Thld dsplcd 502′. Tree.
RWY 36: Thld dsplcd 320′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Parachute Jumping. Trailer park 155′ W of rwy. Rwy 18–36 cracks with grass growing through.
COMMUNICATIONS: CTAF/UNICOM 122.8
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 077° 14.2 NM to fld. 634/2E.



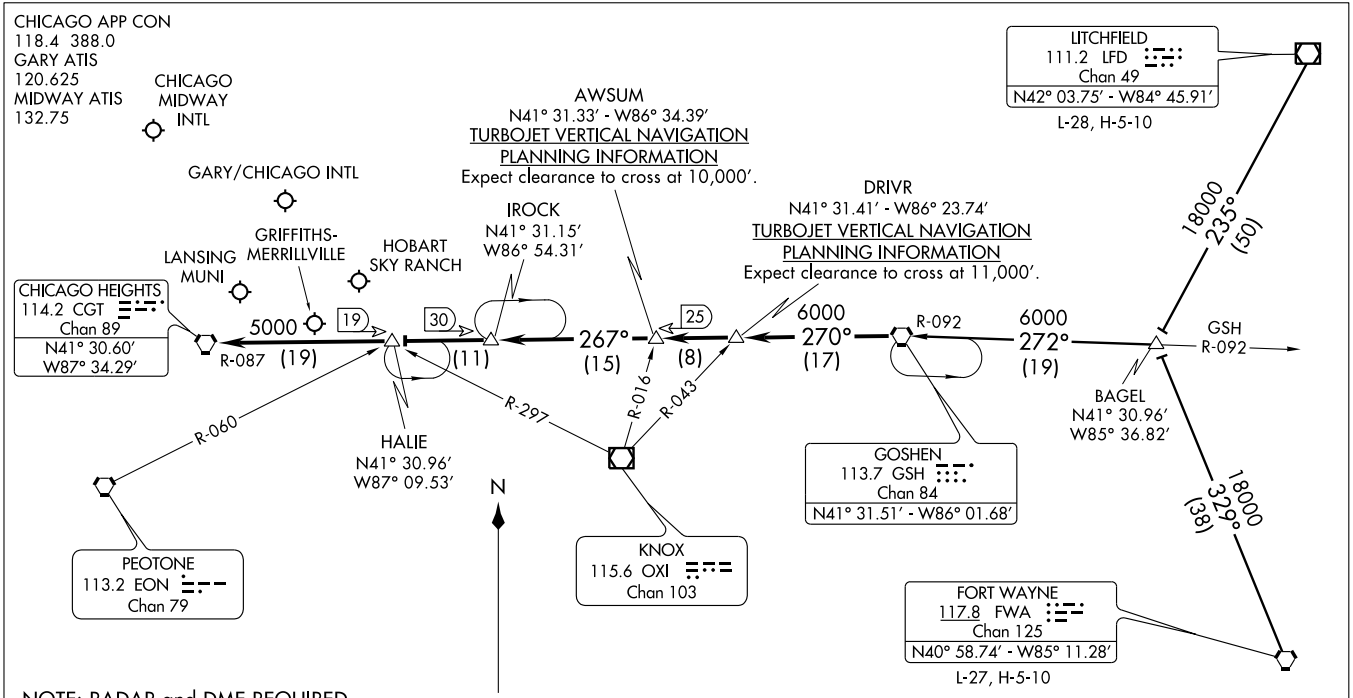
HOLIDAY INN LAKEVIEW (See CLARKSVILLE)

HOOSIER N39°08.63′ W86°36.78′ NOTAM FILE BMG. **ST. LOUIS**
(L) VORTAC 110.2 OOM Chan 39 at Monroe Co. 845/2W. **ASOS.** **L–27D**
VOR unusable
014°–060°
061°–071° byd 15 NM
310°–014° byd 12 NM
DME unusable
015°–060°
061°–071° byd 15 NM
072°–090°
150°–340° byd 25 NM
222°–310° byd 25 NM
RCO 122.1R 110.2T (TERRE HAUTE RADIO)

HUNTINGBURG (HNB) 3 S UTC−6(−5DT) N38°14.94′ W86°57.22′ **ST. LOUIS**
529 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE HNB **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH–GRVD) S–28, D–33 MIRL 0.3% up E **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Road.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 49′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt unattended weekends, except PPR 812–683–2888. Self svc fuel also avbl when arpt unattended, credit card required. Rwy 09 60′ lgtd towers 800′ from rwy end 400′ left. ACTIVATE MIRL Rwy 09–27, VASI Rwy 27 and PAPI Rwy 09 and REIL Rwys 09–27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (812) 683–4003.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡) **CLNC DEL** 118.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
(T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ at fld. 517/00E.
FERDINAND NDB (MHW) 239 FNZ N38°14.91′ W86°50.27′ 270° 5.5 NM to fld.



08325 GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



NOTE: RADAR and DME REQUIRED.

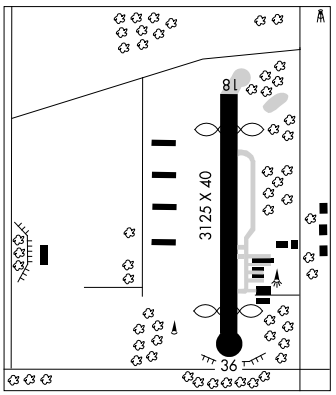
FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

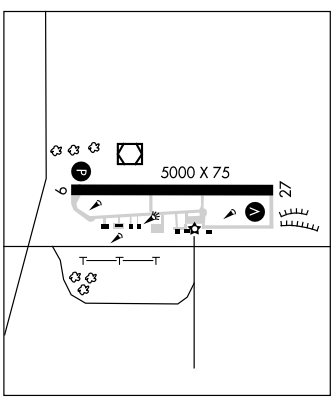
HOBART SKY RANCH (3HO) 2 NW UTC−6(−5DT) N41°33.25′ W87°15.75′ **CHICAGO**
644 **FUEL** MOGAS NOTAM FILE HUF **L–28I**
RWY 18–36: H3125X40 (ASPH)
RWY 18: Thld dsplcd 502′. Tree.
RWY 36: Thld dsplcd 320′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Parachute Jumping. Trailer park 155′ W of rwy. Rwy 18–36 cracks with grass growing through.
COMMUNICATIONS: CTAF/UNICOM 122.8
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60′ W87°34.29′ 077° 14.2 NM to fld. 634/2E.



HOLIDAY INN LAKEVIEW (See CLARKSVILLE)

HOOSIER N39°08.63′ W86°36.78′ NOTAM FILE BMG. **ST. LOUIS**
(L) VORTAC 110.2 OOM Chan 39 at Monroe Co. 845/2W. **ASOS.** **L–27D**
VOR unusable
014°–060°
061°–071° byd 15 NM
310°–014° byd 12 NM
DME unusable
015°–060°
061°–071° byd 15 NM
072°–090°
150°–340° byd 25 NM
222°–310° byd 25 NM
RCO 122.1R 110.2T (TERRE HAUTE RADIO)

HUNTINGBURG (HNB) 3 S UTC−6(−5DT) N38°14.94′ W86°57.22′ **ST. LOUIS**
529 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE HNB **H–5E, 10F, L–27D**
RWY 09–27: H5000X75 (ASPH–GRVD) S–28, D–33 MIRL 0.3% up E **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Road.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 49′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt unattended weekends, except PPR 812–683–2888. Self svc fuel also avbl when arpt unattended, credit card required. Rwy 09 60′ lgtd towers 800′ from rwy end 400′ left. ACTIVATE MIRL Rwy 09–27, VASI Rwy 27 and PAPI Rwy 09 and REIL Rwys 09–27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (812) 683–4003.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡) **CLNC DEL** 118.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
(T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ at fld. 517/00E.
FERDINAND NDB (MHW) 239 FNZ N38°14.91′ W86°50.27′ 270° 5.5 NM to fld.



WAAS	APP CRS	Rwy Idg 5000
CH 49207	091°	TDZE 524
W09A		Apt Elev 529

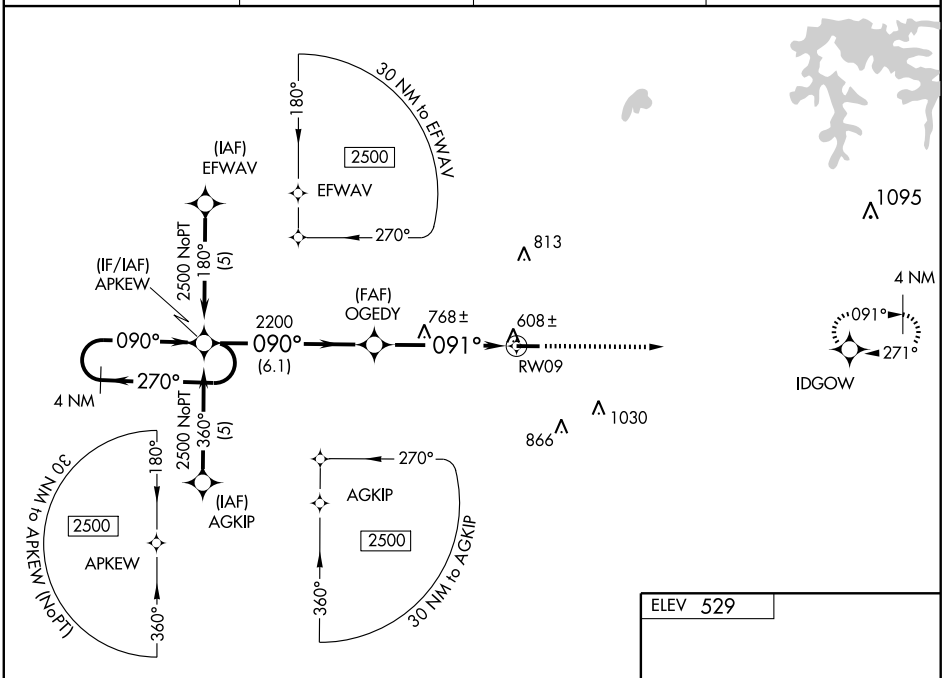
RNAV (GPS) RWY 9

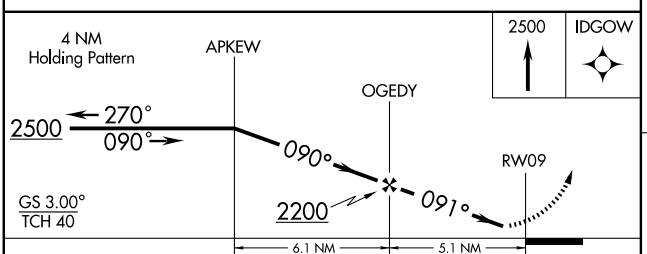
HUNTINGBURG (HNB)

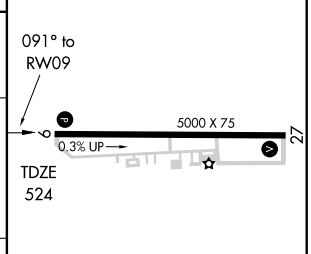
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	845-1¼ 321 (400-1¼)			
LNAV/VNAV DA	878-1¼ 354 (400-1¼)			
LNAV MDA	1020-1 496 (500-1)		1020-1¼ 496 (500-1¼)	1020-1½ 496 (500-1½)
CIRCLING	1020-1 491 (500-1)		1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

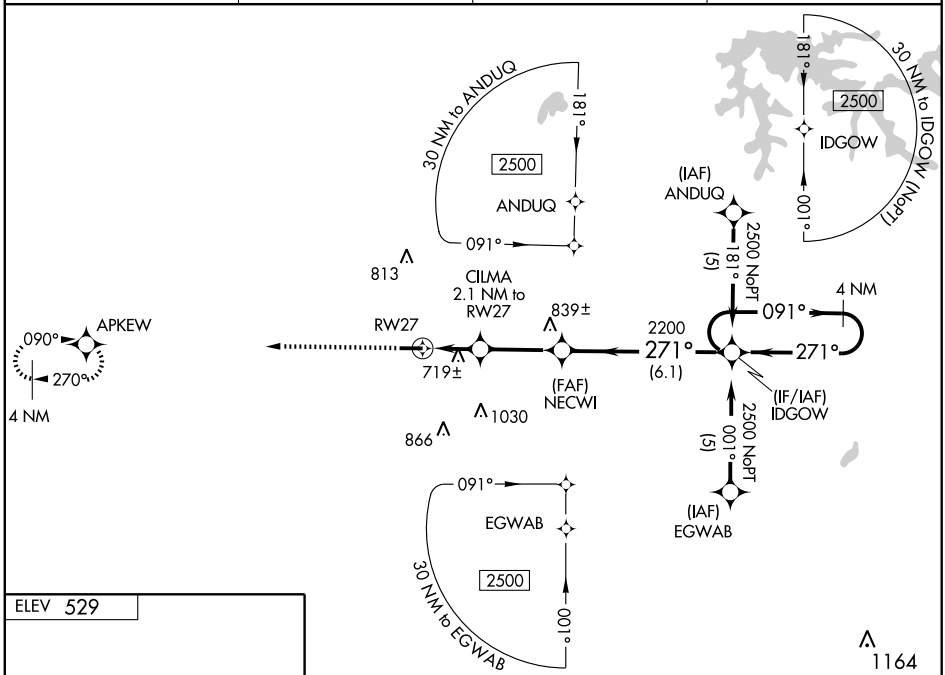
WAAS	APP CRS		
CH **86815**	**271°**	Rwy Idg	**5000**
W27A		TDZE	**529**
		Apt Elev	**529**

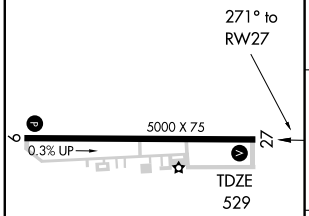
RNAV (GPS) RWY 27
HUNTINGBURG (HNB)

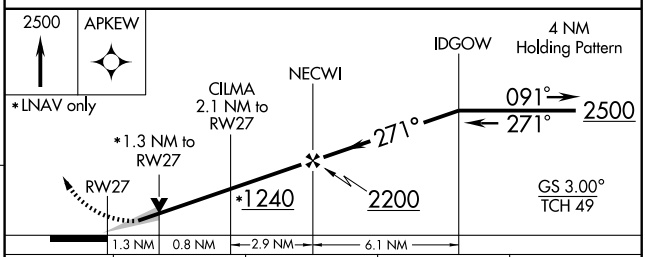
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	**126.4 226.4**	**118.8**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	812-1 283 (300-1)			
LNAV/VNAV DA	1038-1¾ 509 (600-1¾)			
LNAV MDA	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	1000-1 471 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

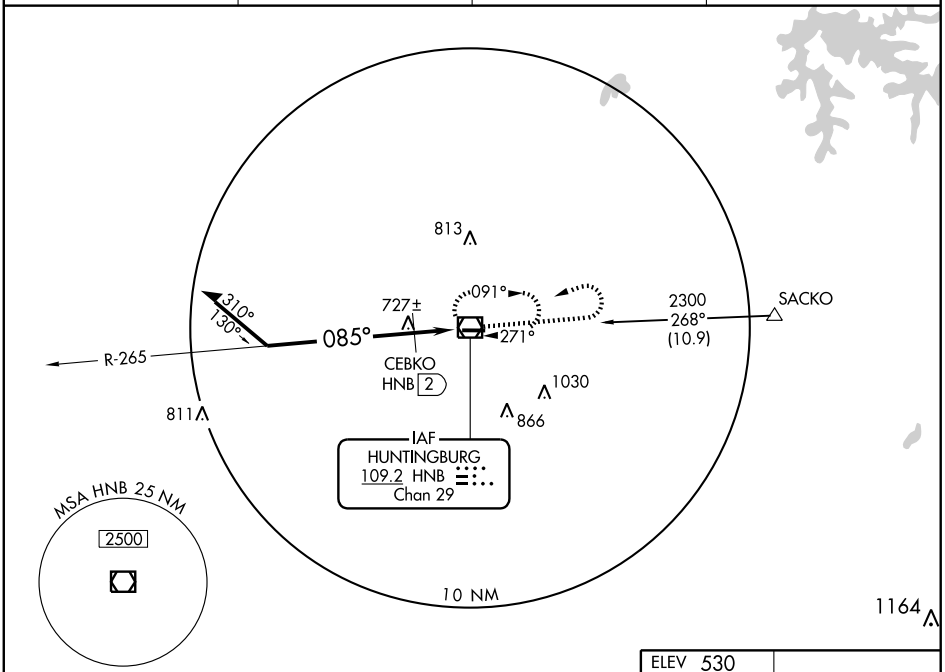
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	085°	TDZE	525
Chan 29		Apt Elev	530

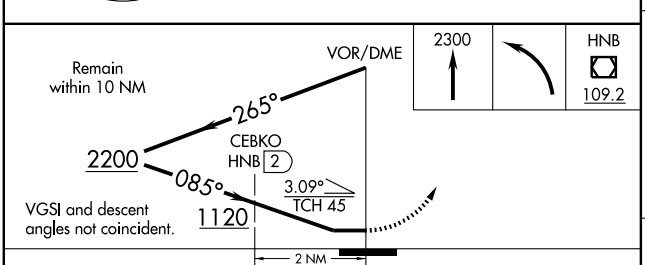
VOR RWY 9
HUNTINGBURG (HNB)

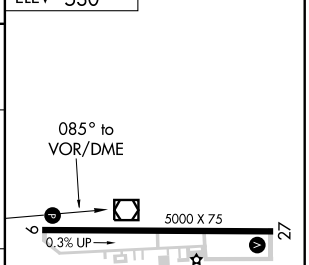
NA

MISSED APPROACH: Climb to 2300 then left turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1120-1 595 (600-1)		1120-1½ 595 (600-1½)	1120-1¾ 595 (600-1¾)
CIRCLING	1120-1 590 (600-1)		1120-1½ 590 (600-1½)	1120-2 590 (600-2)
CEBKO DME MINIMUMS				
S-9	980-1 455 (500-1)		980-1¼ 455 (500-1¼)	980-1½ 455 (500-1½)
CIRCLING	980-1 450 (500-1)	1020-1 490 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

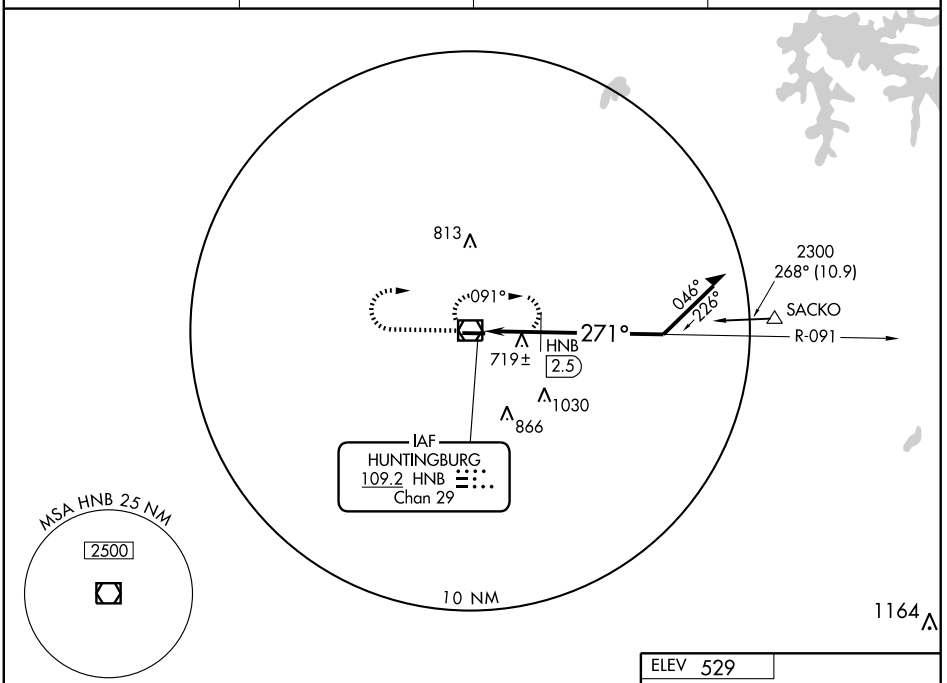
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

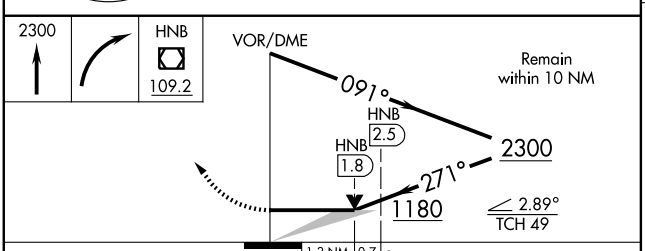
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	271°	TDZE	529
Chan 29		Apt Elev	529

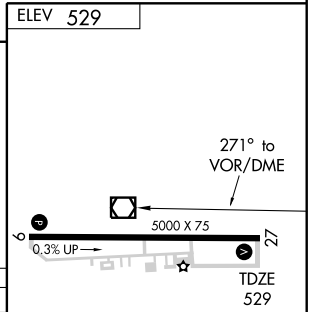
VOR RWY 27
HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2300 then right turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
CIRCLING	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
DME MINIMUMS				
S-27	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

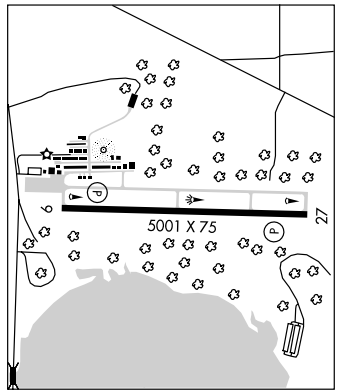
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HUNTINGTON MUNI (HHG) 3 SE UTC−5(−4DT) N40°51.18′ W85°27.43′
806 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–38, D–50 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel self svc avbl. Arpt unattended holidays. CAUTION: Deer on arpt early morning and evening hrs. MIRL Rwy 09–27 preset on low inst, to increase inst and ACTIVATE REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 238° 14.4 NM to fld. 793/00E.
NDB (MHW) 417 HHG N40°51.34′ W85°27.86′ at fld. NOTAM FILE HUF.

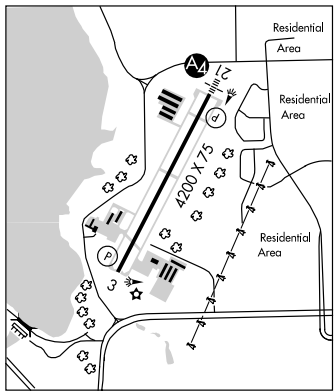
CHICAGO
H–5E, 10F, L–27E
IAP



INDIANAPOLIS

EAGLE CREEK AIRPARK (EYE) 7 W UTC−5(−4DT) N39°49.85′ W86°17.66′
823 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE EYE
RWY 03–21: H4200X75 (ASPH) S–12.5 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 21: MALS. PAPI(P2L)—GA 3.0° TCH 30′ Road.
AIRPORT REMARKS: Attended 1200Z‡–dusk. 100LL has 24 hr self svc. MIRL RWY 03–21 preset low ints, to increase ints and ACTIVATE MALS Rwy 21 and REIL Rwy 03–CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (317) 329–1754.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 073° 3.5 NM to fld. 823/1E.
AIRPA NDB (LOM) 209 EY N39°55.52′ W86°14.28′ 207° 6.2 NM to fld. Unmonitored. NOTAM FILE EYE.
ILS 111.5 I–EYE. Rwy 21 LOM AIRPA NDB. LOC only. LOC and LOM unmonitored.

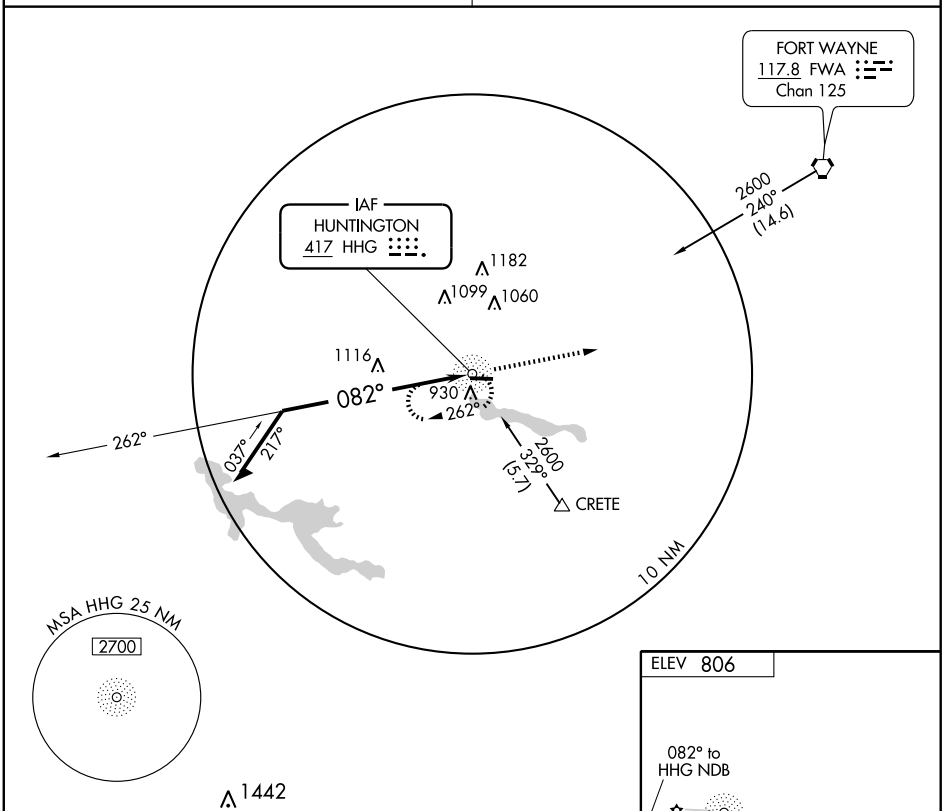
ST. LOUIS
L–27D
IAP



NDB HHG 417	APP CRS 082°	Rwy Idg 5001 TDZE 804 Apt Elev 806

NDB RWY 9
HUNTINGTON MUNI (HHG)

T A NA Use Fort Wayne altimeter setting.	MISSED APPROACH: Climb to 2600 in HHG NDB holding pattern.
FORT WAYNE APP CON **127.2 284.6**	UNICOM **122.8** (CTAF) L



CATEGORY	A	B	C	D
S-9	1500-1 696 (700-1)		1500-2 696 (700-2)	1500-2¼ 696 (700-2¼)
CIRCLING	1500-1 694 (700-1)		1500-2 694 (700-2)	1500-2¼ 694 (700-2¼)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

HUNTINGTON MUNI (HHG)

APP CRS	Rwy Idg	5001
095°	TDZE	804
	Apt Elev	806

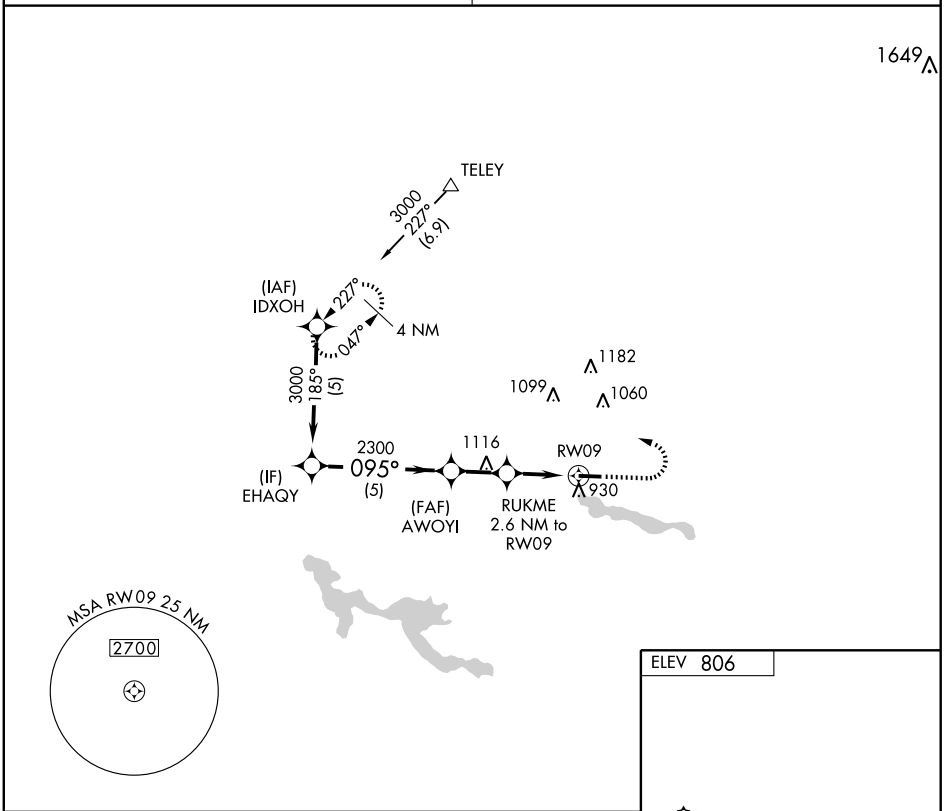
T
A NA

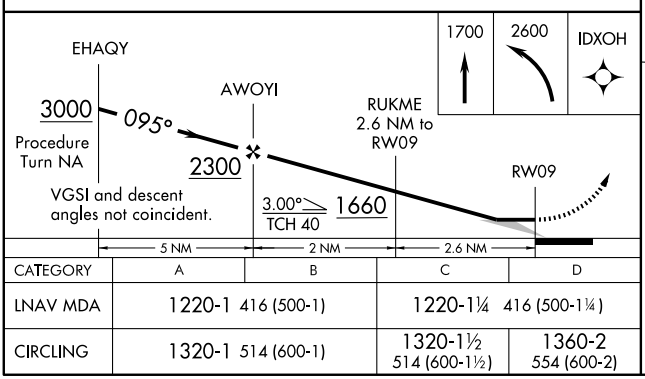
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.

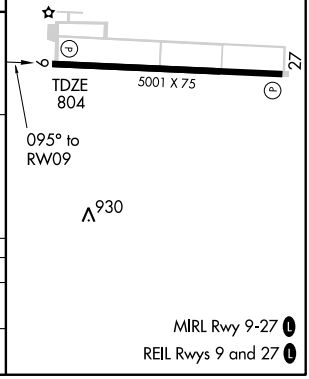
MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 416 (500-1)		1220-1¼ 416 (500-1¼)	
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

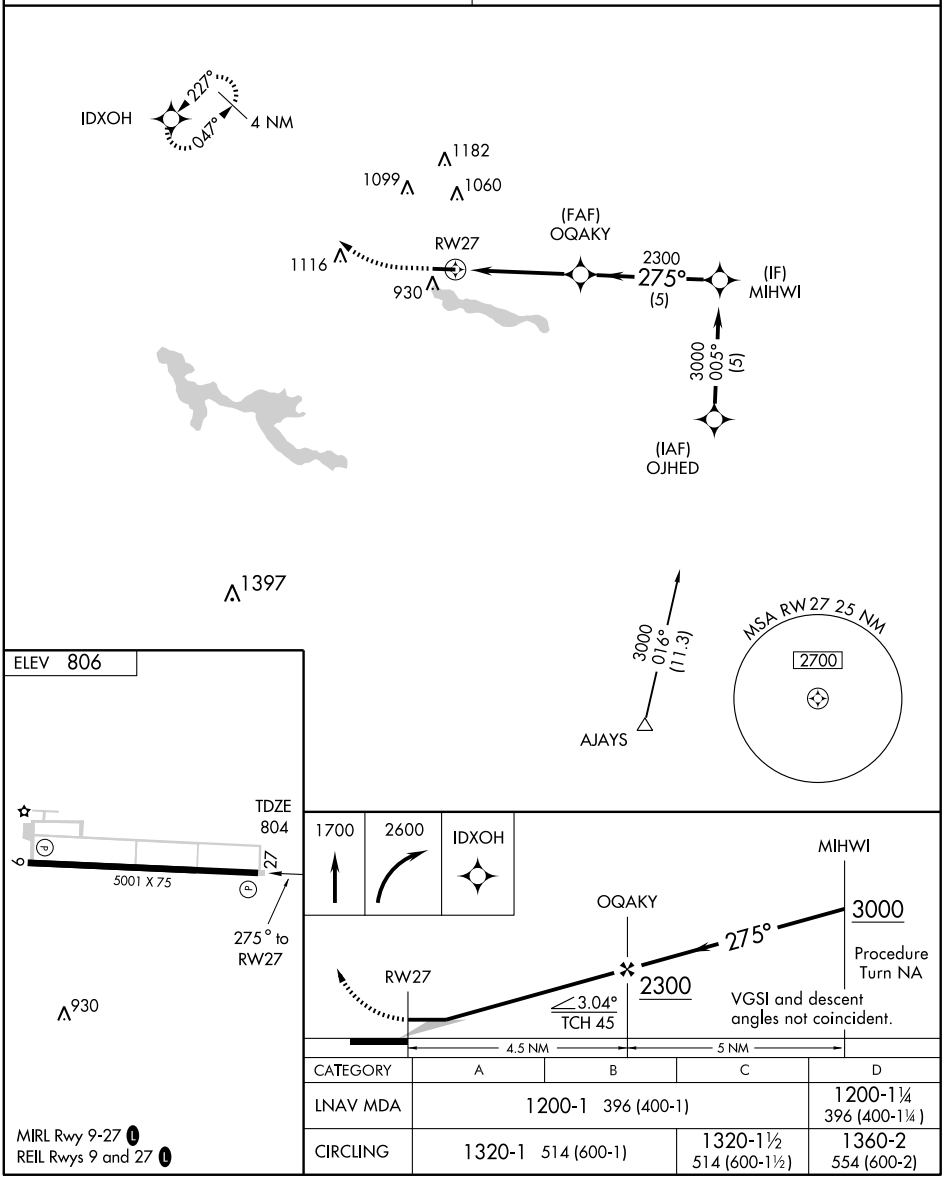
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
275°	TDZE	804
	Apt Elev	806

RNAV (GPS) RWY 27
HUNTINGTON MUNI (HHG)

T A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Fort Wayne altimeter setting.	MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH WP and hold.
FORT WAYNE APP CON **127.2 284.6**	UNICOM **122.8** (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 396 (400-1)			1200-1¼ 396 (400-1¼)
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	059°	TDZE	N/A
Chan 125		Apt Elev	806

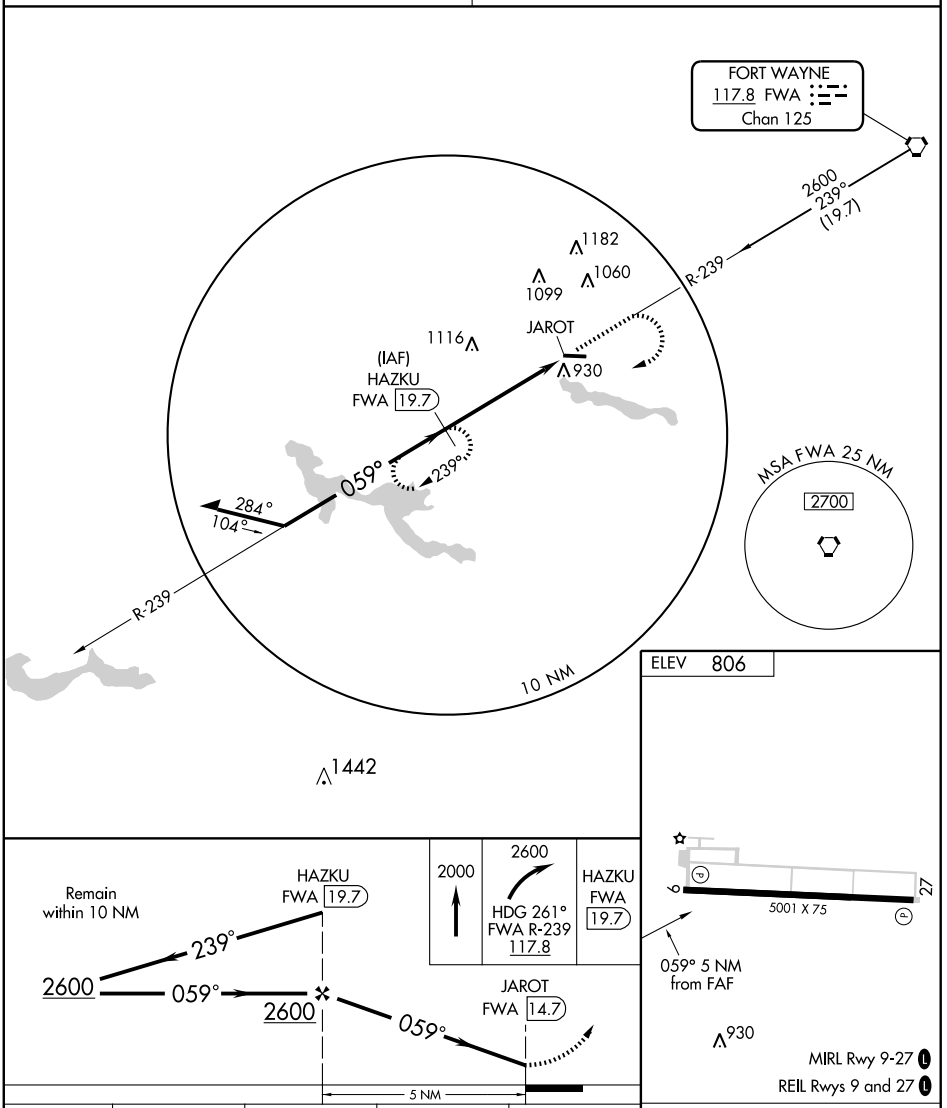
VOR/DME-A
HUNTINGTON MUNI (HHG)

NA

Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

FORT WAYNE APP CON	UNICOM
127.2 284.6	122.8 (CTAF)

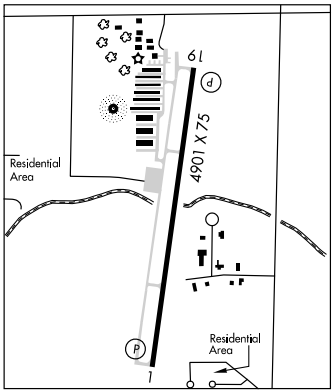


CATEGORY	A	B	C	D
CIRCLING	1420-1 614 (700-1)		1420-1¾ 614 (700-1¾)	1420-2 614 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENWOOD MUNI (HFY) 10 SE UTC−5(−4DT) N39°37.66′ W86°05.28′ **ST. LOUIS**
822 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1622(800) NOTAM FILE HUF **L–27D**
RWY 01–19: H4901X75 (ASPH) HIRL **IAP**
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Christmas Day. After hours assistance 317–605–5068. High ints student training. HIRL Rwy 01–19 preset low inst; to increase ints ACTIVATE REIL Rwys 01 and 19—CTAF. Rwy 01–19 10′ drainage ditch 125′ right/left of centerline.
WEATHER DATA SOURCES: AWOS–3 118.525 (317) 882–5862.
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIANAPOLIS APP/DEP CON 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 268° 12.2 NM to fld. 810/1E. **HIWAS.**
NDB (MHW) 398 HFY N39°37.96′ W86°05.44′ at fld.



HENDRICKS CO–GORDON GRAHAM FLD (2R2) 13 W UTC−5(−4DT) N39°44.81′ W86°28.51′ **ST. LOUIS**
897 B **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 18–36: H4400X100 (ASPH) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 38. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 38. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. MIRL Rwy 18–36 preset on low ints to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (317) 718–4872.
COMMUNICATIONS: CTAF/UNICOM 122.7
INDIANAPOLIS APP CON 121.1
INDIANAPOLIS DEP CON 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 230° 6.4 NM to fld. 823/1E.

INDIANAPOLIS DOWNTOWN HELIPORT (8A4) ØN UTC−5(−4DT) N39°45.95′ W86°08.93′ **ST LOUIS**
732 B S1 **FUEL** JET A1+ NOTAM FILE HUF **L–27D**
HELIPAD H1: H60X60 (CONC) **IAP**
HELIPAD H1: VASI (NSTD). Buildings.
HELIPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, Sat–Sun on req. For attendant and information call 317–955–1271. For week–end assistance 317–487–5089. Fuel self serve. Minor repairs available on req call 317–487–5089. Helipad H1 all tfc remain S of heliport; utilize railroad tracks and interstate highways for ingress/egress. Apch and departure on easterly or westerly headings. ODALS westbound ingress. Helipad H1 NSTD PLASI—Pulsating apch slope indicator—on E apch. Helipad H1 building area to NE is lgtd. Heliport has noise abatement procedures contact heliport manager 317–955–1271. ACTIVATE ODALS; NSTD PLASI; and High Ints Pad Lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (317) 955–3160.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **APP/DEP CON** 125.275
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 297° 17 NM to fld. 810/1E.
HIWAS.

APP CRS	Rwy Idg	4400
184°	TDZE	897
	Apt Elev	897

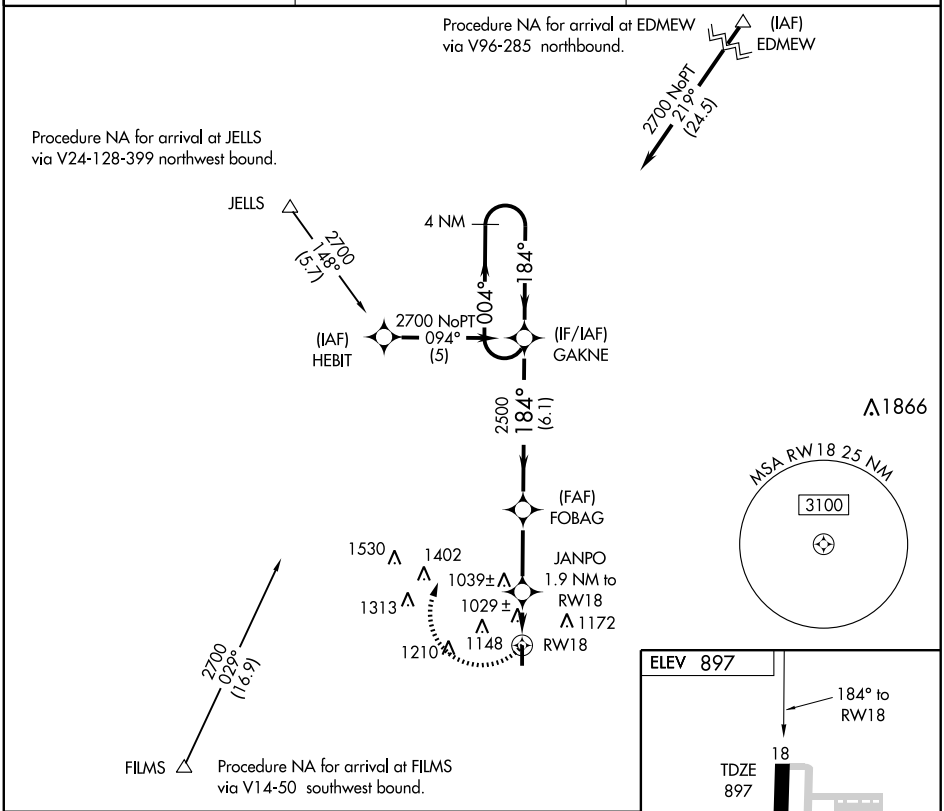
RNAV (GPS) RWY 18

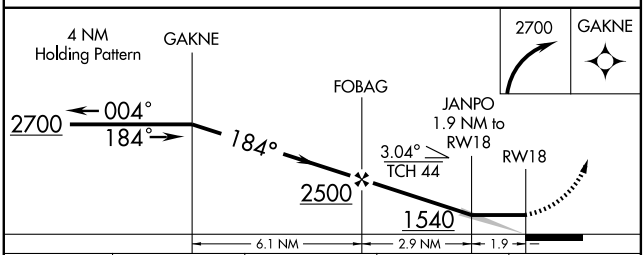
INDIANAPOLIS/ HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

NA — DME/DME RNP-0.3 NA. Use Indianapolis Intl altimeter setting.

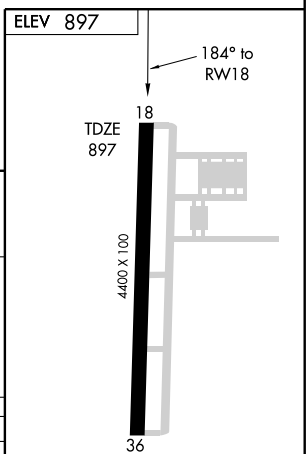
MISSED APPROACH: Climbing right turn to 2700 direct GAKNE and hold.

AWOS-3	INIANAPOLIS APP CON	UNICOM
118.025	121.1	122.7 (CTAF) L



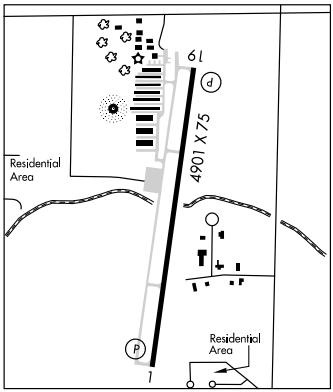


CATEGORY	A	B	C	D
LNAV MDA	1320-1 423 (500-1)		1320-1¼ 423 (500-1¼)	NA
CIRCLING	1380-1 483 (500-1)	1480-1 583 (600-1)	1480-1½ 583 (600-1½)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GREENWOOD MUNI (HFY) 10 SE UTC−5(−4DT) N39°37.66′ W86°05.28′ **ST. LOUIS**
822 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1622(800) NOTAM FILE HUF **L–27D**
RWY 01–19: H4901X75 (ASPH) HIRL **IAP**
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Christmas Day. After hours assistance 317–605–5068. High ints student training. HIRL Rwy 01–19 preset low inst; to increase ints ACTIVATE REIL Rwys 01 and 19—CTAF. Rwy 01–19 10′ drainage ditch 125′ right/left of centerline.
WEATHER DATA SOURCES: AWOS–3 118.525 (317) 882–5862.
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIANAPOLIS APP/DEP CON 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 268° 12.2 NM to fld. 810/1E. **HIWAS.**
NDB (MHW) 398 HFY N39°37.96′ W86°05.44′ at fld.



HENDRICKS CO–GORDON GRAHAM FLD (2R2) 13 W UTC−5(−4DT) N39°44.81′ W86°28.51′ **ST. LOUIS**
897 B **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 18–36: H4400X100 (ASPH) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 38. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 38. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. MIRL Rwy 18–36 preset on low ints to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (317) 718–4872.
COMMUNICATIONS: CTAF/UNICOM 122.7
INDIANAPOLIS APP CON 121.1
INDIANAPOLIS DEP CON 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 230° 6.4 NM to fld. 823/1E.

INDIANAPOLIS DOWNTOWN HELIPORT (8A4) ØN UTC−5(−4DT) N39°45.95′ W86°08.93′ **ST LOUIS**
732 B S1 **FUEL** JET A1+ NOTAM FILE HUF **L–27D**
HELIPAD H1: H60X60 (CONC) **IAP**
HELIPAD H1: VASI (NSTD). Buildings.
HELIPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, Sat–Sun on req. For attendant and information call 317–955–1271. For week–end assistance 317–487–5089. Fuel self serve. Minor repairs available on req call 317–487–5089. Helipad H1 all tfc remain S of heliport; utilize railroad tracks and interstate highways for ingress/egress. Apch and departure on easterly or westerly headings. ODALS westbound ingress. Helipad H1 NSTD PLASI—Pulsating apch slope indicator—on E apch. Helipad H1 building area to NE is lgtd. Heliport has noise abatement procedures contact heliport manager 317–955–1271. ACTIVATE ODALS; NSTD PLASI; and High Ints Pad Lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (317) 955–3160.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **APP/DEP CON** 125.275
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 297° 17 NM to fld. 810/1E.
HIWAS.

APP CRS	Rwy Idg	N/A
291°	TDZE	N/A
	Apt Elev	732

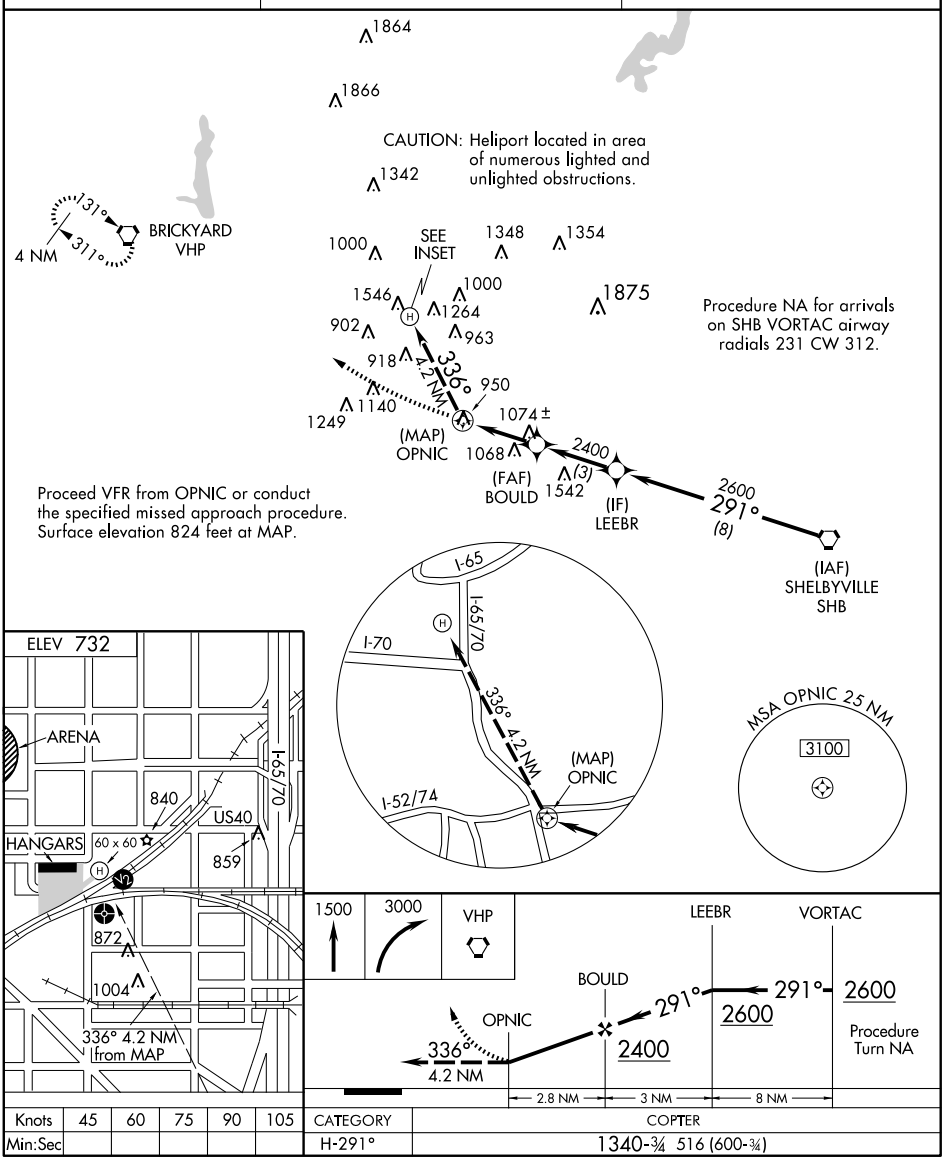
COPTER RNAV (GPS) 291°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF)



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-291°	1340-¾ 516 (600-¾)

EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 287°	Rwy Idg N/A TDZE N/A Apt Elev 732

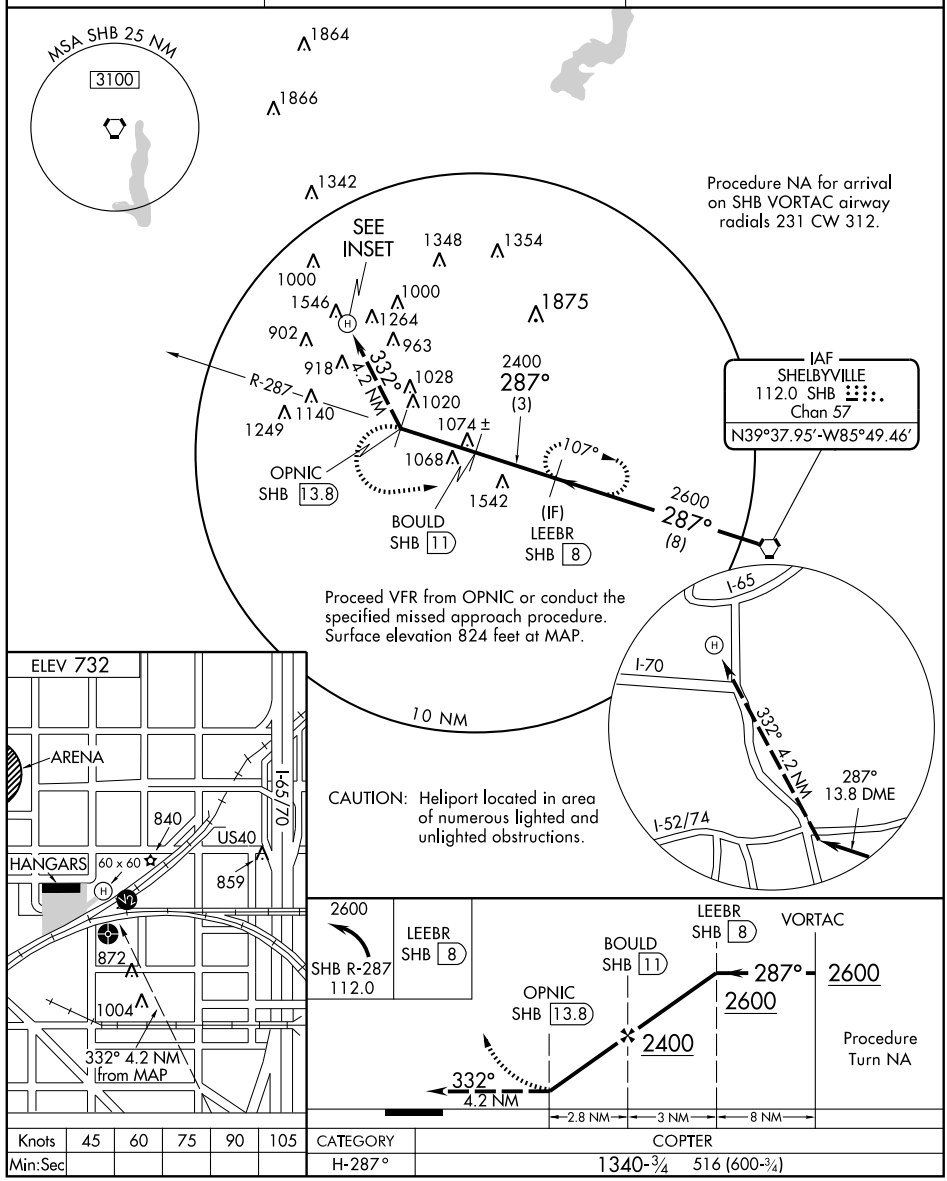
COPTER VOR/DME 287°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.
ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/8 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF)



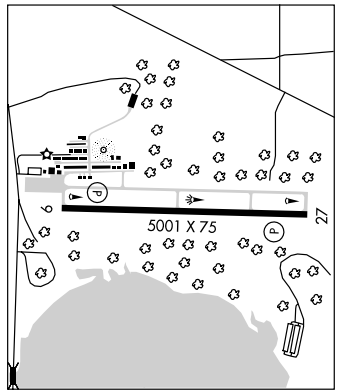
Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-287°	1340-¾ 516 (600-¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HUNTINGTON MUNI (HHG) 3 SE UTC−5(−4DT) N40°51.18′ W85°27.43′
806 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–38, D–50 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel self svc avbl. Arpt unattended holidays. CAUTION: Deer on arpt early morning and evening hrs. MIRL Rwy 09–27 preset on low inst, to increase inst and ACTIVATE REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 238° 14.4 NM to fld. 793/00E.
NDB (MHW) 417 HHG N40°51.34′ W85°27.86′ at fld. NOTAM FILE HUF.

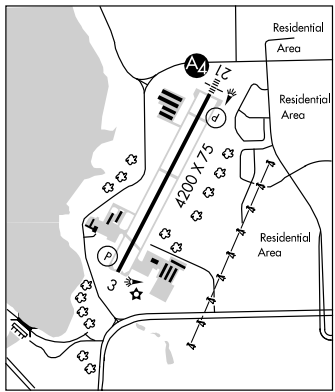
CHICAGO
H–5E, 10F, L–27E
IAP



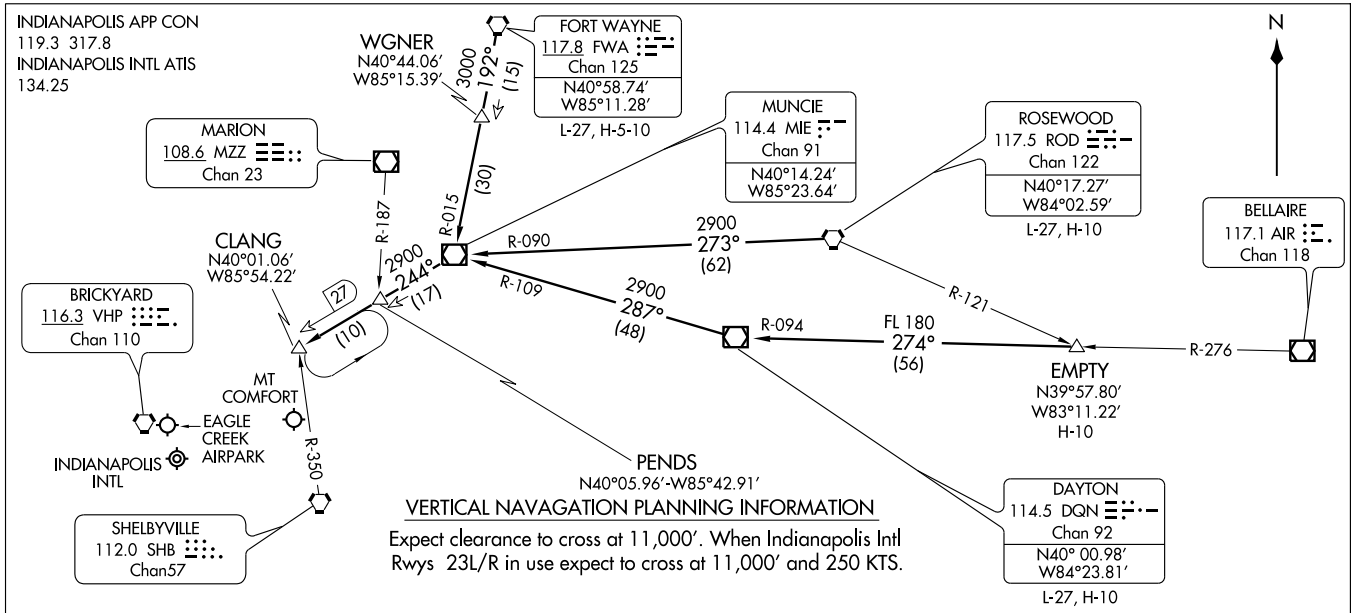
INDIANAPOLIS

EAGLE CREEK AIRPARK (EYE) 7 W UTC−5(−4DT) N39°49.85′ W86°17.66′
823 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE EYE
RWY 03–21: H4200X75 (ASPH) S–12.5 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 21: MALS. PAPI(P2L)—GA 3.0° TCH 30′ Road.
AIRPORT REMARKS: Attended 1200Z‡–dusk. 100LL has 24 hr self svc. MIRL RWY 03–21 preset low ints, to increase ints and ACTIVATE MALS Rwy 21 and REIL Rwy 03–CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (317) 329–1754.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS APP/DEP CON** 119.05 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 073° 3.5 NM to fld. 823/1E.
AIRPA NDB (LOM) 209 EY N39°55.52′ W86°14.28′ 207° 6.2 NM to fld. Unmonitored. NOTAM FILE EYE.
ILS 111.5 I–EYE. Rwy 21 LOM AIRPA NDB. LOC only. LOC and LOM unmonitored.

ST. LOUIS
L–27D
IAP



CLANG FIVE ARRIVAL
(CLANG.CLANG5) 09183



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

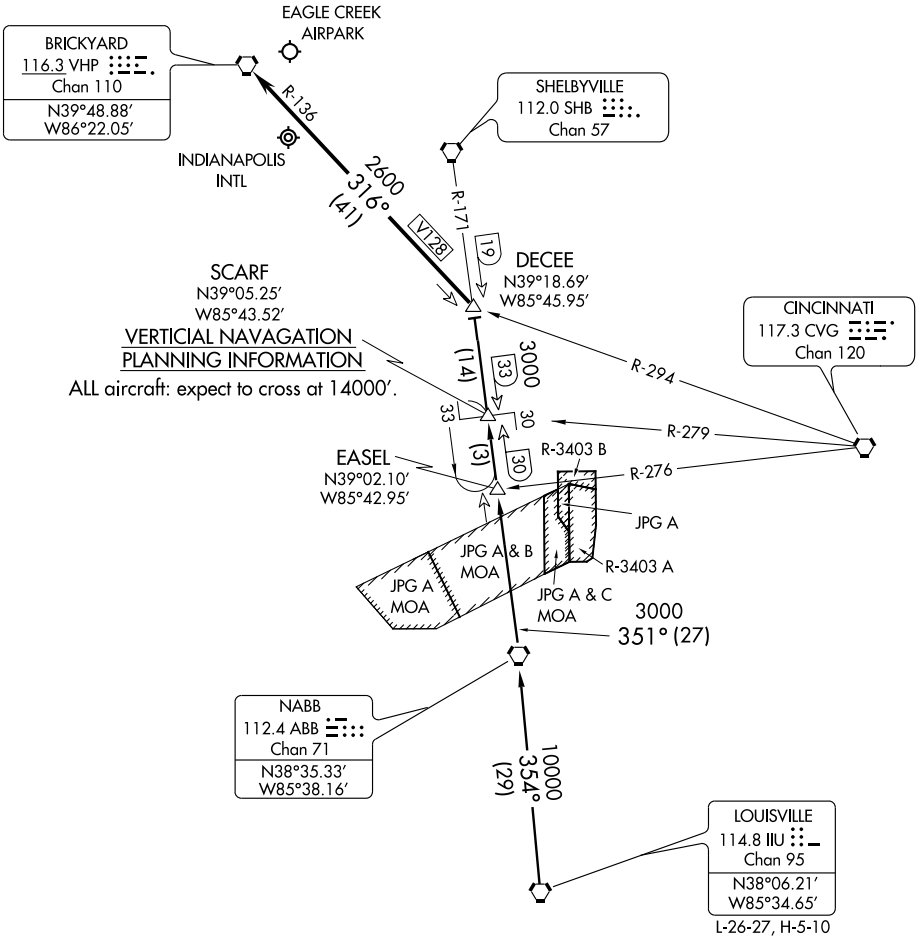
(CLANG.CLANG5) 09183
CLANG FIVE ARRIVAL

ST-203 (FAA)

INDIANAPOLIS, INDIANA

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EYE	APP CRS	Rwy Idg	4200
111.5	207°	TDZE	820
		Apt Elev	823

LOC RWY 21

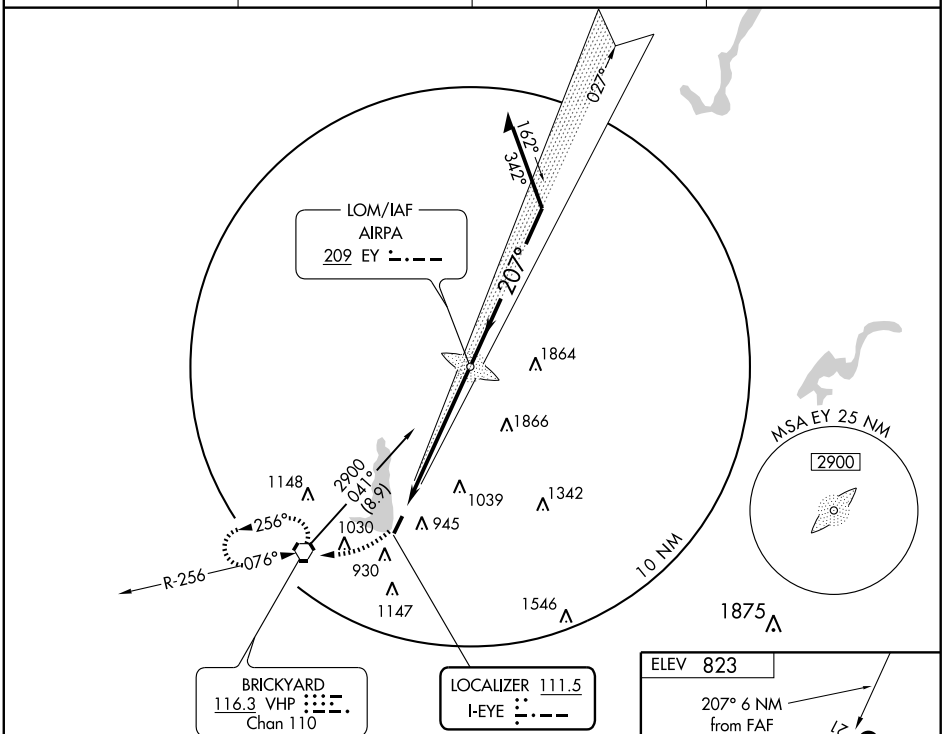
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

Inoperative components table does not apply to CAT C. If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA's 20 feet.

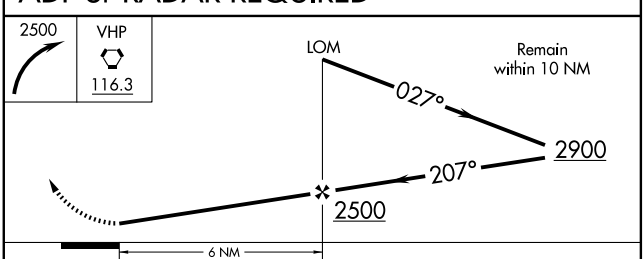
MALSF

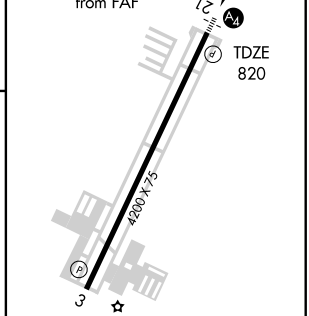
MISSED APPROACH: Climbing right turn to 2500 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF)



ADF or RADAR REQUIRED





MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
S-21	1320-¾	500 (500-¾)	1320-1¼ 500 (500-1¼)	NA
CIRCLING	1320-1	497 (500-1)	1320-1½ 497 (500-1½)	NA

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM EY	APP CRS	Rwy Idg	4200
209	207°	TDZE	823
		Apt Elev	823

NDB RWY 21

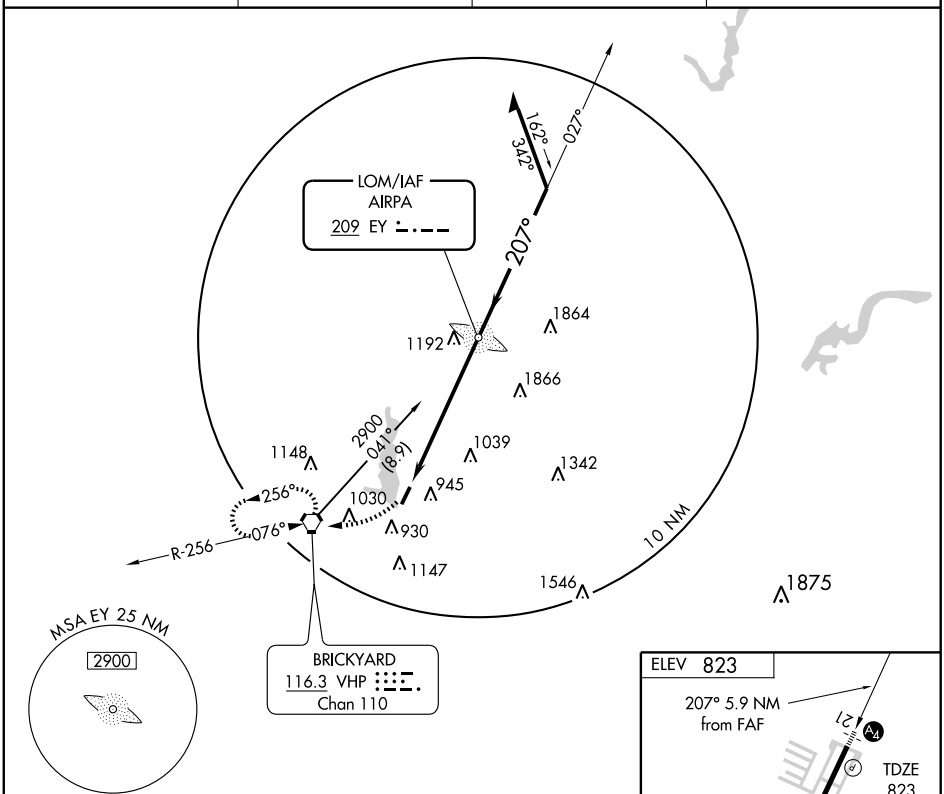
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

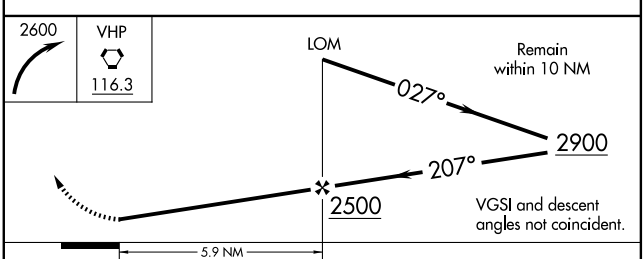
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.
Inoperative table does not apply to Cat C.

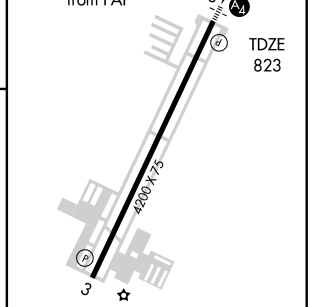
MALSF

MISSED APPROACH:
Climbing right turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L







MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
S-21	1440-¾ 617 (700-¾)		1440-1¾ 617 (700-1¾)	NA
CIRCLING	1440-1 617 (700-1)		1440-1¾ 617 (700-1¾)	NA

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 82509	208°	Rwy Idg	4200
W21A		TDZE	823
		Apt Elev	823

RNAV (GPS) RWY 21

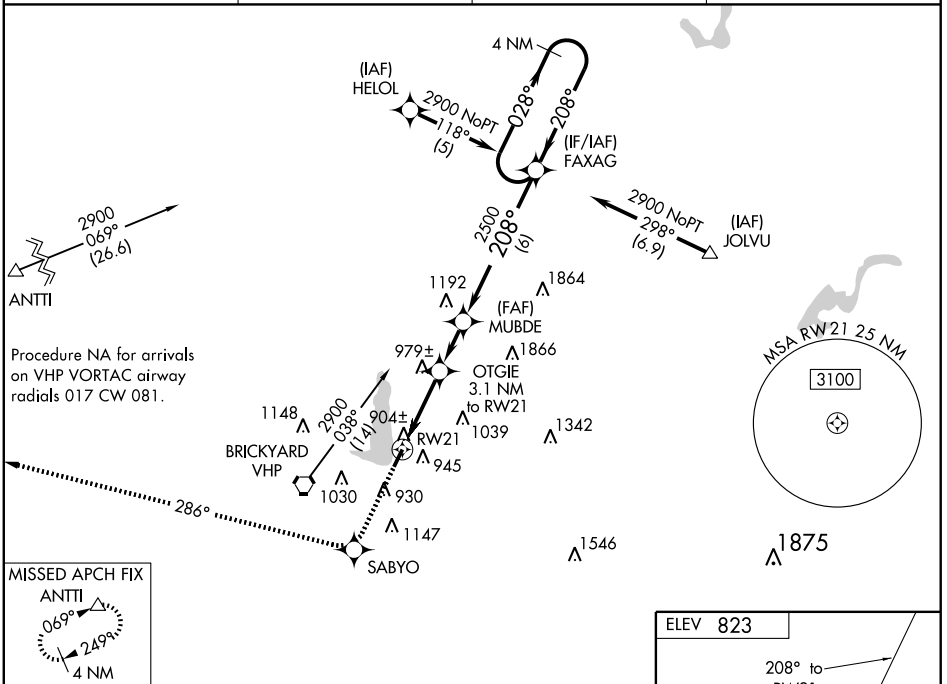
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

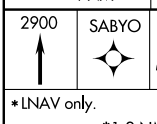
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received use Indianapolis Intl altimeter setting and increase all DA/MDA 20 ft. Inoperative table does not apply.

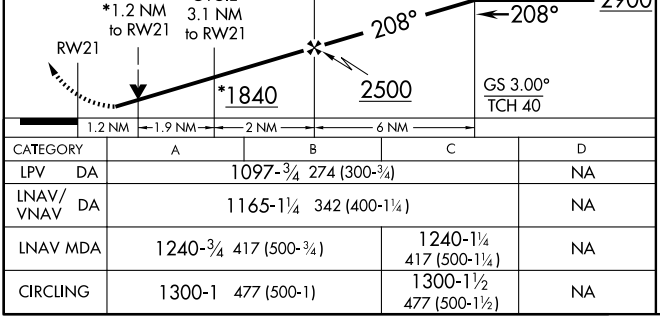
MALSF

MISSED APPROACH: Climb to 2900 direct SABYO and right turn via 286° track to ANTTI and hold.

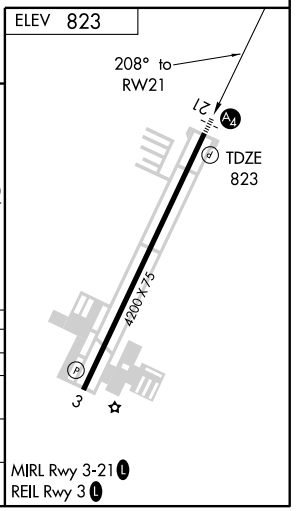
ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1097-¾ 274 (300-¾)			NA
LNAV/VNAV DA	1165-1¼ 342 (400-1¼)			NA
LNAV MDA	1240-¾ 417 (500-¾)		1240-1¼ 417 (500-1¼)	NA
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA



MIRL Rwy 3-21
REIL Rwy 3

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP 116.3 Chan 110	APP CRS 076°	Rwy Idg N/A TDZE N/A Apt Elev 823

VOR-A

INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

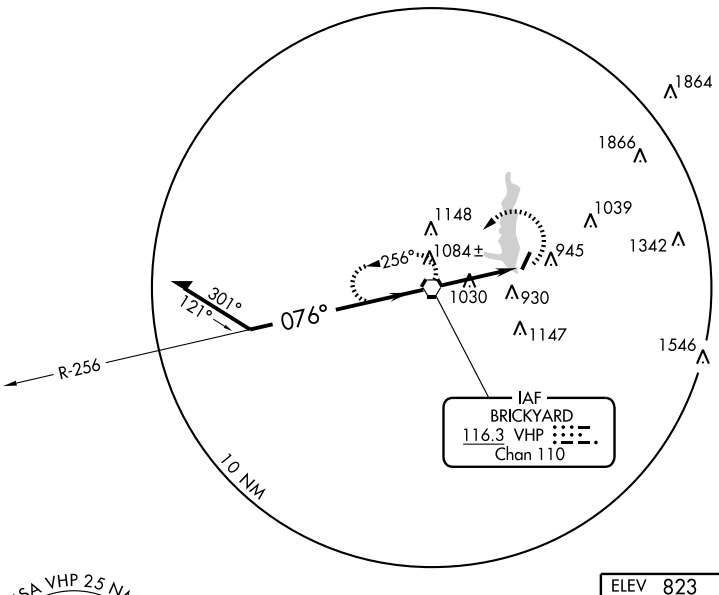
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

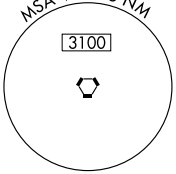
MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

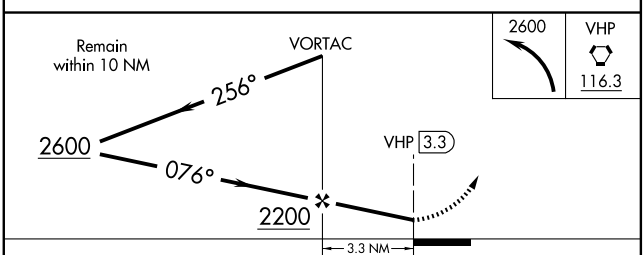
ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L

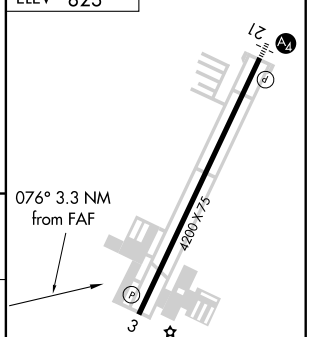
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010







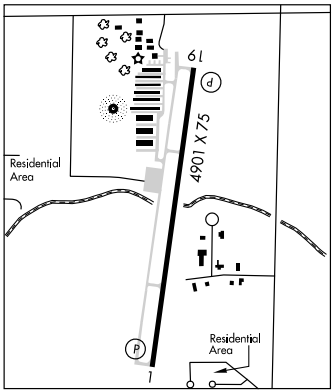


MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

GREENWOOD MUNI (HFY) 10 SE UTC−5(−4DT) N39°37.66′ W86°05.28′ **ST. LOUIS**
822 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1622(800) NOTAM FILE HUF **L–27D**
RWY 01–19: H4901X75 (ASPH) HIRL **IAP**
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Christmas Day. After hours assistance 317–605–5068. High ints student training. HIRL Rwy 01–19 preset low inst; to increase ints ACTIVATE REIL Rwys 01 and 19—CTAF. Rwy 01–19 10′ drainage ditch 125′ right/left of centerline.
WEATHER DATA SOURCES: AWOS–3 118.525 (317) 882–5862.
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIANAPOLIS APP/DEP CON 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 268° 12.2 NM to fld. 810/1E. **HIWAS.**
NDB (MHW) 398 HFY N39°37.96′ W86°05.44′ at fld.



HENDRICKS CO–GORDON GRAHAM FLD (2R2) 13 W UTC−5(−4DT) N39°44.81′ W86°28.51′ **ST. LOUIS**
897 B **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 18–36: H4400X100 (ASPH) MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 38. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 38. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. MIRL Rwy 18–36 preset on low ints to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (317) 718–4872.
COMMUNICATIONS: CTAF/UNICOM 122.7
INDIANAPOLIS APP CON 121.1
INDIANAPOLIS DEP CON 119.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 230° 6.4 NM to fld. 823/1E.

INDIANAPOLIS DOWNTOWN HELIPORT (8A4) ØN UTC−5(−4DT) N39°45.95′ W86°08.93′ **ST LOUIS**
732 B S1 **FUEL** JET A1+ NOTAM FILE HUF **L–27D**
HELIPAD H1: H60X60 (CONC) **IAP**
HELIPAD H1: VASI (NSTD). Buildings.
HELIPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, Sat–Sun on req. For attendant and information call 317–955–1271. For week–end assistance 317–487–5089. Fuel self serve. Minor repairs available on req call 317–487–5089. Helipad H1 all tfc remain S of heliport; utilize railroad tracks and interstate highways for ingress/egress. Apch and departure on easterly or westerly headings. ODALS westbound ingress. Helipad H1 NSTD PLASI—Pulsating apch slope indicator—on E apch. Helipad H1 building area to NE is lgtd. Heliport has noise abatement procedures contact heliport manager 317–955–1271. ACTIVATE ODALS; NSTD PLASI; and High Ints Pad Lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (317) 955–3160.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **APP/DEP CON** 125.275
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 297° 17 NM to fld. 810/1E.
HIWAS.

NDB HFY 398	APP CRS 360°	Rwy Idg 4901 TDZE 822 Apt Elev 822

NDB RWY 1

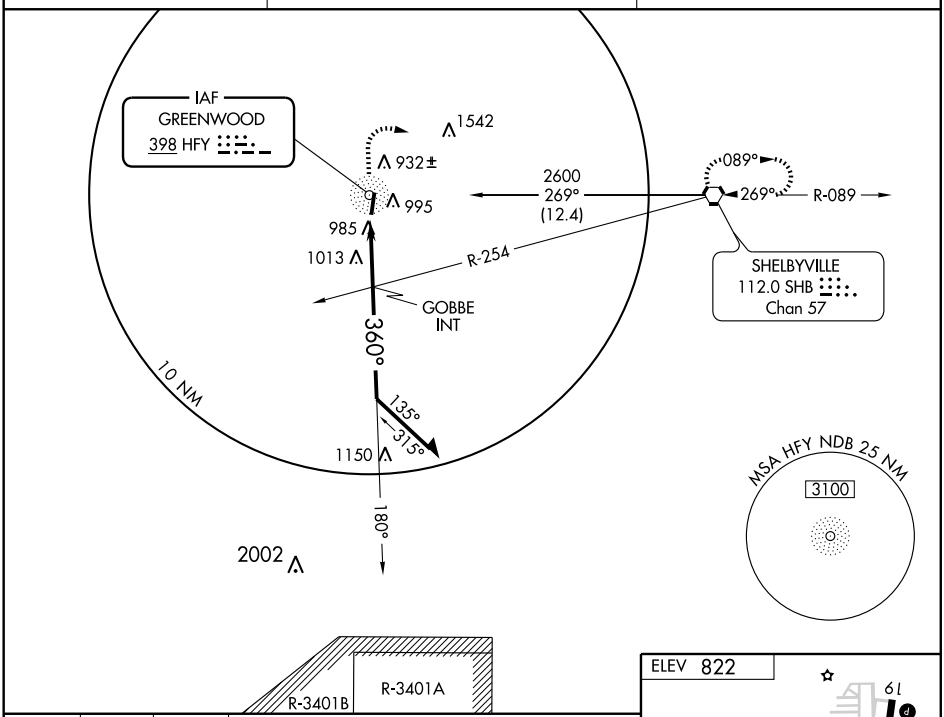
INDIANAPOLIS / GREENWOOD MUNI (HFY)

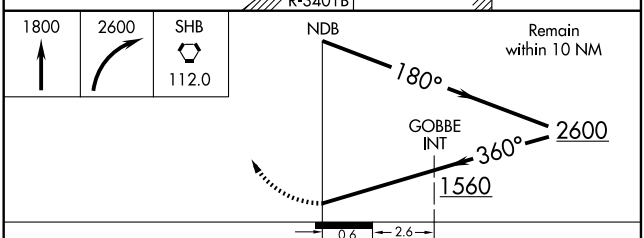
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

△ NA

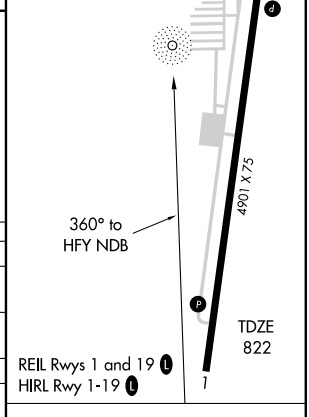
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-1	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
CIRCLING	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
GOBBE INT MINIMUMS				
S-1	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA
CIRCLING	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA



Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4901
010°	TDZE	822
	Apt Elev	822

RNAV (GPS) RWY 1

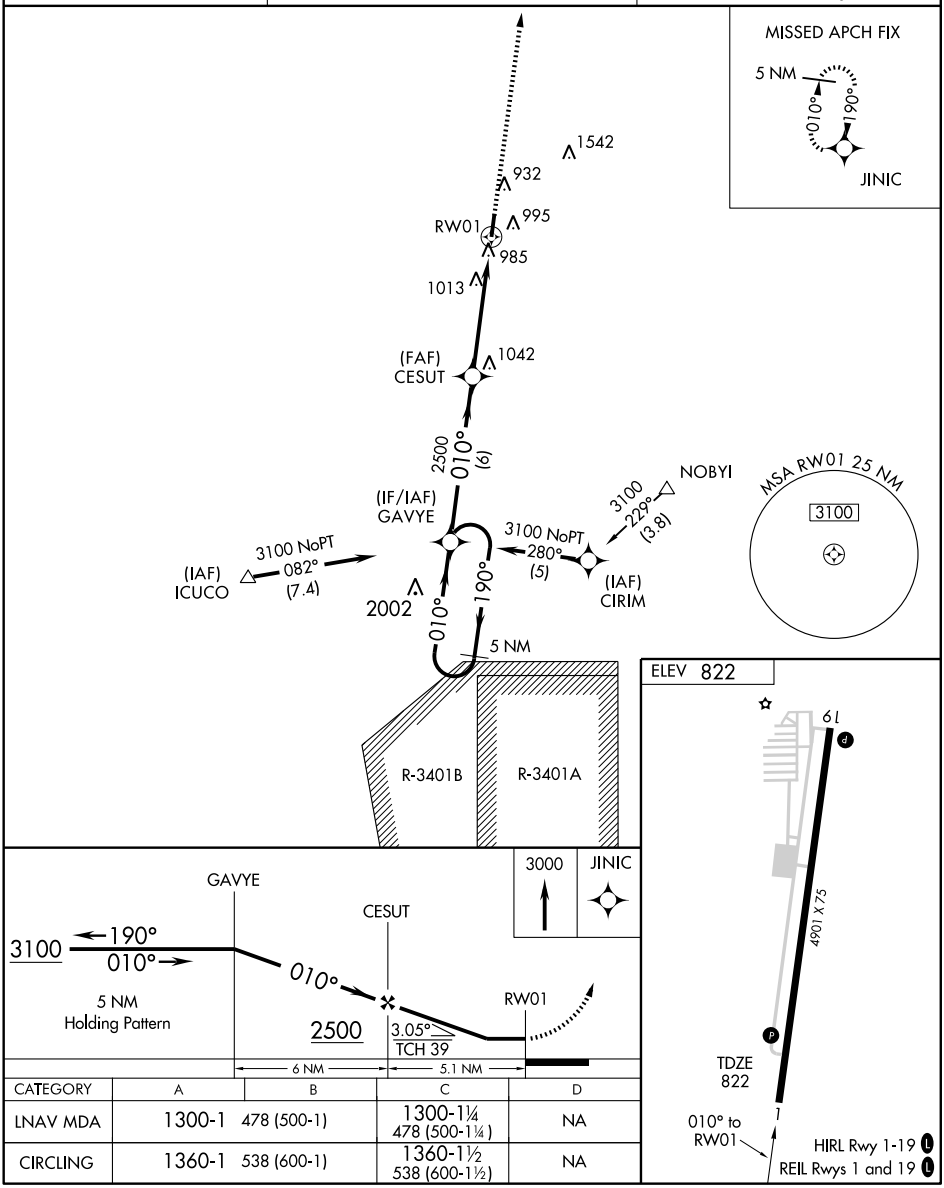
INDIANAPOLIS / GREENWOOD MUNI (HFY)

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1	478 (500-1)	1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53703 W19A | APP CRS 190° | Rwy Idg 4901 | TDZE 822 | Apt Elev 822

RNAV (GPS) RWY 19

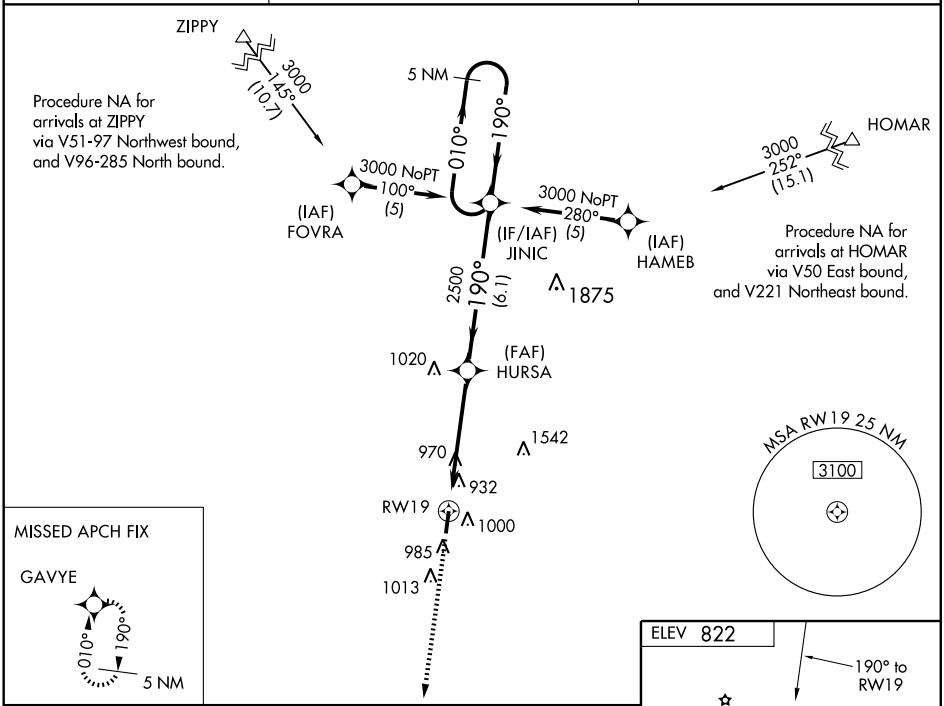
INDIANAPOLIS / GREENWOOD MUNI (HFY)

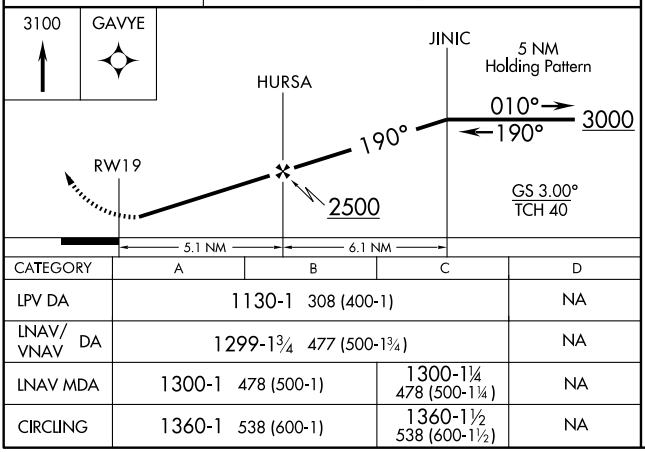
NA

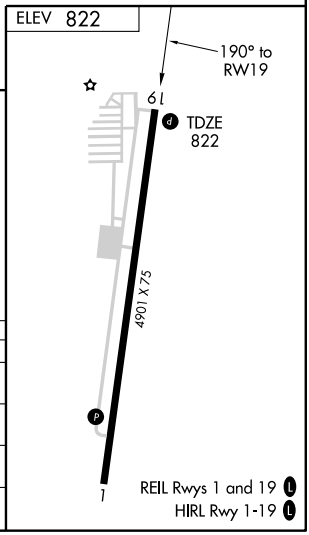
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1130-1 308 (400-1)			NA
LNAV/VNAV DA	1299-1¾ 477 (500-1¾)			NA
LNAV MDA	1300-1 478 (500-1)		1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 822

VOR-A

INDIANAPOLIS / GREENWOOD MUNI (HFY)

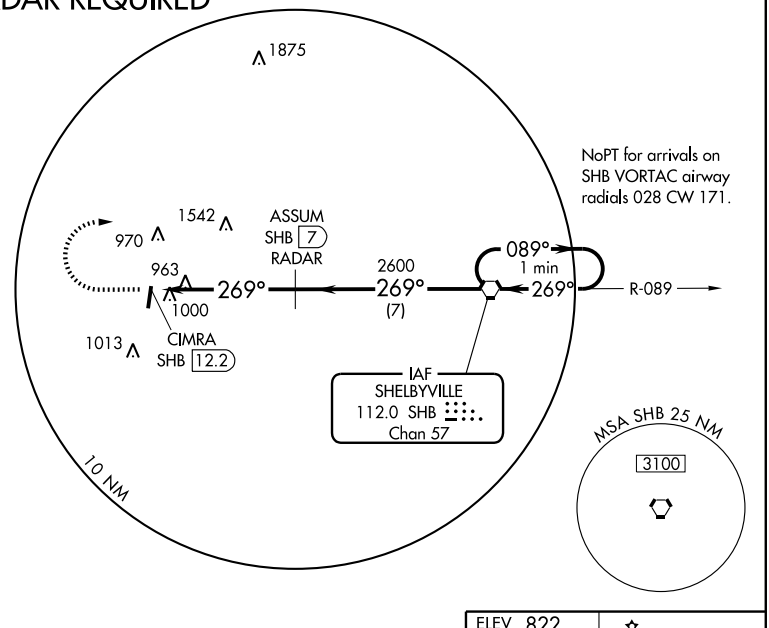
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

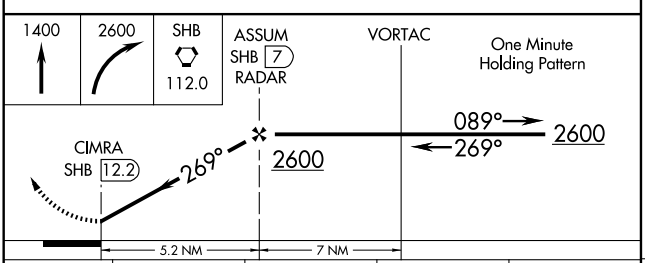
△ NA

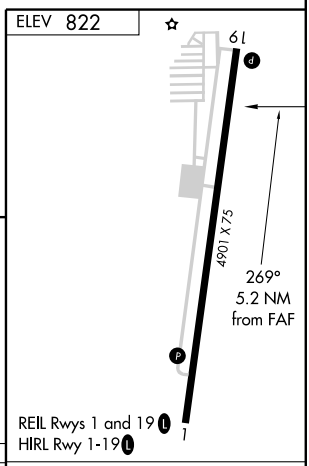
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L

DME or RADAR REQUIRED



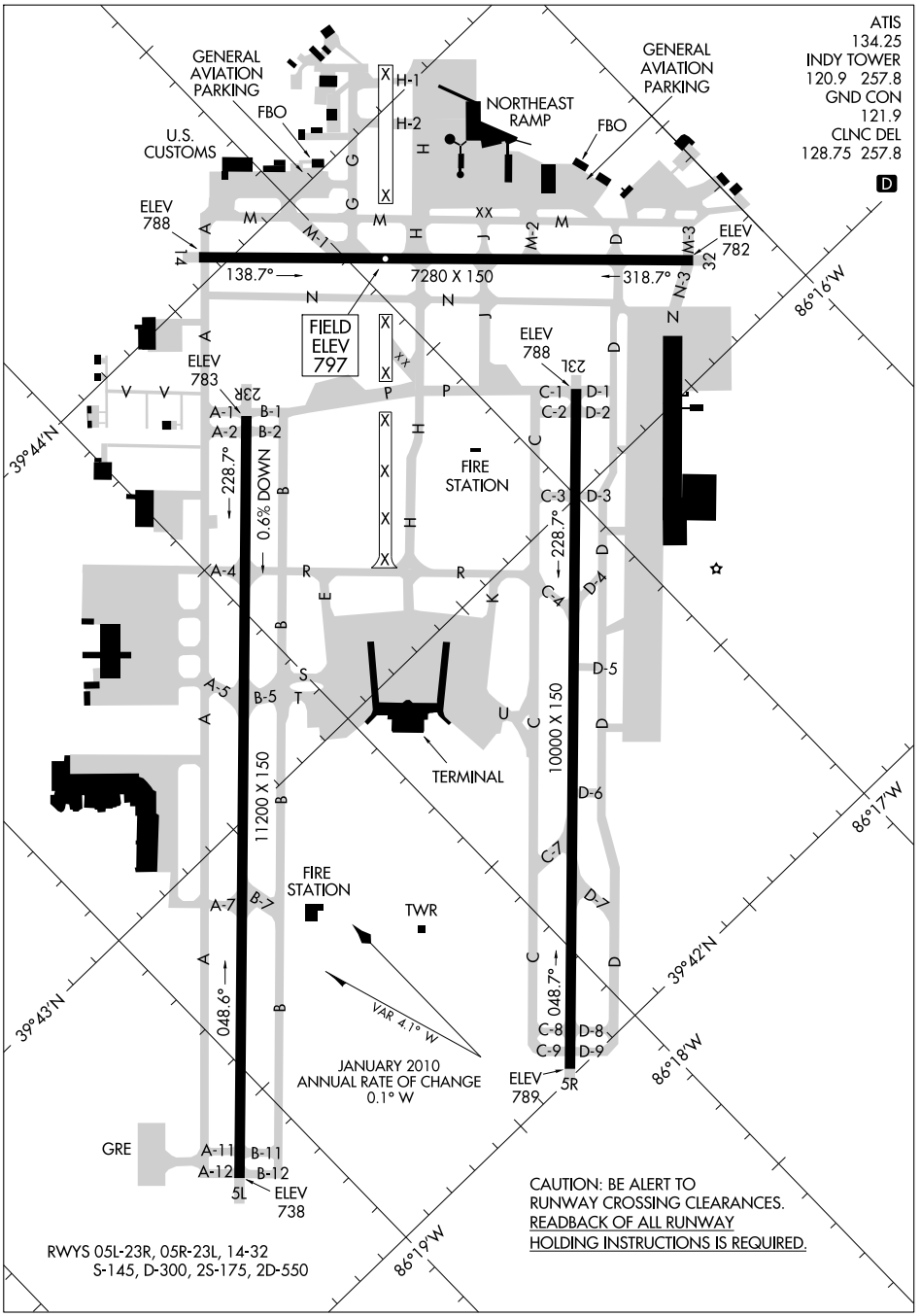




CATEGORY	A	B	C	D
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

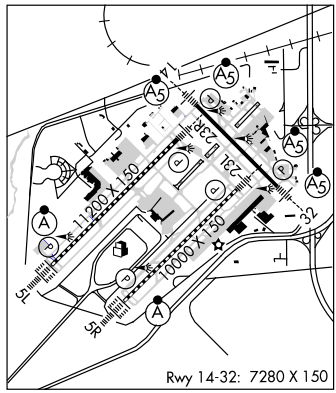
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS INTL (IND) 7 SW UTC−5(−4DT) N39°43.04′ W86°17.68′ **ST. LOUIS**
797 B S4 **FUEL** 100LL, JET A, A1+ OX 1, 3 LRA Class I, ARFF Index D **H–5E, 10F, L–27D**
NOTAM FILE IND **IAP, AD**

RWY 05L–23R: H11200X150 (CONC–GRVD) S–145, D–300, 2S–175, 2D–550 HIRL CL
RWY 05L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 68′.
RWY 23R: MALSR. PAPI(P4L)—GA 3.0° TCH 64′. Antenna. 0.6% down
RWY 05R–23L: H10000X150 (CONC–GRVD) S–145, D–300, 2S–175, 2D–550 HIRL CL
RWY 05R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.
RWY 23L: MALSR. PAPI(P4L)—GA 3.0° TCH 69′. Antenna.
RWY 14–32: H7280X150 (ASPH–GRVD) S–145, D–300, 2S–175, 2D–550 HIRL
RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 68′. Antenna.
RWY 32: MALSR. PAPI(P4R)—GA 3.0° TCH 73′. Trees.

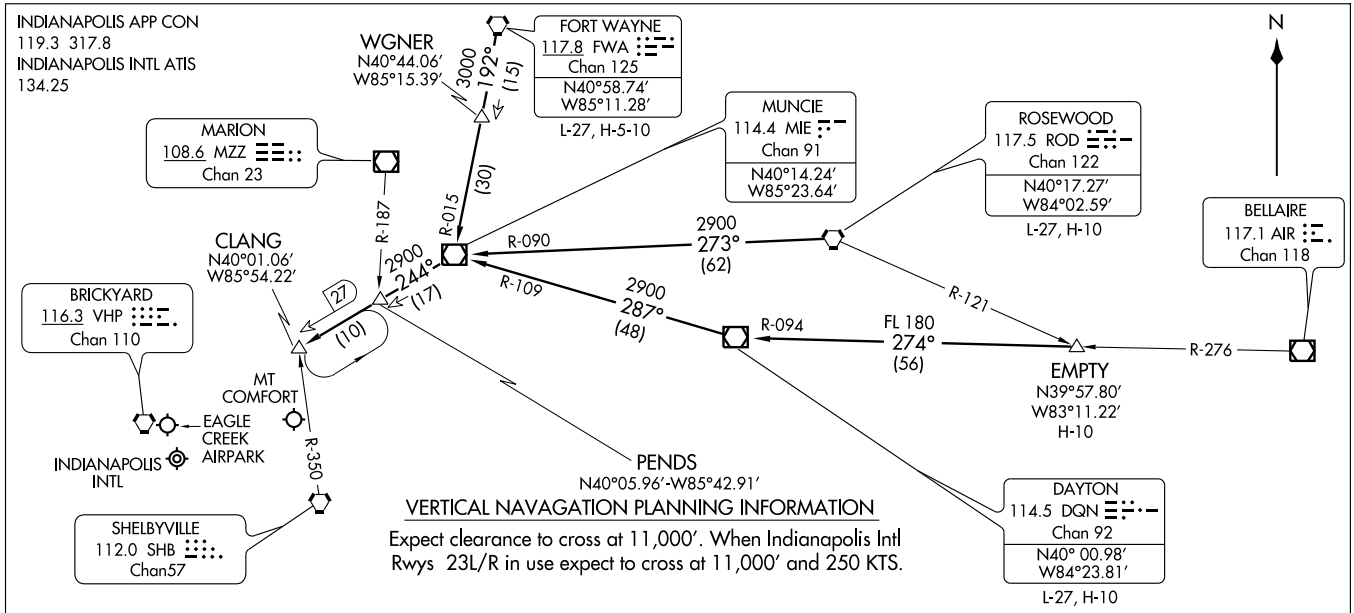


RUNWAY DECLARED DISTANCE INFORMATION
RWY 05L: TORA–11200 TODA–11200 ASDA–11200 LDA–11200
RWY 05R: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 14: TORA–7280 TODA–7280 ASDA–7280 LDA–7280
RWY 23L: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 23R: TORA–11200 TODA–11200 ASDA–11200 LDA–11200
RWY 32: TORA–7280 TODA–7280 ASDA–7280 LDA–7280

AIRPORT REMARKS: Attended continuously. Large flocks of birds on and invof arpt. Twy V clsd to air carrier ops with more than 30 passenger seats. Primary student touch and go ldgs not permitted. Be alert to close proximity of Rwy 14–32 to apron. Twy H NE of Twy M not available for group V acft. Noise abatement procedures in effect contact arpt management 317–487–9594. Rwy 05R–23L and Rwy 14–32 have 200′ blast pads both ends. Rwy 05L–23R has 400′ blast pad both ends. Rwy 14–32 has 200′ blast fence both ends. Rwy 14 PAPI unusable byd 8° right of course. Twy H runs contiguous at air carrier ramp area. Flight Notification Service (ADCUS) available. NOTE: See Special Notices Section–Intersection Departures During Period of Darkness.

WEATHER DATA SOURCES: ASOS (317) 241–0348. LLWAS. TDWR.
COMMUNICATIONS: D-ATIS 134.25 **UNICOM** 122.95
RCO 122.55 (TERRE HAUTE RADIO)
Ⓡ **APP CON** 127.15 (E of active rwy) 124.65 (W of active rwy) 119.3
INDY TOWER 120.9 **GND CON** 121.9, 121.8
CLNC DEL 128.75 **PRE TAXI CLNC** 128.75
Ⓡ **DEP CON** 124.95 (East) 119.05 (West)
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 149° 6.7 NM to fld. 823/1E.
PULLY NDB (LOM) 266 IN N39°37.74′ W86°25.10′ 049° 7.8 NM to fld. NOTAM FILE IND.
COLFA NDB (LOM) 232 CO N39°39.42′ W86°11.13′ 308° 6.2 NM to fld.
BRINN NDB (LOM) 219 OQ N39°37.04′ W86°24.47′ 043° 8.0 NM to fld.
LAREZ NDB (LOM) 349 FV N39°47.19′ W86°11.78′ 230° 6.2 NM to fld.
ILS/DME 111.75 I–IND Chan 54(Y) Rwy 05L. Class IIID. LOM PULLY NDB. LOC unusable byd 20° right of course.
ILS/DME 111.15 I–OQV Chan 48(Y) Rwy 05R. LOM BRINN NDB.
ILS/DME 111.75 I–UZK Chan 54(Y) Rwy 23R. Class 1B.
ILS/DME 111.15 I–FVJ Chan 48(Y) Rwy 23L. Class IA. LOM LAREZ NDB. Glide Slope unusable 5° left of LOC course.
ILS 110.5 I–BJP Rwy 14. Class IT.
ILS 110.5 I–COA Rwy 32. Class IT. LOM COLFA NDB. LOC unusable byd 25° left of course, 30° right

CLANG FIVE ARRIVAL
(CLANG.CLANG5) 09183



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

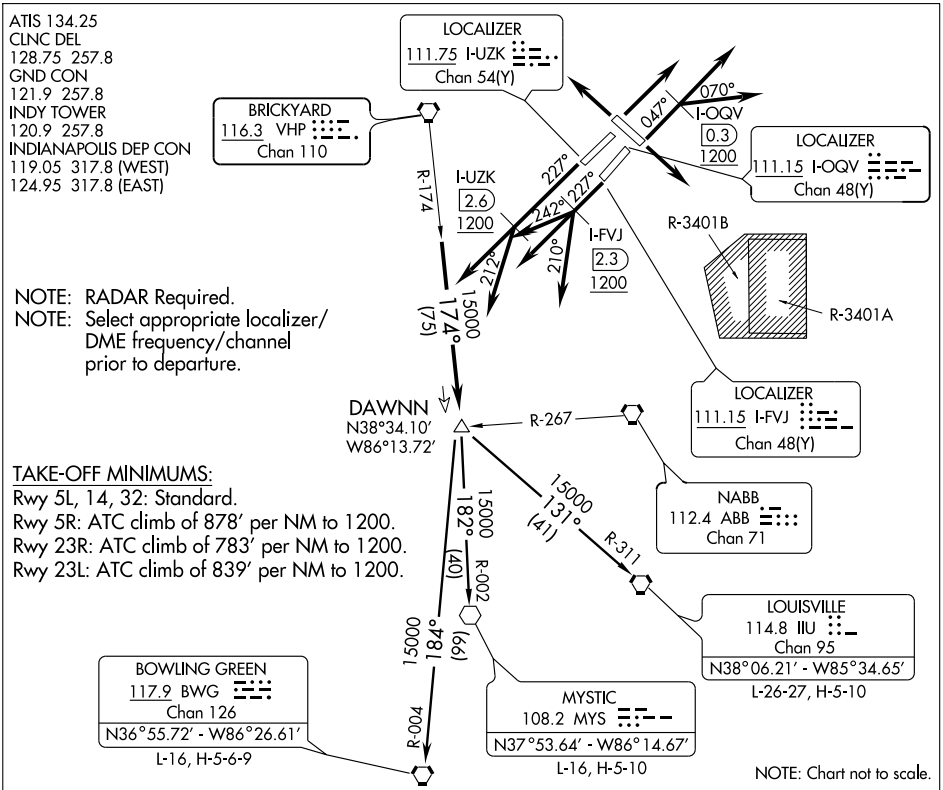
(CLANG.CLANG5) 09183
CLANG FIVE ARRIVAL

ST-203 (FAA)

INDIANAPOLIS, INDIANA

INDIANAPOLIS, INDIANA

DAWNN FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect cleareance to requested altitude ten minutes after departure.

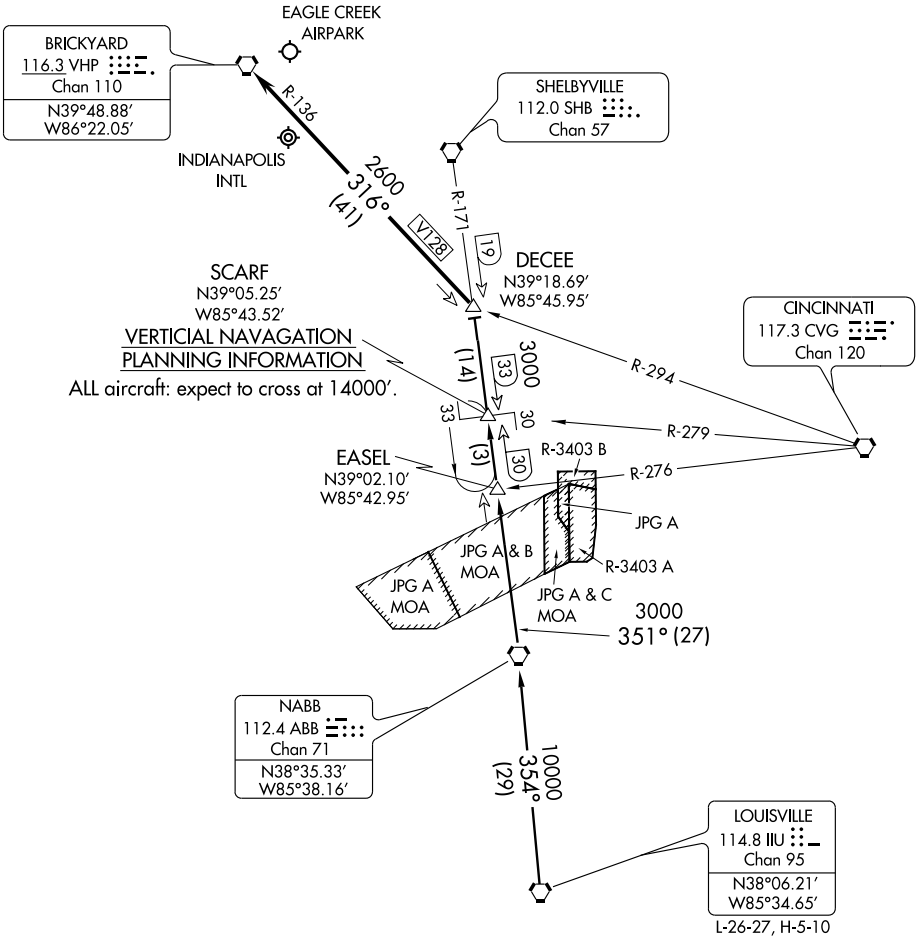
BOWLING GREEN TRANSITION (DAWNN4.BWG): Via BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN4.IIU): Via IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN4.MYS): Via MYS R-002 to MYS VOR.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

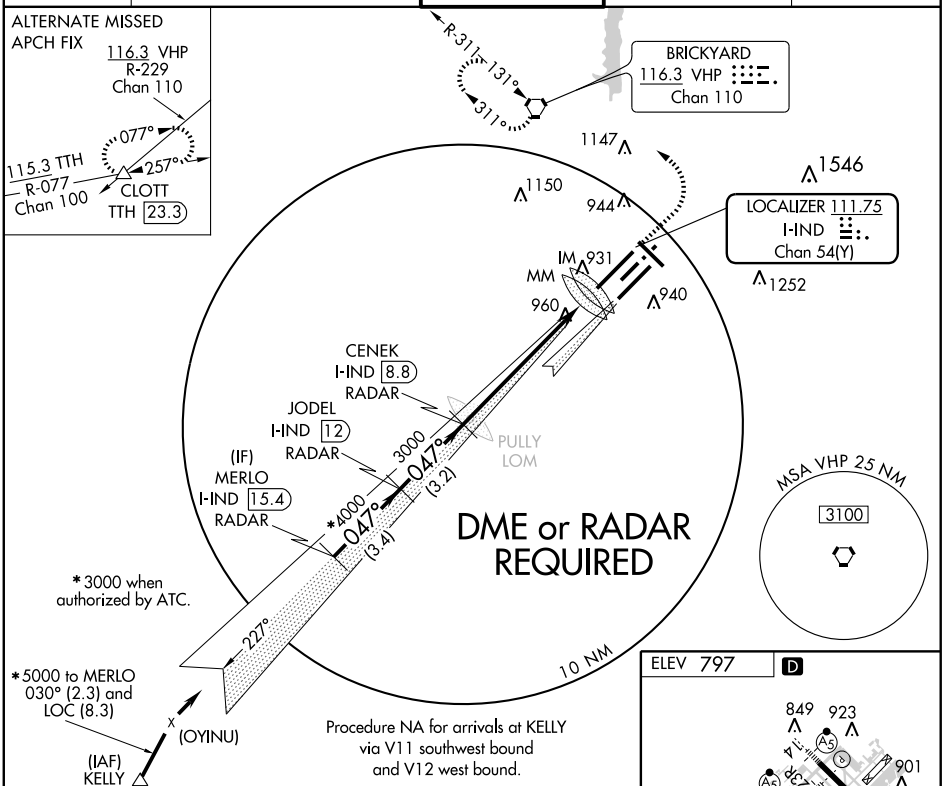
ILS or LOC RWY 5L
INDIANAPOLIS INTL (IND)

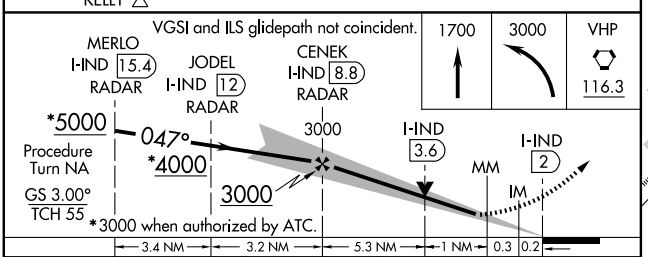
Simultaneous approach authorized with Rwy 5R.

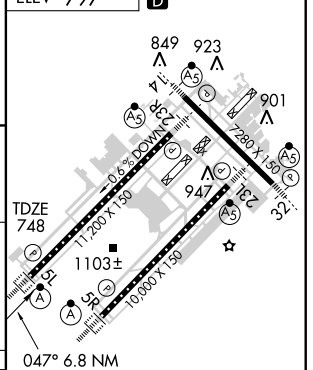
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
S-ILS 5L	948/18 200 (200-½)			
S-LOC 5L	1300/24 552 (600-½)		1300/50 552 (600-1)	1300/60 552 (600-1¼)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS or LOC RWY 5R

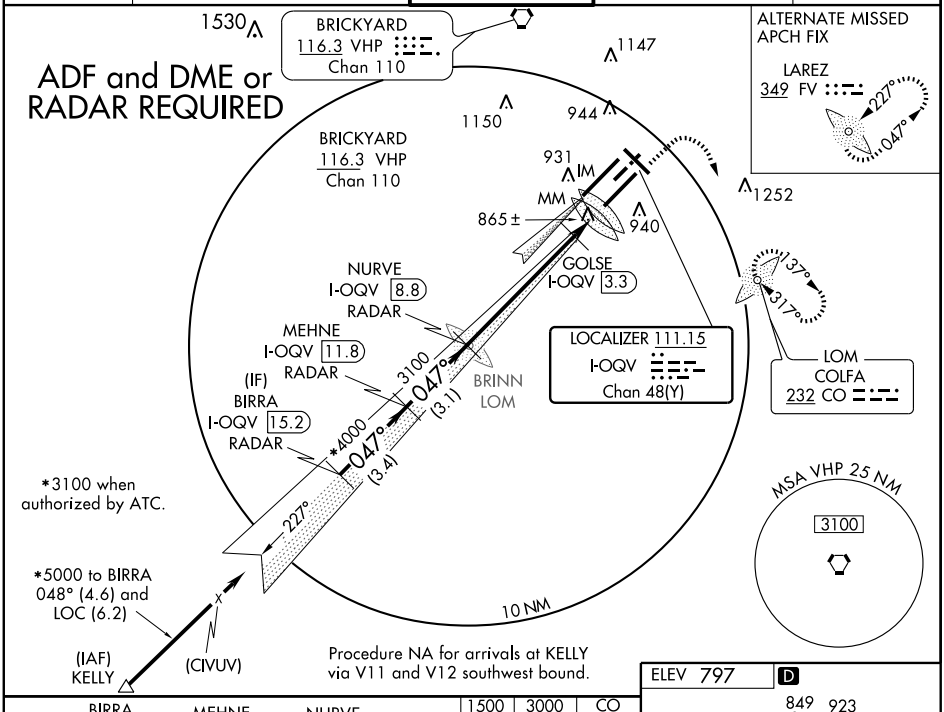
INDIANAPOLIS INTL (IND)

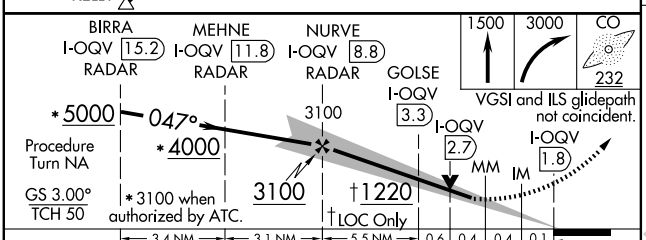
Simultaneous approach authorized with Rwy 5L.
For inoperative ALSF increase GOLSE Fix Minimums
S-LOC 5R Cat D visibility to RVR 5000. ADF REQUIRED.

ALSF-2

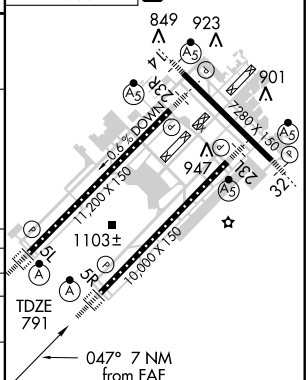
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
S-ILS 5R	991/18 200 (200-½)			
S-LOC 5R	1220/24 429 (500-½)		1220/40 429 (500-¾)	1220/50 429 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)
GOLSE FIX MINIMUMS				
S-LOC 5R	1120/24 329 (400-½)			1120/40 329 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BJP	APP CRS	Rwy Idg	7280
110.5	137°	TDZE	796
		Apt Elev	797

ILS or LOC RWY 14
INDIANAPOLIS INTL (IND)

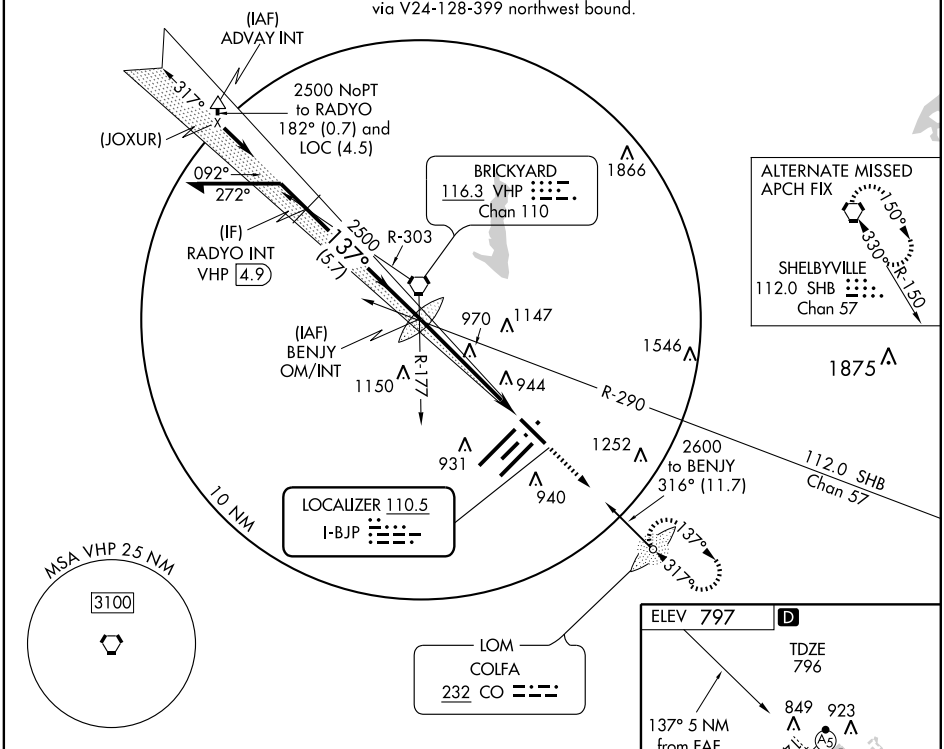
ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

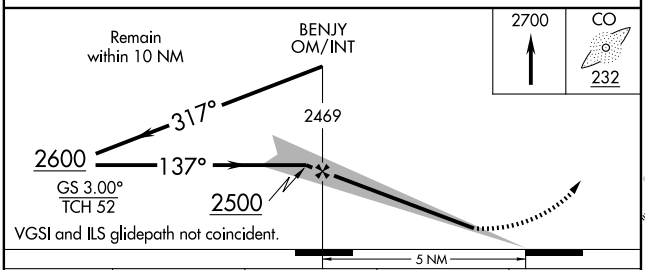
MALSR

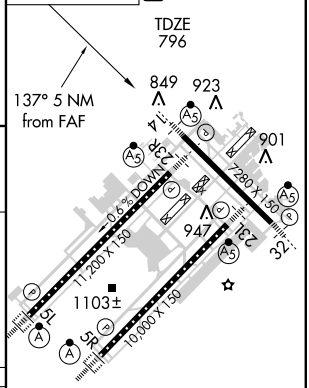
MISSED APPROACH: Climb to 2700 direct CO LOM and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at ADVAY via V24-128-399 northwest bound.







CATEGORY	A	B	C	D
S-ILS 14	* 996/24	200 (200-½)		
S-LOC 14	1220/24 424 (500-½)		1220/40 424 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FVJ	APP CRS	Rwy Idg	10000
111.15	227°	TDZE	790
Chan 48 (Y)		Apt Elev	797

ILS or LOC RWY 23L

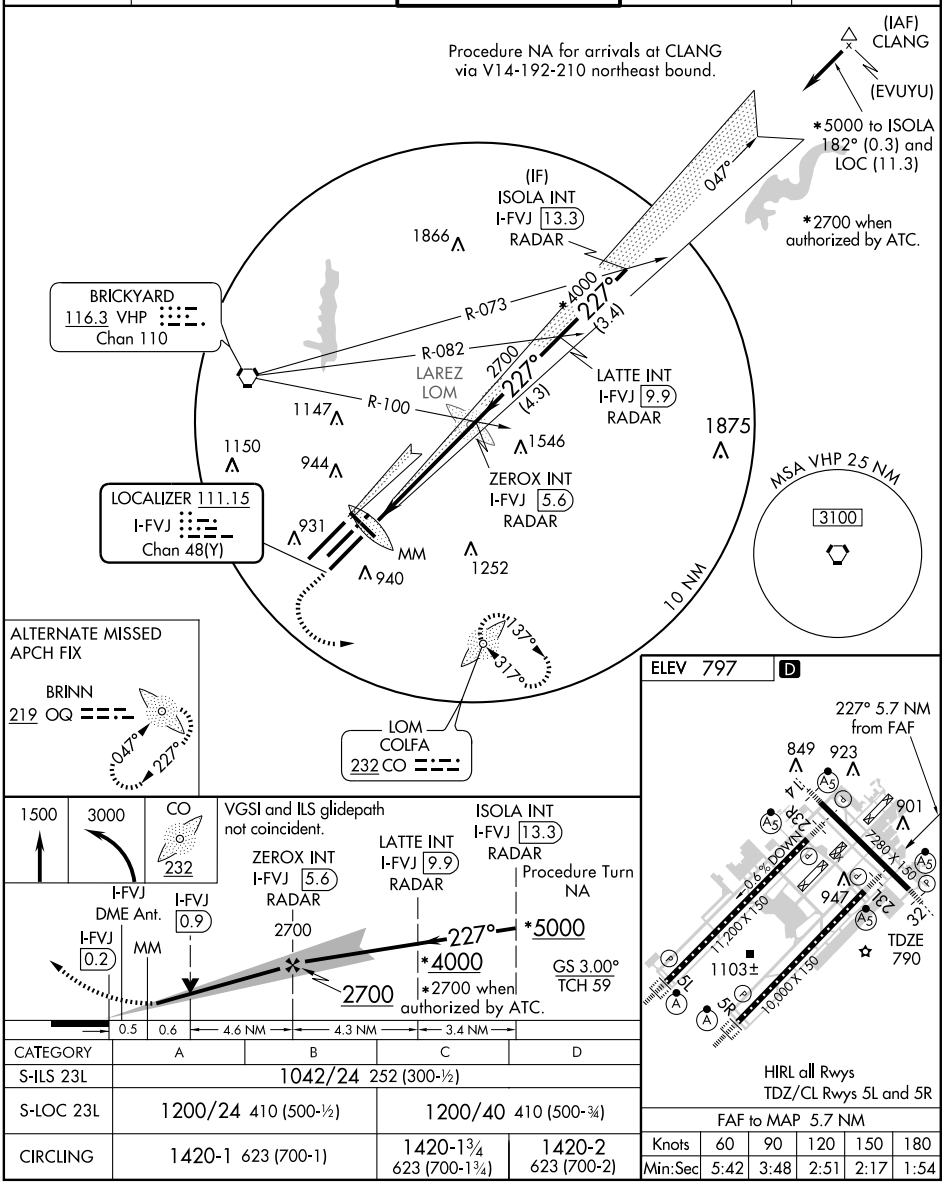
INDIANAPOLIS INTL (IND)

▼ ADF REQUIRED
▲ Simultaneous approach authorized with Rwy 23R.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
S-ILS 23L	1042/24 252 (300-½)			
S-LOC 23L	1200/24 410 (500-½)		1200/40 410 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UZK	APP CRS	Rwy Idg 11200
111.75	227°	TDZE 783
Chan 54 (Y)		Apt Elev 797

ILS or LOC RWY 23R

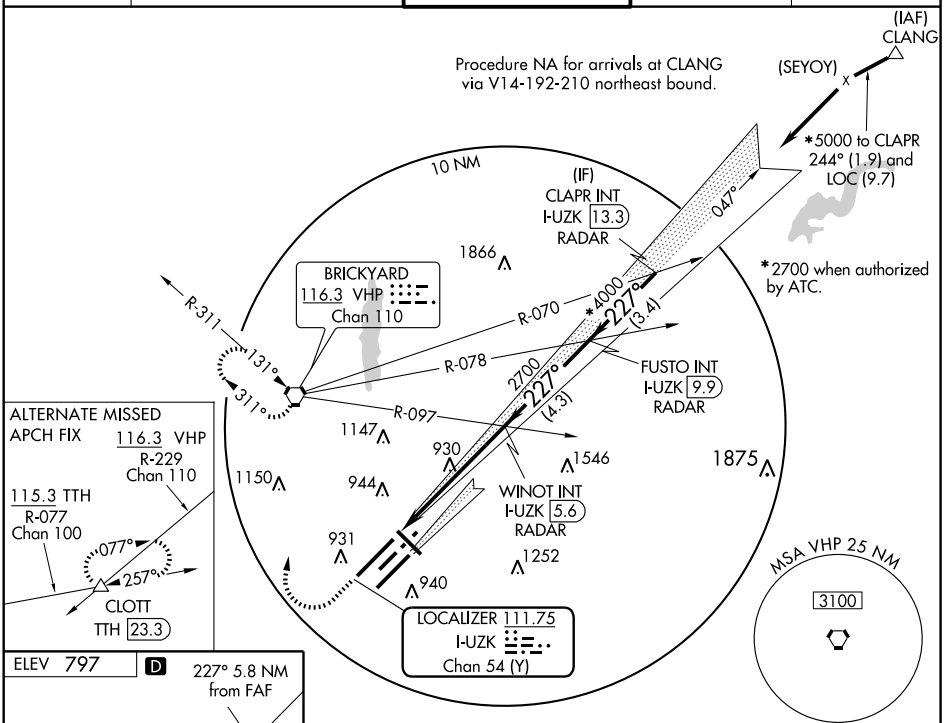
INDIANAPOLIS INTL (IND)

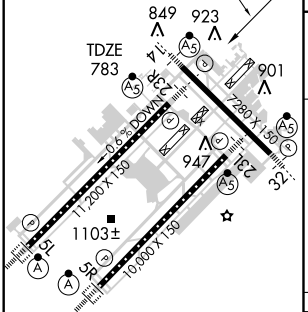
Simultaneous approach authorized with Rwy 23L.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

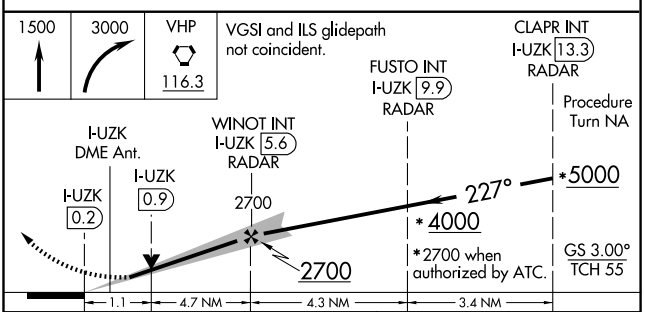
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:45	3:50	2:52	2:18	1:55

CATEGORY	A	B	C	D
S-ILS 23R	**983/24 200 (200-½)			
S-LOC 23R	1180/24 397 (400-½)			1180/40 397 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-COA	APP CRS	Rwy Idg	7280
110.5	317°	TDZE	792
		Apt Elev	797

ILS or LOC RWY 32
INDIANAPOLIS INTL (IND)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

EC-2, 21 OCT 2010 to 18 NOV 2010

ALTERNATE MISSED APCH FIX
ZIONSVILLE
248 HZP
180° 360°

1866
1147
1546
1875
10 NM
1150
944
931
1252
940
928

R-311
131°
311°
2700 to COLFA
137° (12.7)

BRICKYARD
116.3 VHP
Chan 110

LOM/IAF
COLFA
232 CO
COLFA INT

SHELBYVILLE
112.0 SHB
Chan 57

LOCALIZER 110.5
I-COA

R-274
2700
274°
(16.8)

317°
092°
272°

MSA VHP 25 NM
3100

2700
033°
(10.2)
ROSES

2700 NoPT
317° (7.4)
(IAF)
OZMOE
137°

ELEV 797 D

849 923 901 947 1103±
TDZE 792
0.6% DOWN
7280 X 150
11,200 X 150
10,000 X 150
317° 5.5 NM from FAF

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

1500	3000	VHP
		116.3

COLFA LOM/INT
Remain within 10 NM
137°
2605
317°
2700
2700
GS 3.00°
TCH 53
VGSI and ILS glidepath not coincident.
5.5 NM

CATEGORY	A	B	C	D
S-ILS 32	* 992/24 200 (200-½)			
S-LOC 32	1240/24 448 (500-½)		1240/40 448 (500-¾)	1240/50 448 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT II)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147
1546
1150
944
LOCALIZER 111.75
I-IND
Chan 54(Y)
IM
931
MM
960
940
1252

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

* 3000 when authorized by ATC.

227°
10 NM

* 5000 to MERLO 030° (2.3) and LOC (8.3)
(OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 901
TDZE 748
11,200 X 150
0.5% DOWN
7280 X 150
10,000 X 150
1103±
947
23R
23
5R
5L

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

MERLO
I-IND 15.4
RADAR
JODEL
I-IND 12
RADAR
CENEK
I-IND 8.8
RADAR
VGSI and ILS glidepath not coincident.
1700 3000 VHP 116.3
*5000
047°
3000
MM
DH
RA 118
IM
748 MSL
*4000
GS 3.00°
TCH 55
3000
*3000 when authorized by ATC.
3.4 NM 3.2 NM 6.3 NM 2048' 1051' 990'

CATEGORY	A	B	C	D
S-ILS 5L	848/12 100 RA 118			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT III)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147
1150
944
1546
LOCALIZER 111.75
I-IND
Chan 54(Y)
1252
IM
931
MM
960
940

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

*3000 when authorized by ATC.

227°
10 NM

*5000 to MERLO
030° (2.3) and
LOC (8.3)
X (OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 901
2R 2L 4
7280 X 150
-0.6% DOWN
947
13L 31R
11,200 X 150
TDZE 748
1103±
10,000 X 150

MERLO
I-IND 15.4
RADAR
JODEL
I-IND 12
RADAR
CENEK
I-IND 8.8
RADAR
VGSI and ILS glidepath not coincident.
1700 3000 VHP 116.3
*5000
GS 3.00°
TCH 55
047°
*4000
3000
047°
3000
MM
956
IM
848
748 MSL
*3000 when authorized by ATC.
3.4 NM 3.2 NM 6.3 NM 2049' 1050' 990'

CATEGORY	A	B	C	D
S-ILS 5L	CAT IIIA RVR 07			
S-ILS 5L	CAT IIIB RVR 06			
S-ILS 5L	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS RWY 5R (CAT II)

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

NURVE I-OQV 8.8 RADAR
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
GOLSE I-OQV 3.3

3100 047° (3.1) BRINN LOM
*4000 047° (3.4)

LOCALIZER 111.15 I-OQV Chan 48(Y)

137° 317° LOM COLFA 232 CO

MSA VHP 25 NM 3100

*3100 when authorized by ATC.

*5000 to BIRRA 048° (4.6) and LOC (6.2)

227°

10 NM

(IAF) KELLY (CIVUV)

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D

849 923 901 947 1103± 11,200 X 150 7280 X 150 10,000 X 150 0.6% DOWN 7R 25L 7L 25R 5L 5R TDZE 791

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

BIRRA I-OQV 15.2 RADAR
MEHNE I-OQV 11.8 RADAR
NURVE I-OQV 8.8 RADAR
Procedure Turn NA
* 5000 047°
*4000 3100 047°
3100
MM
DH
IM
GS 3.00°
TCH 50
*3100 when authorized by ATC.
RA 131
791 MSL

1500 3000 CO 232
VGSI and ILS glidepath not coincident.

3.4 NM 3.1 NM 6.5 NM 1805′ 990′ 1032′

CATEGORY	A	B	C	D
S-ILS 5R	891/12 100 RA 131			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OQV	APP CRS	Rwy Idg	10000
111.15	047°	TDZE	791
Chan 48 (Y)		Apt Elev	797

ILS RWY 5R (CAT III)

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

NURVE I-OQV 8.8 RADAR
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
GOLSE I-OQV 3.3
BRINN LOM
3100 047° (3.11)
*4000 047° (3.4)
227°

LOCALIZER 111.15 I-OQV Chan 48(Y)

137° 317°
LOM COLFA 232 CO

MSA VHP 25 NM 3100

*3100 when authorized by ATC.

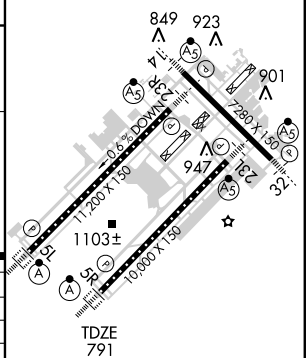
*5000 to BIRRA 048° (4.6) and LOC (6.2)

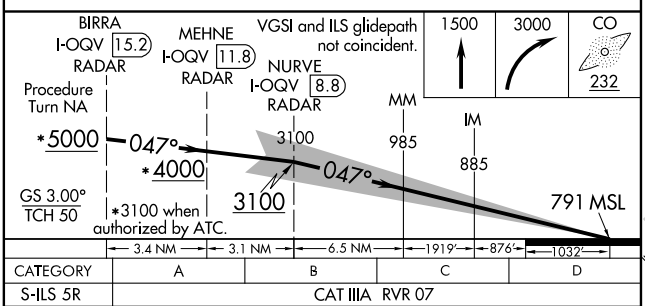
(IAF) KELLY (CIVUV)

10 NM

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D





CATEGORY	A	B	C	D
S-ILS 5R	CAT IIIA RVR 07			
S-ILS 5R	CAT IIIB RVR 06			
S-ILS 5R	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

INDY THREE DEPARTURE

EC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.9 257.8
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
119.05 317.8 (WEST)
124.95 317.8 (EAST)

BOILER
115.1 BVT
Chan 98
N40°33.37′ - W87°04.16′
L-27, H-5-10

MARION
108.6 MZZ
Chan 23
N40°29.60′ - W85°40.76′
L-27

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27′ - W84°02.59′
L-27, H-10

MUNCIE
114.4 MIE
Chan 91
N40°14.24′ - W85°23.64′
L-27

CHAMPAIGN
110.0 CMI
Chan 37
N40°02.07′ - W88°16.56′
L-27

KOKOMO
113.5 OKK
Chan 82
N40°31.67′ - W86°03.48′
L-27, H-5-10

DAYTON
114.5 DQN
Chan 92
N40°00.99′ - W84°23.81′
L-27, H-10

LOCALIZER
111.75 I-UZK
Chan 54(Y)

RICHMOND
110.6 RID
Chan 43
N39°45.30′ - W84°50.33′
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88′ - W86°22.05′
L-27, H-5-10

047°
070°
I-OQV
0.3
1200

I-UZK
2.6
1200

227°
242°
227°
212°
210°

I-FVJ
2.3
1200

R-3401B
R-3401A

LOCALIZER
111.15 I-OQV
Chan 48(Y)

TERRE HAUTE
115.3 TTH
Chan 100
N39°29.34′ - W87°14.94′
L-27, H-5

R-3403B
R-3403A

LOCALIZER
111.15 I-FVJ
Chan 48(Y)

HOOSIER
110.2 OOM
Chan 39
N39°08.63′ - W86°36.78′
L-27

SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95′ - W85°49.46′
L-27, H-5-10

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′ - W84°42.20′
L-26-27, H-10

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′ - W87°45.74′
L-16, H-5

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 5L, 14, 32: Standard.
Rwy 5R: ATC climb of 878′ per NM to 1200.
Rwy 23R: ATC climb of 783′ per NM to 1200.
Rwy 23L, ATC climb of 839′ per NM to 1200.

NOTE: RADAR Required.
NOTE: TURBOJETS ONLY.
NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.

DEPARTURE ROUTE DESCRIPTION

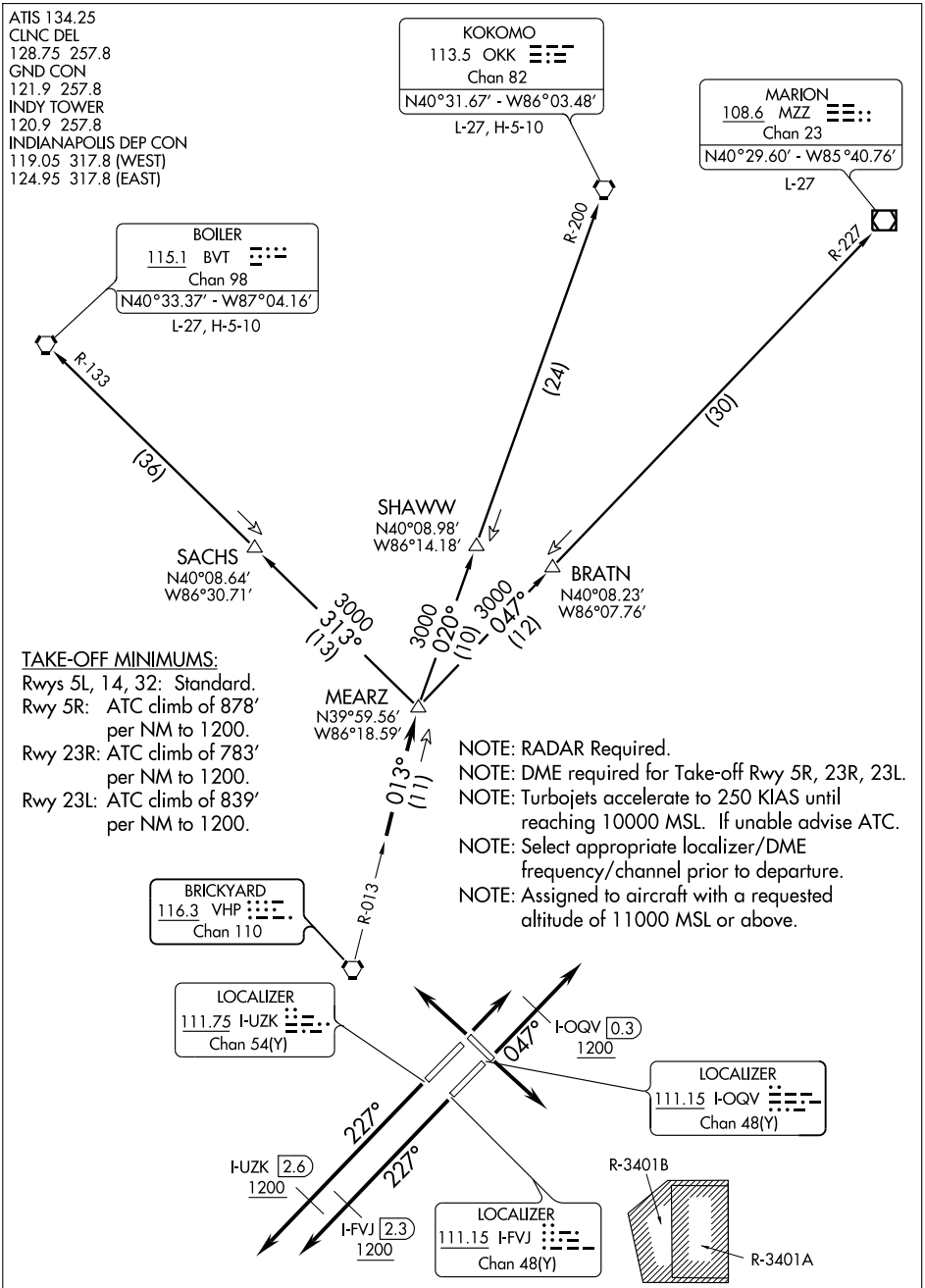
TAKE-OFF RWY 23R: Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L: Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210° , 227° , or 242°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R: Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

MEARZ ONE DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb heading 047° until I-OQV 0.3 DME and 1200 MSL or above, then fly assigned heading. Maintain 5000. Thence....
TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb heading 227° until I-UZK 2.6 DME and 1200 MSL or above, then fly assigned heading. Maintain 5000. Thence....
TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb heading 227° until I-FVJ 2.3 DME and 1200 MSL or above, then fly assigned heading. Maintain 5000. Thence....
TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....
TAKE-OFF ALL OTHER RUNWAYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....

....Expect radar vectors to intercept VHP R-013 to MEARZ INT. Then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ1.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ1.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.
MARION TRANSITION (MEARZ1.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

TAKE-OFF OBSTACLE NOTES:

RWY 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL.
Rod on OL dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.

RWY 5L: Rod on OL MCWV tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL.
Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.

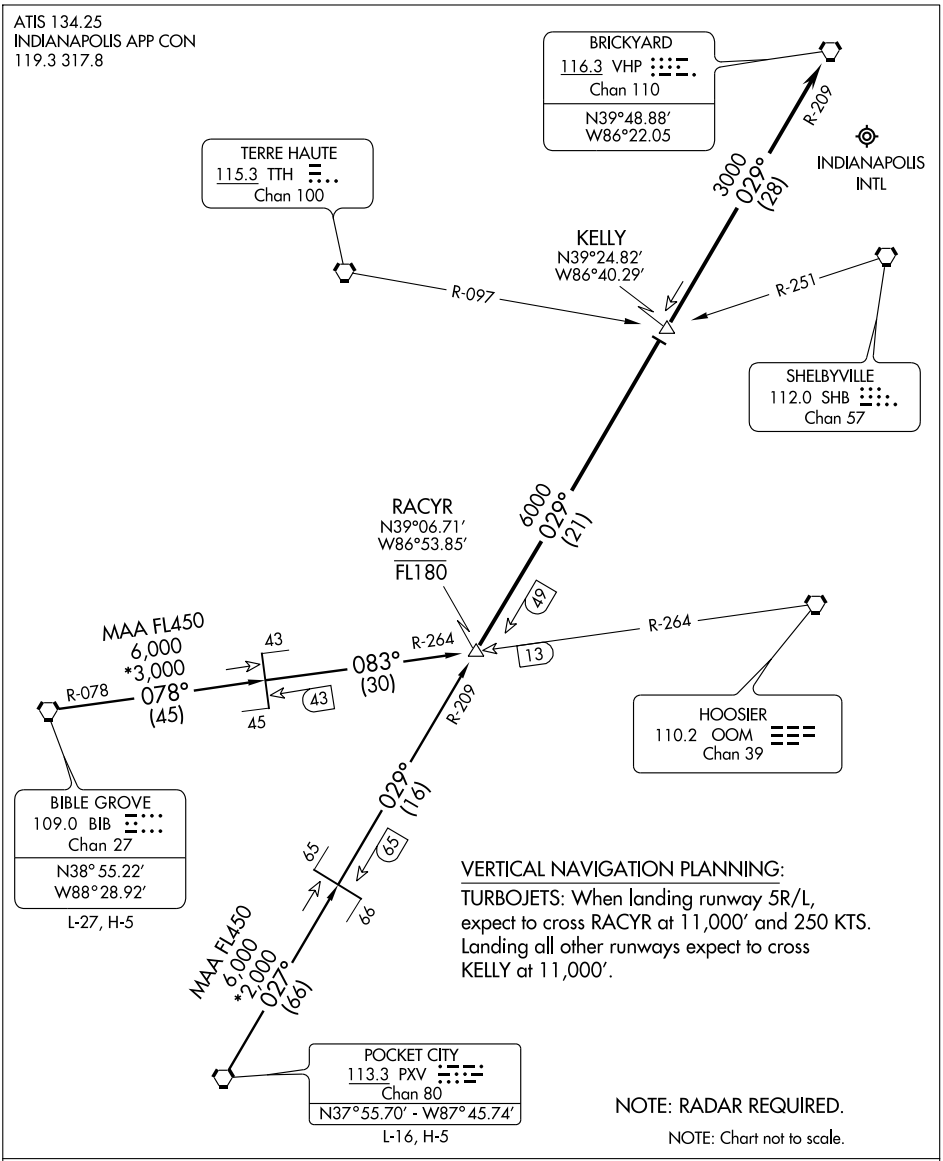
RWY 23R: Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.
Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL.

RWY 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL.
Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RACYR ONE ARRIVAL

INDIANAPOLIS, INDIANA



BIBLE GROVE TRANSITION (BIB.RACYR1): From over BIB VORTAC via BIB R-078/ OOM R-264 to RACYR INT. Thence....

POCKET CITY TRANSITION (PXV.RACYR1): From over PXV VORTAC via PXV R-027/ VHP R-209 to RACYR INT. Thence....

....From over RACYR INT, via VHP R-209 (MEA 6000) to KELLY INT, thence via VHP R-209 (MEA 3000) to VHP VORTAC. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11200
CH 45706	046°	TDZE	748
W05A		Apt Elev	797

RNAV (GPS) Y RWY 5L

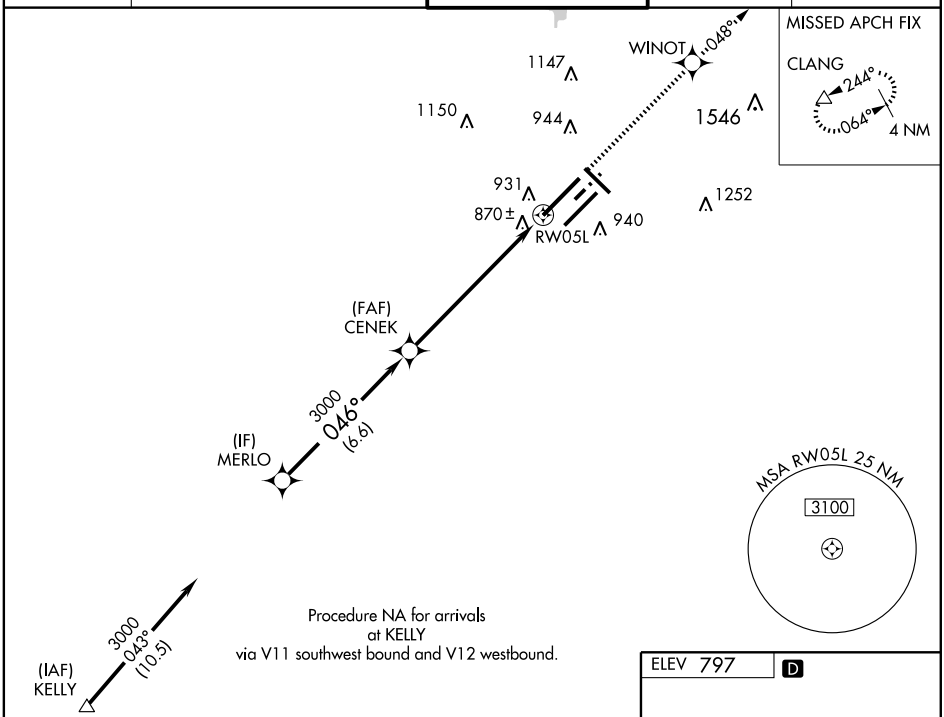
INDIANAPOLIS INTL (IND)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

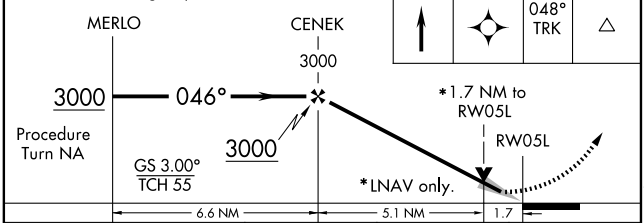
ALSF-2

MISSED APPROACH: Climb to 2900 direct WINOT and via 048° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



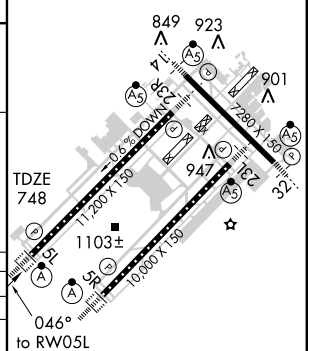
VGSI and RNAV glidepath not coincident.



2900	WINOT	048° TRK	CLANG

CATEGORY	A	B	C	D
LPV DA	1104/40 356 (400-¾)			
LNAV/VNAV DA	1283-1½ 535 (500-1½)			
LNAV MDA	1360/24 612 (600-½)		1360/60 612 (600-1¼)	1360-1½ 612 (600-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 50306	046°	TDZE	791
W05B		Apt Elev	797

RNAV (GPS) Y RWY 5R

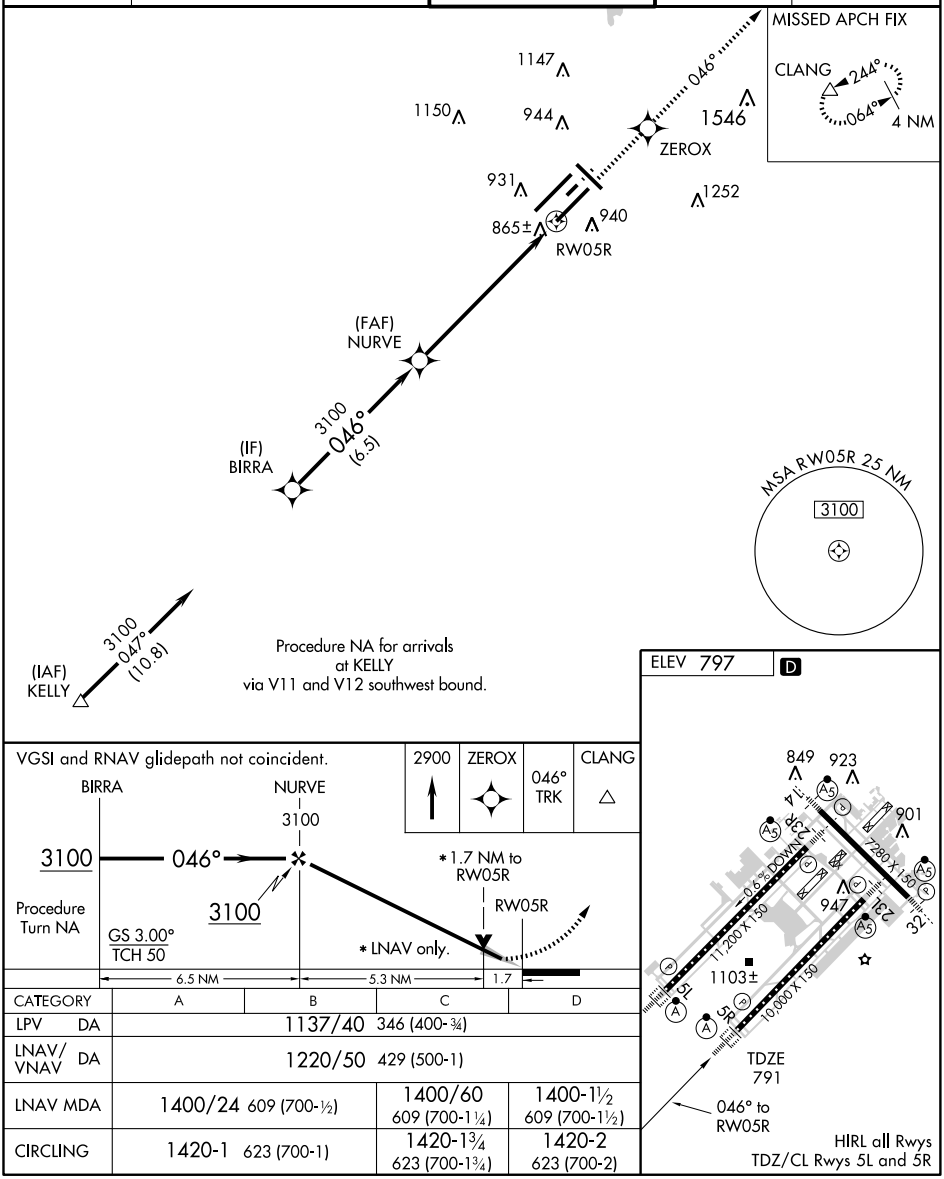
INDIANAPOLIS INTL (IND)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 2900 direct ZEROX and via 046° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1137/40 346 (400-¾)			
LNAV/VNAV DA	1220/50 429 (500-1)			
LNAV MDA	1400/24 609 (700-½)		1400/60 609 (700-1¼)	1400-1½ 609 (700-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7280
CH 42602	137°	TDZE	796
W14A		Apt Elev	797

RNAV (GPS) Y RWY 14

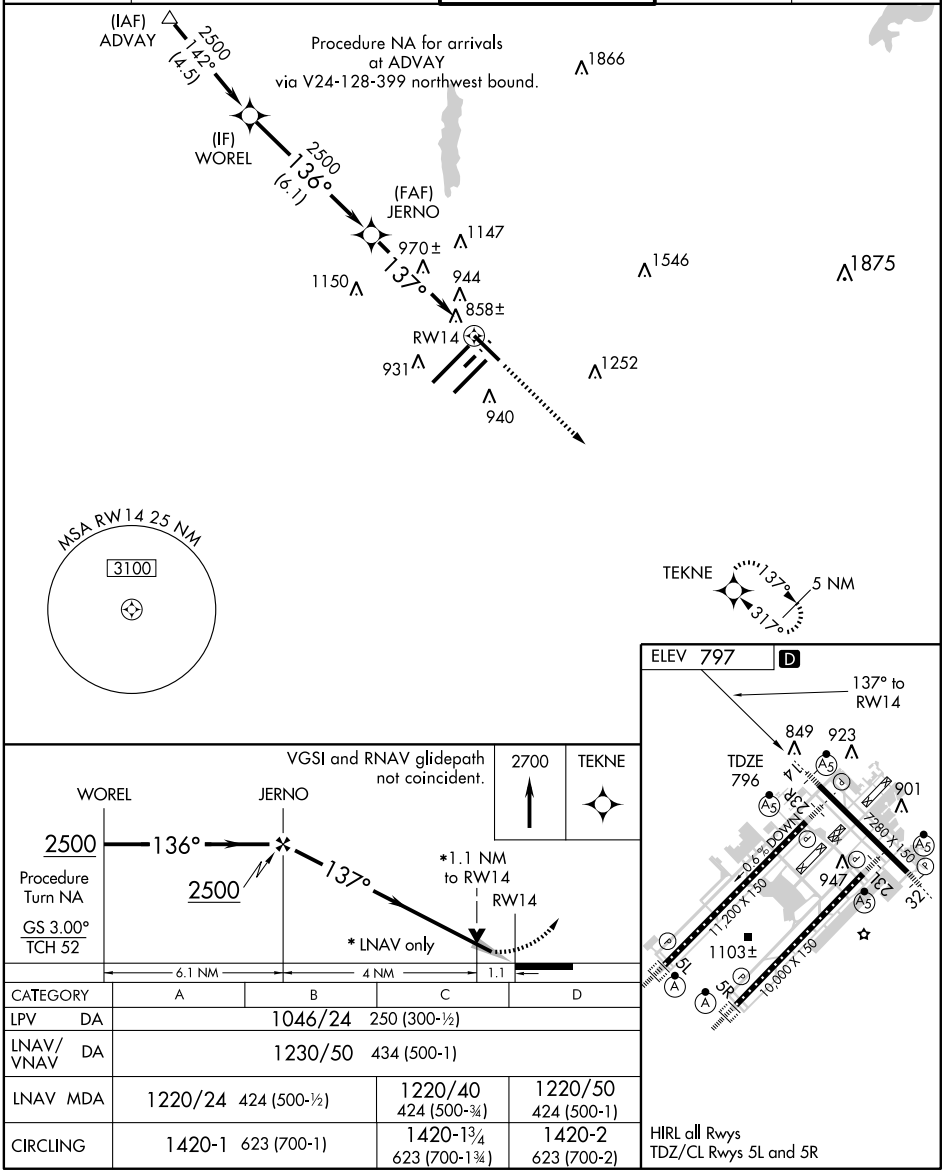
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2700 direct TEKNE and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1046/24 250 (300-½)			
LNAV/VNAV DA	1230/50 434 (500-1)			
LNAV MDA	1220/24 424 (500-½)		1220/40 424 (500-¾)	1220/50 424 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86406	227°	TDZE	790
W23A		Apt Elev	797

RNAV (GPS) Y RWY 23L

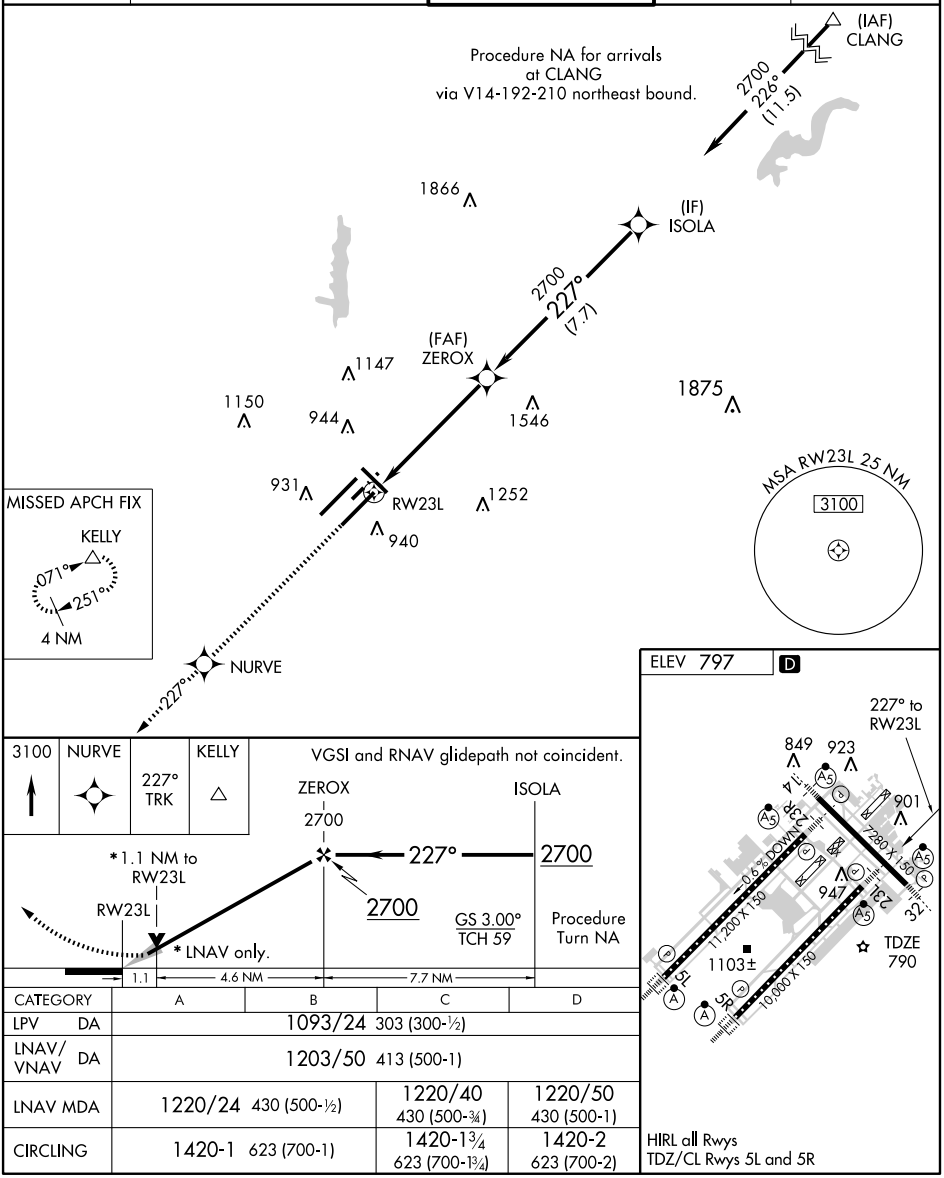
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 3100 direct NURVE and via 227° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1093/24 303 (300-½)			
LNAV/VNAV DA	1203/50 413 (500-1)			
LNAV MDA	1220/24 430 (500-½)		1220/40 430 (500-¾)	1220/50 430 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 11200
CH 77706	227°	TDZE 783
W23B		Apt Elev 797

RNAV (GPS) Y RWY 23R

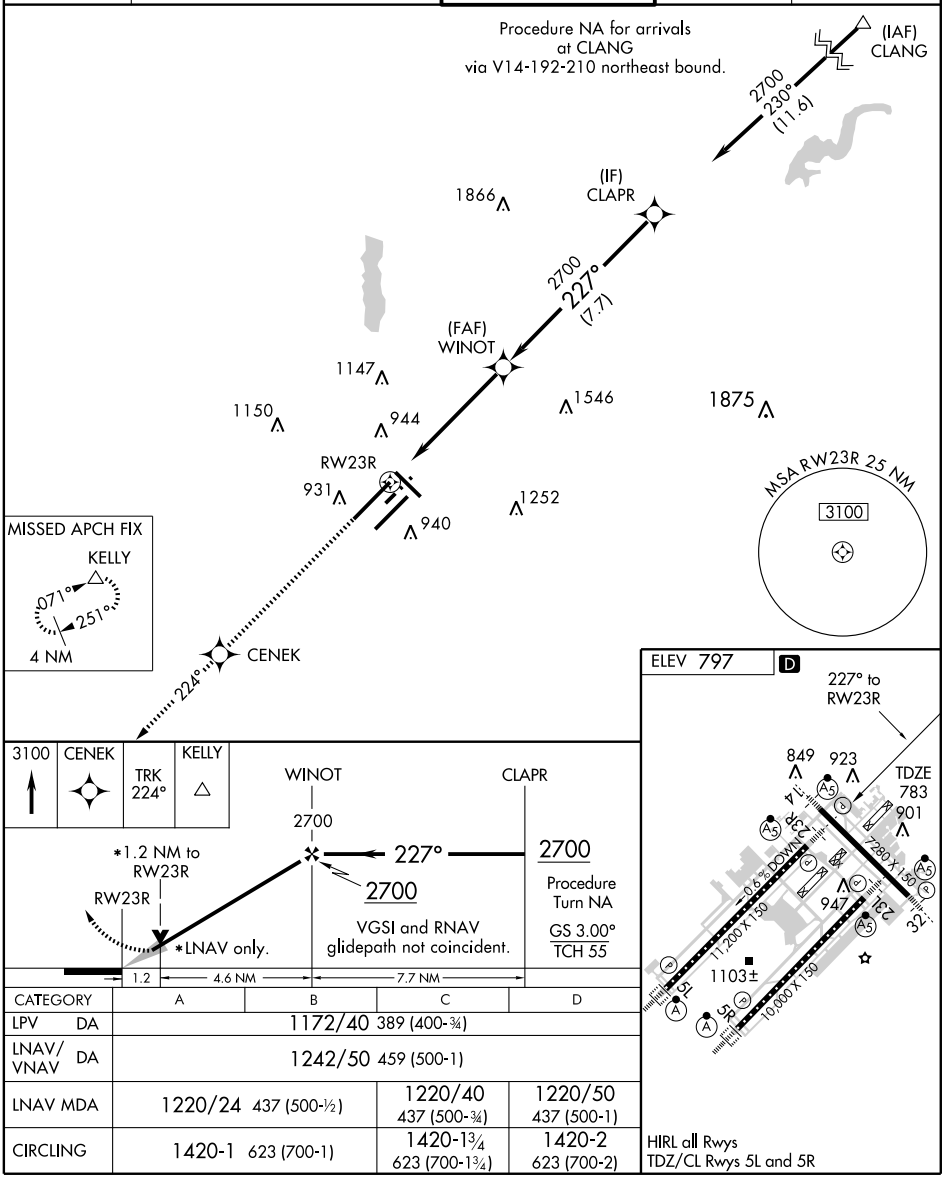
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3100 direct CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
LPV DA	1172/40 389 (400-¾)			
LNAV/VNAV DA	1242/50 459 (500-1)			
LNAV MDA	1220/24 437 (500-½)		1220/40 437 (500-¾)	1220/50 437 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7280
CH 62802	317°	TDZE	792
W32A		Apt Elev	797

RNAV (GPS) Y RWY 32

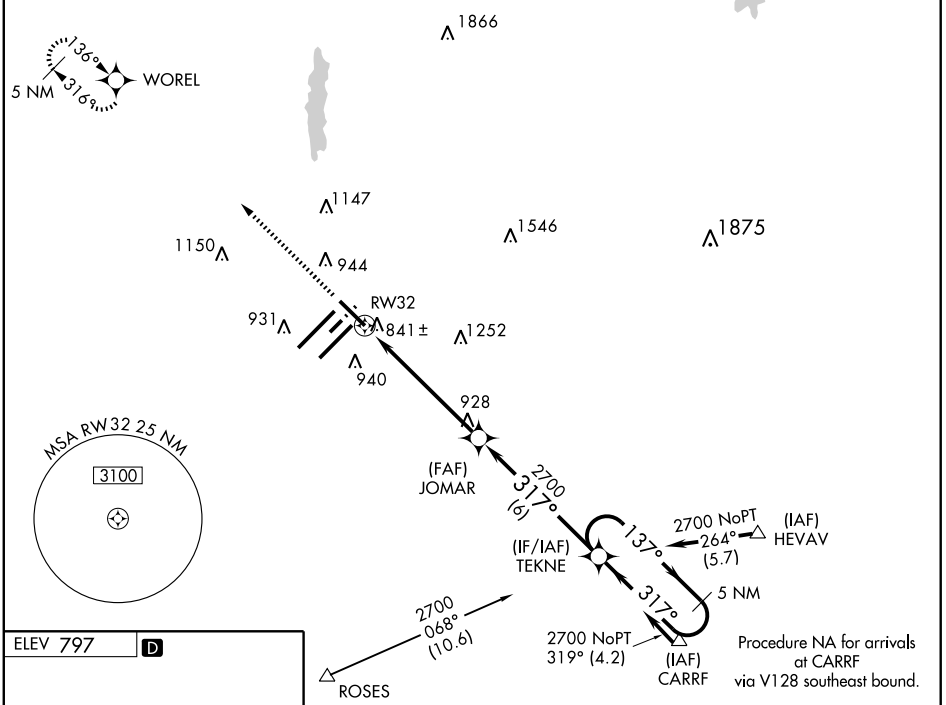
INDIANAPOLIS INTL (IND)

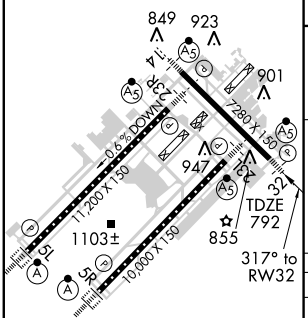
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

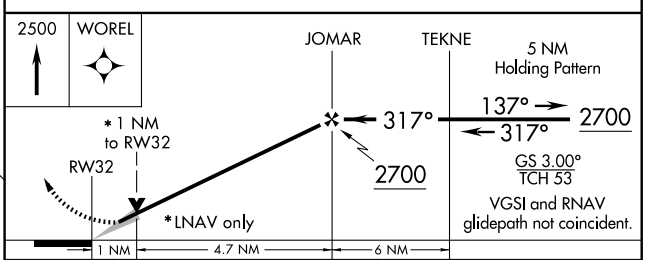
MALSR

MISSED APPROACH: Climb to 2500 direct WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
LPV DA	1042/24 250 (300-½)			
LNAV/VNAV DA	1275/60 483 (500-1¼)			
LNAV MDA	1180/24 388 (400-½)			1180/50 388 (400-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11200
046°	TDZE	748
	Apt Elev	797

RNAV (RNP) Z RWY 5L

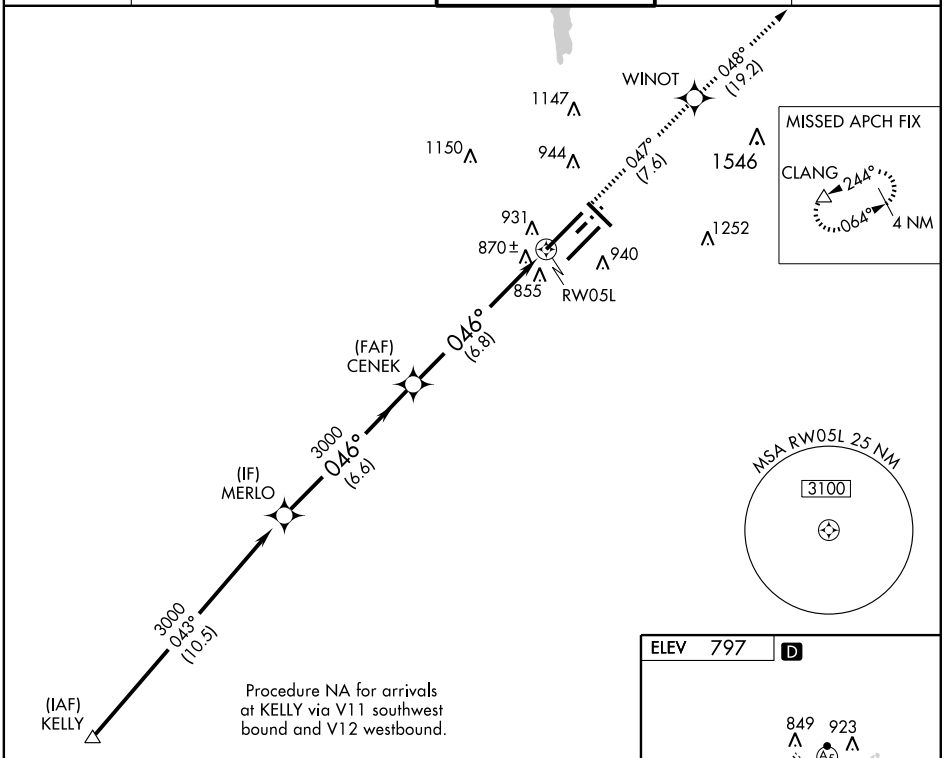
INDIANAPOLIS INTL (IND)

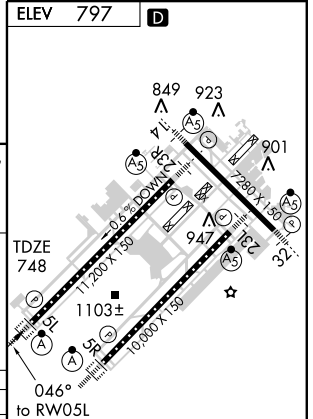
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1¾ mile.

ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to WINOT and 048° track to CLANG and hold.

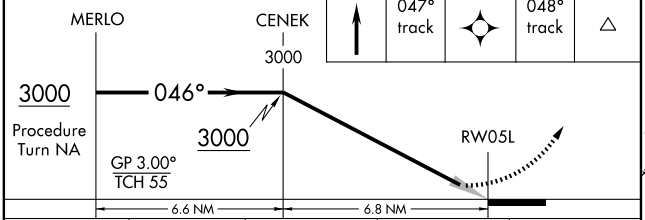
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





VGSI and RNAV glidepath not coincident.

2900	047° track	WINOT	048° track	CLANG



CATEGORY	A	B	C	D
RNP 0.15 DA	1139/50 391 (400-1)			
RNP 0.30 DA	1215/60 467 (500-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
046°	TDZE	791
	Apt Elev	797

RNAV (RNP) Z RWY 5R

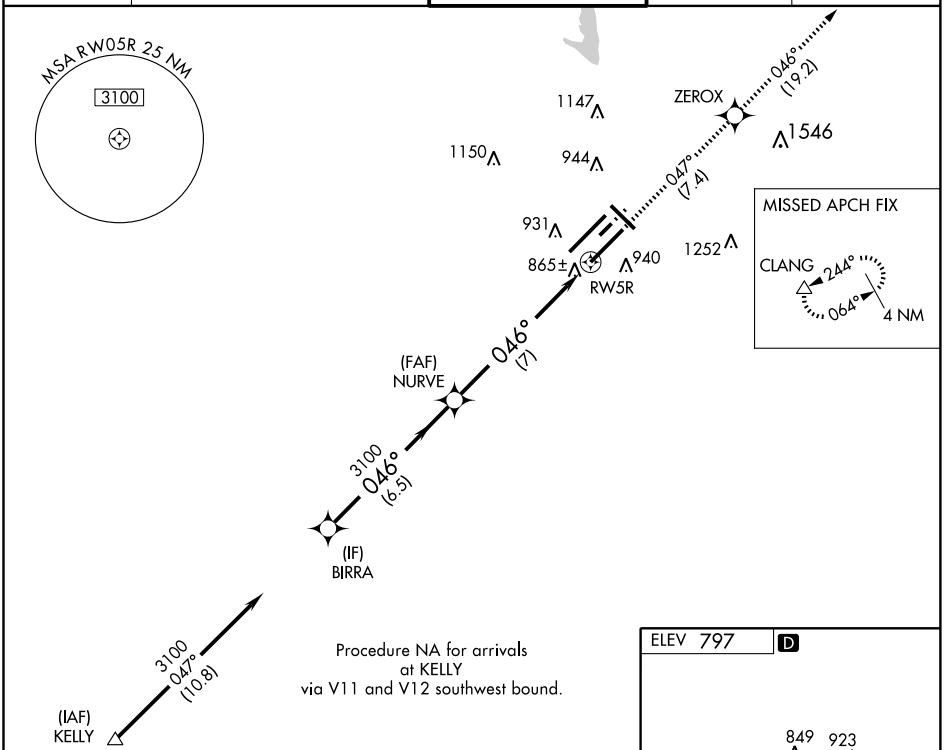
INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.30 and RNP 0.19 visibility to 1½ mile. Visibility reduction by helicopters NA.

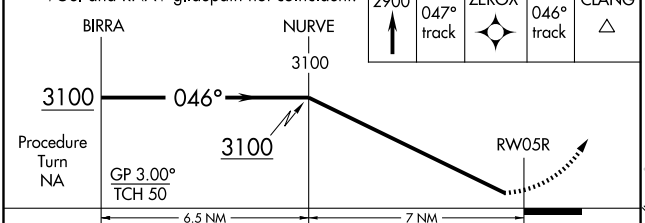
ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to ZEROX and 046° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



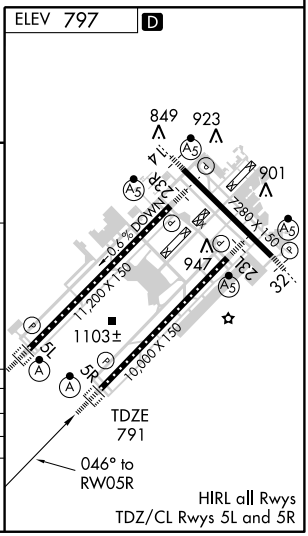
VGSI and RNAV glidepath not coincident.



2900	047° track	ZEROX	046° track	CLANG
↑		◇		△

CATEGORY	A	B	C	D
RNP 0.19 DA	1190/50	399 (400-1)		
RNP 0.30 DA	1219/50	428 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7280
137°	TDZE	796
	Apt Elev	797

RNAV (RNP) Z RWY 14

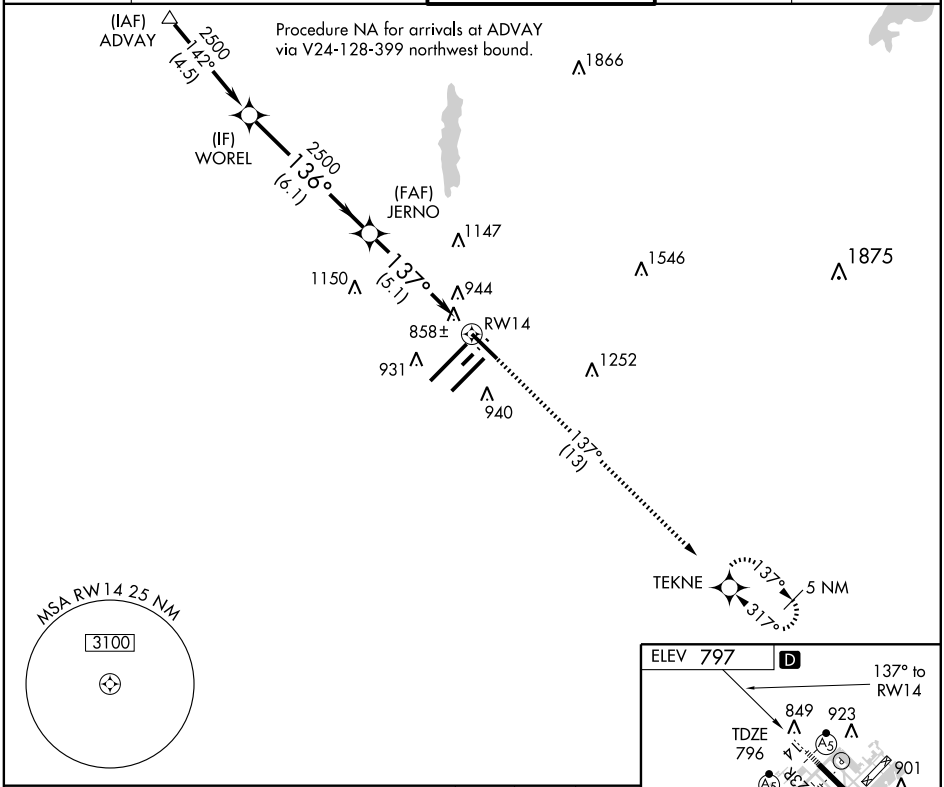
INDIANAPOLIS INTL (IND)

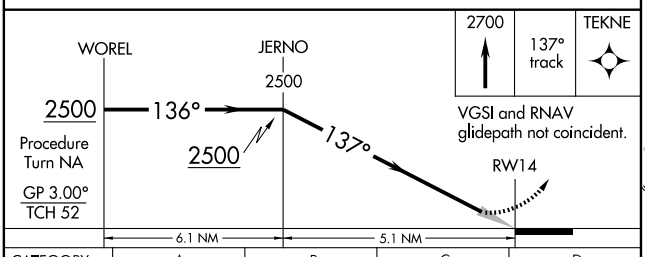
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.22 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2700 via 137° track to TEKNE and hold.

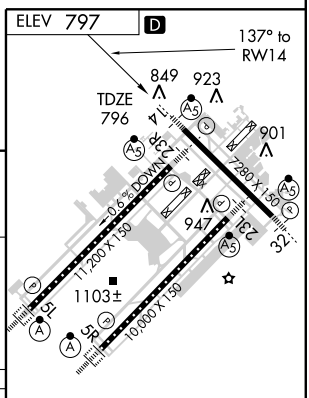
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.22 DA	1093/24	297 (300-½)		
RNP 0.30 DA	1172/40	376 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
227°	TDZE	790
	Apt Elev	797

RNAV (RNP) Z RWY 23L

INDIANAPOLIS INTL (IND)

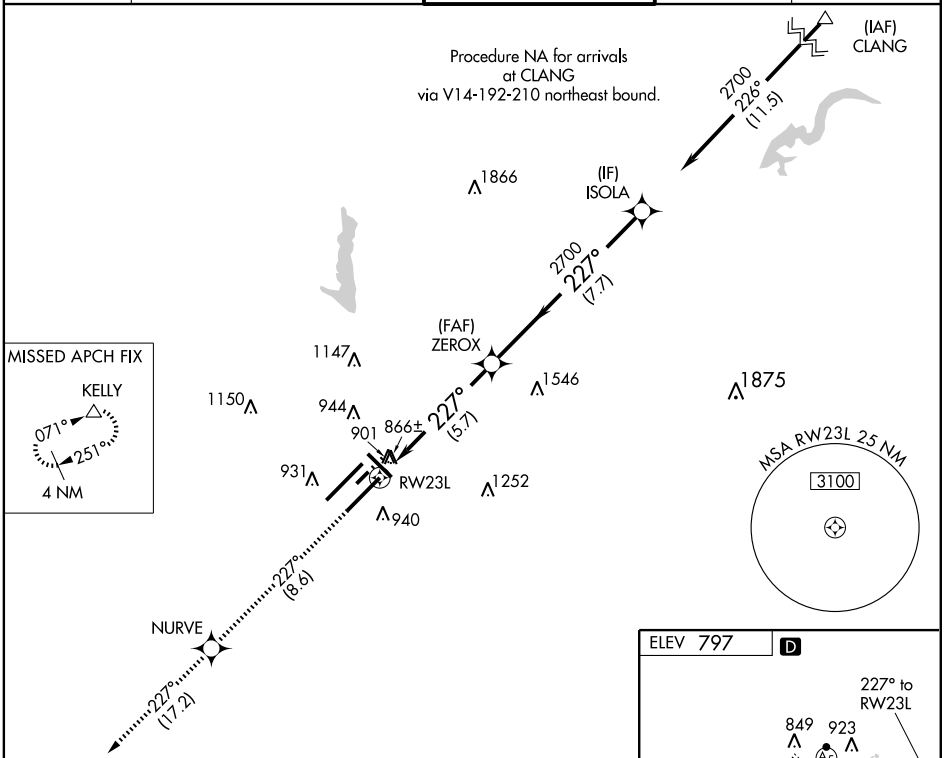
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 and RNP 0.25 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

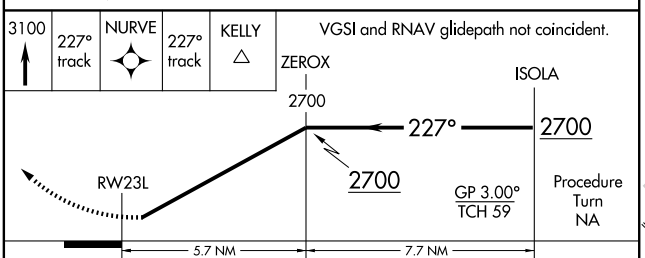
NA

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to NURVE and 227° track to KELLY and hold.

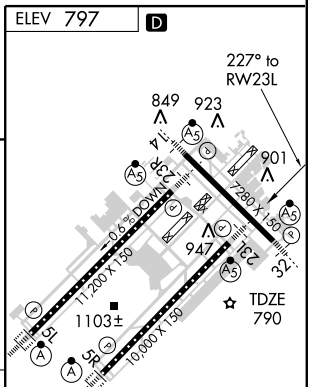
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.25 DA		1168/40	378 (400-¾)	
RNP 0.30 DA		1182/50	392 (400-1)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11200
227°	TDZE	783
	Apt Elev	797

RNAV (RNP) Z RWY 23R

INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at CLANG via V14-192-210 northeast bound.

(IAF) CLANG

2700 230° (11.6)

(IF) CLAPR

1866

2700 227° (7.7)

(FAF) WINOT

1147 1150 944 1546 1875

227° (5.8)

RW23R 923 931 1252 940

MSA RW23R 25 NM 3100

MISSED APCH FIX KELLY 071° 251° 4 NM

227° (8.7)

CENEK

224° (17.1)

ELEV 797 D

227° to RW23R

849 923 TDZE 783 901 947

RW23R 23 28 32

0.6% DOWN

7280 X 150

11,200 X 150

10,000 X 150

1103±

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

3100	227° track	CENEK	224° track	KELLY

WINOT 2700 227° 2700

CLAPR 2700

Procedure Turn NA

GP 3.00° TCH 55

RW23R

VGSI and RNAV glidepath not coincident.

5.8 NM 7.7 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1220/50	437 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7280
317°	TDZE	792
	Apt Elev	797

RNAV (RNP) Z RWY 32

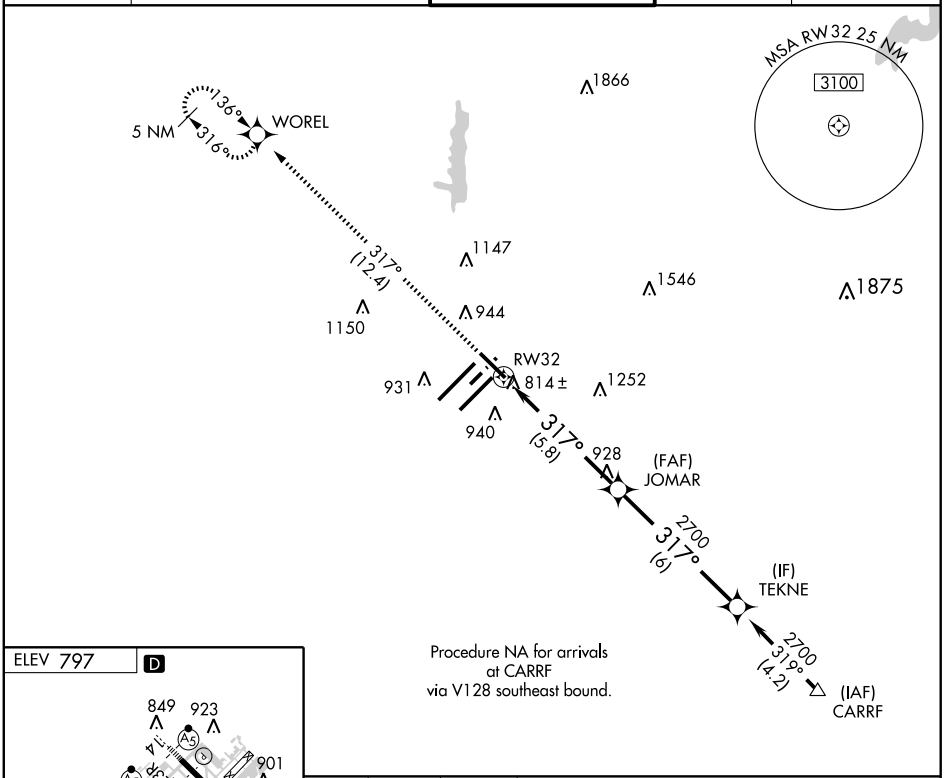
INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.19 visibility to RVR 5000 and RNP 0.30 visibility to 1½.

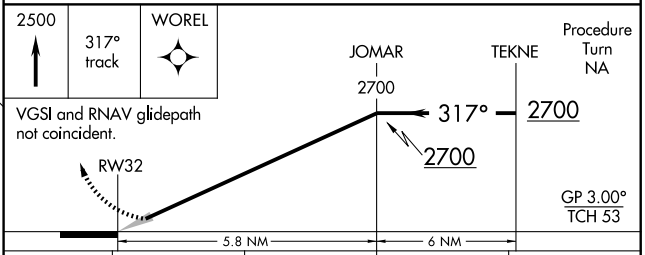
MALSR

MISSED APPROACH: Climb to 2500 via 317° track to WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
RNP 0.19 DA	1090/24 298 (300-½)			
RNP 0.30 DA	1186/50 394 (400-1)			

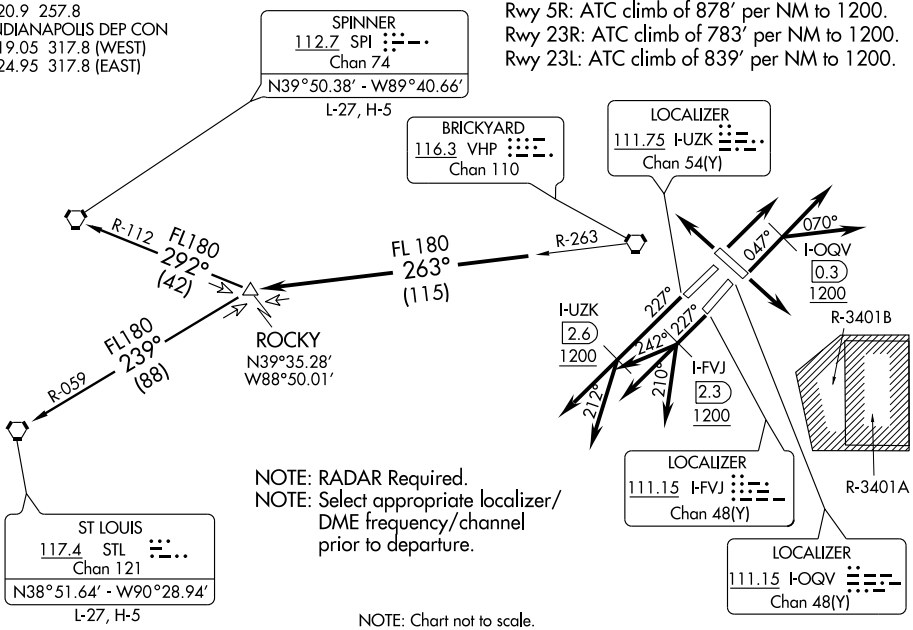
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.9 257.8
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
119.05 317.8 (WEST)
124.95 317.8 (EAST)

TAKE-OFF MINIMUMS:
Rwy 5L, 14, 32: Standard.
Rwy 5R: ATC climb of 878' per NM to 1200.
Rwy 23R: ATC climb of 783' per NM to 1200.
Rwy 23L: ATC climb of 839' per NM to 1200.



NOTE: RADAR Required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clerance to requested altitude ten minutes after departure.

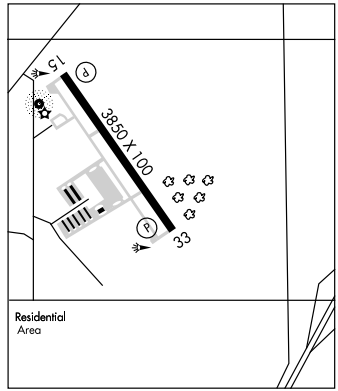
TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

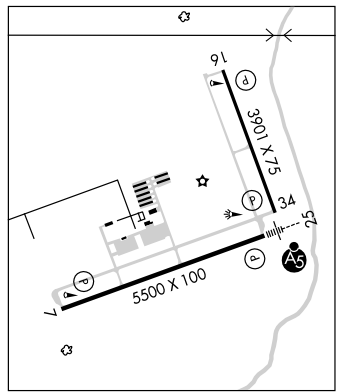
SPINNER TRANSITION (ROCKY5.SPI): From over ROCKY INT via SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY5.STL): From over ROCKY INT via STL R-059 to STL VORTAC.

EC-2, 21 OCT 2010 to 18 NOV 2010

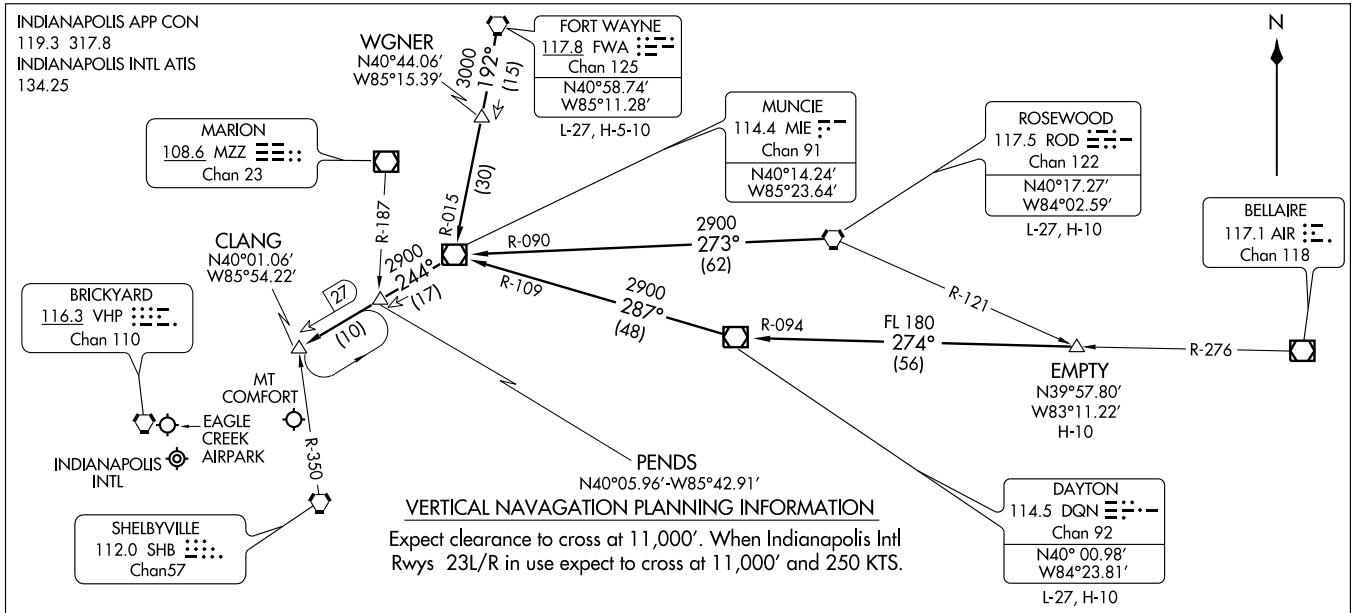
INDIANAPOLIS METROPOLITAN (UMP) 8 NE UTC−5(−4DT) N39°56.11′ W86°02.70′ **ST. LOUIS**
811 B S4 **FUEL** 100LL, JET A TPA 1811(1000) NOTAM FILE HUF **L–27D**
RWY 15–33: H3850X100 (ASPH–AFSC) S–17 MIRL 0.6% up SE **IAP**
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Road.
RWY 33: REIL. PAPI(P4L)—GA 3.5° TCH 27′. Building.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft tkf/ldg from Rwy 15 during calm wind/crosswind conditions; during any questionable period Rwy 15 shall be preferred rwy—call arpt manager 317–487–9594.
WEATHER DATA SOURCES: AWOS–3 338 UMP (317) 842–3911.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 121.625
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 330° 20.8 NM to fld. 810/1E. **HIWAS.**
METROPOLITAN NDB (MHW) 338 UMP N39°56.26′ W86°03.01′ at fld. **AWOS–3.**



MOUNT COMFORT (MQJ) 12 E UTC−5(−4DT) N39°50.61′ W85°53.82′ **ST. LOUIS**
862 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 07–25: H5500X100 (ASPH–GRVD) S–30, D–65, 2S–83 HIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 46′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 16–34: H3901X75 (CONC) S–12.5 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 31′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1130–0300Z‡. For attendant on Christmas and Thanksgiving Day or for outside normal opr hrs call 317–335–3320. Rwy 16–34 and Twy B not avbl to air carrier acft with more than 30 passenger seats. ACTIVATE HIRL Rwy 07–25 and MALSR Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (317) 335–3037.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 119.25
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 344° 13.1 NM to fld. 810/1E. **HIWAS.**
ILS 108.7 I–MQJ Rwy 25. Unmonitored.



CLANG FIVE ARRIVAL
(CLANG.CLANG5) 09183



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

(CLANG.CLANG5) 09183
CLANG FIVE ARRIVAL

ST-203 (FAA)

INDIANAPOLIS, INDIANA

INDIANAPOLIS, INDIANA

LOC I-MQJ	APP CRS	Rwy Idg	5500
108.7	252°	TDZE	861
		Apt Elev	862

ILS or LOC RWY 25

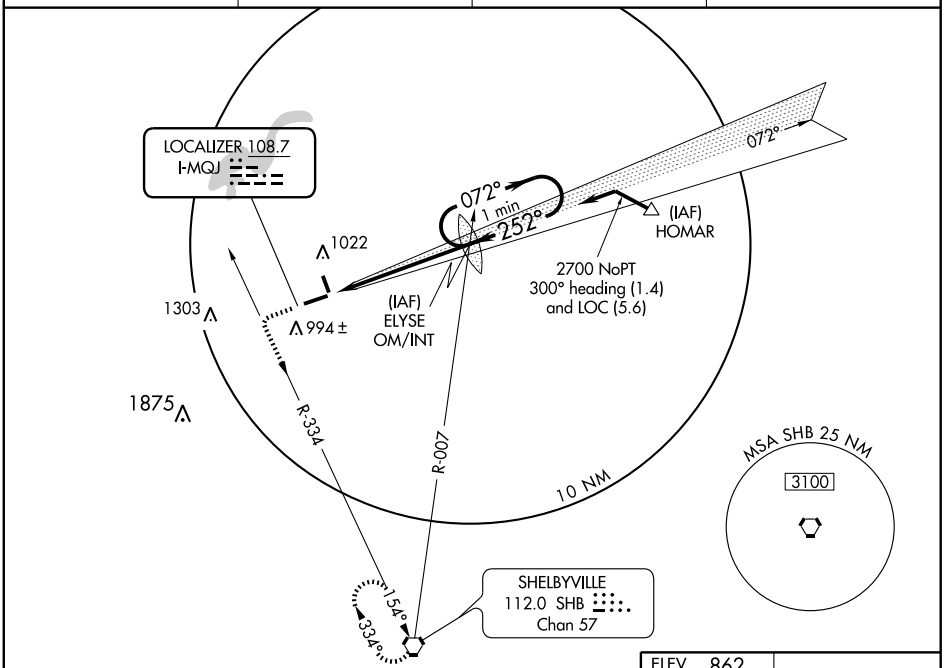
INDIANAPOLIS/MOUNT COMFORT (MQJ)

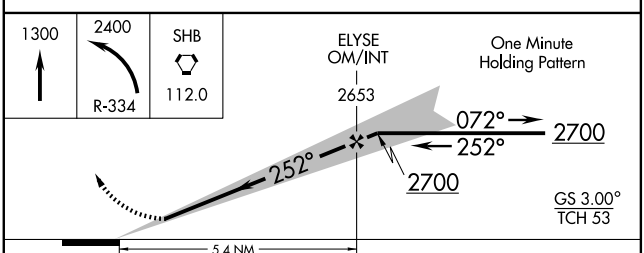
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cat D visibility ¼ mile.

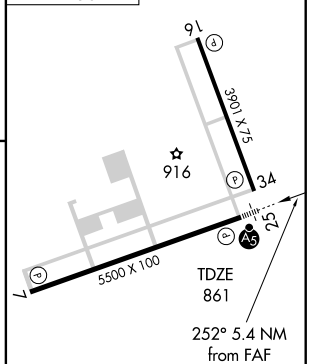
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2400 via SHB R-334 to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 25	1061-½ 200 (200-½)			
S-LOC 25	1280-½ 419 (500-½)		1280-¾ 419 (500-¾)	
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3901
162°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 16

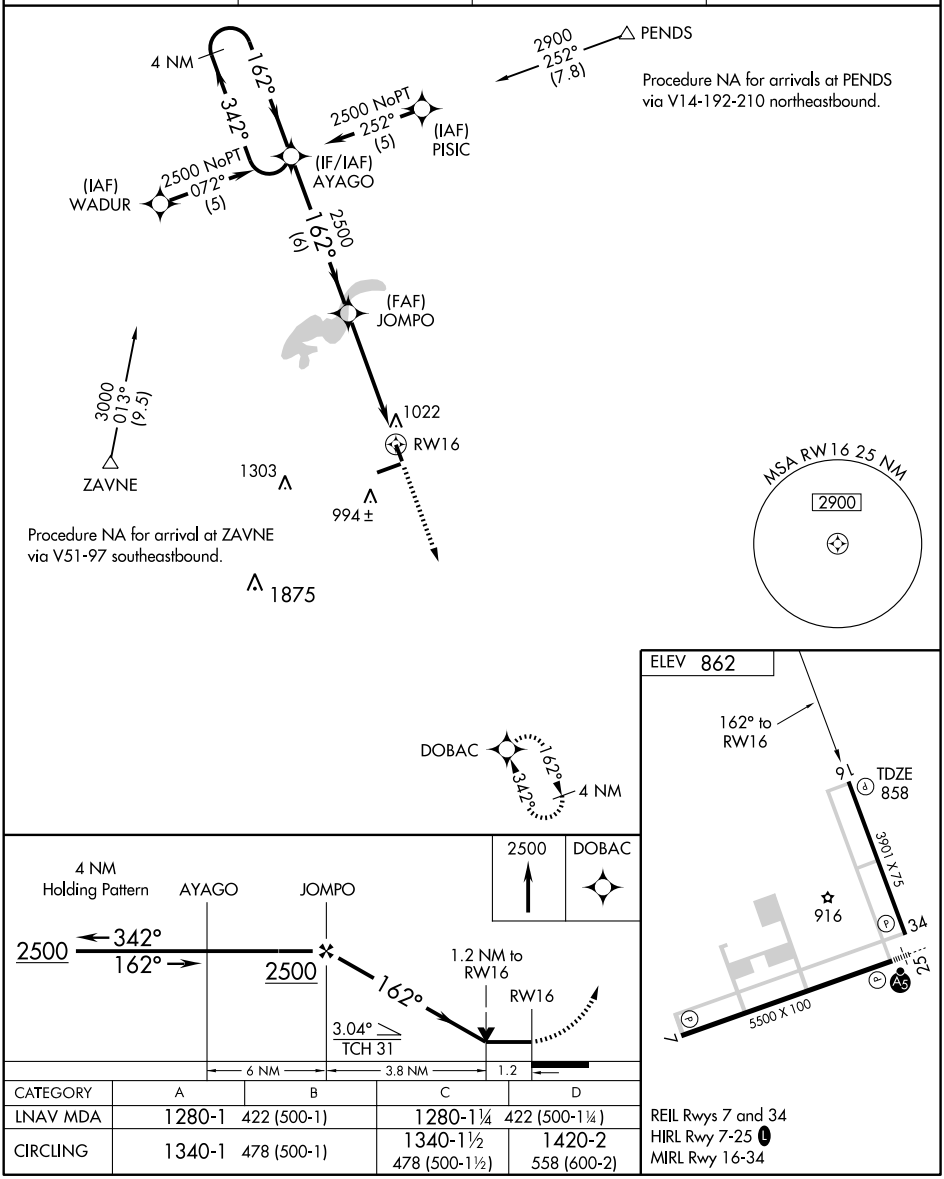
INDIANAPOLIS/MOUNT COMFORT (MQJ)

T
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOBAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1280-1	422 (500-1)	1280-1¼	422 (500-1¼)
CIRCLING	1340-1	478 (500-1)	1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 56310	252°	TDZE	861
W25A		Apt Elev	862

RNAV (GPS) RWY 25

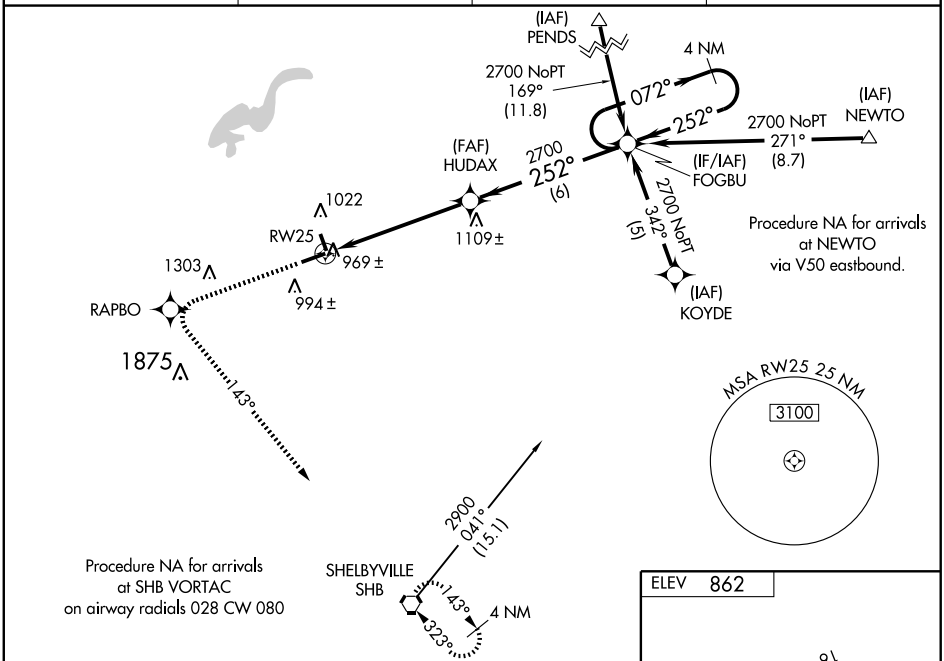
INDIANAPOLIS/MOUNT COMFORT (MQJ)

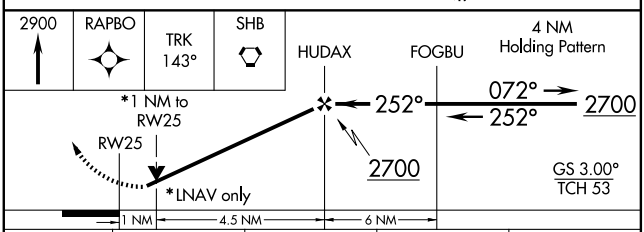
▼ ⚠ NA — For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1 mile and Cat D to 1¼ mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities ½ mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

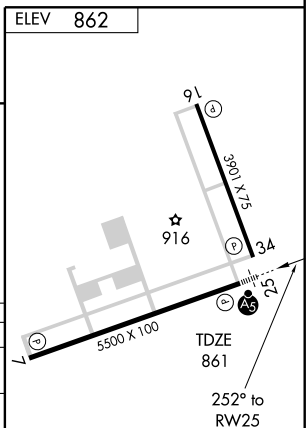
MISSED APPROACH: Climb to 2900 direct RAPBO and via 143° track to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1161-¾ 300 (300-¾)			
LNAV/VNAV DA	1260-1 399 (400-1)			
LNAV MDA	1220-¾ 359 (400-¾)			1220-1 359 (400-1)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)



REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3901
342°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 34

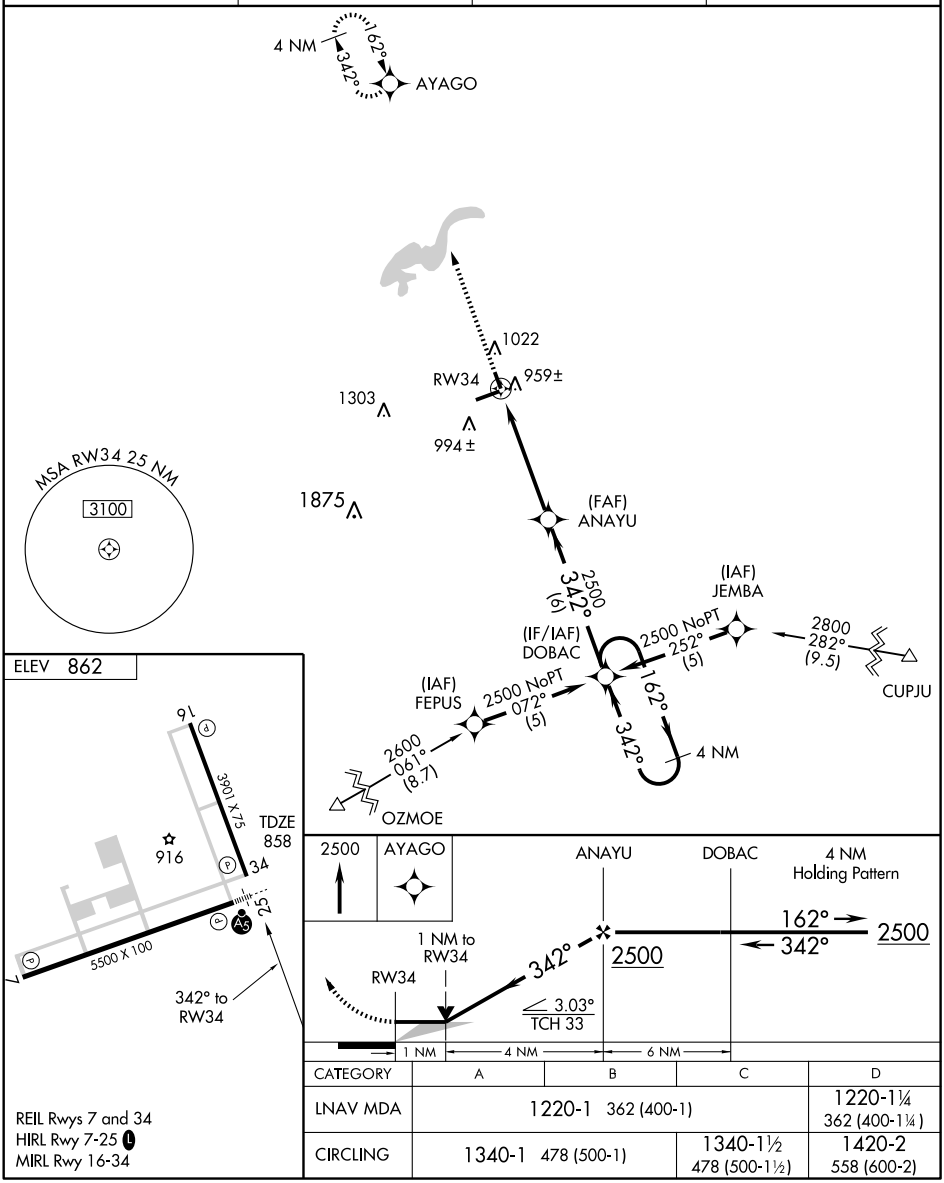
INDIANAPOLIS/MOUNT COMFORT (MQJ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 346°	Rwy Idg 3901 TDZE 858 Apt Elev 862

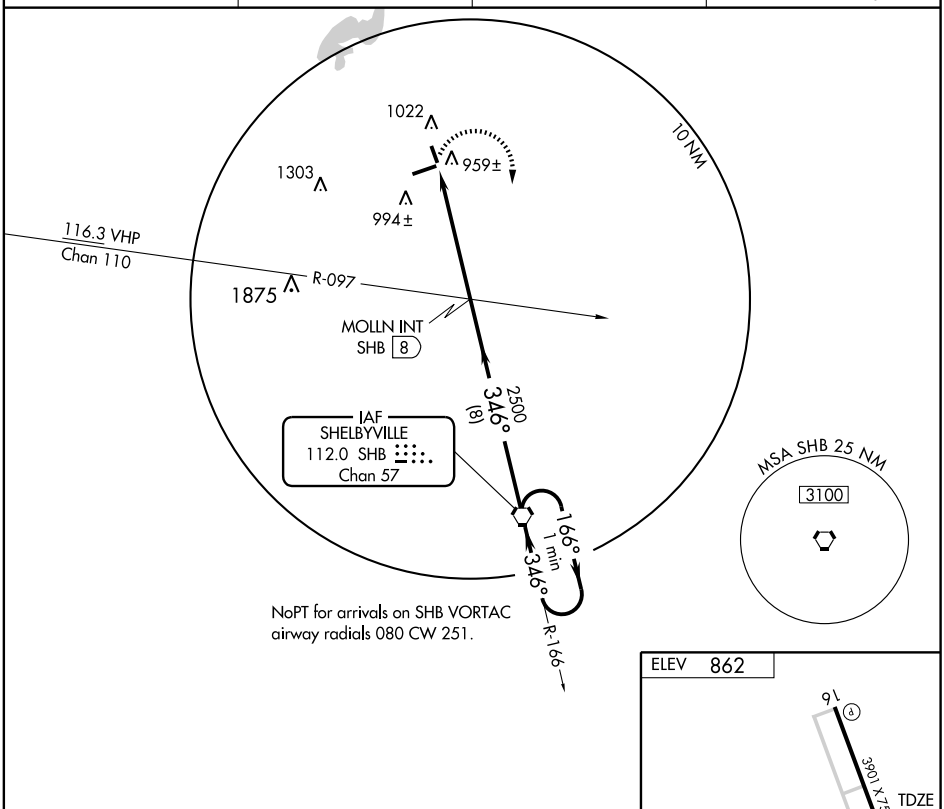
VOR RWY 34

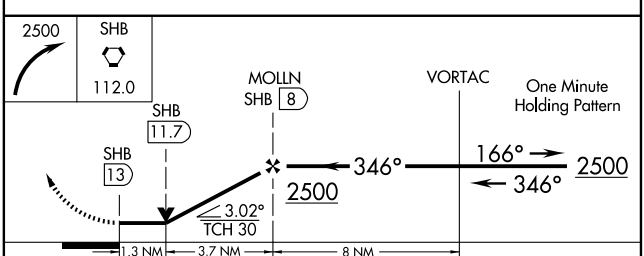
INDIANAPOLIS/MOUNT COMFORT (MQJ)

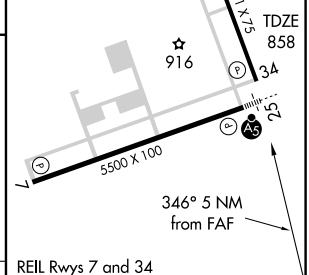
When local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA 60 feet, increase S-34 Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
S-34	1300-1 442 (500-1)		1300-1¼ 442 (500-1¼)	1300-1½ 442 (500-1½)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS EXECUTIVE (TYQ) 14 NW UTC−5(−4DT) N40°01.84′ W86°15.09′ **CHICAGO**

922 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE HUF **H–5E, 10F, L–27D**

RWY 18–36: H5500X100 (CONC–GRVD) S–45, D–60 HIRL **IAP**

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 45′. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 57′. Crops.

AIRPORT REMARKS: Attended 1100–0100Z‡. For svcs after hrs call arpt manager on 317–339–1554. HIRL Rwy 18–36 preset low ints dusk to 0330Z‡, to increase ints and ACTIVATE REIL Rwys 18 and 36 and VASI Rwy 18 and PAPI Rwy 36—CTAF. After 0330Z‡ ACTIVATE HIRL Rwy 18–36 and REIL Rwys 18 and 36 and VASI Rwy 18 and PAPI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.725 (317) 769–3154.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **APP/DEP CON** 127.15 (Active Rwy 14–32 at IND) 124.65 (Active Rwy 05–23 at IND)

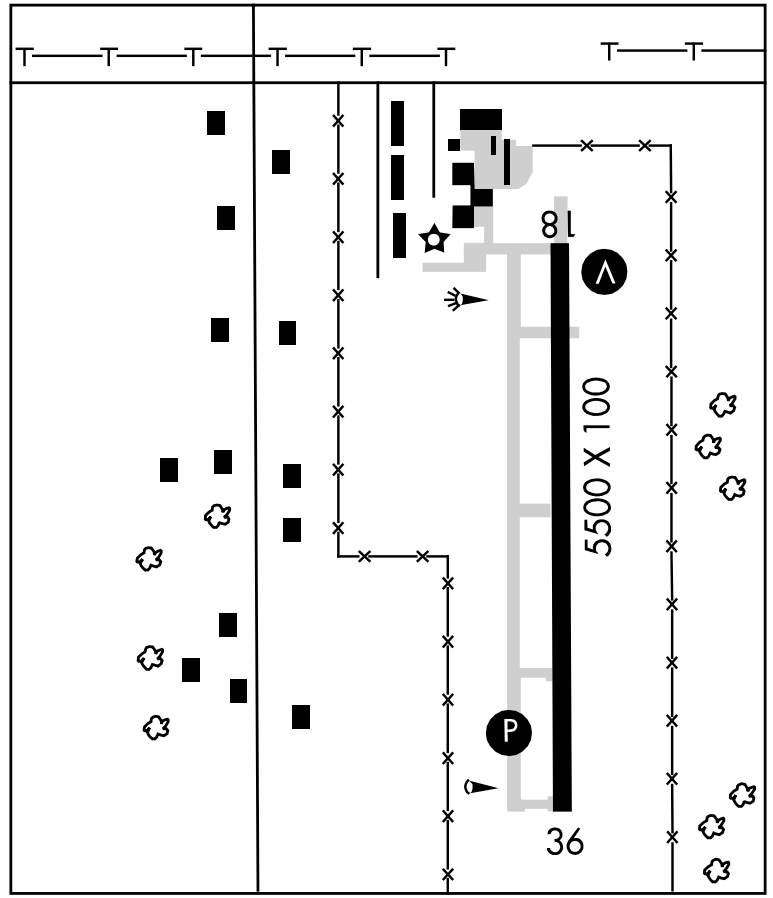
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 021° 14 NM to fld. 823/1E.

ZIONSVILLE NDB (MHW) 248 HZP N39°56.38′ W86°14.92′ 002° 5.5 NM to fld. Unmonitored.

ILS 111.3 I–TYQ Rwy 36.

COMM/NAV/WEATHER REMARKS: APP/DEP CON sectorization based on active rwy at Indianapolis International arpt.



LOC I-TYQ	APP CRS	Rwy Idg	5500
111.3	002°	TDZE	922
		Apt Elev	922

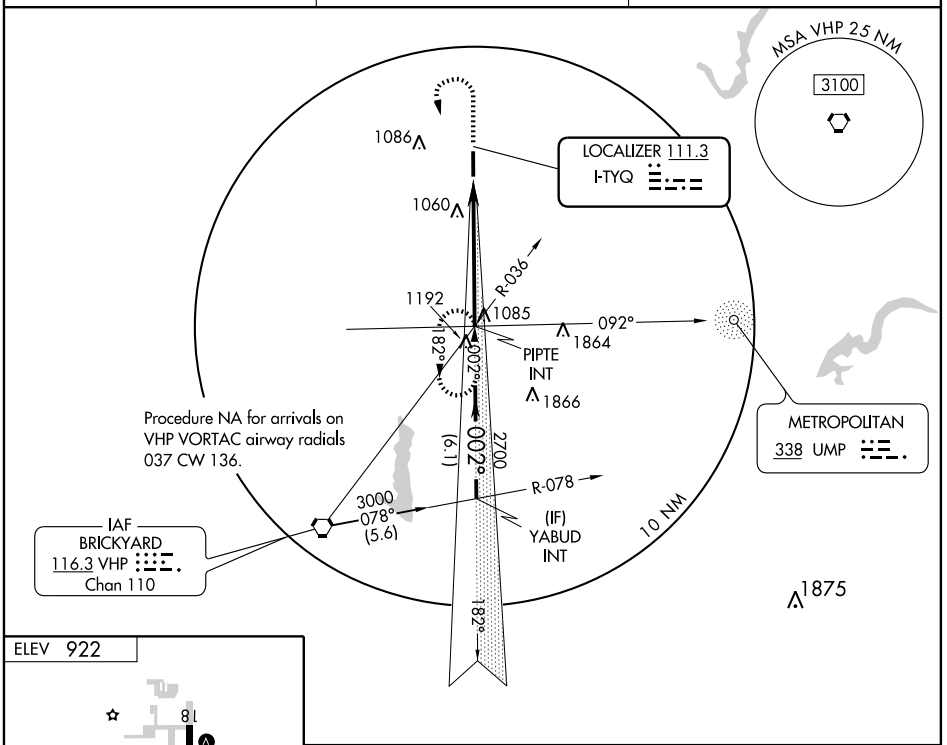
ILS or LOC RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

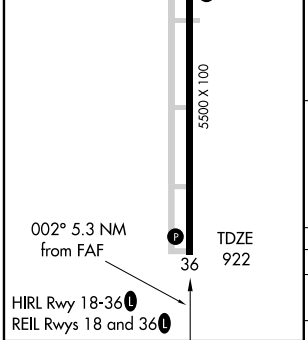
ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities ¼ mile, increase all MDA 80 feet, and S-LOC Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



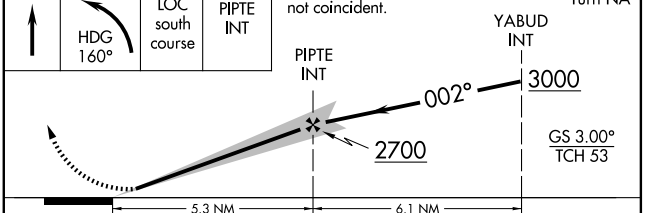


FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2200	3000	LOC	PIPTE
↑	HDG 160°	south course	INT

VGSI and ILS glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
S-ILS 36	1122-¾ 200 (200-¾)			
S-LOC 36	1340-1 418 (500-1)		1340-1¼ 418 (400-1¼)	
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

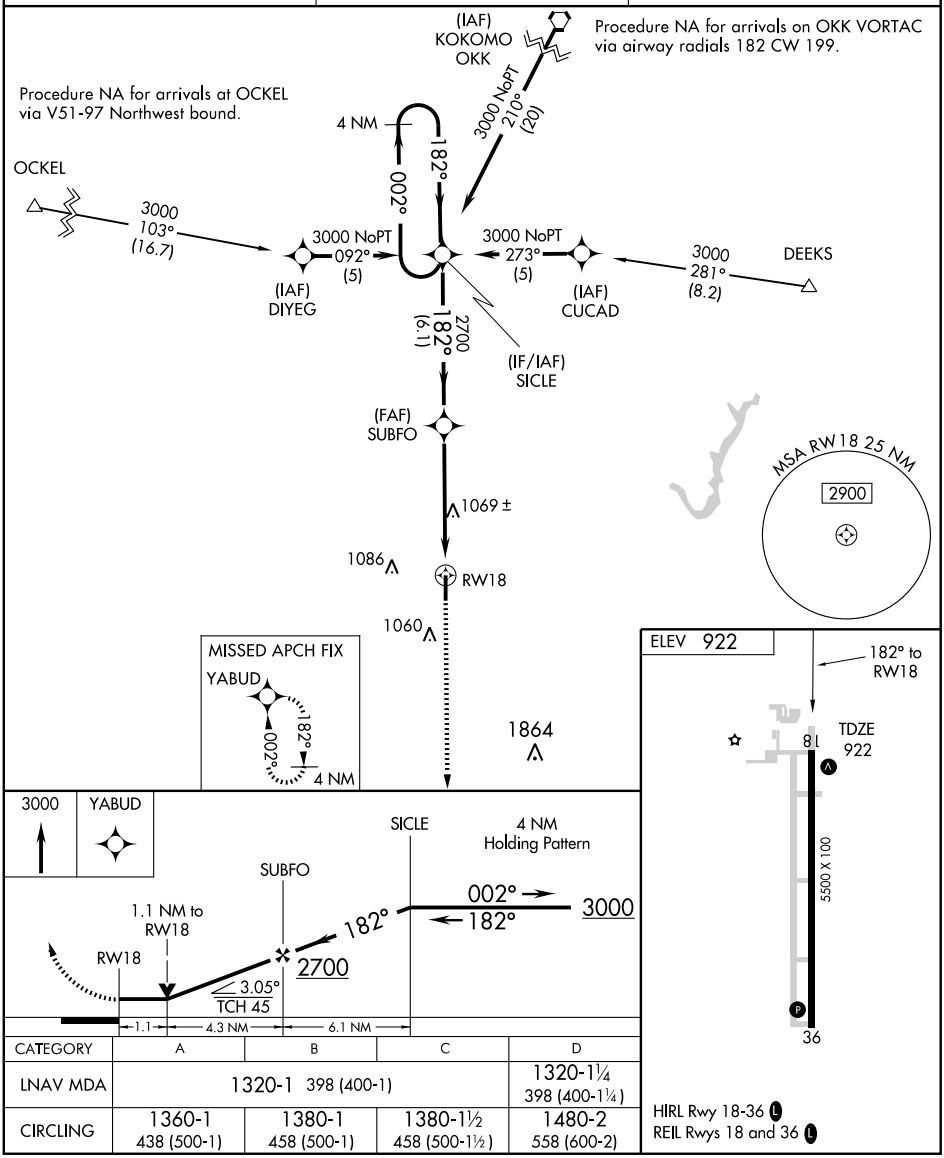
APP CRS	Rwy Idg	5500
182°	TDZE	922
	Apt Elev	922

RNAV (GPS) RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.
NA

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53599 W36A | APP CRS 002° | Rwy Idg 5500 TDZE 922 Apt Elev 922

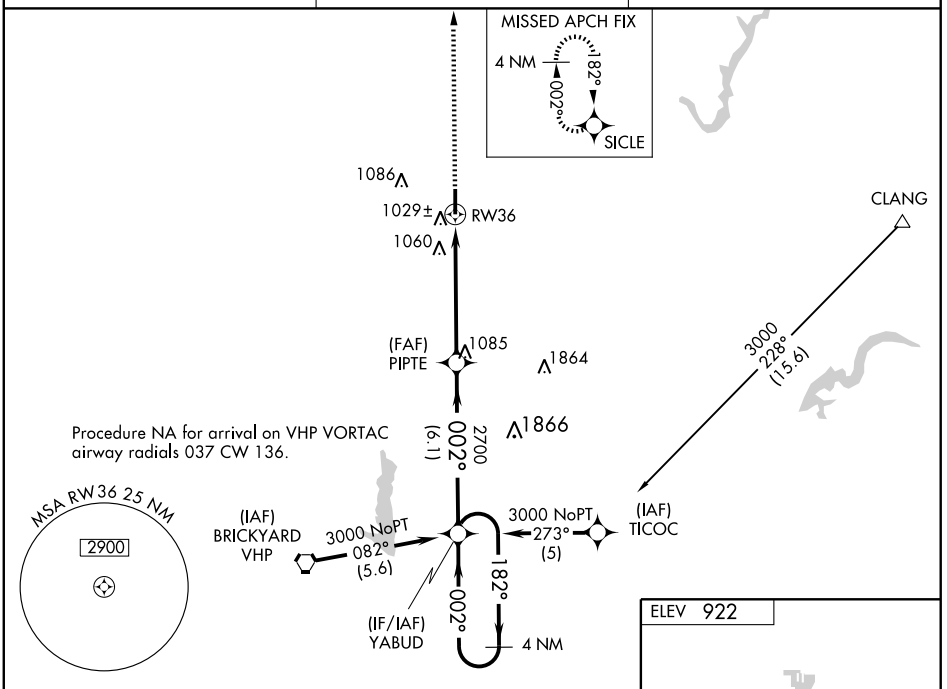
RNAV (GPS) RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

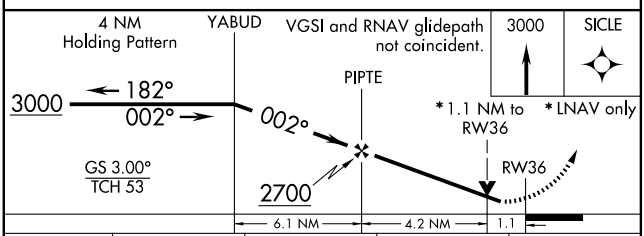
NA

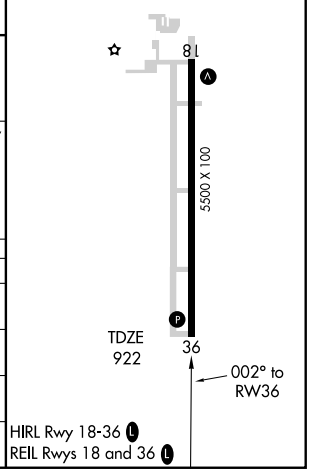
Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct SICLE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1209-1 287 (300-1)			
LNAV/VNAV DA	1299-1¼ 377 (400-1¼)			
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP **116.3** Chan **110**

APP CRS **201°**

Rwy Idg **5500**
TDZE **922**
Apt Elev **922**

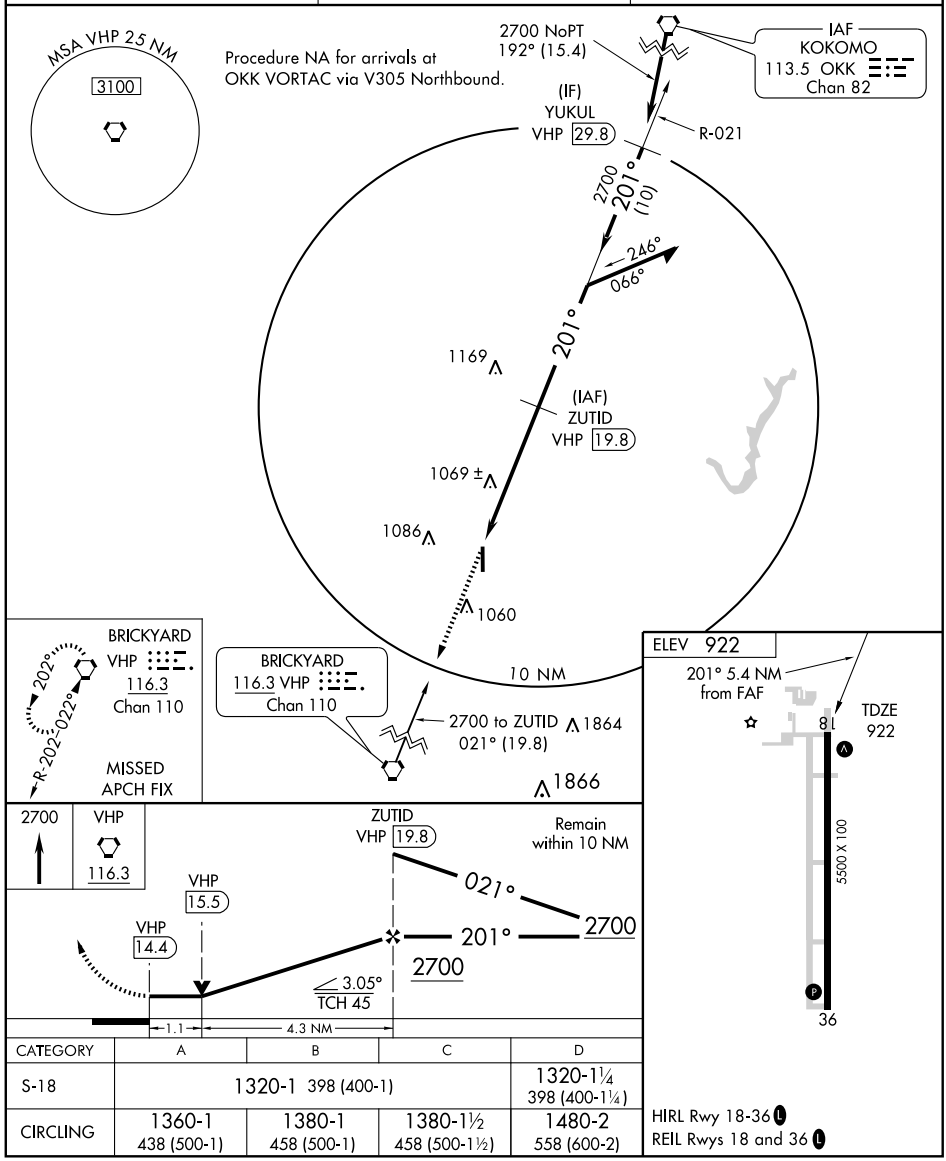
VOR/DME RWY 18

INDIANAPOLIS EXECUTIVE (TYQ)

T NA — Visibility reduction by helicopters NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-18 Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	**124.65 127.15 317.8**	**123.05** (CTAF) L



CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	022°	TDZE	922
Chan 110		Apt Elev	922

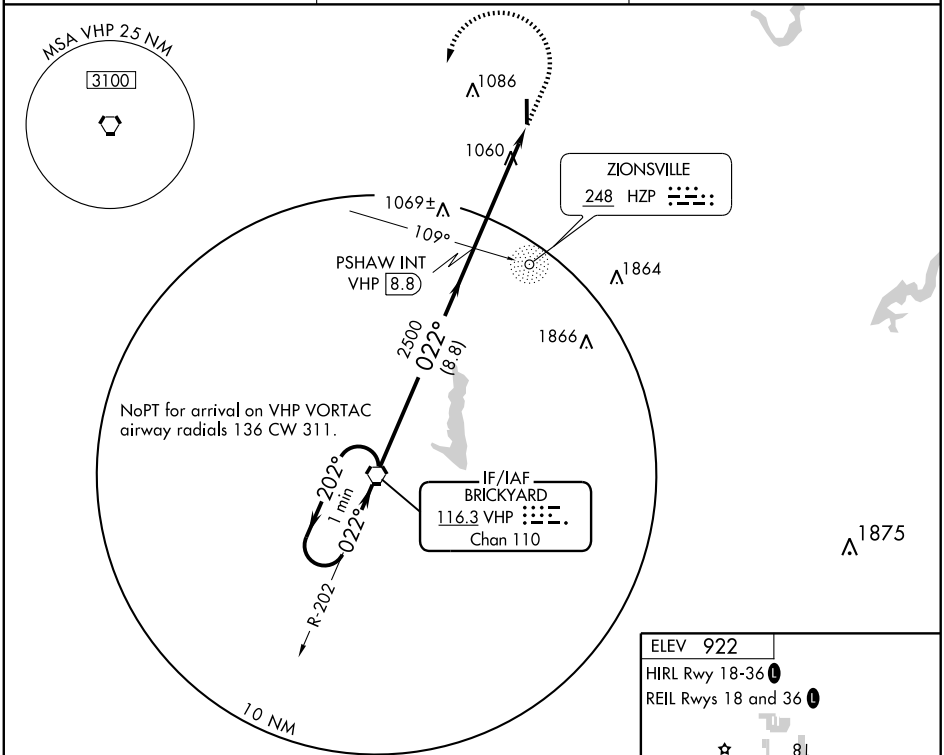
VOR RWY 36

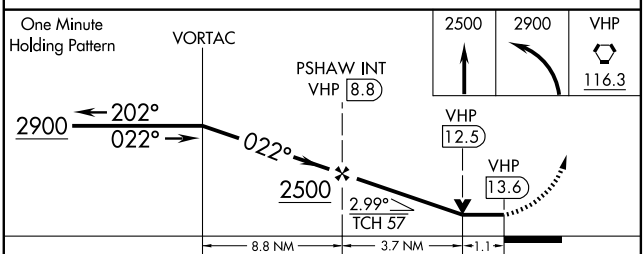
INDIANAPOLIS EXECUTIVE (TYQ)

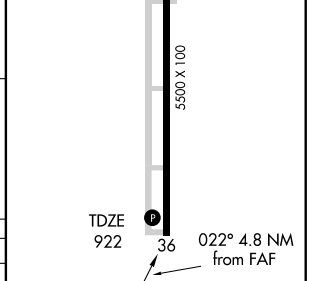
V A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME or ADF REQUIRED.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2900 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







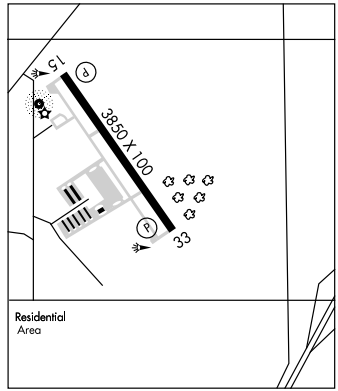
CATEGORY	A	B	C	D
S-36	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

FAF to MAP 4.8 NM

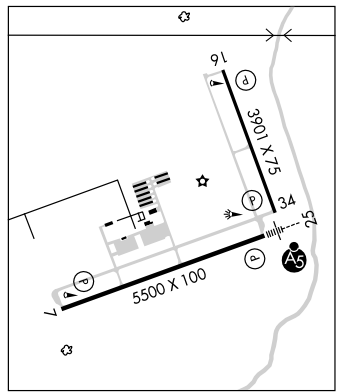
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

INDIANAPOLIS METROPOLITAN (UMP) 8 NE UTC−5(−4DT) N39°56.11′ W86°02.70′ **ST. LOUIS**
811 B S4 **FUEL** 100LL, JET A TPA 1811(1000) NOTAM FILE HUF **L–27D**
RWY 15–33: H3850X100 (ASPH–AFSC) S–17 MIRL 0.6% up SE **IAP**
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Road.
RWY 33: REIL. PAPI(P4L)—GA 3.5° TCH 27′. Building.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft tkf/ldg from Rwy 15 during calm wind/crosswind conditions; during any questionable period Rwy 15 shall be preferred rwy—call arpt manager 317–487–9594.
WEATHER DATA SOURCES: AWOS–3 338 UMP (317) 842–3911.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 121.625
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 330° 20.8 NM to fld. 810/1E. **HIWAS.**
METROPOLITAN NDB (MHW) 338 UMP N39°56.26′ W86°03.01′ at fld. **AWOS–3.**



MOUNT COMFORT (MQJ) 12 E UTC−5(−4DT) N39°50.61′ W85°53.82′ **ST. LOUIS**
862 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 07–25: H5500X100 (ASPH–GRVD) S–30, D–65, 2S–83 HIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 46′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 16–34: H3901X75 (CONC) S–12.5 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 31′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1130–0300Z‡. For attendant on Christmas and Thanksgiving Day or for outside normal opr hrs call 317–335–3320. Rwy 16–34 and Twy B not avbl to air carrier acft with more than 30 passenger seats. ACTIVATE HIRL Rwy 07–25 and MALSR Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (317) 335–3037.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15 **CLNC DEL** 119.25
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 344° 13.1 NM to fld. 810/1E. **HIWAS.**
ILS 108.7 I–MQJ Rwy 25. Unmonitored.



NDB UMP	APP CRS	Rwy Idg	3850
338	161°	TDZE	805
		Apt Elev	811

NDB RWY 15

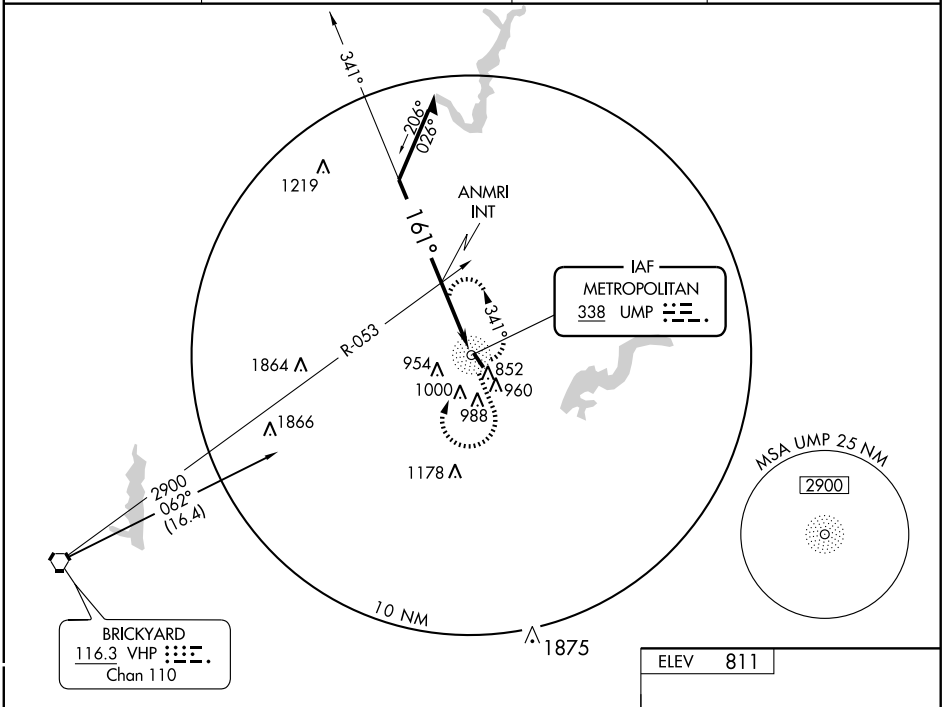
INDIANAPOLIS METROPOLITAN (UMP)

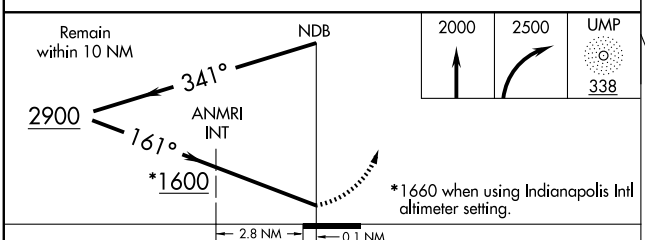
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-15 and Circling Cat C visibility ¼ mile.

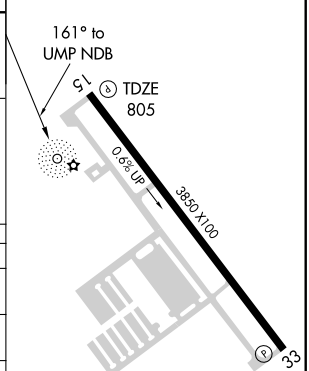
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)







CATEGORY	A	B	C	D
S-15	1600-1 795 (800-1)	1600-1¼ 795 (800-1¼)	1600-2¼ 795 (800-2¼)	NA
CIRCLING	1600-1 789 (800-1)	1600-1¼ 789 (800-1¼)	1600-2¼ 789 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1 435 (500-1)		1240-1¼ 435 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3850
149°	TDZE	805
	Apt Elev	811

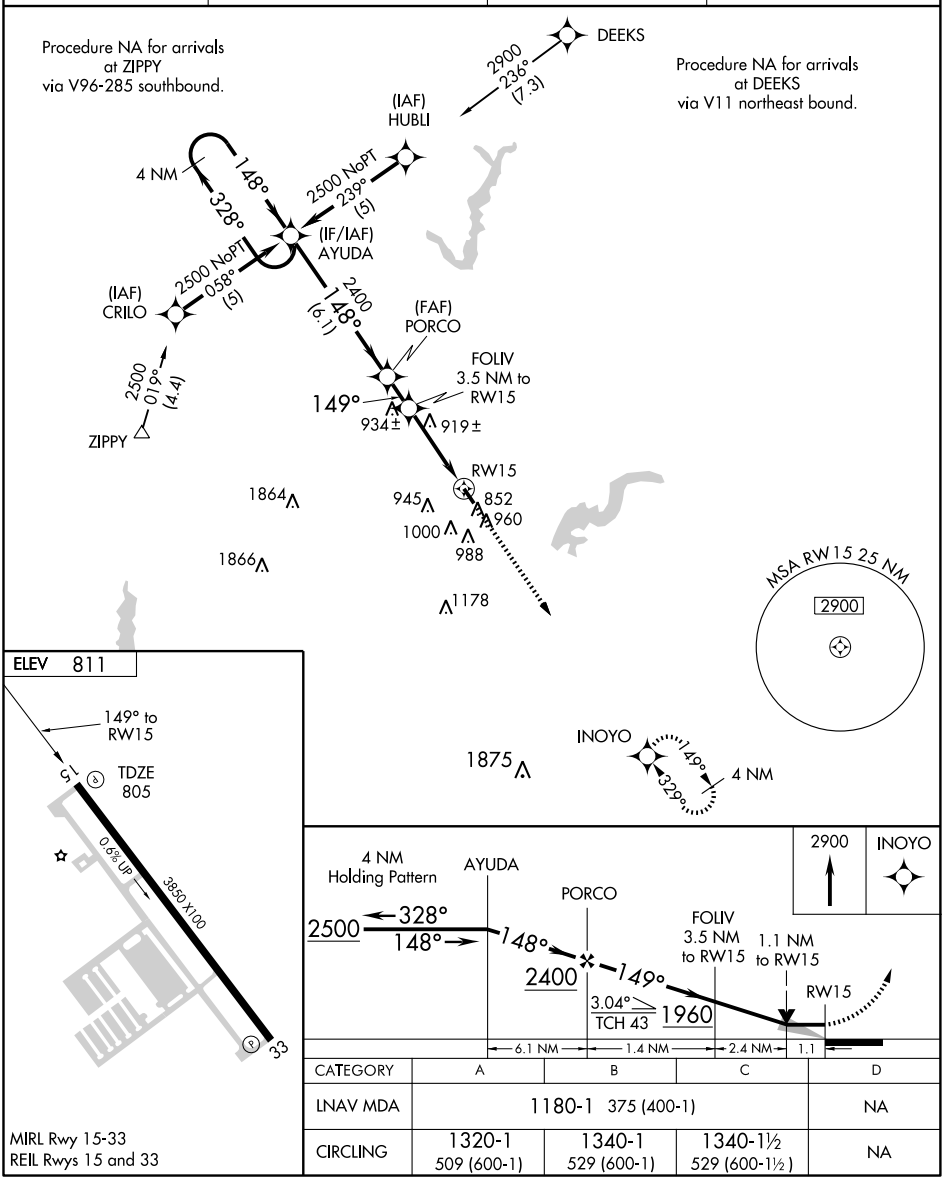
RNAV (GPS) RWY 15

INDIANAPOLIS METROPOLITAN (UMP)

NA — DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct INOYO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1180-1 375 (400-1)			NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3850
329°	TDZE	811
	Apt Elev	811

RNAV (GPS) RWY 33

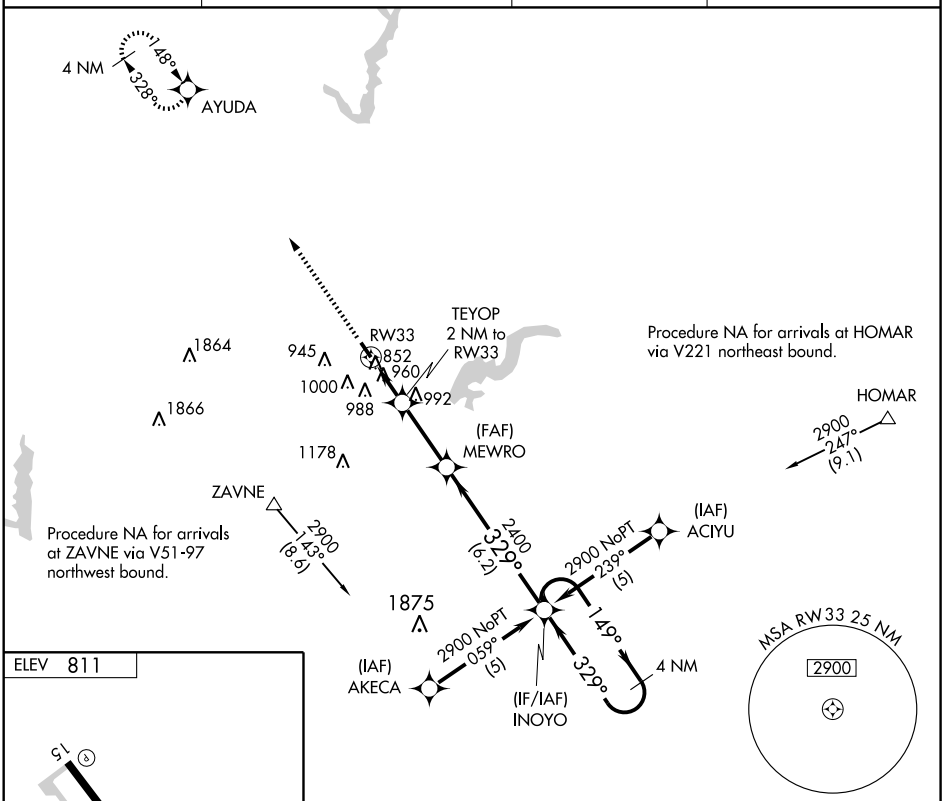
INDIANAPOLIS METROPOLITAN (UMP)

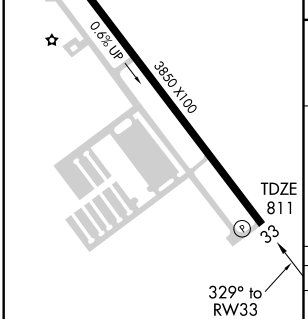
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

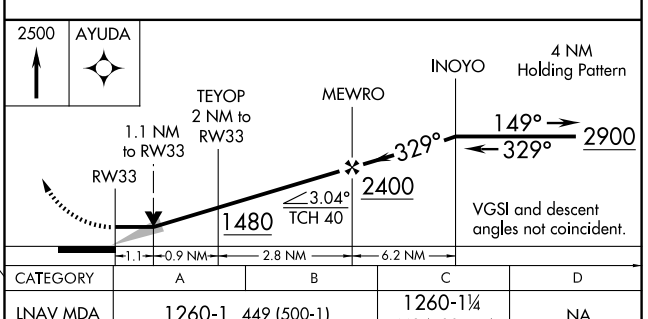
NA

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1260-1 449 (500-1)		1260-1¼ 449 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SHB 112.0 Chan 57	APP CRS 330°	Rwy Idg 3850 TDZE 811 Apt Elev 811

VOR RWY 33

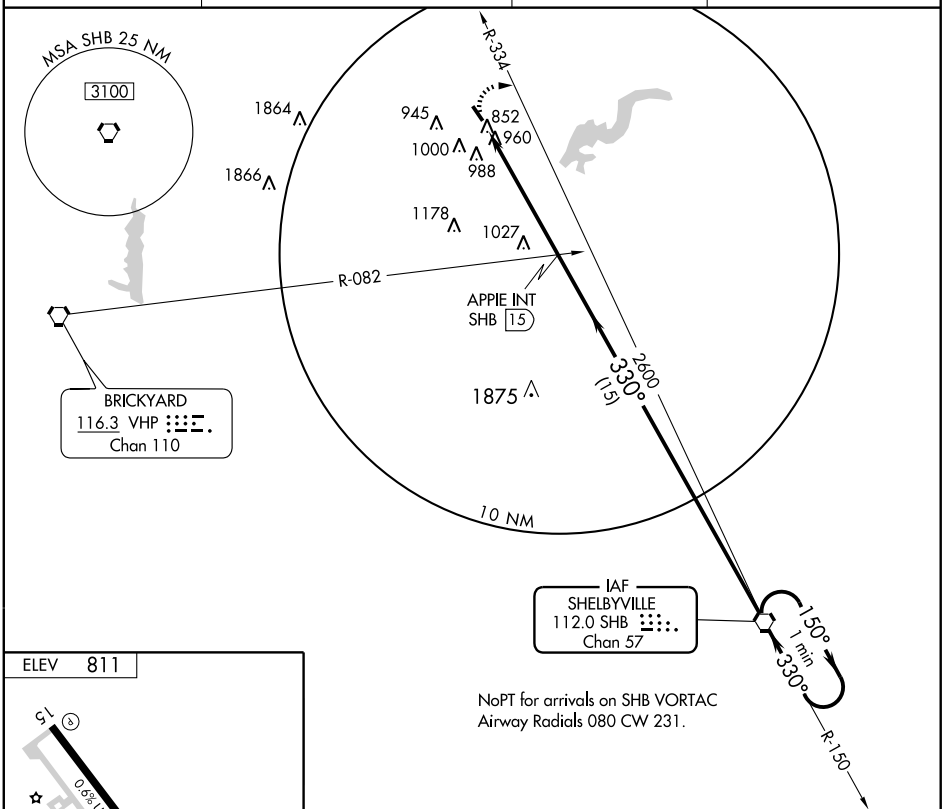
INDIANAPOLIS METROPOLITAN (UMP)

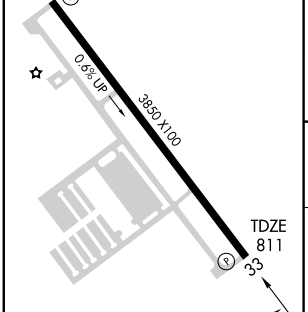
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet.

NA

MISSED APPROACH: Climbing right turn to 2900 via SHB R-334 to SHB VORTAC and hold.

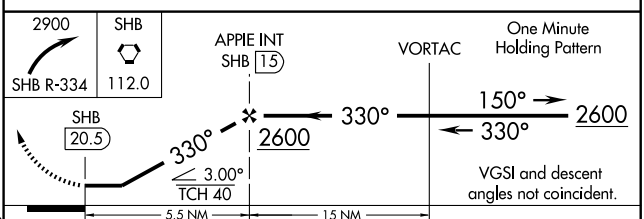
AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





MIRL Rwy 15-33
REIL Rwys 15 and 33

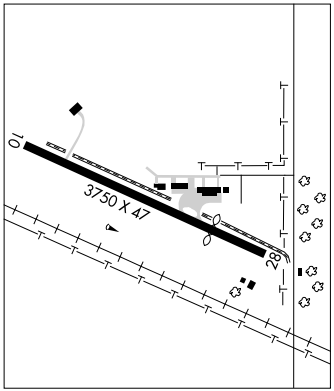
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-33	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

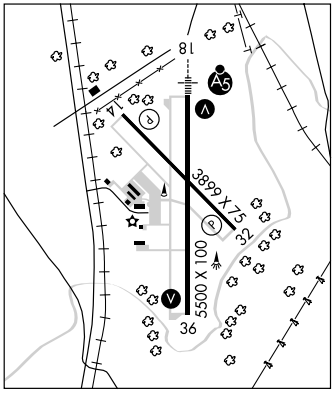
POST–AIR (7L8) 6 E UTC−5(−4DT) N39°45.00′ W86°00.83′ **ST LOUIS**
861 NOTAM FILE HUF **L–27D**
RWY 10–28: H3750X47 (ASPH) LIRL
RWY 10: Trees. Rgt tfc. **RWY 28:** Thld dsplcd 1269′. Trees.
AIRPORT REMARKS: Attended irregularly. Lgtd TV–twr 2640′ N of apch end Rwy 28. For LIRL Rwy 10–28 ctc Indianapolis apch control.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
SHELBYVILLE (L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 308° 11.3 NM to fld. 810/1E. **HIWAS.**



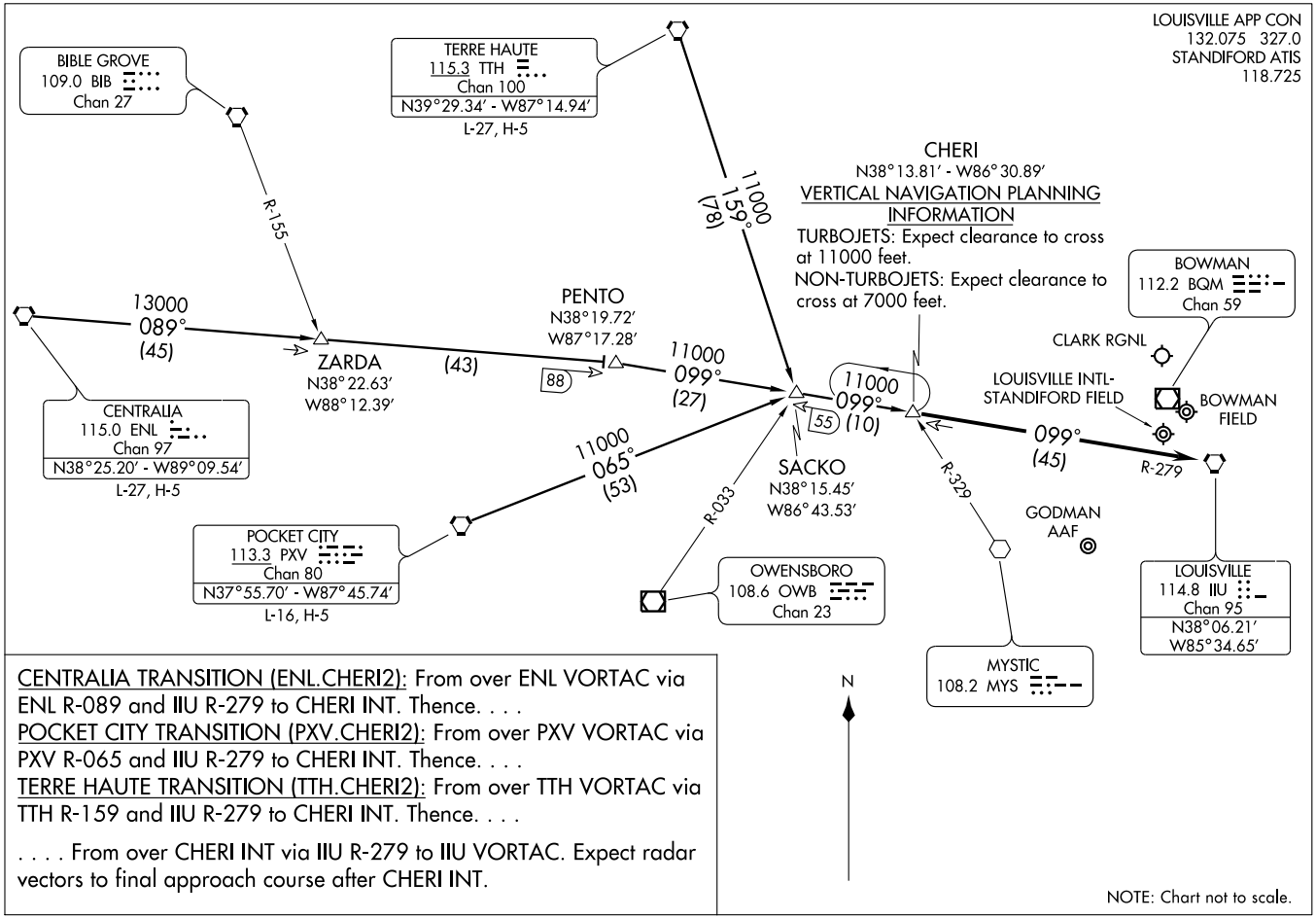
JASPER CO (See RENSSELAER)

JEFFERSONVILLE

CLARK RGNL (JVY) 5 N UTC−5(−4DT) N38°21.93′ W85°44.29′ **ST LOUIS**
474 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA–1274(800) NOTAM FILE HUF **H–5E, 10F, L–27E**
RWY 18–36: H5500X100 (ASPH–GRVD) S–45, D–60 MIRL **IAP**
RWY 18: MALSR. REIL. VASI (V2L)—GA 3.0° TCH 27′. P–line.
RWY 36: REIL. VASI (V2L)—GA 3.3° TCH 25′. Tree.
RWY 14–32: H3899X75 (ASPH) S–12 MIRL
RWY 14: REIL PAPI (P2L)—GA 3.0° TCH 40′. Trees.
RWY 32: REIL PAPI (P2L)—GA 3.38° TCH 43′. Brush.
AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. High ints student activity. MIRL Rwy 18–36 ops dusk–dawn, ACTIVATE REIL Rwy 18 and Rwy 36, and VASI Rwys 18 and 36 and MALSR Rwy 18—CTAF. All lighting Rwy 14–32 by prior request, call 812–246–5491.
WEATHER DATA SOURCES: AWOS–3 118.575 (812) 246–1278. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **LOUISVILLE APP/DEP CON** 132.075 (East) 123.675 (West)
LOUISVILLE CLNC DEL 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 199° 14.2 NM to fld. 710/1E. **HIWAS.**
CATCH NDB (LOM) 331 JV N38°28.44′ W85°44.23′. 182° 6.5 NM to fld.
ILS 111.7 I–JVY Rwy 18. LOM CATCH NDB. GS unusable for autocoupled apchs blo 988′ MSL.



08101 CHERI TWO ARRIVAL (CHERI.CHERI2) LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

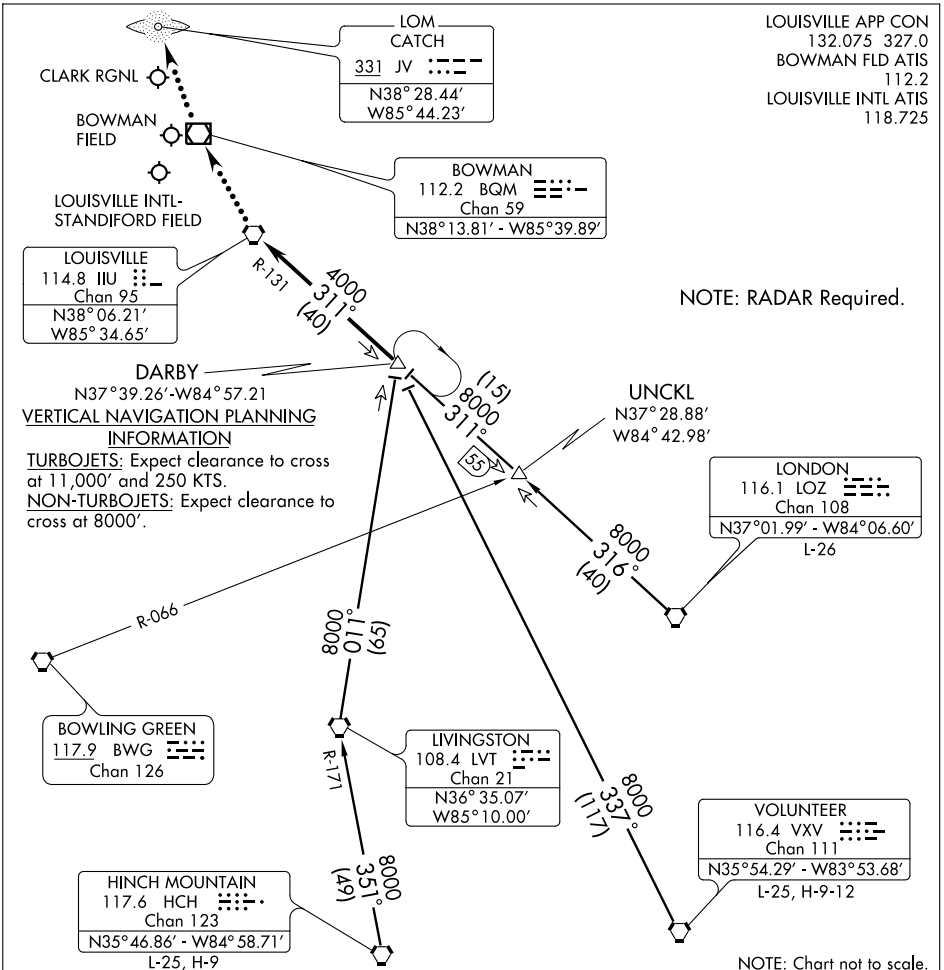
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-JVY	APP CRS	Rwy Idg	5500
111.7	182°	TDZE	474
		Apt Elev	474

ILS or LOC RWY 18

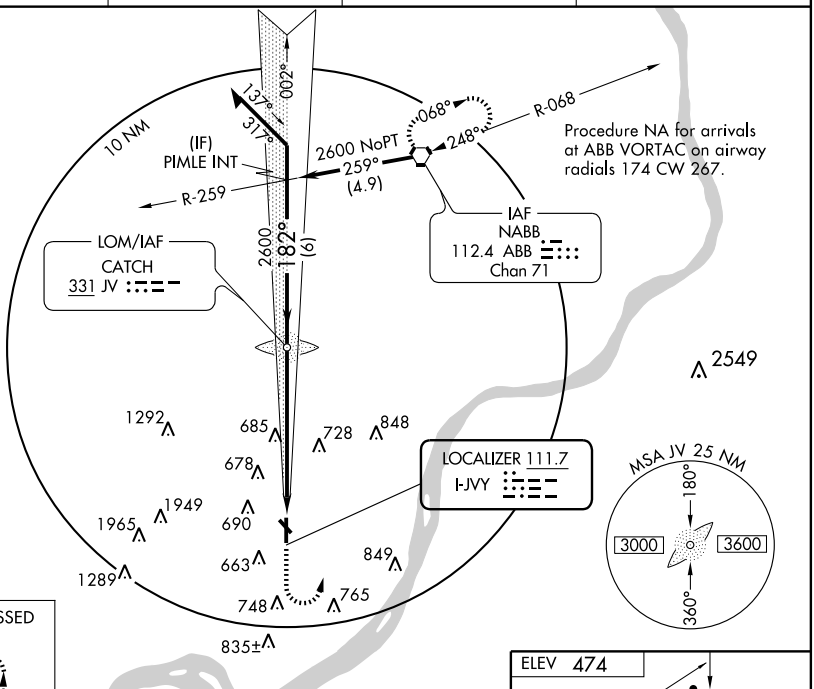
JEFFERSONVILLE / CLARK RGNL (JVY)

Autopilot coupled approach NA below 988. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF)



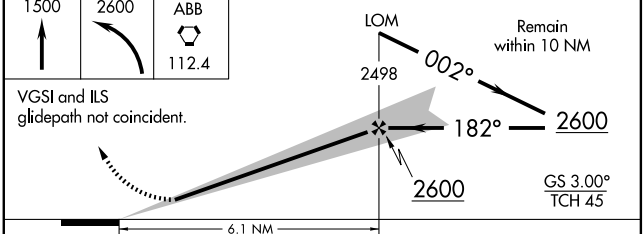
ALTERNATE MISSED APCH FIX



CATCH
331 JV

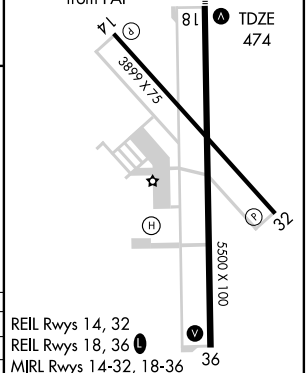
ADF REQUIRED

1500	2600	ABB
		112.4



VGSI and ILS glidepath not coincident.

ELEV 474



REIL Rwys 14, 32
REIL Rwys 18, 36
MIRL Rwys 14-32, 18-36

CATEGORY	A	B	C	D
S-ILS 18	674-½ 200 (200-½)			
S-LOC 18	1020-½ 546 (600-½)		1020-1 546 (600-1)	1020-1¼ 546 (600-1¼)
CIRCLING	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1100-2 626 (700-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM JV	APP CRS	Rwy Idg	5500
331	182°	TDZE	474
		Apt Elev	474

NDB RWY 18

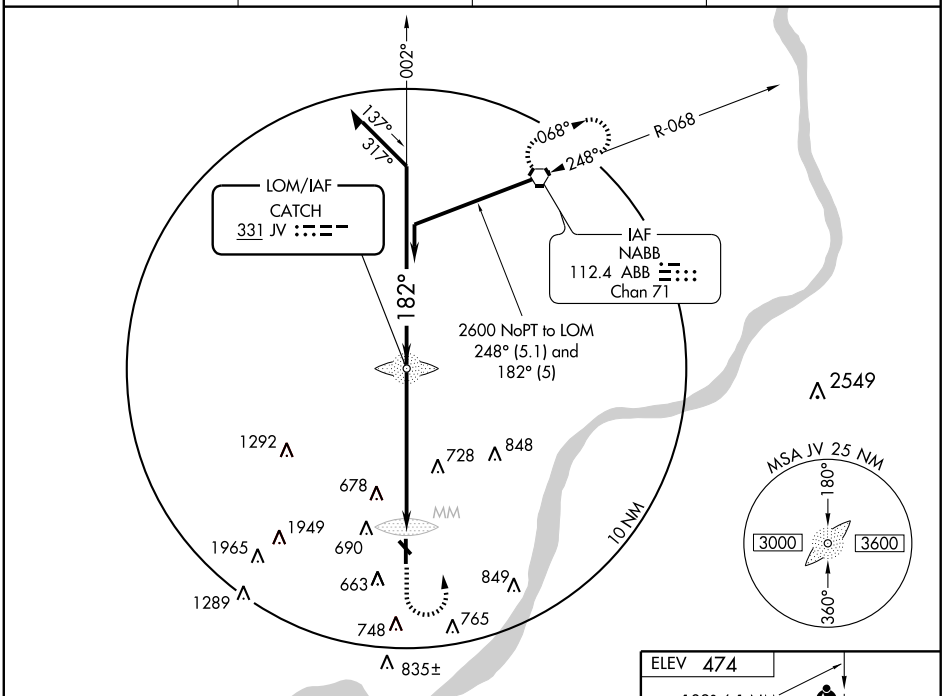
JEFFERSONVILLE / CLARK RGNL (JVY)

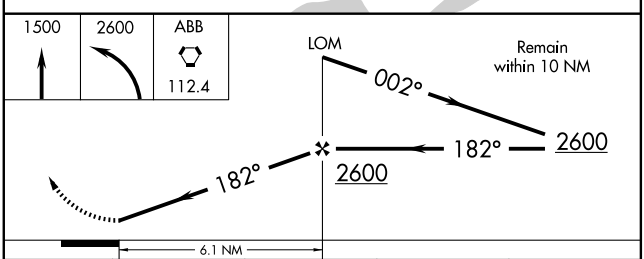
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting.

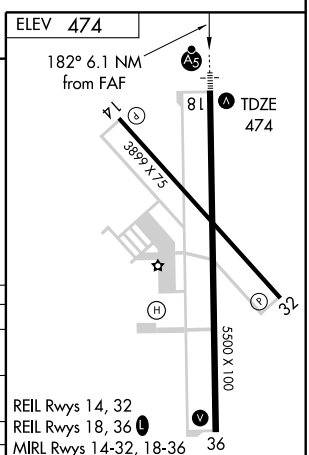
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF)







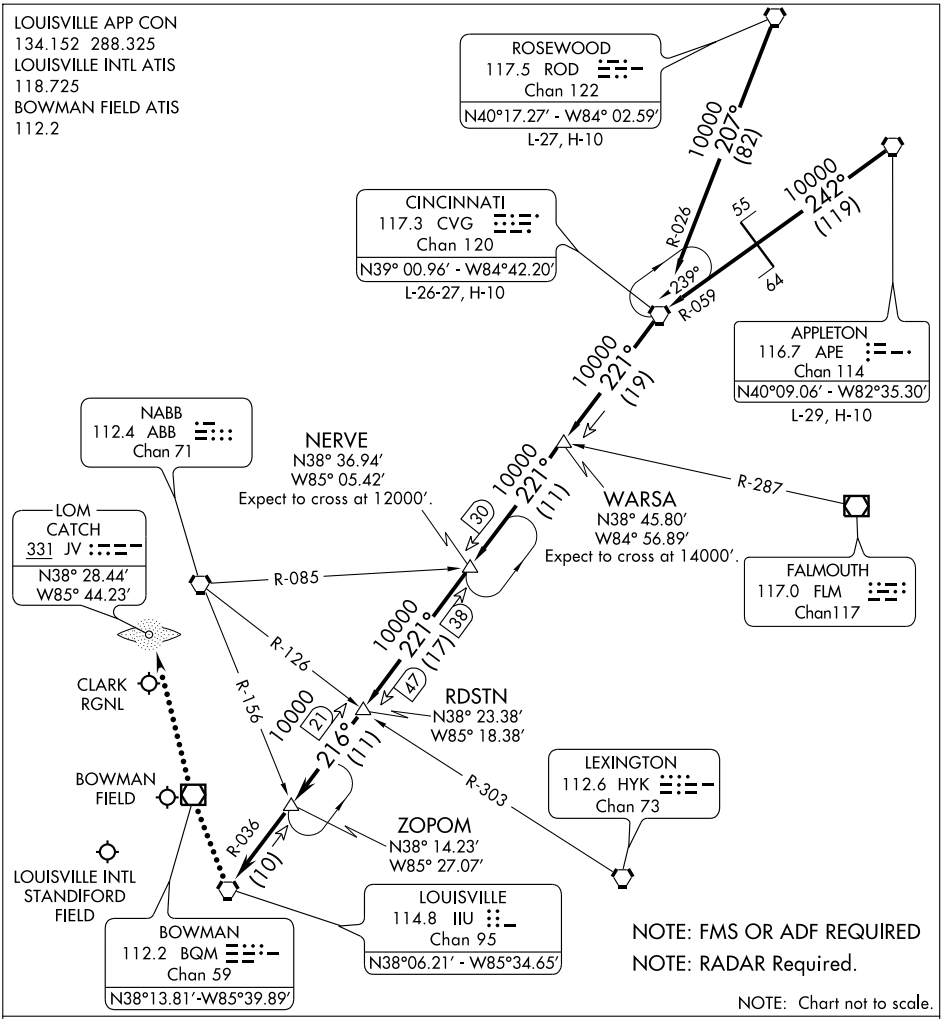
CATEGORY	A	B	C	D
S-18	1080-¾ 606 (700-¾)		1080-1¼ 606 (700-1¼)	1080-1¾ 606 (700-1¾)
CIRCLING	1080-1 606 (700-1)		1080-1¾ 606 (700-1¾)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1100-¾ 626 (700-¾)		1100-1¼ 626 (700-1¼)	1100-1¾ 626 (700-1¾)
CIRCLING	1100-1 626 (700-1)		1100-1¾ 626 (700-1¾)	1140-2 666 (700-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

(RDSTN.RDSTN2) 10154

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ABB 112.4 Chan 71	APP CRS 199°	Rwy Idg 5500 TDZE 474 Apt Elev 474

VOR or GPS RWY 18

JEFFERSONVILLE /CLARK RGNL (JVY)

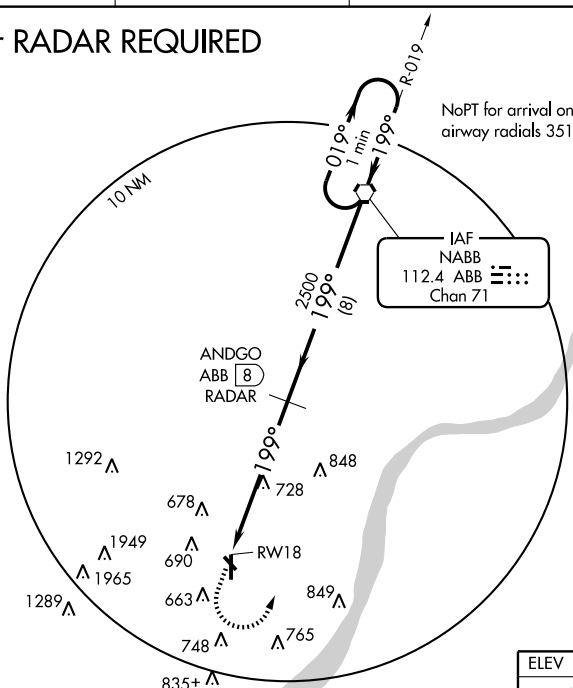
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting. Inoperative table does not apply.

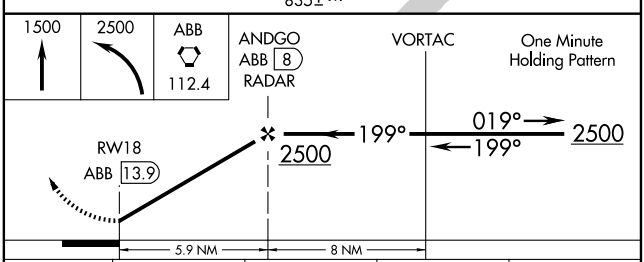
MALSR

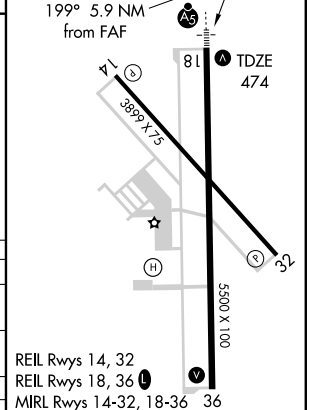
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L

DME or RADAR REQUIRED





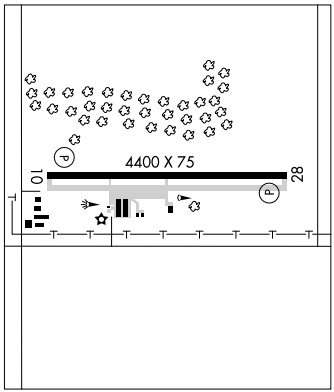


CATEGORY	A	B	C	D
S-18	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1020-1¾ 546 (600-1¾)
CIRCLING	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1060-1¾ 586 (600-1¾)
CIRCLING	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1140-2 666 (700-2)

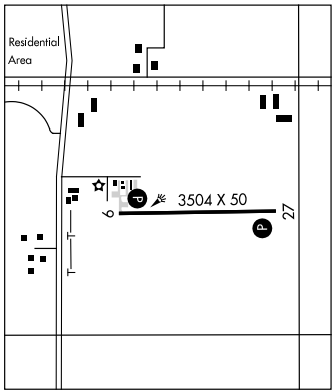
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KENDALLVILLE MUNI (C62) 2 N UTC−5(−4DT) N41°28.36′ W85°15.65′ CHICAGO
1005 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 10–28: H4400X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
AIRPORT REMARKS: Attended 1300–2230Z‡. For emergency call 260–242–2561. Glider ops May–Nov 1400Z‡–SS. ACTIVATE MIRL Rwy 10–28; REIL Rwys 10 and 28—CTAF. Crops 160′ N of centerline entire rwy length. Rwy 10 100′ from rwy end ground slopes down to 5′ below rwy height.
WEATHER DATA SOURCES: AWOS–3 119.925 (260) 347–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 (SW/NW of active rwy) 132.15 (SE/NE of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 354° 29.8 NM to fld. 793/00 E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 041° 17.3 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



KENTLAND MUNI (5ØI) 1 SE UTC−6(−5DT) N40°45.52′ W87°25.69′ CHICAGO
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H3504X50 (ASPH) HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡. Arpt unattended on holidays. 100LL and Jet A fuel avbl self svc. Rwy 09–27 unlgtd +37′ p–line 1267′ from west end marked with red balls. HIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 306° 20.4 NM to fld. 750/1E. **HIWAS.**



KNOX N41°19.32′ W86°38.96′. NOTAM FILE HUF. CHICAGO
(H) VOR/DME 115.6 OXI Chan 103 at Starke Co. 690/00E. H–5E, 10F, L–28I
VOR portion unusable: 213°–223° byd 35 NM blo 2700′
019°–039° blo 17500′ between 25–36 NM
DME portion unusable: 352°–342° byd 30 NM blo 3000′
RCO 122.1R 115.6T (TERRE HAUTE RADIO)

RNAV (GPS) RWY 28

KENDALLVILLE MUNI (C62)

APP CRS	Rwy Idg	4400
276°	TDZE	1005
	Apt Elev	1005

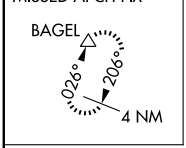
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 feet.

NA

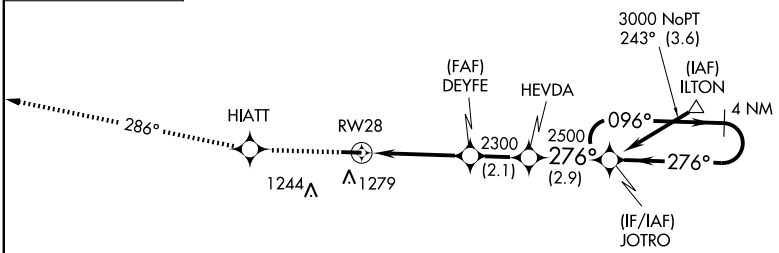
MISSED APPROACH: Climb to 3000 direct HIATT and via track 286° to BAGEL and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L

MISSED APCH FIX

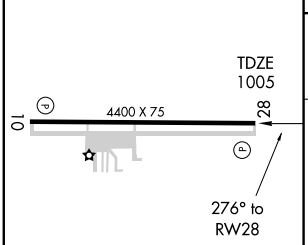


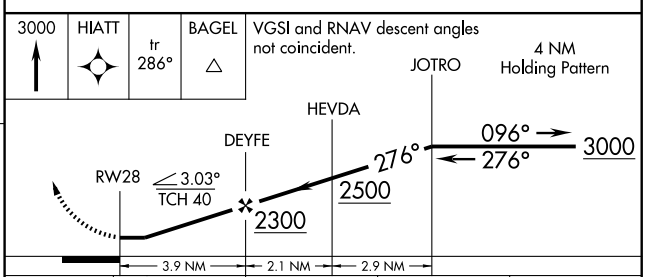
Procedure NA for arrival at ILTON on V92-126 eastbound.











CATEGORY	A	B	C	D
LNAV MDA	1520-1 515 (600-1)		NA	
CIRCLING	1580-1 575 (600-1)		NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	354°	TDZE	N/A
Chan 125		Apt Elev	1005

VOR/DME-A

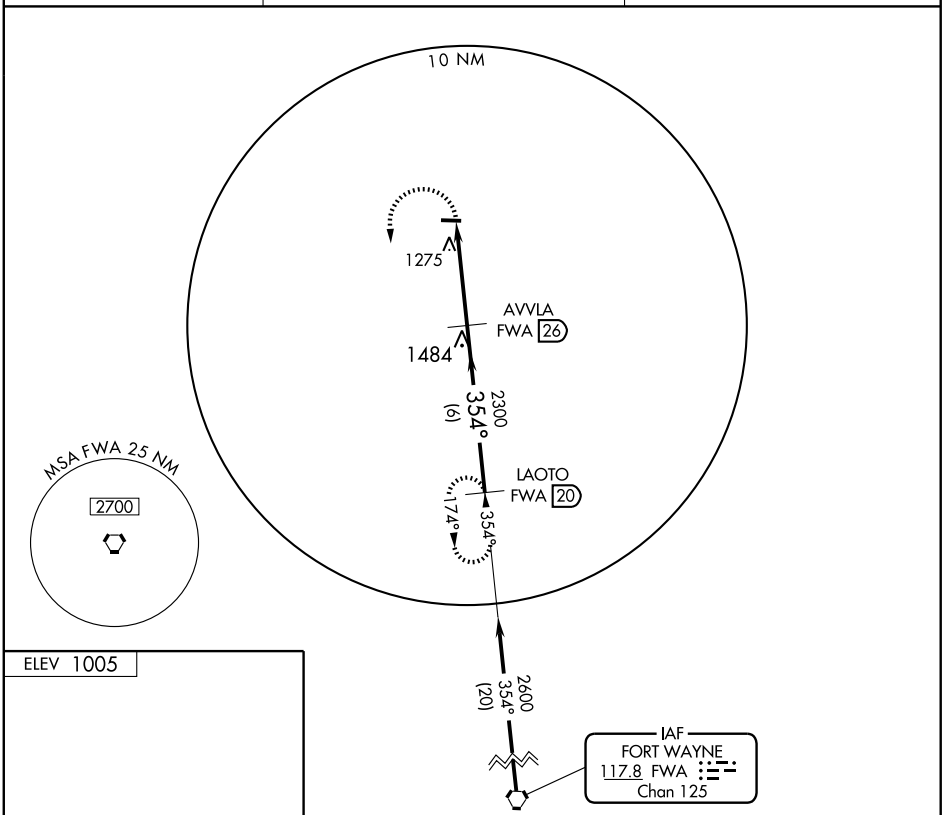
KENDALLVILLE MUNI (C62)

Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

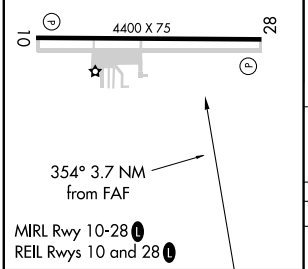
NA

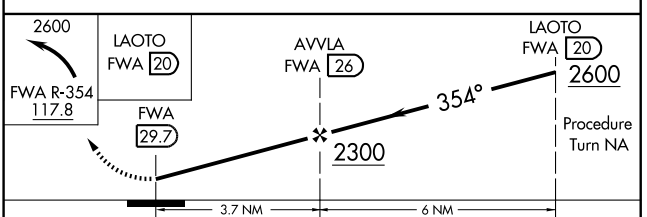
MISSED APPROACH: Climbing left turn to 2600 via FWA R-354 to LAOTO/FWA 20 DME and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L



ELEV 1005



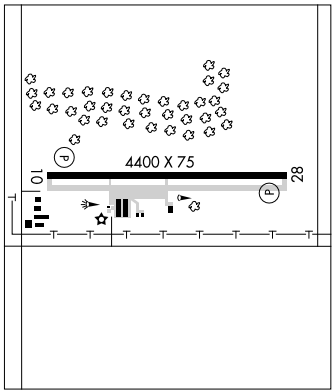


CATEGORY	A	B	C	D
CIRCLING	1740-1 735 (800-1)	1740-1¼ 735 (800-1¼)	NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 835 (900-1)	1840-1¼ 835 (900-1¼)	NA	

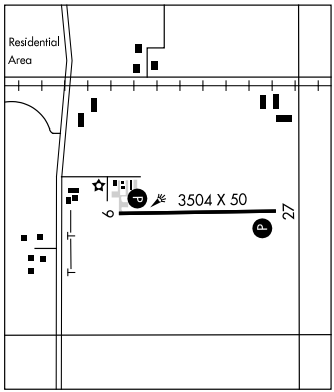
Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KENDALLVILLE MUNI (C62) 2 N UTC−5(−4DT) N41°28.36′ W85°15.65′ CHICAGO
1005 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 10–28: H4400X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Road.
AIRPORT REMARKS: Attended 1300–2230Z‡. For emergency call 260–242–2561. Glider ops May–Nov 1400Z‡–SS. ACTIVATE MIRL Rwy 10–28; REIL Rwys 10 and 28—CTAF. Crops 160′ N of centerline entire rwy length. Rwy 10 100′ from rwy end ground slopes down to 5′ below rwy height.
WEATHER DATA SOURCES: AWOS–3 119.925 (260) 347–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 (SW/NW of active rwy) 132.15 (SE/NE of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 354° 29.8 NM to fld. 793/00 E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 041° 17.3 NM to fld. NOTAM FILE HUF.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.



KENTLAND MUNI (5ØI) 1 SE UTC−6(−5DT) N40°45.52′ W87°25.69′ CHICAGO
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H3504X50 (ASPH) HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Crops.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡. Arpt unattended on holidays. 100LL and Jet A fuel avbl self svc. Rwy 09–27 unlgtd +37′ p–line 1267′ from west end marked with red balls. HIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE REIL Rwy 09 and Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 306° 20.4 NM to fld. 750/1E. **HIWAS.**



KNOX N41°19.32′ W86°38.96′. NOTAM FILE HUF. CHICAGO
(H) VOR/DME 115.6 OXI Chan 103 at Starke Co. 690/00E. H–5E, 10F, L–28I
VOR portion unusable: 213°–223° byd 35 NM blo 2700′
019°–039° blo 17500′ between 25–36 NM
DME portion unusable: 352°–342° byd 30 NM blo 3000′
RCO 122.1R 115.6T (TERRE HAUTE RADIO)

VORTAC BVT	APP CRS	Rwy Idg 3504
115.1	269°	TDZE 698
Chan 98		Apt Elev 698

VOR/DME RNAV or GPS RWY 27

KENTLAND MUNI (5ØI)

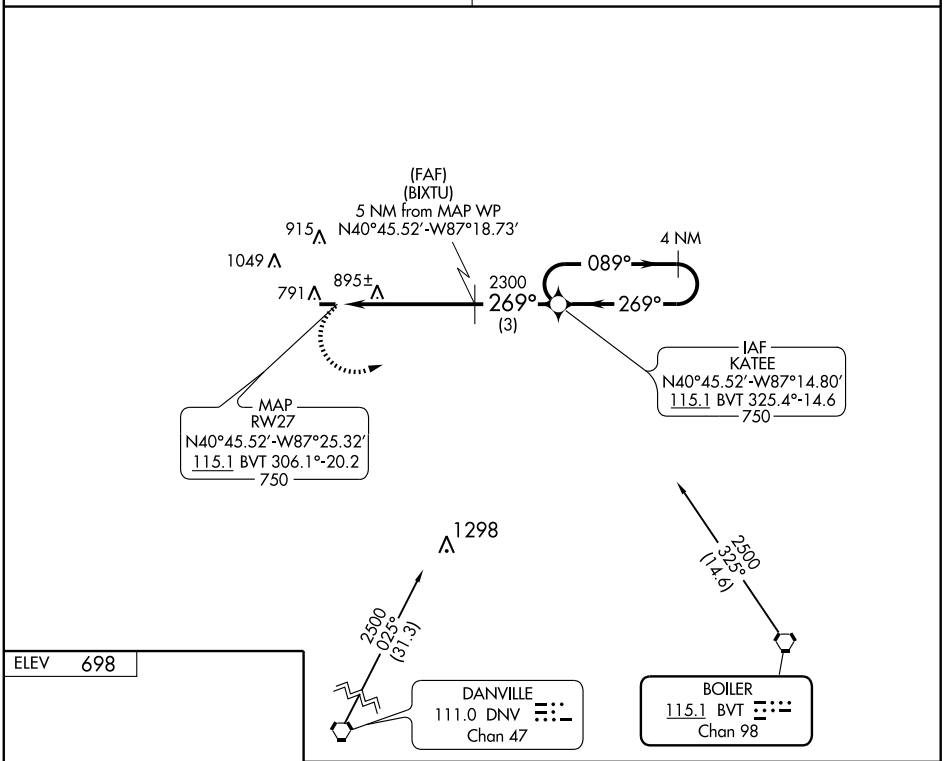
NA

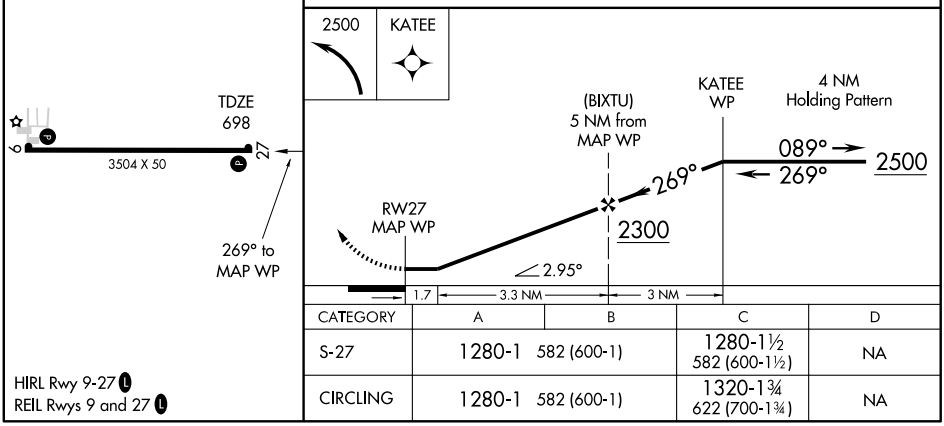
Use Lafayette altimeter setting.
ACTIVATE MIRL Rwy 9-27-CTAF.

MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.

CHICAGO CENTER
132.5 258.1

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BVT	APP CRS	Rwy Idg	N/A
115.1	306°	TDZE	N/A
Chan 98		Apt Elev	698

VOR or GPS-A

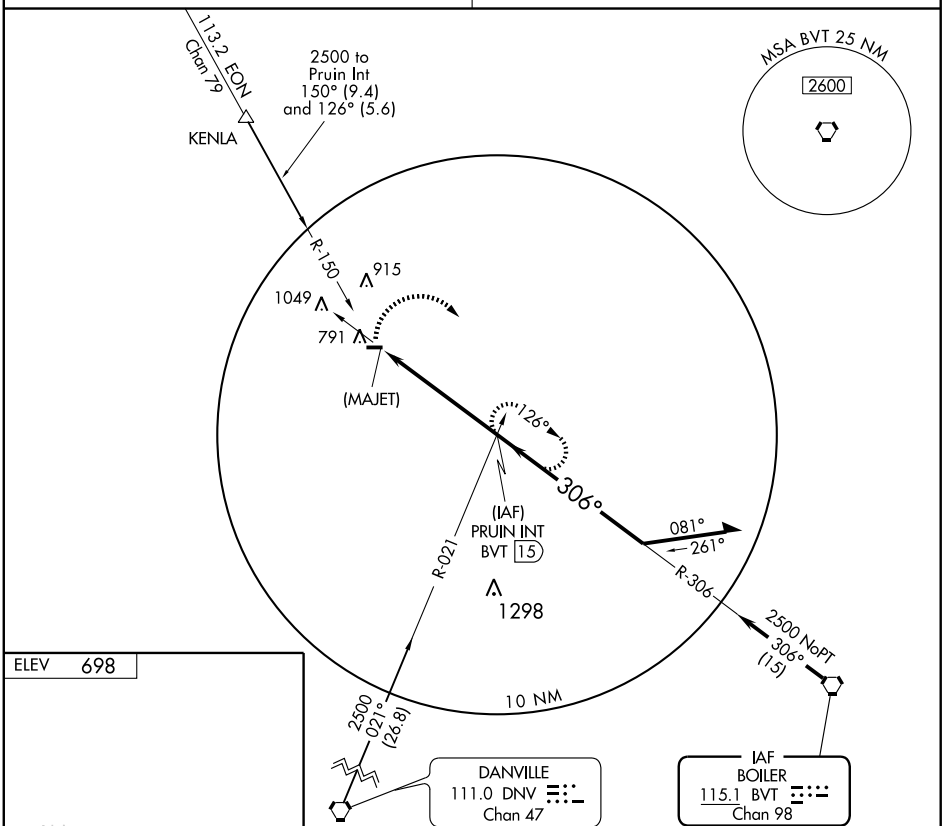
KENTLAND MUNI (5Ø1)

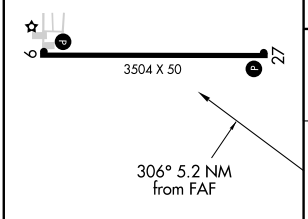
Use Lafayette altimeter setting.
Activate MIRL Rwy 9-27 CTAF.

NA

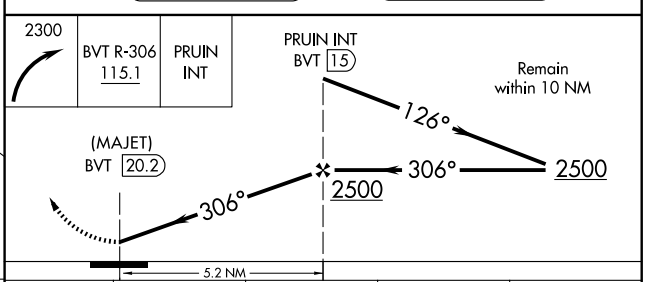
MISSED APPROACH: Climbing right turn to 2300 via BVT R-306 to PRUIN Int/15 DME and hold.

CHICAGO CENTER	UNICOM
132.5 258.1	122.8 (CTAF) L





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



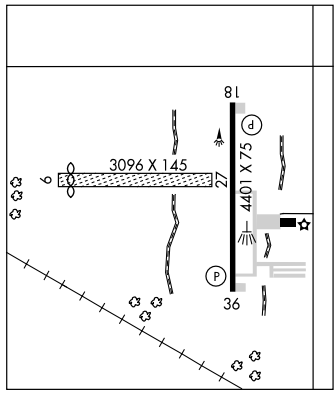
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	1300-1 602 (700-1)		1320-1¾ 622 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KNOX

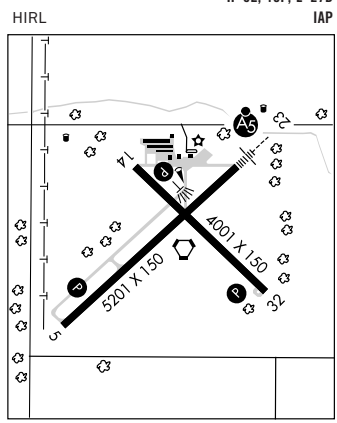
STARKE CO (OXI) 3 NW UTC−6(−5DT) N41°19.81′ W86°39.89′ CHICAGO
685 B **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 18–36: H4401X75 (ASPH) S–30 MIRL IAP
RWY 18: REIL. PAPI(P2L)–GA 3.0° TCH 24′. Road. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
RWY 09–27: 3096X145 (TURF)
RWY 09: Thld dsplcd 285′. Crops. **RWY 27:** P–line.
AIRPORT REMARKS: Attended 1400Z–0000Z‡. Unattended Memorial Day, July 4th, Labor Day and Christmas, unless by prior req. 100LL self svc. Rwy 09–27 edges, thlds and Rwy 09 dsplcd thld marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 135.775 (574) 772–2041.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ **CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ at fld. 690/00E.



KOKOMO

GLENNDALE (8I3) 5 SW UTC−5(−4DT) N40°26.00′ W86°12.20′ CHICAGO
850 S2 **FUEL** 100LL, MOGAS NOTAM FILE HUF
RWY 18–36: 2048X110 (TURF)
RWY 18: Thld dsplcd 292′. P–line. Rgt tfc. **RWY 36:** Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri dalgt hrs. Rwy 18 and Rwy 36 dsplcd thlds marked with yellow metal markers. Rwy 18–36 crops 55′ left and right of centerline whole length of rwy.
COMMUNICATIONS: CTAF 122.9

KOKOMO MUNI (OKK) 4 NE UTC−5(−4DT) N40°31.69′ W86°03.54′ CHICAGO
830 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE OKK H–5E, 10F, L–27D
RWY 05–23: H5201X150 (ASPH–GRVD) S–56, D–75, 2S–95, 2D–95 HIRL IAP
RWY 05: REIL. PAPI(P2L). Trees. **RWY 23:** MALSR. Other.
RWY 14–32: H4001X150 (ASPH–GRVD) S–50, D–60, 2D–95 MIRL
RWY 14: REIL. PAPI(P2L). **RWY 32:** PAPI(P2L). Tree.
AIRPORT REMARKS: Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. ACTIVATE HIRL Rwy 05–23 and MIRL Rwy 14–32; PAPI Rwy 05, Rwy 14, and Rwy 32, REIL Rwy 05, Rwy 14, and MALSR Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 113.5 OKK (765) 452–3014.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 113.5T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
(H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ at fld. 830/00E. **AWOS–3**.
ILS 108.9 I–OKK Rwy 23. Unmonitored.



LAFAYETTE N40°24.74′ W86°56.22′ CHICAGO
RCO 122.35 122.2 (TERRE HAUTE RADIO) L–27D

WAAS	APP CRS	Rwy Idg	4401
CH 87108	181°	TDZE	685
W18A		Apt Elev	685

RNAV (GPS) RWY 18

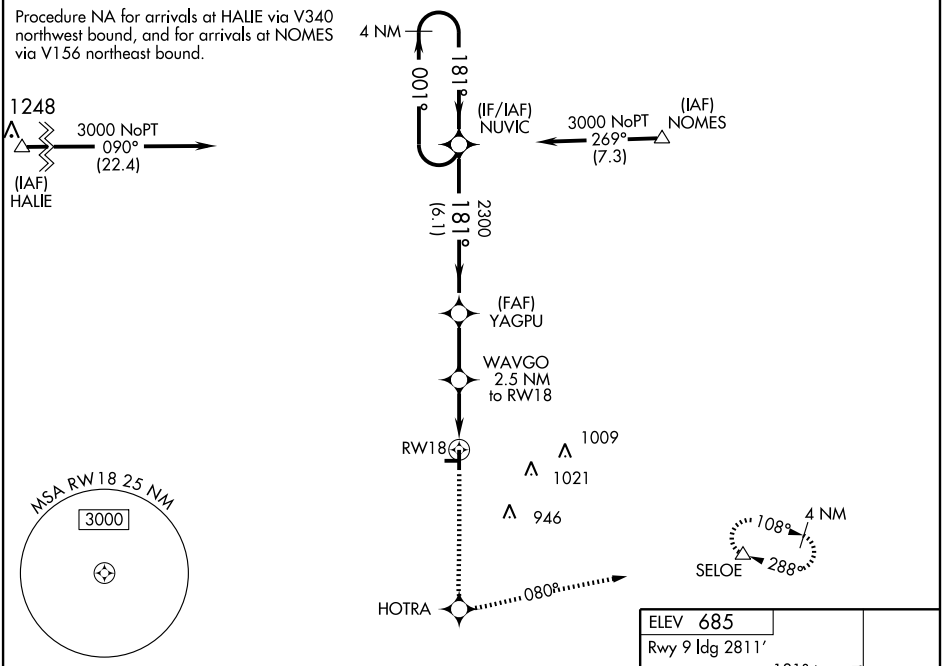
KNOX/ STARKE COUNTY (OXI)

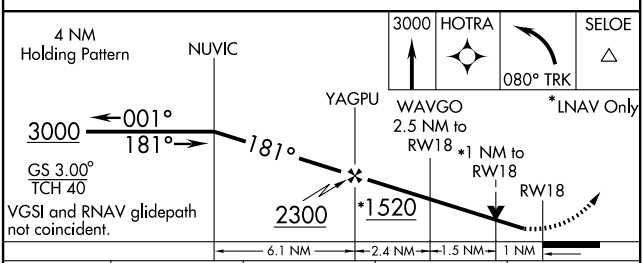
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend Rgnl altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend Rgnl altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

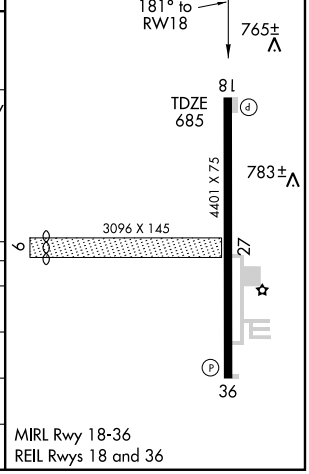
AWOS-3	SOUTH BEND APP CON*		UNICOM
135.775	132.05	257.8	122.8 (CTAF)

Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.





CATEGORY	A	B	C	D
LPV DA	935-1 250 (300-1)			
LNAV/ VNAV DA	1035-1¼ 350 (400-1¼)			
LNAV MDA	1040-1 355 (400-1)			1040-1¼ 355 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)



MIRL Rwy 18-36
REIL Rwys 18 and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OXI	APP CRS	Rwy Idg	4401
115.6	157°	TDZE	685
Chan 103		Apt Elev	685

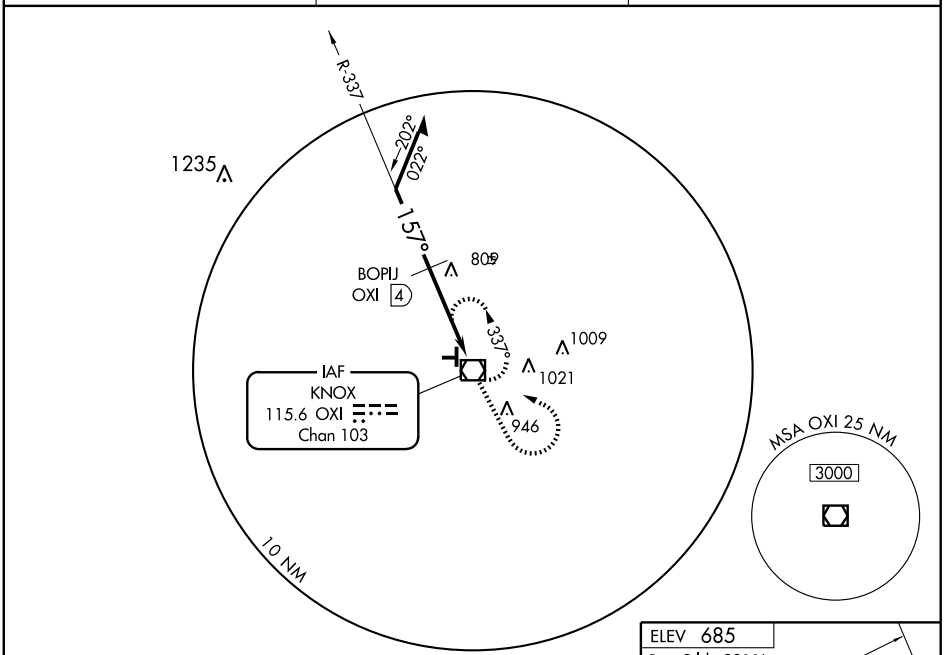
VOR RWY 18

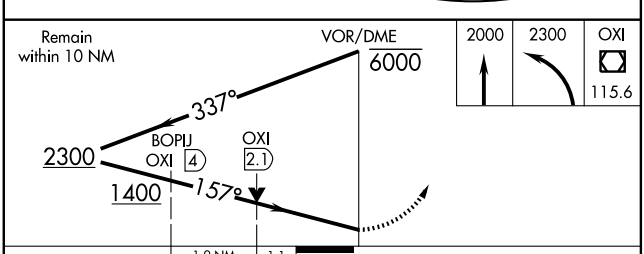
KNOX/ STARKE COUNTY (OXI)

Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

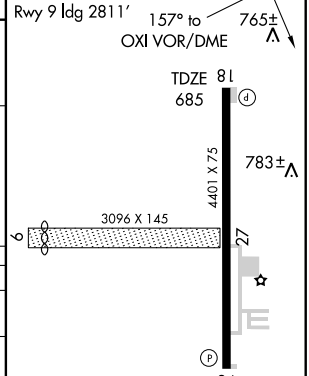
MISSED APPROACH: Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
135.775	132.05 257.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)			1060-1¼ 375 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)

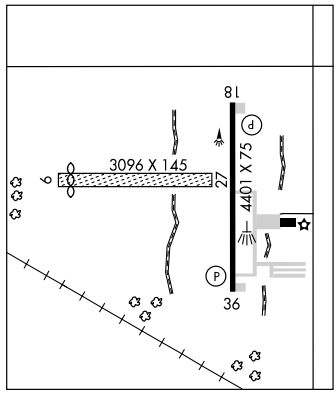


MIRL Rwy 18-36
REIL Rwys 18 and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KNOX

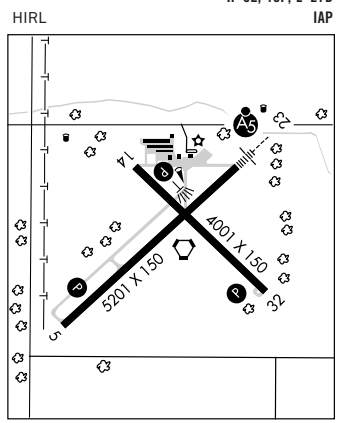
STARKE CO (OXI) 3 NW UTC−6(−5DT) N41°19.81′ W86°39.89′ CHICAGO
685 B **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 18–36: H4401X75 (ASPH) S–30 MIRL IAP
RWY 18: REIL. PAPI(P2L)–GA 3.0° TCH 24′. Road. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
RWY 09–27: 3096X145 (TURF)
RWY 09: Thld dsplcd 285′. Crops. **RWY 27:** P–line.
AIRPORT REMARKS: Attended 1400Z–0000Z‡. Unattended Memorial Day, July 4th, Labor Day and Christmas, unless by prior req. 100LL self svc. Rwy 09–27 edges, thlds and Rwy 09 dsplcd thld marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 135.775 (574) 772–2041.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ **CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ at fld. 690/00E.



KOKOMO

GLENNDALE (8I3) 5 SW UTC−5(−4DT) N40°26.00′ W86°12.20′ CHICAGO
850 S2 **FUEL** 100LL, MOGAS NOTAM FILE HUF
RWY 18–36: 2048X110 (TURF)
RWY 18: Thld dsplcd 292′. P–line. Rgt tfc. **RWY 36:** Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri dalgt hrs. Rwy 18 and Rwy 36 dsplcd thlds marked with yellow metal markers. Rwy 18–36 crops 55′ left and right of centerline whole length of rwy.
COMMUNICATIONS: CTAF 122.9

KOKOMO MUNI (OKK) 4 NE UTC−5(−4DT) N40°31.69′ W86°03.54′ CHICAGO
830 B S4 **FUEL** 100LL, JET A1 + OX 3 NOTAM FILE OKK H–5E, 10F, L–27D
RWY 05–23: H5201X150 (ASPH–GRVD) S–56, D–75, 2S–95, 2D–95 HIRL IAP
RWY 05: REIL. PAPI(P2L). Trees. **RWY 23:** MALSR. Other.
RWY 14–32: H4001X150 (ASPH–GRVD) S–50, D–60, 2D–95 MIRL
RWY 14: REIL. PAPI(P2L). **RWY 32:** PAPI(P2L). Tree.
AIRPORT REMARKS: Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. ACTIVATE HIRL Rwy 05–23 and MIRL Rwy 14–32; PAPI Rwy 05, Rwy 14, and Rwy 32, REIL Rwy 05, Rwy 14, and MALSR Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 113.5 OKK (765) 452–3014.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 113.5T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
(H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ at fld. 830/00E. **AWOS–3**.
ILS 108.9 I–OKK Rwy 23. Unmonitored.



LAFAYETTE N40°24.74′ W86°56.22′ CHICAGO
RCO 122.35 122.2 (TERRE HAUTE RADIO) L–27D

LOC I-OKK	APP CRS	Rwy Idg	5201
108.9	227°	TDZE	827
		Apt Elev	830

ILS or LOC RWY 23

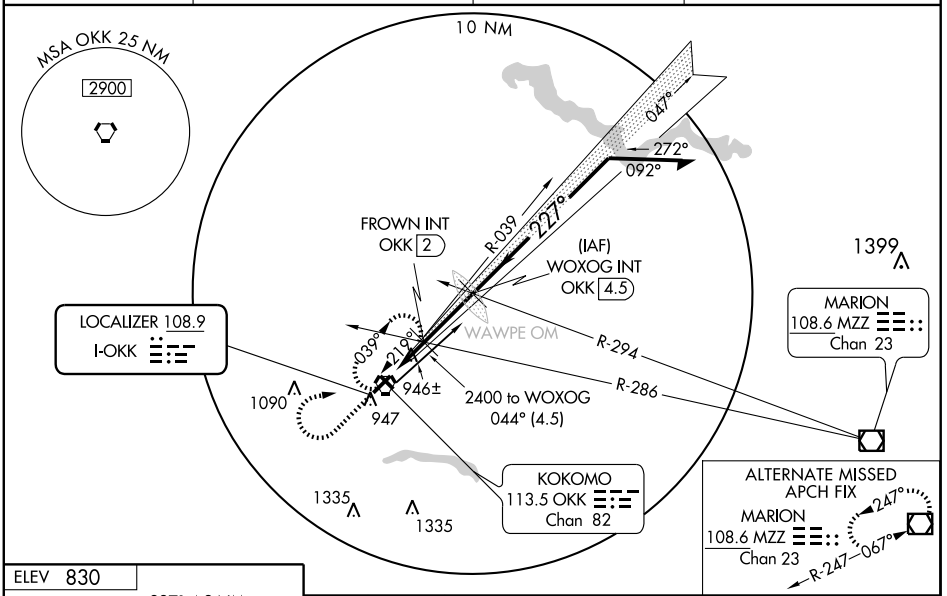
KOKOMO MUNI (OKK)

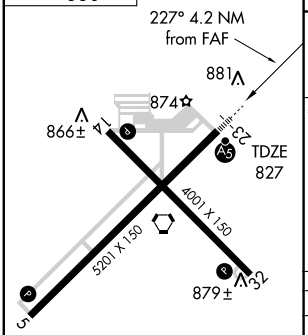
Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA to 1173 and all MDA 100 feet; increase S-LOC 23 Cat D visibility ¼ mile. Inoperative table does not apply to S-ILS 23 all Cats and S-LOC 23 Cats A and B. For inoperative MALSR increase S-LOC 23 Cat C visibility to 1¼. Frown Fix minimums increase S-Loc 23 Cat D visibility to 1¼. For inoperative MALSR when using Muncie altimeter setting, increase S-ILS 23 visibility all Cats to 1¼. Frown fix minimums increase S-LOC 23 Cat C visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.

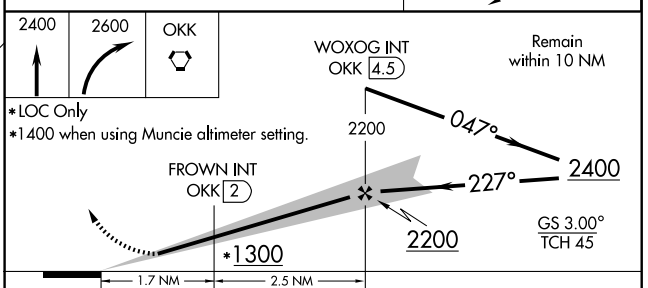
AWOS-3	GRISSOM APP CON★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 23		1077-1 250 (300-1)		
S-LOC 23		1300-1 473 (500-1)		
CIRCLING	1300-1 470 (500-1)		1300-1½ 470 (500-1½)	1380-2 550 (600-2)
FROWN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 23		1200-1 373 (400-1)		
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

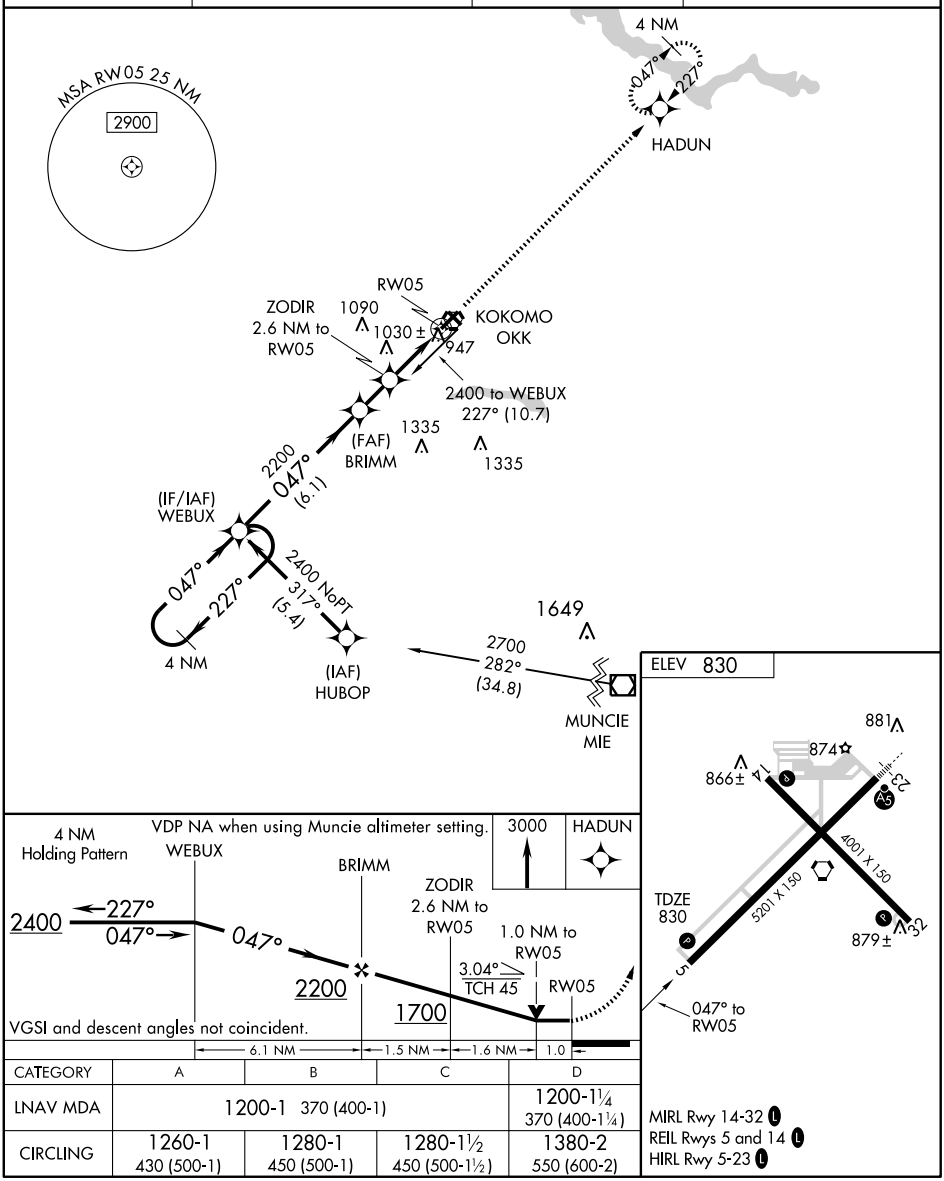
KOKOMO MUNI (OKK)

APP CRS	Rwy Idg	5201
047°	TDZE	830
	Apt Elev	830

Circling to Rwy 14 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 100 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HADUN and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 370 (400-1)			1200-1¼ 370 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5201
Ch 40119	227°	TDZE	827
W23A		Apt Elev	830

RNAV (GPS) RWY 23

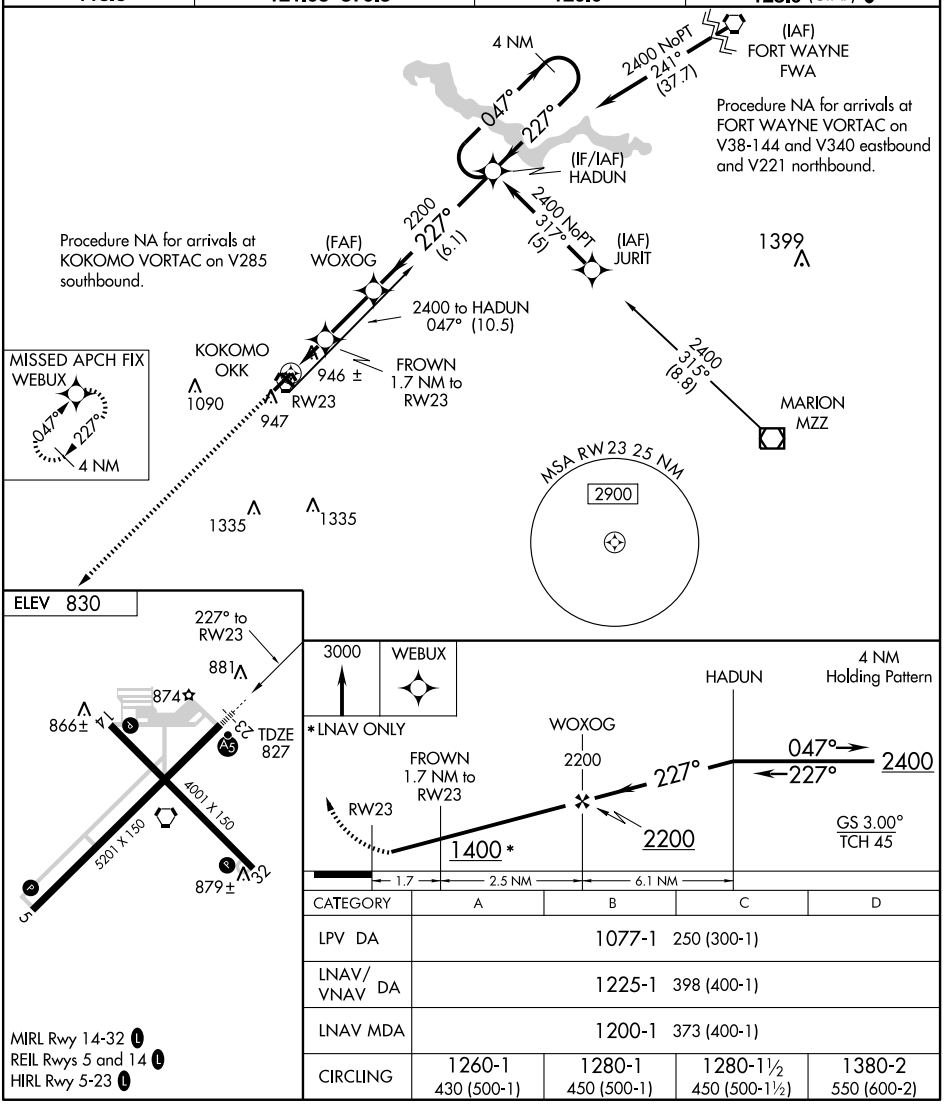
KOKOMO MUNI (OKK)

Circling to Rwy 14 NA at night. DME/DME -0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Baro-VNAV NA when using Muncie altimeter setting. When local altimeter setting not received, use Muncie altimeter setting and increase all DA and MDA 100 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Inoperative table does not apply to LPV all Cats and LNAV Cats A, B, and C. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Muncie altimeter setting, increase LNAV/VNAV all Cats visibility to 1¾, LNAV Cat C visibility to 1¼ and Cat D visibility to 1½. When using Muncie altimeter setting, inoperative table does not apply to LNAV Cats A and B.

MALSR

MISSED APPROACH: Climb to 3000 direct WEBUX and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1077-1 250 (300-1)			
LNAV/ VNAV DA	1225-1 398 (400-1)			
LNAV MDA	1200-1 373 (400-1)			
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK 113.5 Chan 82	APP CRS 219°	Rwy Idg 5201 TDZE 827 Apt Elev 830

VOR RWY 23

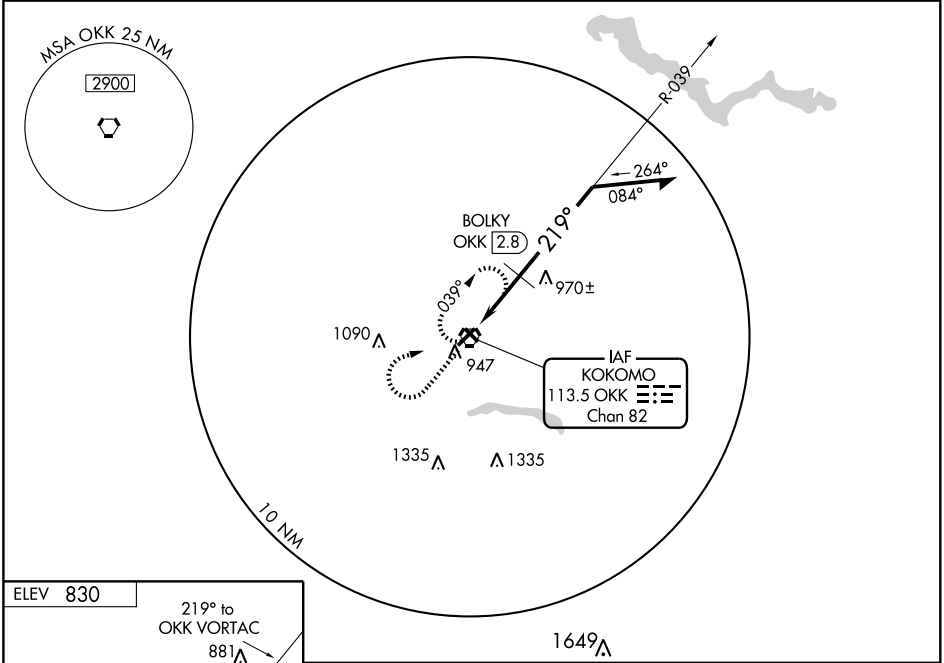
KOKOMO MUNI (OKK)

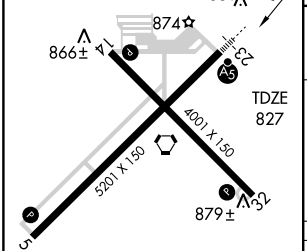
Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 100 feet and increase S-23 Cats C and D and Circling Cat C visibility ¼ mile.
Inoperative table does not apply to S-23 Cats A and B. BOLKY FIX MINIMUMS; For inoperative MALSR increase Cat D visibility to 1¼. BOLKY FIX MINIMUMS: For inoperative MALSR when using Muncie altimeter setting, increase S-23 Cat C visibility to 1¼.

MALSR

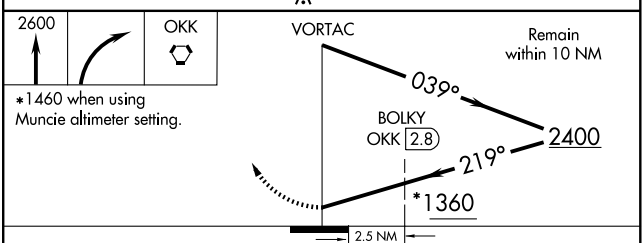
MISSED APPROACH: Climb to 2600 then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-23	1360-1 533 (600-1)			1360-1¼ 533 (600-1¼)
CIRCLING	1360-1 530 (600-1)		1360-1½ 530 (600-1½)	1380-2 550 (600-2)
BOLKY FIX MINIMUMS				
S-23	1220-1 393 (400-1)			
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK	APP CRS	Rwy Idg	4001
113.5	307°	TDZE	826
Chan 82		Apt Elev	830

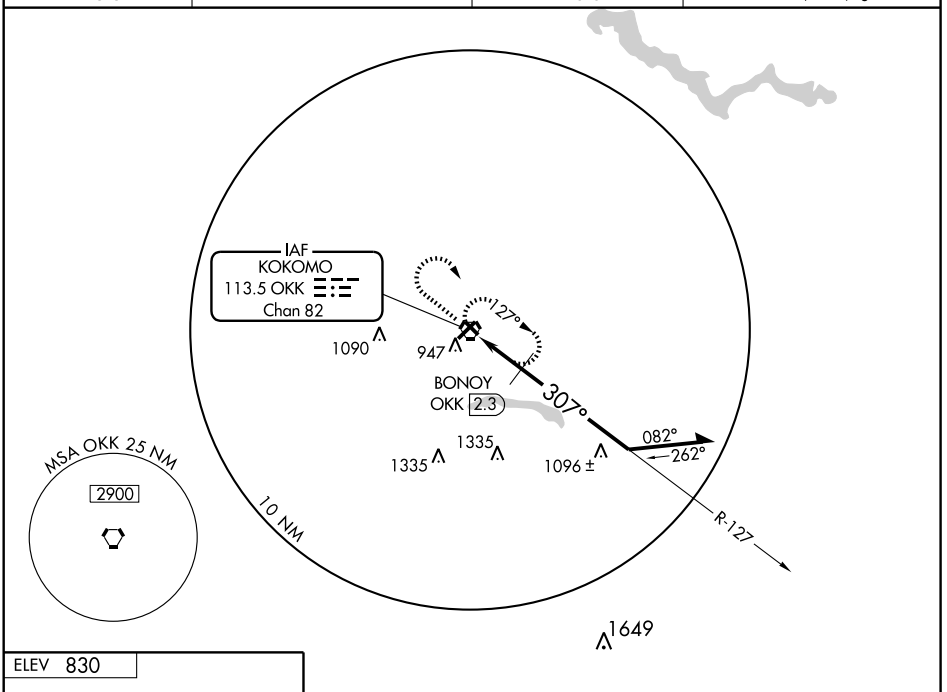
VOR RWY 32

KOKOMO MUNI (OKK)

Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 100 feet, increase S-32 Cat C visibility ¼ mile. BONOY FIX MINIMUMS: increase S-32 Cat C and D visibility ¼ mile. VDP NA when using Muncie altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct OKK VORTAC and hold.

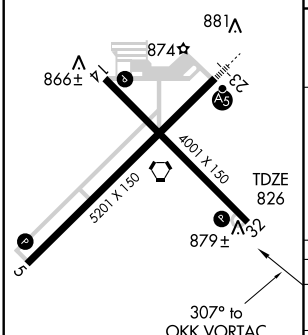
AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

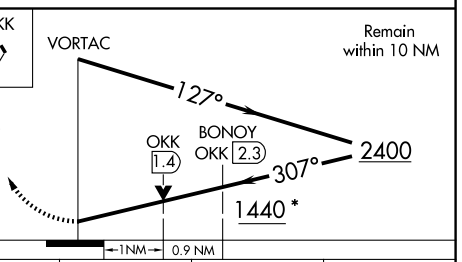
ELEV 830



MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

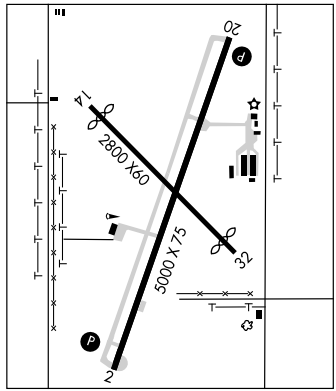
2600		OKK

∗1540 when using Muncie altimeter setting.



CATEGORY	A	B	C	D
S-32	1440-1 614 (700-1)		1440-1¾ 614 (700-1¾)	1440-2 614 (700-2)
CIRCLING	1440-1 610 (700-1)		1440-1¾ 610 (700-1¾)	1440-2 610 (700-2)
BONOY FIX MINIMUMS				
S-32	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

LA PORTE MUNI (PPO) 3 S UTC−6(−5DT) N41°34.35′ W86°44.07′ CHICAGO
812 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE HUF H–5E, 10F, L–28I
RWY 02–20: H5000X75 (ASPH–GRVD) S–18 MIRL IAP
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 22′. Trees.
RWY 20: REIL. PAPI(P2L)—GA 3.45° TCH 27′. Trees.
RWY 14–32: H2800X60 (ASPH) 0.4% up NW
RWY 14: Thld dsplcd 200′. Road.
RWY 32: Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1400–2200Z‡. For svc other hrs call 219–363–5109 or 219–608–4707. CAUTION: Farm equipment on or near acft ops area. ACTIVATE MIRL Rwy 02–20; REIL and PAPI Rwy 02–20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.825 (219) 326–6916.
COMMUNICATIONS: CTAF/UNICOM 123.0
KNOX RCO 122.1R, 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 346° 15.5 NM to fld. 690/00E.
NDB (MHW) 356 IUL N41°29.94′ W86°46.27′ 024° 4.7 NM to fld. NDB unmonitored 0100–1300Z‡.
ILS 110.95 I–PPO Rwy 02. LOC only. LOC unmonitored 0100–1300Z‡.

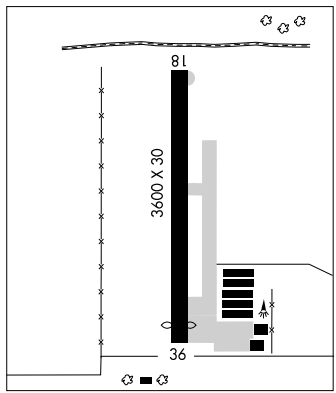


LAREZ N39°47.19′ W86°11.78′ NOTAM FILE IND. ST LOUIS
NDB (LOM) 349 FV 230° 6.2 NM to Indianapolis Intl.

LARSH (See COLFAX)

LEBANON

BOONE CO (6I4) 2 SE UTC−5(−4DT) N40°00.44′ W86°26.43′ CHICAGO
959 B S4 TPA–1900 (941) NOTAM FILE HUF L–27D
RWY 18–36: H3600X30 (CONC) S–10.5 LIRL (NSTD)
RWY 18: Crops. **RWY 36:** Thld dsplcd 200′. Crops.
AIRPORT REMARKS: Attended 1300‡–dusk. Ultralights on and invof arpt. Rwy 18–36 has loose gravel and cracks. Rwy 18–36 NSTD LIRL–lights 24′ from rwy edge. ACTIVATE LIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BRICKYARD (H) VORTACW 116.3 VHP Chan 110 N39°48.88′ W86°22.05′ 343° 12 NM to fld. 823/1E.



LEE BOTTOM (See HANOVER)

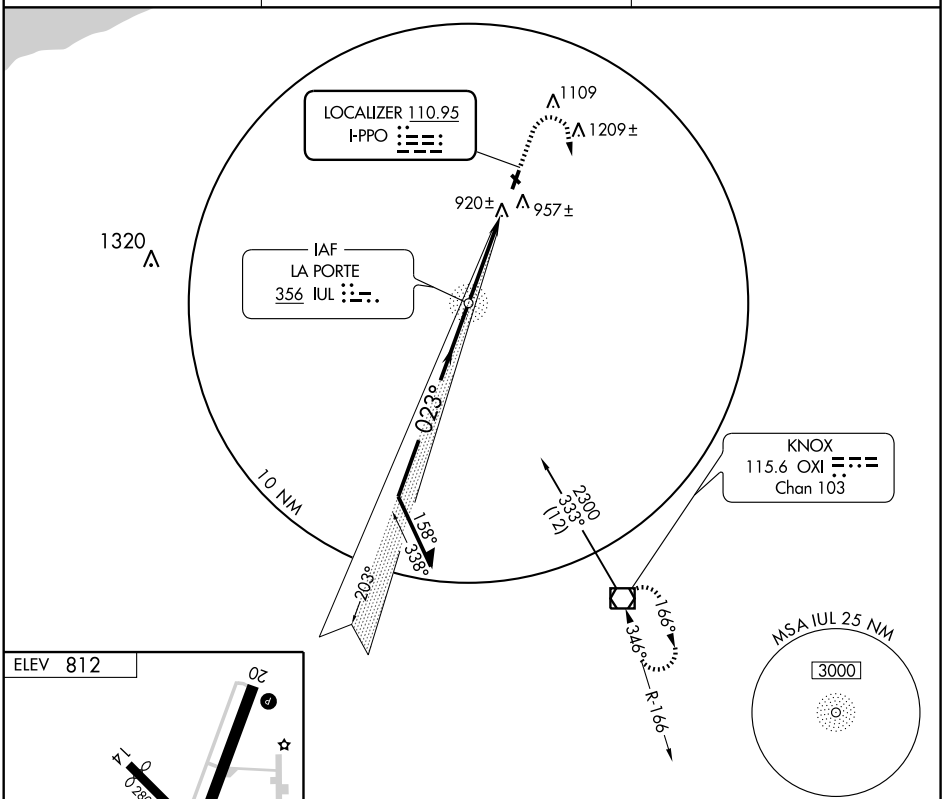
LOC I-PPO	APP CRS	Rwy Idg	5000
110.95	023°	TDZE	805
		Apt Elev	812

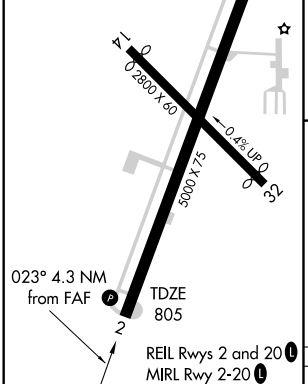
LOC/NDB RWY 2
LA PORTE MUNI (PPO)

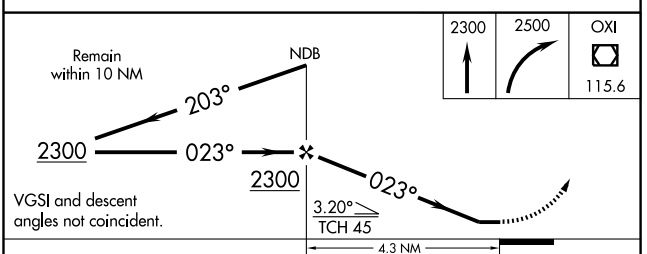
T
NA
When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)	1220-1¼	415 (500-1¼)
CIRCLING	1360-1	548 (600-1)	1360-1½ 548 (600-1½)	1380-2 568 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
023°	TDZE	805
	Apt Elev	812

RNAV (GPS) RWY 2

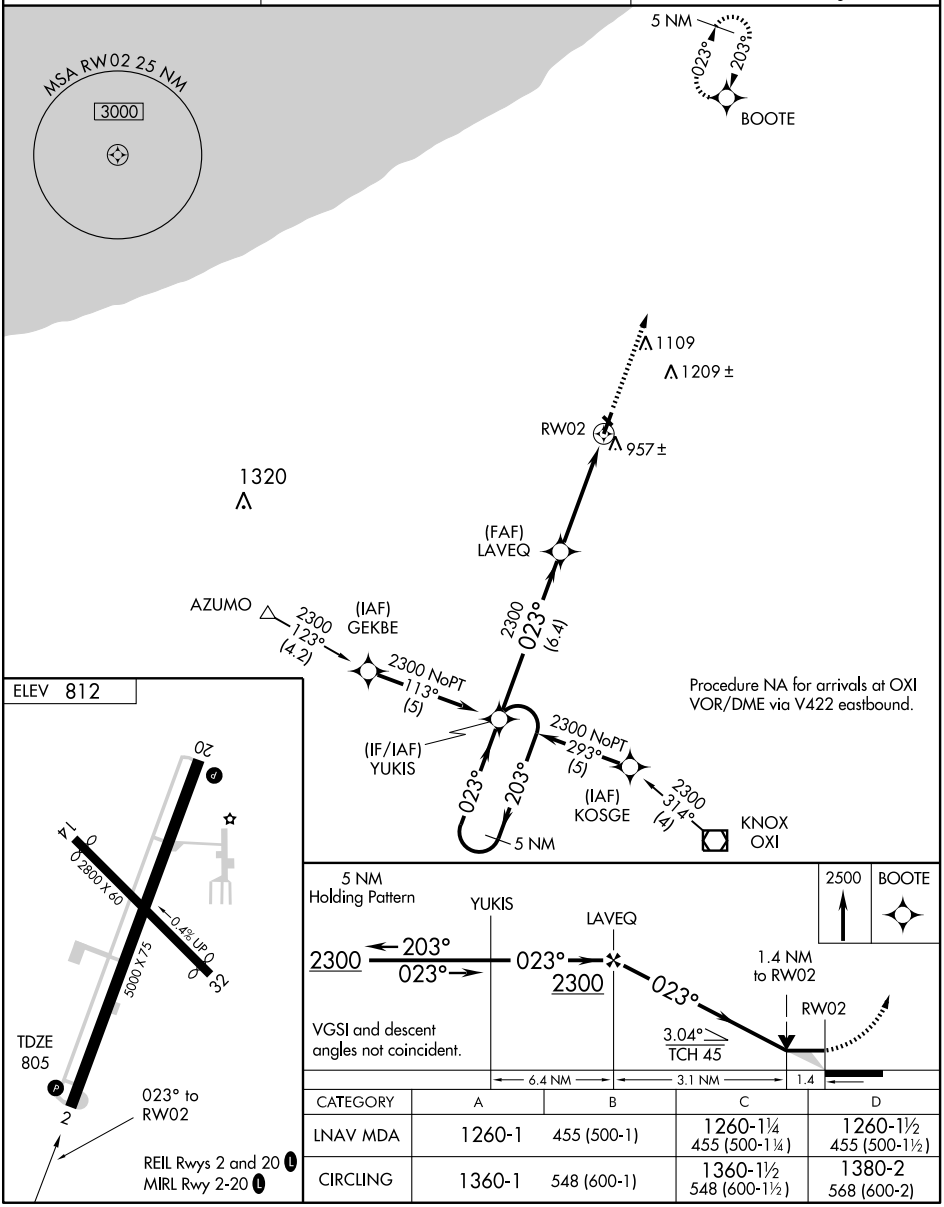
LA PORTE MUNI (PPO)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	455 (500-1)	1260-1¼ 455 (500-1¼)	1260-1½ 455 (500-1½)
CIRCLING	1360-1	548 (600-1)	1360-1½ 548 (600-1½)	1380-2 568 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

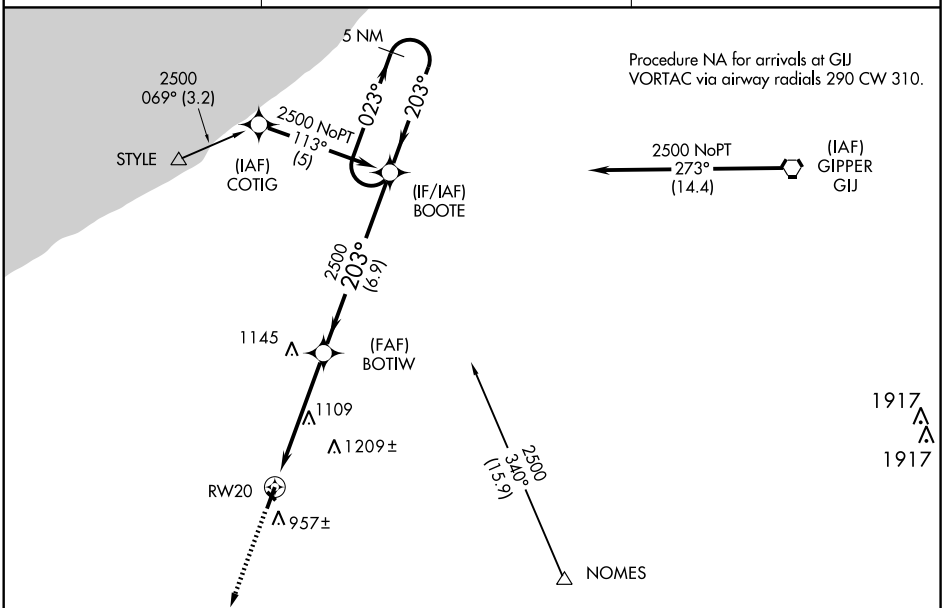
APP CRS	Rwy Idg	5000
203°	TDZE	812
	Apt Elev	812

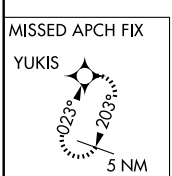
RNAV (GPS) RWY 20
LA PORTE MUNI (PPO)

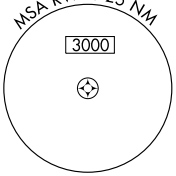
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
NA VDP NA with South Bend altimeter setting.

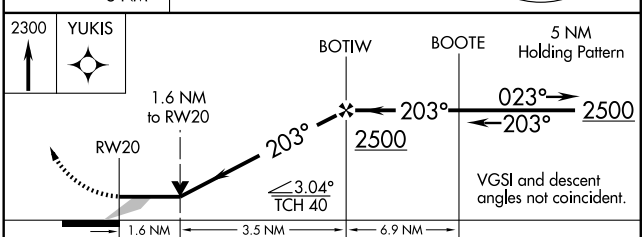
MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

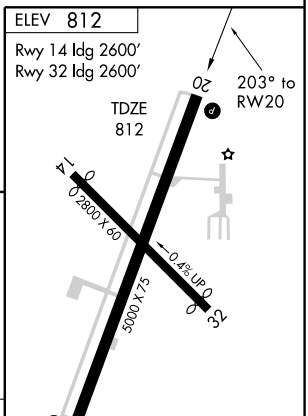
AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L











CATEGORY	A	B	C	D
LNAV MDA	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	346°	TDZE	N/A
Chan 103		Apt Elev	812

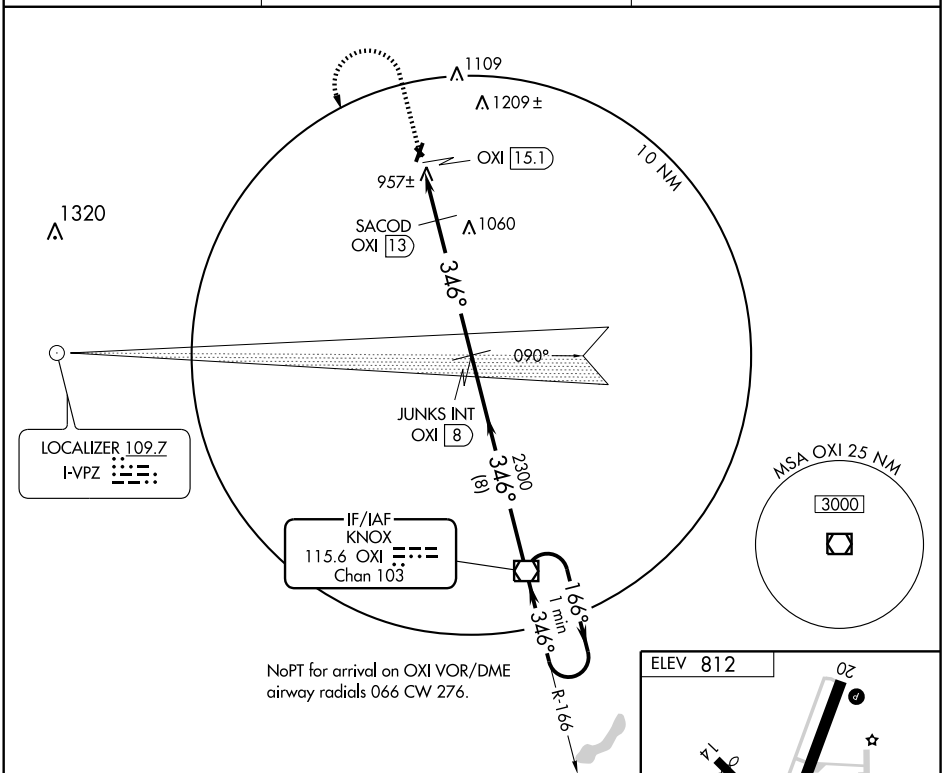
VOR-A

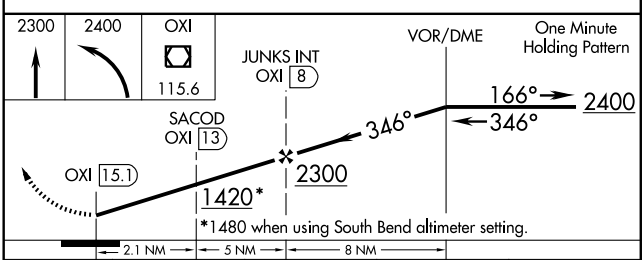
LA PORTE MUNI (PPO)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet.
SACOD Fix Minimums: Increase Circling Cat C visibility ¼ mile.

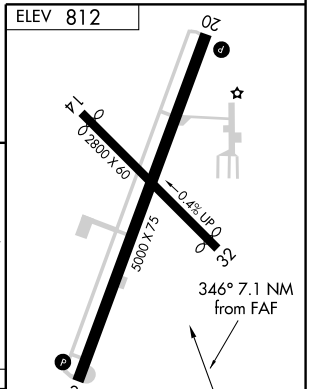
MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L





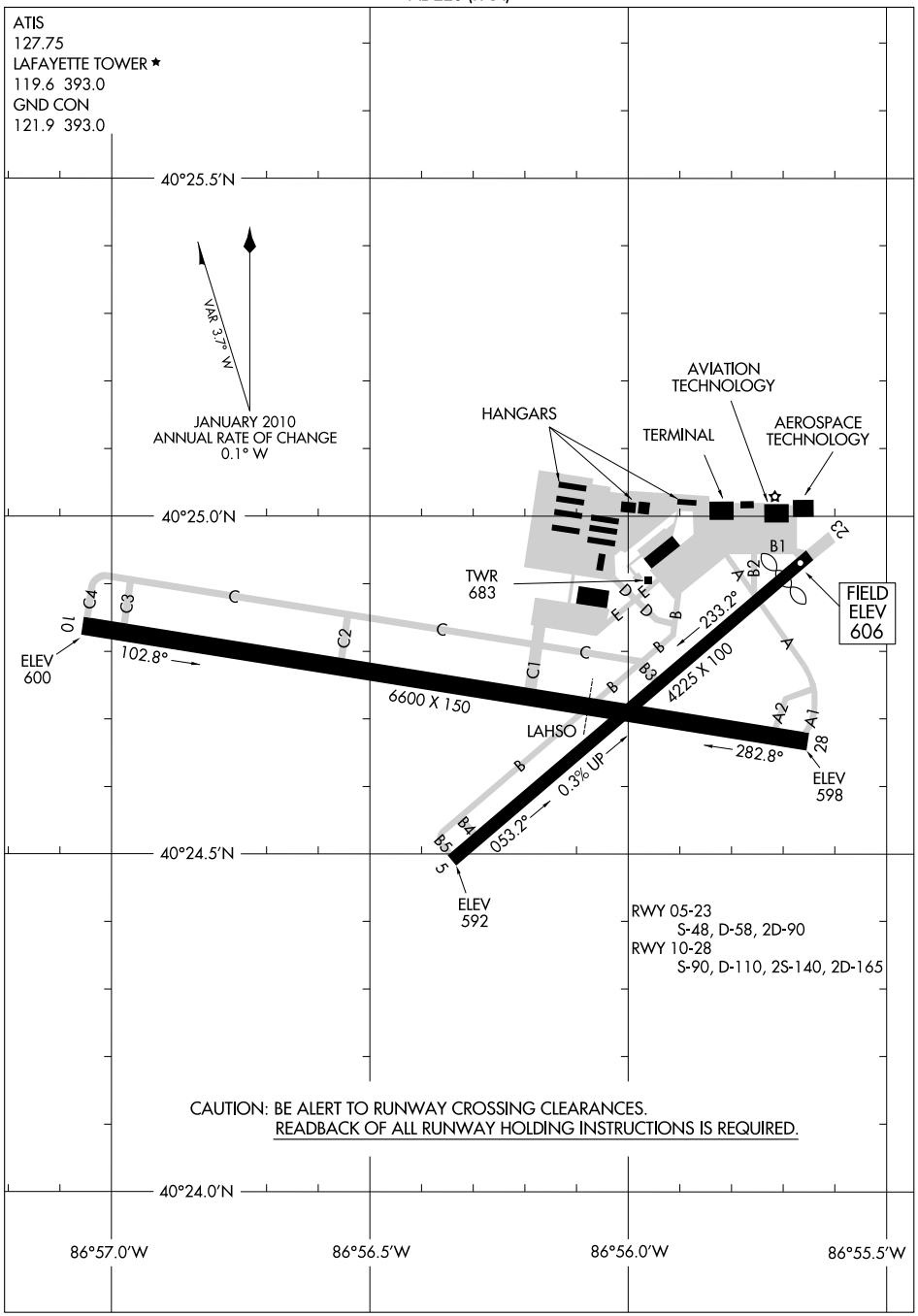
CATEGORY	A	B	C	D
CIRCLING	1420-1 608 (700-1)		1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
SACOD FIX MINIMUMS				
CIRCLING	1360-1 548 (600-1)		1360-1½ 548 (600-1½)	1380-2 568 (600-2)



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010

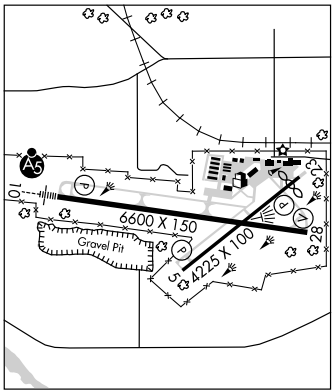
EC-2, 21 OCT 2010 to 18 NOV 2010

LAFAYETTE

PURDUE UNIVERSITY (LAF) 2 SW UTC−5(−4DT) N40°24.74′ W86°56.21′ CHICAGO

606 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1606(1000) Class IV, ARFF Index A **H–5E, 10F, L–27D**
NOTAM FILE LAF **IAP, AD**

RWY 10–28: H6600X150 (ASPH–GRVD) S–90, D–110, 2S–140, 2D–165 HIRL
RWY 10: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 28: REIL. VASI(V4R)—GA 3.0° TCH 47′. Trees.
RWY 05–23: H4225X100 (ASPH) S–48, D–58, 2D–90 MIRL
0.3 % up NE
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 38′.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 323′. Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	05–23	4600

AIRPORT REMARKS: Attended 1100–0300Z‡. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 765–743–3442. Air carrier ops involving acft with more than 30 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival/dep times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to tkf or landing. Rwy 05–23 restricted to acft with wingspan of 79′ or less. Rwy 05–23 not avbl for air carrier ops. Intensive student training. Twr N visibility reduced when sports fld flood lgts opr ½ mile N of arpt. For MIRL Rwy 05–23 and Rwy 10–28 ctc twr. When twr clsd ACTIVATE HIRL Rwy 10–28; MALSR Rwy 10 and REILS Rwy 05, Rwy 23 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 127.75 (765) 743–9687.
COMMUNICATIONS: CTAF 119.6 **ATIS** 127.75 **UNICOM** 122.95
LAFAYETTE RCO 122.35 122.2 (TERRE HAUTE RADIO)
Ⓡ**CHICAGO CENTER APP/DEP CON** 123.85
LAFAYETTE TOWER 119.6 (1200–0200Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 144° 10.5 NM to fld. 750/1E
HIWAS.
EARLE NDB (LOM) 401 LA N40°25.59′ W87°03.11′ 100° 5.3 NM to fld.Unmonitored. NOTAM FILE LAF.
ILS 110.3 I–LAF Rwy 10 LOM EARLE NDB. ILS unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

LAKE MONROE SPB (See BLOOMINGTON)

LAKE VILLAGE (C98) 1 NW UTC−6(−5DT) N41°09.00′ W87°27.75′ CHICAGO

644 S4 NOTAM FILE HUF
RWY 18–36: 2000X140 (TURF) LIRL
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended SR to SS. CAUTION: Vehicular tfc on roadway surrounding rwy. Deer on and invof arpt. Rwy 18–36 width includes a full length 38′ asph strip down the middle of the rwy. Rwy 18–36 thlds marked with 3 yellow tires/lgts each side. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9

ILS RWY 10

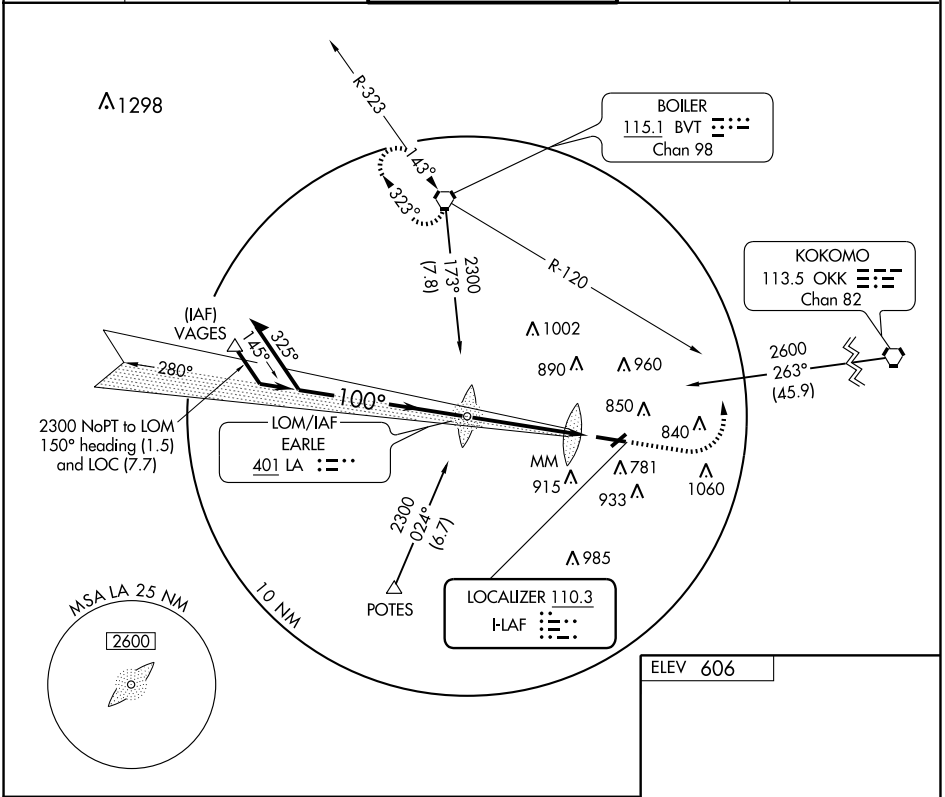
LAFAYETTE / PURDUE UNIVERSITY (LAF)

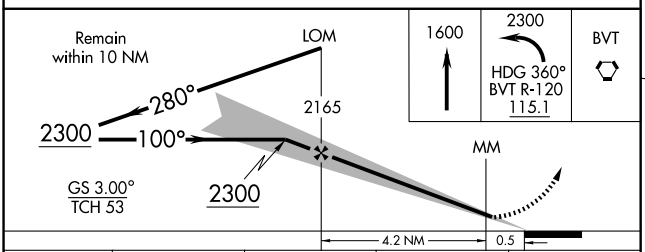
LOC I-LAF	APP CRS	Rwy Idg	6600
110.3	100°	TDZE	601
		Apt Elev	606

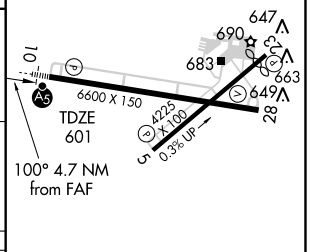
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
S-ILS 10	801-½ 200 (200-½)			
S-LOC 10	1060-½ 459 (500-½)		1060-¾ 459 (500-¾)	1060-1 459 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

WAAS Ch 45902 W10A	APP CRS 100°	Rwy Idg 6600 TDZE 601 Apt Elev 606

RNAV (GPS) RWY 10

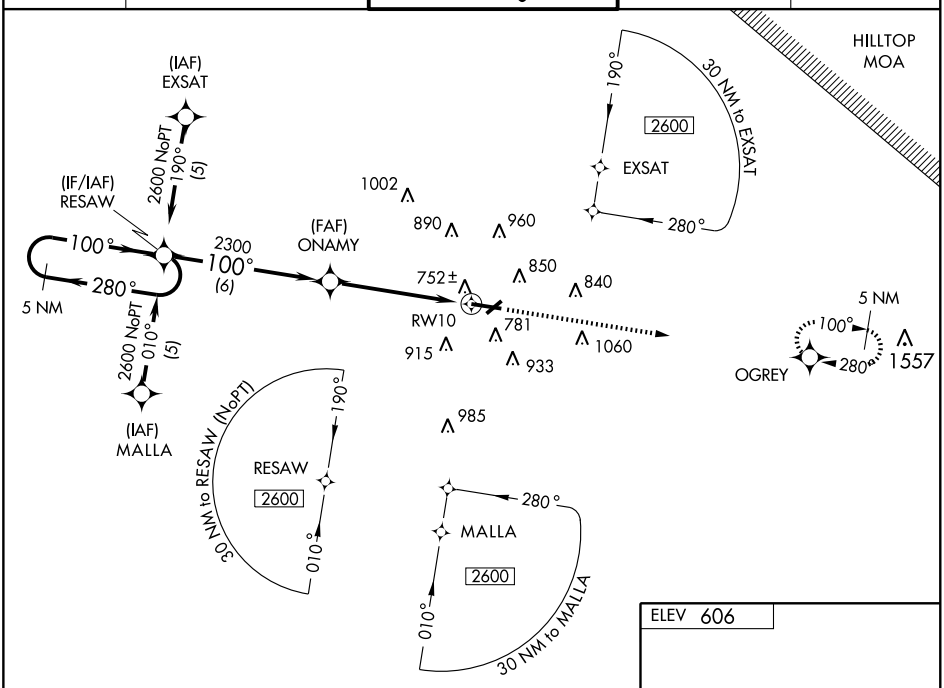
LAFAYETTE / PURDUE UNIVERSITY (LAF)

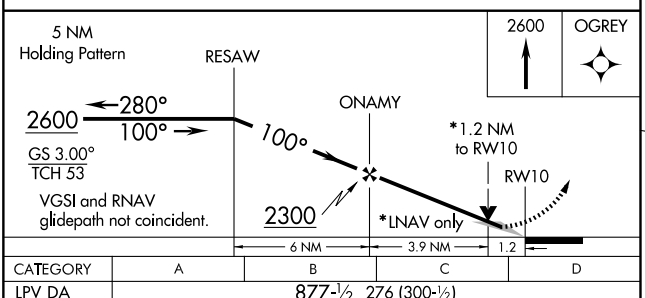
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA.

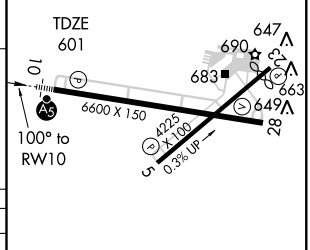
MALSR

MISSED APPROACH: Climb to 2600 direct OGREY and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
LPV DA	877-½ 276 (300-½)			
LNAV/ VNAV DA	1083-1¼ 482 (500-1¼)			
LNAV MDA	1040-½ 439 (500-½)		1040-¾ 439 (500-¾)	1040-1 439 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82103 W28A	APP CRS 280°	Rwy ldg 6600 TDZE 598 Apt Elev 606

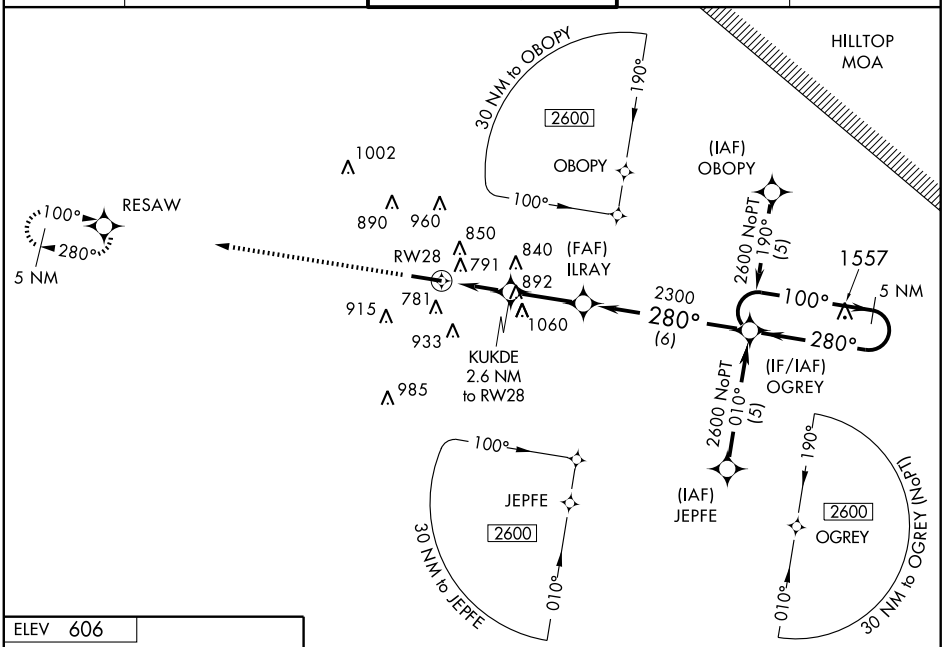
RNAV (GPS) RWY 28

LAFAYETTE / PURDUE UNIVERSITY (LAF)

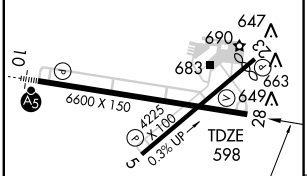
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct RESAW and hold.

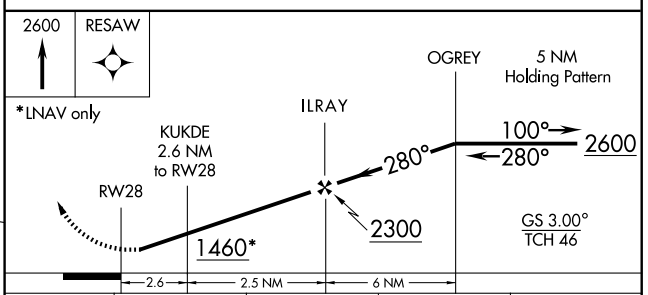
ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95



ELEV 606



HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23



CATEGORY	A	B	C	D
LPV DA	856-1 258 (300-1)			
LNAV/VNAV DA	1125-1¾ 527 (600-1¾)			
LNAV MDA	1060-1 462 (500-1)		1060-1¼ 462 (500-1¼)	1060-1½ 462 (500-1½)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BVT 115.1 Chan 98	APP CRS 143°	Rwy Idg N/A TDZE N/A Apt Elev 606

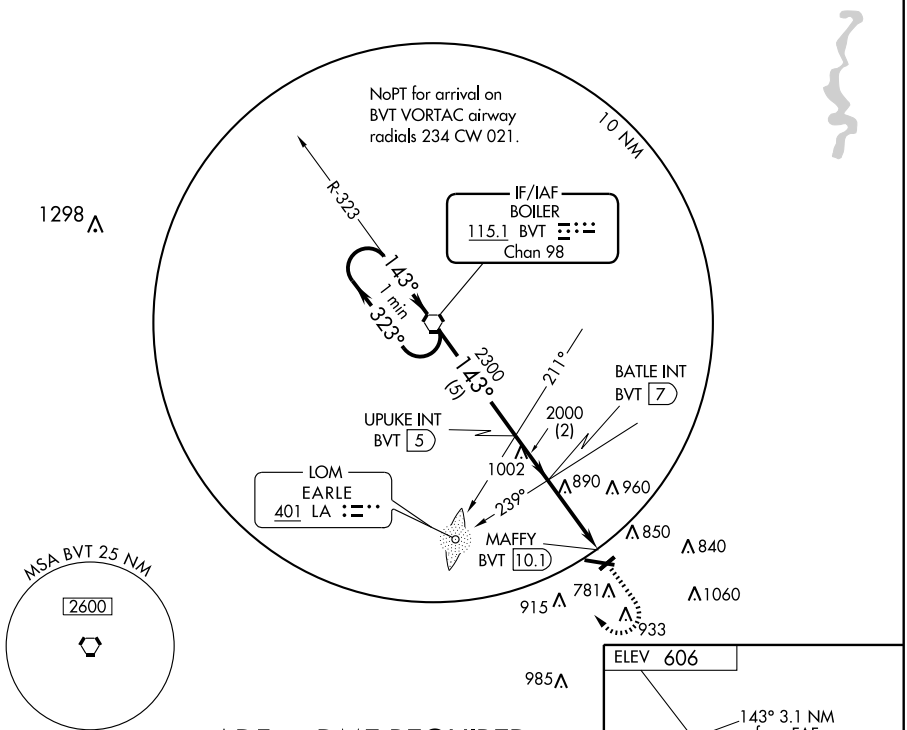
VOR-A

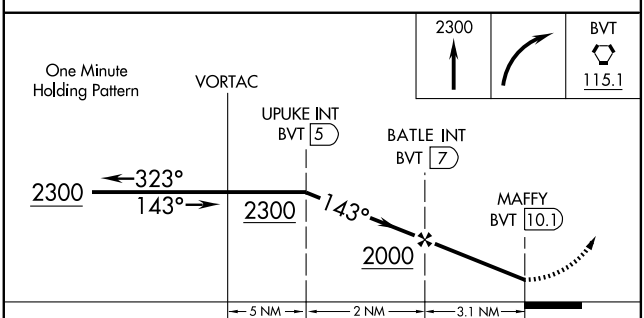
LAFAYETTE / PURDUE UNIVERSITY (LAF)

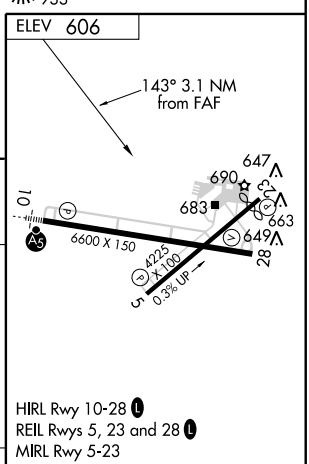
When local altimeter setting not received, use Danville altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







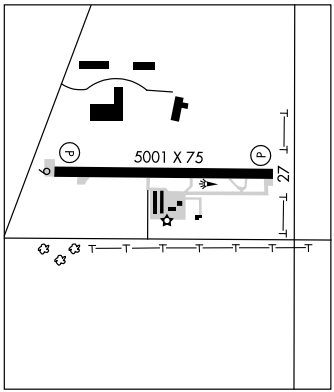
CATEGORY	A	B	C	D
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 21 OCT 2010 to 18 NOV 2010

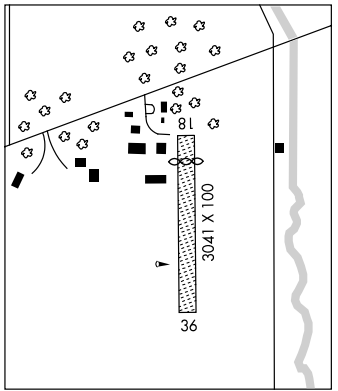
LOGANSPORT/CASS CO (GGP) 2S UTC−5(−4DT) N40°42.68′ W86°22.36′
738 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–20 MIRL
RWY 09: PAPI(P2L)—GA 3.0° TCH 28′. Road.
RWY 27: PAPI(P2R)—GA 3.0° TCH 36′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–4480 TODA–4480 ASDA–4480 LDA–4262
RWY 27: TORA–4262 TODA–4262 ASDA–4262 LDA–4262
AIRPORT REMARKS: Attended 1330Z‡–dusk. Fuel self svc. CAUTION: Sanitary landfill 1 1/2 miles NE of arpt. MIRL Rwy 09–27 ops low ints, to increase ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 308° 18.1 NM to fld. 830/00E.

CHICAGO
H–5E, L–27D
IAP



LOWELL (C97) 5 SW UTC−6(−5DT) N41°13.81′ W87°30.46′
675 S4 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 3041X100 (TURF) 0.7% up N
RWY 18: Thld dsplcd 555′. Tree. Rgt tfc. **RWY 36:** Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. Rwy 18–36 seasonal crops 75′ E and 87′ W of centerline. Snow removal and mowing with large tractor. Seasonal agriculture equipment along both sides of rwy and apch end Rwy 36. Rwy 18–36 thlds marked with white barrel halves and lgt fixtures.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 098° 13 NM to fld. 689/2E.

CHICAGO
L–28H
IAP



APP CRS	Rwy Idg	5001
090°	TDZE	736
	Apt Elev	738

RNAV (GPS) RWY 9
LOGANSPORT/CASS COUNTY (GGP)

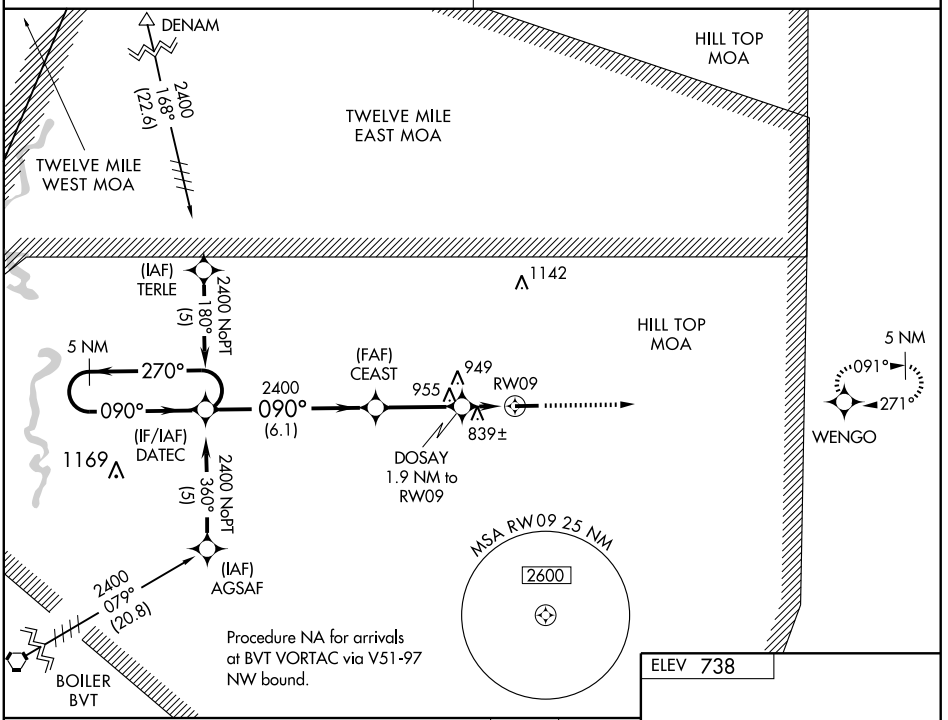
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting. VDP NA when using Lafayette altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

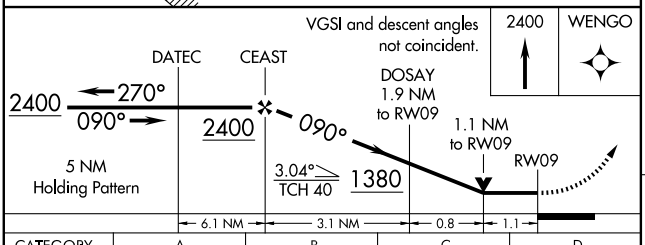
MISSED APPROACH: Climb to 2400 direct WENGO and hold.

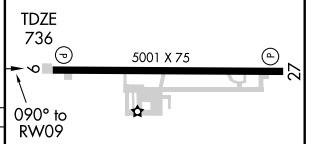
GRISSOM APP CON* 121.05 379.3

UNICOM 122.8 (CTAF) L



ELEV 738





CATEGORY	A	B	C	D
LNAV MDA	1100-1 364 (400-1)			1100-1¼ 364 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
	LAFAYETTE ALTIMETER SETTING MINIMUMS			
LNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	1180-1½ 444 (500-1½)
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70703	270°	TDZE	738
W27A		Apt Elev	738

RNAV (GPS) RWY 27
LOGANSPORT/CASS COUNTY (GGP)

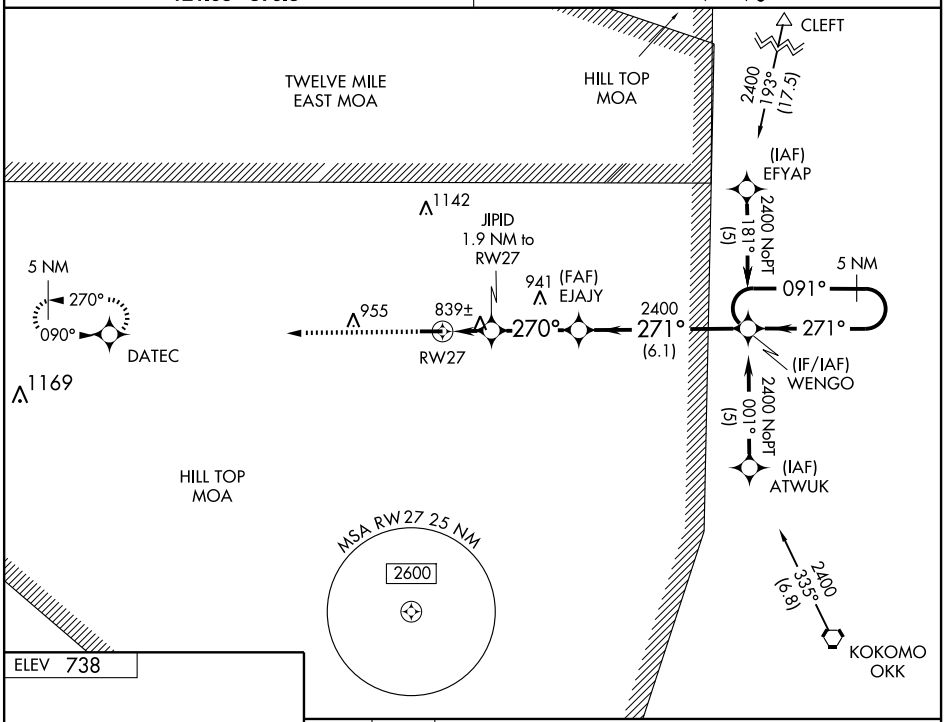
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting and increase DA 91 feet and visibility all Cats ¼ mile; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

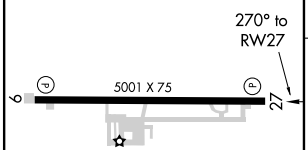
MISSED APPROACH: Climb to 2400 direct DATEC and hold.

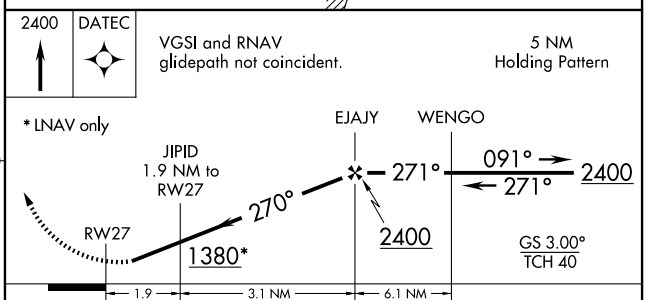
GRISSOM APP CON ★ 121.05 379.3

UNICOM 122.8 (CTAF) L



ELEV 738





CATEGORY	A	B	C	D
LPV DA	988-1 250 (300-1)			
LNAV MDA	1100-1 362 (400-1)			1100-1¼ 362 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)

MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK 113.5 Chan 82	APP CRS 307°	Rwy Idg N/A TDZE N/A Apt Elev 738

VOR-A

LOGANSPORT/CASS COUNTY (GGP)

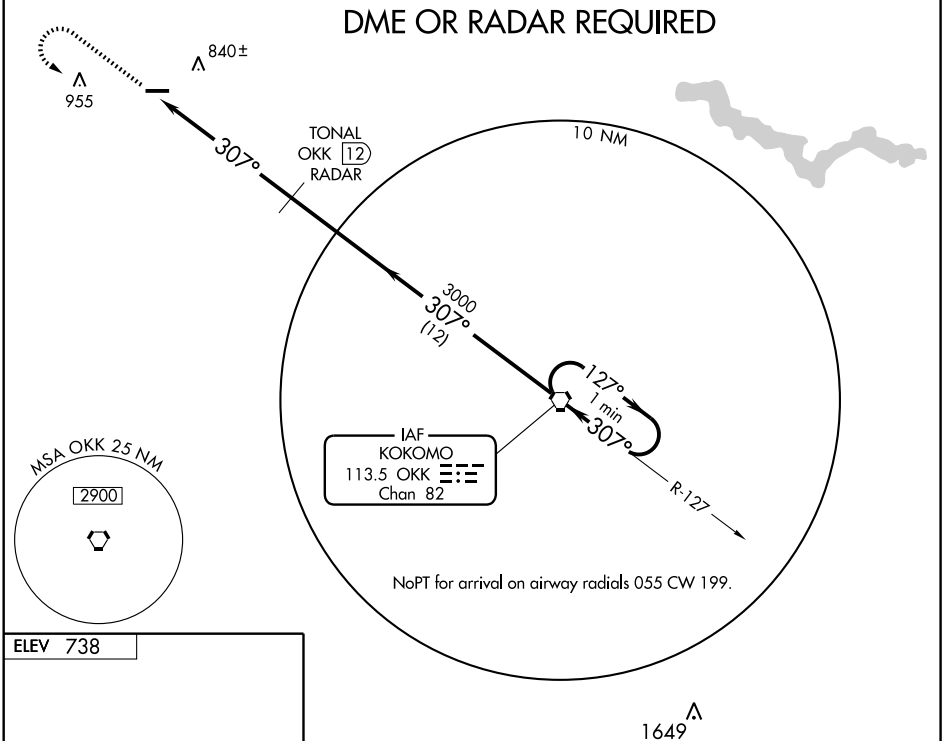
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via OKK R-307 to OKK VORTAC and hold.

GRISSOM APP CON ★ 121.05 379.3

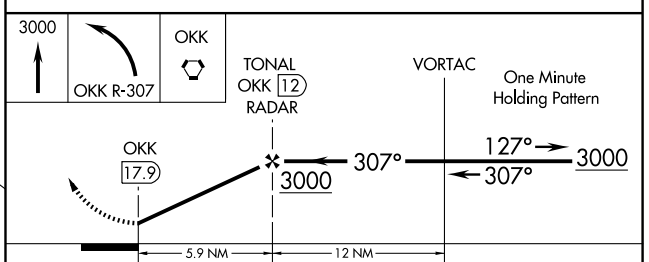
UNICOM 122.8 (CTAF) L

DME OR RADAR REQUIRED



ELEV 738





307° 5.9 NM from FAF

MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK	APP CRS	Rwy Idg 5001
113.5	270°	TDZE 738
Chan 82		Apt Elev 738

VOR/DME RNAV RWY 27

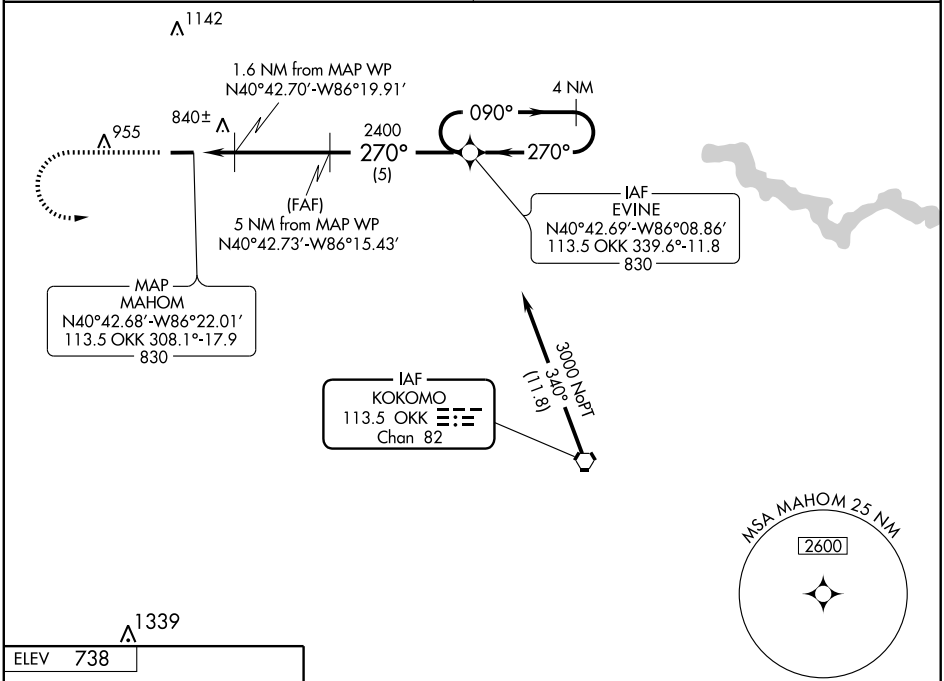
LOGANSPORT/CASS COUNTY (GGP)

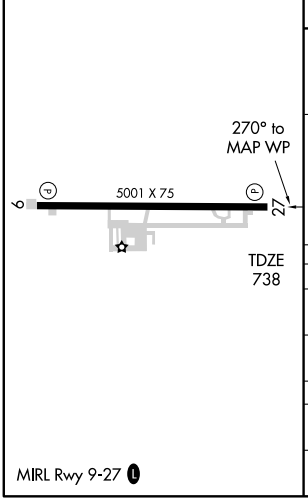
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

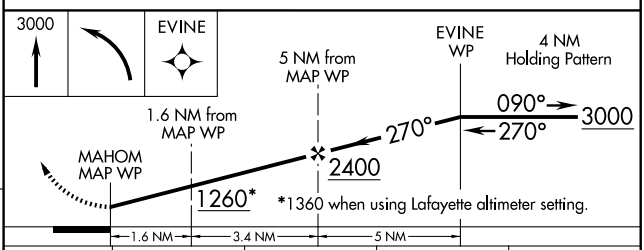
MISSED APPROACH: Climb to 3000, then left turn direct EVINE WP and hold.

GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) L





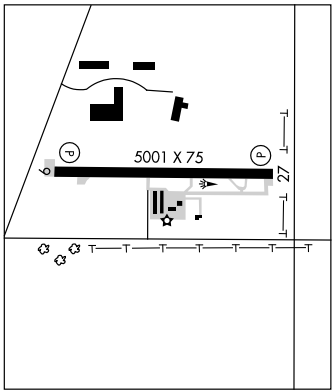


CATEGORY	A	B	C	D
S-27	1100-1 362 (400-1)	1100-1¼ 362 (400-1¼)	1100-1½ 362 (400-1½)	1100-1¾ 362 (400-1¾)
CIRCLING	1140-1 402 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTINGS MINIMUMS				
S-27	1200-1 462 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1200-1¾ 462 (500-1¾)
CIRCLING	1240-1 502 (600-1)	1240-1¼ 502 (600-1¼)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

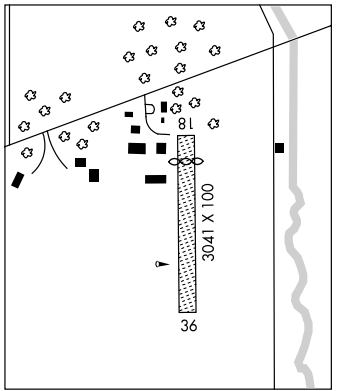
LOGANSPORT/CASS CO (GGP) 2S UTC−5(−4DT) N40°42.68′ W86°22.36′
738 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H5001X75 (ASPH–GRVD) S–20 MIRL
RWY 09: PAPI(P2L)—GA 3.0° TCH 28′. Road.
RWY 27: PAPI(P2R)—GA 3.0° TCH 36′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–4480 TODA–4480 ASDA–4480 LDA–4262
RWY 27: TORA–4262 TODA–4262 ASDA–4262 LDA–4262
AIRPORT REMARKS: Attended 1330Z‡–dusk. Fuel self svc. CAUTION: Sanitary landfill 1 1/2 miles NE of arpt. MIRL Rwy 09–27 ops low ints, to increase ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 308° 18.1 NM to fld. 830/00E.

CHICAGO
H–5E, L–27D
IAP



LOWELL (C97) 5 SW UTC−6(−5DT) N41°13.81′ W87°30.46′
675 S4 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 3041X100 (TURF) 0.7% up N
RWY 18: Thld dsplcd 555′. Tree. Rgt tfc. **RWY 36:** Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. Rwy 18–36 seasonal crops 75′ E and 87′ W of centerline. Snow removal and mowing with large tractor. Seasonal agriculture equipment along both sides of rwy and apch end Rwy 36. Rwy 18–36 thlds marked with white barrel halves and lgt fixtures.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18′ W87°47.46′ 098° 13 NM to fld. 689/2E.

CHICAGO
L–28H
IAP



VORTAC EON	APP CRS	Rwy Idg	N/A
113.2	278°	TDZE	N/A
Chan 79		Apt Elev	675

VOR or GPS-A

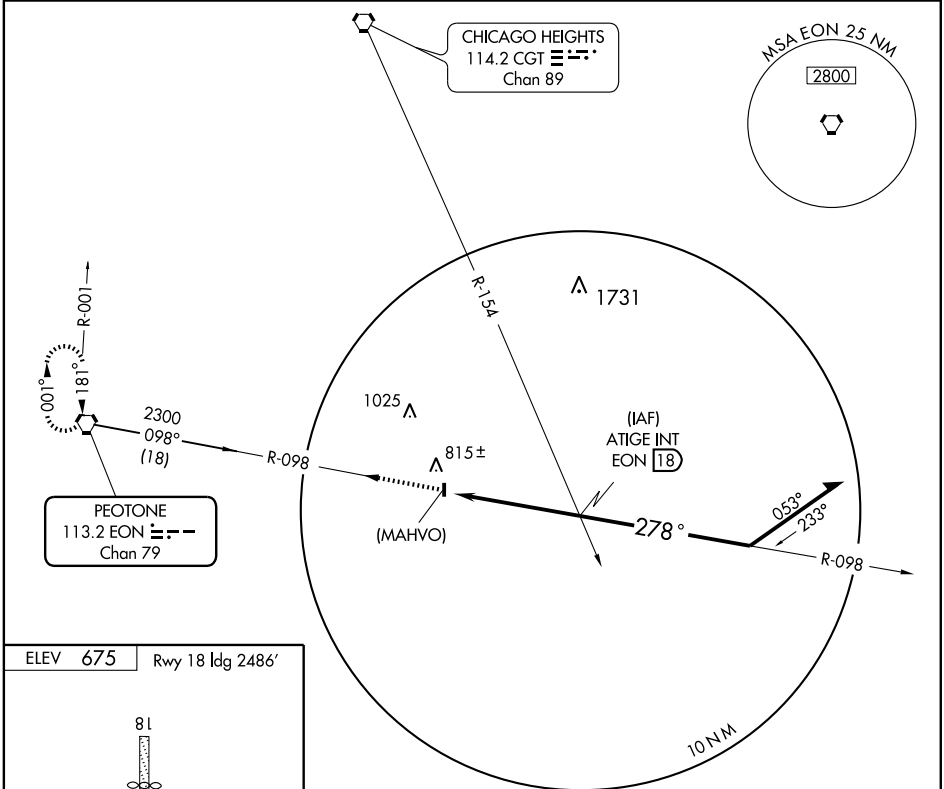
LOWELL (C97)

Use Chicago Midway Intl Airport altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

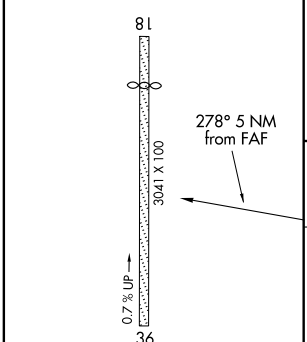
NA

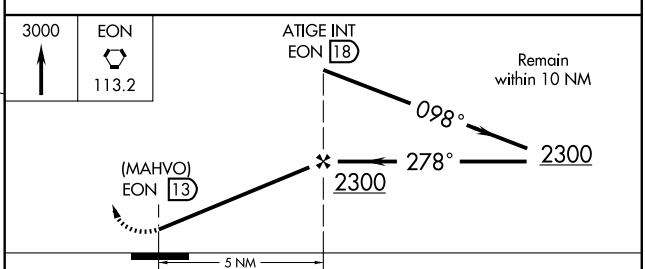
MISSED APPROACH: Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER	CTAF
132.95 272.7	122.9



ELEV 675 Rwy 18 ldg 2486'



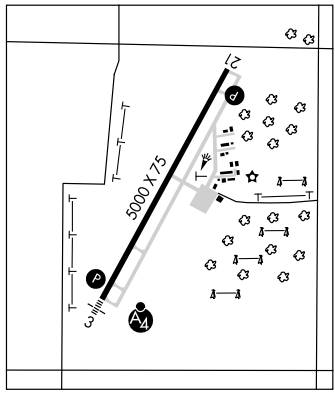


FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

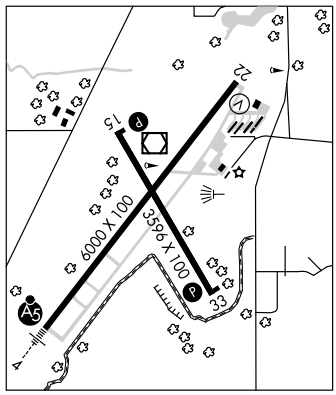
CATEGORY	A	B	C	D
CIRCLING	1280-1 605 (700-1)		1280-1¾ 605 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MADISON MUNI (IMS) 4 W UTC−5(−4DT) N38°45.60′ W85°27.88′ **ST. LOUIS**
819 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–26F, 27E**
RWY 03–21: H5000X75 (ASPH) S–30 HIRL **IAP**
RWY 03: MALSF. PAPI(P4L)—GA 3.5° TCH 42′. Trees.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended SR–dusk. Arpt unattended Christmas Day. Fuel self serve. IFR clearance not avbl when R–3403 is active. ACTIVATE HIRL Rwy 03–21, MALSF Rwy 03, PAPI Rwy 03 and Rwy 21, REIL Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (812) 866–1798.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **LOUISVILLE APP/DEP CON** 132.075 (East) 123.675 (West)
GCO 121.725 (STANDIFORD CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 037° 13 NM to fld. 710/1E. **HIWAS.**



MARION MUNI (MZZ) 3 SW UTC−5(−4DT) N40°29.39′ W85°40.78′ **CHICAGO**
859 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 04–22: H6000X100 (ASPH–GRVD) S–40, D–48, 2D–70 HIRL **IAP**
RWY 04: MALSR. **RWY 22:** REIL. VASI(V2L). Trees.
RWY 15–33: H3596X100 (ASPH) S–22, D–32 HIRL
RWY 15: REIL. PAPI(P2L)—GA 3.25° TCH 37′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2200Z‡. Unattended on Christmas Day. Fuel self svc avbl. Rwy 33, +8–12′ ditch 200′ left of centerline, +8–10 ground 230′ left of centerline paralleling south half of rwy. HIRL Rwy 04–22 and MIRL Rwy 15–33 preset on low ints, to increase ints and ACTIVATE REIL Rwy 22, Rwy 15 and Rwy 33 and MALSR Rwy 04—CTAF. PAPI Rwy 15 and Rwy 33 on during day, at night ACTIVATE—CTAF.
WEATHER REMARKS: AWOS–3 108.6 MZZ (765) 674–1317.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORW/DME 108.6 MZZ Chan 23 N40°29.60′ W85°40.76′ at fld. 850/3W. **AWOS–3.**
ILS 111.7 I–MZZ Rwy 04. Unmonitored.



MENTONE (C92) 2 SW UTC−5(−4DT) N41°09.00′ W86°03.75′ **CHICAGO**
860 NOTAM FILE HUF
RWY 18–36: H2521X40 (ASPH) S–10
RWY 18: Thld dsplcd 395′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Wed 1300–2200Z‡.
COMMUNICATIONS: CTAF 122.9

METROPOLITAN N39°56.26′ W86°03.01′. NOTAM FILE HUF. **ST LOUIS**
NDB (MHW) 338 UMP at Indianapolis Metropolitan. **AWOS–3.** **L–27D**

METTEL FLD (See CONNERSVILLE)

WAAS CH 45708 W03A	APP CRS 035°	Rwy Idg 5000 TDZE 812 Apt Elev 819

RNAV (GPS) RWY 3
MADISON MUNI (IMS)

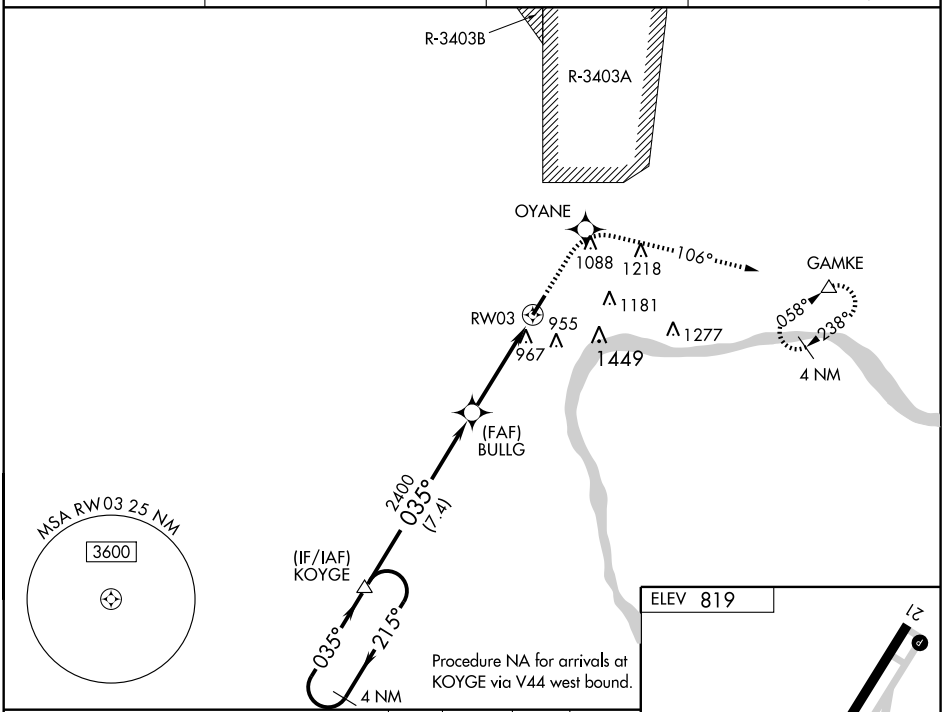
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

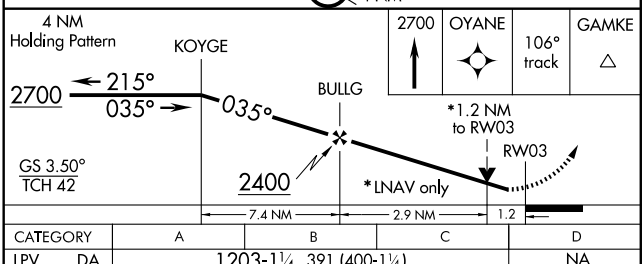
NA

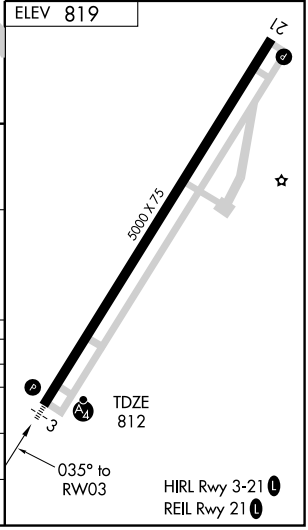
MALSF

MISSED APPROACH: Climb to 2700 direct OYANE and via 106° track to GAMKE and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1203-1¼ 391 (400-1¼)			NA
LNAV/VNAV DA	1321-1½ 509 (600-1½)			NA
LNAV MDA	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ABB 112.4 Chan 71	APP CRS 037°	Rwy Idg 5000 TDZE 812 Apt Elev 819

VOR/DME RWY 3

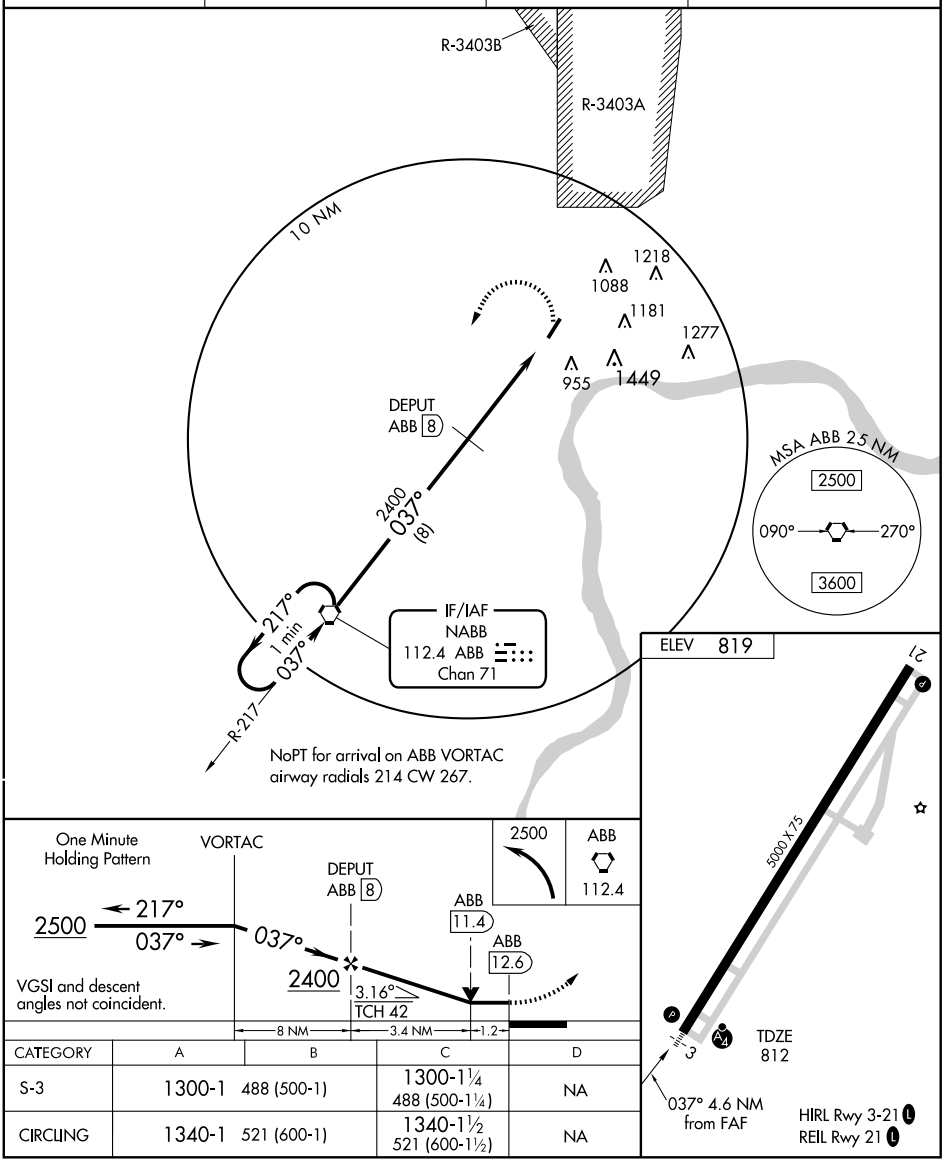
MADISON MUNI (IMS)

Visibility reduction by helicopters NA. VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all MDA 120 feet and S-3 Cat C visibility ½ mile, Circling Cat C visibility ¼ mile.

MALSF

MISSED APPROACH: Climbing left turn to 2500 direct ABB VORTAC and hold.

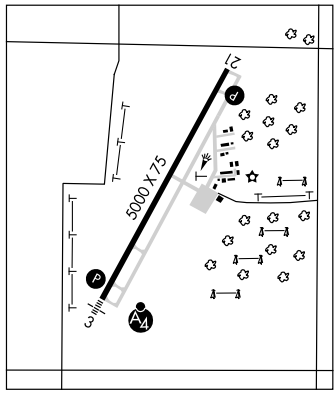
AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L



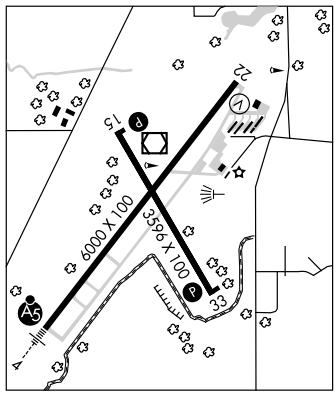
CATEGORY	A	B	C	D
S-3	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MADISON MUNI (IMS) 4 W UTC−5(−4DT) N38°45.60′ W85°27.88′ **ST. LOUIS**
819 B **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–26F, 27E**
RWY 03–21: H5000X75 (ASPH) S–30 HIRL **IAP**
RWY 03: MALSF. PAPI(P4L)—GA 3.5° TCH 42′. Trees.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended SR–dusk. Arpt unattended Christmas Day. Fuel self serve. IFR clearance not avbl when R–3403 is active. ACTIVATE HIRL Rwy 03–21, MALSF Rwy 03, PAPI Rwy 03 and Rwy 21, REIL Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (812) 866–1798.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **LOUISVILLE APP/DEP CON** 132.075 (East) 123.675 (West)
GCO 121.725 (STANDIFORD CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 037° 13 NM to fld. 710/1E. **HIWAS.**



MARION MUNI (MZZ) 3 SW UTC−5(−4DT) N40°29.39′ W85°40.78′ **CHICAGO**
859 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 04–22: H6000X100 (ASPH–GRVD) S–40, D–48, 2D–70 HIRL **IAP**
RWY 04: MALSR. **RWY 22:** REIL. VASI(V2L). Trees.
RWY 15–33: H3596X100 (ASPH) S–22, D–32 HIRL
RWY 15: REIL. PAPI(P2L)—GA 3.25° TCH 37′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2200Z‡. Unattended on Christmas Day. Fuel self svc avbl. Rwy 33, +8–12′ ditch 200′ left of centerline, +8–10 ground 230′ left of centerline paralleling south half of rwy. HIRL Rwy 04–22 and MIRL Rwy 15–33 preset on low ints, to increase ints and ACTIVATE REIL Rwy 22, Rwy 15 and Rwy 33 and MALSR Rwy 04—CTAF. PAPI Rwy 15 and Rwy 33 on during day, at night ACTIVATE—CTAF.
WEATHER REMARKS: AWOS–3 108.6 MZZ (765) 674–1317.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡) **CLNC DEL** 120.0
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORW/DME 108.6 MZZ Chan 23 N40°29.60′ W85°40.76′ at fld. 850/3W. **AWOS–3.**
ILS 111.7 I–MZZ Rwy 04. Unmonitored.



MENTONE (C92) 2 SW UTC−5(−4DT) N41°09.00′ W86°03.75′ **CHICAGO**
860 NOTAM FILE HUF
RWY 18–36: H2521X40 (ASPH) S–10
RWY 18: Thld dsplcd 395′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Wed 1300–2200Z‡.
COMMUNICATIONS: CTAF 122.9

METROPOLITAN N39°56.26′ W86°03.01′. NOTAM FILE HUF. **ST LOUIS**
NDB (MHW) 338 UMP at Indianapolis Metropolitan. **AWOS–3.** **L–27D**

METTEL FLD (See CONNERSVILLE)

LOC I-MZZ	APP CRS	Rwy Idg	6000
111.7	041°	TDZE	859
		Apt Elev	859

ILS or LOC RWY 4
MARION MUNI (MZZ)

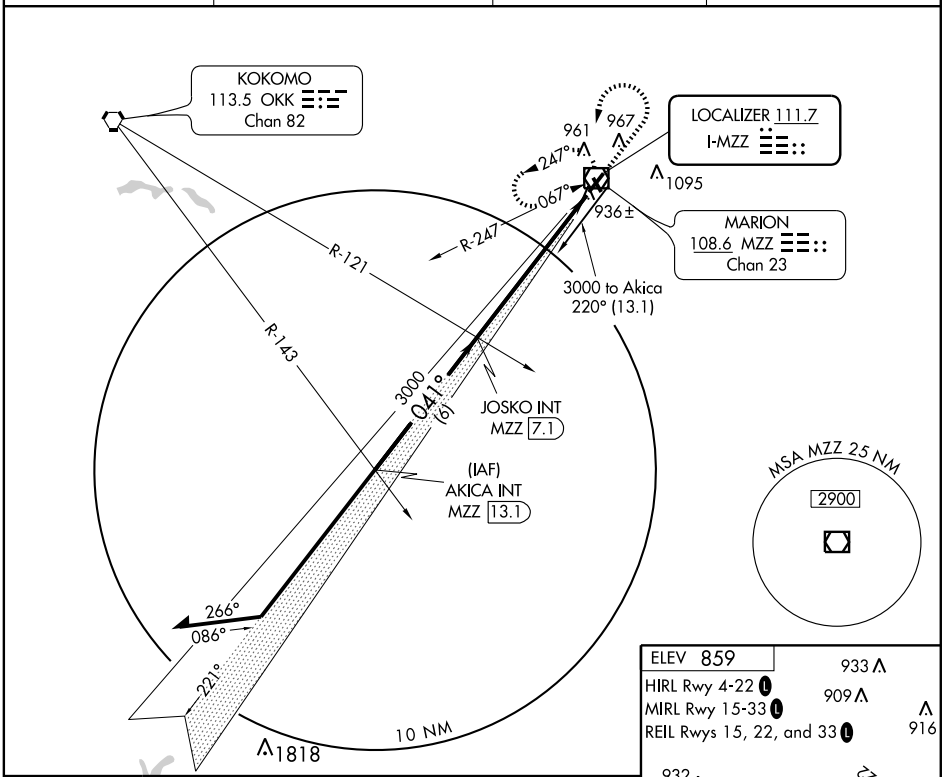
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DH/MDAs 100 feet. For inoperative MALSR increase S-LOC 4 Cat D visibility to 1.

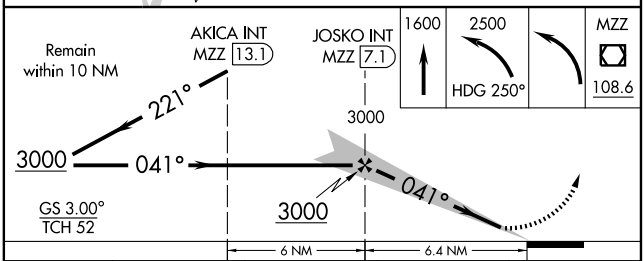
NA

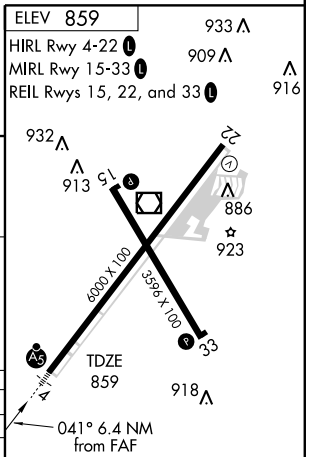
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2500 via heading 250°, then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	1063-½ 204 (300-½)			
S-LOC 4	1200-½ 341 (400-½)			1200-¾ 341 (400-¾)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 60906 W04A	APP CRS 041°	Rwy Idg 6000 TDZE 859 Apt Elev 859

RNAV (GPS) RWY 4

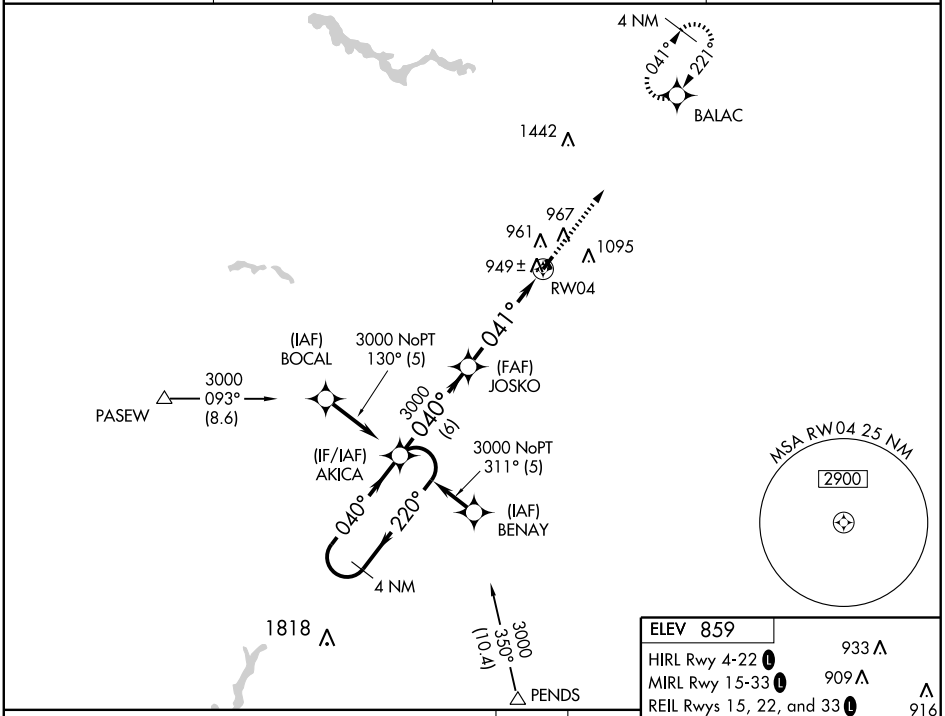
MARION MUNI (MZZ)

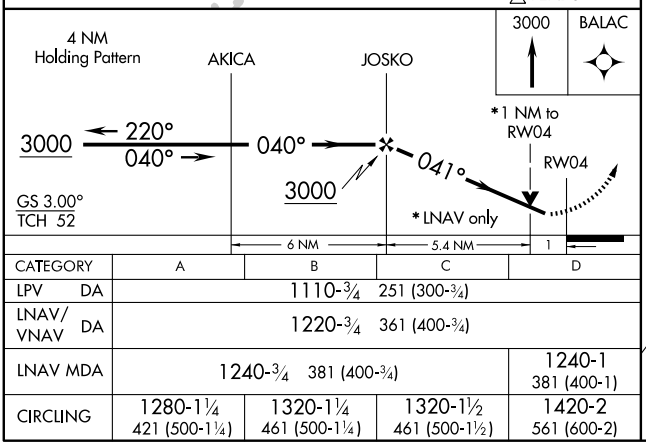
T NA If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA/MDAs 100 feet. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV Cat A/B/C visibilities to 1 and Cat D to 1¼. DME/DME RNP-0.3 NA. Baro VNAV NA below -16°C (4°F). VDP and Baro VNAV NA when using Fort Wayne Intl altimeter setting. When VGSI inop circling Rwy 15, 33 NA at night.

MALSR

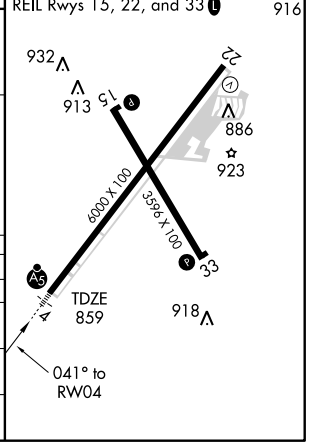
MISSED APPROACH: Climb to 3000 direct BALAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1110-¾ 251 (300-¾)			
LNAV/VNAV DA	1220-¾ 361 (400-¾)			
LNAV MDA	1240-¾ 381 (400-¾)			1240-1 381 (400-1)
CIRCLING	1280-1¼ 421 (500-1¼)	1320-1¼ 461 (500-1¼)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

MARION MUNI (MZZ)

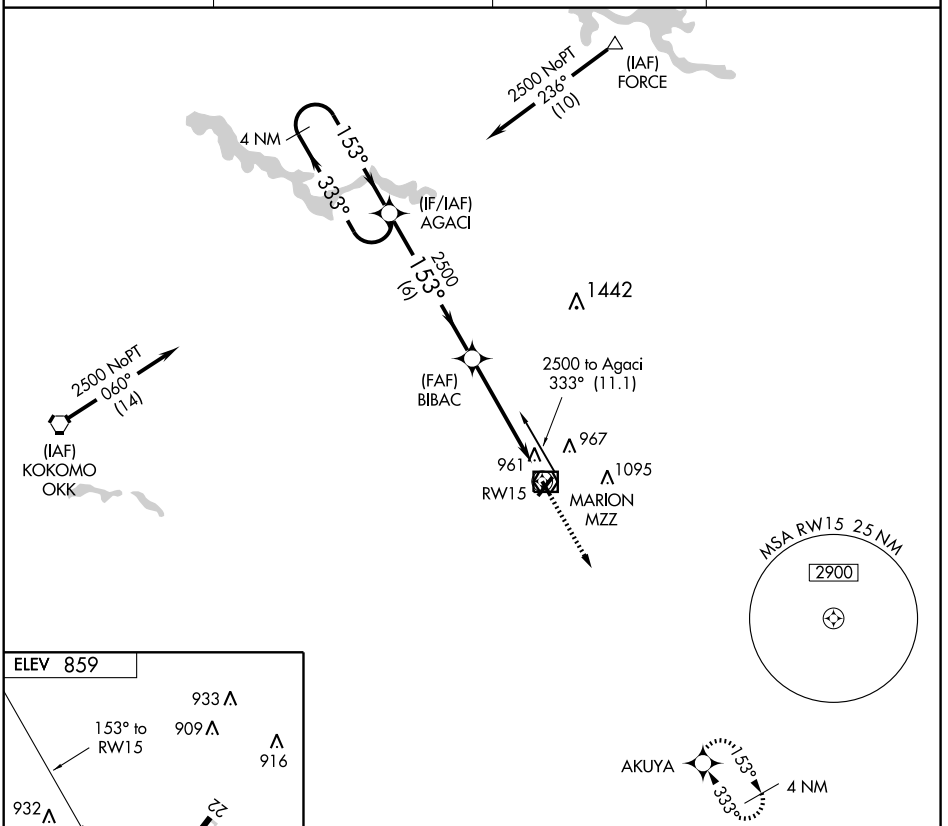
APP CRS	Rwy Idg	3596
153°	TDZE	858
	Apt Elev	859

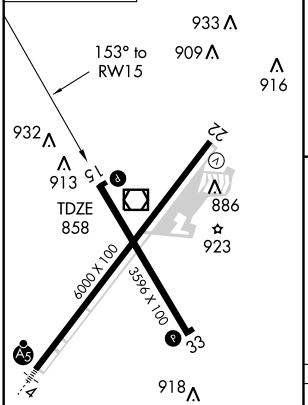
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 33 NA at night. When VGSI inop, straight-in/circling Rwy 15 procedure NA at night.

NA

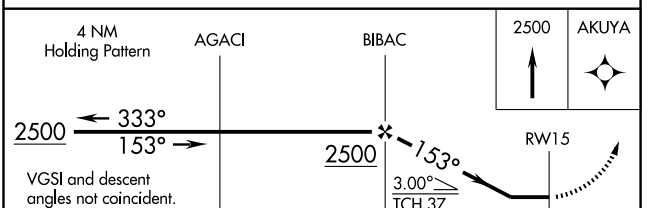
MISSED APPROACH: Climb to 2500 direct AKUYA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

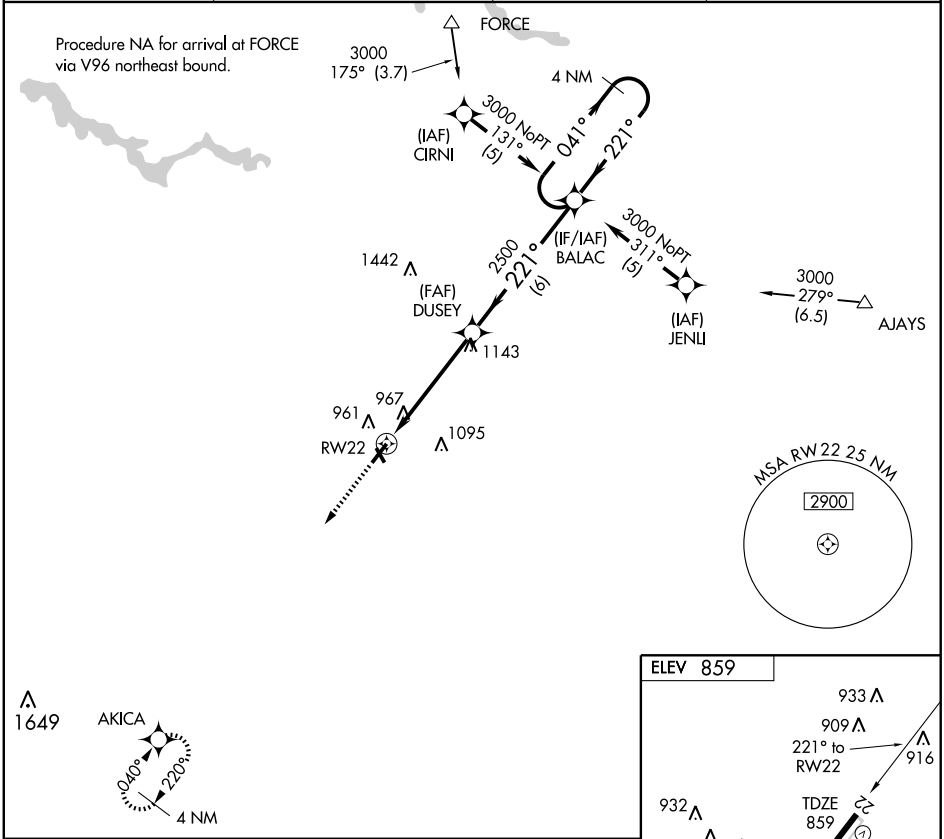
APP CRS	Rwy Idg	6000
221°	TDZE	859
	Apt Elev	859

RNAV (GPS) RWY 22
MARION MUNI (MZZ)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.
When VGSI inop, circling Rwy 15 NA at night. Circling to Rwy 33 NA at night.

MISSED APPROACH: Climb to 3000 direct AKICA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1420-2 561 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3596
333°	TDZE	858
	Apt Elev	859

RNAV (GPS) RWY 33

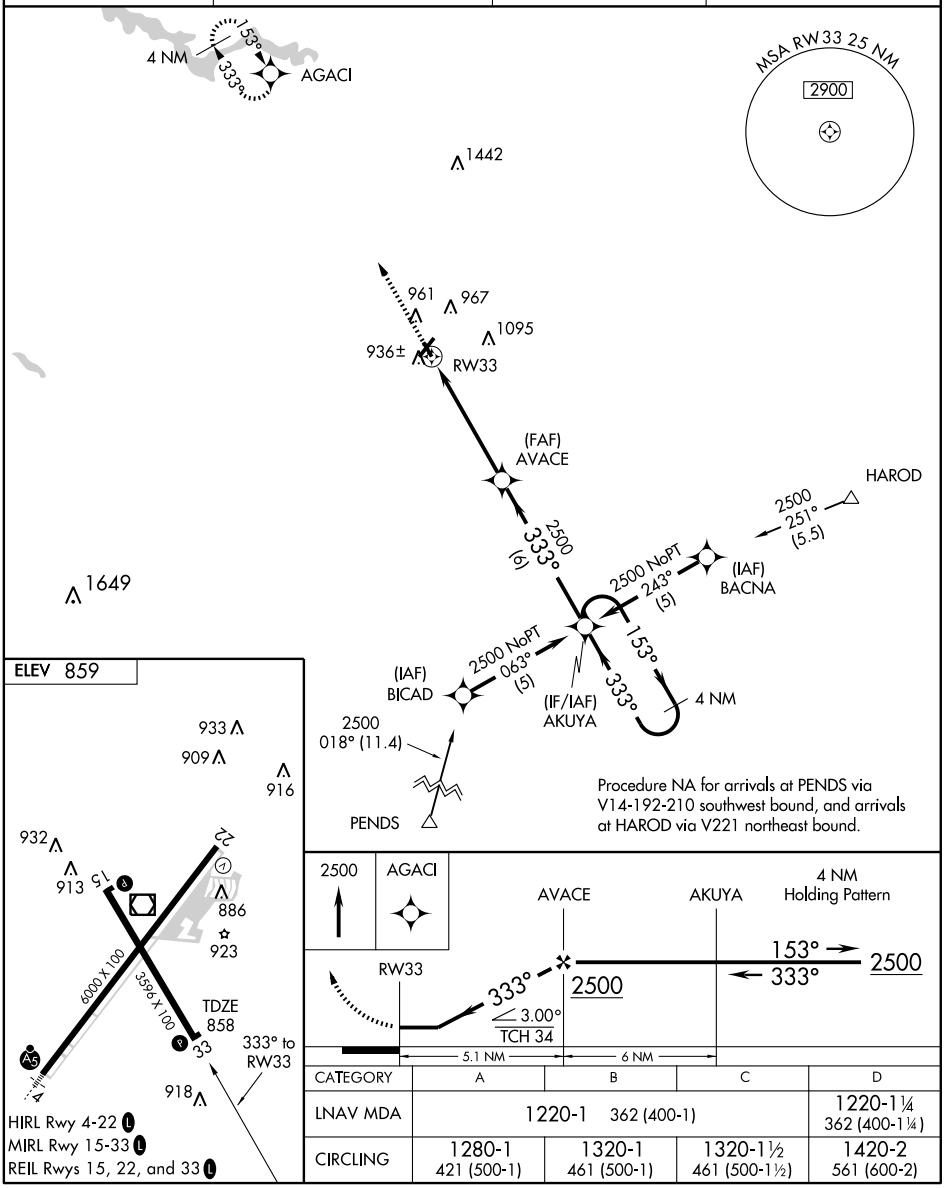
MARION MUNI (MZZ)

When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. When VGSI inop, straight-in/circling Rwy 33 procedure NA at night.

T
NA

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	034°	TDZE	859
Chan 23		Apt Elev	859

VOR RWY 4
MARION MUNI (MZZ)

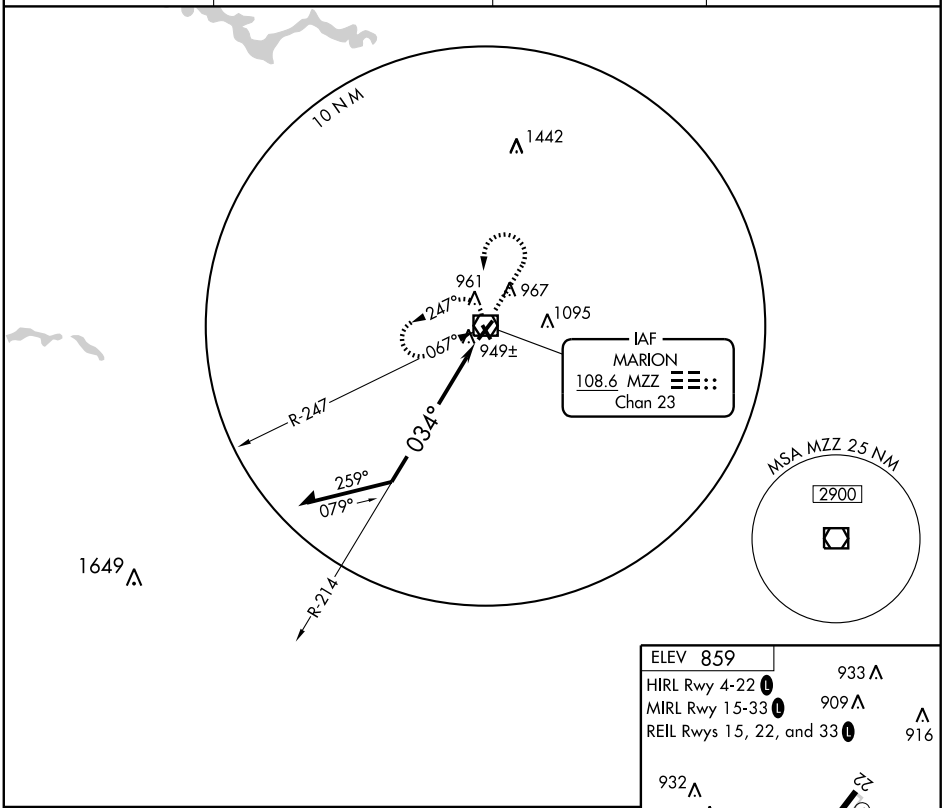
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all MDAs 100 feet.
For inoperative MALSR, increase Cat D visibility to 1¼.

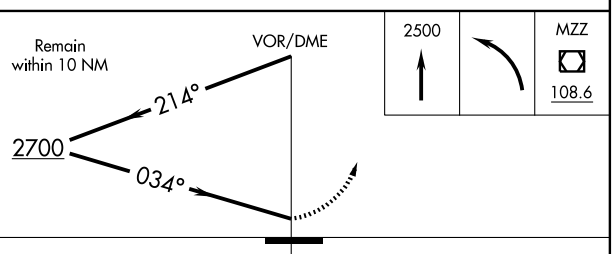
NA

MALSR

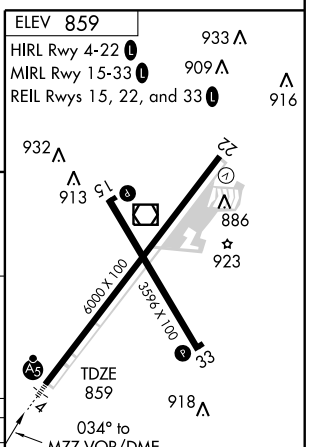
MISSED APPROACH: Climb to 2500 then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-4	1260-½ 401 (500-½)		1260-¾ 401 (500-¾)	1260-1 401 (500-1)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

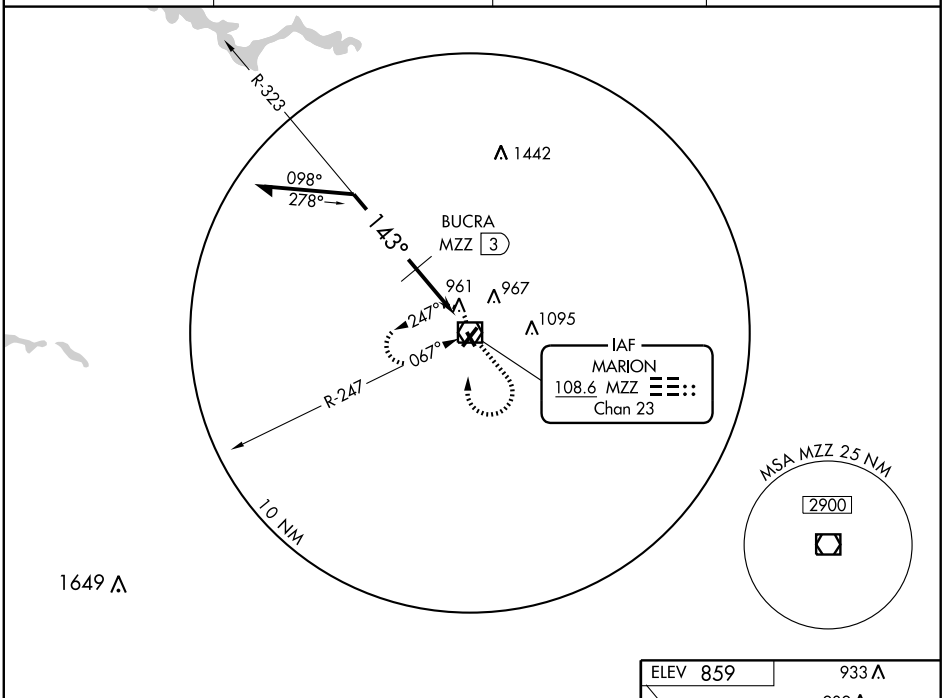
VOR/DME MZZ	APP CRS	Rwy Idg	3596
108.6	143°	TDZE	858
Chan 23		Apt Elev	859

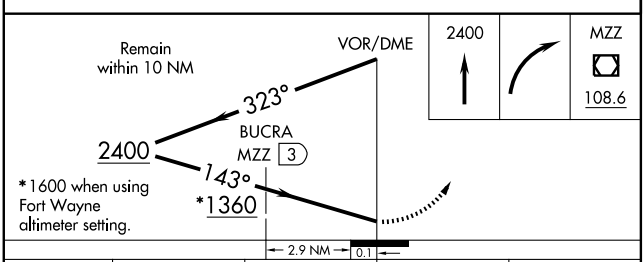
VOR RWY 15
MARION MUNI (MZZ)

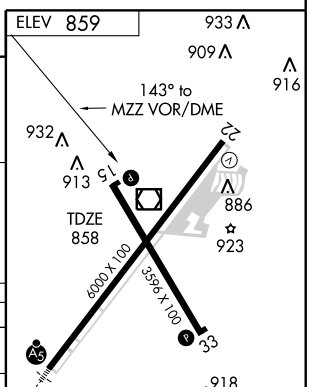
When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 100 feet, increase S-15 and Circling Cat B visibility ¼ mile, Cat C and D ½ mile. BUCRA FIX MINIMUMS: increase S-15 Cat C and D visibility ¼ mile

MISSED APPROACH: Climb to 2400 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-15	1500-1 642 (700-1)		1500-1¾ 642 (700-1¾)	1500-2 642 (700-2)
CIRCLING	1500-1 641 (700-1)		1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BUCRA FIX MINIMUMS				
S-15	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	227°	TDZE	859
Chan 23		Apt Elev	859

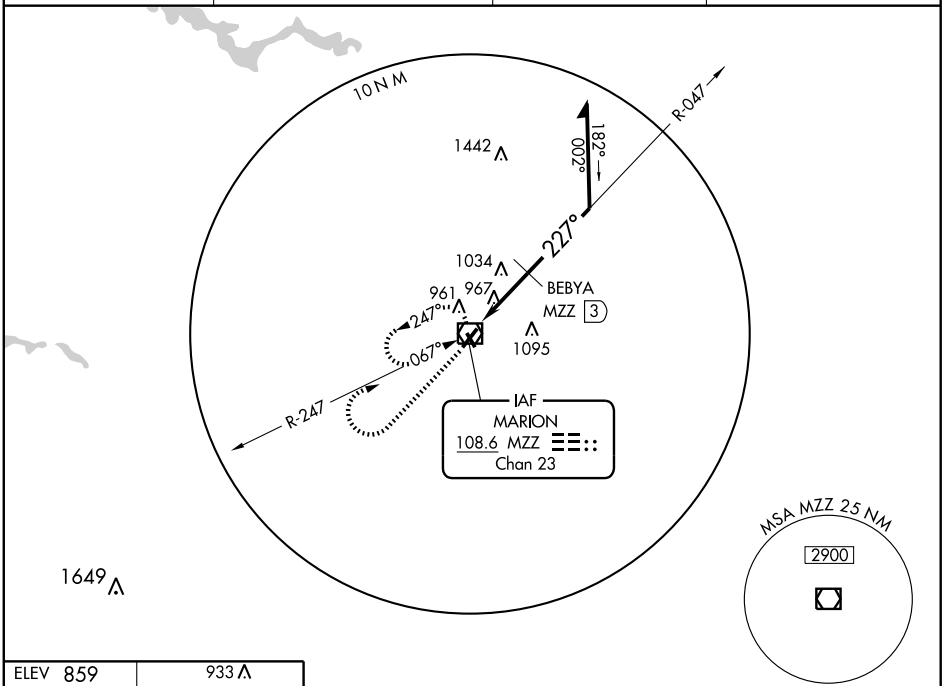
VOR RWY 22
MARION MUNI (MZZ)

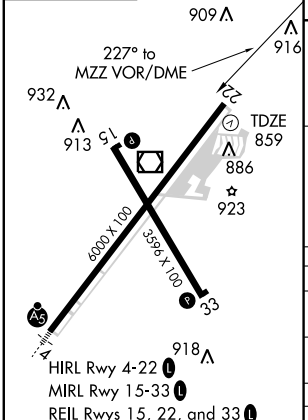
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet.

NA

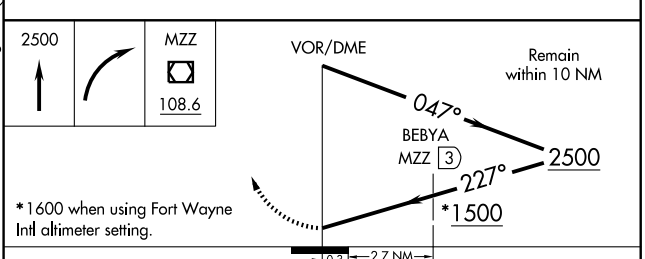
MISSED APPROACH: Climb to 2500 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





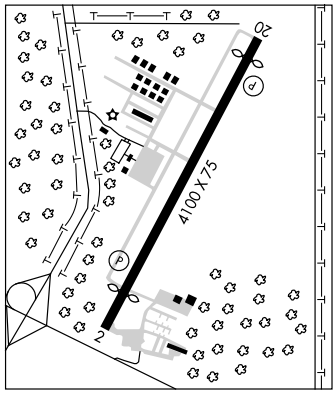
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
CIRCLING	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BEBYA FIX MINIMUMS				
S-22	1340-1	481 (500-1)	1340-1¼ 481 (500-1¼)	1340-1½ 481 (500-1½)
CIRCLING	1340-1	481 (500-1)	1340-1½ 481 (500-1½)	1420-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MICHIGAN CITY MUNI (MGC) 3 E UTC−6(−5DT) N41°42.20′ W86°49.27′ CHICAGO
655 B **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 02–20: H4100X75 (ASPH) MIRL 0.3% up S IAP
RWY 02: PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 360′. Road.
RWY 20: REIL. PAPI(P2L). Thld dsplcd 183′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel 100LL self svc avbl. Birds and deer on and invof arpt. Apt lgts opr dusk–0400Z‡. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
SOUTH BEND CLNC DEL 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 260° 22.9 NM to fld. 804/00E. **HIWAS.**



MILLER (See BLUFFTON)

MISHA N41°42.34′ W86°13.14′ NOTAM FILE SBN. CHICAGO
NDB (LOM) 341 SB 275° 4.4 NM to South Bend Rgnl. Unmonitored.

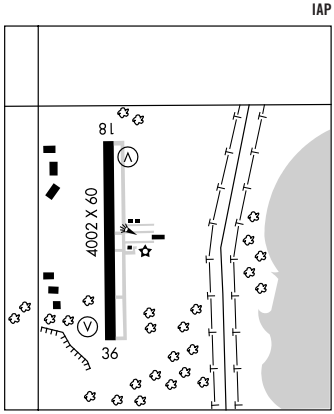
MISHAWAKA PILOTS CLUB (See ELKHART)

MISSISSINEWA RESERVOIR LANDING AREA SPB (See PERU)

MONROE CO (See BLOOMINGTON)

MONTICELLO

WHITE CO (MCX) 3 S UTC−5(−4DT) N40°42.53′ W86°46.01′ CHICAGO
676 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 18–36: H4002X60 (ASPH) S–22 MIRL IAP
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Road.
RWY 36: REIL. VASI(V2L)—GA 4.0° TCH 24′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended all major holidays. Fuel self svc avbl 24 hours. Frequent aerial application tfc during months of Jun, Jul, Aug. Deer invof arpt. Frequent glider tfc 1500Z‡–SS daily during Apr–mid Nov. Twy edge marked with 2′ yellow cylinder reflectors.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ**CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 055° 16.6 NM to fld. 750/1E. **HIWAS.**



MORRISON FLIGHT PARK ULTRALIGHT (See LINTON)

MOUNT COMFORT (See INDIANAPOLIS)

RNAV (GPS) RWY 20

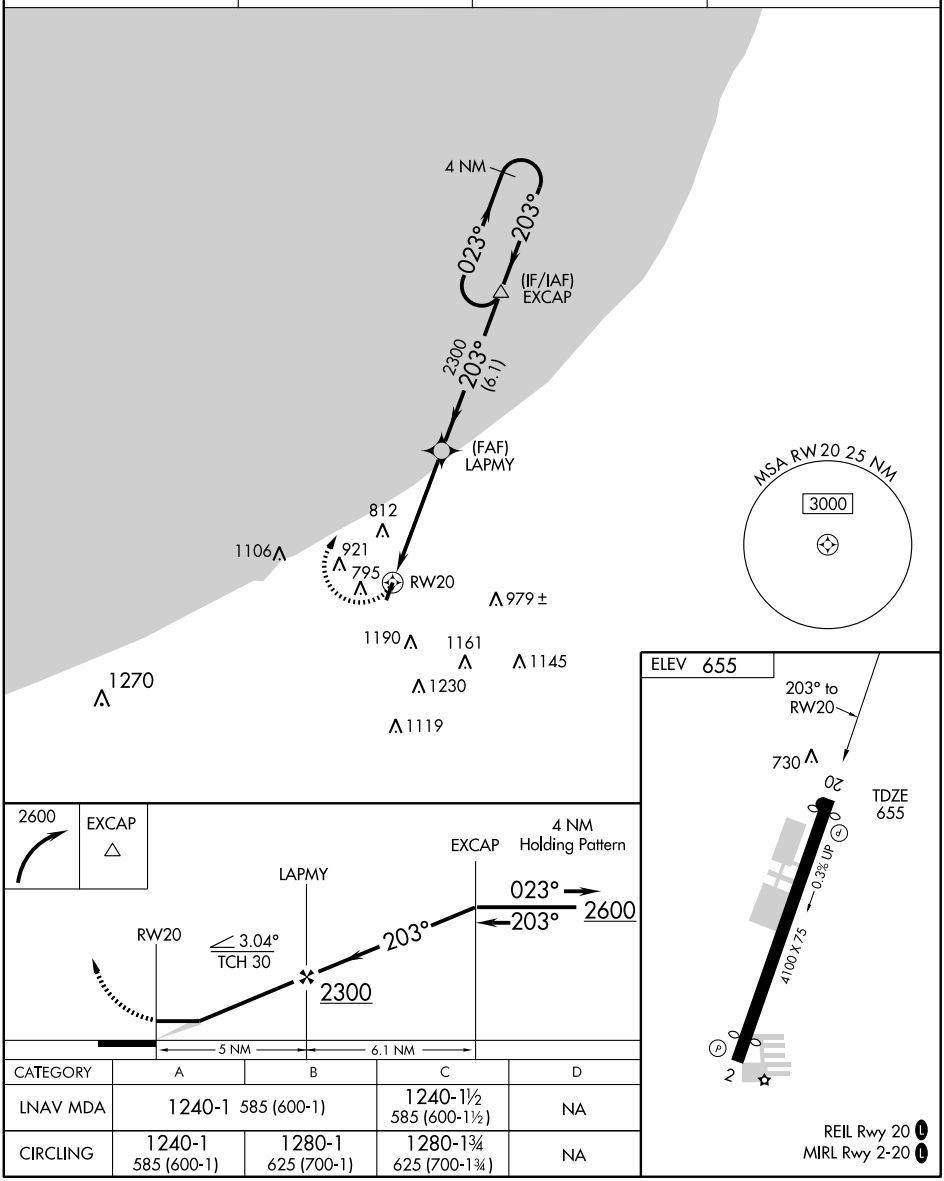
MICHIGAN CITY MUNI (MGC)

APP CRS	Rwy Idg	3917
203°	TDZE	655
	Apt Elev	655

DME/DME RNP-0.3 NA.
Use South Bend altimeter setting, when not received use Gary altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct EXCAP and hold.

SOUTH BEND ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.15	118.55	134.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 585 (600-1)		1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)	1280-1 625 (700-1)	1280-1¾ 625 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GIJ	APP CRS	Rwy Idg	N/A
115.4	260°	TDZE	N/A
Chan 101		Apt Elev	655

VOR-A

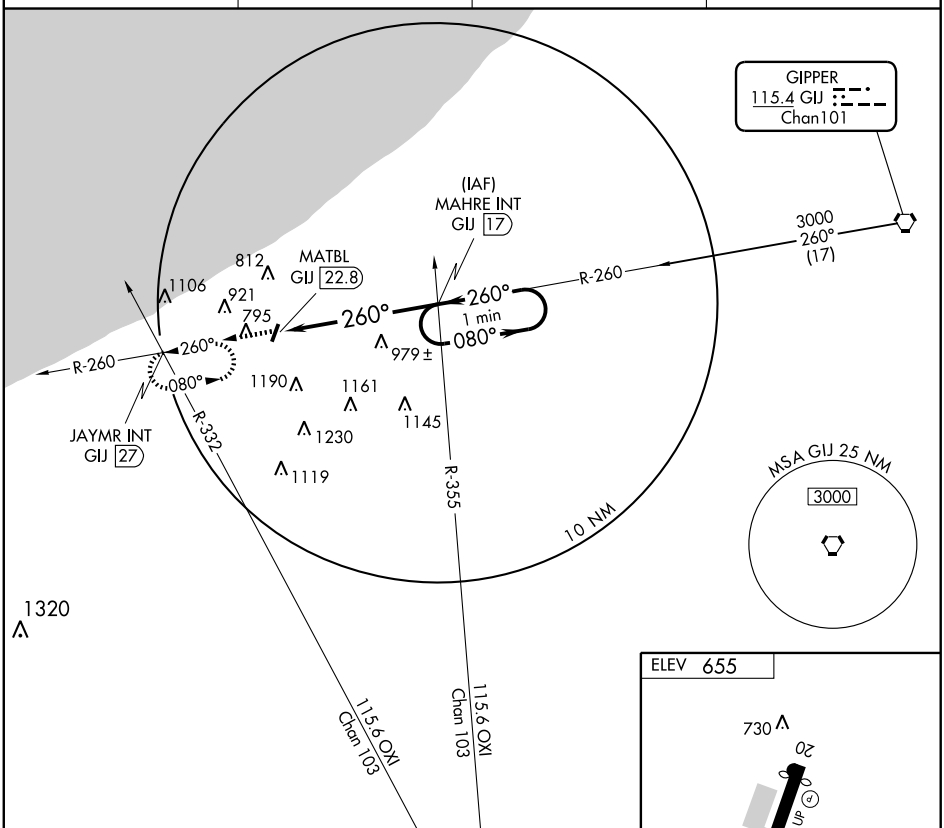
MICHIGAN CITY MUNI (MGC)

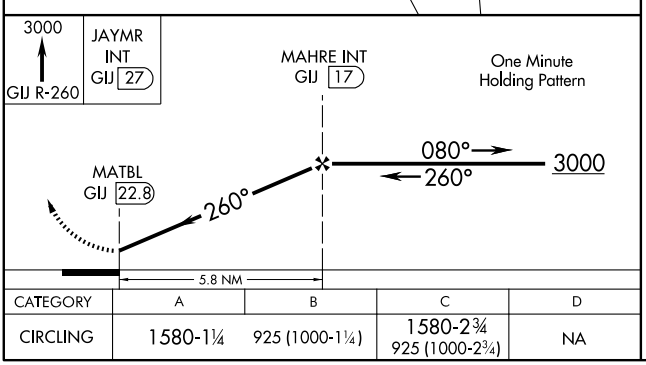
Use South Bend altimeter setting, when not received use Gary altimeter setting.

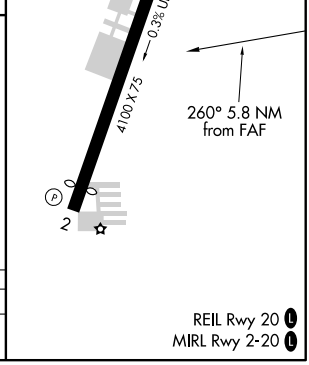
NA

MISSED APPROACH: Climb to 3000 via GIJ VORTAC R-260 to JAYMR INT/GIJ 27 DME and hold, continue climb-in-hold to 3000.

SOUTH BEND ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.15	118.55	134.8	122.7 (CTAF) L





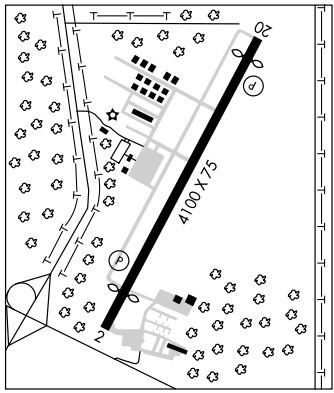


CATEGORY	A	B	C	D
CIRCLING	1580-1¼	925 (1000-1¼)	1580-2¾ 925 (1000-2¾)	NA

REIL Rwy 20 L
MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MICHIGAN CITY MUNI (MGC) 3 E UTC−6(−5DT) N41°42.20′ W86°49.27′ CHICAGO
655 B **FUEL** 100LL, JET A NOTAM FILE HUF L–28I
RWY 02–20: H4100X75 (ASPH) MIRL 0.3% up S IAP
RWY 02: PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 360′. Road.
RWY 20: REIL. PAPI(P2L). Thld dsplcd 183′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel 100LL self svc avbl. Birds and deer on and invof arpt. Apt lgts opr dusk–0400Z‡. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
SOUTH BEND CLNC DEL 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 260° 22.9 NM to fld. 804/00E. **HIWAS.**



MILLER (See BLUFFTON)

MISHA N41°42.34′ W86°13.14′ NOTAM FILE SBN. CHICAGO
NDB (LOM) 341 SB 275° 4.4 NM to South Bend Rgnl. Unmonitored.

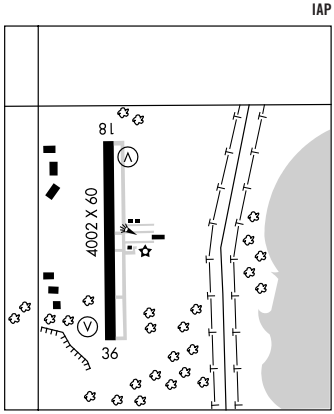
MISHAWAKA PILOTS CLUB (See ELKHART)

MISSISSINEWA RESERVOIR LANDING AREA SPB (See PERU)

MONROE CO (See BLOOMINGTON)

MONTICELLO

WHITE CO (MCX) 3 S UTC−5(−4DT) N40°42.53′ W86°46.01′ CHICAGO
676 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 18–36: H4002X60 (ASPH) S–22 MIRL IAP
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Road.
RWY 36: REIL. VASI(V2L)—GA 4.0° TCH 24′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended all major holidays. Fuel self svc avbl 24 hours. Frequent aerial application tfc during months of Jun, Jul, Aug. Deer invof arpt. Frequent glider tfc 1500Z‡–SS daily during Apr–mid Nov. Twy edge marked with 2′ yellow cylinder reflectors.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ**CHICAGO CENTER APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 055° 16.6 NM to fld. 750/1E. **HIWAS.**



MORRISON FLIGHT PARK ULTRALIGHT (See LINTON)

MOUNT COMFORT (See INDIANAPOLIS)

APP CRS	Rwy Idg	4002
182°	TDZE	676
	Apt Elev	676

GPS RWY 18

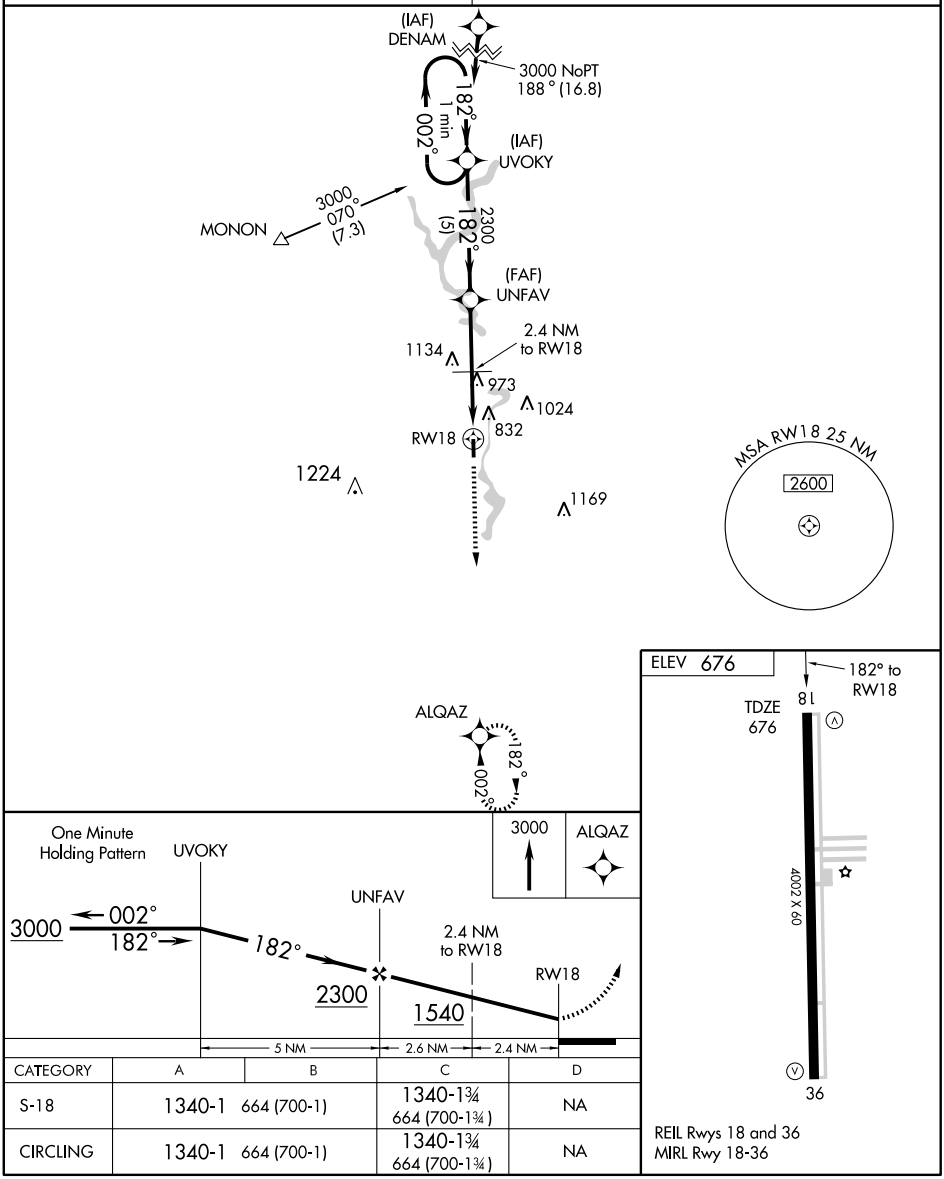
MONTICELLO/ WHITE COUNTY (MCX)

NA

Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALQAZ WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	122.8 (CTAF)



CATEGORY	A	B	C	D
S-18	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA
CIRCLING	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
002°	TDZE	673
	Apt Elev	676

GPS RWY 36

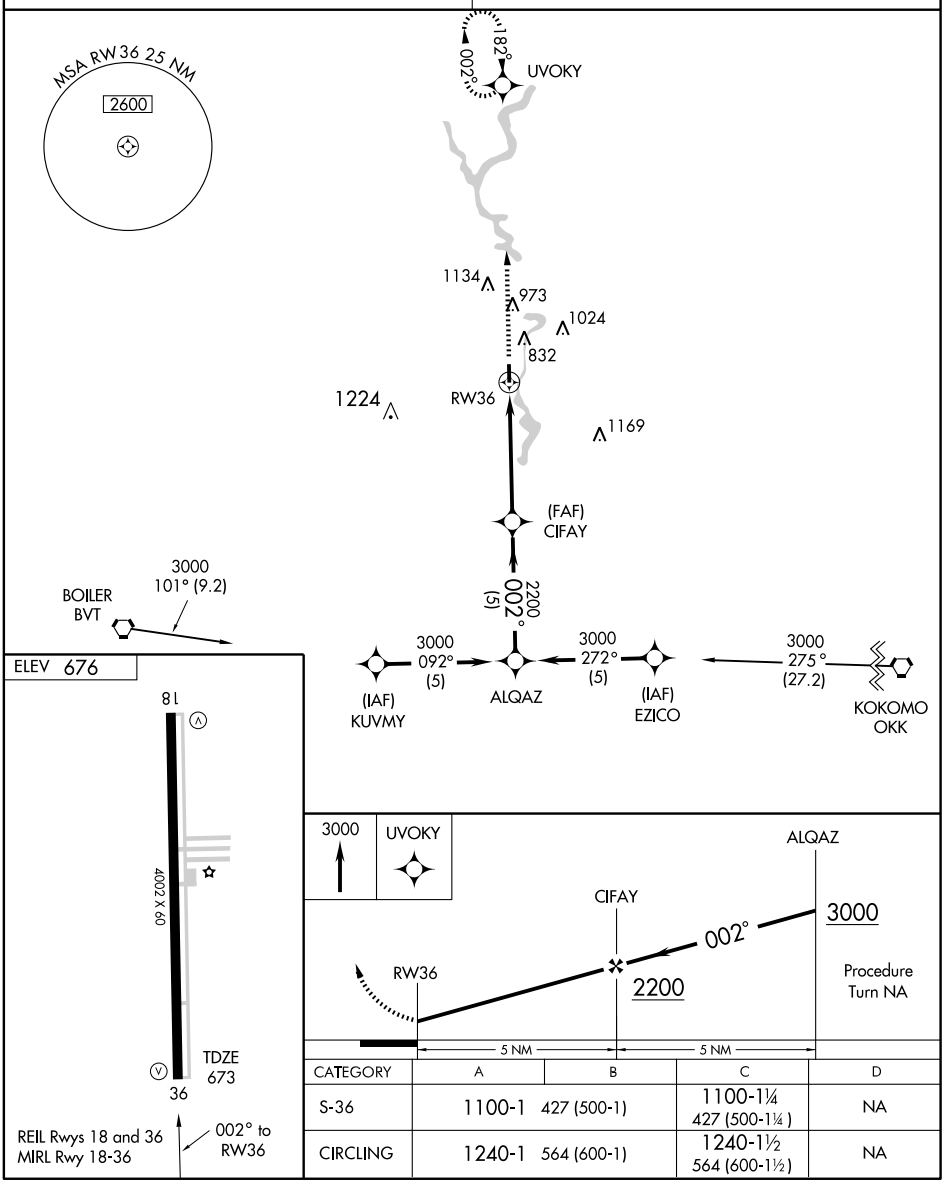
MONTICELLO/ WHITE COUNTY (MCX)

NA

Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct UVOKY WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	122.8 (CTAF)



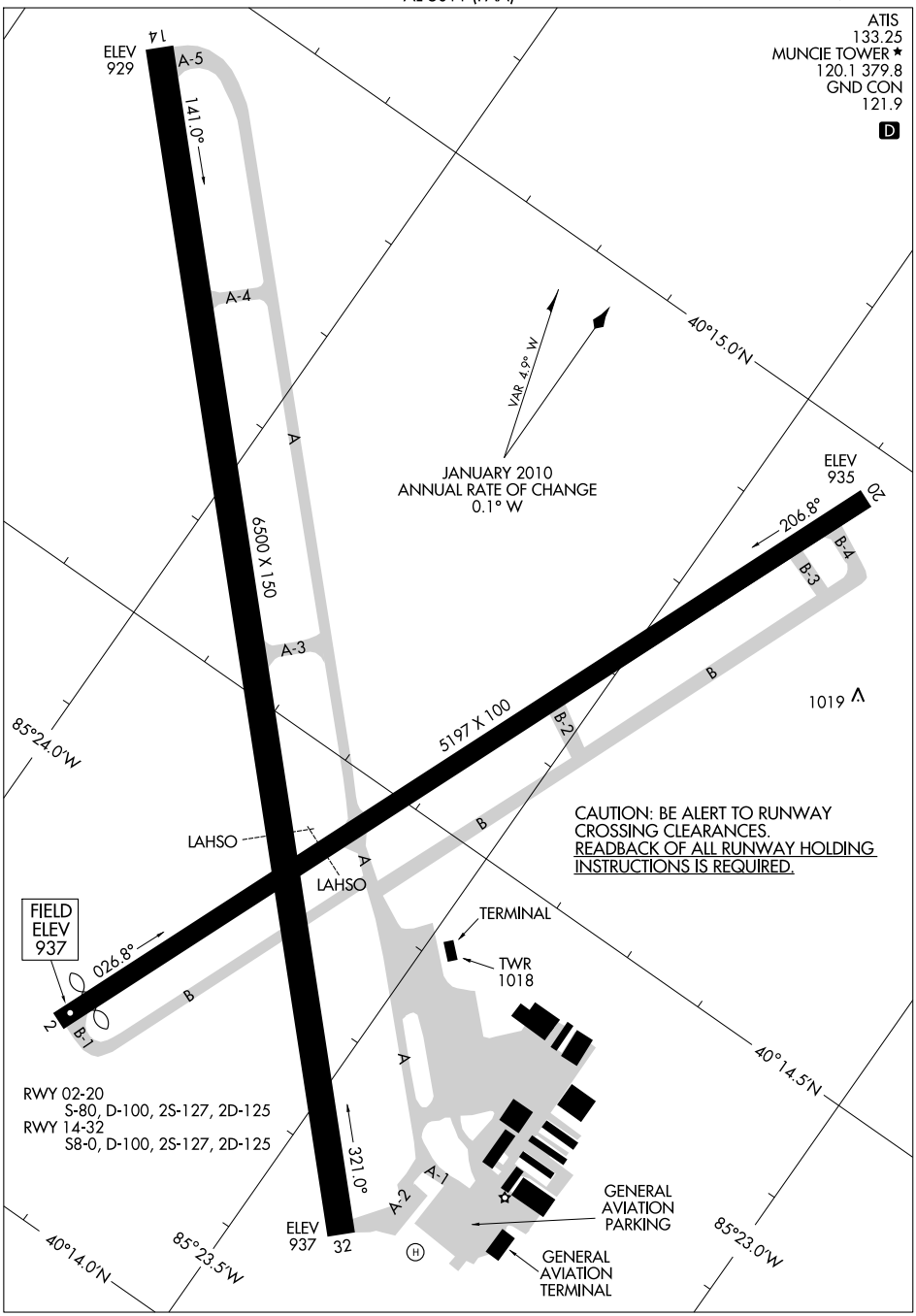
CATEGORY	A	B	C	D
S-36	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	NA
CIRCLING	1240-1	564 (600-1)	1240-1½ 564 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MUNCIE/ DELAWARE COUNTY RGNL (MIE)
MUNCIE, INDIANA

AL-5011 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MUNCIE, INDIANA
MUNCIE/ DELAWARE COUNTY RGNL (MIE)

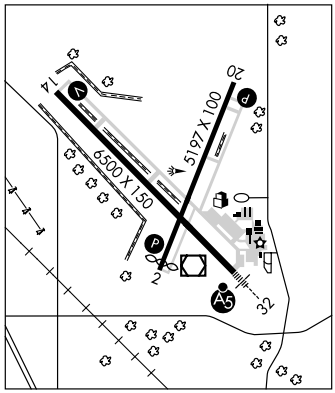
10210

MUNCIE

DELAWARE CO RGNL (MIE) 3 NW UTC−5(−4DT) N40°14.55′ W85°23.75′ CHICAGO

937 B S2 **FUEL** 100LL, JET A 0X 1, 3 TPA—1937(1000) Class IV, ARFF Index A **H–5E, 10F, L–27E**
NOTAM FILE MIE **IAP, AD**

RWY 14–32: H6500X150 (ASPH–GRVD) S–80, D–100, 2S–127, 2D–125 HIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 19′. Trees.
RWY 32: MALSR. Trees.
RWY 02–20: H5197X100 (ASPH–GRVD) S–80, D–100, 2S–127, 2D–125 MIRL
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Thld dsplcd 196′. Tree.
RWY 20: REIL. PAPI(P4L)–GA 3.0° TCH 45′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	02–20	4300
RWY 20	14–32	3500

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–4998	TODA–4998	ASDA–4998	LDA–4998
RWY 14:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 20:	TORA–4998	TODA–4998	ASDA–4998	LDA–4998
RWY 32:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500

AIRPORT REMARKS: Attended 1100–0400Z‡. Parachute Jumping. Deer on and invof arpt. Rwy 20 PAPI OTS indef. ACTIVATE MIRL Rwy 02–20; PAPI Rwy 02 and Rwy 20; REIL Rwy 14, Rwy 02 and Rwy 20 (with highest ints only); HIRL Rwy 14–32; MALSR Rwy 32; VASI Rwy 14–CTAF. Rwy 14–32 is preferred ldg rwy in calm winds. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call airport manager 765–747–5690. Rwy 14 REIL OTS indef.
WEATHER DATA SOURCES: ASOS 114.4 MIE (765) 288–9617. LAWRS.
COMMUNICATIONS: CTAF 120.1 **ATIS** 133.25 **UNICOM** 122.95
MUNCIE RCO 122.1R 114.4T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 120.65
MUNCIE TOWER 120.1 (1100–0300Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIE.
MUNCIE (L) VOR/DME 114.4 MIE Chan 91 N40°14.24′ W85°23.64′ at fld. 935/3W. **ASOS.**
BALLL NDB (LOM) 365 JN N40°10.85′ W85°19.26′ 320° 5.0 NM to fld.
ILS 109.1 I–JNK Rwy 32. Class IE. LOM BALLL NDB. ILS unmonitored when twr closed.

REESE (7I2) 3 SE UTC−5(−4DT) N40°09.25′ W85°19.00′ CHICAGO

991 **FUEL** 100LL, MOGAS TPA—1791(800) NOTAM FILE HUF
RWY 09–27: H2800X50 (ASPH) LIRL (NSTD)
RWY 09: Crops. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Cracks on rwy. For LIRL Rwy 09–27 call 765–284–9611; 765–289–8753, 765–286–9074 or 765–749–7357. Large cracks in pavement. Rwy 09–27 NSTD LIRL, lgts are greater than 10′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.7

MUNCIE N40°14.24′ W85°23.64′ NOTAM FILE MIE. CHICAGO

(L) VOR/DME 114.4 MIE Chan 91 at Delaware Co Rgnl. 935/3W. **ASOS.** **L–27E**
DME unusable 151°–287° byd 30 NM blo 3000′.
RCO 122.1R 114.4T (TERRE HAUTE RADIO)

NABB N38°35.33′ W85°38.16′ NOTAM FILE HUF. ST. LOUIS

(L) VORTAC 112.4 ABB Chan 71 037° 13 NM to Madison Muni. 710/1E. **HIWAS.** **H–5E, 10F, L–27E**
VOR portion unusable 178°–189° byd 20 NM.
DME portion unusable 250°–290° byd 20 NM blo 4000′.
RCO 122.1R 112.4T (TERRE HAUTE RADIO)

LOC I-JNK	APP CRS	Rwy Idg	6500
109.1	319°	TDZE	936
		Apt Elev	937

ILS or LOC RWY 32

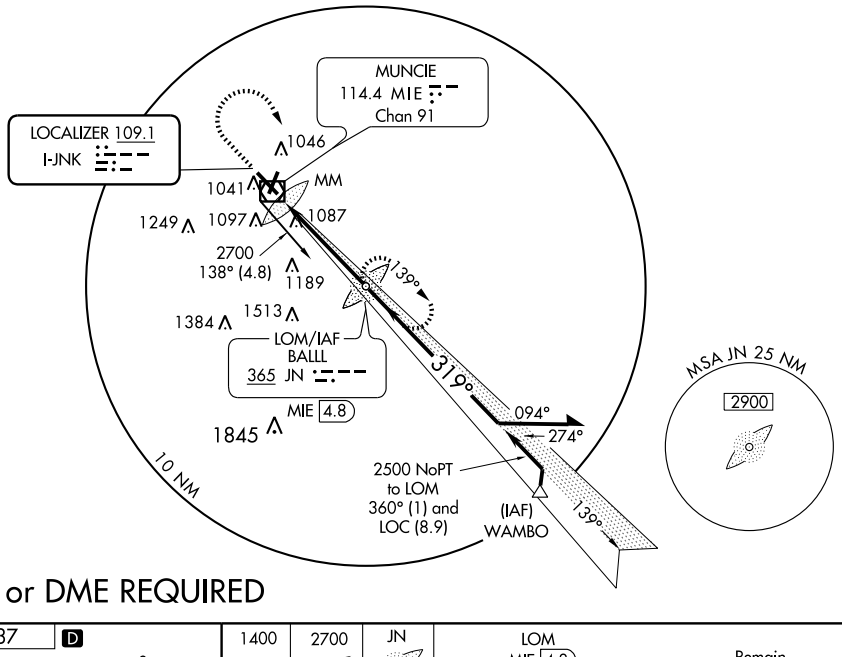
MUNCIE / DELAWARE COUNTY RGNL (MIE)

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting.

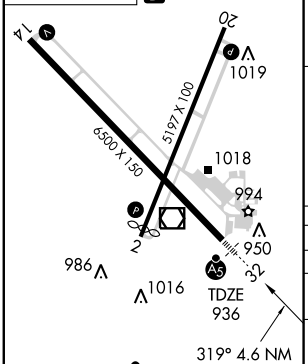
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct BALLL and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95

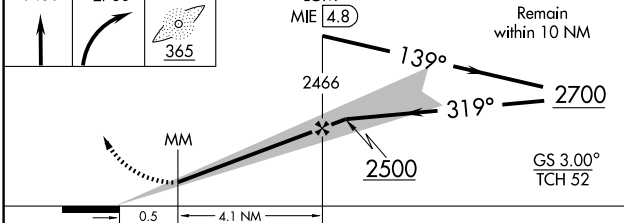


ADF or DME REQUIRED



HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 32	1136-½ 200 (200-½)			
S-LOC 32	1380-½ 444 (500-½)		1380-¾ 444 (500-¾)	1380-1 444 (500-1)
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-ILS 32	1257-½ 321 (400-½)			
S-LOC 32	1520-½ 584 (600-½)		1520-1 584 (600-1)	1520-1¼ 584 (600-1¼)
CIRCLING	1580-1 643 (700-1)		1580-1¾ 643 (700-1¾)	1580-2 643 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 56401	139°	TDZE	933
W14A		Apt Elev	937

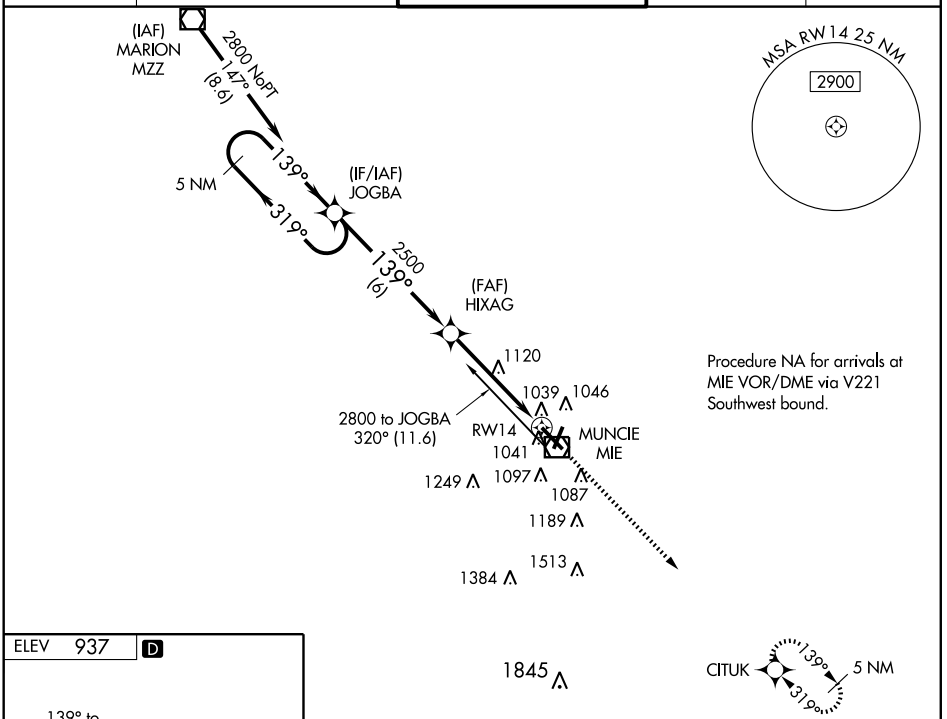
RNAV (GPS) RWY 14

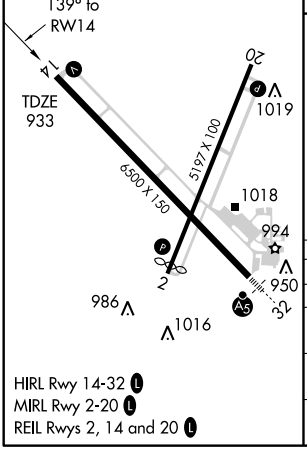
MUNCIE / DELAWARE COUNTY RGNL (MIE)

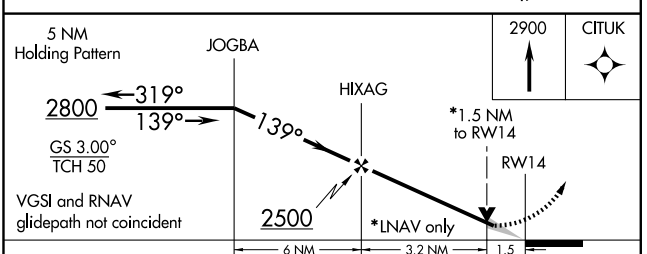
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 2900 direct CITUK and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)L 379.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1254-1 321 (400-1)			
LNAV/ VNAV DA	1289-1¼ 356 (400-1¼)			
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1460-1¼ 523 (600-1¼)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

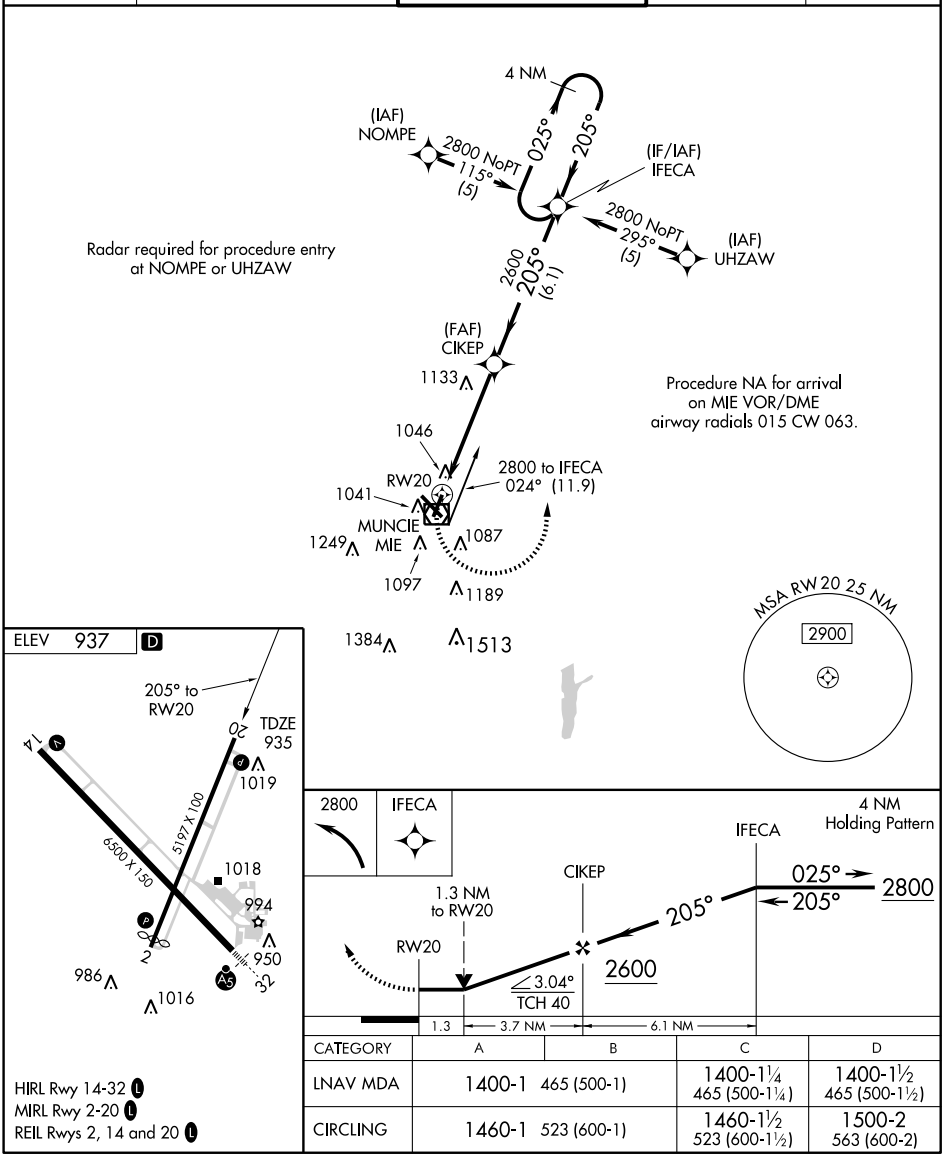
MUNCIE / DELAWARE COUNTY RGNL (MIE)

APP CRS		
205°	Rwy Idg	4998
	TDZE	935
	Apt Elev	937

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 direct IFECA and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1 (CTAF) L 379.8	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1400-1 465 (500-1)		1400-1¼ 465 (500-1¼)	1400-1½ 465 (500-1½)
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72601	319°	TDZE	937
W32A		Apt Elev	937

RNAV (GPS) RWY 32

MUNCIE / DELAWARE COUNTY RGNL (MIE)

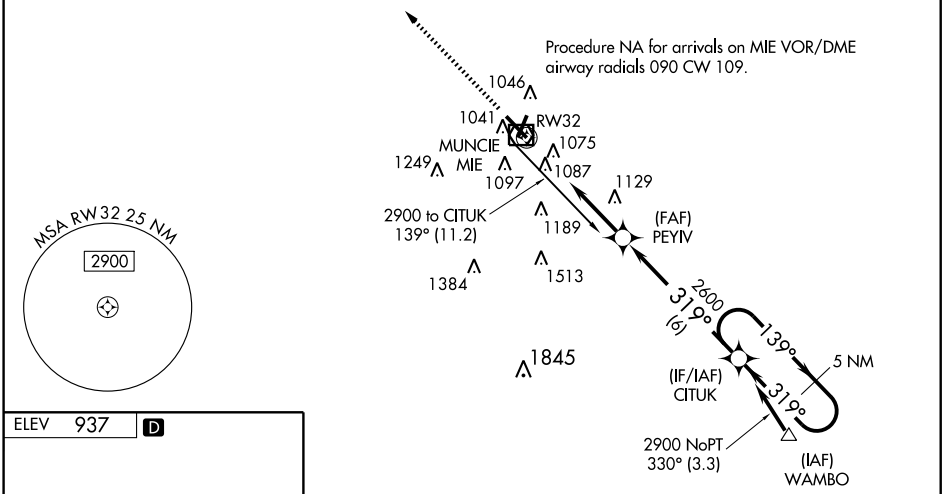
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°C). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet. For inoperative MALSR, increase LPV all Cats visibility to 1 mile.

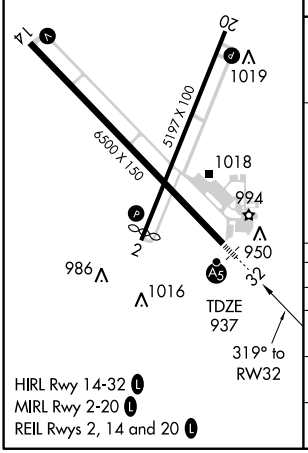
MALSR

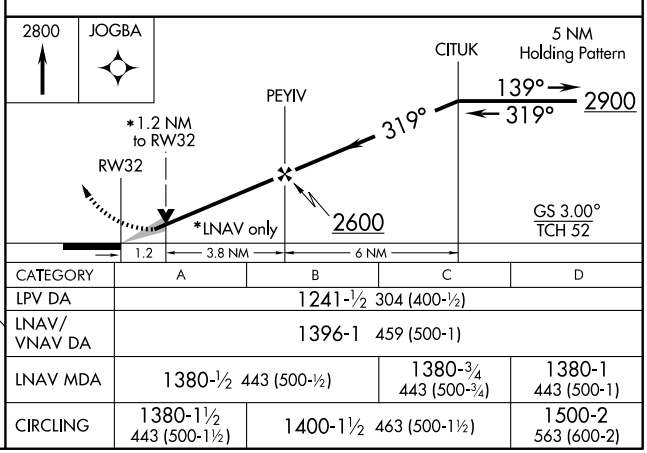
MISSED APPROACH: Climb to 2800 direct JOGBA and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1 (CTAF) L 379.8	121.9	122.95









CATEGORY	A	B	C	D
LPV DA	1241-½ 304 (400-½)			
LNAV/VNAV DA	1396-1 459 (500-1)			
LNAV MDA	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1380-1½ 443 (500-1½)	1400-1½ 463 (500-1½)		1500-2 563 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg	6500
114.4	143°	TDZE	933
Chan 91		Apt Elev	937

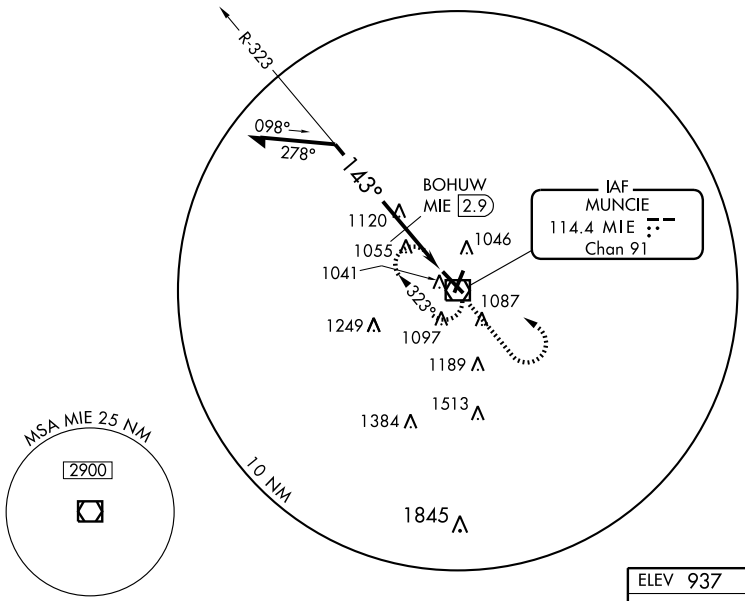
VOR RWY 14

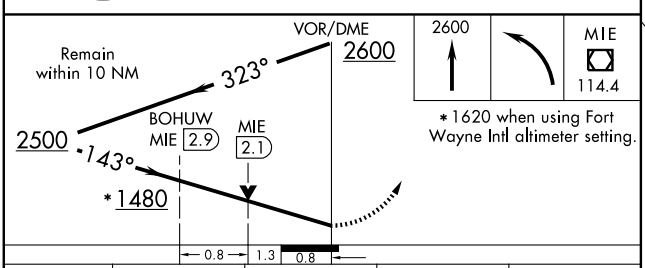
MUNCIE / DELAWARE COUNTY RGNL (MIE)

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet.

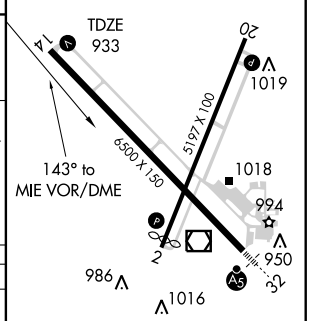
MISSED APPROACH: Climb to 2600 then left turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)(L) 379.8	121.9	122.95





*1620 when using Fort Wayne Intl altimeter setting.



CATEGORY	A	B	C	D
S-14	1480-1 547 (600-1)		1480-1½ 547 (600-1½)	1480-1¾ 547 (600-1¾)
CIRCLING	1480-1 543 (600-1)		1480-1½ 543 (600-1½)	1520-2 563 (600-2)
BOHUW FIX MINIMUMS				
S-14	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1520-2 563 (600-2)

HIRL Rwy 14-32 (L)
MIRL Rwy 2-20 (L)
REIL Rwys 2, 14 and 20 (L)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg	4998
114.4	201°	TDZE	935
Chan 91		Apt Elev	937

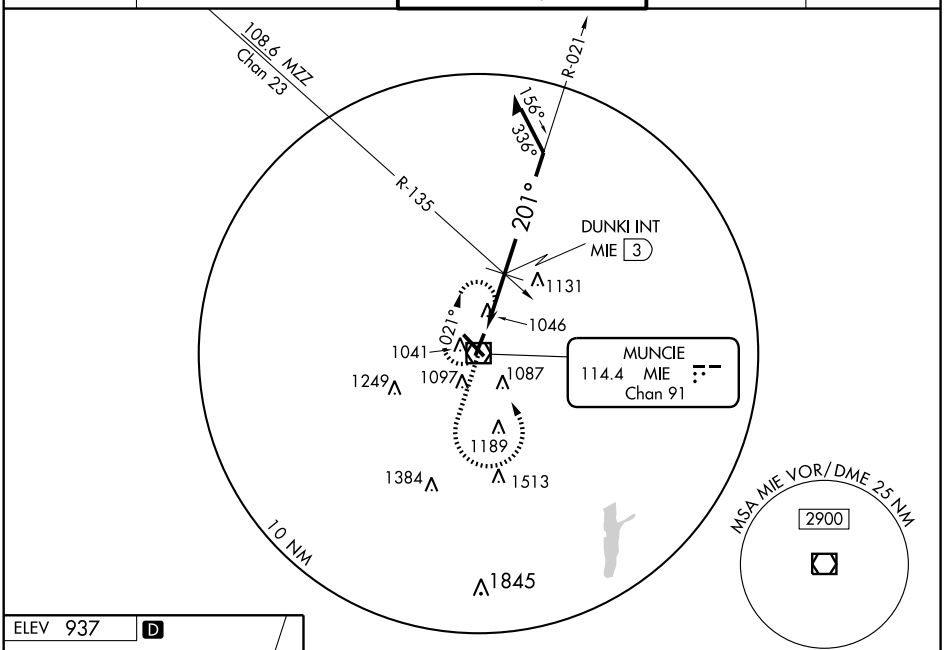
VOR RWY 20

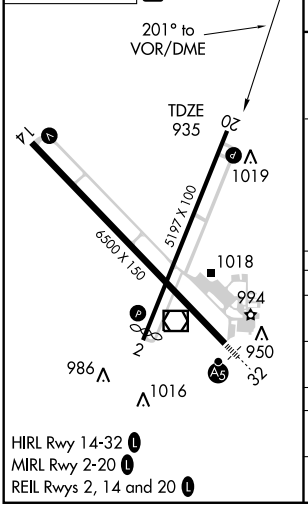
MUNCIE / DELAWARE COUNTY RGNL (MIE)

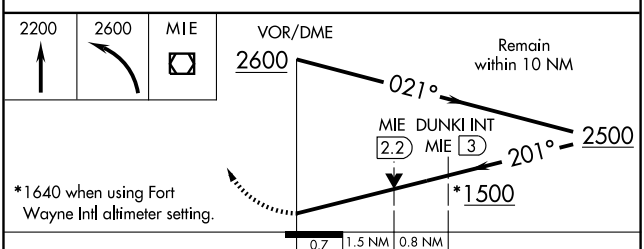
Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 140 feet, increase S-20 Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. DUNKI FIX MINIMUMS: Increase S-20 Cat C visibility ¼ mile and Cat D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER *	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95







CATEGORY	A	B	C	D
S-20	1500-1 565 (600-1)		1500-1½ 565 (600-1½)	1500-1¾ 565 (600-1¾)
CIRCLING	1500-1 563 (600-1)		1500-1½ 563 (600-1½)	1500-2 563 (600-2)
DUNKI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-20	1440-1 505 (600-1)		1440-1½ 505 (600-1½)	
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MIE	APP CRS	Rwy Idg 6500
114.4	307°	TDZE 937
Chan 91		Apt Elev 937

VOR RWY 32

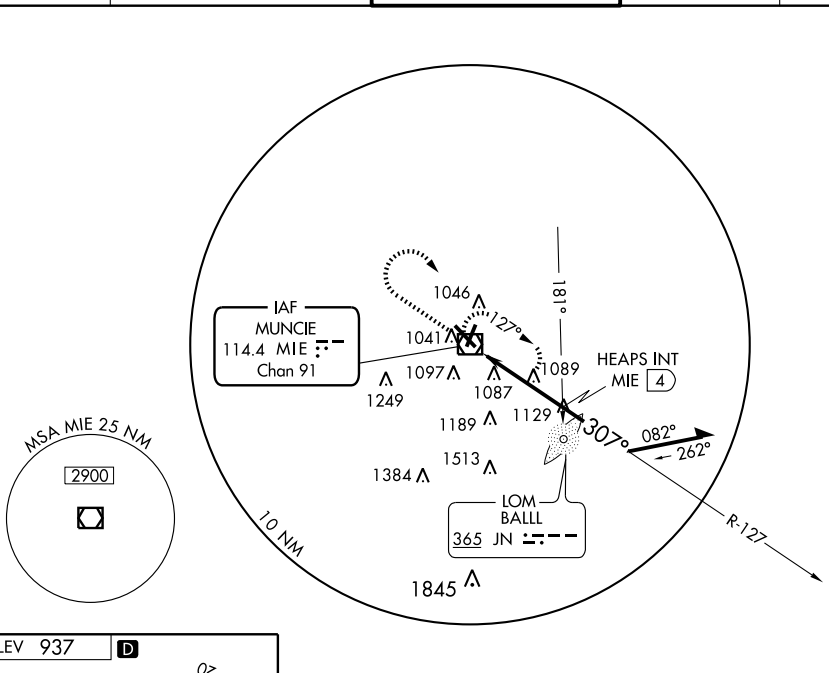
MUNCIE / DELAWARE COUNTY RGNL (MIE)

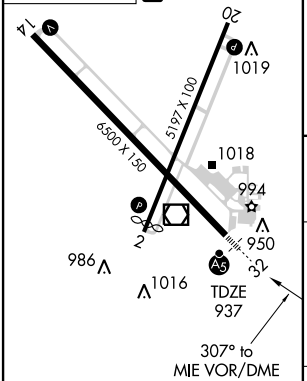
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply to Cats C and D. For inoperative MALSR, increase S-32 Cats A and B visibility to 1 mile. DME or ADF REQUIRED.

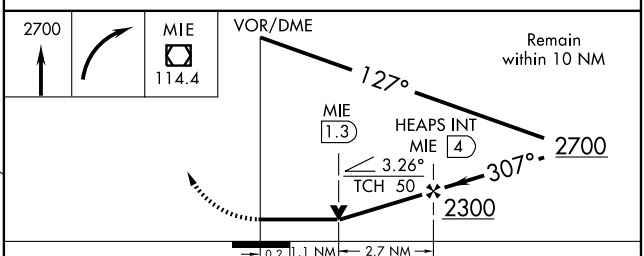
MALSR

MISSED APPROACH: Climb to 2700 then right turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95





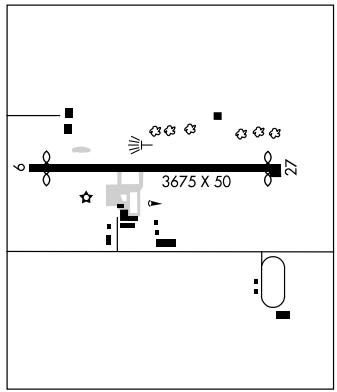


CATEGORY	A	B	C	D
S-32	1360-¾ 424 (500-¾)		1360-1¼ 424 (500-1¼)	
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

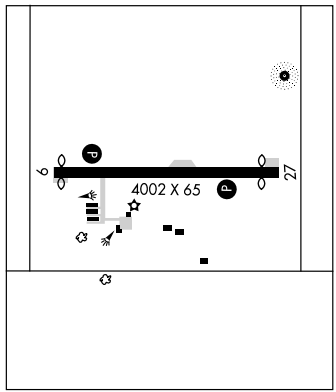
HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NAPPANEE MUNI (CØ3) 3 E UTC−5(−4DT) N41°26.77′ W85°56.09′ CHICAGO
860 B S4 **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 09–27: H3675X50 (ASPH) S–7 MIRL IAP
RWY 09: Thld dsplcd 250′. Road.
RWY 27: Thld dsplcd 185′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. First 670′ Rwy 09 unlighted. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 138° 6.3 NM to fld. 852/00E.



NEW CASTLE–HENRY CO MUNI (UWL) 4 SE UTC−5(−4DT) N39°52.55′ W85°19.59′ ST. LOUIS
1088 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 09–27: H4002X65 (ASPH) S–6 MIRL 0.3% up E IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 89′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 322′. Crops.
AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel when arpt unattended phone 765–332–2969. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE PAPI Rwys 09 and 27; REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **INDIANAPOLIS APP/DEP CON** 135.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 291° 23.7 NM to fld. 1135/3W.
NDB (MHW) 385 UWL N39°52.80′ W85°19.13′ at fld. NDB unmonitored 0000–1300Z‡.



NOBLESVILLE (I8Ø) 4 SE UTC−5(−4DT) N40°00.21′ W85°57.87′ CHICAGO
821 NOTAM FILE HUF
RWY 09–27: 3580X100 (TURF) LIRL
RWY 09: Thld dsplcd 465′. Road. Rgt tfc. **RWY 27:** Thld dsplcd 110′. Tree.
AIRPORT REMARKS: Unattended. Rwy 09–27 no lights between rwy ends and dsplcd thlds. ACTIVATE LIRL Rwy 09–27—122.7.
COMMUNICATIONS: CTAF 122.9

VORTAC GSH 113.7 Chan 84	APP CRS 318°	Rwy Idg N/A TDZE N/A Apt Elev 860

VOR/DME or GPS-A

NAPPANEE MUNI (C03)

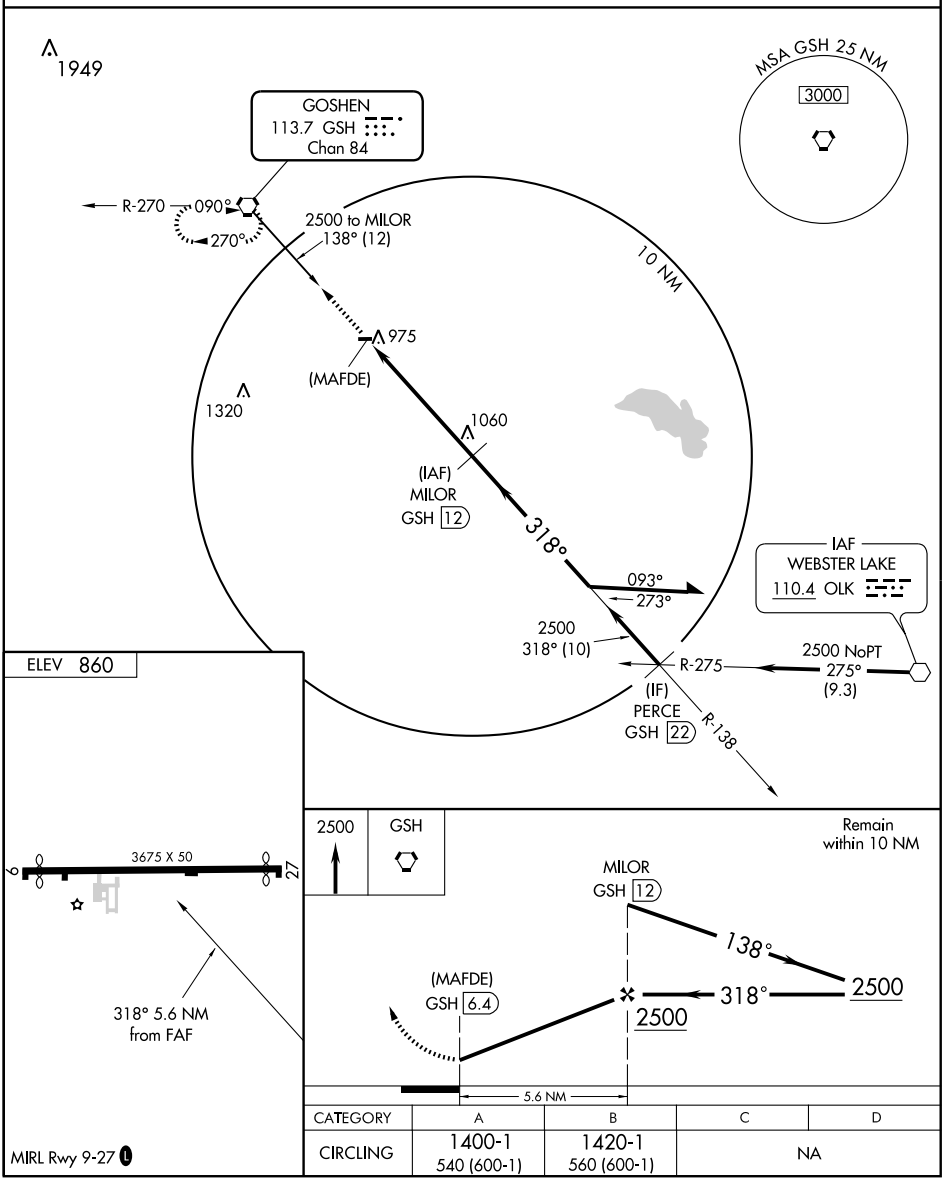
NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

SOUTH BEND APP CON ★ 132.05 257.8

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSH 113.7 Chan 84	APP CRS 138°	Rwy Idg N/A TDZE N/A Apt Elev 860

VOR or GPS-B
NAPPANEE MUNI (C03)

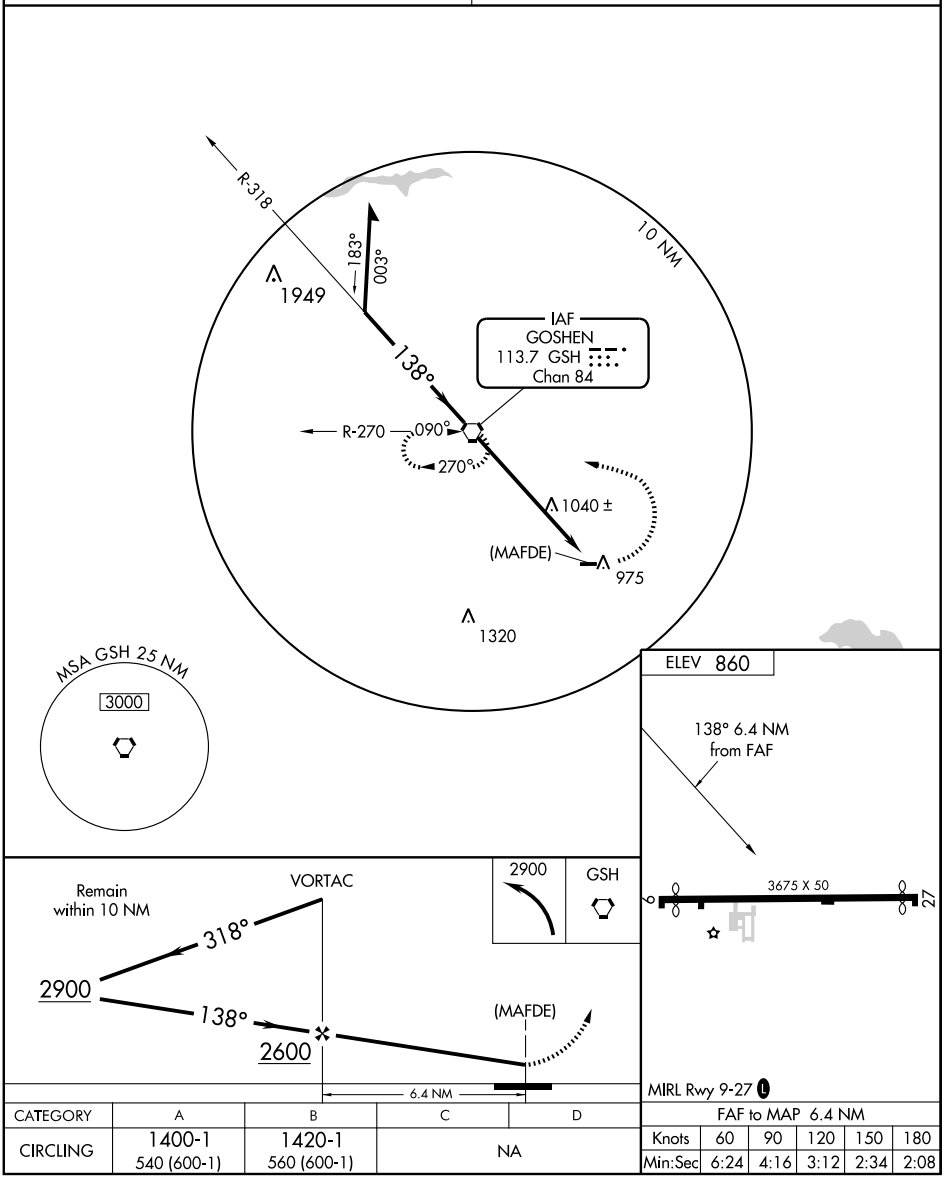
Use South Bend altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2900 direct to GSH VORTAC and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)



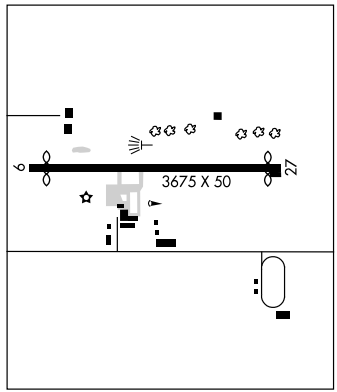
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

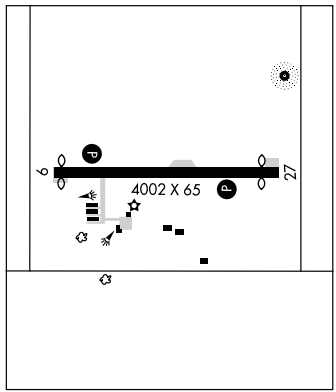
FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NAPPANEE MUNI (CØ3) 3 E UTC−5(−4DT) N41°26.77′ W85°56.09′ CHICAGO
860 B S4 **FUEL** 100LL NOTAM FILE HUF L–28I
RWY 09–27: H3675X50 (ASPH) S–7 MIRL IAP
RWY 09: Thld dsplcd 250′. Road.
RWY 27: Thld dsplcd 185′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. First 670′ Rwy 09 unlighted. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 138° 6.3 NM to fld. 852/00E.



NEW CASTLE–HENRY CO MUNI (UWL) 4 SE UTC−5(−4DT) N39°52.55′ W85°19.59′ ST. LOUIS
1088 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF L–27E
RWY 09–27: H4002X65 (ASPH) S–6 MIRL 0.3% up E IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 89′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 322′. Crops.
AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel when arpt unattended phone 765–332–2969. MIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE PAPI Rwys 09 and 27; REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **INDIANAPOLIS APP/DEP CON** 135.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 291° 23.7 NM to fld. 1135/3W.
NDB (MHW) 385 UWL N39°52.80′ W85°19.13′ at fld. NDB unmonitored 0000–1300Z‡.



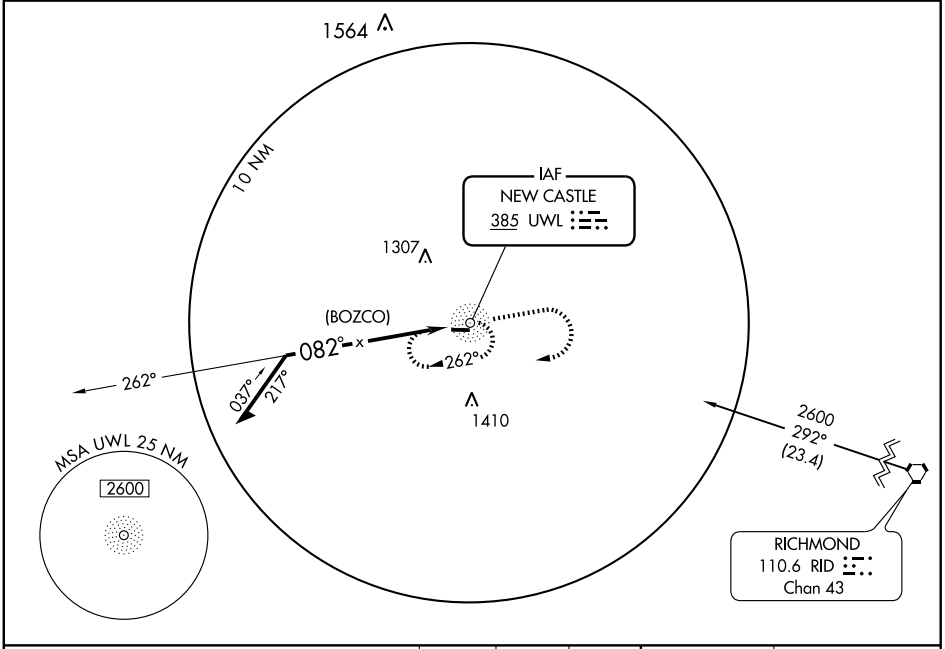
NOBLESVILLE (I8Ø) 4 SE UTC−5(−4DT) N40°00.21′ W85°57.87′ CHICAGO
821 NOTAM FILE HUF
RWY 09–27: 3580X100 (TURF) LIRL
RWY 09: Thld dsplcd 465′. Road. Rgt tfc. **RWY 27:** Thld dsplcd 110′. Tree.
AIRPORT REMARKS: Unattended. Rwy 09–27 no lights between rwy ends and dsplcd thlds. ACTIVATE LIRL Rwy 09–27—122.7.
COMMUNICATIONS: CTAF 122.9

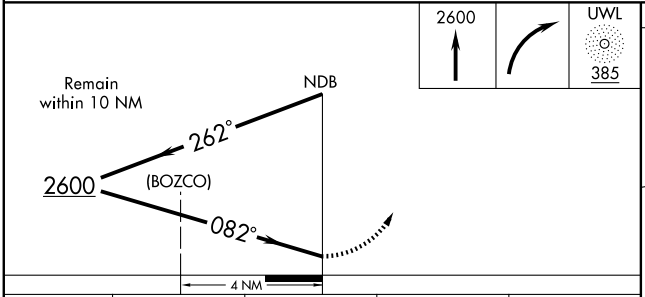
NDB UWL 385	APP CRS 082°	Rwy Idg 3913 TDZE 1086 Apt Elev 1088

NDB or GPS RWY 9

NEW CASTLE-HENRY COUNTY MUNI (UWL)

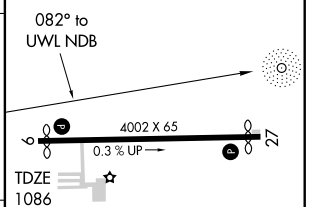
⚠ NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.	MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.
INDIANAPOLIS APP CON **135.45 317.8**	UNICOM **123.05** (CTAF) Ⓛ





ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



CATEGORY	A	B	C	D
S-9	1620-1	534 (600-1)	1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1	532 (600-1)	1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1	674 (700-1)	1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1	672 (700-1)	1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

MIRL Rwy 9-27 Ⓛ
REIL Rwys 9 and 27 Ⓛ

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB UWL 385	APP CRS 292°	Rwy Idg 3680 TDZE 1087 Apt Elev 1088

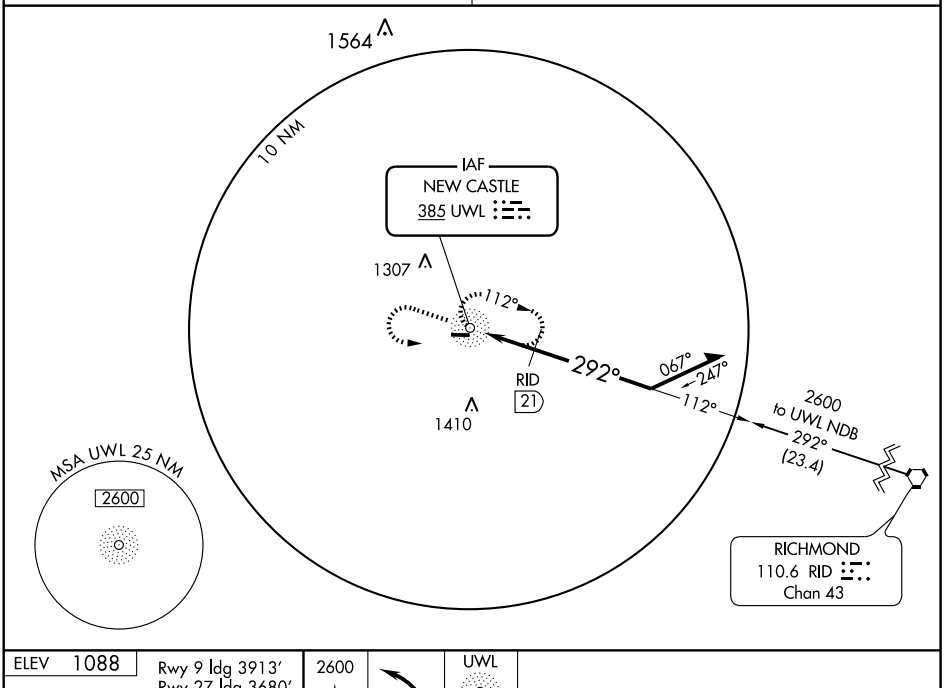
NDB RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting, increase all MDAs 160 feet and Cat C and D visibilities ½ mile.

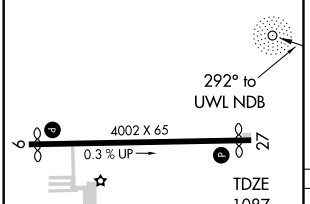
MISSED APPROACH: Climb to 2600 then left turn direct UWL NDB and hold.

INDIANAPOLIS APP CON	UNICOM
135.45 317.8	123.05 (CTAF) L



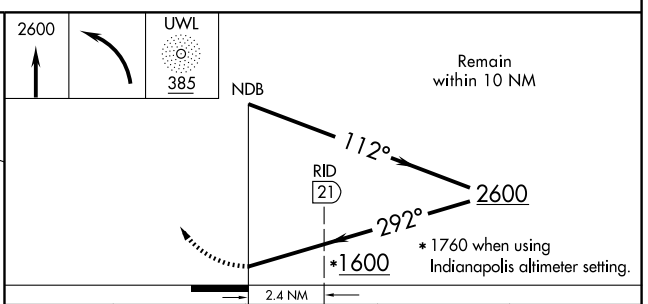
ELEV 1088

Rwy 9 Idg 3913′
Rwy 27 Idg 3680′



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1600-1 513 (600-1)		1600-1½ 513 (600-1½)	1600-1¾ 513 (600-1¾)
CIRCLING	1600-1 512 (600-1)		1600-1½ 512 (600-1½)	1640-2 552 (600-2)
DME MINIMUMS				
S-27	1540-1 453 (500-1)		1540-1¼ 453 (500-1¼)	1540-1½ 453 (500-1½)
CIRCLING	1540-1 452 (500-1)		1540-1½ 452 (500-1½)	1640-2 552 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RID	APP CRS	Rwy Idg	3680
110.6	291°	TDZE	1087
Chan 43		Apt Elev	1088

VOR or GPS RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

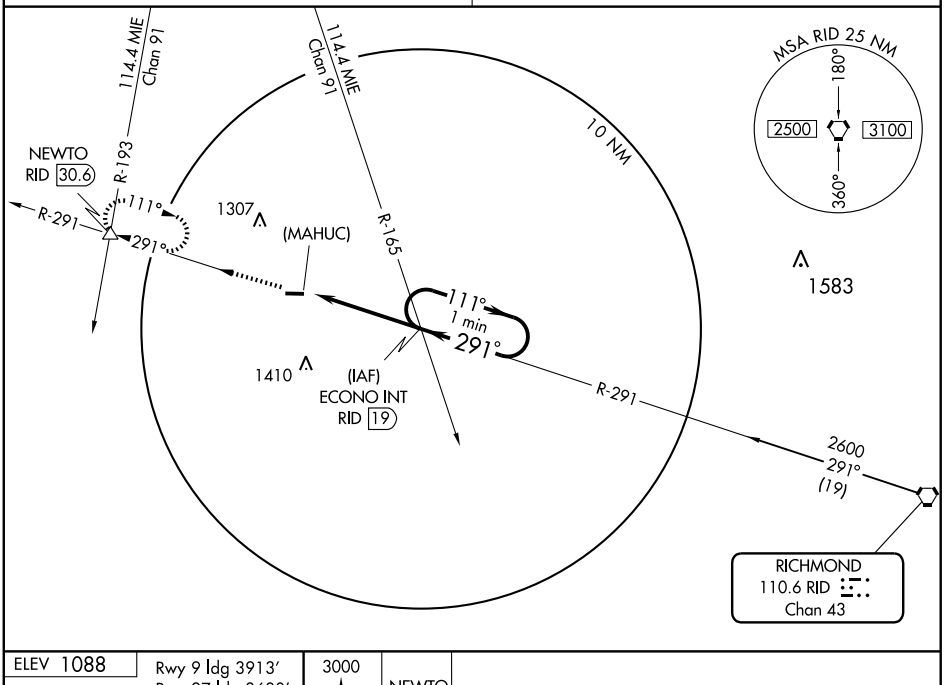
NA

Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

MISSED APPROACH: Climb to 3000 via RID R-291 to NEWTO Int and hold.

INDIANAPOLIS APP CON
135.45 317.8

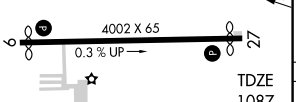
UNICOM
123.05 (CTAF) L



ELEV 1088

Rwy 9 Idg 3913′
Rwy 27 Idg 3680′

291° 4.4 NM from FAF

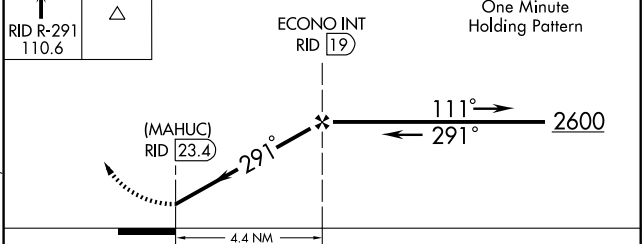


MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

3000
RID R-291
110.6

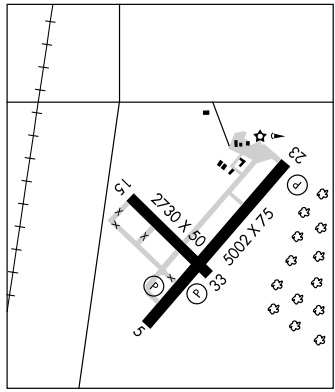
NEWTO



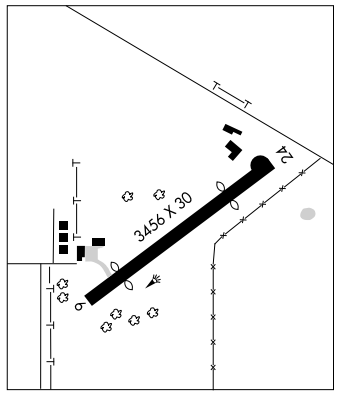
CATEGORY	A	B	C	D
S-27	1560-1 473 (500-1)	1560-1¼ 473 (500-1¼)	1560-1½ 473 (500-1½)	1560-1¾ 473 (500-1¾)
CIRCLING	1560-1 472 (500-1)	1560-1¼ 472 (500-1¼)	1560-1½ 472 (500-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING				
S-27	1700-1 613 (700-1)	1700-1¼ 613 (700-1¼)	1700-1½ 613 (700-1½)	1700-1¾ 613 (700-1¾)
CIRCLING	1700-1 612 (700-1)	1700-1¼ 612 (700-1¼)	1700-1½ 612 (700-1½)	1700-2 612 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NORTH VERNON (OVO) 2 NE UTC−5(−4DT) N39°02.72′ W85°36.34′ ST. LOUIS
757 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF H–5E, 10F, L–27E
RWY 05–23: H5002X75 (ASPH) S–4 MIRL IAP
RWY 05: PAPI(P4L)—GA 3.0°TCH 27′. Crops.
RWY 23: PAPI(P4L)—GA 3.0°TCH 27′. Road.
RWY 15–33: H2730X50 (ASPH) S–4 MIRL
RWY 15: Road. **RWY 33:** PAPI(P2L)—GA 3.5° TCH 27′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sun 1300–2300Z‡. Fuel 24 hr self svc. Rwy 15–33 only avbl for use NW of intersection. Rwy 05–23 10′ ASPH avbl outside painted boundary lines. ACTIVATE MIRL Rwy 05–23 and Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.625 (812) 346–5041.
COMMUNICATIONS: CTAF/UNICOM 122.7
OSGOOD RCO 122.25 (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.775
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 002° 27.4 NM to fld. 710/1E. **HIWAS.**



ORLEANS (7I4) 1 E UTC−5(−4DT) N38°39.50′ W86°26.58′ ST. LOUIS
655 NOTAM FILE HUF L–27D
RWY 06–24: H3456X30 (ASPH) LIRL (NSTD)
RWY 06: Thld dspld 291′. Crops.
RWY 24: Thld dsplcd 200′. Bldg.
AIRPORT REMARKS: Unattended. Rwy shoulder spalling. Fence; occasional brush; trees within 126′ of rwy centerline. Also 10′ pole and 15′ trees within 100′ Rwy 06 thld. Rwy 06–24 numbers are smaller than standard. ACTIVATE NSTD LIRL Rwy 06–24—CTAF. Rwy 06–24 NSTD LIRL; only two thld lgts each side of rwy. No lights between rwy end and dsplcd thld both ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BMG.
HOOSIER (L) VORTAC 110.2 OOM Chan 39 N39°08.63′ W86°36.78′ 167° 30.2 NM to fld. 845/2W.



OSGOOD N39°07.50′ W85°18.88′ ST. LOUIS
RCO 122.25 (TERRE HAUTE RADIO) L–27E

PAOLI MUNI (I42) 2 N UTC−5(−4DT) N38°35.00′ W86°27.75′ ST. LOUIS
817 B S2 **FUEL** 100LL TPA—2417(1600) NOTAM FILE HUF
RWY 02–20: H2773X50 (ASPH) S–7 MIRL
RWY 02: PAPI(P2R)—GA 4.0° TCH 21′. Tree. **RWY 20:** PAPI(P2L)—GA 4.0° TCH 25′. Trees.
AIRPORT REMARKS: Attended Mon–Sun 1300–2200Z‡. For service Mon, Tues, and after hrs, call 812–569–1811. Snow removal winter months. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8

PATOKA RESERVOIR LANDING AREA SPB (See FRENCH LICK)

PERRY CO MUNI (See TELL CITY)

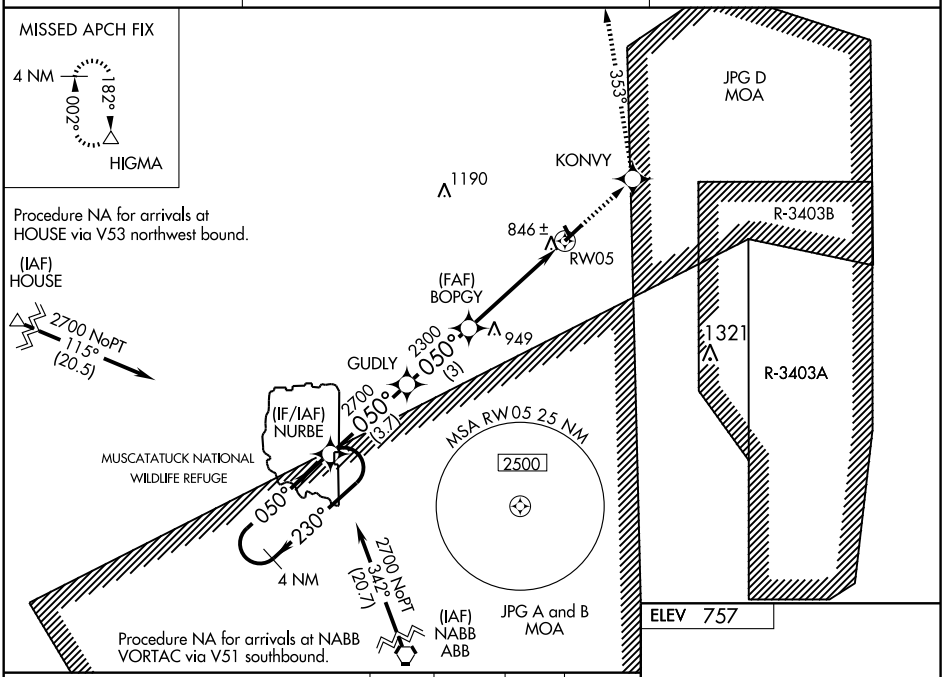
WAAS	APP CRS	Rwy Idg	5002
CH 70713	050°	TDZE	757
W05A		Apt Elev	757

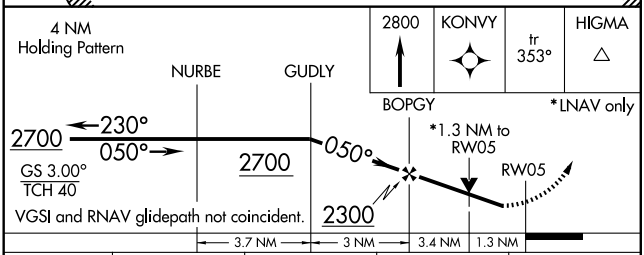
RNAV (GPS) RWY 5
NORTH VERNON (OVO)

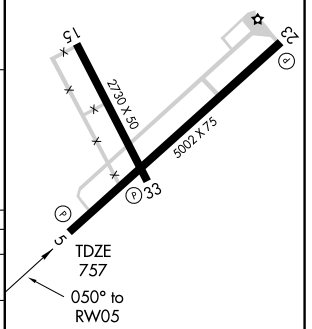
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2800 direct KONVY and via track 353° to HIGMA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1091-1¼ 334 (400-1¼)			NA
LNAV/VNAV DA	1116-1¼ 359 (400-1¼)			NA
LNAV MDA	1200-1 443 (500-1)		1200-1¼ 443 (500-1¼)	NA
CIRCLING	1200-1 443 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwys 5-23 and 15-33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

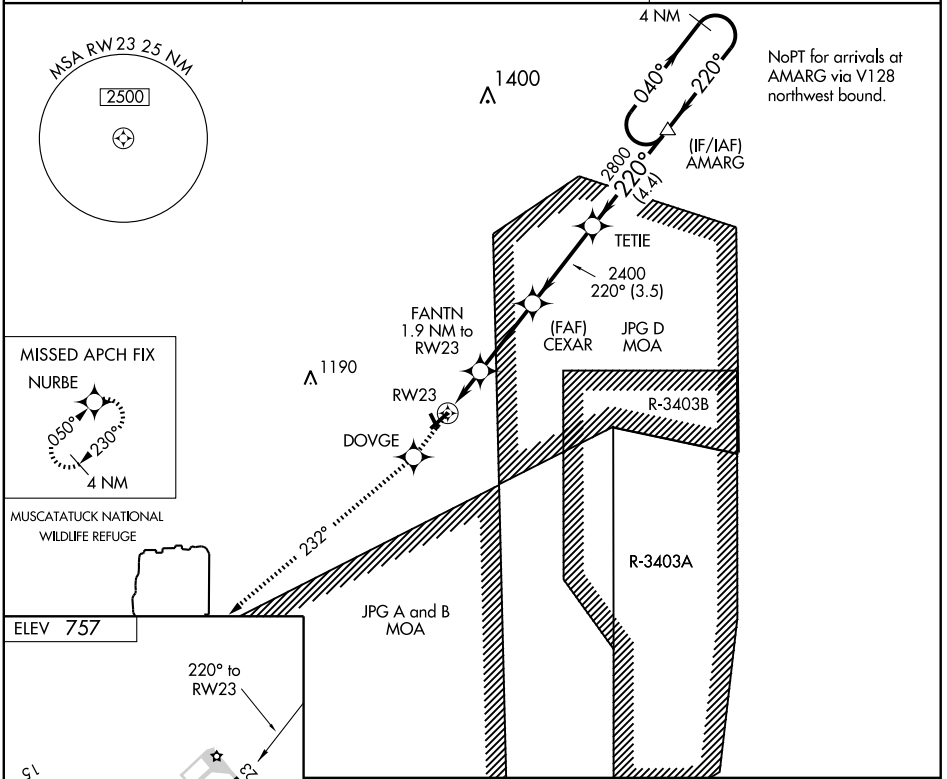
APP CRS	Rwy Idg	5002
220°	TDZE	755
	Apt Elev	757

RNAV (GPS) Y RWY 23
NORTH VERNON (OVO)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile.
VDP NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1120-1 365 (400-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwys 5-23 and 15-33 (L)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 63113	230°	TDZE	755
W23A		Apt Elev	757

RNAV (GPS) Z RWY 23

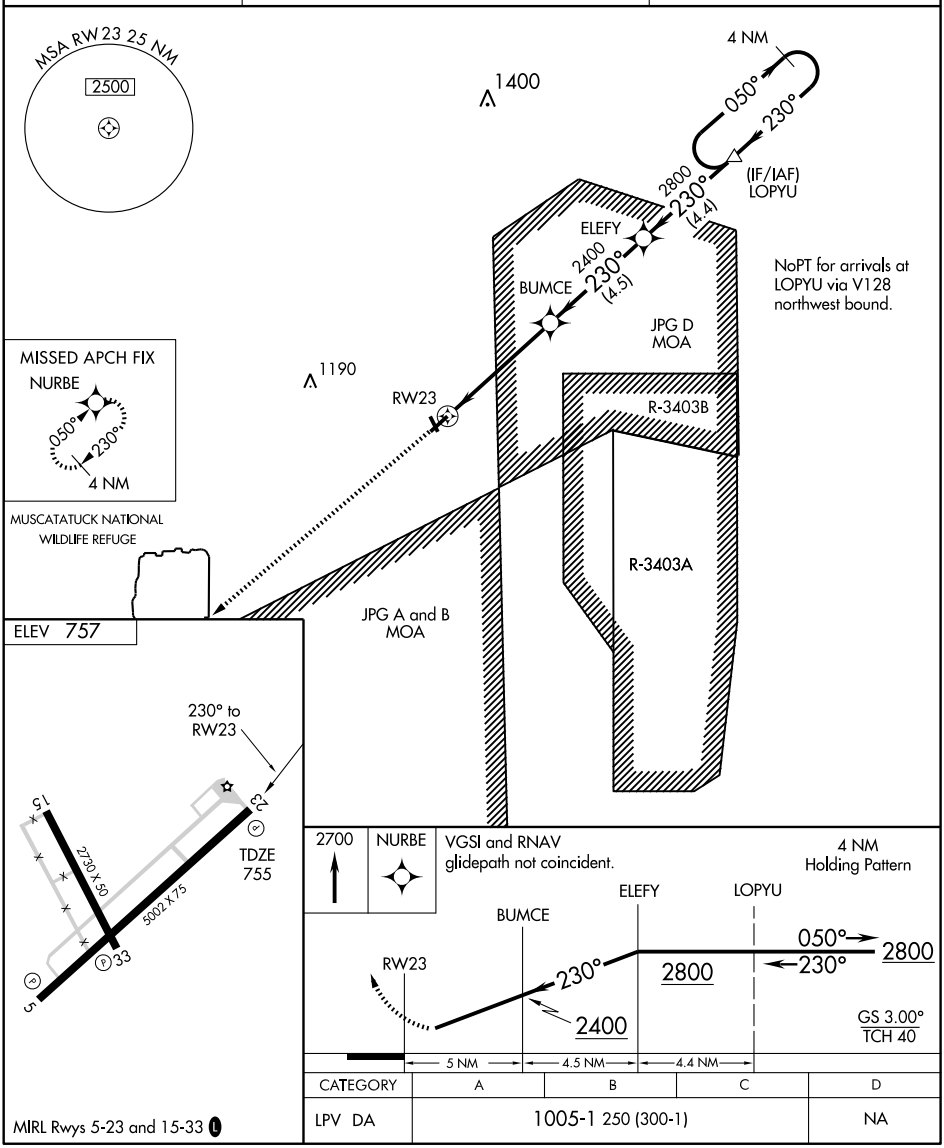
NORTH VERNON (OVO)

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct NURBE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L

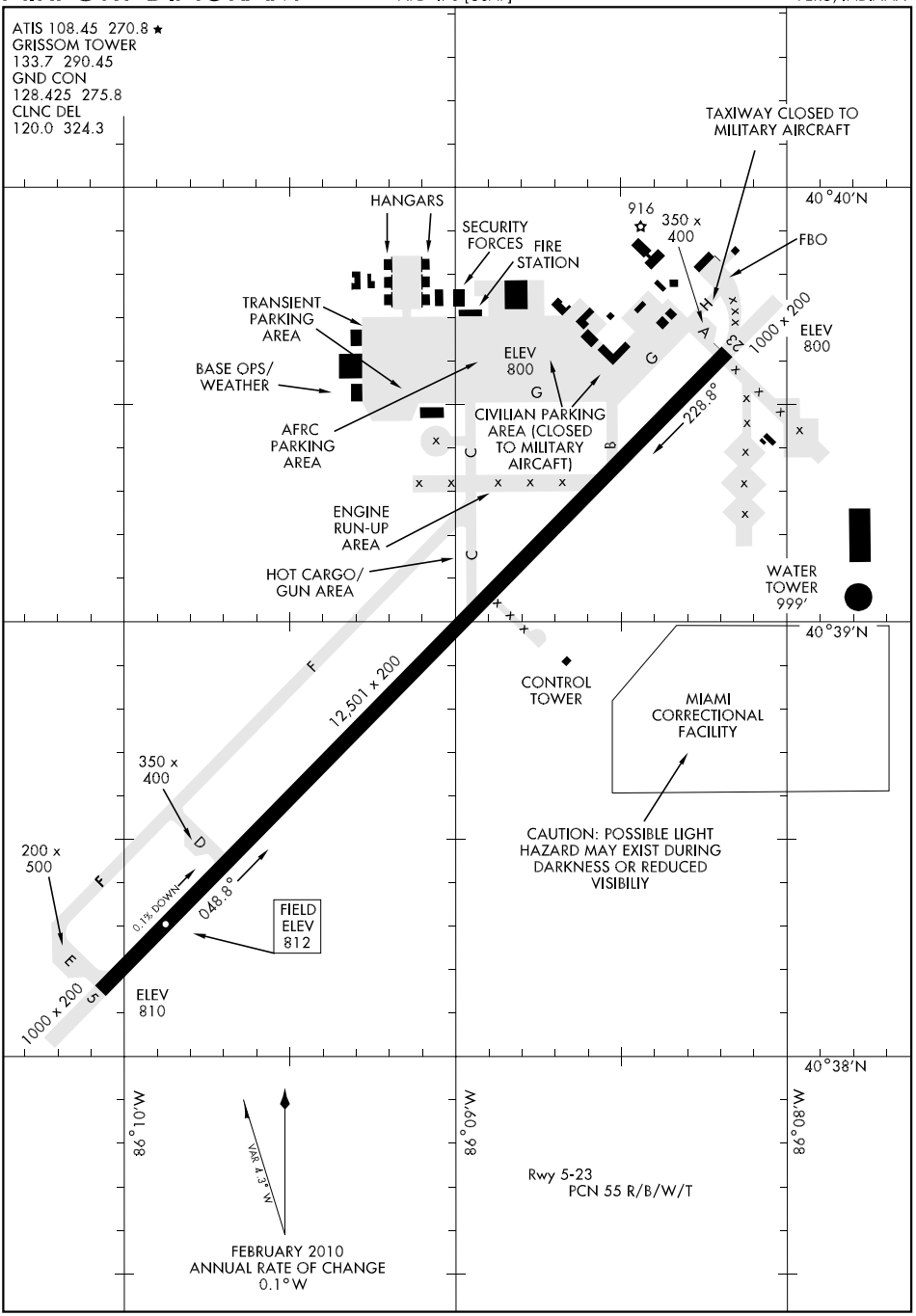


CATEGORY	A	B	C	D
LPV DA	1005-1 250 (300-1)			NA

MIRL Rwys 5-23 and 15-33 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PERU

GRISSOM ARB (GUS) (KGUS) CIV/MIL 5 S UTC−5(−4DT) N40°38.89′ W86°09.13′ **CHICAGO**
812 B S4 **FUEL** 100 NOTAM FILE HUF Not insp. **H–5E, 10F, L–27D**
RWY 05–23: H12501X200 (ASPH) S–100, D–200, 2D–450 PCN 55 R/B/W/T HIRL **DIAP, AD**
RWY 05: ALSF1. PAPI(P4L). **RWY 23:** ALSF1. PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–12500 TODA–12500
RWY 23: TORA–12500 TODA–12500
MILITARY SERVICE: Rwy 05–23 apch lighting system NSTD configuration combined SSALR and ALSF–1. ALSF–1 used to determine TERPS minimums. **JASU** (A/M32A–86) (MD–3) (AM32–95) (MA–1A) **FUEL** Opr 1200–0300Z‡ Mon–Fri, unit training weekend hrs Sat 1230–2130Z‡, Sun 1200–2100Z‡. J8. **FLUID** SP PRESAIR LHOX **OIL** O–133–148–156 JOAP
TRAN ALERT Opr 1200–0400Z‡ except holidays. No priority basis, svc avbl by prior arrangement. No fleet svc avbl.
AIRPORT REMARKS: Attended 1200–0400Z‡. CLOSED during federal holidays. Open to general aviation. Self serve 100LL and JET A. CAUTION: Bird Watch Condition I (Nov–Apr and Jun) indicates light bird activity. Phase II (May, Jul–Oct) indicates bird hazard heavy, bird activity normally associated with migratory season. Bird watch conditions avbl upon request and normally on ATIS 108.45. Uncontrolled vehicle on movement areas. Civilian pilot student training not authorized per joint use agreement. Civil acft not authorized on military ramp, rqr PPR. Expect delay when rwy ops suspended due to snow removal ops. Expect delay when tactical arrival/departure training missions in progress (hvy acft). PPR not required for acft ldg at civilian FBO, ctc Grissom twr 133.7 or 290.45. Acft using civilian FBO expect twr progressive taxi instructions. FBO located on east end of afld. During constant or heavy rain expect standing water up to 2/10th of an inch on rwy due to slow runoff. First 1000′ Rwy 05–23 concrete. Approximately 300′ from apch end Rwy 23 starts 1000′ concrete, remaining rwy is asph. Afld lighting only avbl during hrs of ops (0700–2300 local).
MILITARY REMARKS: See FLIP AP/1 Supplementary Remarks. Expect delay when tactical arr/dep trng missions are in progress (heavy acft). **RSTD** PPR all acft utilizing Grissom military ramp 1200–0400Z‡, ctc DSN 388–2254, C765–688–2254. All AMOPS inbound passenger/cargo acft must ctc Command Post no later than 30 min prior to ldg. Ltd transportation for passenger. AFRC acft can expect restrictions during bird watch condition moderate or higher, ops require OG/CC approval. No local IFR/VFR tfc pattern activity and severe (tfc and ldg prohibited without OG/CC approval). **CAUTION** Hvy and fighter jet training/traffic NW GUS and within 10 NM GUS. Special Use Airspace directly overhead and to the NW (fighter jet tfc). Potential for reduced braking action–following significant rain first 2000′—3000′ Rwy 23. Rwy lgts are 28′ from edge of usuable rwy sfc. **MISC** Acft ldg GUS using military ramp request PPR ctc AM base ops 765–688–2254 or PTD 372.2. Full wx svc avbl 1200–0400Z‡ DSN 388–2203/2204, C765–688–2203/2204. Remote briefing svc avbl 24 hrs from 15 Opr Wx Squadron DSN 576–9755, C618–256–9755. Afld wx maintained by AN/FMQ–19 Automated Observing System and augmented by human observer as required.
COMMUNICATIONS: SFA as assigned **ATIS** 108.45 270.8 (1200–0400Z‡) **PTD** 372.2
Ⓡ **APP/DEP CON** 121.05 379.3 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 351.1 (0400–1200Z‡)
TOWER 133.7 290.45 (1200–0400Z‡) **GND CON** 128.425 275.8 **CLNC DEL** 120.0 324.3
ARW COMD POST (BRICKYARD) 252.1 321.0 **PMSV METRO** 344.6 (Full svc 1200–0400Z‡.)
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS. VHF/DF ctc App Con.
(T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ at fld. 810/2W. Unmonitored 0400–1200Z‡. No NOTAM MP Tue 1300–1500Z‡.
VOR portion unusable:
195°–220° byd 15 NM 318°–340°
ILS 109.5 I–GUS Rwy 05. No NOTAM MP Thu 1300–1500Z‡.
ILS 109.5 I–RSM Rwy 23. No NOTAM MP Thu 1300–1500Z‡.
ASR/PAR ASR apch svc 1200–0400Z‡ daily.
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

MISSISSINEWA RESERVOIR LANDING AREA SPB (43I) 6 SE UTC−5(−4DT) N40°42.22′ **CHICAGO**
W85°55.95′
737 NOTAM FILE HUF
WATERWAY NW–SE: 14500X1000 (WATER)
SEAPLANE REMARKS: Unattended. Seaplane ops prohibited between SS and SR. Lake use permit required. Call 765–473–6528.
COMMUNICATIONS: CTAF 122.9

ILS or LOC/DME RWY 5

LOC I-GUS	APCH CRS	Rwy ldg 12,501 / TDZE 812 / Arpt Elev 812
109.5	046°	

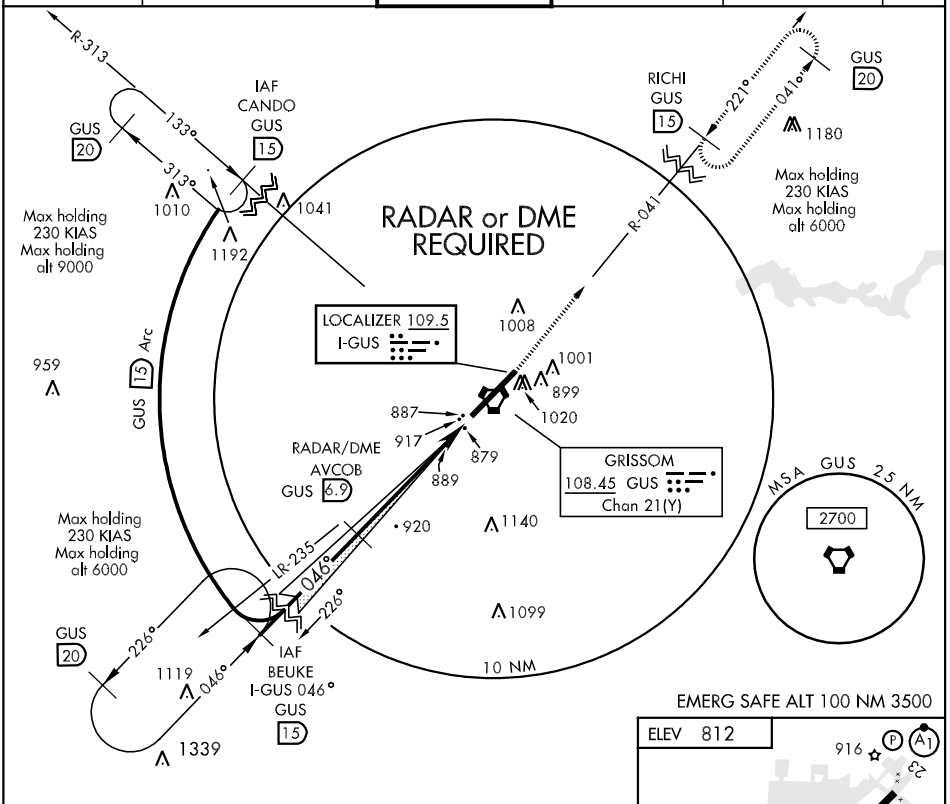
AL-470 [USAF] GRISSOM ARB (KGUS)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

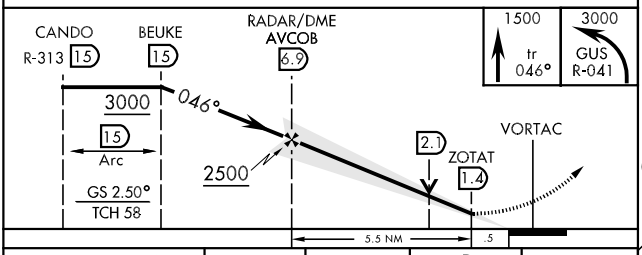
ALSF-1

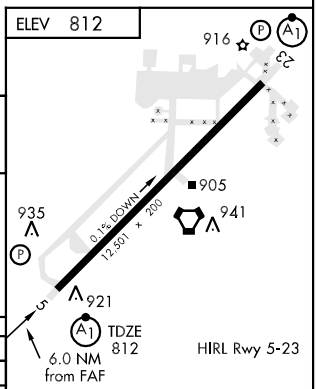
MISSED APPROACH: Climb to 3000, on track 046°, passing 1500 turn left intercept GUS R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 5 *	1012/24		200	(200-½)	
S-LOC 5 **	1180/24	368 (400-½)	1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 23

LOC I-RSM	APCH CRS	Rwy ldg 12,501 / TDZE 800 / Arpt Elev 812
109.5	226°	

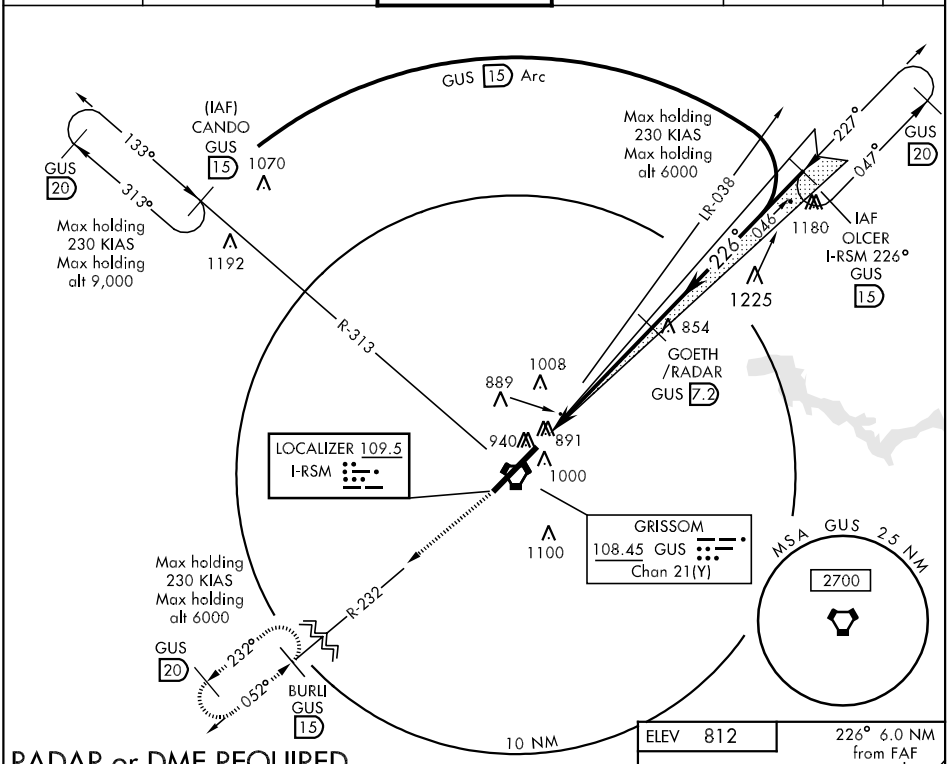
AL-470 [USAF] — GRISSOM ARB (KGUS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

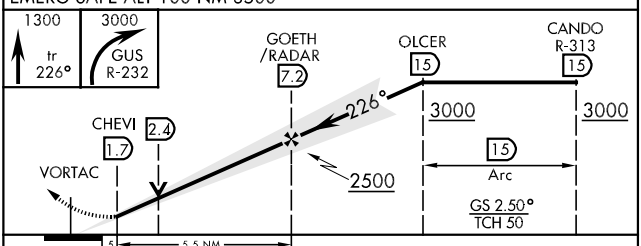
MISSED APPROACH: Climb to 3000 on track 226°, passing 1300 turn right to intercept GUS R-232 to BURLI (GUS R-232/15 DME) and hold.

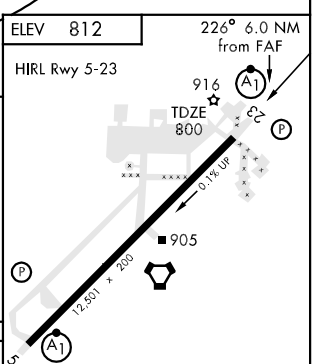
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 23*	1000/24		200	(200-½)	
S-LOC 23**	1180/24 380 (400-½)		1180/40	380 (400-¾)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	12,501
046°	TDZE	812
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

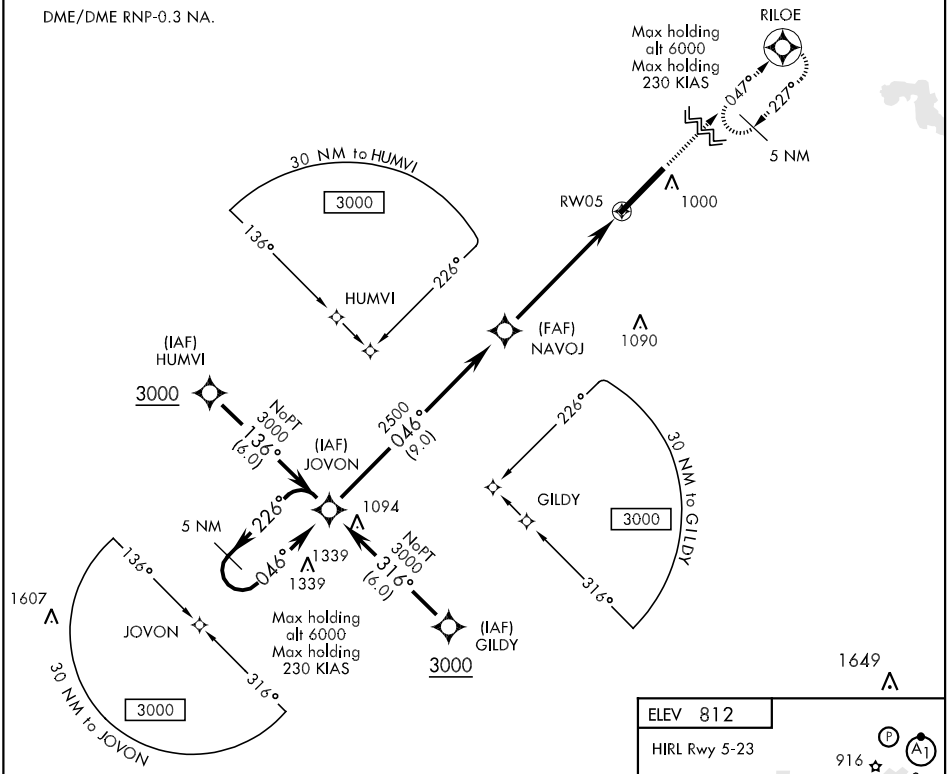
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

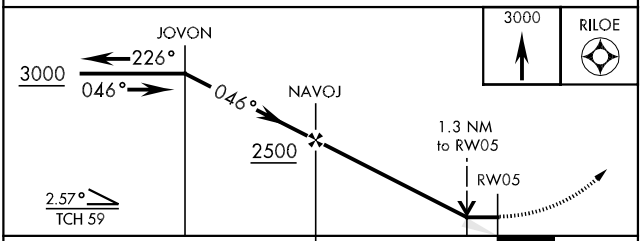
MISSED APPROACH: Climb to 3000 direct RILOE and hold.

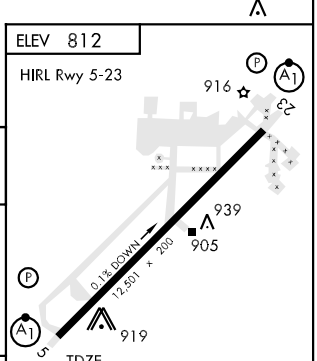
ATIS *	GRISSOM APP CON	GRISSOM TOWER *	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA *	1200/24 388 (400-½)		1200/40 388 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	12,501
226°	TDZE	800
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

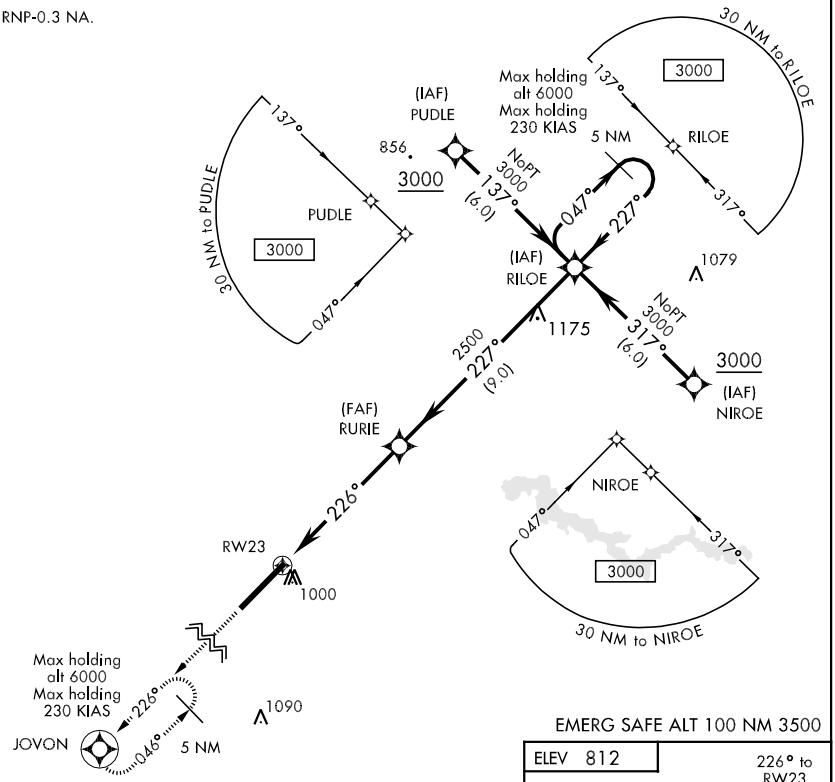
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

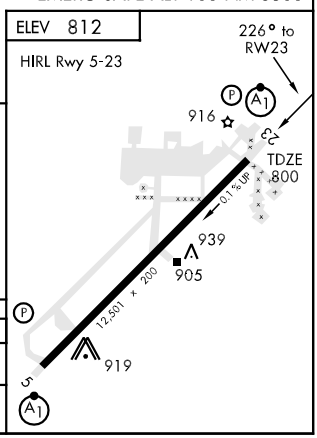
MISSED APPROACH: Climb to 3000 direct JOVON and hold.

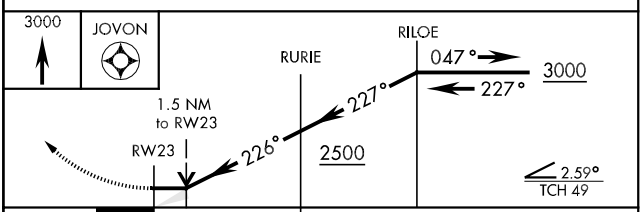
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 440 (500-½)		1240/40 440 (500-¾)	1240/50 440 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR RWY 5

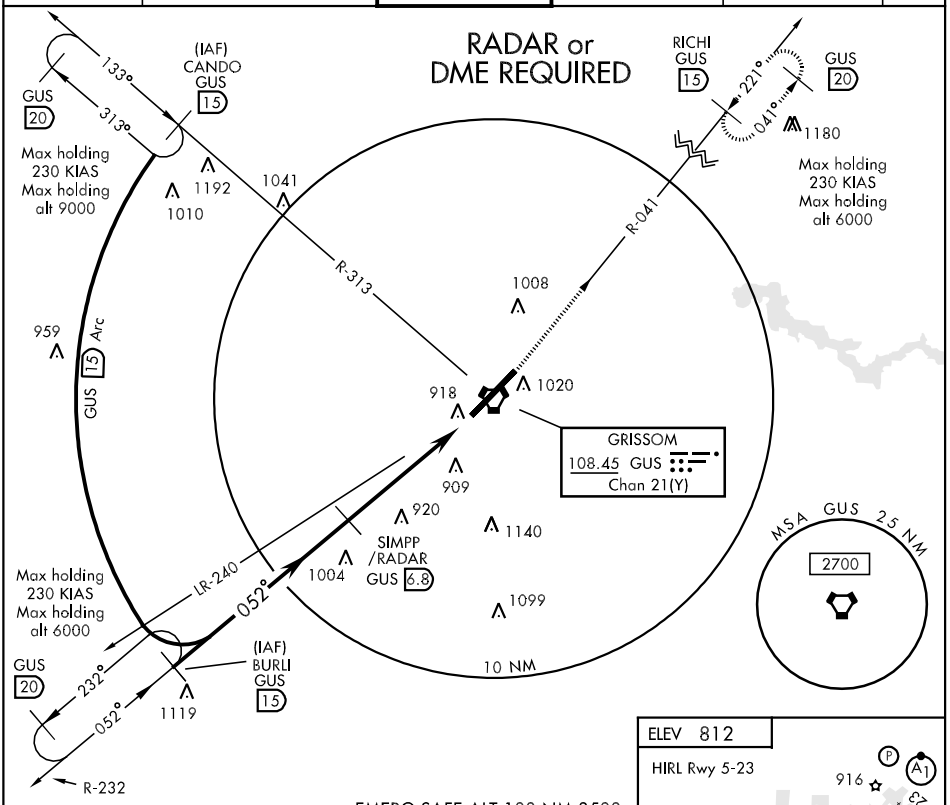
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 052°	Rwy Idg 12,501 TDZE 812 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

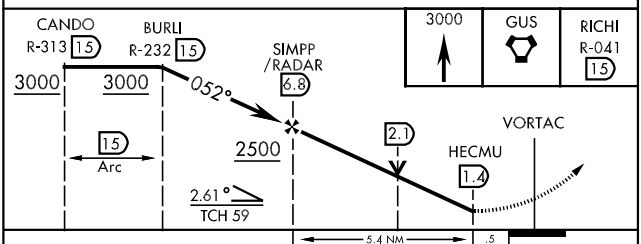
*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

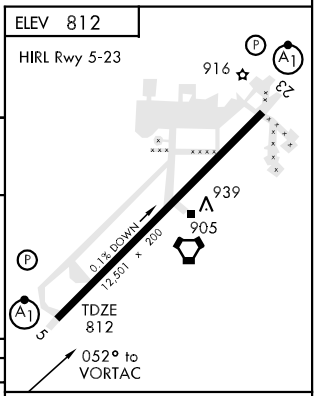
ALSF-1

MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	







CATEGORY	A	B	C	D	E
S-TAC/ VOR 5*	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR RWY 23

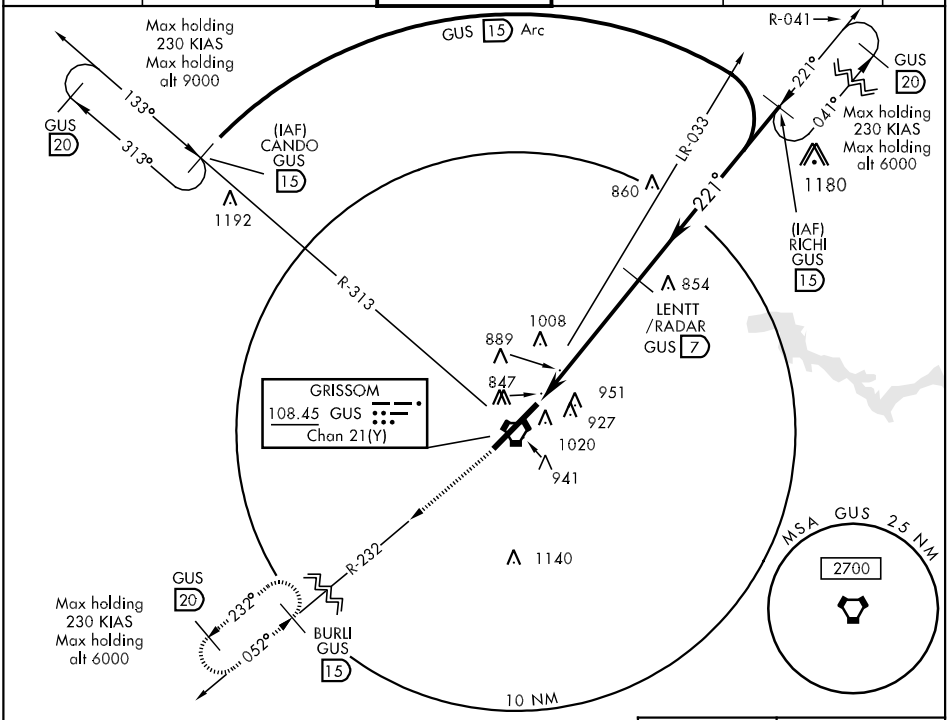
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

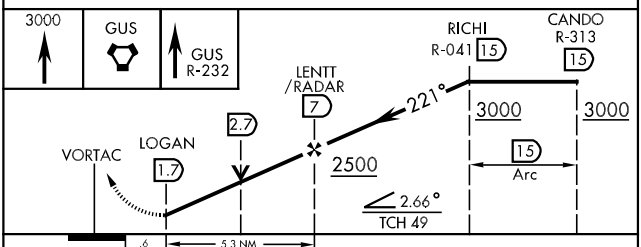
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-232 to BURLI and hold.

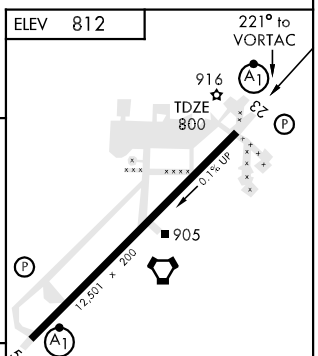
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-TAC/ VOR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR Z RWY 5

VORTAC GUS	APCH CRS	Rwy ldg 12,501
108.45	052°	TDZE 812
Chan 21(Y)		Arpt Elev 812

AL-470 [USAF]

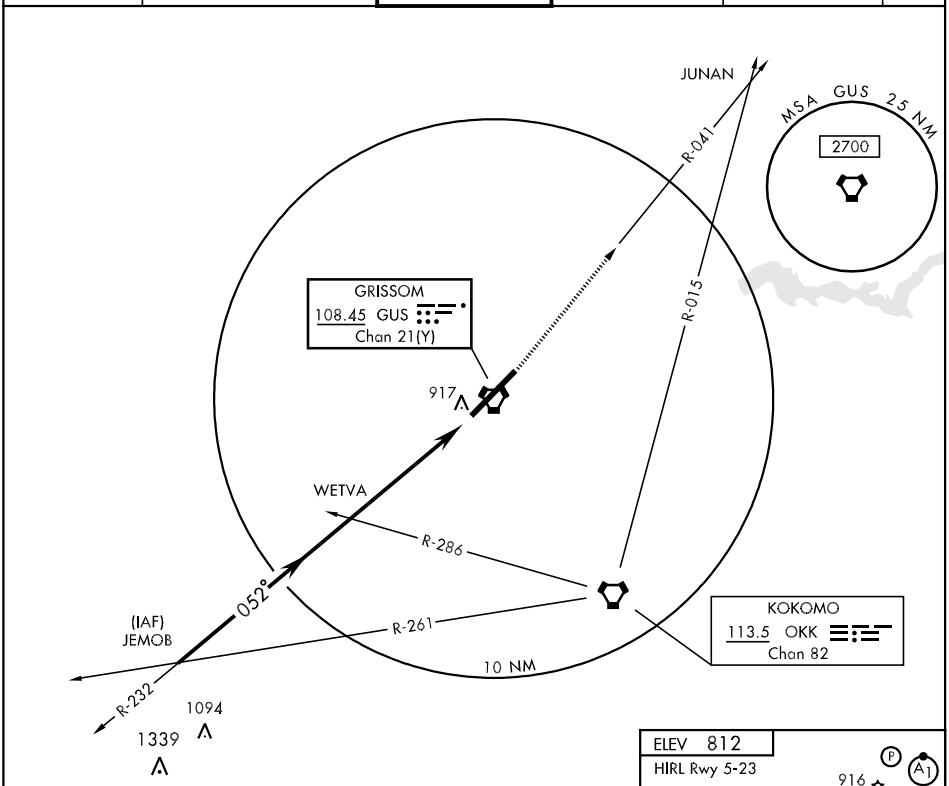
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

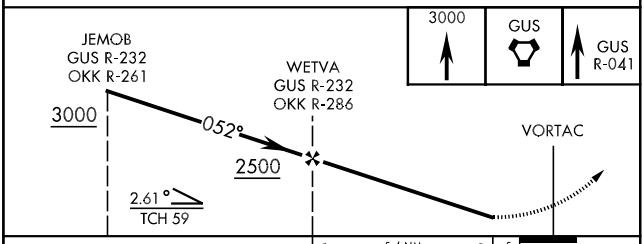
ALSF-1

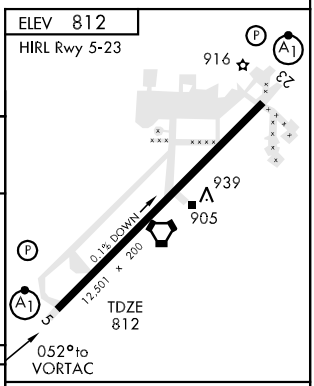
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to JUNAN.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR Z RWY 23

VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812

AL-470 [USAF]

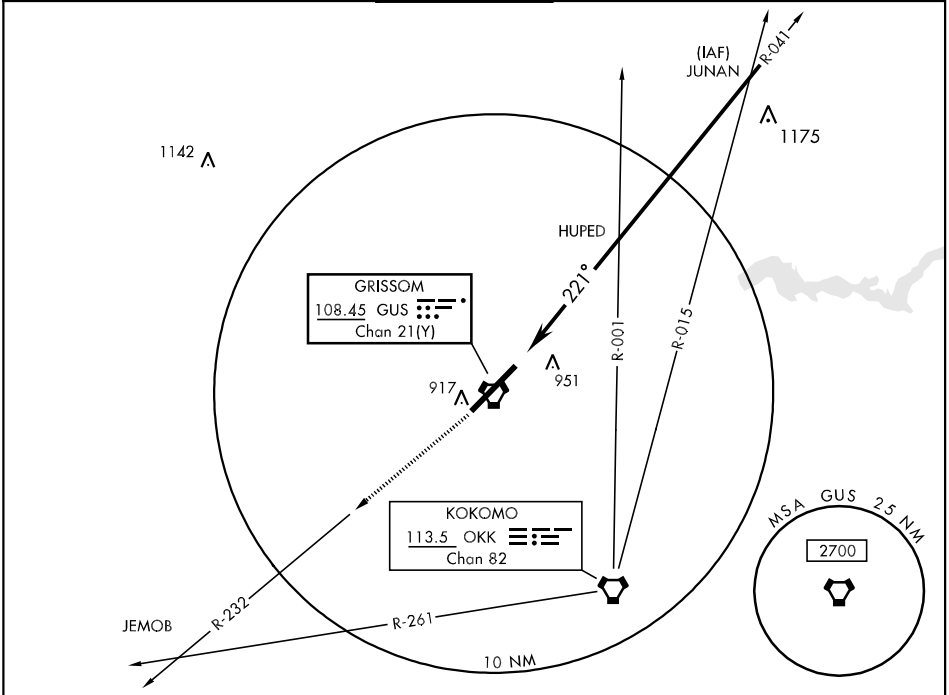
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

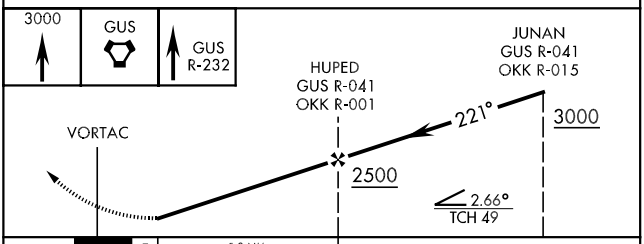
ALSF-1

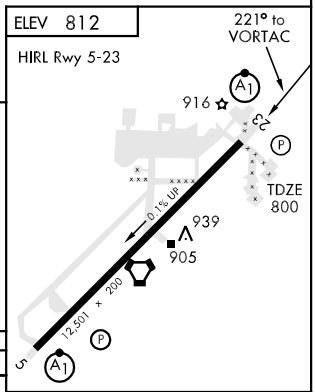
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out GUS R-232 to JEMOB.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





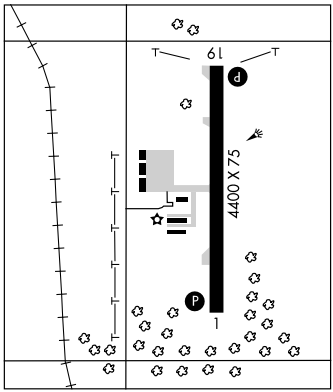
CATEGORY	A	B	C	D	E
S-23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.3 NM

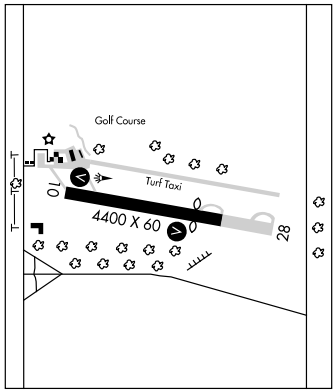
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PERU MUNI (I76) 4 NW UTC−5(−4DT) N40°47.15′ W86°08.79′ **CHICAGO**
779 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **L–27D**
RWY 01–19: H4400X75 (ASPH) S–10 MIRL 0.3% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Road.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1400–2300Z‡, May–Oct 1400–0000Z‡. ACTIVATE MIRL Rwy 01–19, PAPI and REIL Rwy 01 and 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 345° 16 NM to fld. 830/00E.



PLYMOUTH MUNI (C65) 2 N UTC−5(−4DT) N41°21.91′ W86°18.03′ **CHICAGO**
800 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28I**
RWY 10–28: H4400X60 (ASPH) S–25, D–40 MIRL **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 37′. Tree.
RWY 28: REIL. VASI(V4L)—GA 3.3° TCH 30′. Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1300–2100Z‡, Sun 1500–1900Z‡. Fuel self svc avbl 24 hrs. Birds on and invof arpt. Snow removal ops during winter months; equipment operators will monitor CTAF when twr clsd. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, VASI Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 081° 16 NM to fld. 690/00E.



PNTHR N39°46.61′ W85°07.79′ NOTAM FILE HUF.
NDB (LOM) 227 SQ 185° 4.7 NM to Mettel Fld.

POCKET CITY N37°55.70′ W87°45.74′. NOTAM FILE HUF. **ST LOUIS**
(H) VORTACW 113.3 PXV Chan 80 056° 12.8 NM to Evansville Rgnl. 384/3E. **HIWAS.** **H–5E, L–16I**
DME unusable beyond 30 NM below 2600′.

POPE FLD (See GREENFIELD)

PORTER CO MUNI (See VALPARAISO)

APP CRS	Rwy Idg	4400
009°	TDZE	777
	Apt Elev	779

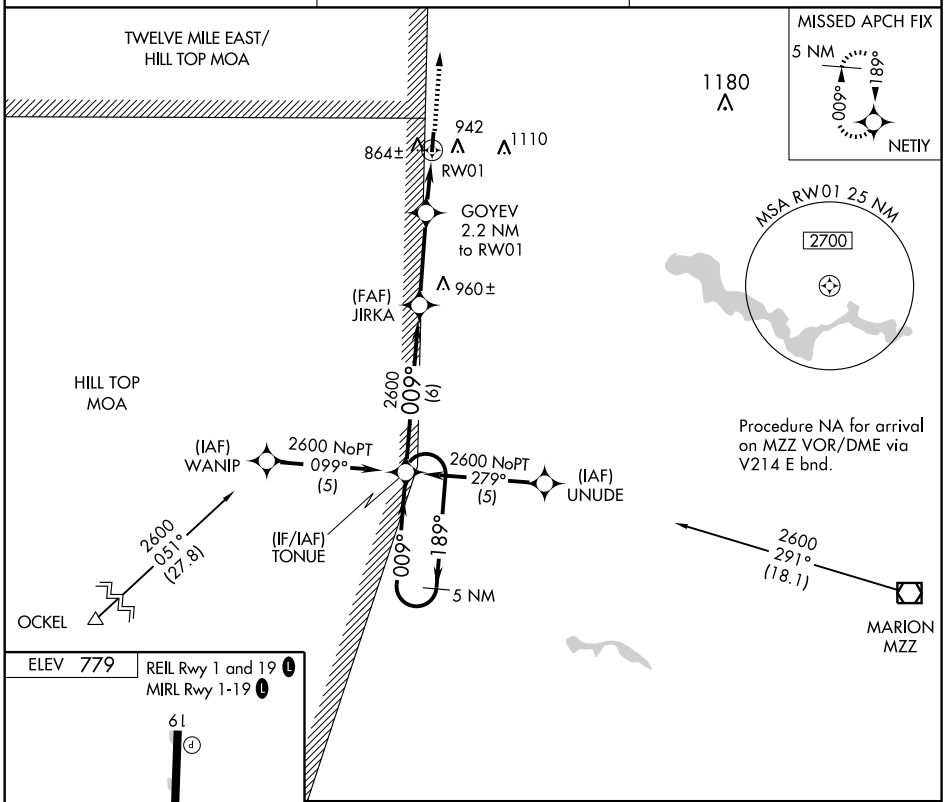
RNAV (GPS) RWY 1

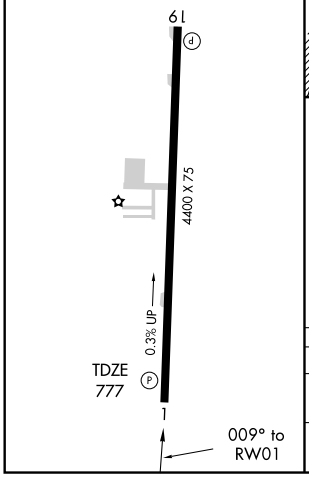
PERU MUNI (I76)

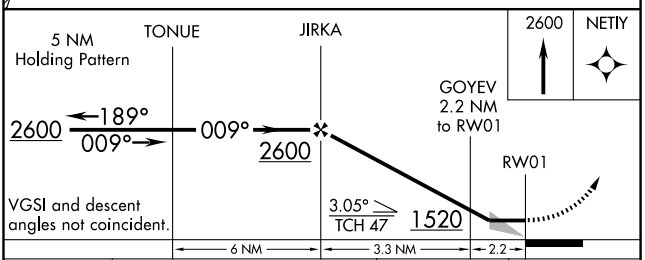
DME/DME RNP-0.3 NA.
NA Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600 direct NETIY and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
189°	TDZE	779
	Apt Elev	779

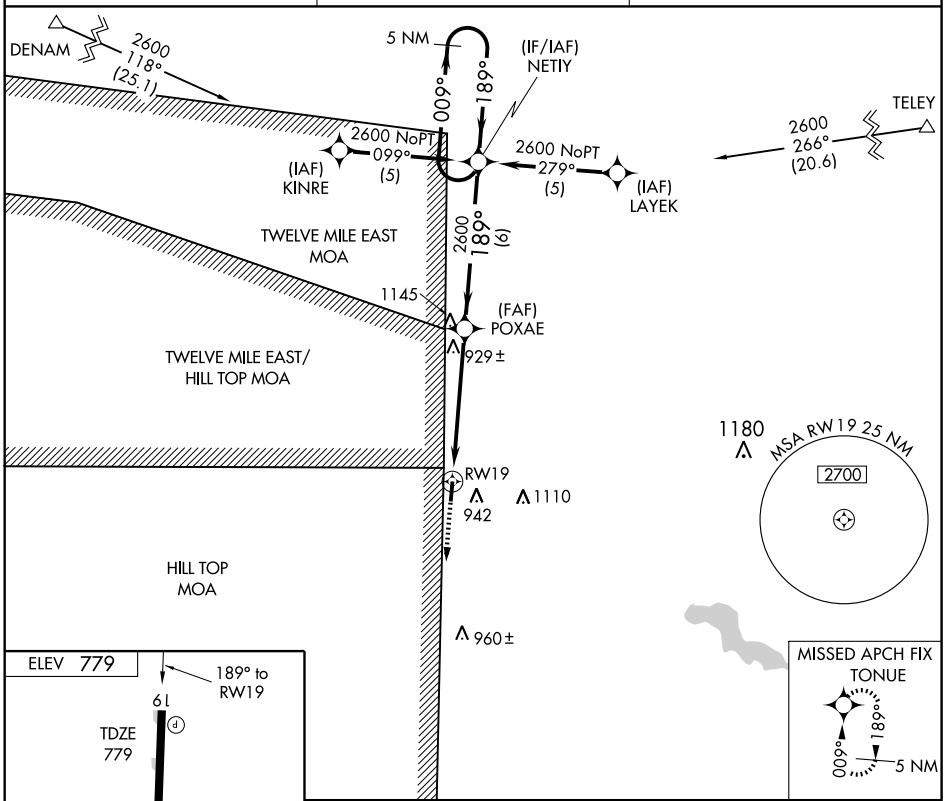
RNAV (GPS) RWY 19

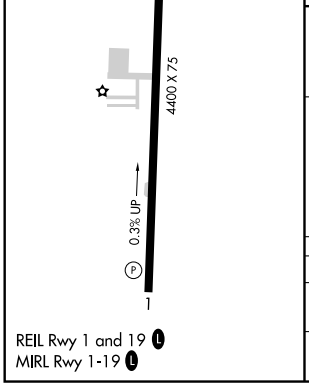
PERU MUNI (I76)

DME/DME RNP-0.3 NA. Procedure NA at night.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

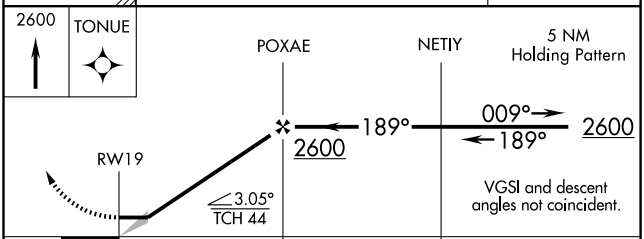
MISSED APPROACH: Climb to 2600 direct TONUE and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





REIL Rwy 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	461 (500-1)	1240-1¼ 461 (500-1¼)	1240-1½ 461 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK	APP CRS	Rwy Idg	4400
113.5	345°	TDZE	777
Chan 82		Apt Elev	779

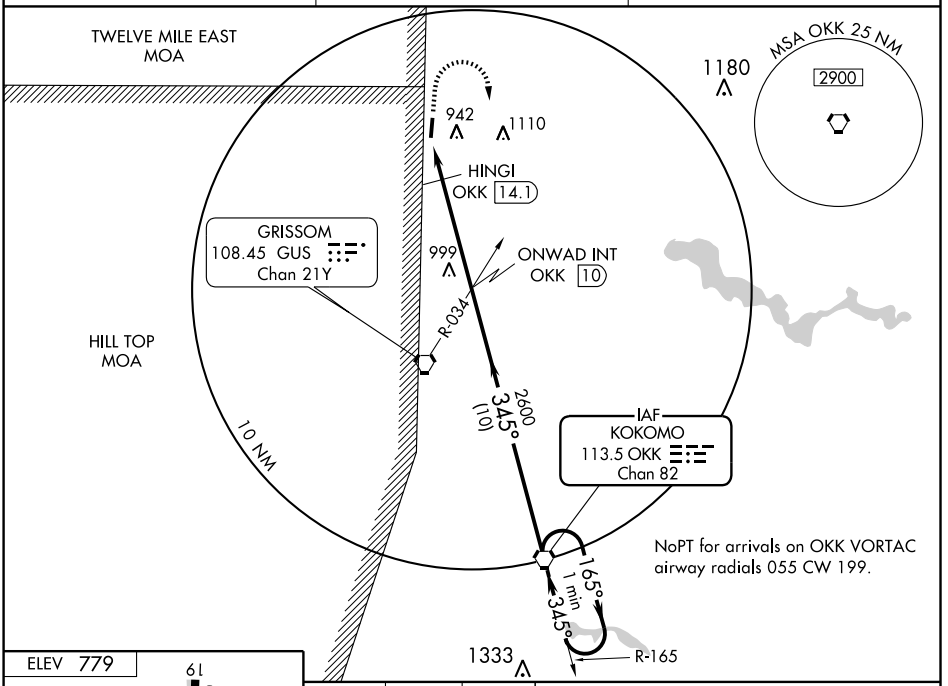
VOR RWY 1
PERU MUNI (I76)

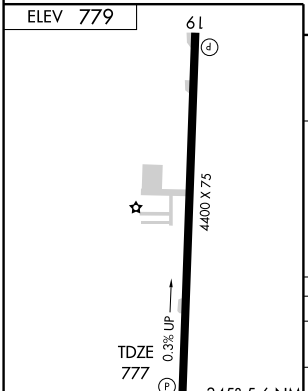
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDA's 60 feet.

NA

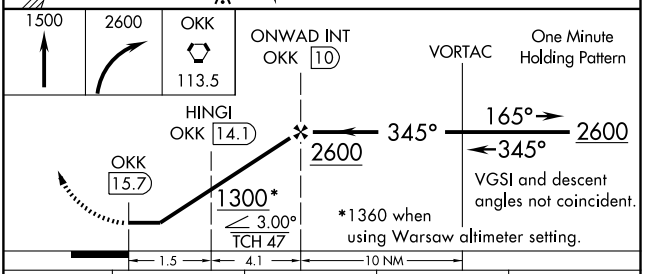
MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





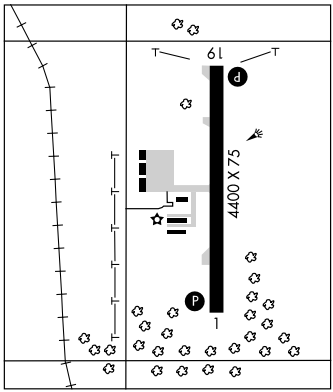
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



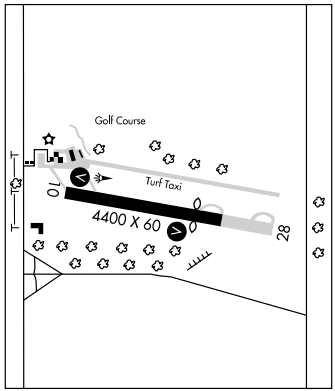
CATEGORY	A	B	C	D
S-1	1300-1	523 (600-1)	1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)
HINGI DME FIX MINIMUMS				
S-1	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PERU MUNI (I76) 4 NW UTC−5(−4DT) N40°47.15′ W86°08.79′ **CHICAGO**
779 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **L–27D**
RWY 01–19: H4400X75 (ASPH) S–10 MIRL 0.3% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Road.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1400–2300Z‡, May–Oct 1400–0000Z‡. ACTIVATE MIRL Rwy 01–19, PAPI and REIL Rwy 01 and 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 345° 16 NM to fld. 830/00E.



PLYMOUTH MUNI (C65) 2 N UTC−5(−4DT) N41°21.91′ W86°18.03′ **CHICAGO**
800 B **FUEL** 100LL, JET A NOTAM FILE HUF **L–28I**
RWY 10–28: H4400X60 (ASPH) S–25, D–40 MIRL **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 37′. Tree.
RWY 28: REIL. VASI(V4L)—GA 3.3° TCH 30′. Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1300–2100Z‡, Sun 1500–1900Z‡. Fuel self svc avbl 24 hrs. Birds on and invof arpt. Snow removal ops during winter months; equipment operators will monitor CTAF when twr clsd. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, VASI Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KNOX RCO 122.1R 115.6T (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 081° 16 NM to fld. 690/00E.



PNTHR N39°46.61′ W85°07.79′ NOTAM FILE HUF.
NDB (LOM) 227 SQ 185° 4.7 NM to Mettel Fld.

POCKET CITY N37°55.70′ W87°45.74′. NOTAM FILE HUF. **ST LOUIS**
(H) VORTACW 113.3 PXV Chan 80 056° 12.8 NM to Evansville Rgnl. 384/3E. **HIWAS.** **H–5E, L–16I**
DME unusable beyond 30 NM below 2600′.

POPE FLD (See GREENFIELD)

PORTER CO MUNI (See VALPARAISO)

VOR/DME OXI	APP CRS	Rwy Idg	4400
115.6	080°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 10

PLYMOUTH MUNI (C65)

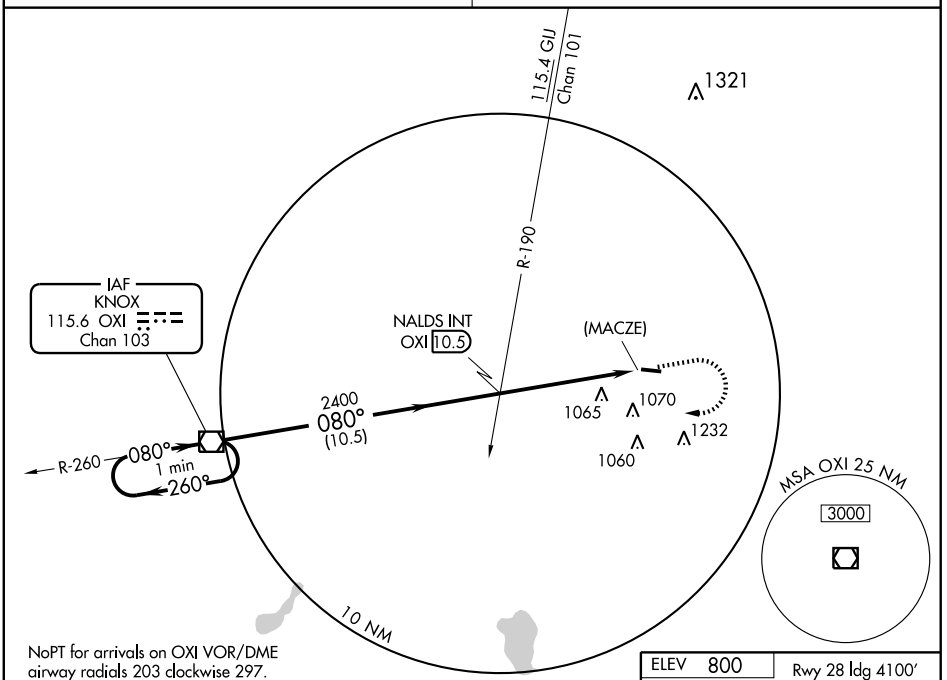
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

NA

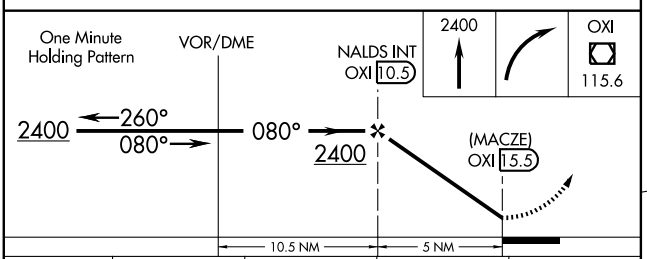
MISSED APPROACH: Climb to 2400 then right turn direct OXI VOR/DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L

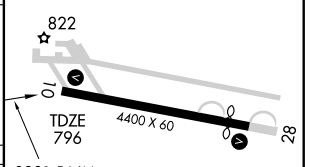


NoPT for arrivals on OXI VOR/DME airway radials 203 clockwise 297.



CATEGORY	A	B	C	D
S-10	1340-1	544 (600-1)	1340-1½ 544 (600-1½)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-10	1380-1	584 (600-1)	1380-1½ 584 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

ELEV 800 Rwy 28 ldg 4100'



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OXI	APP CRS	Rwy Idg	4100
115.6	261°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 28

PLYMOUTH MUNI (C65)

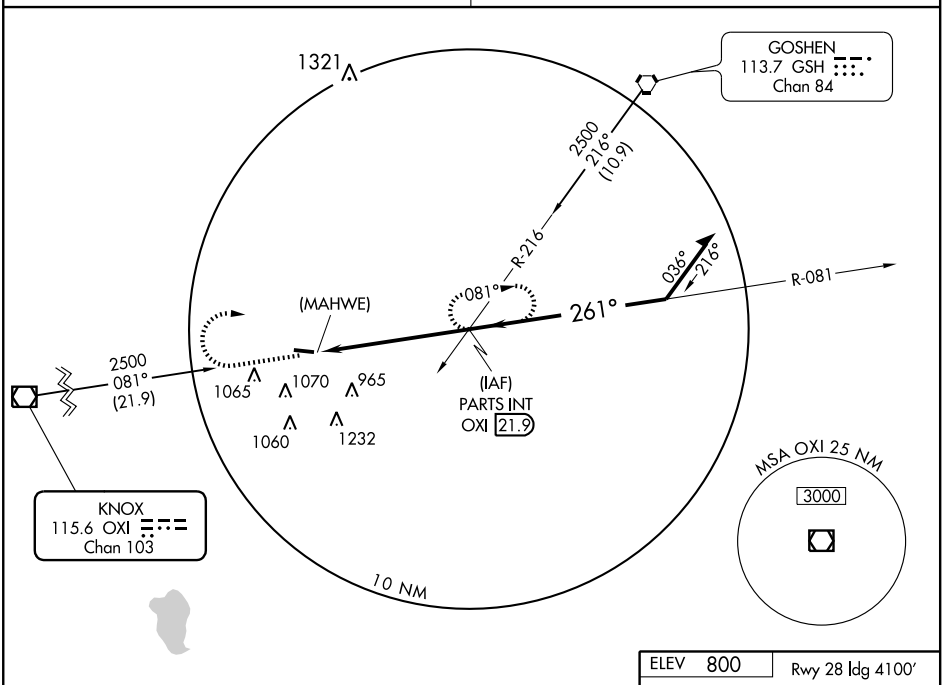
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

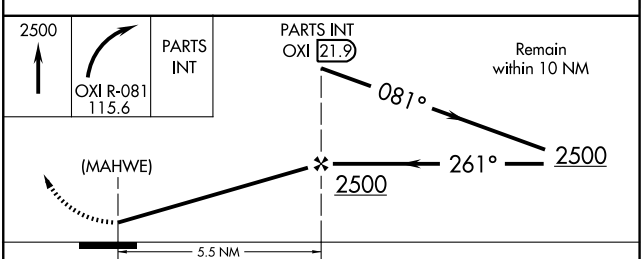
NA

MISSED APPROACH: Climb to 2500 then right turn via OXI R-081 to PARTS and hold.

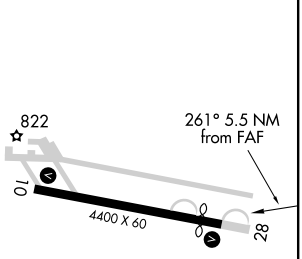
SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-28	1280-1	484 (500-1)	1280-1¼ 484 (500-1¼)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-28	1320-1	524 (600-1)	1320-1½ 524 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA



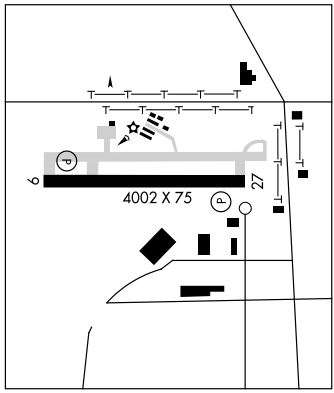
MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PORTLAND MUNI (PLD) 1 NW UTC−5(−4DT) N40°27.10′ W84°59.34′
925 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H4002X75 (ASPH) S–12.5 MIRL 0.3% up E
RWY 09: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Trees.
RWY 27: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Antenna.
AIRPORT REMARKS: Attended Mon–Sat 1300–0000Z‡, Sun 1400–0000Z‡. MIRL Rwy 09–27 preset low ints, increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF. PAPI Rwys 09 and 27 opr 24 hr. REIL.
WEATHER DATA SOURCES: AWOS–3 124.67 (260) 726–7882.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 164° 32.9 NM to fld. 793/00E.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

DETROIT
L–27E
IAP



POST–AIR (See INDIANAPOLIS)

PULLY N39°37.74′ W86°25.10′ NOTAM FILE IND.
NDB (LOM) 266 IN 049° 7.8 NM to Indianapolis Intl.

ST. LOUIS

PURDUE UNIVERSITY (See LAFAYETTE)

PUTNAM CO (See GREENCASTLE)

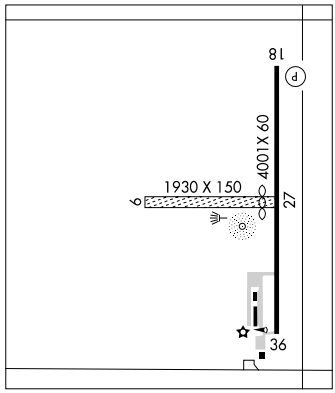
RANDOLPH CO (See WINCHESTER)

REESE (See MUNCIE)

RENSSELAER

JASPER CO (RZL) 1 NW UTC−6(−5DT) N40°56.87′ W87°10.95′
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 18–36: H4001X60 (CONC) S–12.5 MIRL 0.6% up N.
RWY 18: PAPI(P2L). Road. **RWY 36:** Road.
RWY 09–27: 1930X150 (TURF) 0.3% up W
RWY 09: Trees. **RWY 27:** Thld dsplcd 130′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1800–0400Z‡, Sun 1900–0300Z‡. Rwy 09 and 27 thlds have orange traffic cone markers. ACTIVATE MIRL Rwy 18–36—CTAF. Rwy 18 PAPI opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 119.175 (219) 866–7167.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 347° 24.1 NM to fld. 750/1E. **HIWAS.**
RENSSELAER NDB (MHW) 362 RZL N40°56.82′ W87°11.02′ at fld. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D
IAP



RENSSELAER N40°56.82′ W87°11.02′ NOTAM FILE HUF.
NDB (MHW) 362 RZL at Jasper Co. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D

RNAV (GPS) RWY 9
PORTLAND MUNI (PLD)

APP CRS	Rwy Idg	4002
092°	TDZE	923
	Apt Elev	926

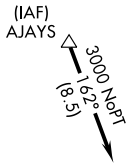
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

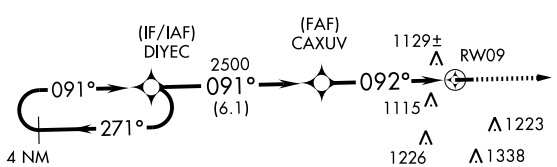
NA

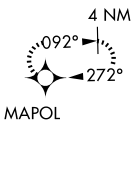
MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

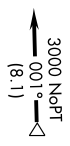
AWOS-3	FORT WAYNE APP CON	UNICOM
124.67	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

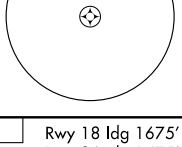
Procedure NA for arrivals at AJAYS via V221 northbound.







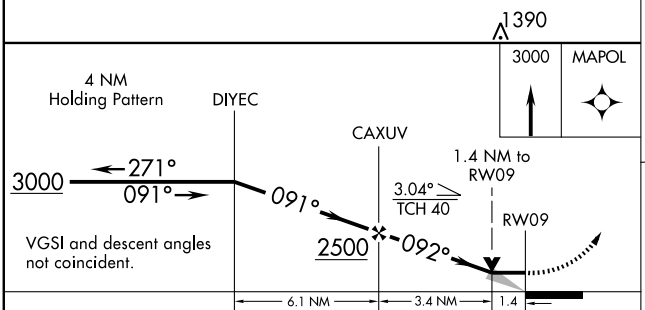


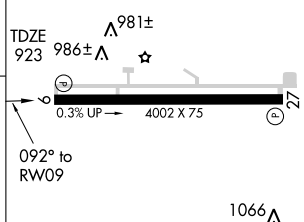


Procedure NA for arrivals at FAXIG via V14 southwest bound.

ELEV 926

Rwy 18 Idg 1675′
Rwy 36 Idg 1475′





CATEGORY	A	B	C	D
LNAV MDA	1400-1	477 (500-1)	1400-1¼ 477 (500-1¼)	1400-1½ 477 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
272°	TDZE	926
	Apt Elev	926

RNAV (GPS) RWY 27

PORTLAND MUNI (PLD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct DIYEC and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.67	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

MISSED APCH FIX

DIYEC

091°

271°

4 NM

Procedure NA for arrivals at NADIR via V14 northeast bound.

(IAF) NADIR

3000 NoPT

226°

(12.2)

(IF/IAF) MAPOL

4 NM

092°

272°

2500

272°

(6.1)

RW27

1169±

1115

1226

1223

1338

(FAF) DANCR

3000 NoPT

335°

(5)

(IAF) HIGLA

Procedure NA for arrivals at HIGLA via V55 southeast bound.

MSA RW27 25 NM

2900

1483

ELEV 926

981±

986±

272° to RW27

0.3% UP

4002 X 75

27

TDZE 926

1066

3000

DIYEC

4 NM Holding Pattern

MAPOL

092°

272°

3000

DANCR

272°

1.5 NM to RW27

RW27

2500

3.04°

TCH 40

VGSI and descent angles not coincident.

1.5 3.3 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1	494 (500-1)	1420-1¼ 494 (500-1¼)	1420-1½ 494 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L

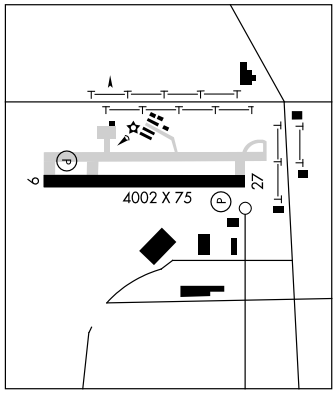
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

PORTLAND MUNI (PLD) 1 NW UTC−5(−4DT) N40°27.10′ W84°59.34′
925 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 09–27: H4002X75 (ASPH) S–12.5 MIRL 0.3% up E
RWY 09: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Trees.
RWY 27: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Antenna.
AIRPORT REMARKS: Attended Mon–Sat 1300–0000Z‡, Sun 1400–0000Z‡. MIRL Rwy 09–27 preset low ints, increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF. PAPI Rwys 09 and 27 opr 24 hr. REIL.
WEATHER DATA SOURCES: AWOS–3 124.67 (260) 726–7882.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE/NE of active rwy) 127.2 (SW/NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 164° 32.9 NM to fld. 793/00E.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Fort Wayne rwy usage.

DETROIT
L–27E
IAP



POST–AIR (See INDIANAPOLIS)

PULLY N39°37.74′ W86°25.10′ NOTAM FILE IND.
NDB (LOM) 266 IN 049° 7.8 NM to Indianapolis Intl.

ST. LOUIS

PURDUE UNIVERSITY (See LAFAYETTE)

PUTNAM CO (See GREENCASTLE)

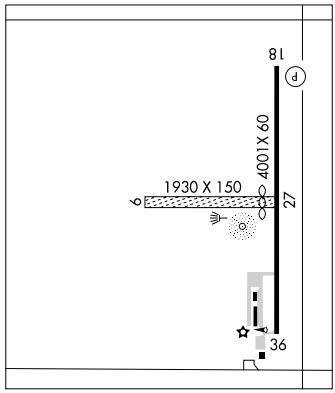
RANDOLPH CO (See WINCHESTER)

REESE (See MUNCIE)

RENSSELAER

JASPER CO (RZL) 1 NW UTC−6(−5DT) N40°56.87′ W87°10.95′
698 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF
RWY 18–36: H4001X60 (CONC) S–12.5 MIRL 0.6% up N.
RWY 18: PAPI(P2L). Road. **RWY 36:** Road.
RWY 09–27: 1930X150 (TURF) 0.3% up W
RWY 09: Trees. **RWY 27:** Thld dsplcd 130′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1800–0400Z‡, Sun 1900–0300Z‡. Rwy 09 and 27 thlds have orange traffic cone markers. ACTIVATE MIRL Rwy 18–36—CTAF. Rwy 18 PAPI opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 119.175 (219) 866–7167.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP CON** 132.95
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
BOILER (H) VORTACW 115.1 BVT Chan 98 N40°33.37′ W87°04.16′ 347° 24.1 NM to fld. 750/1E. **HIWAS.**
RENSSELAER NDB (MHW) 362 RZL N40°56.82′ W87°11.02′ at fld. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D
IAP



RENSSELAER N40°56.82′ W87°11.02′ NOTAM FILE HUF.
NDB (MHW) 362 RZL at Jasper Co. NDB unmonitored 2300–1300Z‡.

CHICAGO
L–27D

APP CRS	Rwy Idg	4001
172°	TDZE	698
	Apt Elev	698

GPS RWY 18

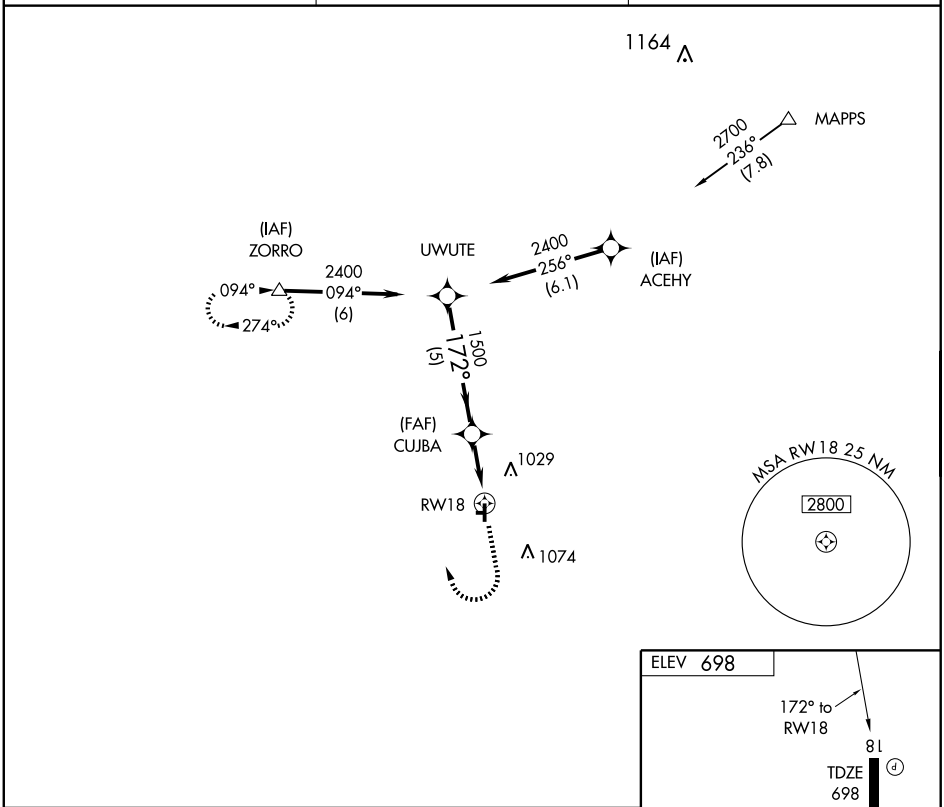
RENSSELAER/ JASPER COUNTY (RZL)

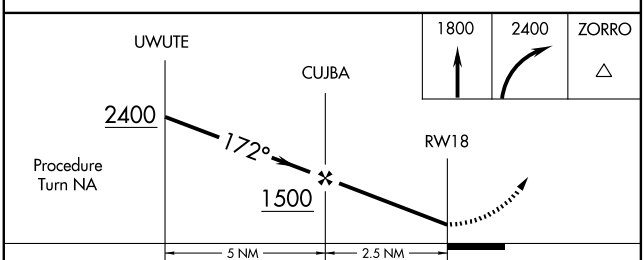
When local altimeter setting not received, use Lafayette, IN altimeter setting.

NA

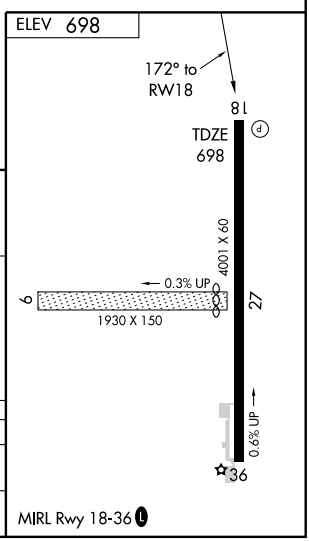
MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 direct ZORRO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)	1440-1¼ 742 (800-1¼)	1440-2¼ 742 (800-2¼)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB RZL	APP CRS	Rwy Idg	4001
362	187°	TDZE	685
		Apt Elev	698

NDB RWY 18

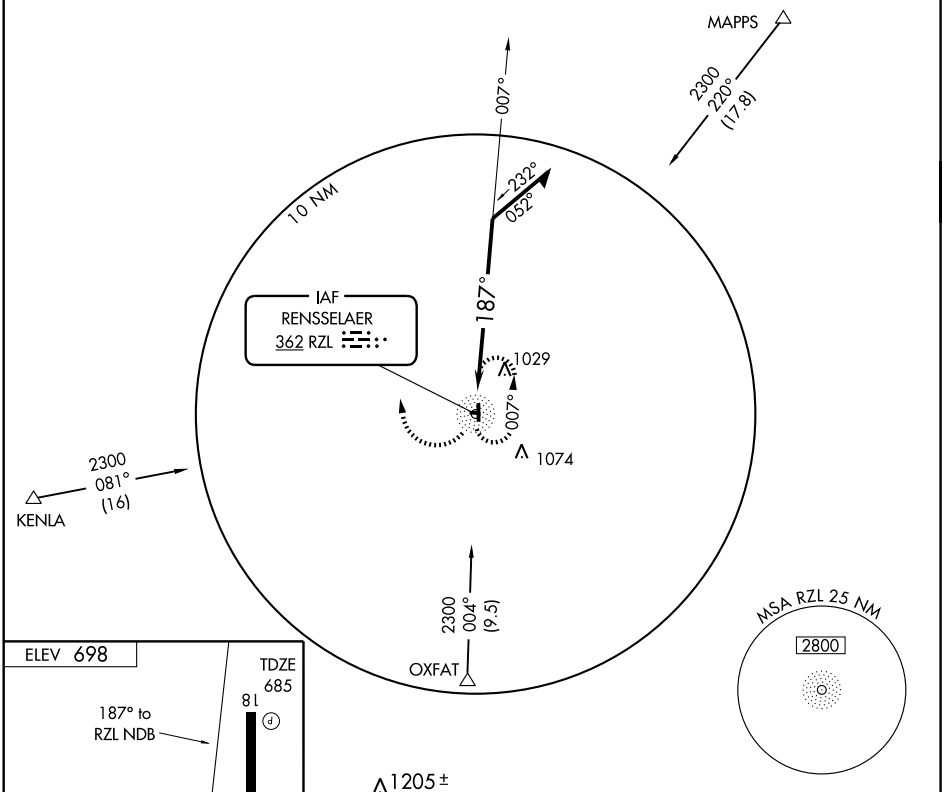
RENSSELAER/JASPER COUNTY (RZL)

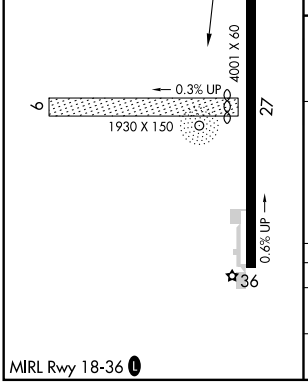
NA

Use Lafayette, IN altimeter setting.

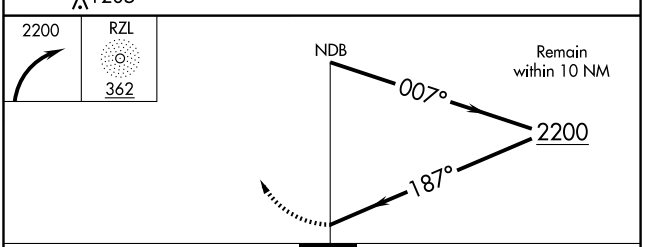
MISSED APPROACH: Climbing right turn to 2200 direct to RZL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF) L





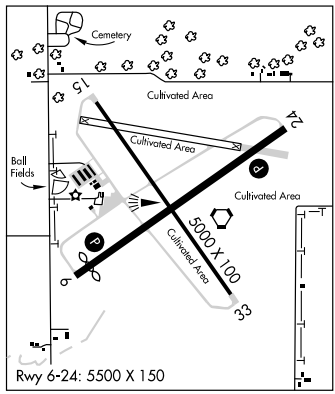
1205 ±



CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1500-2½ 815 (900-2½)	NA
CIRCLING	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1520-2½ 835 (900-2½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

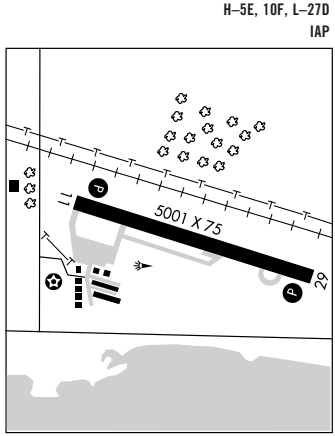
RICHMOND MUNI (RID) 5 SE UTC−5(−4DT) N39°45.37′ W84°50.56′ **CINCINNATI**
1140 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–10G, L–27E**
RWY 06–24: H5500X150 (ASPH–GRVD) S–30, D–40, 2D–60 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 300′. Road.
RWY 24: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 47′. Crops.
RWY 15–33: H5000X100 (ASPH) S–30, D–40, 2D–60 MIRL 0.3% up SE.
RWY 15: Trees. **RWY 33:** Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5500 TODA–5500 ASDA–5500 LDA–5200
RWY 24: TORA–5500 TODA–5500 ASDA–5500 LDA–5500
AIRPORT REMARKS: Attended Mon–Fri 1200–2245Z‡, Sat–Sun 1300–2245Z‡. Parachute Jumping. Rwy 06 and Rwy 24 REIL OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33, REIL and PAPI Rwy 06 and Rwy 24, and LDIN Rwy 24—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 121.225 (765) 983–1903.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 110.6T (TERRE HAUTE RADIO)
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°) **DAYTON CLNC DEL** 133.55 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ at fld. 1135/3W.
ILS 111.35 I–RID Rwy 24. LOC/GS unmonitored.



ROBINSON (See VEVAY)

ROCHESTER

FULTON CO (RCR) 2 E UTC−5(−4DT) N41°03.93′ W86°10.90′ **CHICAGO**
790 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 11–29: H5001X75 (ASPH–GRVD) S–9 MIRL **IAP**
RWY 11: REIL. PAPI(P2L)—GA 4.0° TCH 28′. Tree.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 28′.Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel 100LL self svc avbl 24 hours. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29, and rotating bcn—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (574) 223–3560.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 359° 25.3 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



SALEM MUNI (I83) 2 W UTC−5(−4DT) N38°36.12′ W86°08.40′ **ST. LOUIS**
822 B **FUEL** 100LL NOTAM FILE HUF
RWY 10–28: H2738X50 (ASPH) S–7 MIRL
RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Trees. **RWY 28:** REIL. Thld dsplcd 238′. Bldg.
AIRPORT REMARKS: Attended irregularly. Call 812–620–9260 for assistance. Fuel avbl 24 hrs with credit card. Rwy 10 REIL OTS indef. MIRL Rwy 10–28 preset low in ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0

LOC I-RID	APP CRS		
111.35	238°	Rwy Idg	5500
		TDZE	1139
		Apt Elev	1140

ILS or LOC RWY 24

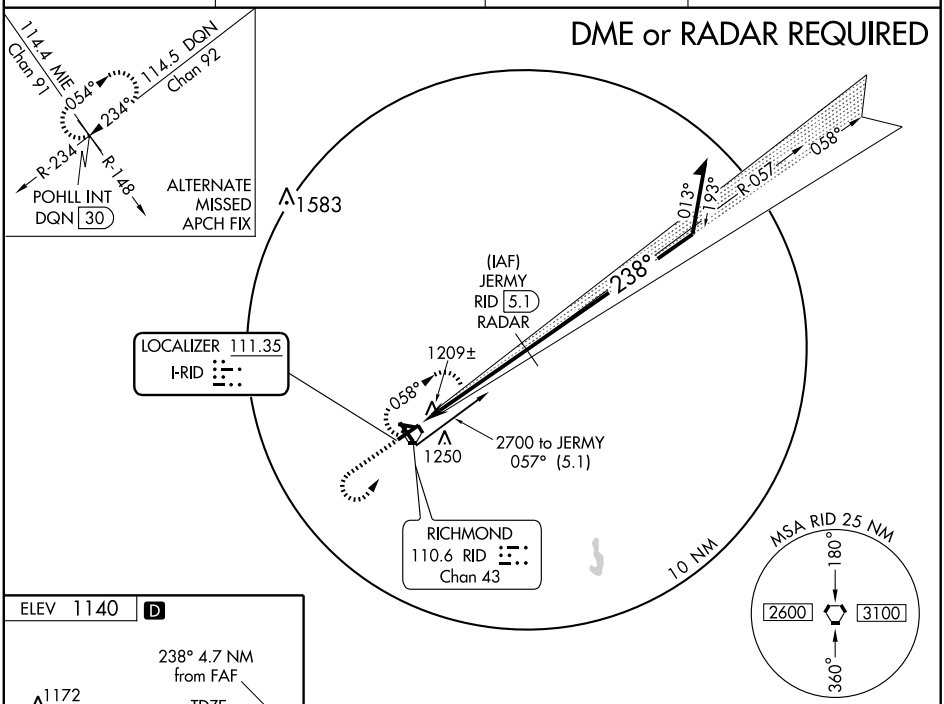
RICHMOND MUNI (RID)

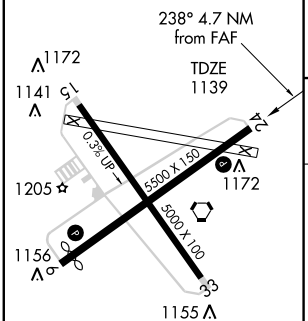
DME or Radar Required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase DA 88 feet and all MDA 100 feet. Increase S-ILS 24 visibility ¼ mile all Cats and S-LOC 24 visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton altimeter setting, inoperative table does not apply to S-LOC 24 Cat C. DME from RID VORTAC. Simultaneous reception of I-RID and RID DME required.

NA

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

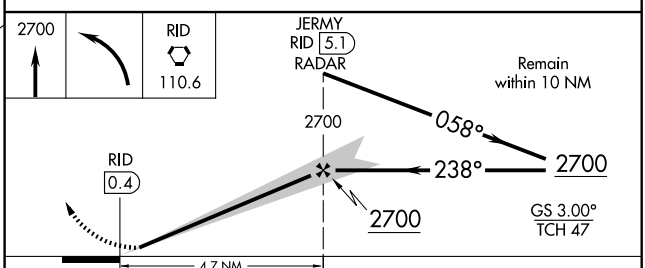
AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 24	1339-¾ 200 (200-¾)			
S-LOC 24	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
058°	TDZE	1137
	Apt Elev	1140

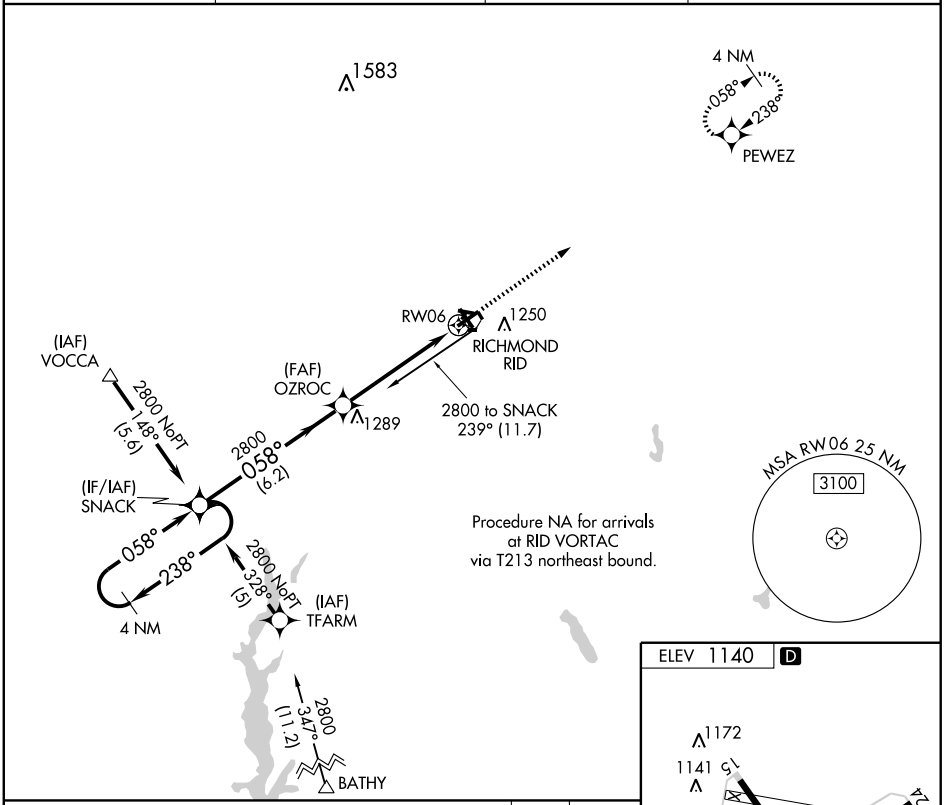
RNAV (GPS) RWY 6
RICHMOND MUNI (RID)

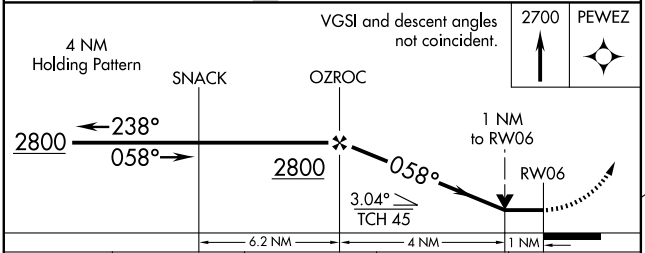
DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

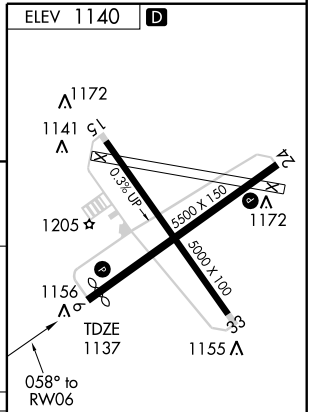
NA

MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 343 (400-1)			1480-1¼ 343 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 82112	238°	TDZE	1139
W24A		Apt Elev	1140

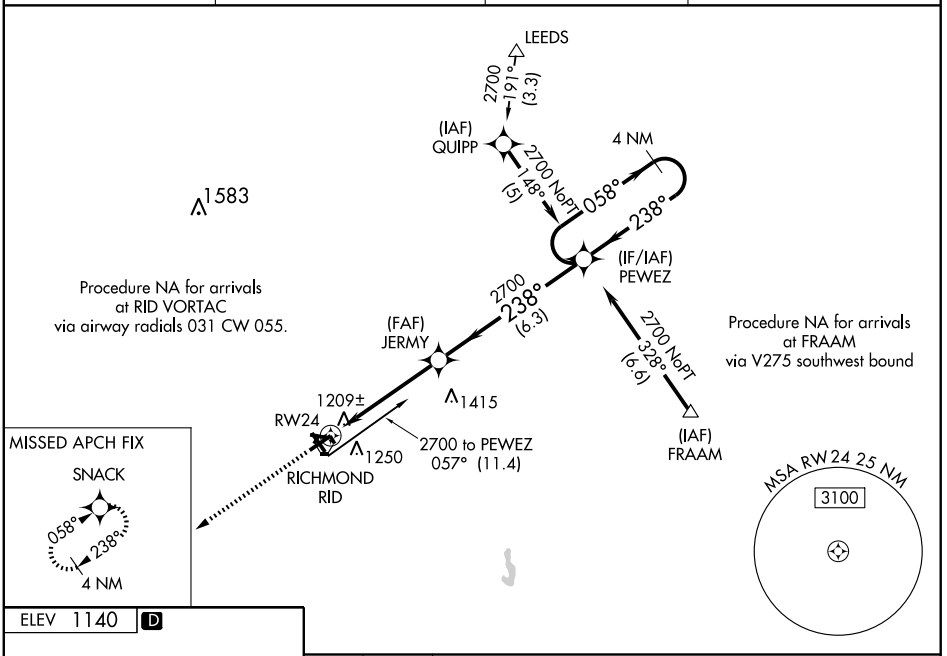
RNAV (GPS) RWY 24
RICHMOND MUNI (RID)

NA

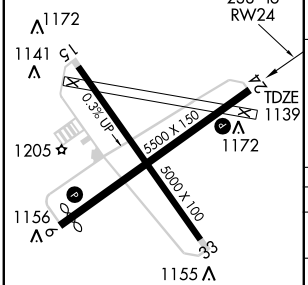
Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 88 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. VDP and Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting.

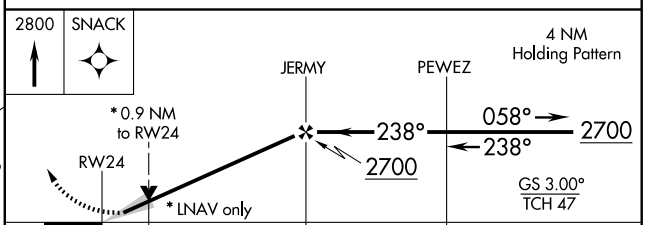
MISSED APPROACH: Climb to 2800 direct SNACK and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L



ELEV 1140 D





CATEGORY	A	B	C	D
LPV DA	1339-¾ 200 (200-¾)			
LNAV/VNAV DA	1549-1½ 410 (500-1½)			
LNAV MDA	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

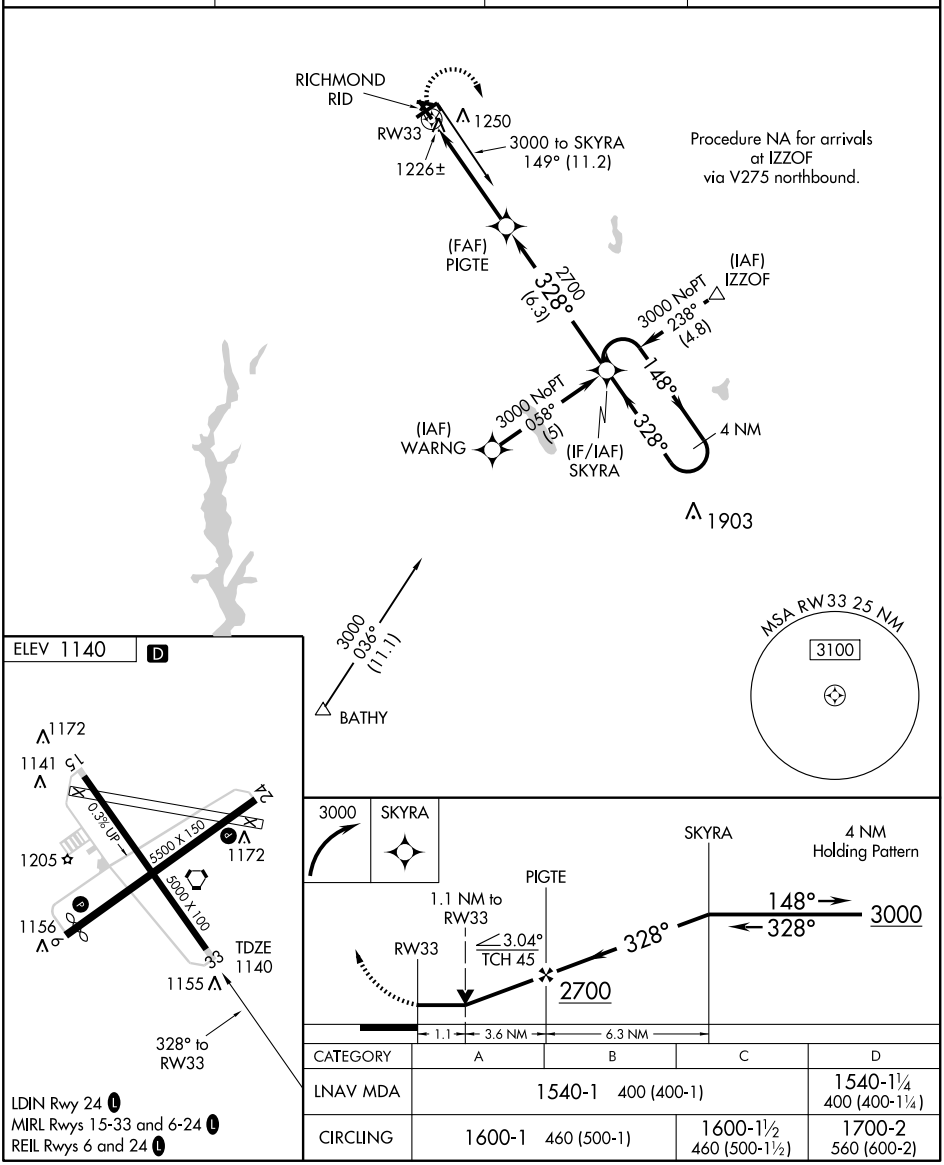
APP CRS	Rwy Idg	5000
328°	TDZE	1140
	Apt Elev	1140

RNAV (GPS) RWY 33
RICHMOND MUNI (RID)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

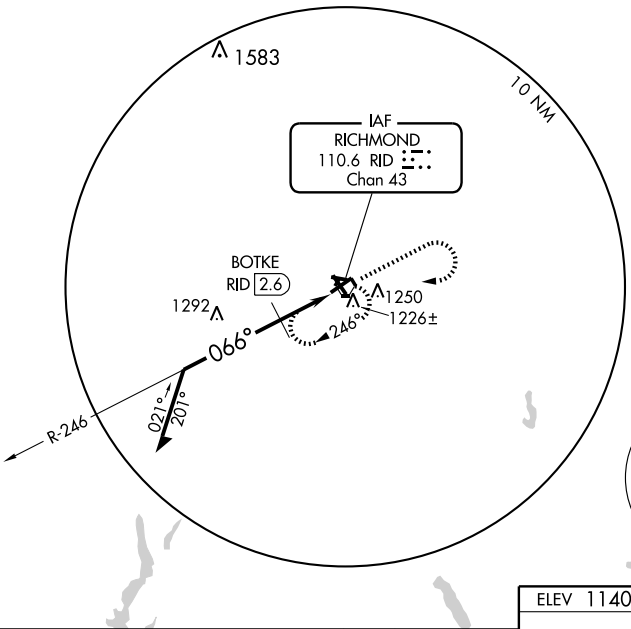
VORTAC RID	APP CRS	Rwy Idg	5200
110.6	066°	TDZE	1137
Chan 43		Apt Elev	1140

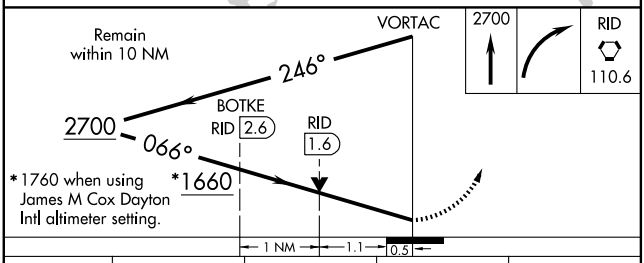
VOR RWY 6
RICHMOND MUNI (RID)

▼ NA — When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility ¼ mile. Increase BOTKE fix minimums S-6 Cat C, D visibility ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

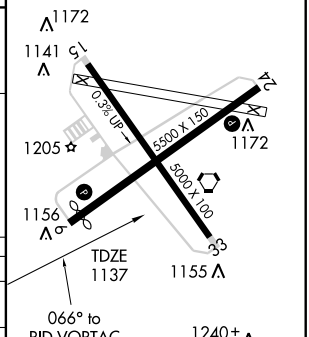
MISSED APPROACH: Climb to 2700 then right turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	1660-1 523 (600-1)		1660-1½ 523 (600-1½)	1660-1¾ 523 (600-1¾)
CIRCLING	1660-1 520 (600-1)		1660-1½ 520 (600-1½)	1700-2 560 (600-2)
BOTKE FIX MINIMUMS				
S-6	1500-1 363 (400-1)			1500-1¼ 363 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RID	APP CRS	Rwy Idg	5500
110.6	228°	TDZE	1139
Chan 43		Apt Elev	1140

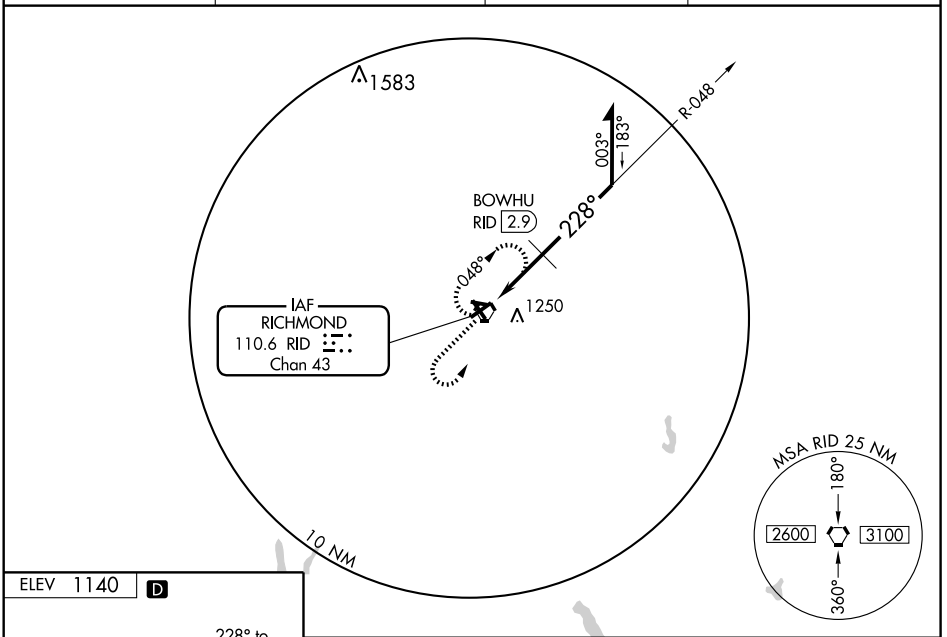
VOR RWY 24
RICHMOND MUNI (RID)

▼ NA

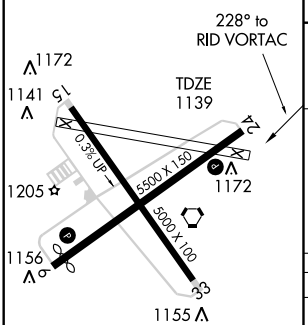
Inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-24 Cat C/D and Circling Cat C/D visibility ¼ mile. Increase BOWHU FIX minimums S-24 Cat C ¼ mile and Cat D ½ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. VDP NA when using James M Cox Dayton Intl altimeter setting.

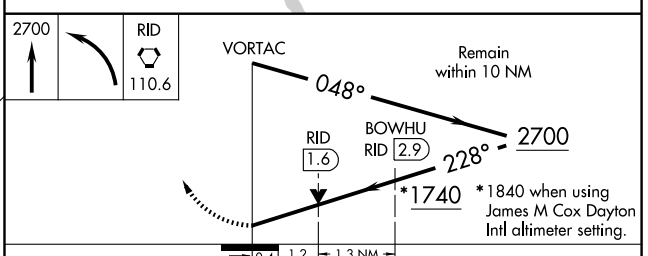
MISSED APPROACH:
Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L



ELEV 1140 D





CATEGORY	A	B	C	D
S-24	1740-¾ 601 (600-¾)		1740-1¾ 601 (600-1¾)	1740-2 601 (600-2)
CIRCLING	1740-1 600 (600-1)		1740-1¾ 600 (600-1¾)	1740-2 600 (600-2)
BOWHU FIX MINIMUMS				
S-24	1560-¾ 421 (500-¾)		1560-1¼ 421 (500-1¼)	
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

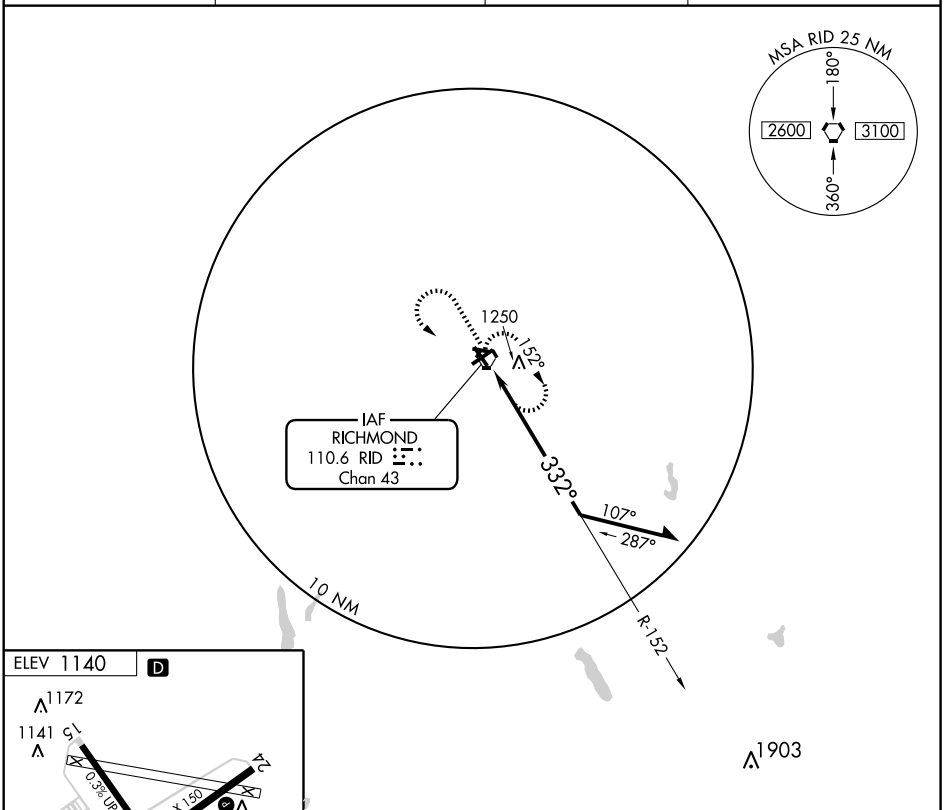
VORTAC RID	APP CRS	Rwy Idg	5000
110.6	332°	TDZE	1140
Chan 43		Apt Elev	1140

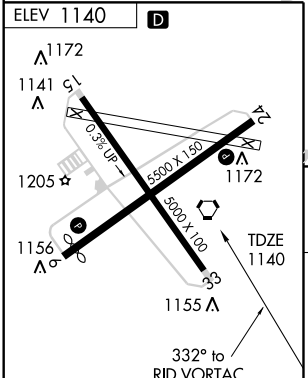
VOR RWY 33
RICHMOND MUNI (RID)

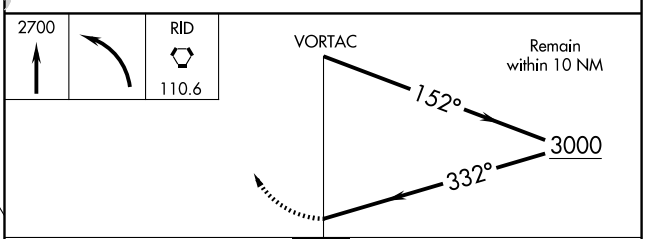
Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-33 Cat C, D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





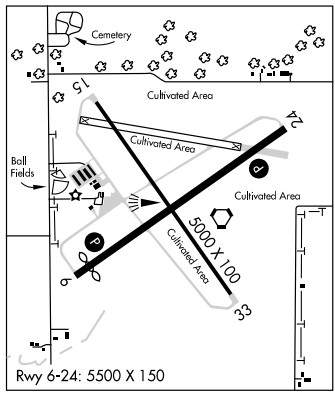


CATEGORY	A	B	C	D
S-33	1640-1	500 (500-1)	1640-1¼ 500 (500-1¼)	1640-1½ 500 (500-1½)
CIRCLING	1640-1	500 (500-1)	1640-1½ 500 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

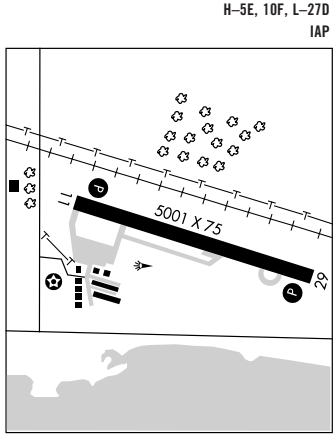
RICHMOND MUNI (RID) 5 SE UTC−5(−4DT) N39°45.37′ W84°50.56′ **CINCINNATI**
1140 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–10G, L–27E**
RWY 06–24: H5500X150 (ASPH–GRVD) S–30, D–40, 2D–60 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 300′. Road.
RWY 24: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 47′. Crops.
RWY 15–33: H5000X100 (ASPH) S–30, D–40, 2D–60 MIRL 0.3% up SE.
RWY 15: Trees. **RWY 33:** Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5500 TODA–5500 ASDA–5500 LDA–5200
RWY 24: TORA–5500 TODA–5500 ASDA–5500 LDA–5500
AIRPORT REMARKS: Attended Mon–Fri 1200–2245Z‡, Sat–Sun 1300–2245Z‡. Parachute Jumping. Rwy 06 and Rwy 24 REIL OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33, REIL and PAPI Rwy 06 and Rwy 24, and LDIN Rwy 24—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 121.225 (765) 983–1903.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 110.6T (TERRE HAUTE RADIO)
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°) **DAYTON CLNC DEL** 133.55 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ at fld. 1135/3W.
ILS 111.35 I–RID Rwy 24. LOC/GS unmonitored.



ROBINSON (See VEVAY)

ROCHESTER

FULTON CO (RCR) 2 E UTC−5(−4DT) N41°03.93′ W86°10.90′ **CHICAGO**
790 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 11–29: H5001X75 (ASPH–GRVD) S–9 MIRL **IAP**
RWY 11: REIL. PAPI(P2L)—GA 4.0° TCH 28′. Tree.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 28′.Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel 100LL self svc avbl 24 hours. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29, and rotating bcn—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (574) 223–3560.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 359° 25.3 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



SALEM MUNI (I83) 2 W UTC−5(−4DT) N38°36.12′ W86°08.40′ **ST. LOUIS**
822 B **FUEL** 100LL NOTAM FILE HUF
RWY 10–28: H2738X50 (ASPH) S–7 MIRL
RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Trees. **RWY 28:** REIL. Thld dsplcd 238′. Bldg.
AIRPORT REMARKS: Attended irregularly. Call 812–620–9260 for assistance. Fuel avbl 24 hrs with credit card. Rwy 10 REIL OTS indef. MIRL Rwy 10–28 preset low in ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0

APP CRS	Rwy Idg	5001
108°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 11

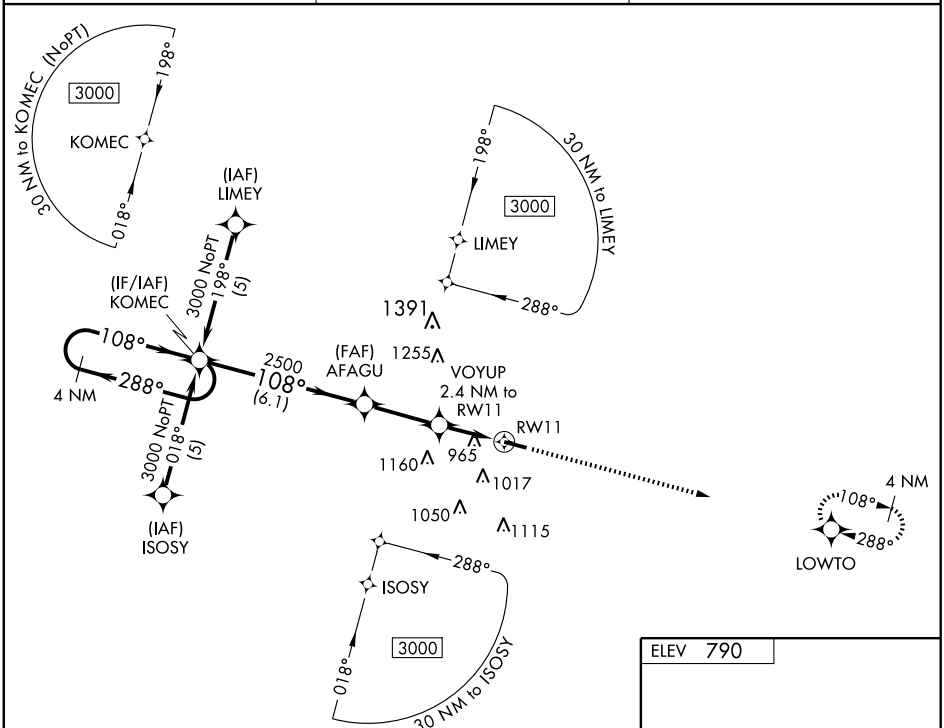
ROCHESTER/ FULTON COUNTY (RCR)

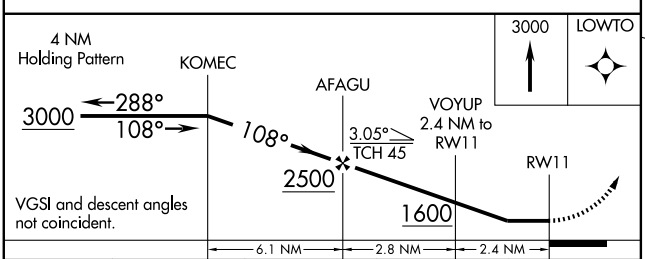
▼ ⚠ NA

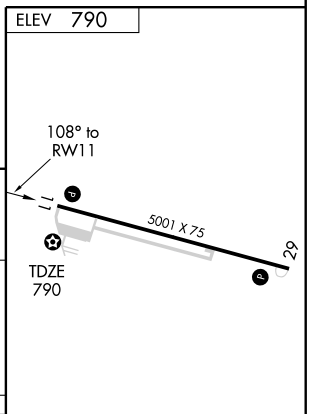
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 430 (500-1)		1220-1¼ 430 (500-1¼)	1220-1½ 430 (500-1½)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (600-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 48809	288°	TDZE	790
W29A		Apt Elev	790

RNAV (GPS) RWY 29

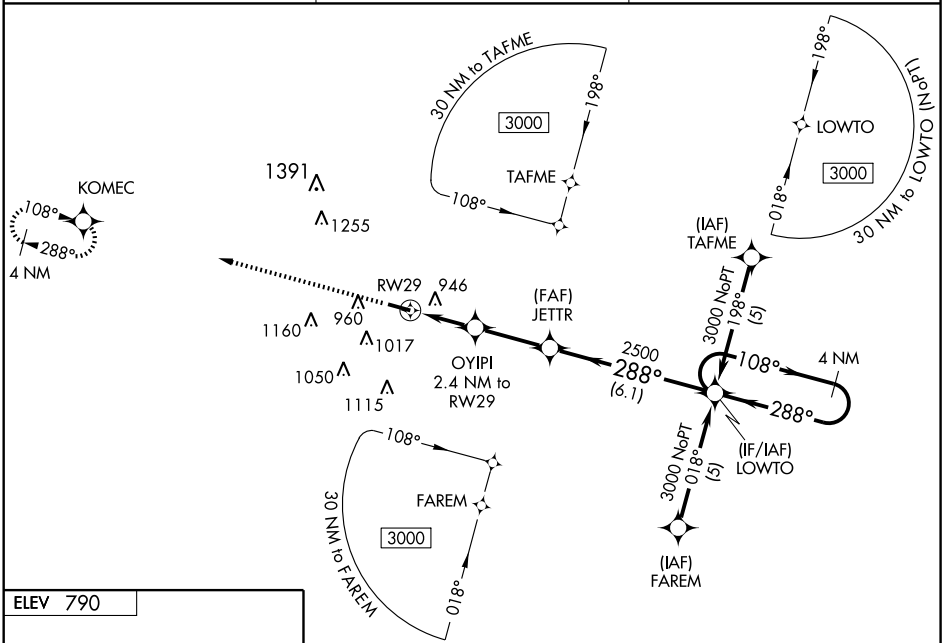
ROCHESTER/FULTON COUNTY (RCR)

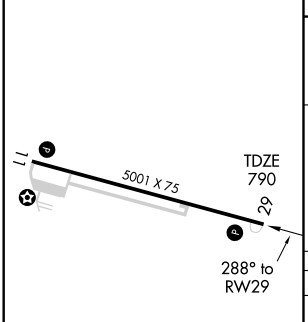
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

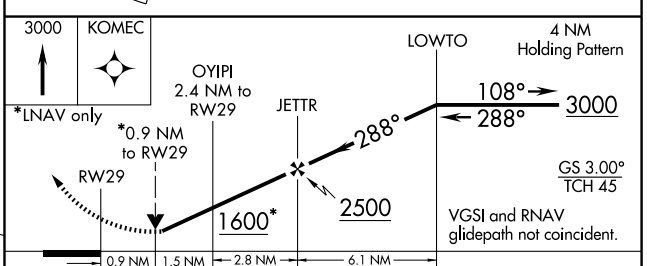
NA

MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1127-1¼ 337 (400- 1¼)			
LNAV/VNAV DA	1244-1½ 454 (500- 1½)			
LNAV MDA	1200-1 410 (500-1)		1200-1¼ 410 (500-1¼)	
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

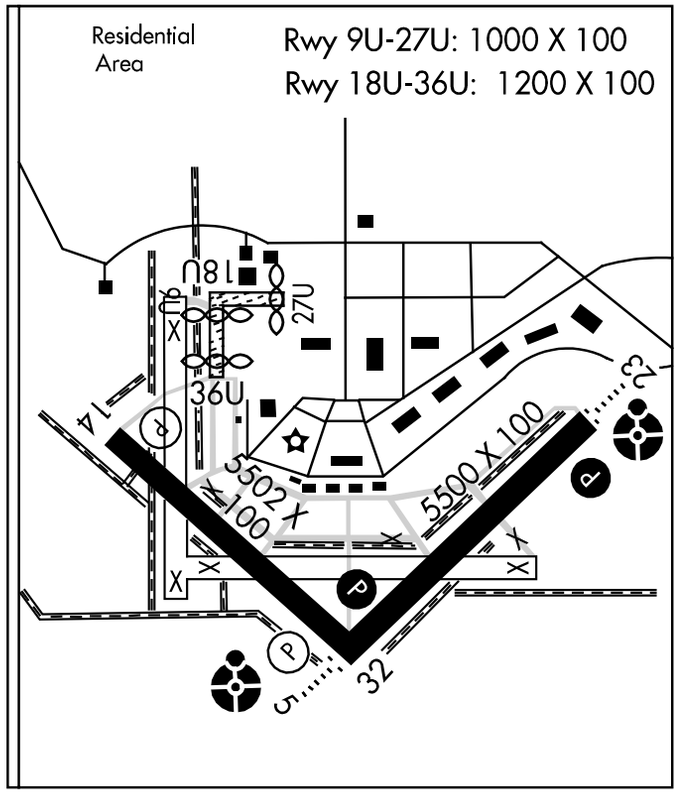
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SCOTTSBURG (3R8) 3 SW UTC−5(−4DT) N38°39.44′ W85°47.42′ **ST. LOUIS**
600 S2 NOTAM FILE HUF Not insp.
RWY 02–20: 2844X100 (TURF)
RWY 02: Thld dsplcd 200′. Trees. **RWY 20:** Thld dsplcd 380′. Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED Dec 1 to Apr 1. Rwy 02–20 marked by orange traffic cones. Trees all quadrants.
COMMUNICATIONS: CTAF 122.9

SEDLY N41°27.07′ W86°52.65′ NOTAM FILE HUF. **CHICAGO**
NDB (MHW/LOM) 212 VP 274° 5.8 NM to Porter Co Muni. Unmonitored. **L–28I**

SEYMOUR

FREEMAN MUNI (SER) 2 SW UTC−5(−4DT) N38°55.48′ W85°54.50′ **ST. LOUIS**
583 B S2 **FUEL** 100LL, JET A NOTAM FILE HUF **H–5E, 10F, L–27D**
RWY 14–32: H5502X100 (ASPH–GRVD) S–20, D–35, 2D–50 MIRL **IAP**
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Crops.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Crops.
RWY 05–23: H5500X100 (ASPH–GRVD) S–20, D–35, 2D–50 MIRL
RWY 05: ODALS. REIL. PAPI(2PL)—GA 3.0° TCH 29′.
RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 28′.
RWY 18U–36U: 1200X100(TURF)
RWY 18U: Thld dsplcd 200′.
RWY 36U: Thld dsplcd 400′. Bldg. Rgt tfc.
RWY 09U–27U: 1000X100 (TURF)
RWY 09U: Thld dsplcd 120′. Bldg.
RWY 27U: Thld dsplcd 120′. P–line.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel self svc avbl 24 hours. Radio control airplanes opr on and invof arpt daily from Apr–Oct. Rwy 14–32 crops 210′ both sides of centerline–entire length. Rwy 18U–36U cracking and loose gravel. Rwy 36U end unmarked. Rwy 27U crops 200′ and 36′ high power line 582′ from east end. MIRL Rwy 05–23 and Rwy 14–32 preset on off; to ACTIVATE and increase ints REIL Rwy 05, Rwy 23, Rwy 14 and Rwy 32, ODALS Rwy 05 and Rwy 23, PAPI Rwy 05 and Rwy 23—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.425 (812)522–4244, 1(888)782–3222.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.775
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
NABB (L) VORTAC 112.4 ABB Chan 71 N38°35.33′ W85°38.16′ 327° 23.8 NM to fld. 710/1E. **HIWAS.**
CAPTAIN NDB (MHW) 308 EQZ N38°52.05′ W85°58.38′ 043° 4.6 NM to fld. NDB unmonitored.
ILS 108.5 I–SER Rwy 05. LOC only. LOC unusable byd 30° right of course. LOC unmonitored.

SHAWNEE FLD (See BLOOMFIELD)

LOC/NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

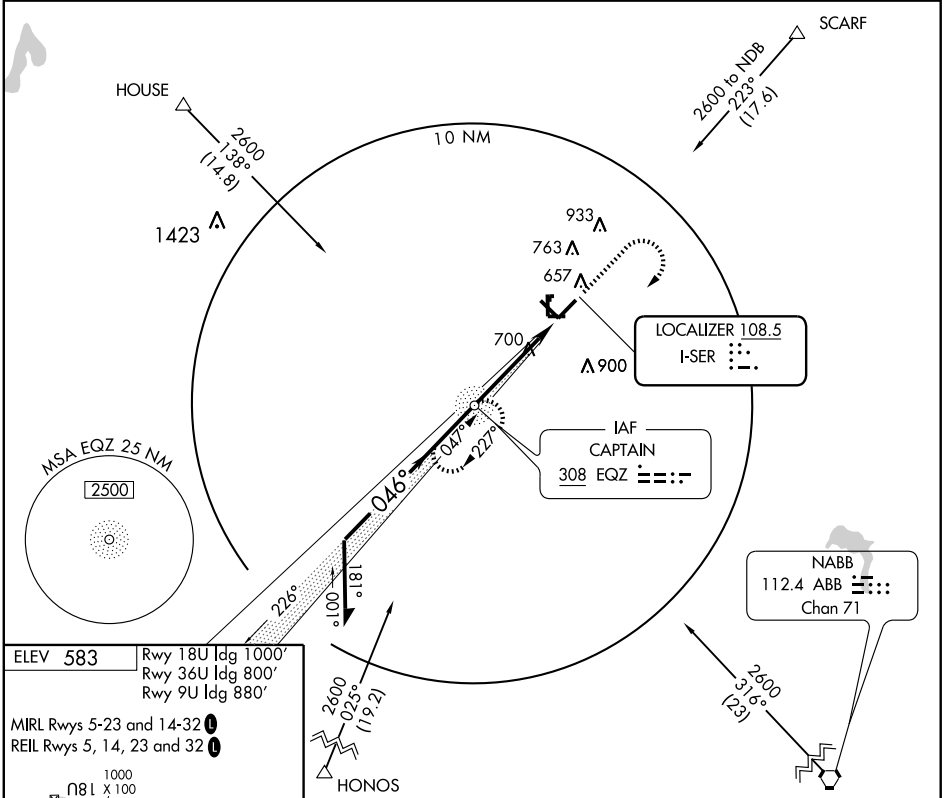
LOC I-SER	APP CRS	Rwy Idg	5500
108.5	046°	TDZE	575
		Apt Elev	583

T NA — If local altimeter setting not received, use Louisville Intl -Standiford Field altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, then right turn direct EQZ NDB and hold.

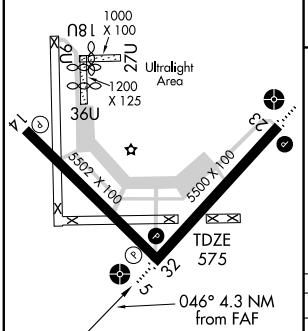
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

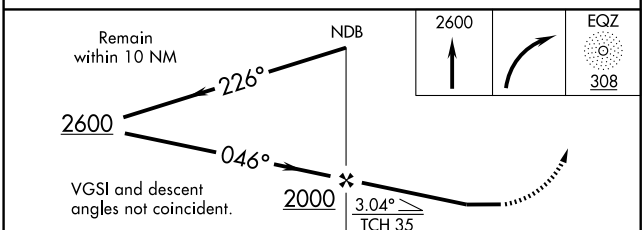


ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-5	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB EQZ	APP CRS	Rwy Idg	5500
308	047°	TDZE	575
		Apt Elev	583

NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

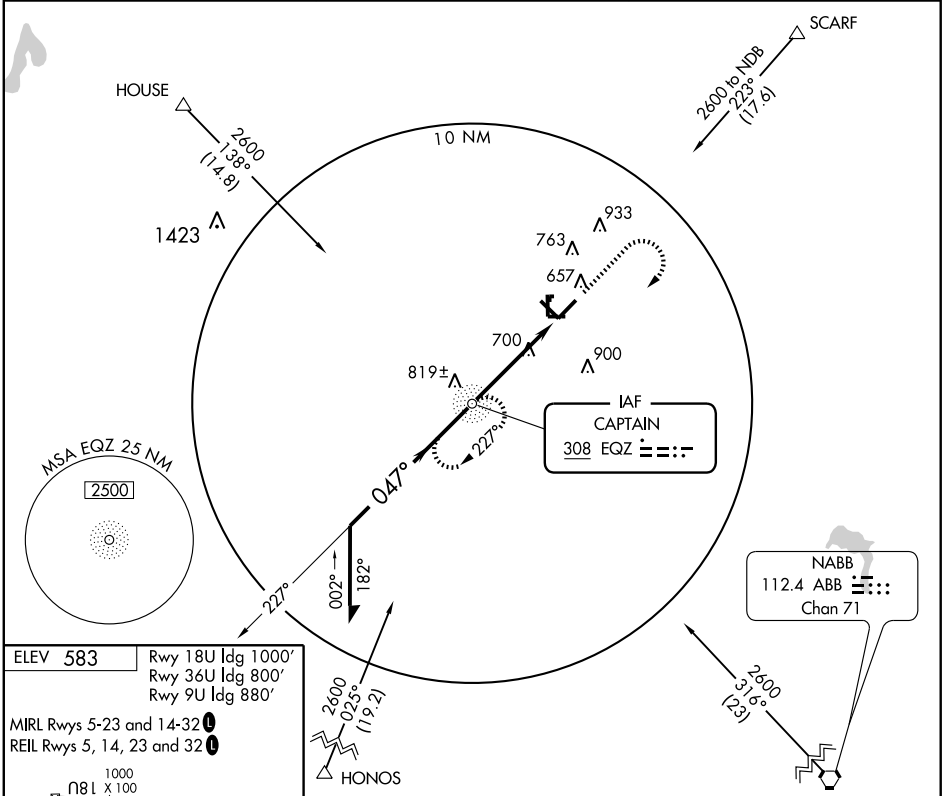
NA

If local altimeter setting not received, use Louisville Intl-Standiford Fld altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, thenright turn direct EQZ NDB and hold.

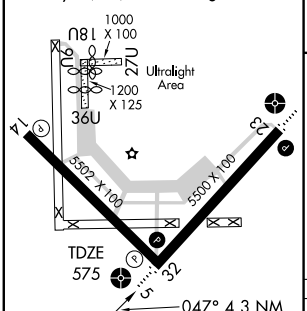
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L



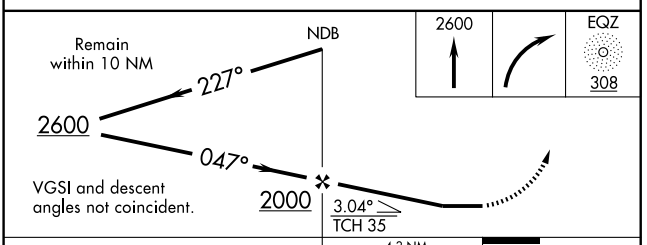
ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-5	1060-¾ 485 (500-¾)		1060-1¼ 485 (500-1¼)	1060-1½ 485 (500-1½)
CIRCLING	1060-1 477 (500-1)		1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53704 W05A	APP CRS 046°	Rwy Idg 5500 TDZE 575 Apt Elev 583

RNAV (GPS) RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

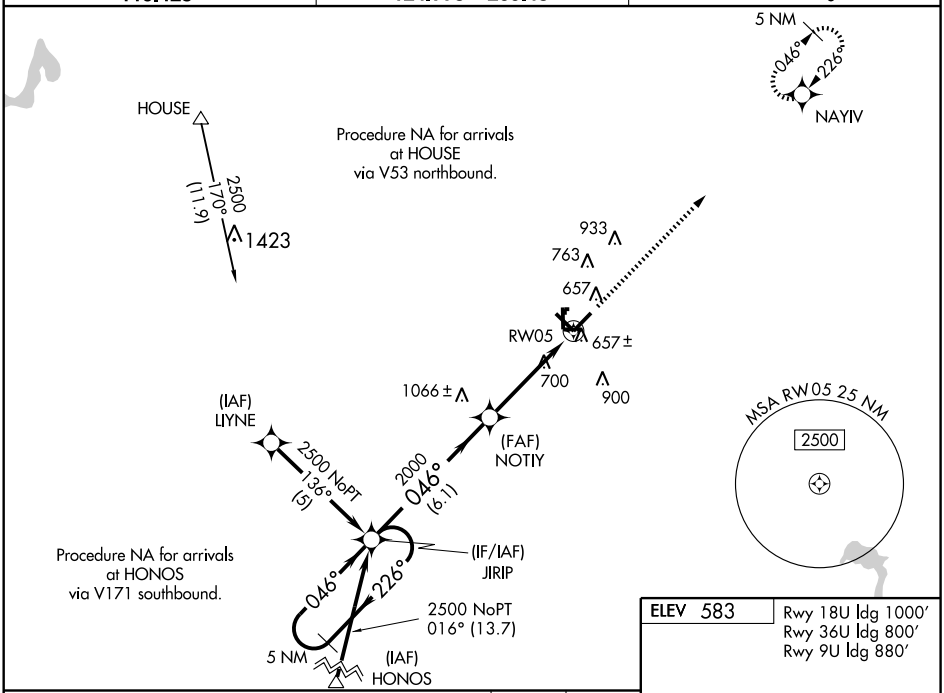
▼ NA

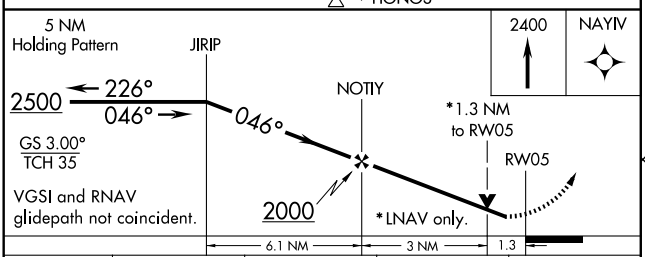
If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. Baro-VNAV and VDP NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS

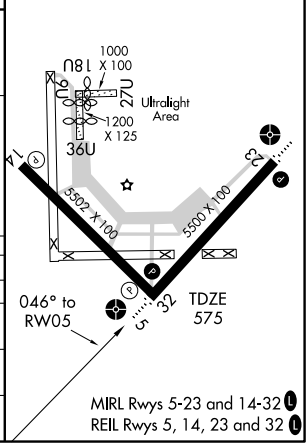
MISSED APPROACH: Climb to 2400 direct NAYIV and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	825-1 250 (300-1)			
LNAV/VNAV DA	927-1¼ 352 (400-1¼)			
LNAV MDA	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58003 W14A	APP CRS 136°	Rwy Idg 5502 TDZE 583 Apt Elev 583

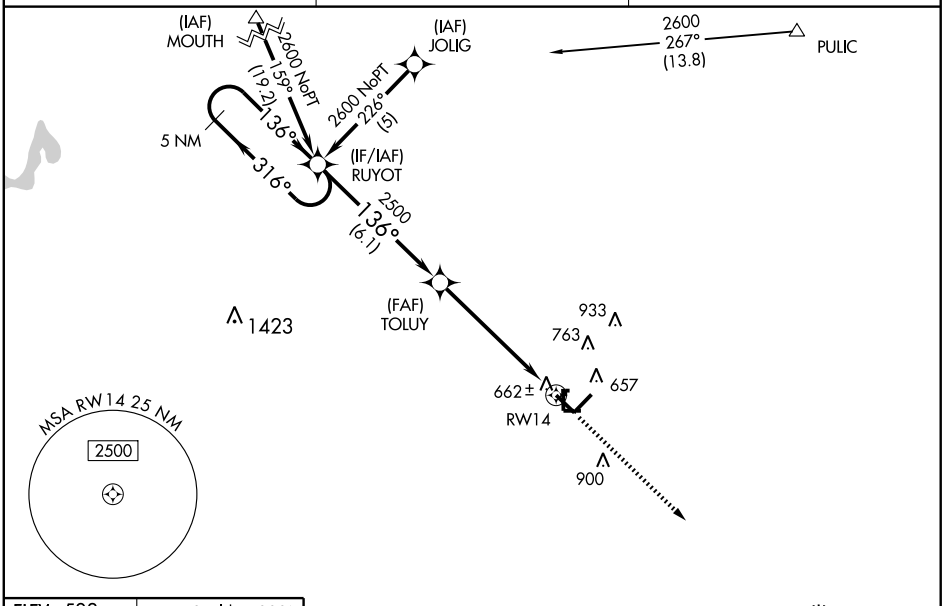
RNAV (GPS) RWY 14

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct ZEKAM and hold.

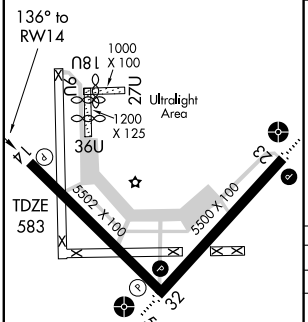
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L



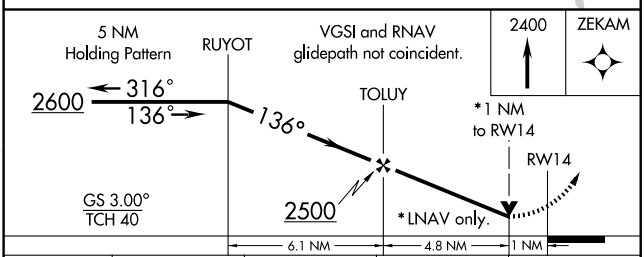


ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



CATEGORY	A	B	C	D
LPV DA	909-1¼ 326 (400-1¼)			
LNAV/ VNAV DA	934-1¼ 351 (400-1¼)			
LNAV MDA	920-1 337 (400-1)			
CIRCLING	980-1 397 (400-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48903	226°	TDZE	580
W23A		Apt Elev	583

RNAV (GPS) RWY 23

SEYMOUR/ FREEMAN MUNI (SER)

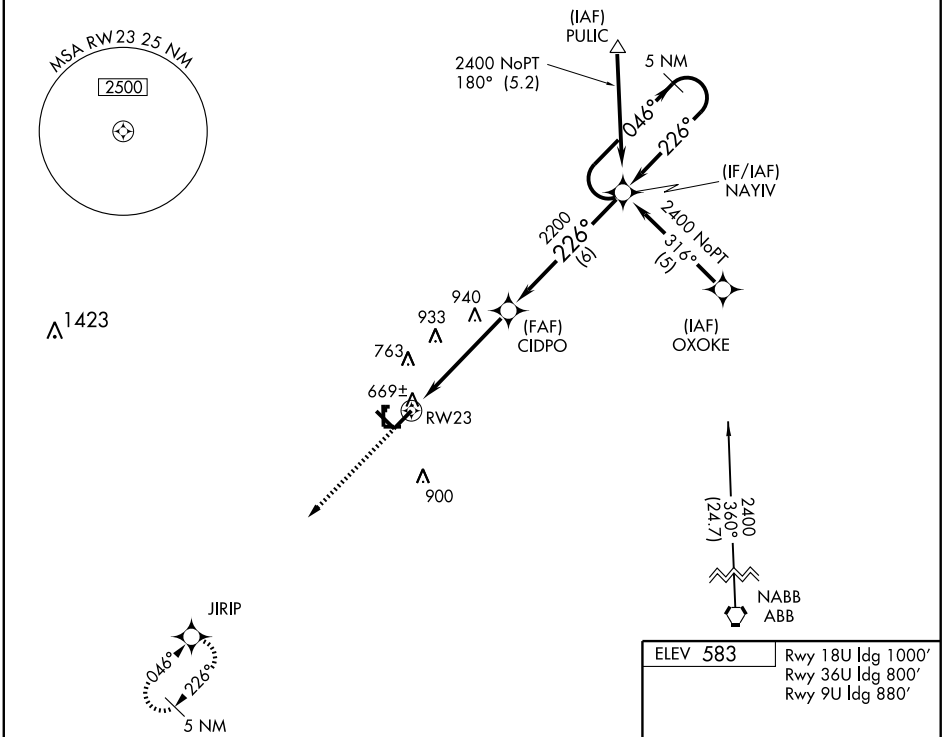
If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting, and increase all DAs/MDAs 120 feet.
VDP NA when using Louisville Intl-Standiford Field altimeter setting.
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

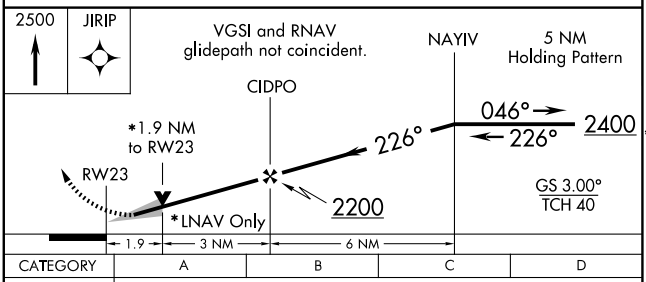
NA

ODALS

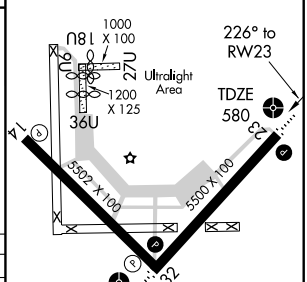
MISSED APPROACH: Climb to 2500 direct JIRIP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	886-1 306 (400-1)			
LNAV MDA	1200-¾ 620 (700-¾)		1200-1¾ 620 (700-1¾)	1200-2 620 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5502
CH 99403	316°	TDZE	574
W32A		Apt Elev	583

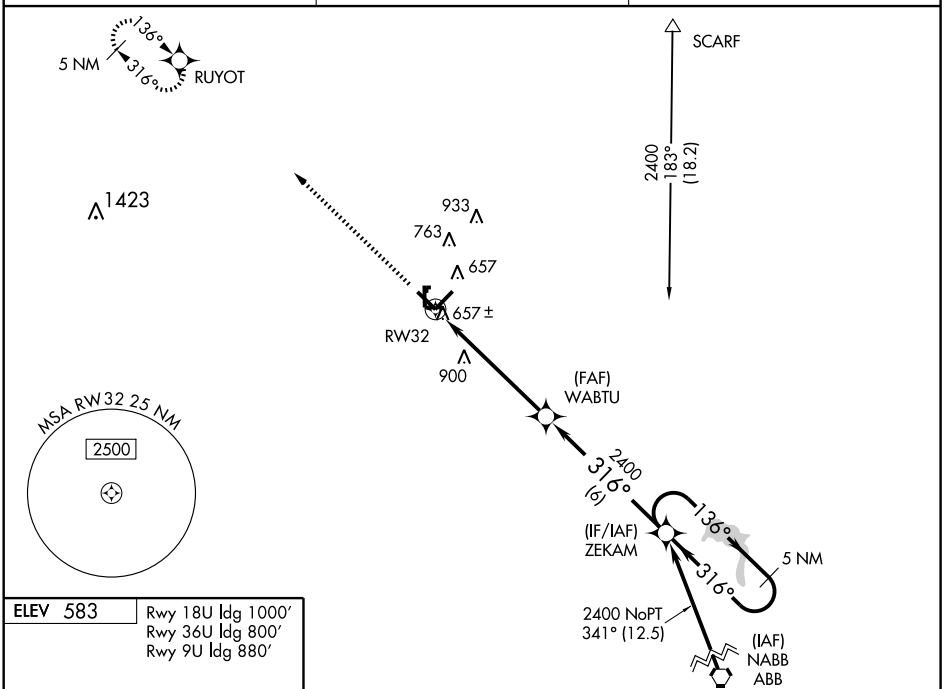
RNAV (GPS) RWY 32

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

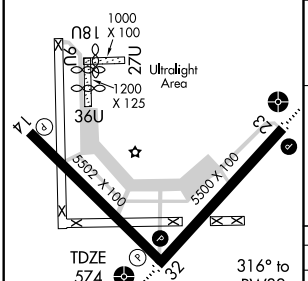
MISSED APPROACH: Climb to 2600 direct RUYOT and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

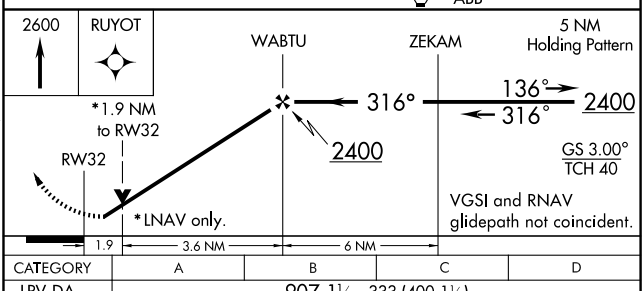


ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



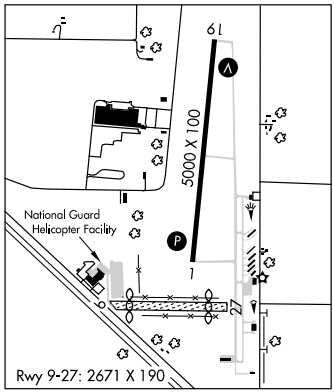
MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



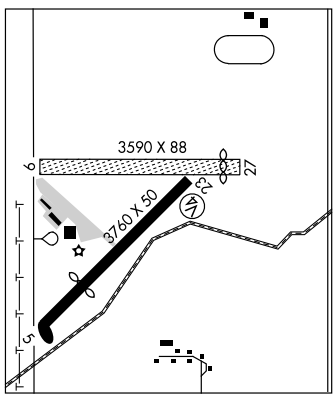
CATEGORY	A	B	C	D
LPV DA	907-1¼ 333 (400-1¼)			
LNAV/ VNAV DA	931-1¼ 357 (400-1¼)			
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	1200-2 626 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SHELBYVILLE MUNI (GEZ) 4 NW UTC−5(−4DT) N39°34.99′ W85°48.29′ **ST. LOUIS**
803 B S4 **FUEL** 100LL, JET A NOTAM FILE GEZ **H–5E, 10F, L–27D**
RWY 01–19: H5000X100 (ASPH–GRVD) S–30, D–40 MIRL **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 25′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 38′. Crops.
RWY 09–27: 2671X190 (TURF) 0.4% up E
RWY 09: Thld dsplcd 446′. Road.
RWY 27: Thld dsplcd 289′. Building.
AIRPORT REMARKS: Attended Apr–Oct 1300–0000Z‡, Nov–Mar 1300Z‡–Sunset. Attended irregularly on Christmas, New Years; Easter and Thanksgiving. National Guard helipad and helicopter facility lctd W of arpt. Helicopter tfc all hrs. MIRL Rwy 01–19 preset on low ints; to increase ints and ACTIVATE PAPI Rwy 01 and VASI Rwy 19—CTAF. Rwy 27 begins at west side of Twy A; grass line marks rwy edges. Rwy 09–27 dspld thlds marked with yellow cones.
WEATHER DATA SOURCES: ASOS 121.55 (317)398–0246. **HIWAS** 112.0 SHB.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 162° 3.1 NM to fld. 810/1E. **HIWAS.**
VOR portion unusable: Byd 25 NM blo 3000′ 180°–277° byd 14 NM blo 6000′



SHERIDAN (5I4) 3 N UTC−5(−4DT) N40°10.66′ W86°13.04′ **CHICAGO**
936 B S4 **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 05–23: H3760X50 (ASPH) LIRL (NSTD) **IAP**
RWY 05: Thld dsplcd 650′. Crops.
RWY 23: TRCV (TRIL) Crops.
RWY 09–27: 3590X88 (TURF)
RWY 09: Building. **RWY 27:** Thld dsplcd 250′. Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. After hours assistance 337–758–5471 or 317–501–4521. During winter months call arpt manager to verify rwy conditions—317–758–4161. Fuel 24 hour self svc avbl. ACTIVATE NSTD LIRL Rwy 05–23—1 long click (two seconds), 2 short (one second)—CTAF. Rwy 05–23 NSTD LIRL; Rwy 23 NSTD thld lgts; only two lights.
COMMUNICATIONS: CTAF/UNICOM 123.075
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 124.65
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 199° 22.2 NM to fld. 830/00E.



SKY KING (See TERRE HAUTE)

SKYLANE (See EVANSVILLE)

SMITH FLD (See FT WAYNE)

RNAV (GPS) RWY 1

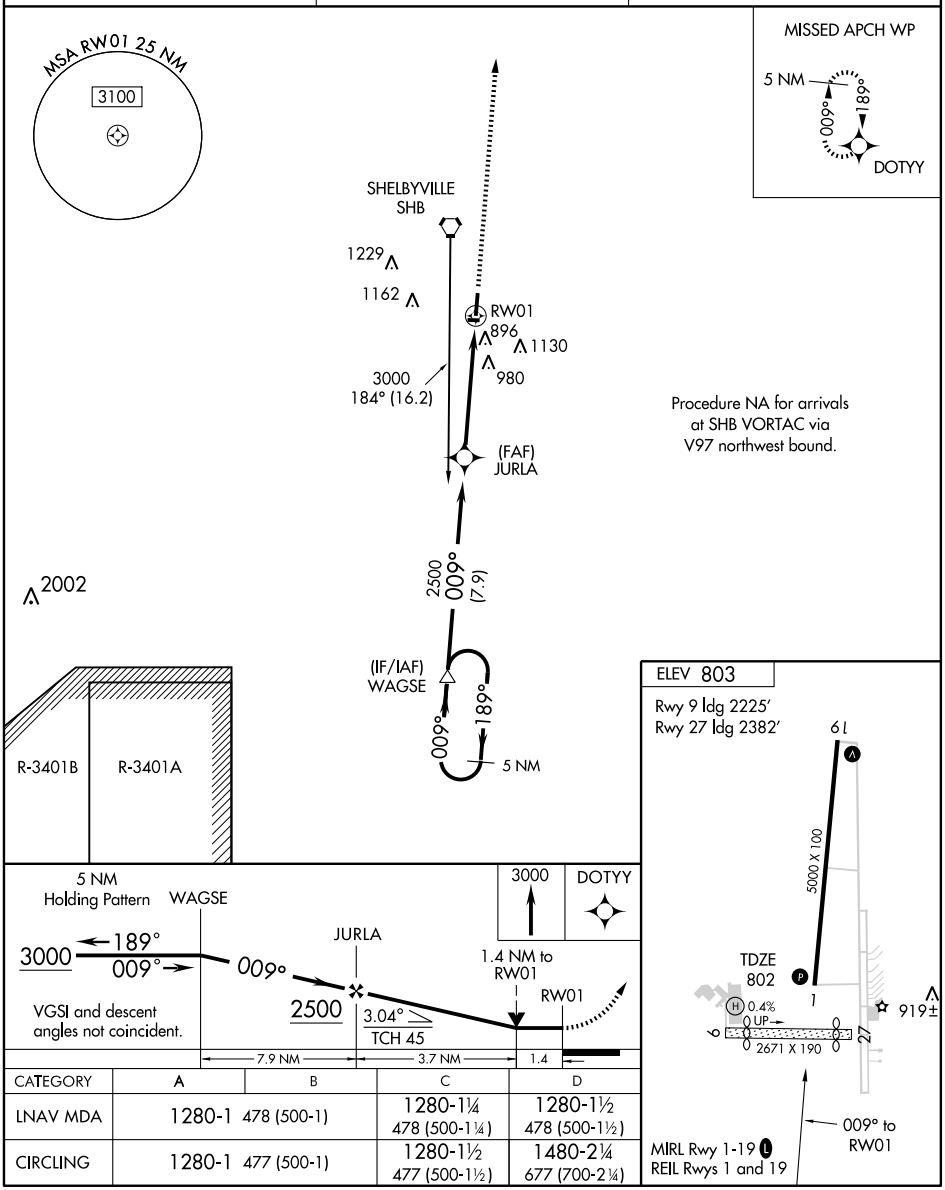
SHELBYVILLE MUNI (GEZ)

APP CRS	Rwy ldg	5000
009°	TDZE	802
	Apt Elev	803

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)		1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1280-1 477 (500-1)		1280-1½ 477 (500-1½)	1480-2¼ 677 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 53603	189°	TDZE	803
W19A		Apt Elev	803

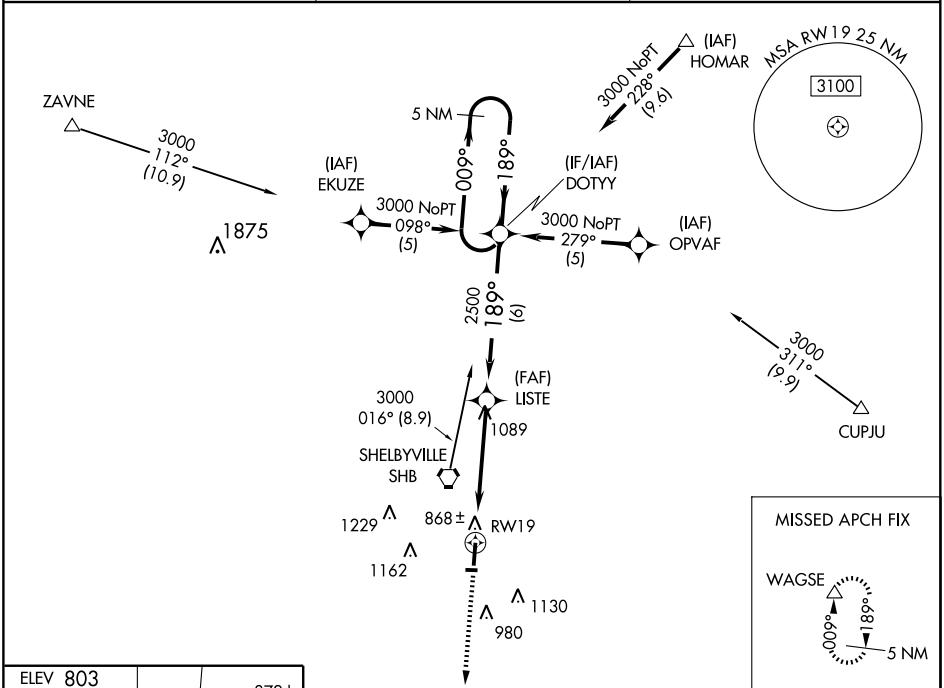
RNAV (GPS) RWY 19

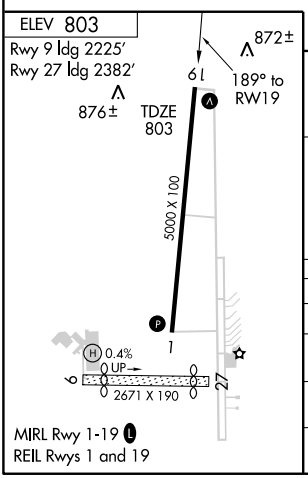
SHELBYVILLE MUNI (GEZ)

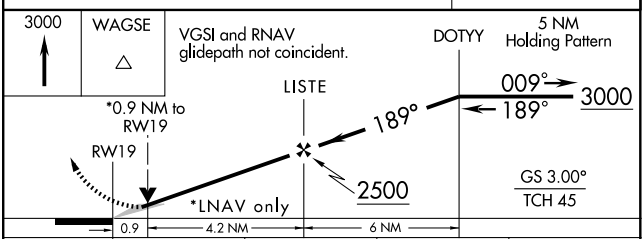
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WAGSE and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1095-1 292 (300-1)			
LNAV/ VNAV DA	1142-1¼ 339 (400-1¼)			
LNAV MDA	1140-1 337 (400-1)			
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1260-1½ 457 (500-1½)	1480-2¼ 677 (700-2¼)

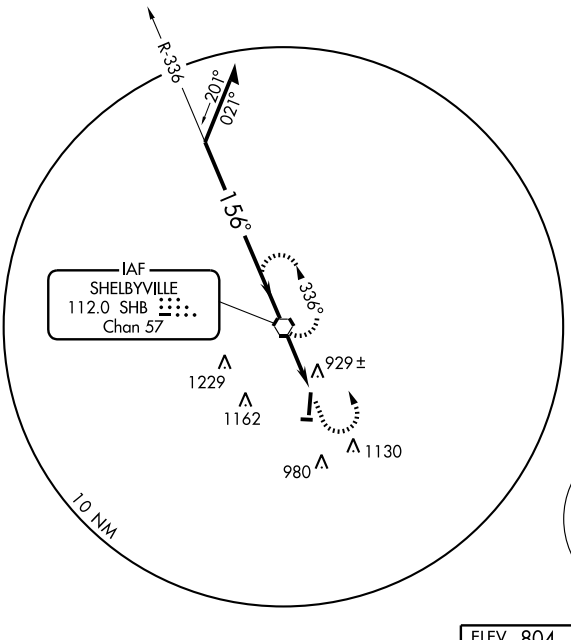
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

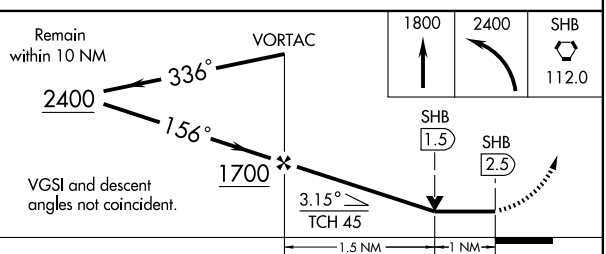
VORTAC SHB 112.0 Chan 57	APP CRS 156°	Rwy Idg 5000 TDZE 803 Apt Elev 804

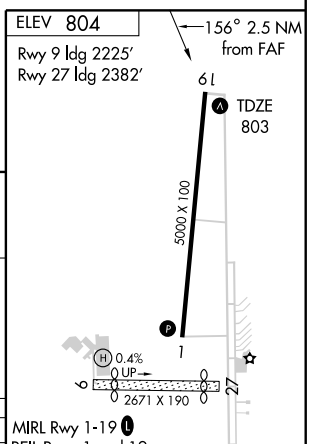
VOR RWY 19
SHELBYVILLE MUNI (GEZ)

MISSED APPROACH: Climb to 1800, then climbing left turn to 2400 direct SHB VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L





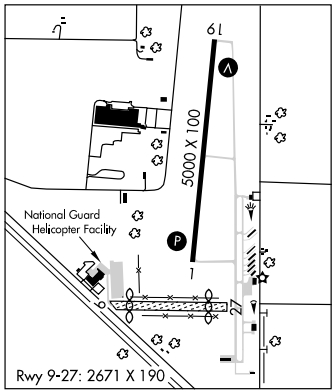


CATEGORY	A	B	C	D
S-19	1180-1 377 (400-1)			1180-1¼ 377 (400-1¼)
CIRCLING	1240-1 436 (500-1)	1260-1 456 (500-1)	1260-1½ 456 (500-1½)	1480-2¼ 676 (700-2¼)

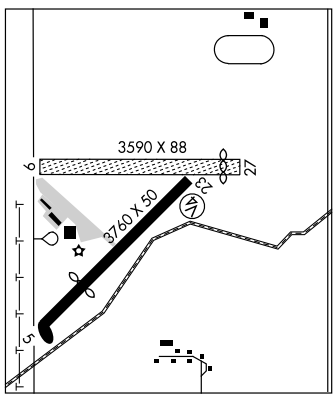
FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SHELBYVILLE MUNI (GEZ) 4 NW UTC−5(−4DT) N39°34.99′ W85°48.29′ **ST. LOUIS**
803 B S4 **FUEL** 100LL, JET A NOTAM FILE GEZ **H–5E, 10F, L–27D**
RWY 01–19: H5000X100 (ASPH–GRVD) S–30, D–40 MIRL **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 25′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 38′. Crops.
RWY 09–27: 2671X190 (TURF) 0.4% up E
RWY 09: Thld dsplcd 446′. Road.
RWY 27: Thld dsplcd 289′. Building.
AIRPORT REMARKS: Attended Apr–Oct 1300–0000Z‡, Nov–Mar 1300Z‡–Sunset. Attended irregularly on Christmas, New Years; Easter and Thanksgiving. National Guard helipad and helicopter facility lctd W of arpt. Helicopter tfc all hrs. MIRL Rwy 01–19 preset on low ints; to increase ints and ACTIVATE PAPI Rwy 01 and VASI Rwy 19—CTAF. Rwy 27 begins at west side of Twy A; grass line marks rwy edges. Rwy 09–27 dspld thlds marked with yellow cones.
WEATHER DATA SOURCES: ASOS 121.55 (317)398–0246. **HIWAS** 112.0 SHB.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.0T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
(L) VORTAC 112.0 SHB Chan 57 N39°37.95′ W85°49.46′ 162° 3.1 NM to fld. 810/1E. **HIWAS.**
VOR portion unusable: Byd 25 NM blo 3000′ 180°–277° byd 14 NM blo 6000′



SHERIDAN (5I4) 3 N UTC−5(−4DT) N40°10.66′ W86°13.04′ **CHICAGO**
936 B S4 **FUEL** 100LL NOTAM FILE HUF **L–27D**
RWY 05–23: H3760X50 (ASPH) LIRL (NSTD) **IAP**
RWY 05: Thld dsplcd 650′. Crops.
RWY 23: TRCV (TRIL) Crops.
RWY 09–27: 3590X88 (TURF)
RWY 09: Building. **RWY 27:** Thld dsplcd 250′. Crops.
AIRPORT REMARKS: Attended 1300Z‡–dusk. After hours assistance 337–758–5471 or 317–501–4521. During winter months call arpt manager to verify rwy conditions—317–758–4161. Fuel 24 hour self svc avbl. ACTIVATE NSTD LIRL Rwy 05–23—1 long click (two seconds), 2 short (one second)—CTAF. Rwy 05–23 NSTD LIRL; Rwy 23 NSTD thld lgts; only two lights.
COMMUNICATIONS: CTAF/UNICOM 123.075
KOKOMO RCO 122.1R 109.8T (TERRE HAUTE RADIO)
Ⓡ **INDIANAPOLIS APP/DEP CON** 124.65
RADIO AIDS TO NAVIGATION: NOTAM FILE OKK.
KOKOMO (H) VORTAC 113.5 OKK Chan 82 N40°31.67′ W86°03.48′ 199° 22.2 NM to fld. 830/00E.



SKY KING (See TERRE HAUTE)

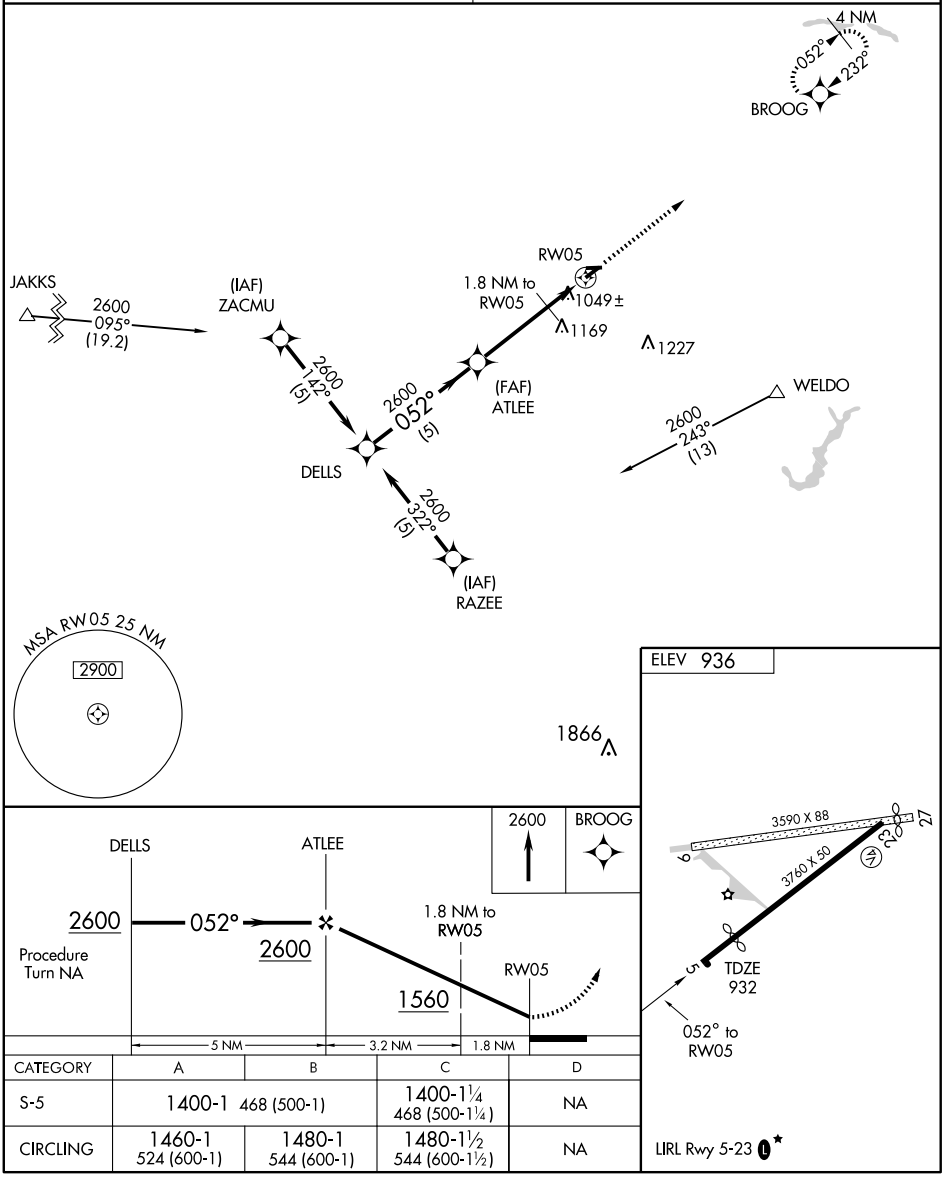
SKYLANE (See EVANSVILLE)

SMITH FLD (See FT WAYNE)

APP CRS	Rwy Idg	3190
052°	TDZE	932
	Apt Elev	936

GPS RWY 5
SHERIDAN (5I4)

⚠ NA Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climb to 2600 direct BROOG WP and hold.
INDIANAPOLIS APP CON **124.65 317.8**	UNICOM **123.075** (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-5	1400-1 468 (500-1)		1400-1¼ 468 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

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EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3760
232°	TDZE	932
	Apt Elev	936

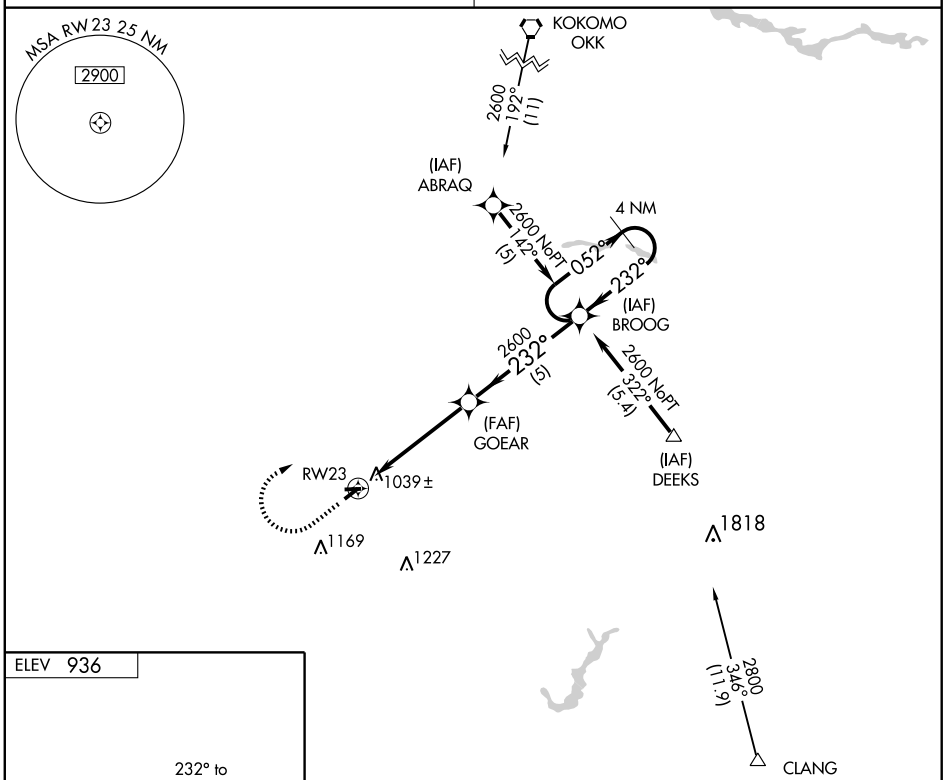
GPS RWY 23
SHERIDAN (5I4)

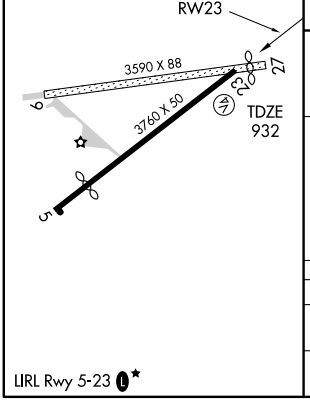
NA

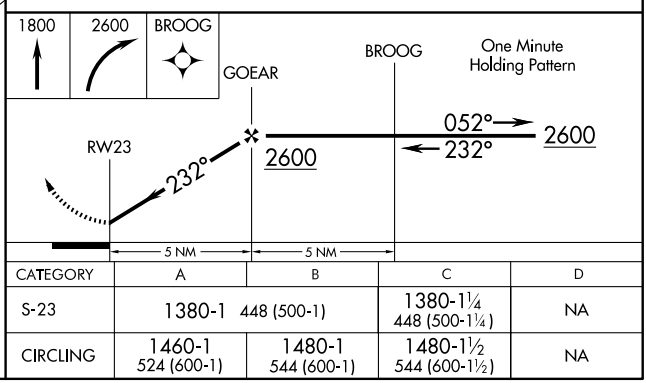
Use Indianapolis Intl altimeter setting.
Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.

INDIANAPOLIS APP CON	UNICOM
124.65 317.8	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-23	1380-1 448 (500-1)		1380-1¼ 448 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

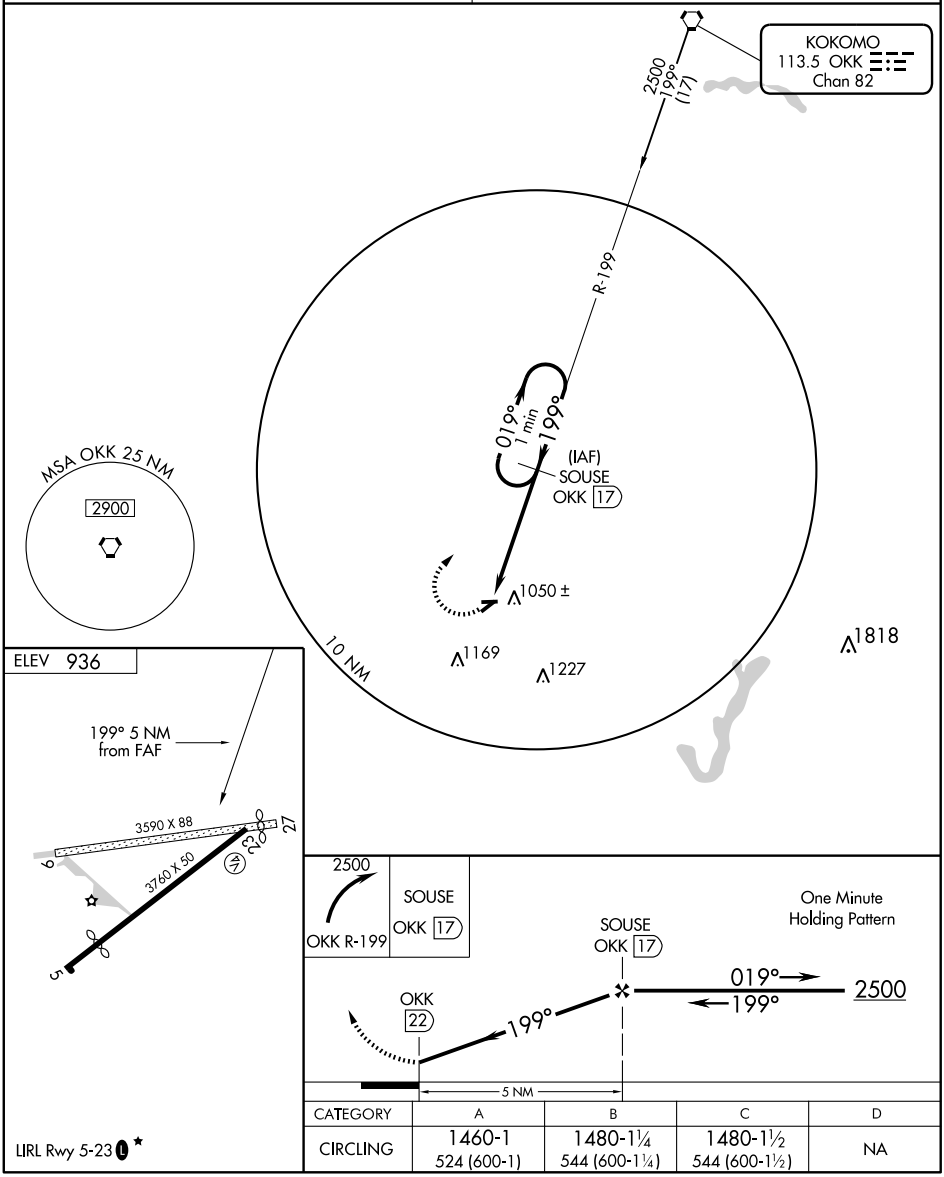
LIRL Rwy 5-23 L ★

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OKK 113.5 Chan 82	APP CRS 199°	Rwy Idg N/A TDZE N/A Apt Elev 936

VOR/DME-A
SHERIDAN (5I4)

⚠ NA Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.
INDIANAPOLIS APP CON **124.65 317.8**	UNICOM **123.075** (CTAF) Ⓛ



CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

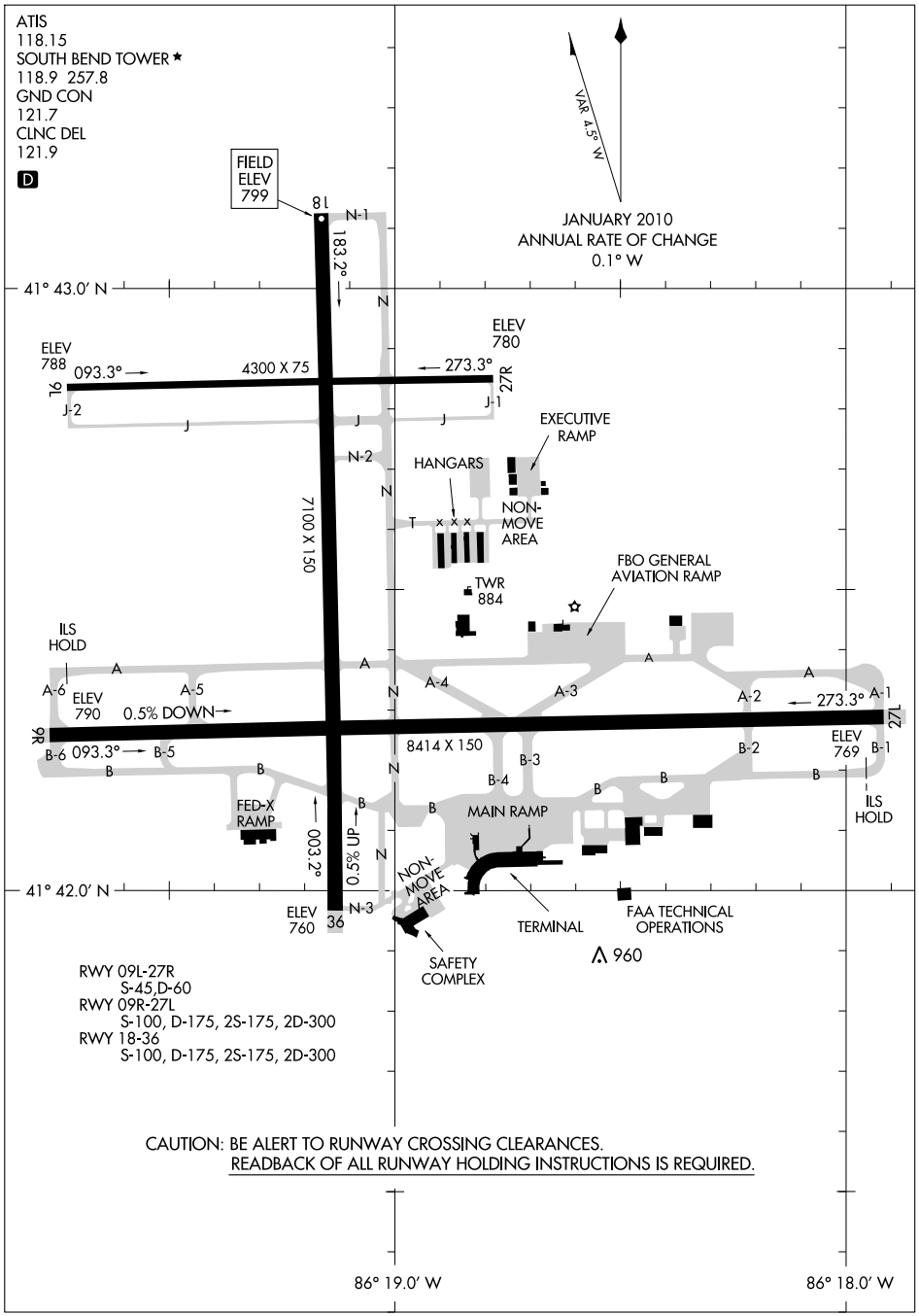
LIRL Rwy 5-23 Ⓛ ★

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-399 (FAA)

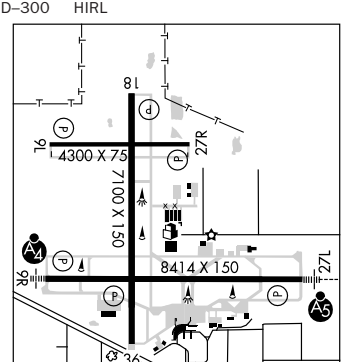
SOUTH BEND RGNL (SBN)
SOUTH BEND, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BEND RGNL (SBN) 3 NW UTC−5(−4DT) N41°42.49′ W86°19.04′ **CHICAGO**
799 B S4 **FUEL** 100LL, JET A TPA—1799(1000) Class I, ARFF Index B **H–5E, 10F, L–28I**
NOTAM FILE SBN **IAP, AD**

RWY 09R–27L: H8414X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL
RWY 09R: MALSF. PAPI(P4L)—GA 3.0° TCH 53′. Tree. 0.5% down.
RWY 27L: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Tree.
RWY 18–36: H7100X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 MIRL 0.5% up S
RWY 18: PAPI(P4L)—GA 3.0° TCH 49′. Tree.
RWY 36: PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 09L–27R: H4300X75 (ASPH) S–45, D–60 MIRL
RWY 09L: PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 27R: PAPI(P2L)—GA 3.0° TCH 38′. Tree.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 09L:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300
RWY 09R:	TORA–8414	TODA–8414	ASDA–8414	LDA–8414
RWY 18:	TORA–7100	TODA–7100	ASDA–7100	LDA–7100
RWY 27L:	TORA–8414	TODA–8414	ASDA–8414	LDA–8414
RWY 27R:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300
RWY 36:	TORA–7100	TODA–7100	ASDA–7100	LDA–7100

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. High tension wires in vicinity of 27R apch. Be alert during rgt base to Rwy 27R. 92′ high tension wires 2160′ from Rwy 27R rwy end, 394′ rgt of rwy centerline. Apch slope 21:1. Line–of–sight between intersecting rwys is restricted. Air carrier ramp clsd to General Aviation acft ops. Access to air carrier ramp area restricted to scheduled commercial acft and unscheduled commercial acft (diversions/charters) using large acft. Authorized ground equipment, ramp personnel and all General Aviation acft parking will be on FBO ramp. Rwy 09R–27L center 130′ grooved. Rwy 18–36 grooved south of Rwy 09R–27L. Rwy 09L–27R weight restricted 45,000 single and 60,000 dual. Rwy 09L–27R and Twys J/J1/J2 and T not avbl to air carrier acft with more than 9 passenger seats. Twy B between B1 and B2 Twy restricted to acft no larger than B757 or wingspan larger than 125′. When twr clsd HIRL Rwy 09R–27L preset med ints and Rwy 18–36 preset low ints, ACTIVATE MALSF Rwy 09R; MALSR Rwy 27L—CTAF.

WEATHER DATA SOURCES: ASOS (574) 233–2716.

COMMUNICATIONS: CTAF 118.9 **ATIS** 118.15 **UNICOM** 122.95
SOUTH BEND RCO 122.6 (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (270–099°), 132.05 124.1 (100–269°) (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 118.55
SOUTH BEND TOWER 118.9 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡). **GND CON** 121.7 **CLNC DEL** 121.9

AIRSPACE: CLASS C svc (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡) ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 179° 3.6 NM to fld. 804/00E. HIWAS.
MISHA NDB (LOM) 341 SB N41°42.34′ W86°13.14′ 275° 4.4 NM to fld. Unmonitored. NOTAM FILE SBN.
ILS 109.3 I–SBN Rwy 27L. LOM MISHA NDB. LOC and LOM unmonitored when twr clsd.
ILS 109.3 I–UXW Rwy 09R. ILS unmonitored when twr clsd.

SOUTH BEND N41°42.25′ W86°18.83′ **CHICAGO**
RCO 122.6 (TERRE HAUTE RADIO) **L–28I**

STARKE CO (See KNOX)

LOC I-UXW	APP CRS	Rwy Idg	8414
109.3	092°	TDZE	790
		Apt Elev	799

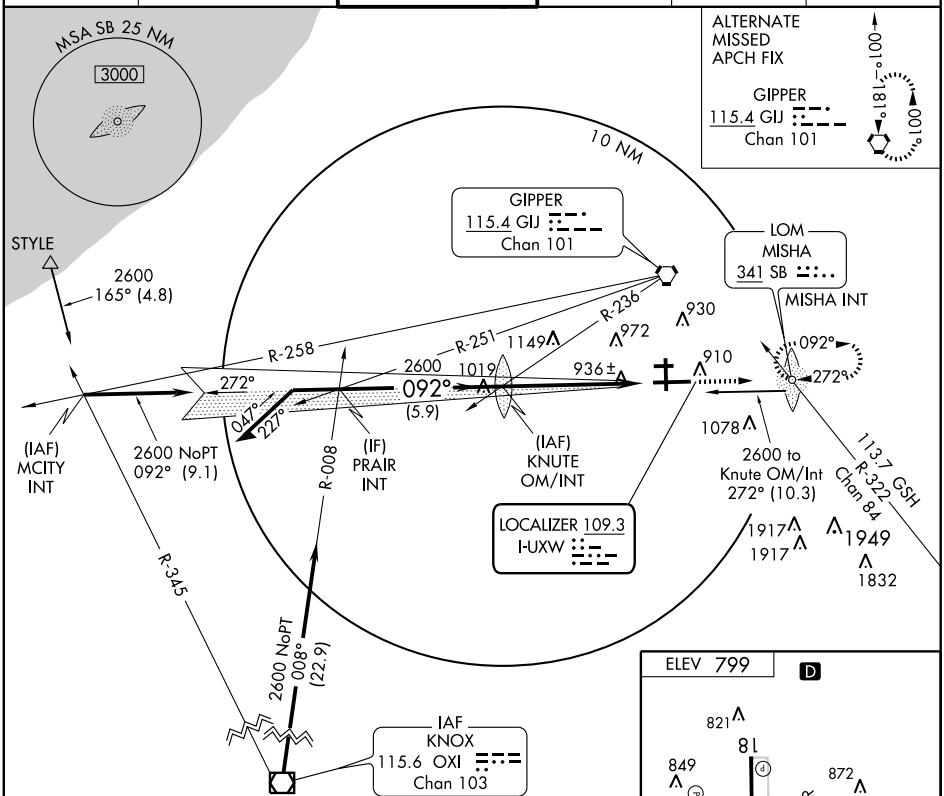
ILS or LOC RWY 9R
SOUTH BEND RGNL (SBN)

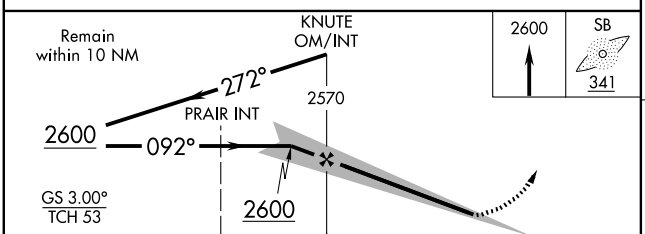
T A Inoperative table does not apply to S-LOC 9R Cat C. Autopilot coupled approach NA below 900. Visibility reduction by helicopters NA. ADF REQUIRED.

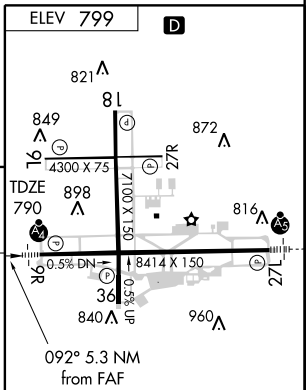
MALS

MISSED APPROACH: Climb to 2600 direct MISHA LOM/Int and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

CATEGORY	A	B	C	D
S-ILS 9R	1040-¾ 250 (300-¾)			
S-LOC 9R	1200-¾ 410 (500-¾)		1200-1¼ 410 (500-1¼)	
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SBN	APP CRS	Rwy Idg	8414
109.3	272°	TDZE	774
		Apt Elev	799

ILS or LOC RWY 27L

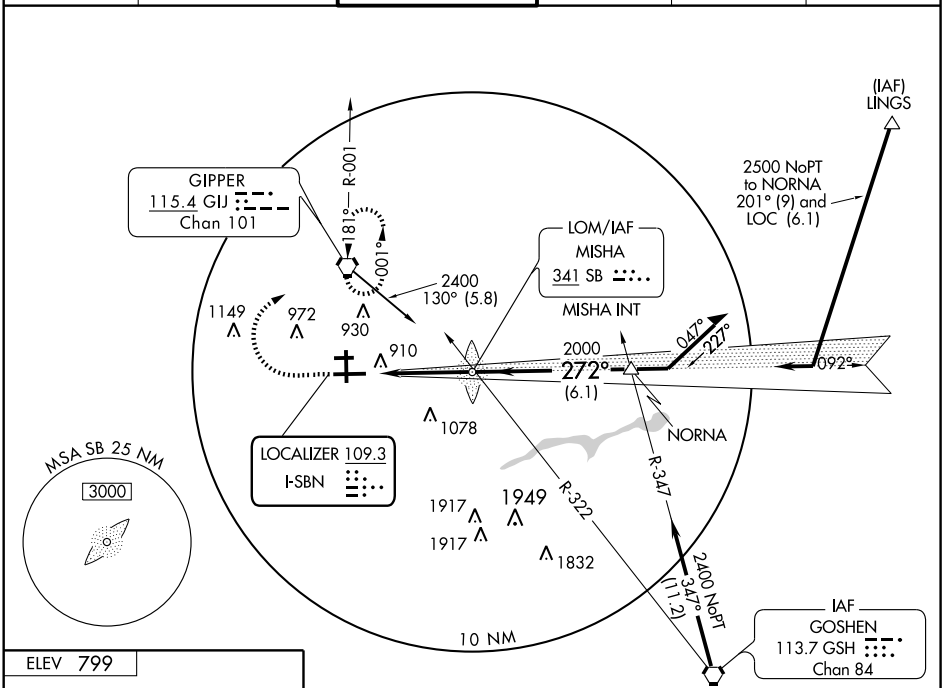
SOUTH BEND RGNL (SBN)

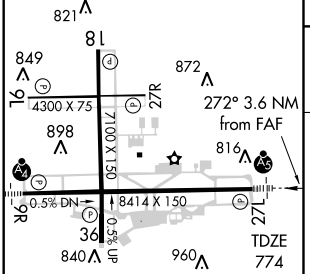
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.

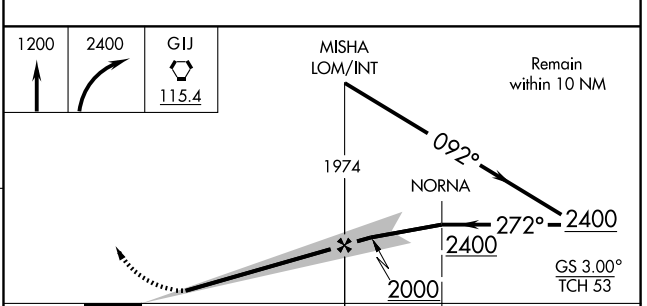
ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 27L	* 974/24 200 (200-½)			
S-LOC 27L	1200/24 426 (500-½)		1200/40 426 (500-¾)	1200/50 426 (500-1)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

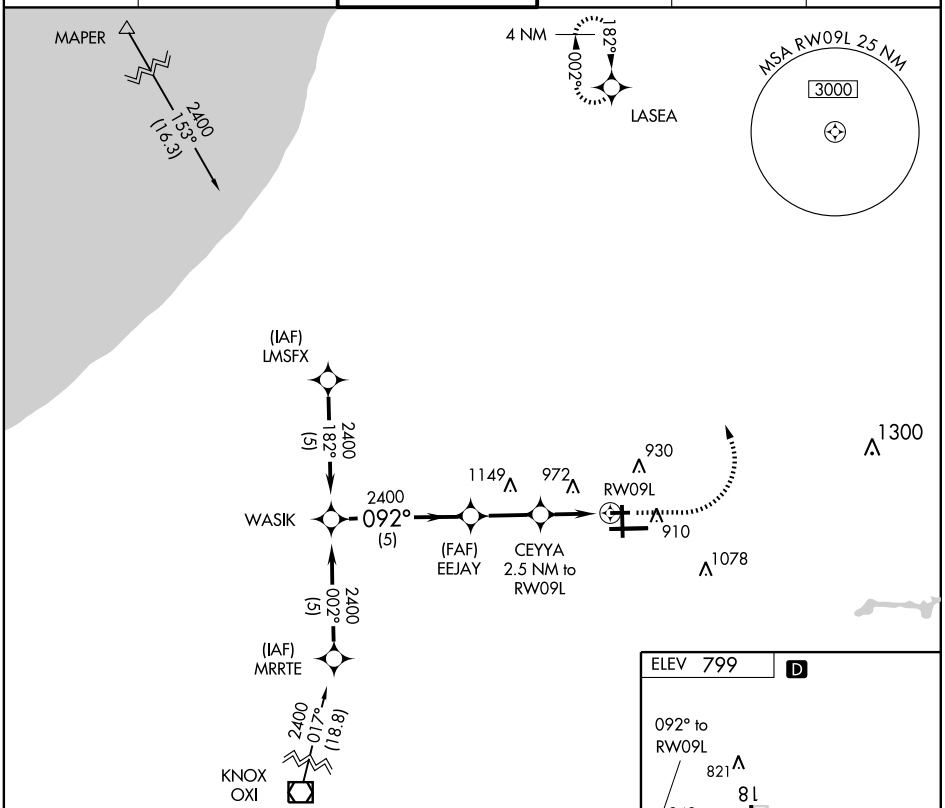
APP CRS	Rwy Idg	4300
092°	TDZE	788
	Apt Elev	799

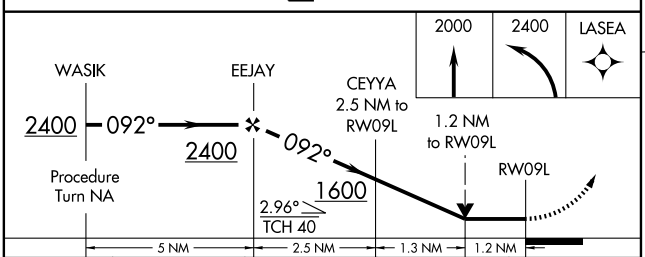
RNAV (GPS) RWY 9L
SOUTH BEND RGNL (SBN)

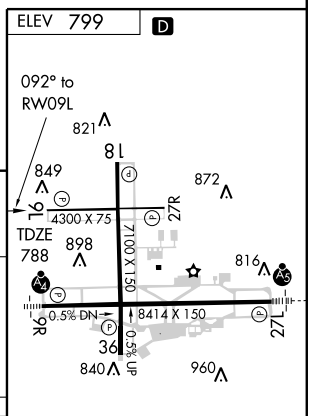
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1220-1 432 (500-1)		1220-1¼ 432 (500-1¼)	1220-1½ 432 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8414
CH 60908	092°	TDZE	790
W09A		Apt Elev	799

RNAV (GPS) RWY 9R

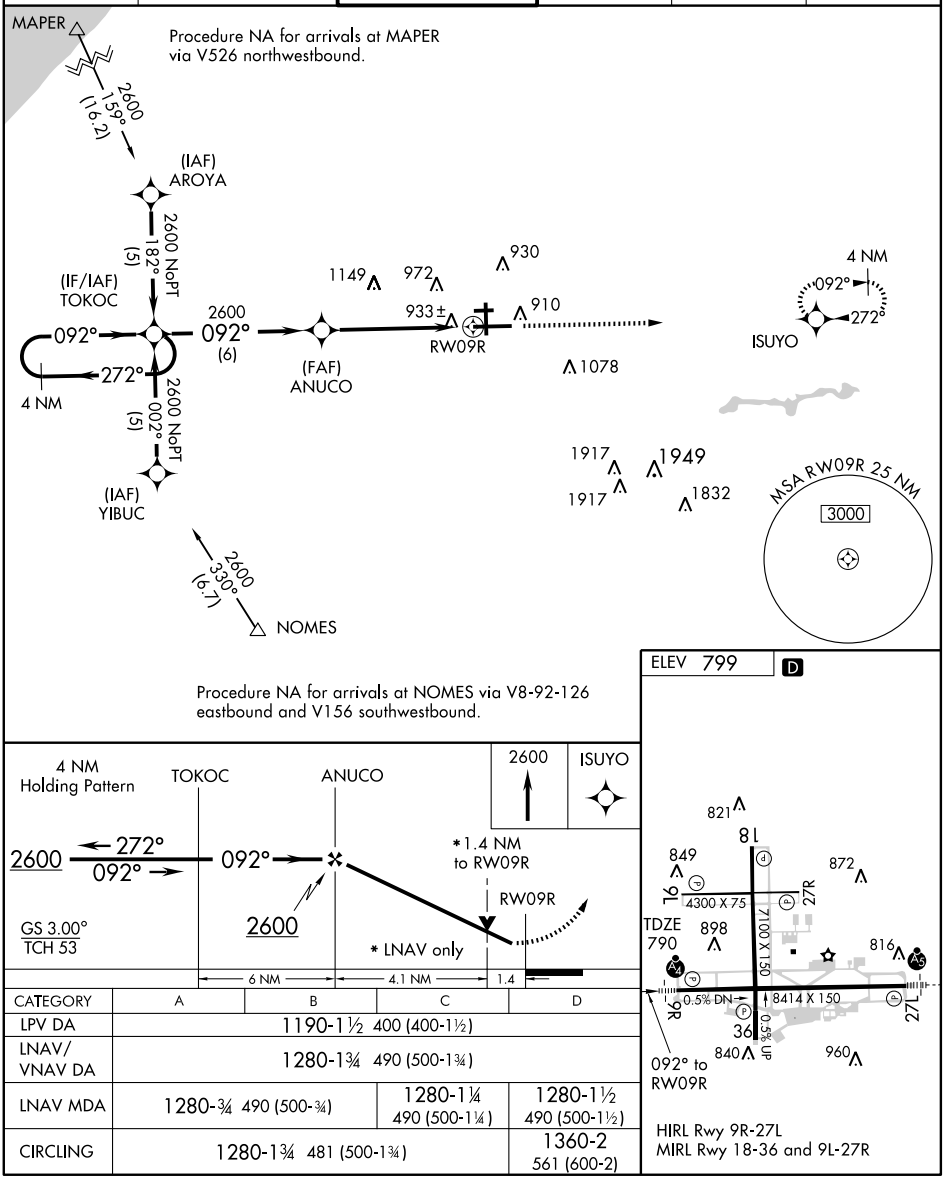
SOUTH BEND RGNL (SBN)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.

MALSF

MISSED APPROACH: Climb to 2600 direct ISUYO WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	1190-1½ 400 (400-1½)			
LNAV/VNAV DA	1280-1¾ 490 (500-1¾)			
LNAV MDA	1280-¾ 490 (500-¾)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1¾ 481 (500-1¾)			1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

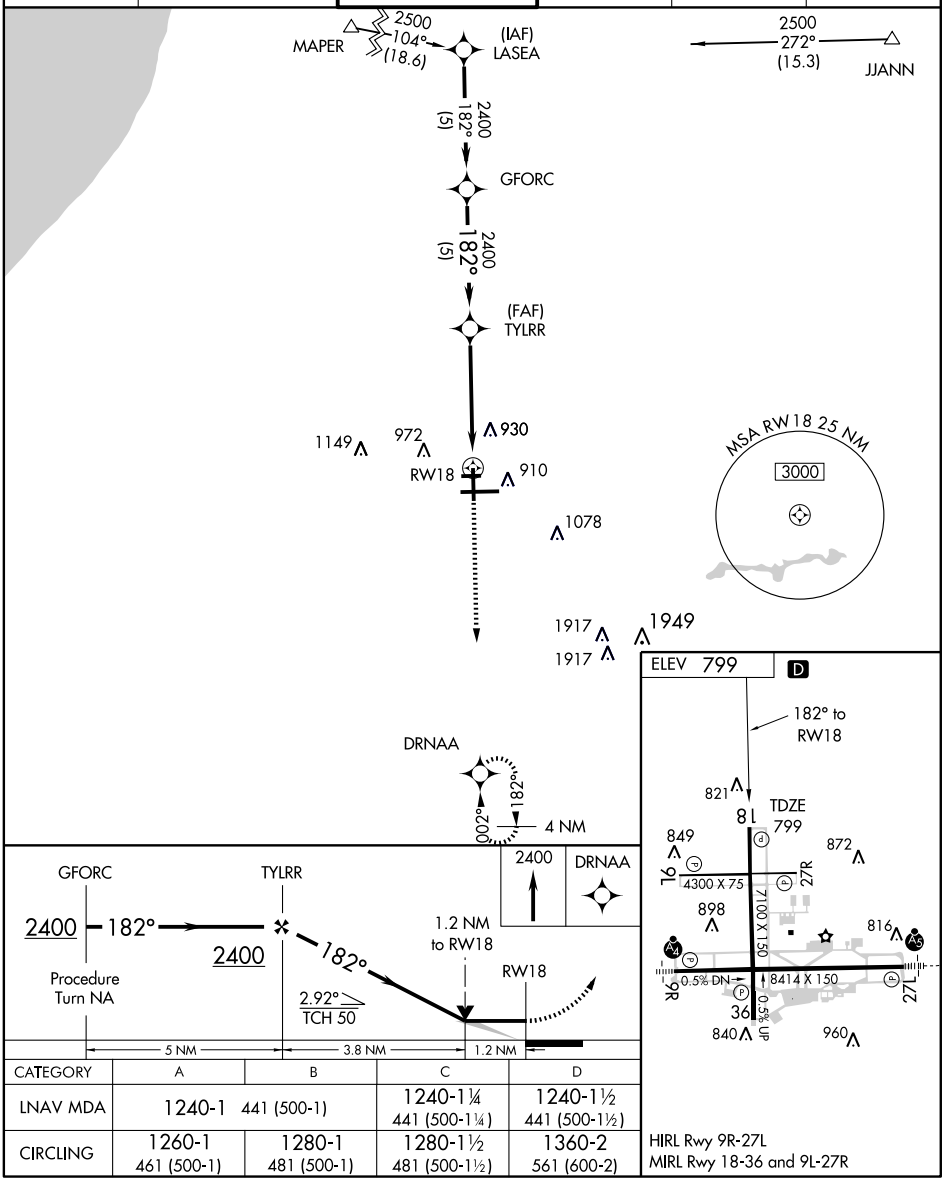
SOUTH BEND RGNL (SBN)

APP CRS	Rwy Idg	7100
182°	TDZE	799
	Apt Elev	799

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct DRNAA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8414
CH 50108	272°	TDZE	774
W27A		Apt Elev	799

RNAV (GPS) RWY 27L

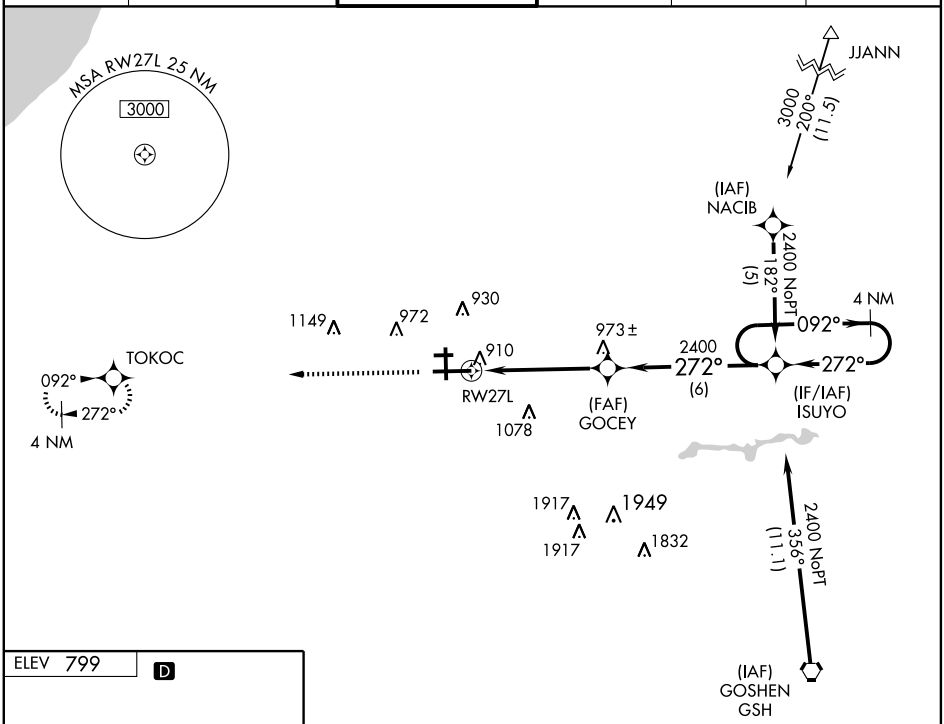
SOUTH BEND RGNL (SBN)

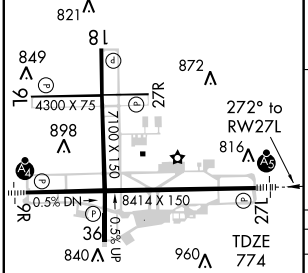
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 27R NA at night.
For inoperative MALSR, increase LPV all cats visibility to RVR 4000.

MALSR

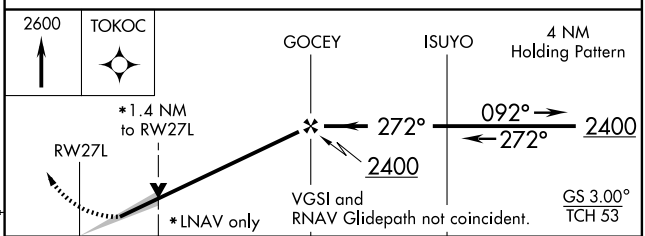
MISSED APPROACH: Climb to 2600 direct TOKOC WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R



CATEGORY	A	B	C	D
LPV DA	1030/24		256 (300-½)	
LNAV/ VNAV DA	1160/40		386 (400-¾)	
LNAV MDA	1260/24	486 (500-½)	1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27R

SOUTH BEND RGNL (SBN)

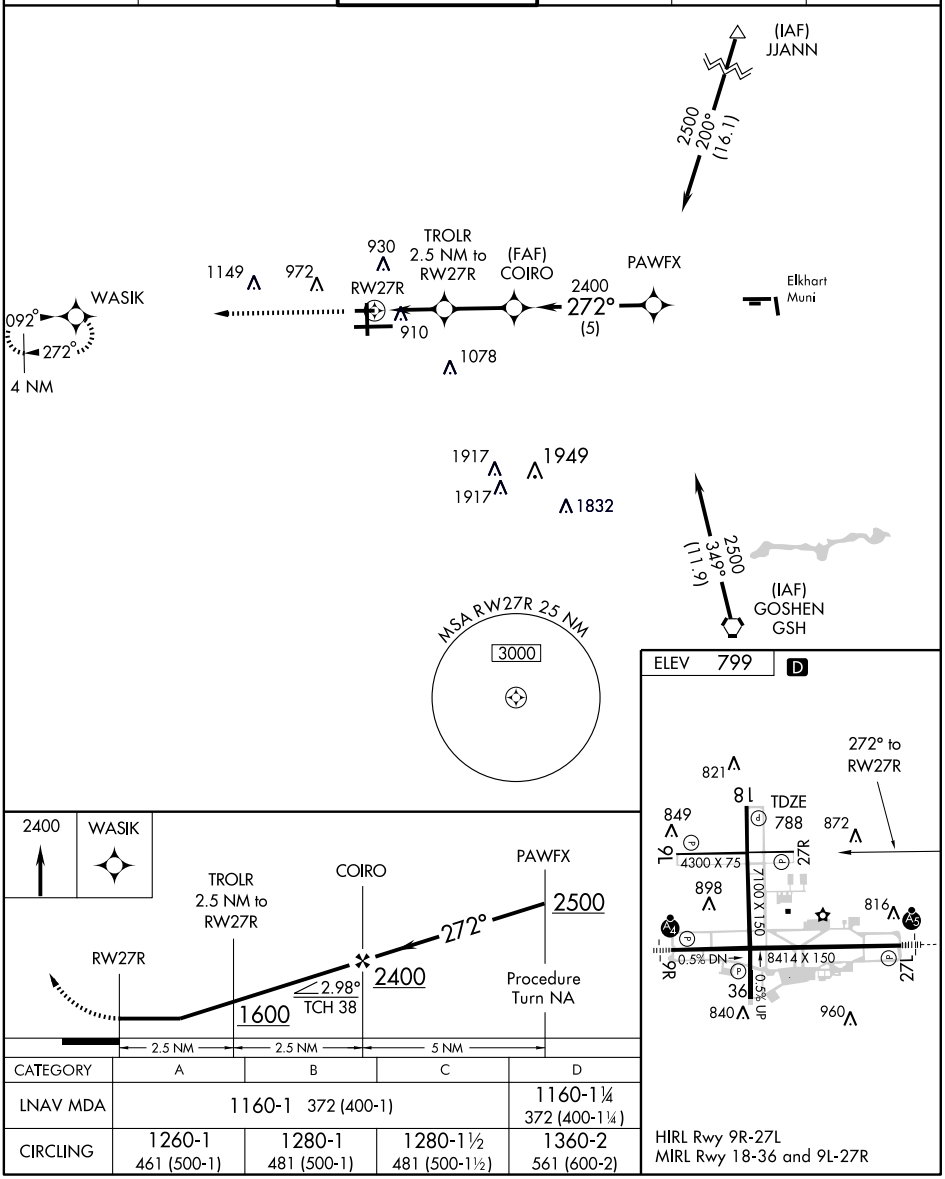
APP CRS	Rwy Idg	4300
272°	TDZE	788
	Apt Elev	799

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

NA

MISSED APPROACH: Climb to 2400 direct WASIK WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) Ⓛ 257.8	121.7	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1160-1 372 (400-1)			1160-1¼ 372 (400-1¼)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

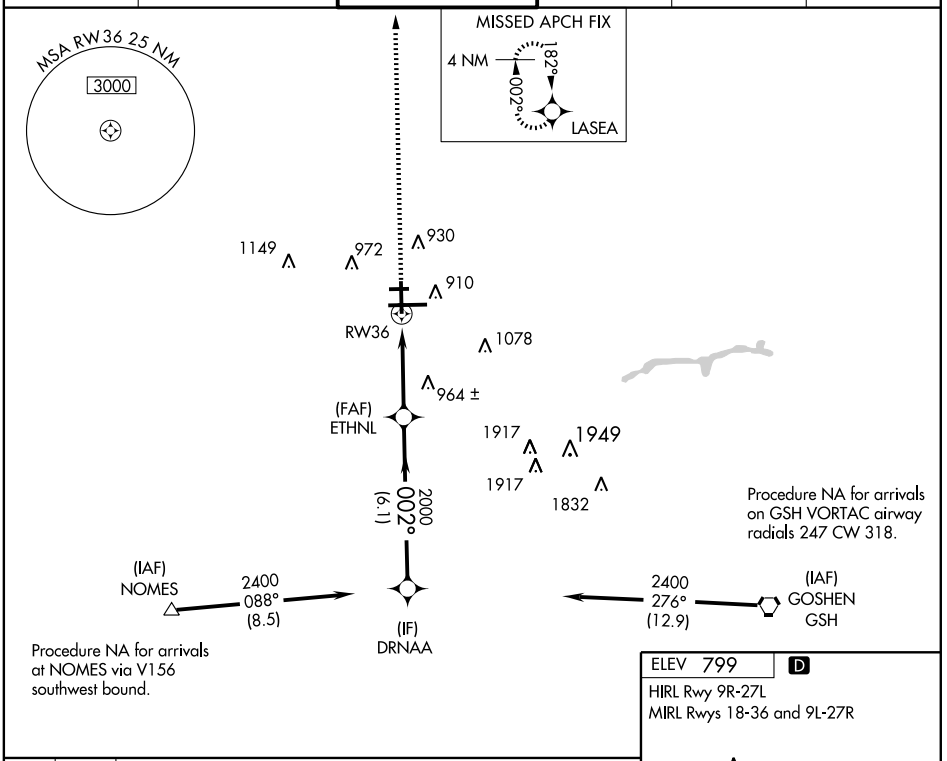
WAAS	APP CRS	Rwy Idg	7100
CH 69514	002°	TDZE	778
W36A		Apt Elev	799

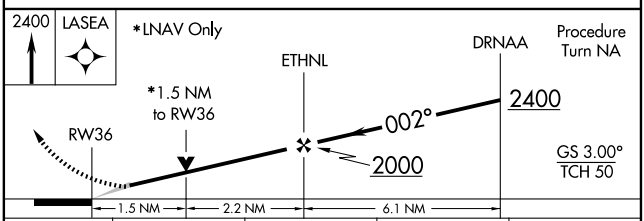
RNAV (GPS) RWY 36
SOUTH BEND RGNL (SBN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

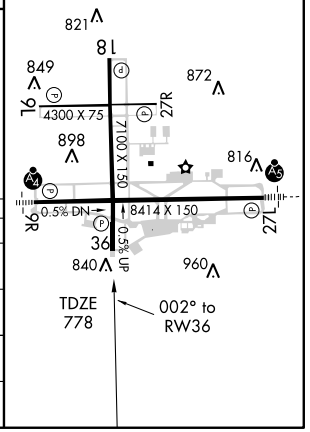
MISSED APPROACH: Climb to 2400 direct LASEA and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1028-1 250 (300-1)			
LNAV/VNAV DA	1230-1¾ 452 (500-1¾)			
LNAV MDA	1280-1 502 (500-1)		1280-1½ 502 (500-1½)	
CIRCLING	1280-1 481 (500-1)		1280-1½ 481 (500-1½)	1360-2 561 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

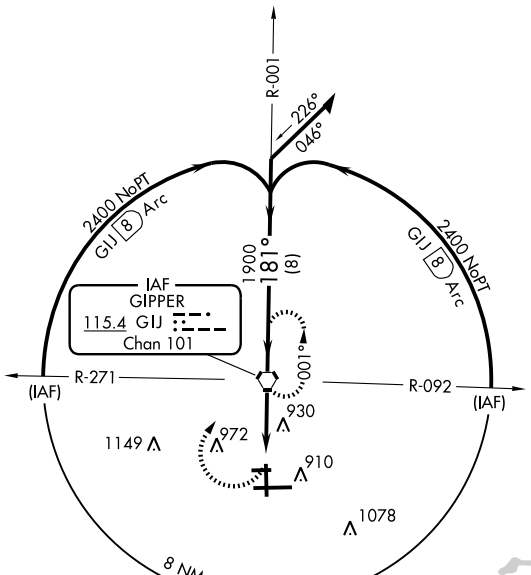
VORTAC GIJ 115.4 Chan 101	APP CRS 181°	Rwy Idg 7100 TDZE 799 Apt Elev 799

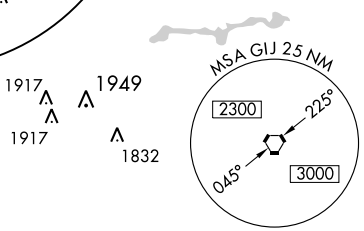
VOR RWY 18

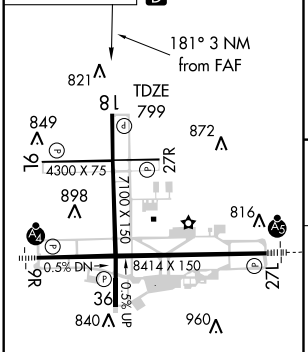
SOUTH BEND RGNL (SBN)

MISSED APPROACH: Climbing right turn to 2300 direct GIJ VORTAC and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) (L) 257.8	121.7	121.9	122.95

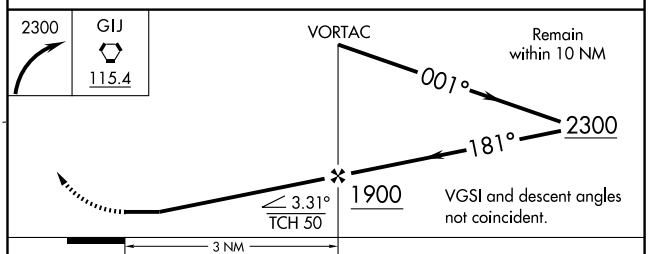






HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

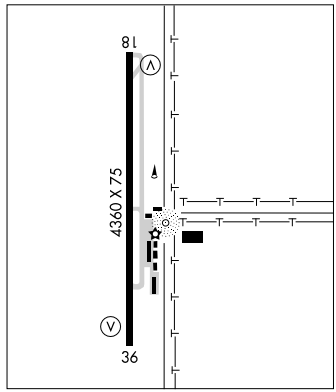
FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-18	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

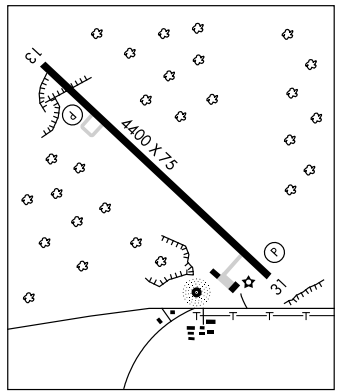
SULLIVAN CO (SIV) 3 NW UTC−5(−4DT) N39°06.88′ W87°26.90′ — ST. LOUIS L–27D
540 B S4 **FUEL** 100LL, JET A TPA—1340(800) NOTAM FILE HUF — IAP
RWY 18–36: H4360X75 (ASPH–RFSC) S–27, D–35 MIRL
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving; Christmas and New Years Day. Partial twy lgts, only on N end. Moored balloon, 2 miles east of arpt at 1600′ and blo. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. Rotating bcn and VASI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 119.25 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.
ROBINSON (T) VORW/DME 108.4 RSV Chan 21 N39°01.06′ W87°38.93′ 056° 11 NM to fld. 452/2E.
VOR unmonitored 0000–1300Z‡.
NDB (MHW) 326 SIV N39°06.81′ W87°26.81′ at fld. NOTAM FILE HUF.



TELL CITY N38°00.85′ W86°41.41′ NOTAM FILE HUF. — ST. LOUIS L–27D
NDB (MHW) 206 TEL at Perry Co Muni. NDB unmonitored 0600–1200Z‡.

TELL CITY

PERRY CO MUNI (TEL) 6 NE UTC−6(−5DT) N38°01.13′ W86°41.55′ — ST. LOUIS L–27D
660 B **FUEL** 100LL, JET A NOTAM FILE HUF — IAP
RWY 13–31: H4400X75 (ASPH) S–12 MIRL 1.2% up SE
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 29.′ Trees.
RWY 31: REIL. PAPI(P4R)—GA 3.25° TCH 28′. Trees.
AIRPORT REMARKS: Unattended. Fuel self serve. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31—CTAF. Rwy 13–31 PAPI on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
HUNTINGBURG (T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ 138° 18.7 NM to fld. 517/00E.
TELL CITY NDB (MHW) 206 TEL N38°00.85′ W86°41.41′ at fld. NOTAM FILE HUF. NDB unmonitored 0600–1200Z‡.



TERRE HAUTE N39°29.34′ W87°14.94′ NOTAM FILE HUF — ST LOUIS H–5E, L–27D
(H) VORTACW 115.3 TTH Chan 100 228° 3.5 NM to Terre Haute Intl–Hulman Fld. 606/2E.
HIWAS.
DME unusable byd 27 NM blo 3500′.

NDB SIV 326	APP CRS 003°	Rwy Idg 4360 TDZE 540 Apt Elev 540

NDB RWY 36
SULLIVAN COUNTY (SIV)

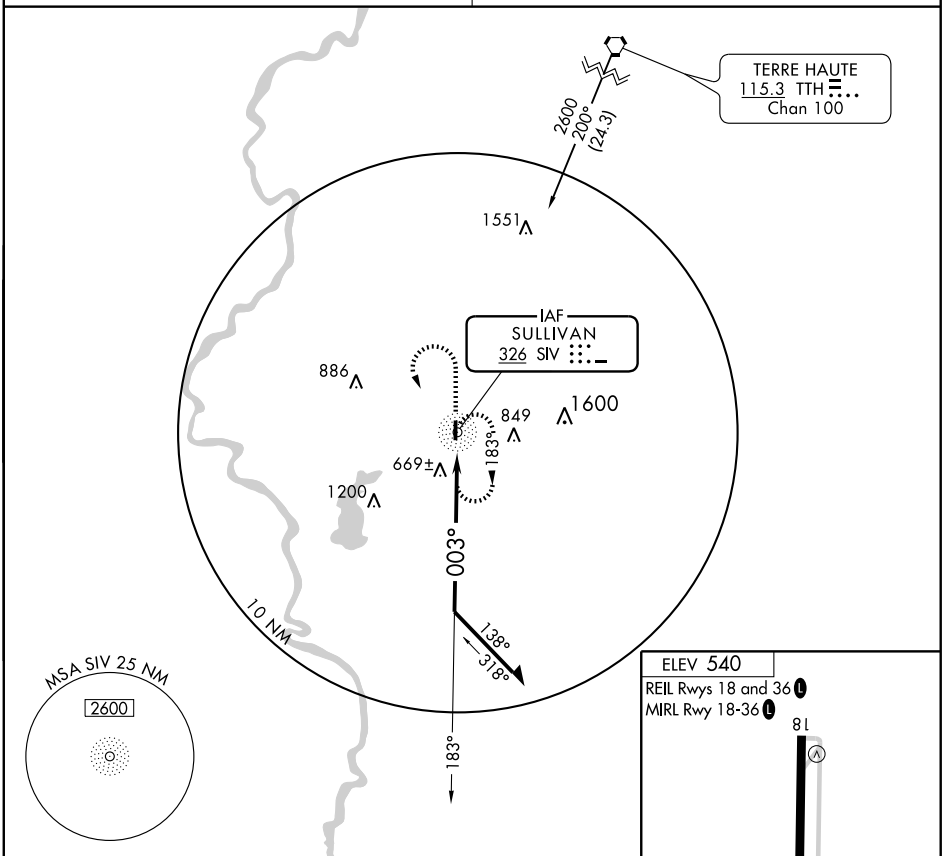
NA

Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct SIV NDB and hold.

HULMAN APP CON ★
119.25 339.8

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1080-1	540 (600-1)	NA	
CIRCLING	1080-1	540 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

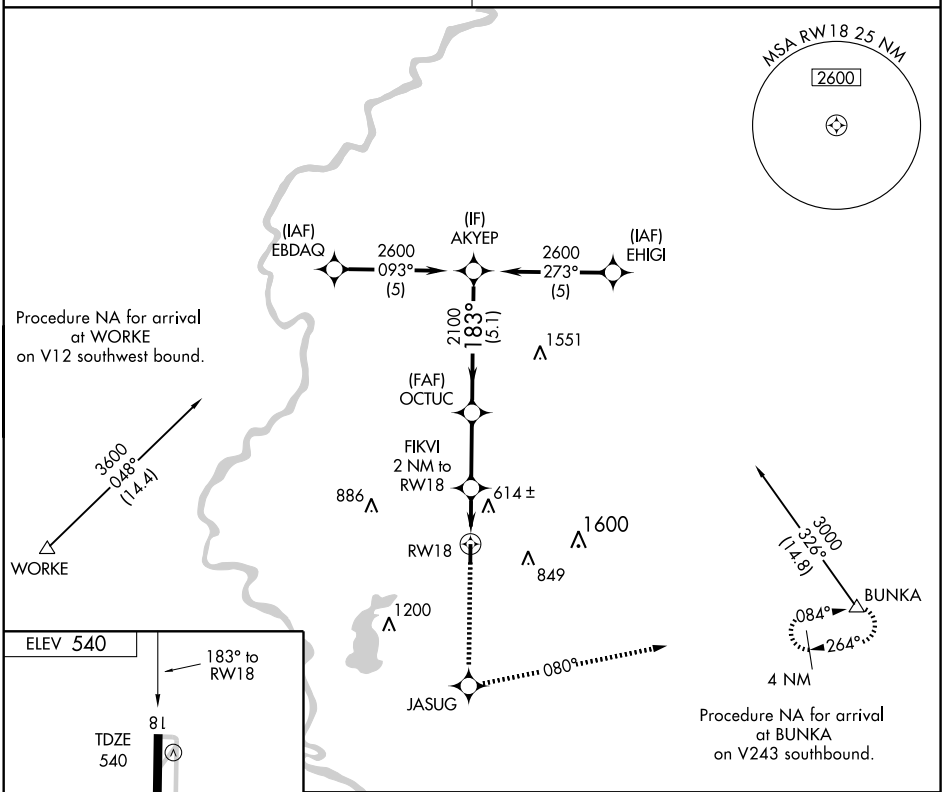
SULLIVAN COUNTY (SIV)

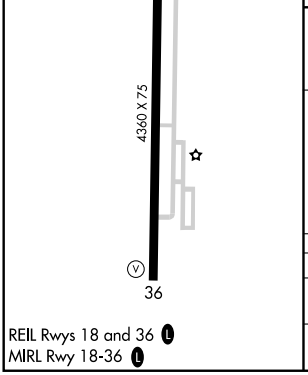
APP CRS	Rwy Idg	4360
183°	TDZE	540
	Apt Elev	540

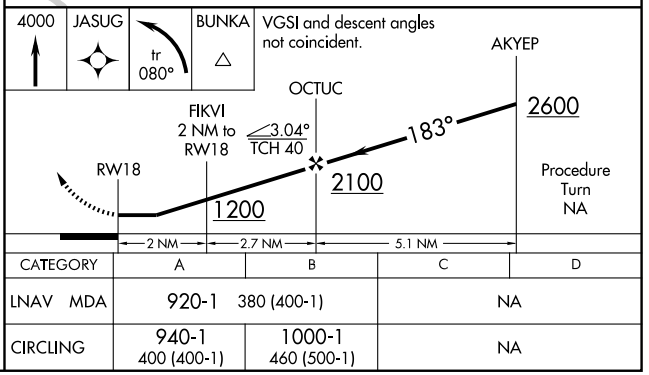
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Robinson altimeter setting, when not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 20 feet. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 direct JASUG and left turn on track 080° to BUNKA and hold.

HULMAN APP CON ★	UNICOM
119.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 380 (400-1)		NA	
CIRCLING	940-1 400 (400-1)	1000-1 460 (500-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
003°	Rwy Idg	4360
	TDZE	540
	Apt Elev	540

RNAV (GPS) RWY 36

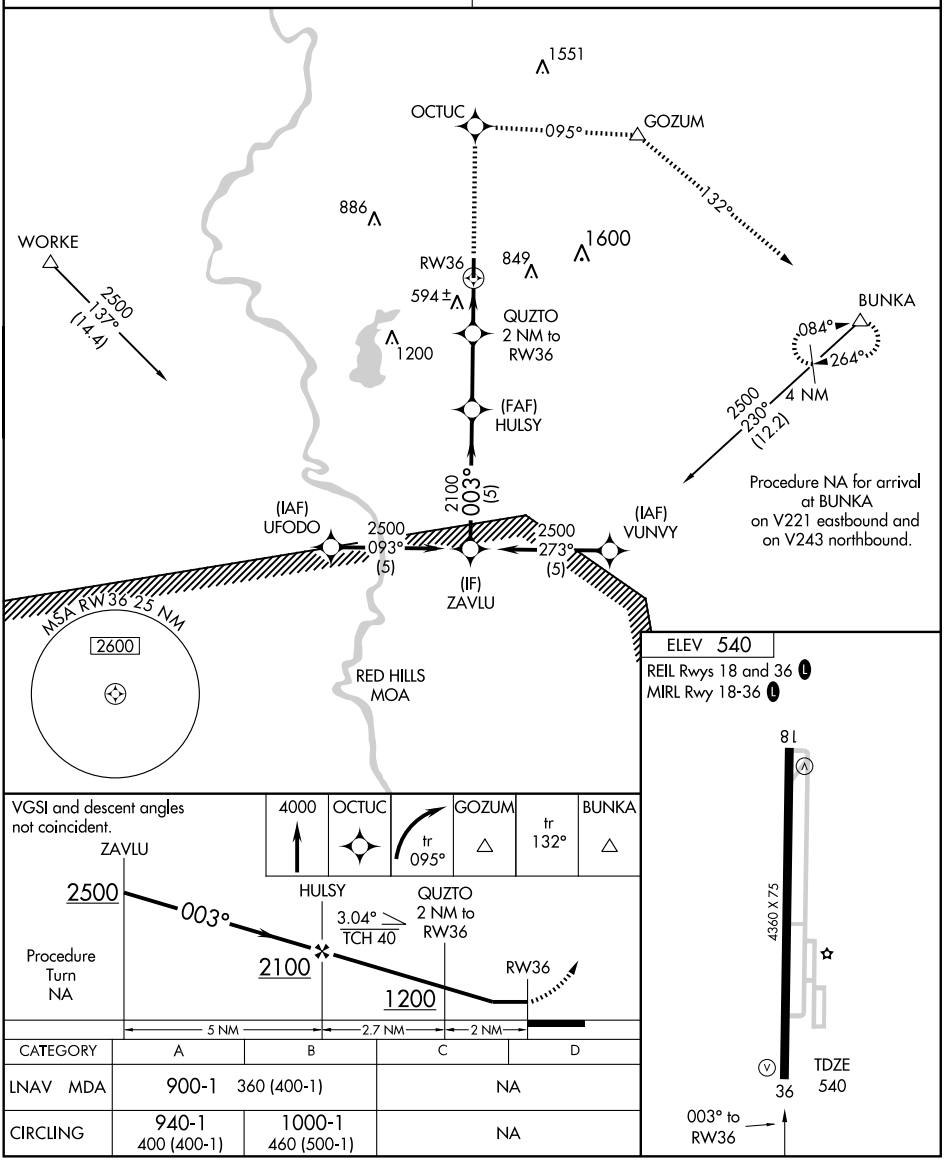
SULLIVAN COUNTY (SIV)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Robinson altimeter setting, when not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 20 feet. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 direct OCTUC and right turn on track 095° to GOZUM and on track 132° to BUNKA and hold.

HULMAN APP CON ★	UNICOM
119.25 339.8	122.8 (CTAF) L



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	900-1	360 (400-1)	NA	
CIRCLING	940-1 400 (400-1)	1000-1 460 (500-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RSV	APP CRS	Rwy Idg	N/A
108.4	056°	TDZE	N/A
Chan 21		Apt Elev	540

VOR/DME-A
SULLIVAN COUNTY (SIV)

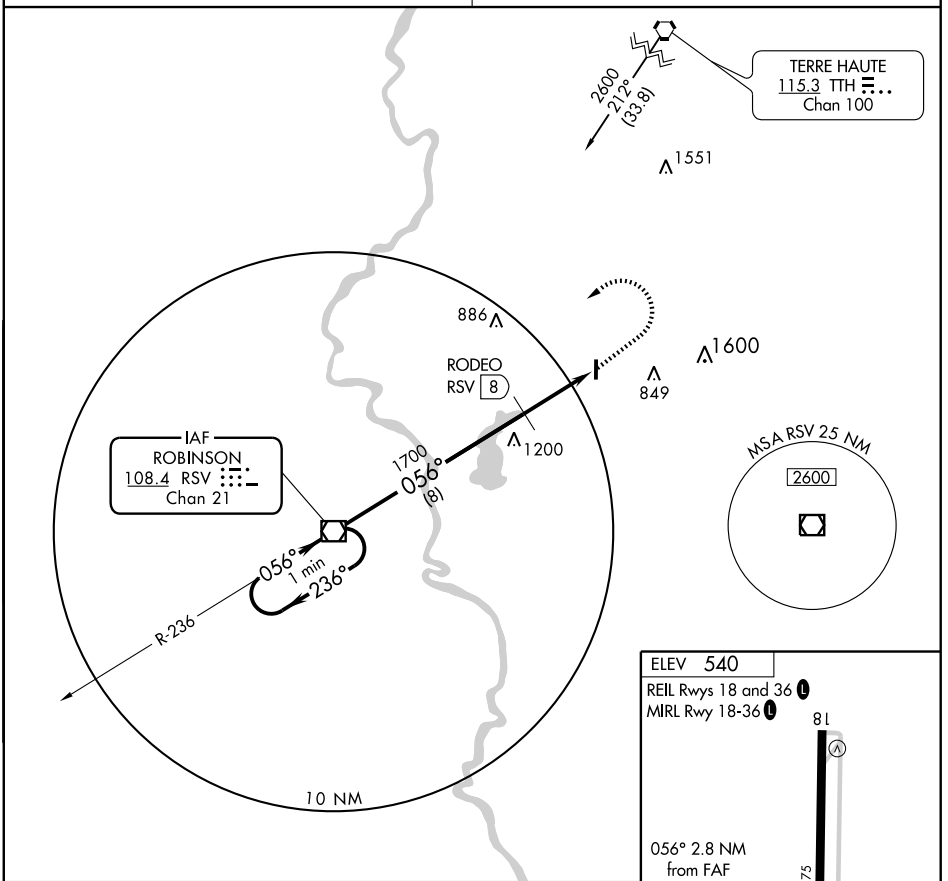
NA

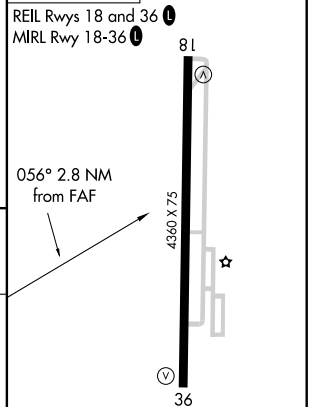
Use Terre Haute altimeter setting.

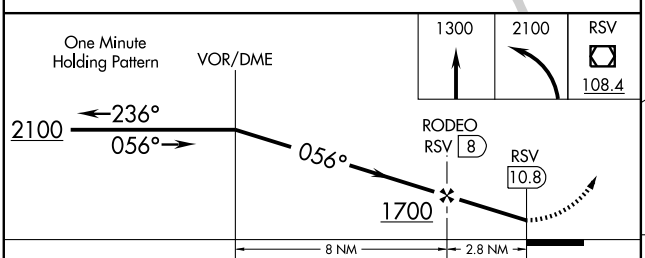
MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct RSV VOR/DME and hold.

HULMAN APP CON * 119.25 339.8

UNICOM 122.8 (CTAF) L





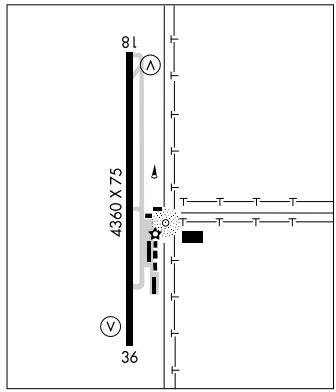


CATEGORY	A	B	C	D
CIRCLING	1060-1	520 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

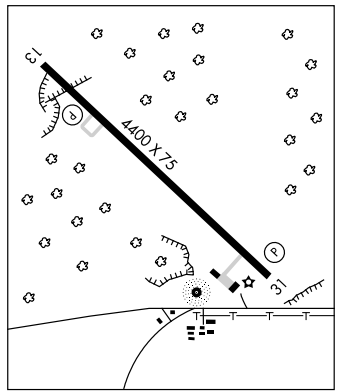
SULLIVAN CO (SIV) 3 NW UTC−5(−4DT) N39°06.88′ W87°26.90′ — ST. LOUIS L–27D
540 B S4 **FUEL** 100LL, JET A TPA—1340(800) NOTAM FILE HUF — IAP
RWY 18–36: H4360X75 (ASPH–RFSC) S–27, D–35 MIRL
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 21′. Crops.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving; Christmas and New Years Day. Partial twy lgts, only on N end. Moored balloon, 2 miles east of arpt at 1600′ and blo. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. Rotating bcn and VASI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HULMAN APP/DEP CON** 119.25 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.
ROBINSON (T) VORW/DME 108.4 RSV Chan 21 N39°01.06′ W87°38.93′ 056° 11 NM to fld. 452/2E.
VOR unmonitored 0000–1300Z‡.
NDB (MHW) 326 SIV N39°06.81′ W87°26.81′ at fld. NOTAM FILE HUF.



TELL CITY N38°00.85′ W86°41.41′ NOTAM FILE HUF. — ST. LOUIS L–27D
NDB (MHW) 206 TEL at Perry Co Muni. NDB unmonitored 0600–1200Z‡.

TELL CITY

PERRY CO MUNI (TEL) 6 NE UTC−6(−5DT) N38°01.13′ W86°41.55′ — ST. LOUIS L–27D
660 B **FUEL** 100LL, JET A NOTAM FILE HUF — IAP
RWY 13–31: H4400X75 (ASPH) S–12 MIRL 1.2% up SE
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 29.′ Trees.
RWY 31: REIL. PAPI(P4R)—GA 3.25° TCH 28′. Trees.
AIRPORT REMARKS: Unattended. Fuel self serve. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31—CTAF. Rwy 13–31 PAPI on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **EVANSVILLE APP/DEP CON** 126.4 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE HNB.
HUNTINGBURG (T) VORW/DME 109.2 HNB Chan 29 N38°15.03′ W86°57.37′ 138° 18.7 NM to fld. 517/00E.
TELL CITY NDB (MHW) 206 TEL N38°00.85′ W86°41.41′ at fld. NOTAM FILE HUF. NDB unmonitored 0600–1200Z‡.



TERRE HAUTE N39°29.34′ W87°14.94′ NOTAM FILE HUF — ST LOUIS H–5E, L–27D
(H) VORTACW 115.3 TTH Chan 100 228° 3.5 NM to Terre Haute Intl–Hulman Fld. 606/2E.
HIWAS.
DME unusable byd 27 NM blo 3500′.

NDB TEL	APP CRS		
206	150°	Rwy Idg	4400
		TDZE	659
		Apt Elev	659

NDB or GPS RWY 13

TELL CITY / PERRY COUNTY MUNI (TEL)

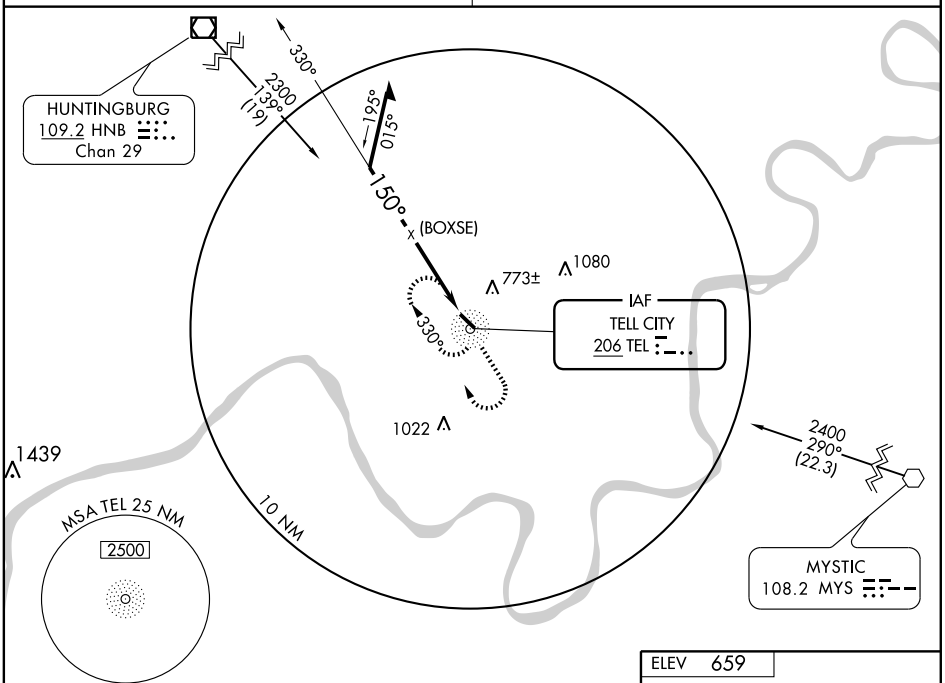
NA

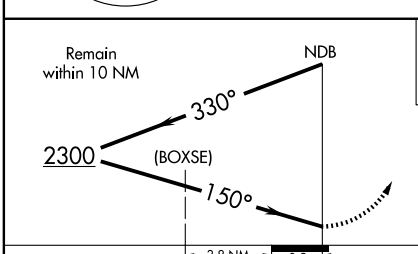
Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

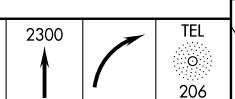
MISSED APPROACH: Climb to 2300 then right turn direct TEL NDB and hold.

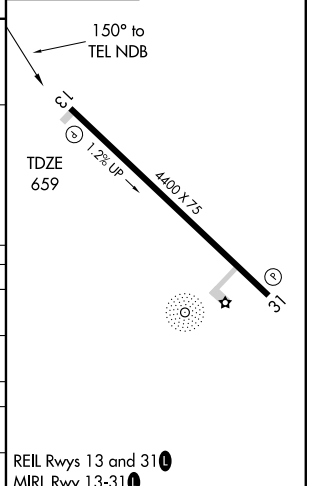
EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L









CATEGORY	A	B	C	D
S-13	1140-1	481 (500-1)	1140-1¼ 481 (500-1¼)	NA
CIRCLING	1140-1	481 (500-1)	1140-1½ 481 (500-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-13	1260-1	601 (700-1)	1260-1¾ 601 (700-1¾)	NA
CIRCLING	1260-1 601 (700-1)	1280-1 621 (700-1)	1280-1¾ 621 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HNB	APP CRS	Rwy Idg	4400
109.2	318°	TDZE	659
Chan 29		Apt Elev	659

VOR or GPS RWY 31

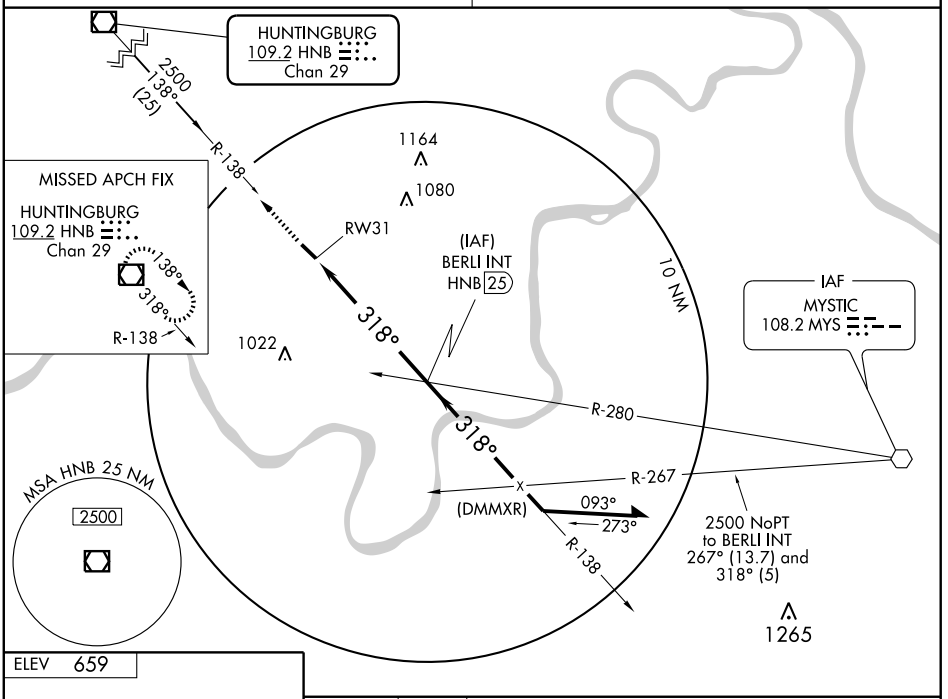
TELL CITY / PERRY COUNTY MUNI (TEL)

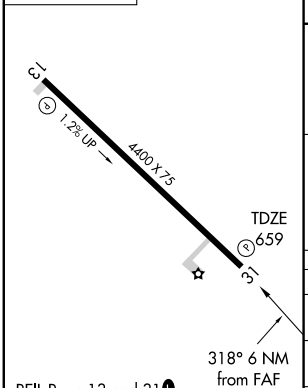
▼ ▲ NA — Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

MISSED APPROACH: Climb to 2500 via HNB R-138 to HNB VOR/DME and hold.

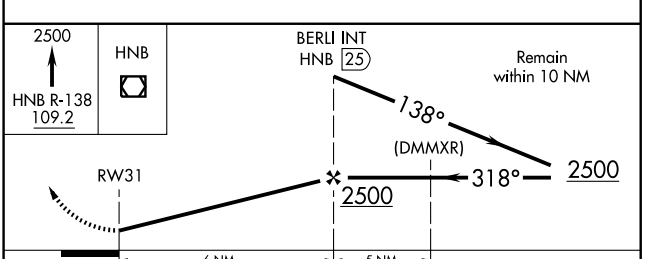
EVANSVILLE APP CON ★ 126.4 226.4

UNICOM 122.7 (CTAF) L





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-31	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
CIRCLING	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-31	1360-1	701 (800-1)	1360-2 701 (800-2)	NA
CIRCLING	1360-1	701 (800-1)	1360-2 701 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TERRE HAUTE

SKY KING (3I3) 5 N UTC−5(−4DT) N39°32.87′ W87°22.64′

496 B S4 **FUEL** 100LL NOTAM FILE HUF

RWY: 08–26: H3557X50 (ASPH) LIRL (NSTD)

RWY 08: Trees. **RWY 26:** Thld dsplcd 812′. Trees.

RWY 18–36: H1978X50 (ASPH) LIRL (NSTD)

RWY 18: Thld dsplcd 50′. Crops.

RWY 36: Thld dsplcd 289′. Trees.

AIRPORT REMARKS: Attended 1200Z‡–dusk. CAUTION: 50′ elevation drop 60′ from thld Rwy 08. ACTIVATE rotating bcn; NSTD LIRL Rwys 08–26 and 18–36—CTAF. Rwy 08–26 and Rwy 18–36 NSTD LIRL, lgts are 16′ from rwy edge.

WEATHER DATA SOURCES: HIWAS 115.3 TTH.

COMMUNICATIONS: CTAF/UNICOM 122.8

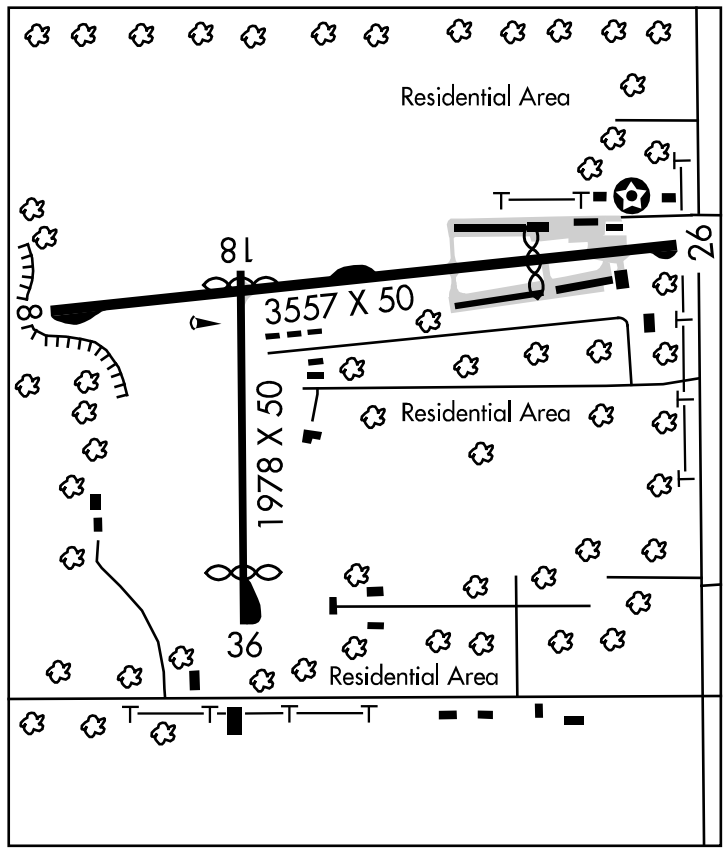
Ⓡ **HULMAN APP/DEP CON** 125.45 118.3 (1100–0300Z‡)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 299° 6.9 NM to fld. 606/2E. **HIWAS.**

ST. LOUIS
L–27D
IAP



VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	120°	TDZE	N/A
Chan 100		Apt Elev	496

VOR-B

TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
Procdure NA at night.

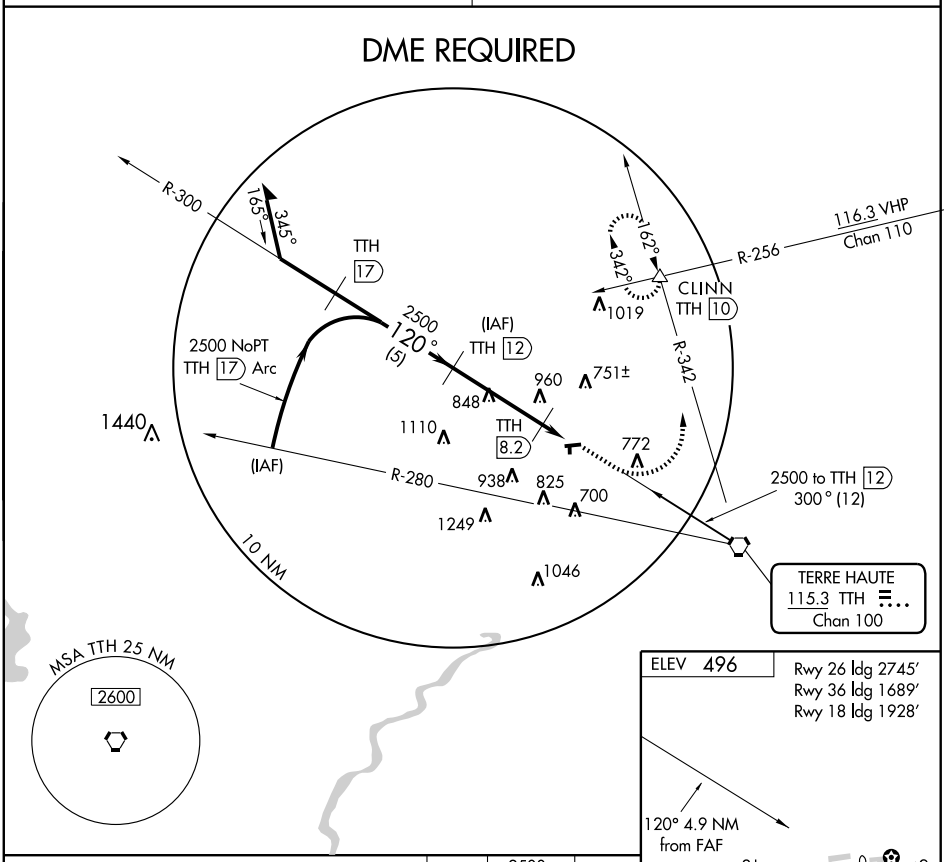
NA

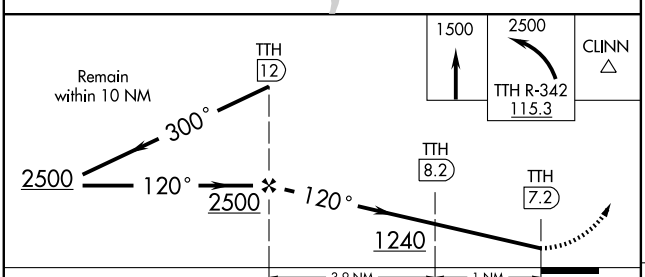
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via TTH R-342 to CLINN Int and hold.

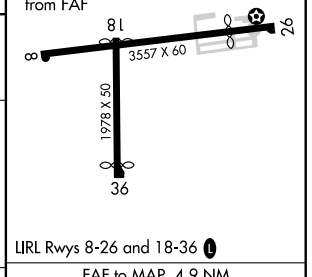
HULMAN APP CON ★
125.45 339.8

UNICOM
122.8 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	300°	TDZE	N/A
Chan 100		Apt Elev	496

VOR or GPS-A

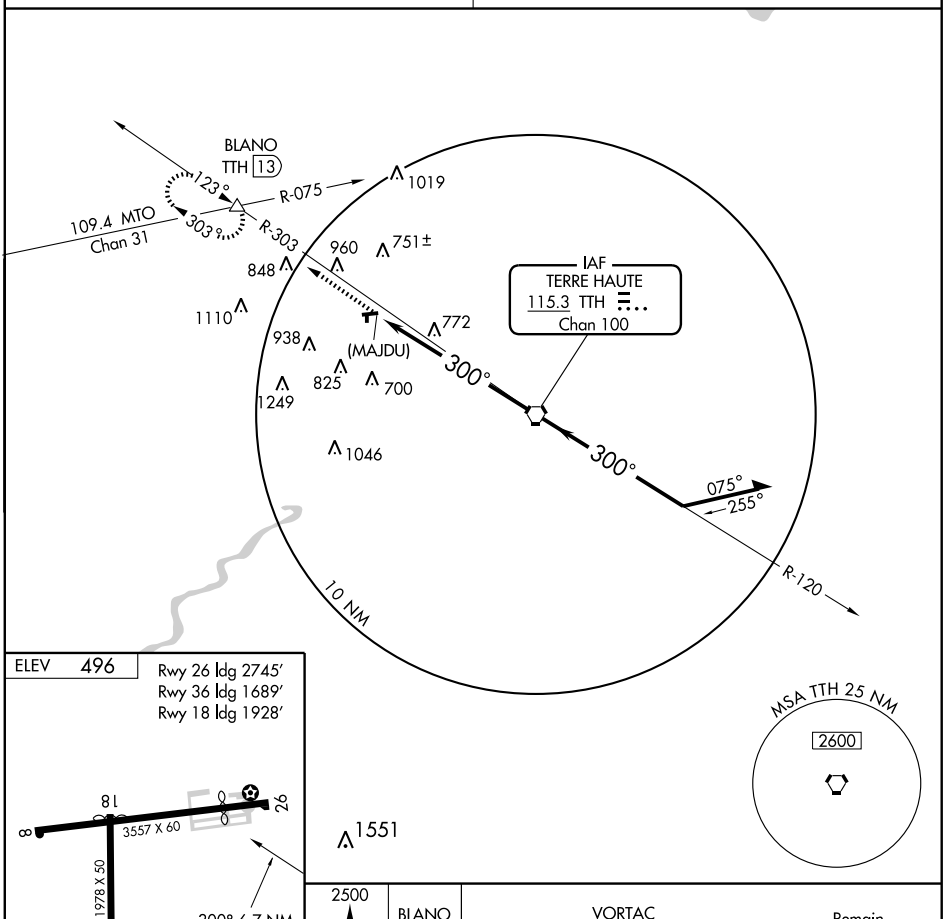
TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 2500 via TTH R-303 to BLANO Int/TTH 13 DME and hold.

HULMAN APP CON★ 125.45 339.8

UNICOM 122.8 (CTAF) L



LIRL Rwys 8-26 and 18-36 L

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

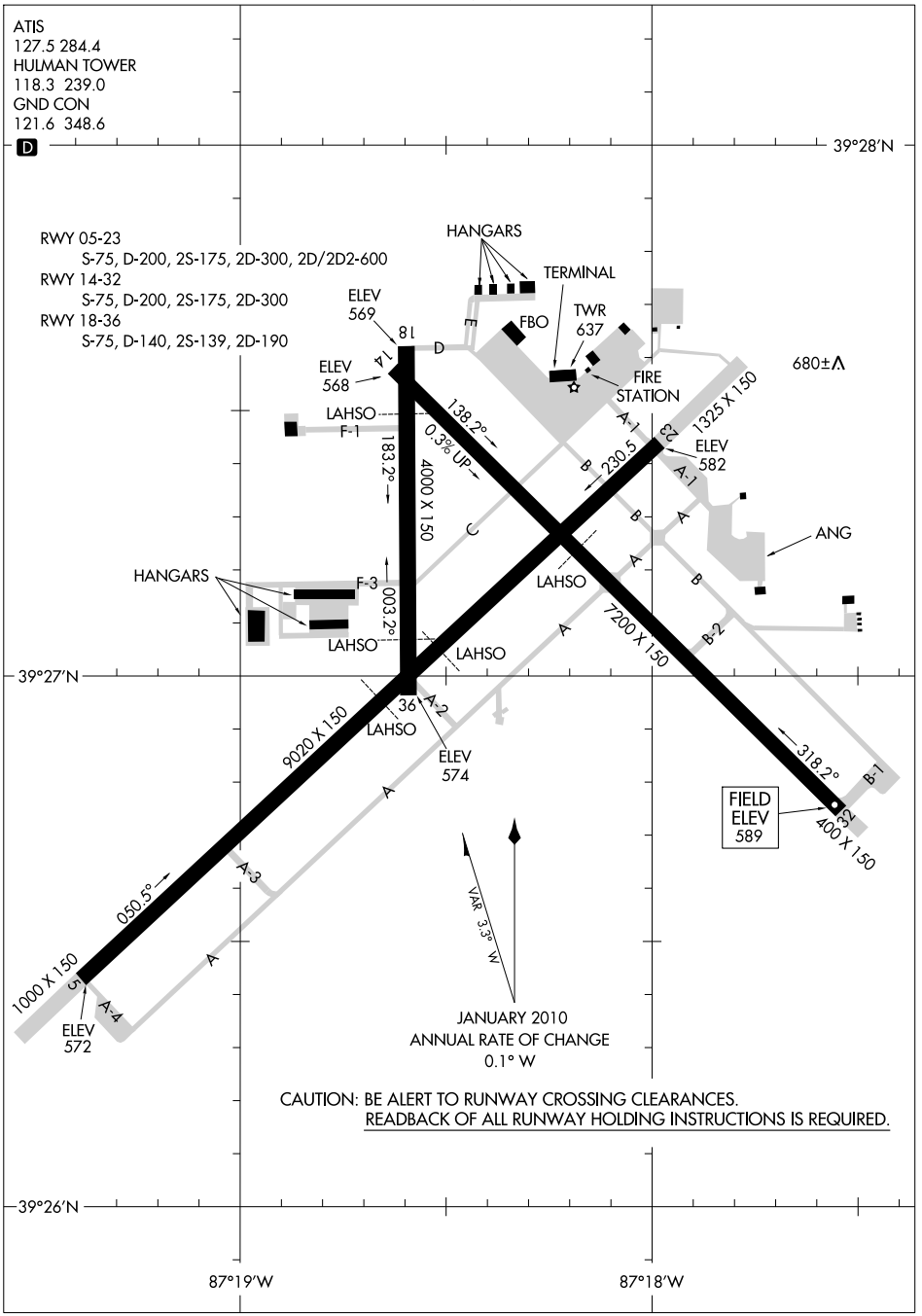
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-608 (FAA)

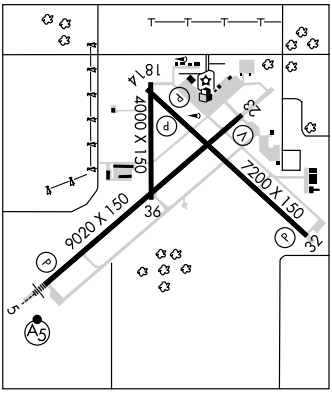
TERRE HAUTE INTL-HULMAN FIELD (HUF)
TERRE HAUTE, INDIANA



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TERRE HAUTE INTL–HULMAN FLD (HUF) 5 E UTC–5(–4DT) N39°27.09′ W87°18.46′ **ST. LOUIS**
589 B S4 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE HUF **H–5E, L–27D**
RWY 05–23: H9020X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–300, 2D/2D2–600 HIRL **IAP, AD**
RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 39′. Stack.
RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 31′. Tree.
RWY 14–32: H7200X150 (ASPH–CONC–GRVD) S–75, D–200, 2S–175, 2D–300 HIRL 0.3% up SE
RWY 14: REIL. PAPI(P4L)—GA 2.75° TCH 55′. Tree.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 18–36: H4000X150 (ASPH–CONC) S–75, D–140, 2S–139, 2D–190 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 54′. Trees.
RWY 36: REIL. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	18–36	4650
RWY 18	05–23	3300
RWY 23	18–36	3450
RWY 32	05–23	4237
RWY 36	14–32	3200

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–9020	TODA–9020	ASDA–9020	LDA–9020
RWY 14:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 18:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 23:	TORA–9020	TODA–9020	ASDA–9020	LDA–9020
RWY 32:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 36:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000

AIRPORT REMARKS: Attended continuously. Fuel J8 (Contract fuel avbl Sun–Sat 1100–0300Z‡ call 812–877–7600). Acft svc avbl 0300Z‡ and 1100Z‡ subject to after hours callout fee. Deer and birds on and invof arpt. Class IV, ARFF index A. ARFF Index B avbl on req with PPR, ctc airport manager 812–877–2252. Rwy 18–36 remains CLOSED to air carrier ops with more than 30 passenger seats. Rwy 05–23 1000′ paved blast pad SW end and 1325′ paved blast pad NE end; Rwy 32 400′ by 150′ blast pad; not avbl for ASDA. Rwy 18 and 14 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Ldg fee for civilian acft over 10,000 lbs. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS 127.5 (812) 877–9136. **HIWAS** 115.3 TTH.
COMMUNICATIONS: ATIS 127.5 **UNICOM** 122.95
TERRE HAUTE RCO 122.65 (TERRE HAUTE RADIO)
Ⓡ **APP/DEP CON** 125.45 119.8 (1100–0300Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 132.2 (0300–1100Z‡)
TOWER 118.3 **GND CON** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34′ W87°14.94′ 228° 3.5 NM to fld. 606/2E. **HIWAS**
YINNO NDB (MHW/LOM) 245 HU N39°23.27′ W87°23.86′ 050° 5.7 NM to fld. Umonitored when twr clsd.
ILS 109.7 I–HUF Rwy 05. Class IE. LOM YINNO NDB. LOM unmonitored when twr clsd. LOC BC unusable inbound 1.3 NM from thld to thld.
ASR

TRI–STATE STEUBEN CO (See ANGOLA)

UNION MILLS

FLYING U RANCH (4C1) 3 SW UTC–6(–5DT) N41°27.24′ W86°47.53′ **CHICAGO**
740 **FUEL** 100LL NOTAM FILE HUF
RWY 18–36: 2745X100 (TURF)
RWY 18: Thld dsplcd 400′. Crops. **RWY 36:** Thld dsplcd 470′. Bldg.
AIRPORT REMARKS: Attended dalgt hrs. Deer and birds on and invof arpt. Rwy 18–36 edges marked with tires painted white, dspld thlds marked with red highway cones and white boards. Unicom not regularly monitored.
COMMUNICATIONS: CTAF/UNICOM 122.8

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	049°	TDZE	573
		Apt Elev	589

ILS or LOC RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

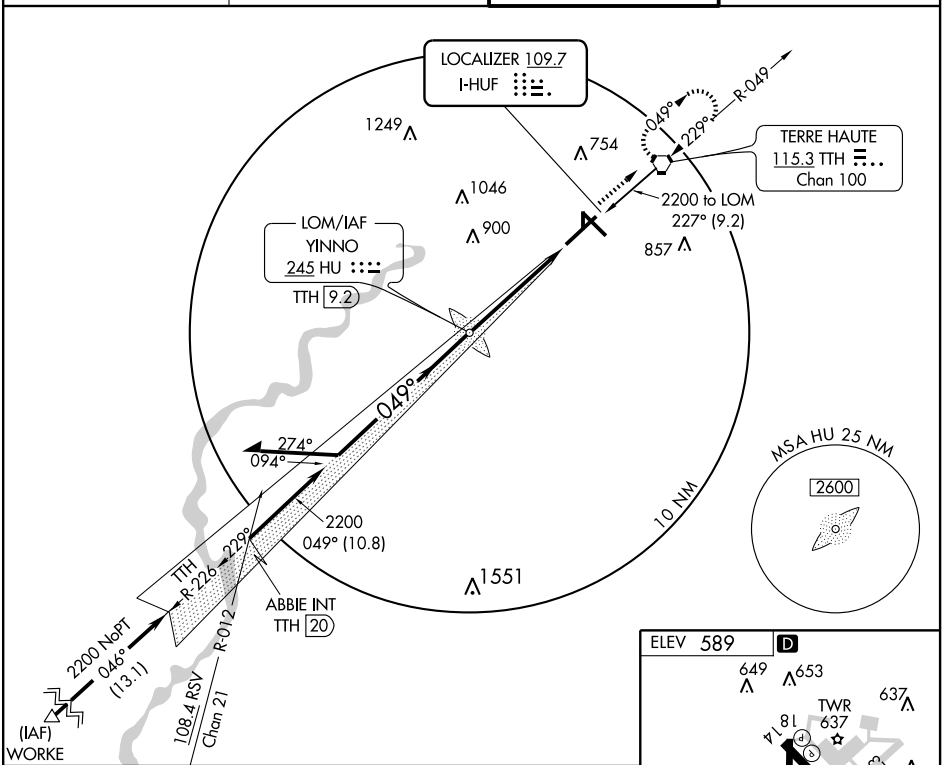
ASR

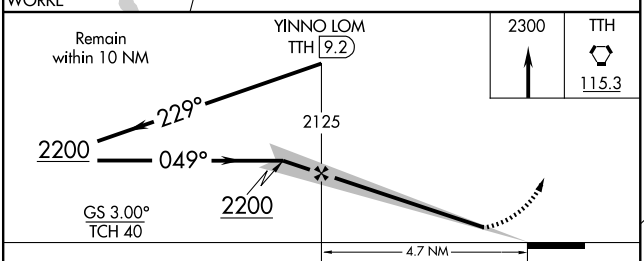
When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA/MDA 80 feet and S-LOC 5 Cats. C/D visibilities ¼ mile. For inoperative MALSR, when using Paris, IL altimeter setting increase S-ILS 5 all Cats. visibilities ½ mile.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

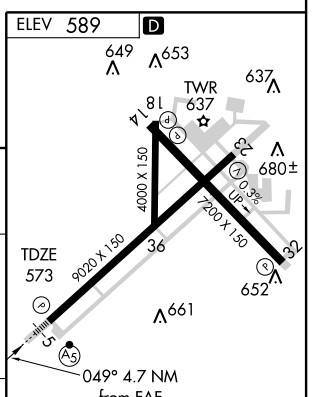
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON *	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-ILS 5	*773/24 200 (200-½)		*803/24 230 (300-½)	
S-LOC 5	920/24 347 (400-½)			920/40 347 (400-¾)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	229°	TDZE	583
		Apt Elev	589

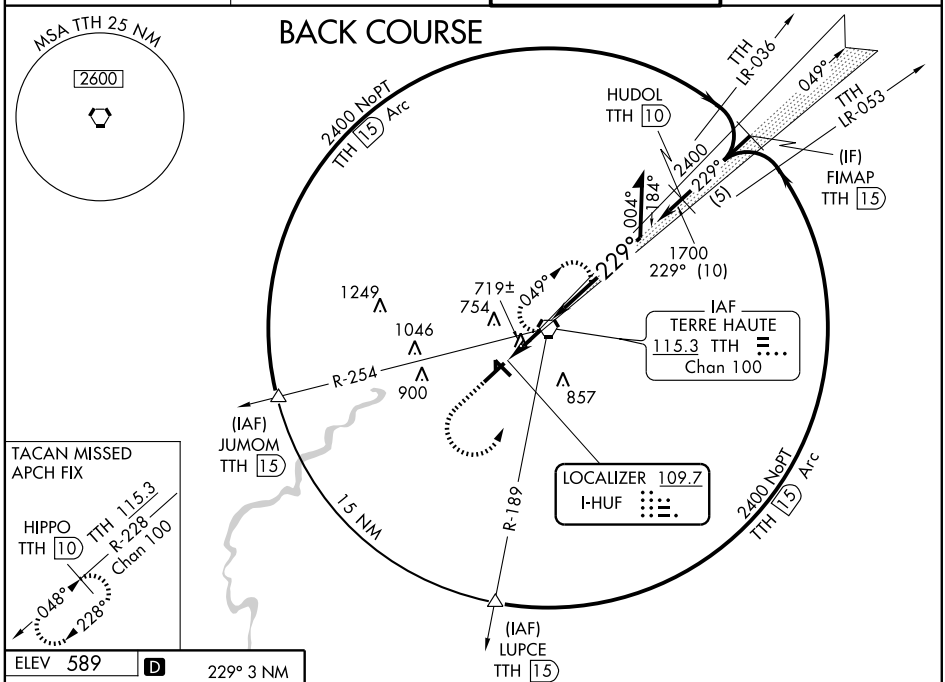
LOC BC RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and increase S-23 Cat C and D visibility ¼ mile.
ASR Circling NA for Cat E NW of Rwy 5-23.

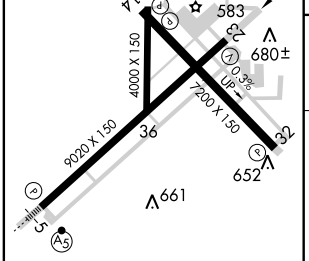
MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct TTH VORTAC and hold. (TACAN Aircraft climb to 2600 via TTH VORTAC R-228 to HIPPO/TTH 10 DME and hold.)

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6



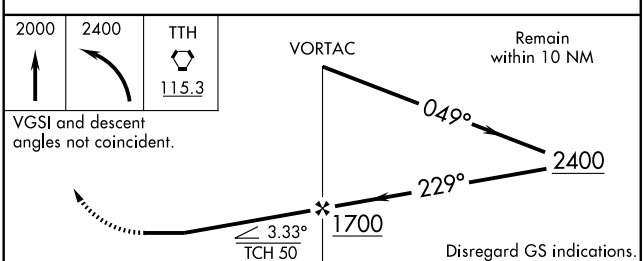
PROCEDURE TURN NA FOR CAT E, DME or RADAR REQUIRED.

1600



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D	E
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)	980-1½ 397 (400-1½)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	1220-2¼ 631 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9020
CH 82109	049°	TDZE	573
W05A		Apt Elev	589

RNAV (GPS) RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

ASR

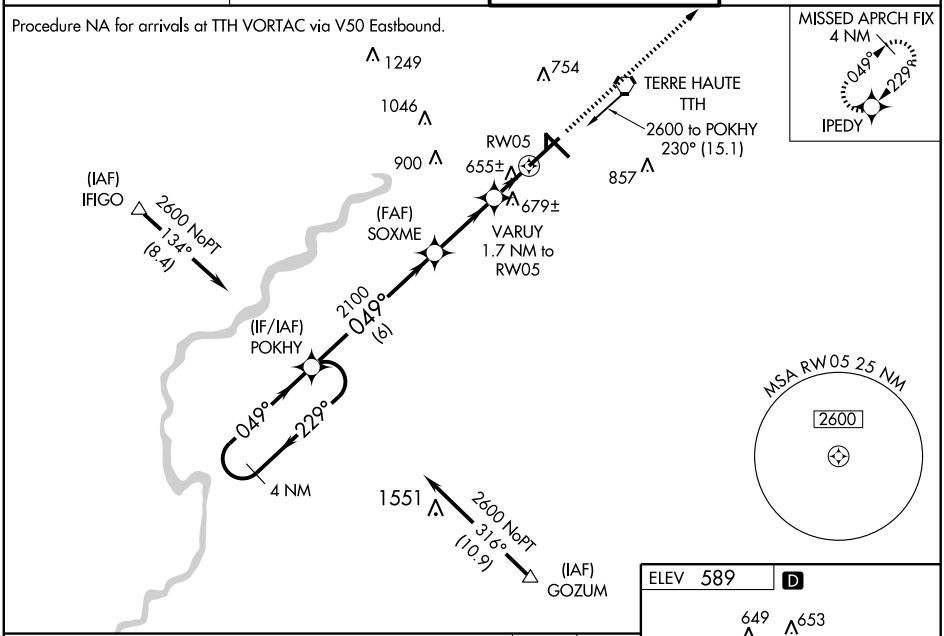
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 ft., LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 80 ft. and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, when using Paris altimeter setting, increase LPV all Cats visibility to RVR 6000.

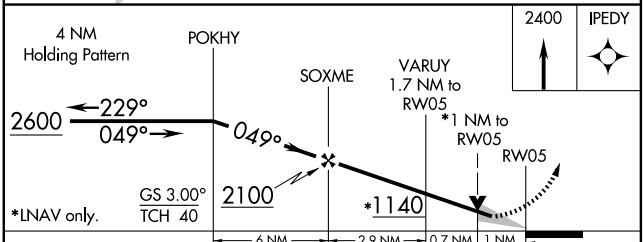
MALSR

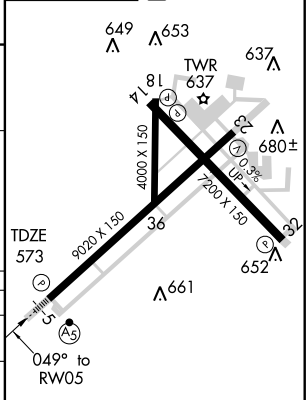
MISSED APPROACH: Climb to 2400 direct IPEDY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

Procedure NA for arrivals at TTH VORTAC via V50 Eastbound.







CATEGORY	A	B	C	D
LPV DA	875/24 302 (300-½)			
LNAV/VNAV DA	924/40 351 (400-¾)			
LNAV MDA	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7200
137°	TDZE	578
	Apt Elev	589

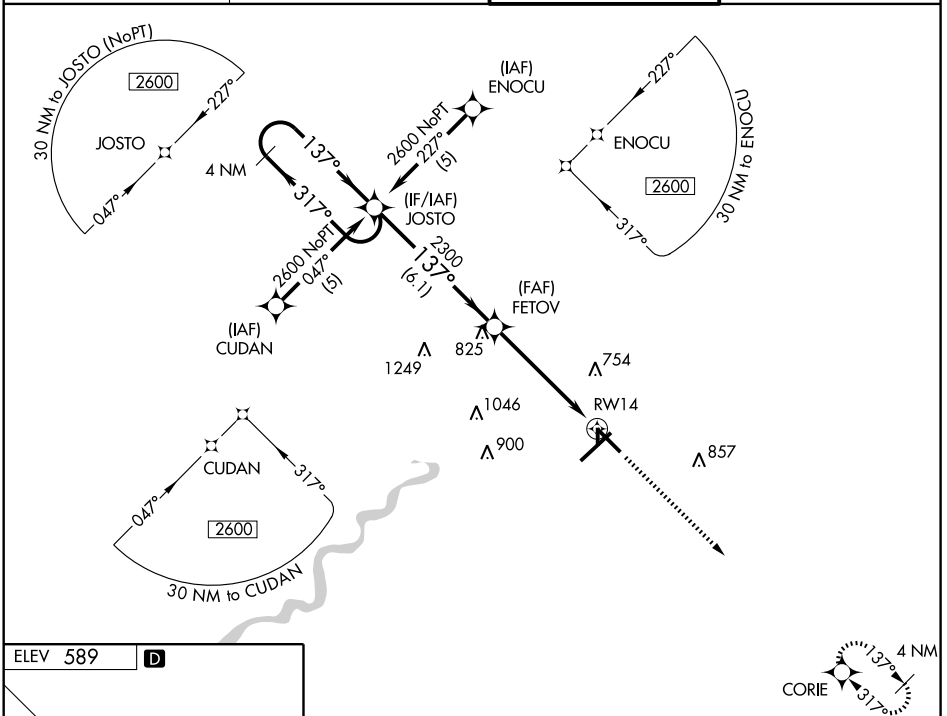
RNAV (GPS) RWY 14

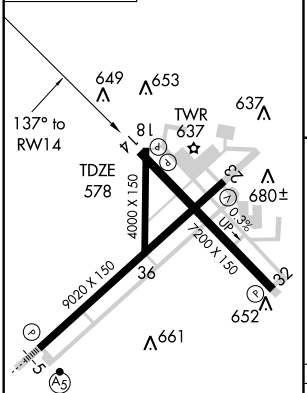
TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile.
DME/DME RNP-0.3 NA.
ASR VDP NA with Paris, IL altimeter setting.

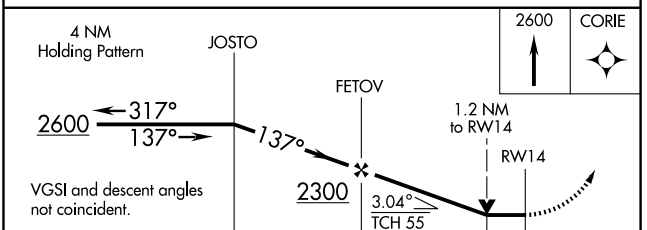
MISSED APPROACH: Climb to 2600 direct CORIE and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





1549 1549



CATEGORY	A	B	C	D
LNAV MDA	980-1 402 (400-1)		980-1¼ 402 (400-1¼)	
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9020
229°	TDZE	583
	Apt Elev	589

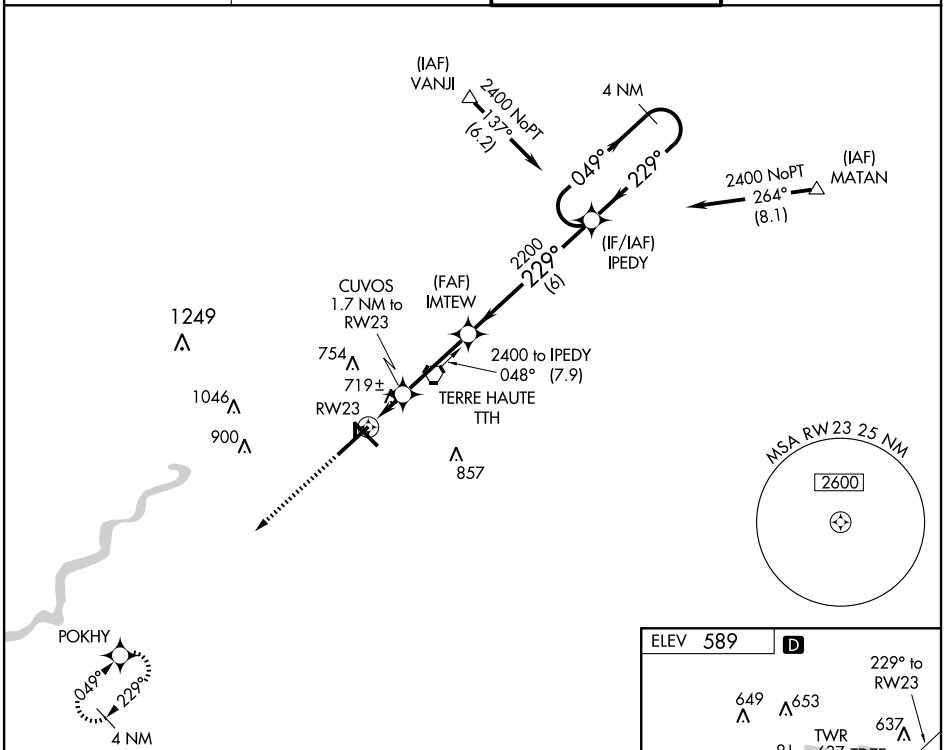
RNAV (GPS) RWY 23

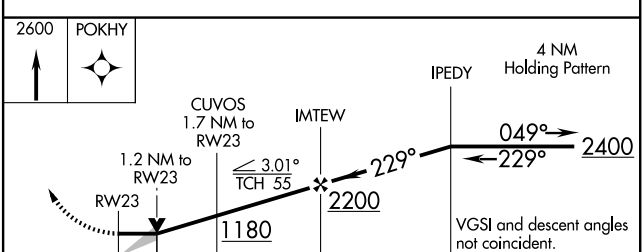
TERRE HAUTE INTL-HULMAN FIELD (HUF)

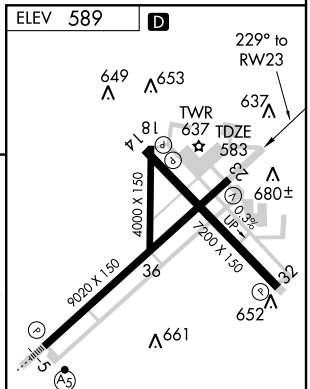
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and LNAV visibility Cats C and D ¼ mile.
VDP NA when using Paris altimeter setting.
ASR

MISSED APPROACH: Climb to 2600 direct POKHY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
LNAV MDA	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7200
317°	TDZE	589
	Apt Elev	589

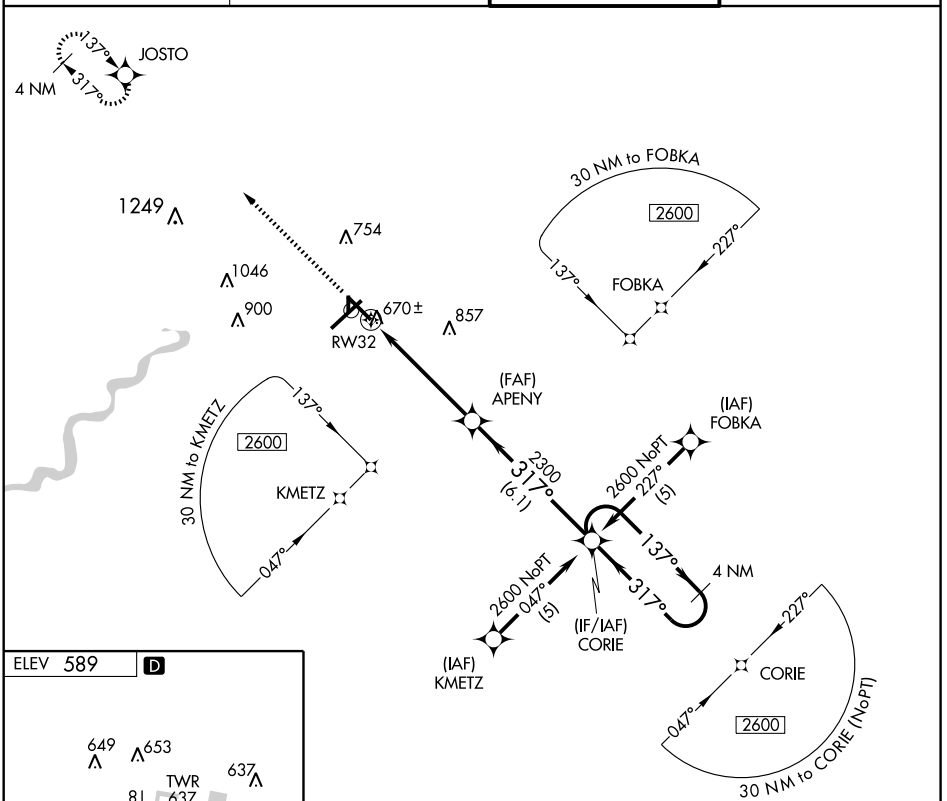
RNAV (GPS) RWY 32

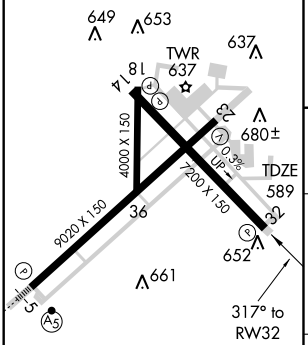
TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

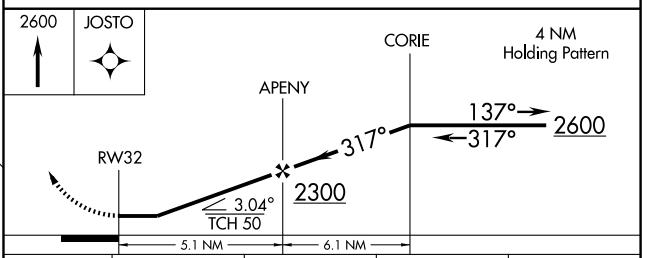
MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	920-1 331 (400-1)			
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	048°	TDZE	573
Chan 100		Apt Elev	589

VOR/DME RWY 5

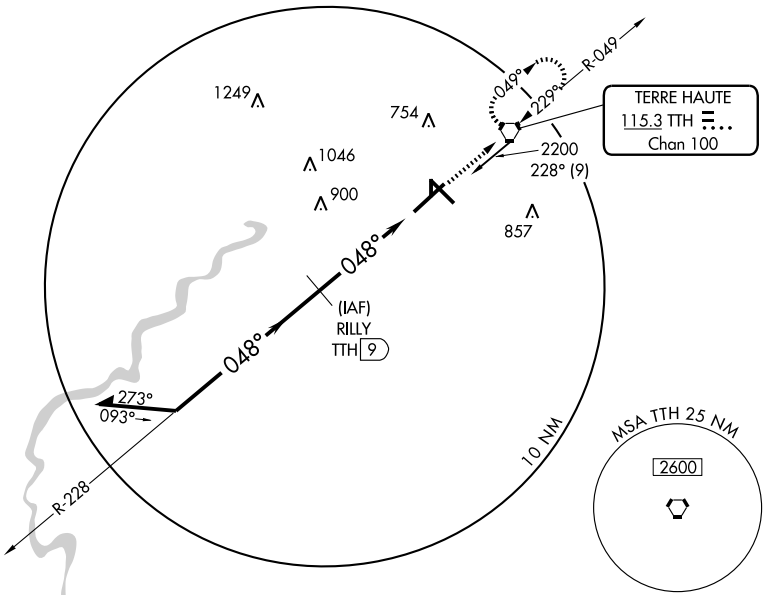
TERRE HAUTE INTL-HULMAN FIELD (HUF)

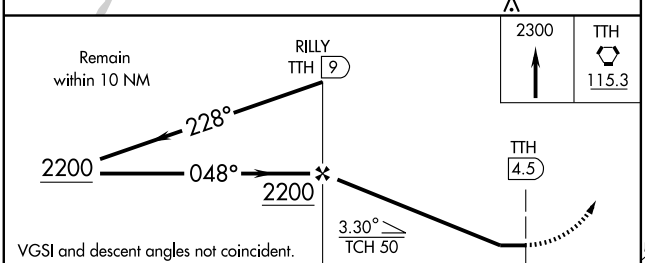
ASR: For inoperative MALSR, increase S-5 Cat D visibilty to RVR 6000. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase S-5 Cat C visibility ¼ mile.

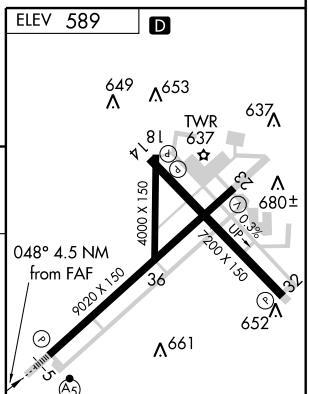
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-5	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	229°	TDZE	583
Chan 100		Apt Elev	589

VOR RWY 23

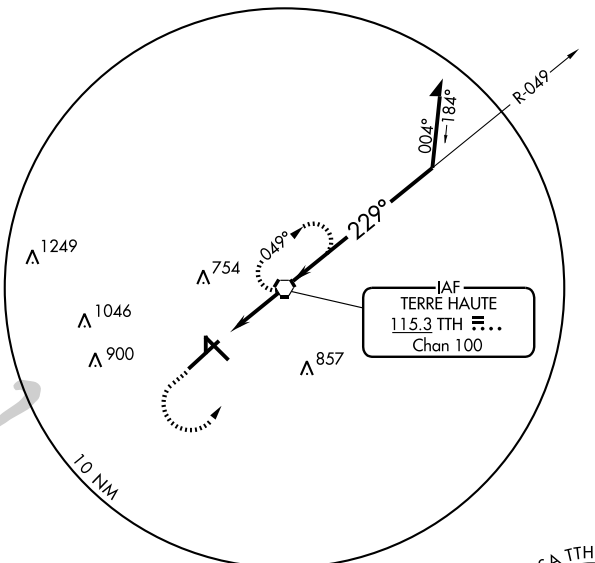
TERRE HAUTE INTL-HULMAN FIELD (HUF)

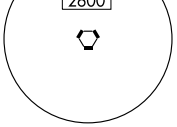
ASR

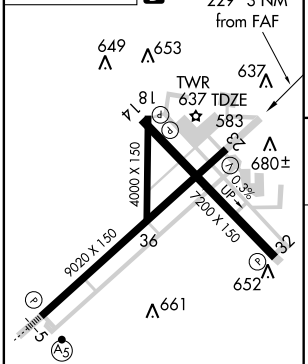
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats. C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

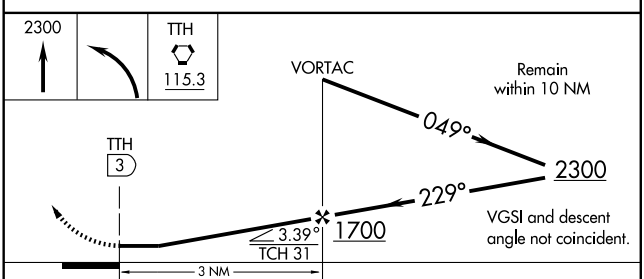






MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



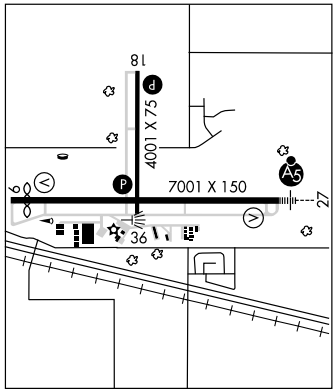
CATEGORY	A	B	C	D
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VALPARAISO

PORTER CO MUNI (VPZ) 1SE UTC−6(−5DT) N41°27.24′ W87°00.43′ — CHICAGO
770 B S4 **FUEL** 100LL, JET A TPA—1770(1000) Class IV, ARFF Index A — H–5E, 10F, L–28I
NOTAM FILE VPZ — IAP

RWY 09–27: H7001X150 (ASPH–GRVD) D–250, 2S–175, 2D–375 HIRL
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 500′. Trees.
RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 51′.
RWY 18–36: H4001X75 (ASPH–GRVD) S–30, D–45 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–7000 TODA–7000 ASDA–7000 LDA–6500
RWY 27: TORA–6500 TODA–6500 ASDA–6500 LDA–6500



AIRPORT REMARKS: Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1300–0100Z‡. Birds and deer on and invof arpt. CLOSED to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 seats, 90–day PPR, call arpt manager 219–462–6508. HIRL Rwy 09–27 and MIRL Rwy 18–36 preset on low ints dusk–0500Z‡; to increase ints after 0500Z‡ and ACTIVATE MALSR Rwy 27; REIL Rwy 09; PAPI and REIL Rwy 18 and Rwy 36 —CTAF. VASI Rwy 09 and Rwy 27 ops 24 hours. Rwys 09–27 and 18–36 parallel twy have green centerline reflectors.
WEATHER DATA SOURCES: ASOS 125.875 (219) 531–1770.
COMMUNICATIONS: CTAF/UNICOM 122.725
CROWNPOINT RCO 123.65 (TERRE HAUTE RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 135.9
SOUTH BEND CLNC DEL 120.525
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 296° 18 NM to fld. 690/00E.
SEDLY NDB (MHW/LOM) 212 VP N41°27.07′ W86°52.65′ 274° 5.8 NM to fld. Unmonitored.
ILS 109.7 I–VPZ Rwy 27 Class IE. LOM SEDLY NDB.

VEVAY

ROBINSON (8I1) 7 SW UTC−5(−4DT) N38°41.67′ W85°11.90′ — ST. LOUIS
484 TPA—1284(800) NOTAM FILE HUF
RWY 09–27: 1670X50 (TURF)
RWY 09: Thld dsplcd 150′. Road. **RWY 27:** Trees
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 rough and rolling turf. Rwy 09–27 thlds marked with white tires; boundary marked with white tires and yellow oil jugs.
COMMUNICATIONS: CTAF 122.9

VICCI N38°07.60′ W87°26.44′. NOTAM FILE EVV. — ST LOUIS
NDB (LOM) 219 EV 219° 6.8 NM to Evansville Dress Rgnl.

VIDEO N40°04.17′ W85°30.64′. NOTAM FILE AID. — CHICAGO
NDB (MHW/LOM) 371 AI 299° 5.3 NM to Anderson Muni–Darlington Fld. — L–27E
Unmonitored when Anderson Twr clsd.

VINCENNES N38°41.45′ W87°33.35′. NOTAM FILE STL. — ST. LOUIS
NDB (MHW) 251 OEA 332° 5.0 NM to Lawrenceville–Vincennes Intl. Unmonitored. — L–27D

VIRGIL I. GRISSOM MUNI (See BEDFORD)

LOC I-VPZ	APP CRS	Rwy Idg	6500
109.7	272°	TDZE	770
		Apt Elev	771

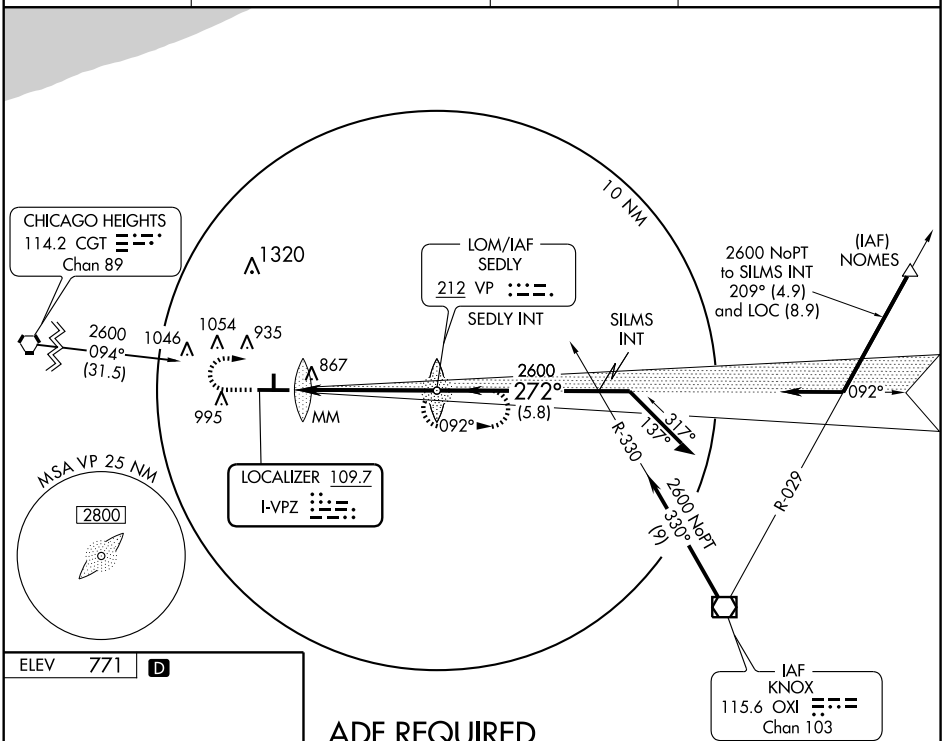
ILS RWY 27

VALPARAISO / PORTER COUNTY MUNI (VPZ)

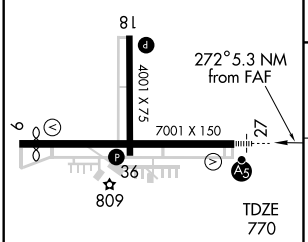
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn ot 2600 direct SEDLY LOM and hold.

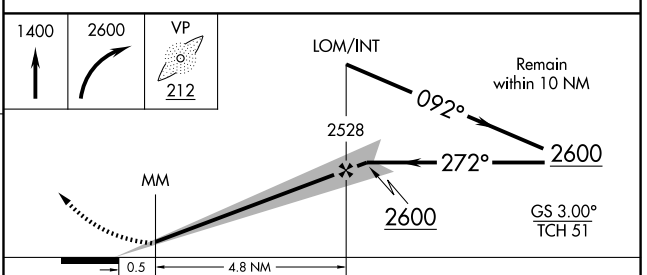
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



ELEV 771 D



ADF REQUIRED



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)			1120-¾ 350 (400-¾)
CIRCLING	1260-1 489 (500-1)	1300-1 529 (600-1)	1300-1½ 529 (600-1½)	1360-2 589 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42606 W09A	APP CRS 092°	Rwy Idg 6500 TDZE 769 Apt Elev 770

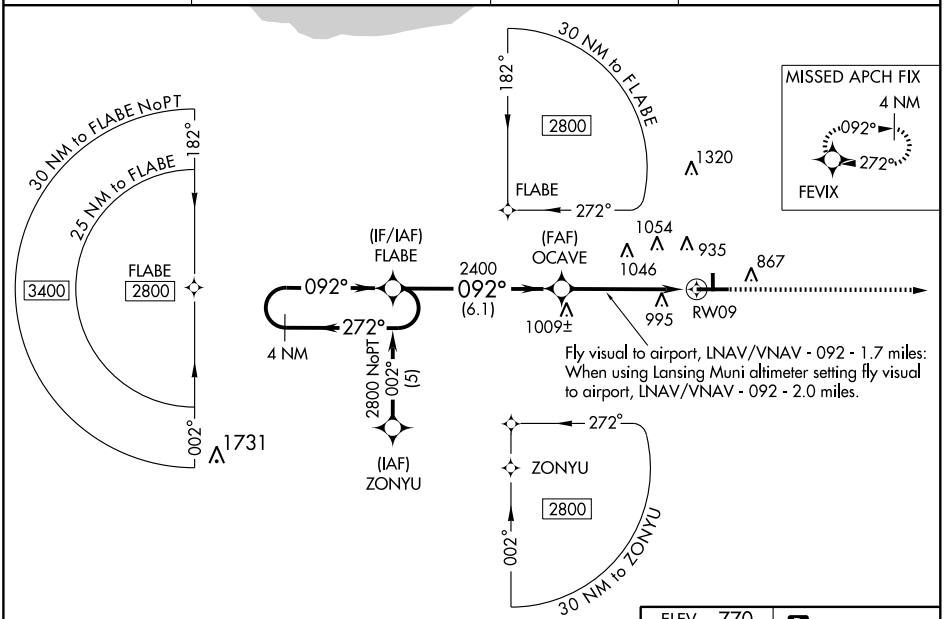
RNAV (GPS) RWY 9

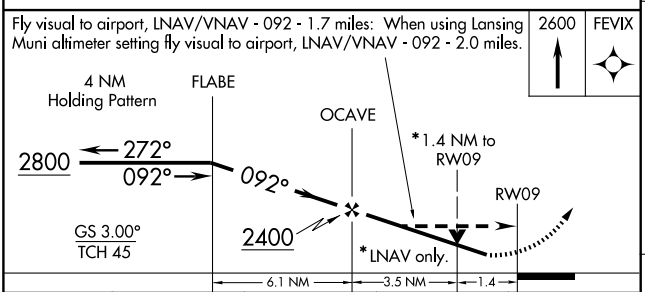
VALPARAISO / PORTER COUNTY MUNI (VPZ)

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

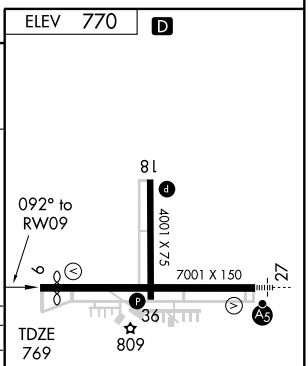
MISSED APPROACH: Climb to 2600 direct FEVIX and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1038-1		269 (300-1)	
LNAV/VNAV DA	1369-2		600 (600-2)	
LNAV MDA	1260-1 491 (500-1)		1260-1¼ 491 (500-1¼)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82406 W18A	APP CRS 182°	Rwy Idg 4001 / TDZE 770 / Apt Elev 770

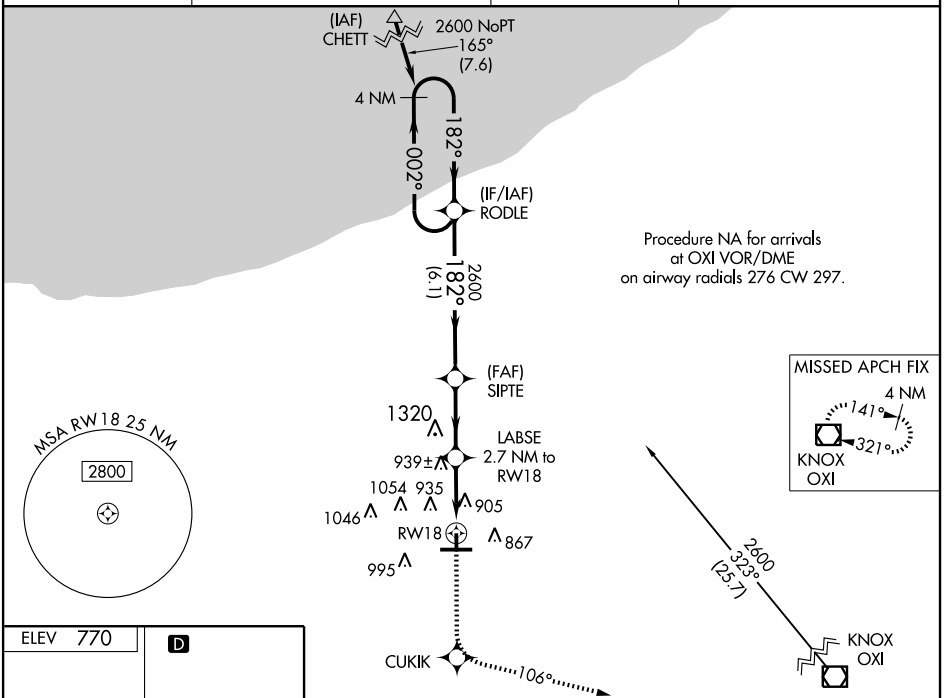
RNAV (GPS) RWY 18

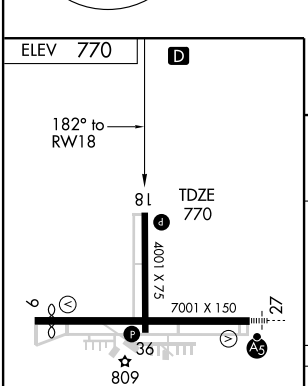
VALPARAISO / PORTER COUNTY MUNI (VPZ)

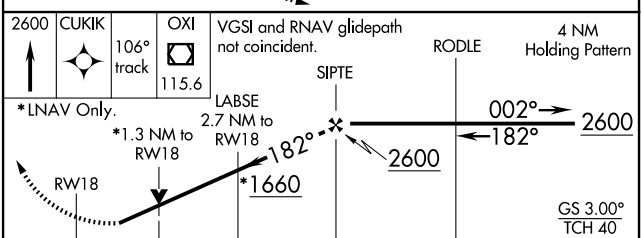
When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct CUKIK and via 106° track to OXI VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1120-1¼ 350 (400-1¼)		NA	NA
LNAV/VNAV DA	1233-1¾ 463 (500-1¾)		NA	NA
LVAV MDA	1200-1 430 (500-1)		NA	NA
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA	NA

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86806 W27A	APP CRS 272°	Rwy Idg 6500 TDZE 770 Apt Elev 770

RNAV (GPS) RWY 27

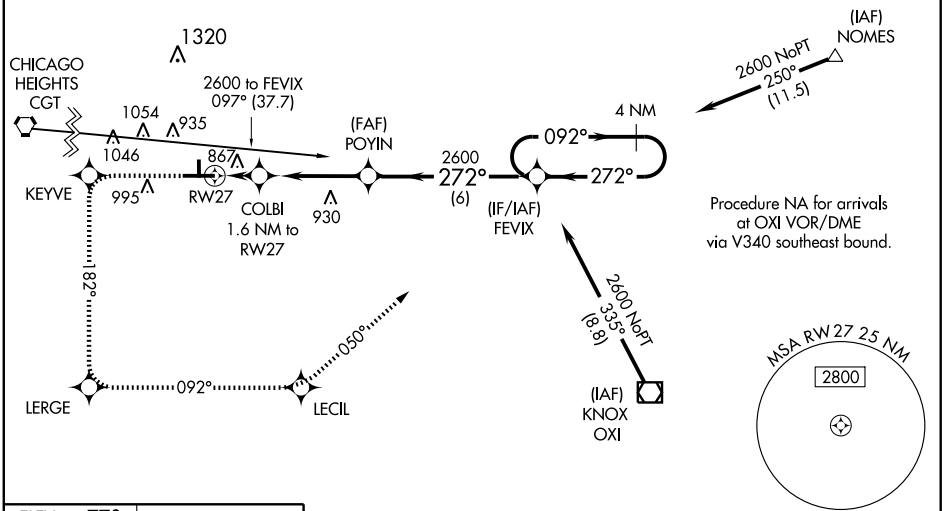
VALPARAISO / PORTER COUNTY MUNI (VPZ)

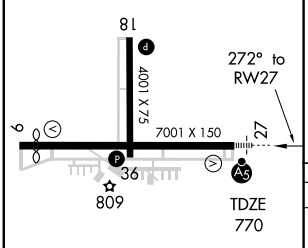
When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats, and circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR

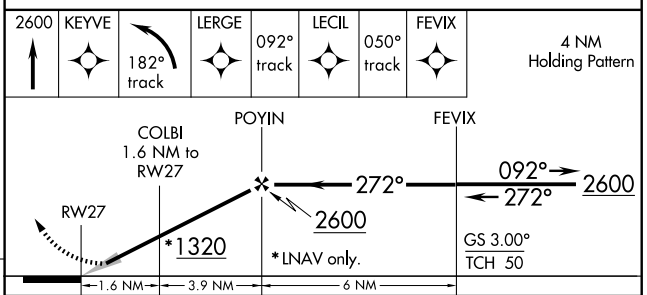
MISSED APPROACH: Climb to 2600 direct KEYVE and left turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L





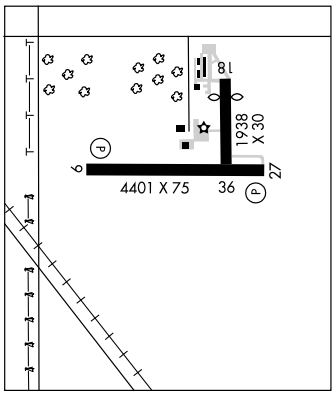
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1020-½		250 (300 -½)	
LNAV/VNAV DA	1201-1		431 (500 -1)	
LNAV MDA	1180-½ 410 (500 -½)		1180-¾ 410 (500-¾)	1180-1 410 (500-1)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

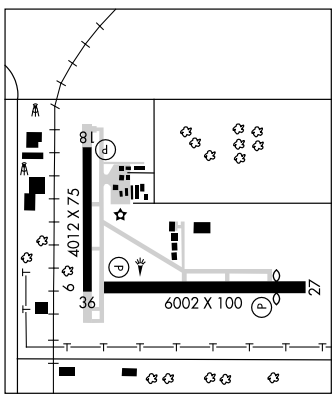
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WABASH MUNI (IWH) 3 SE UTC−5(−4DT) N40°45.72′ W85°47.93′ CHICAGO
796 B S8 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H4401X75 (ASPH) S–27 MIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Trees.
RWY 18–36: H1938X30 (ASPH) S–27 LIRL (NSTD)
RWY 18: Thld dsplcd 402′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel available with credit card after hours. Ultralights fly rgt tfc pattern Rwy 09. Rwy 09–27 preset low ints, ACTIVATE higher ints and REIL Rwys 09 and 27—CTAF. Rwy 18–36 NSTD LIRL; lgts 110′ each side of rwy centerline.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 068° 17.6 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



WALKER/ROWE WATERLOO (See WATERLOO)

WARSAW MUNI (ASW) 2 N UTC−5(−4DT) N41°16.48′ W85°50.40′ CHICAGO
850 B S4 **FUEL** 100LL, JET A NOTAM FILE ASW H–5E, 10F, L–28I
RWY 09–27: H6002X100 (ASPH–GRVD) S–46, D–60 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Pole.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 901′. Tower.
RWY 18–36: H4012X75 (ASPH) S–15 MIRL
RWY 18: PAPI(P2L)—GA 3.5° TCH 41′. Road.
RWY 36: Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5100 TODA–5100 ASDA–5100 LDA–5100
RWY 27: TORA–6000 TODA–6000 ASDA–6000 LDA–5100
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡ and Sat–Sun 1300–2300Z‡. After hrs svc available 574–267–3689. Deer and birds on and invof arpt. HIRL Rwy 09–27 preset on low ints to increase ints and ACTIVATE MIRL Rwy 18–36, REIL Rwy 09 and Rwy 27—CTAF. PAPI Rwy 18, Rwy 09 and Rwy 27 opr continuously.
WEATHER DATA SOURCES: AWOS–3 121.125 (574) 269–7035
COMMUNICATIONS: CTAF/UNICOM 122.7
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 **CLNC DEL** 134.05
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 150° 17.3 NM to fld. 852/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 279° 15.6 NM to fld. NOTAM FILE HUF.
ILS/DME 111.55 I–ASW Chan 52Y Rwy 27.



RNAV (GPS) RWY 9

WABASH MUNI (IWH)

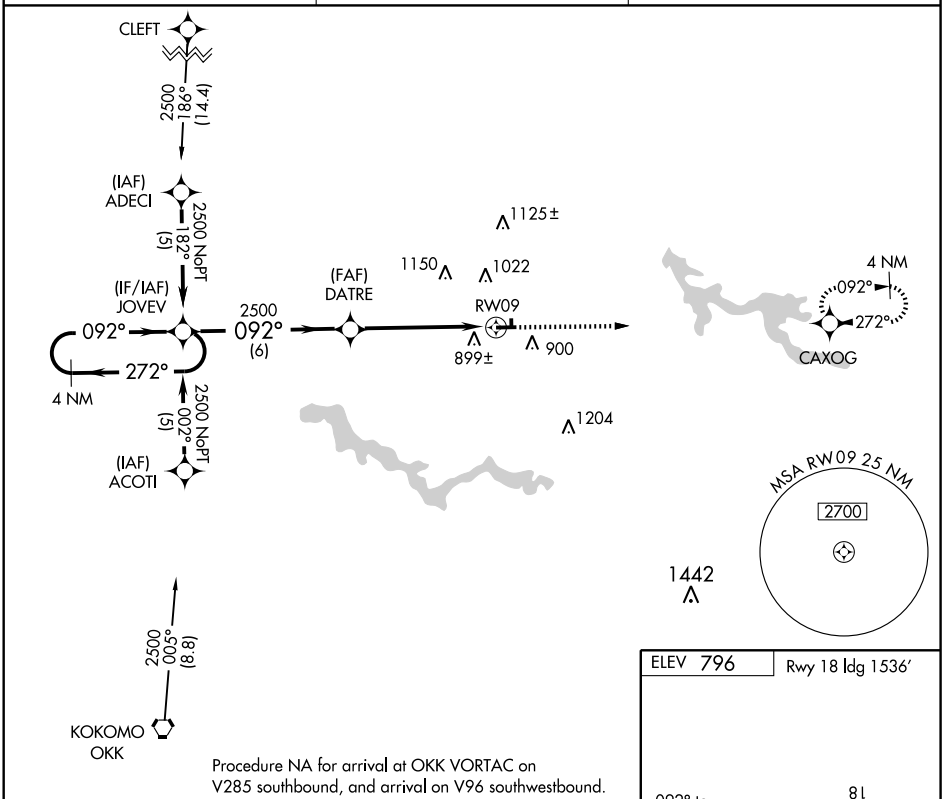
APP CRS	Rwy Idg	4401
092°	TDZE	796
	Apt Elev	796

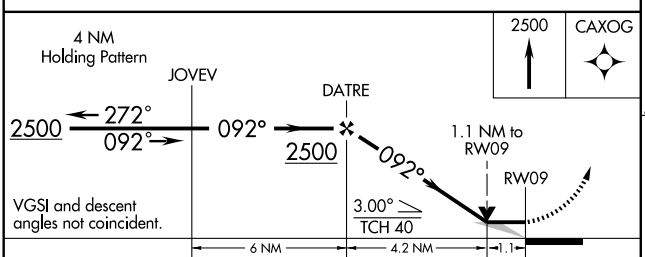
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

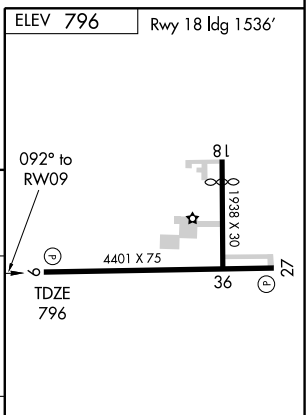
MISSED APPROACH: Climb to 2500 direct CAXOG WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 364 (400-1)			NA
CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA



LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

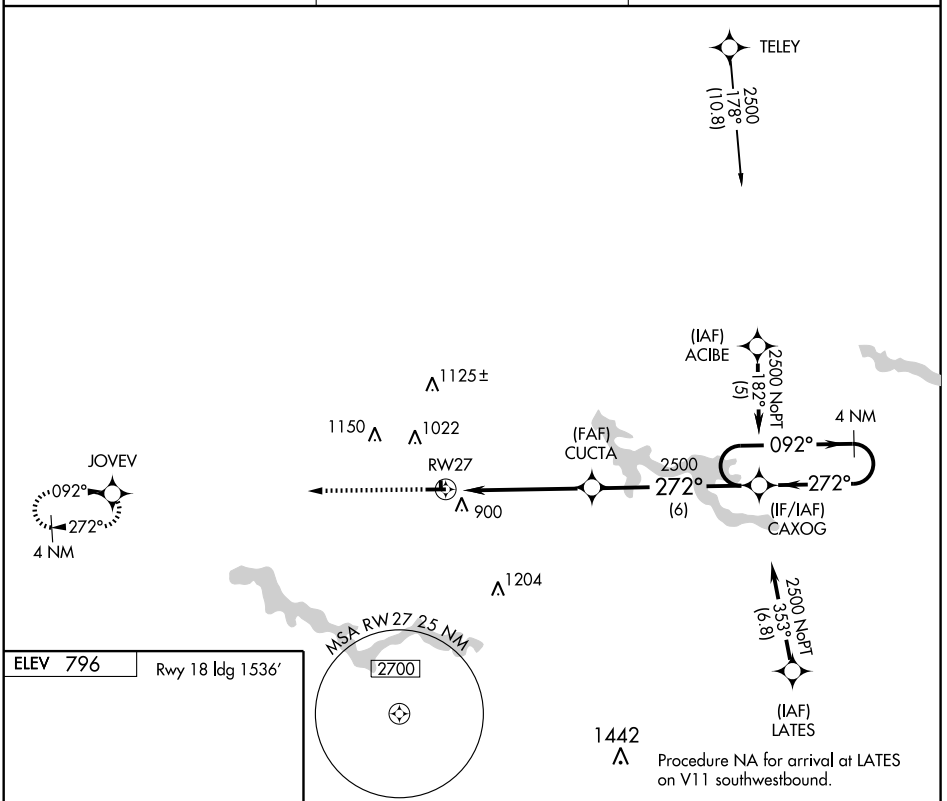
WABASH MUNI (IWH)

APP CRS	Rwy Idg	4401
272°	TDZE	796
	Apt Elev	796

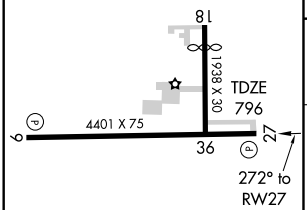
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

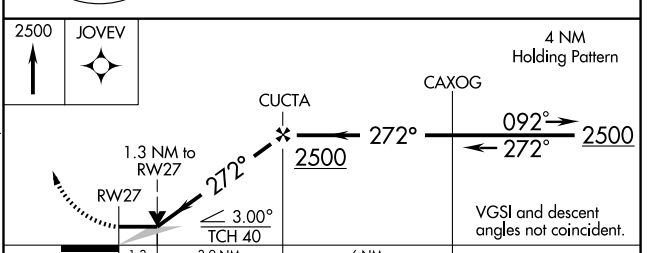
MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON*	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L



ELEV 796 — Rwy 18 ldg 1536'





CATEGORY	A	B	C	D
LNAV MDA	1240-1 444 (500-1)		1240-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1 444 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

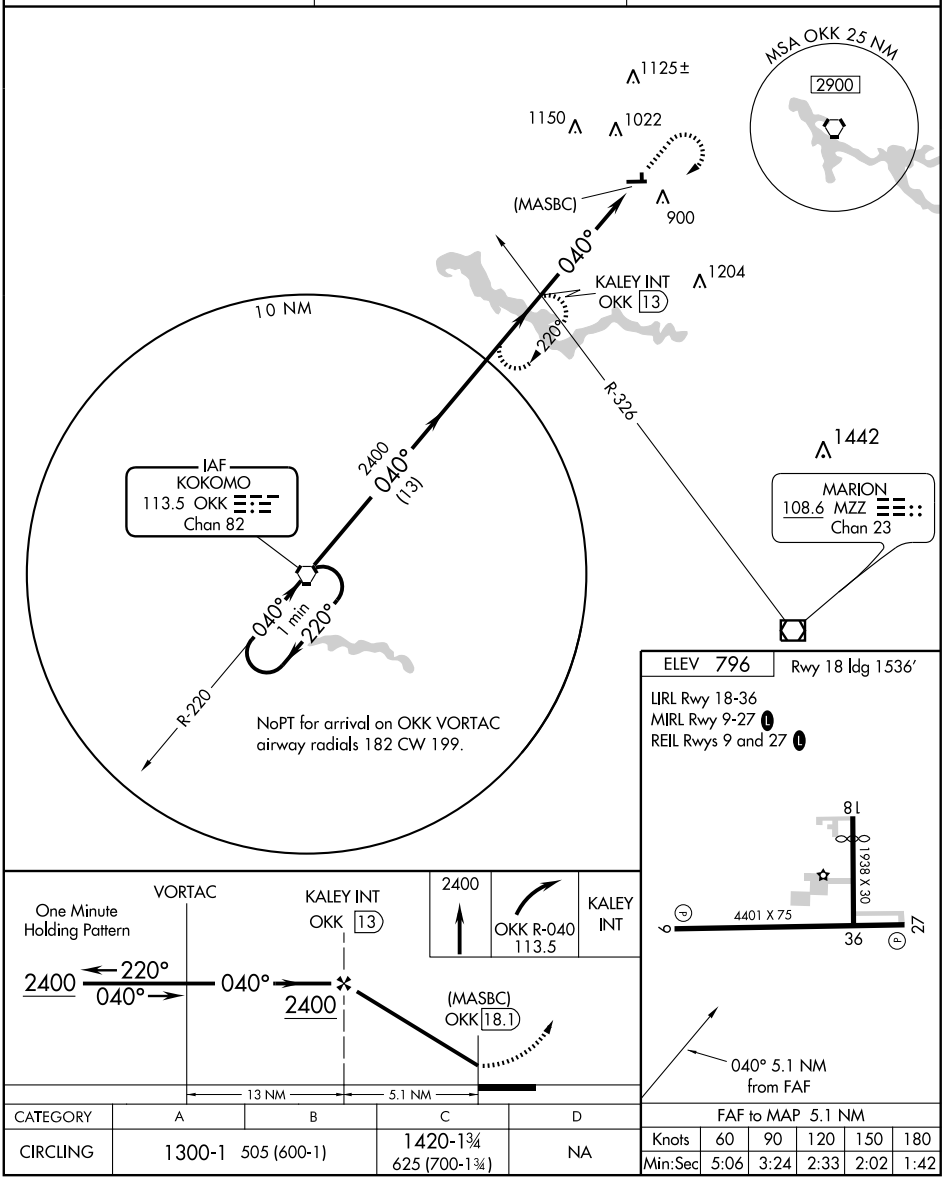
VORTAC OKK 113.5 Chan 82	APP CRS 040°	Rwy Idg N/A TDZE N/A Apt Elev 796

VOR or GPS-A
WABASH MUNI (IWH)

NA — Use Kokomo altimeter setting; if not received, use Fort Wayne altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2400 then right turn via OKK R-040 to KALEY and hold.

KOKOMO AWOS-3	GRISSOM APP CON ★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L

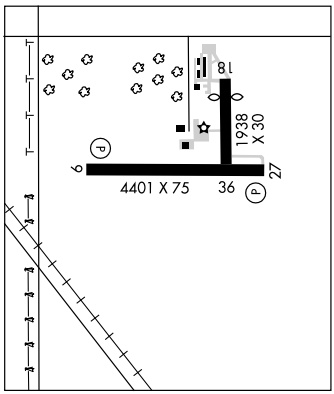


CATEGORY	A	B	C	D
CIRCLING	1300-1 505 (600-1)		1420-1¾ 625 (700-1¾)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

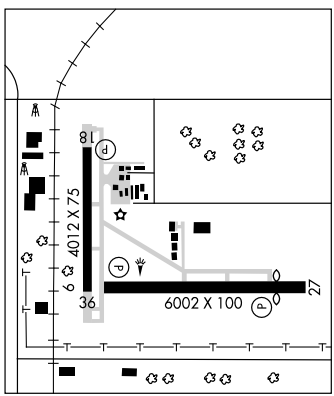
EC-2, 21 OCT 2010 to 18 NOV 2010

WABASH MUNI (IWH) 3 SE UTC−5(−4DT) N40°45.72′ W85°47.93′ CHICAGO
796 B S8 **FUEL** 100LL, JET A NOTAM FILE HUF L–27D
RWY 09–27: H4401X75 (ASPH) S–27 MIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Trees.
RWY 18–36: H1938X30 (ASPH) S–27 LIRL (NSTD)
RWY 18: Thld dsplcd 402′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel available with credit card after hours. Ultralights fly rgt tfc pattern Rwy 09. Rwy 09–27 preset low ints, ACTIVATE higher ints and REIL Rwys 09 and 27—CTAF. Rwy 18–36 NSTD LIRL; lgts 110′ each side of rwy centerline.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRISSOM APP/DEP CON** 121.05 (1200–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 121.05 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GUS.
GRISSOM (T) VORTACW 108.45 GUS Chan 21(Y) N40°38.69′ W86°09.10′ 068° 17.6 NM to fld. 810/2W. VORTAC unmonitored 0400–1200Z‡.



WALKER/ROWE WATERLOO (See WATERLOO)

WARSAW MUNI (ASW) 2 N UTC−5(−4DT) N41°16.48′ W85°50.40′ CHICAGO
850 B S4 **FUEL** 100LL, JET A NOTAM FILE ASW H–5E, 10F, L–28I
RWY 09–27: H6002X100 (ASPH–GRVD) S–46, D–60 HIRL IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Pole.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 901′. Tower.
RWY 18–36: H4012X75 (ASPH) S–15 MIRL
RWY 18: PAPI(P2L)—GA 3.5° TCH 41′. Road.
RWY 36: Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5100 TODA–5100 ASDA–5100 LDA–5100
RWY 27: TORA–6000 TODA–6000 ASDA–6000 LDA–5100
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡ and Sat–Sun 1300–2300Z‡. After hrs svc available 574–267–3689. Deer and birds on and invof arpt. HIRL Rwy 09–27 preset on low ints to increase ints and ACTIVATE MIRL Rwy 18–36, REIL Rwy 09 and Rwy 27—CTAF. PAPI Rwy 18, Rwy 09 and Rwy 27 opr continuously.
WEATHER DATA SOURCES: AWOS–3 121.125 (574) 269–7035
COMMUNICATIONS: CTAF/UNICOM 122.7
GOSHEN RCO 122.1R 113.7T (TERRE HAUTE RADIO)
Ⓡ **FORT WAYNE APP/DEP CON** 127.2 **CLNC DEL** 134.05
RADIO AIDS TO NAVIGATION: NOTAM FILE GSH.
GOSHEN (H) VORTAC 113.7 GSH Chan 84 N41°31.51′ W86°01.68′ 150° 17.3 NM to fld. 852/00E.
WEBSTER LAKE (L) VORW 110.4 OLK N41°14.82′ W85°29.84′ 279° 15.6 NM to fld. NOTAM FILE HUF.
ILS/DME 111.55 I–ASW Chan 52Y Rwy 27.



LOC/DME I-ASW	APP CRS	Rwy Idg	5100
111.55	272°	TDZE	847
Chan 52 (Y)		Apt Elev	850

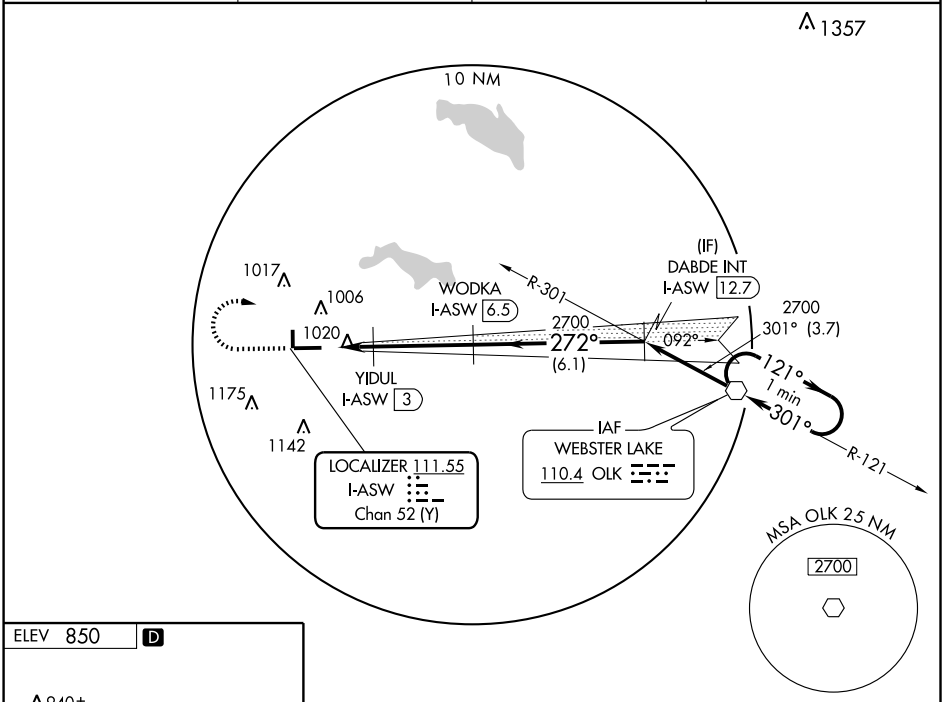
ILS or LOC/DME RWY 27

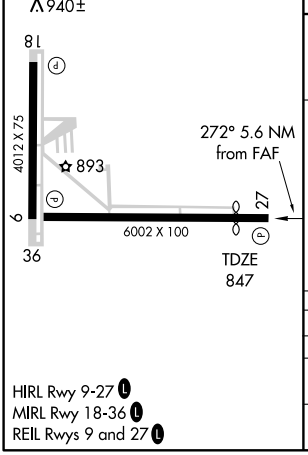
WARSAW MUNI (ASW)

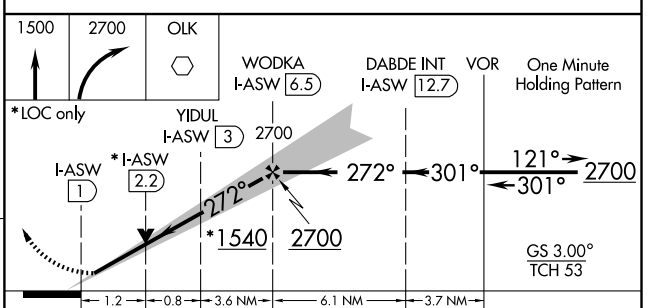
When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet.
Circling to Rwy 36 NA at night. VDP NA with Goshen altimeter setting.
When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1047-¾ 200 (200-¾)			
S-LOC 27	1280-1 433 (500-1)		1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)
CIRCLING	1320-1 470 (500-1)		1320-1½ 470 (500-1½)	1400-2 550 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

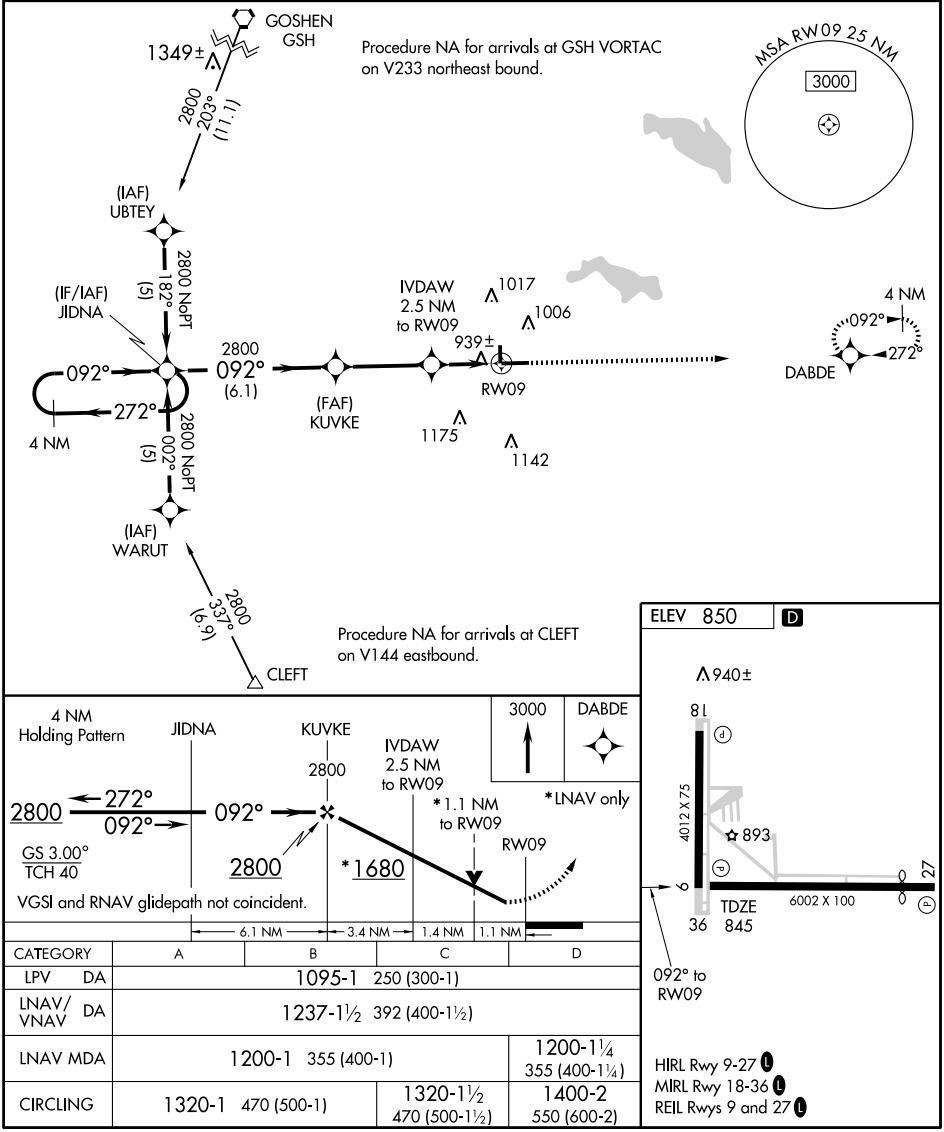
WAAS	APP CRS	Rwy Idg	5100
CH 97719	092°	TDZE	845
W09A		Apt Elev	850

RNAV (GPS) RWY 9
WARSAW MUNI (ASW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling to Rwy 36 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct DABDE and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1095-1 250 (300-1)			
LNAV/VNAV DA	1237-1½ 392 (400-1½)			
LNAV MDA	1200-1 355 (400-1)			1200-1¼ 355 (400-1¼)
CIRCLING	1320-1 470 (500-1)		1320-1½ 470 (500-1½)	1400-2 550 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5100
CH 53519	272°	TDZE	847
W27A		Apt Elev	850

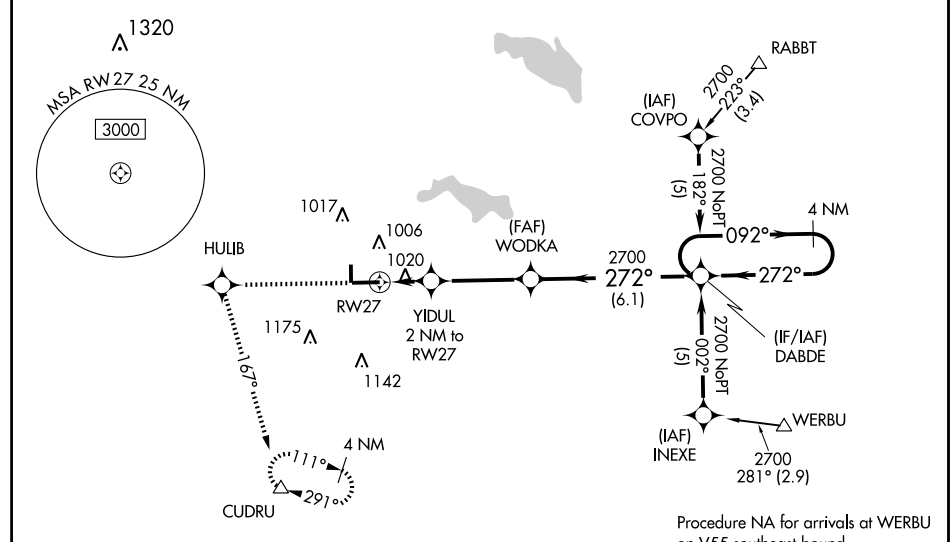
RNAV (GPS) RWY 27

WARSAW MUNI (ASW)

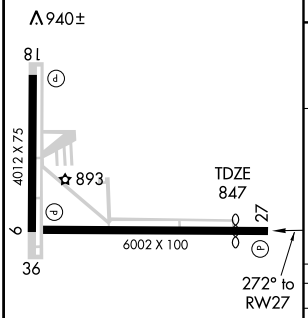
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting.

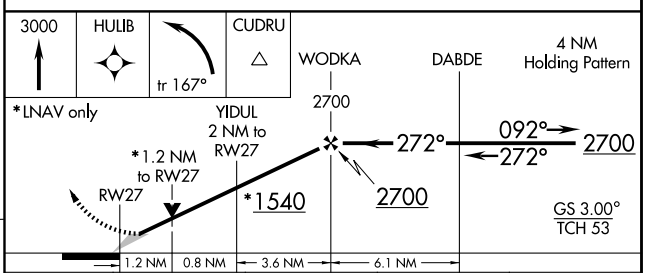
MISSED APPROACH: Climb to 3000 direct HULIB and left turn on track 167° to CUDRU and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L



Procedure NA for arrivals at WERBU on V55 southeast bound.





CATEGORY	A	B	C	D
LPV DA	1122-1 275 (300-1)			
LNAV/VNAV DA	1334-1¾ 487 (500-1¾)			
LNAV MDA	1280-1 433 (500-1)		1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)
CIRCLING	1320-1 470 (500-1)		1320-1½ 470 (500-1½)	1400-2 550 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

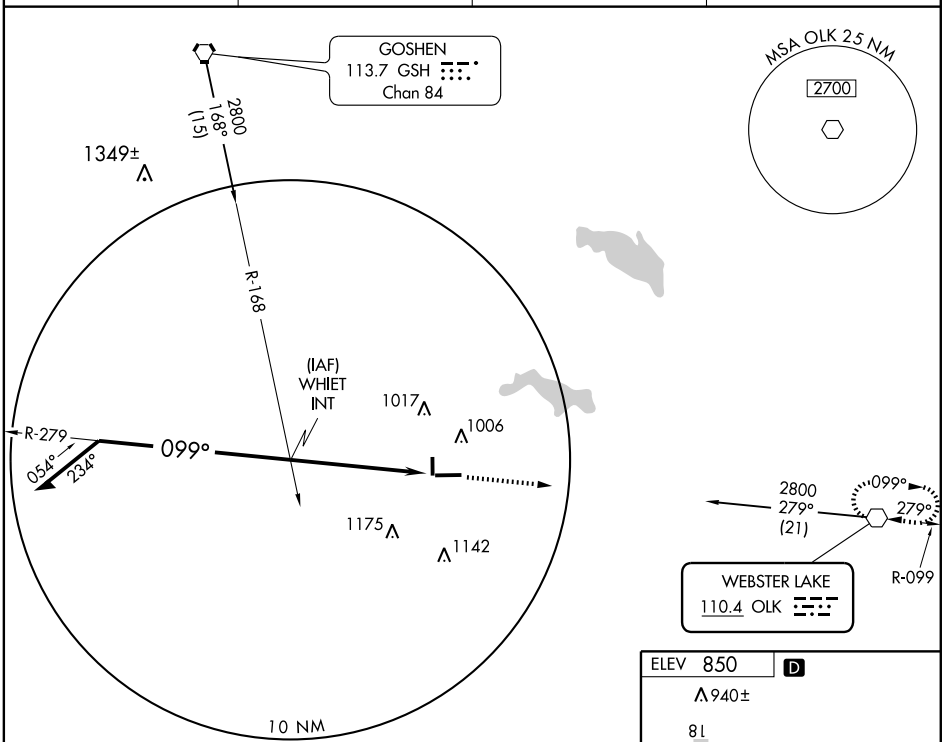
VOR OLK	APP CRS	Rwy Idg	5100
110.4	099°	TDZE	845
		Apt Elev	850

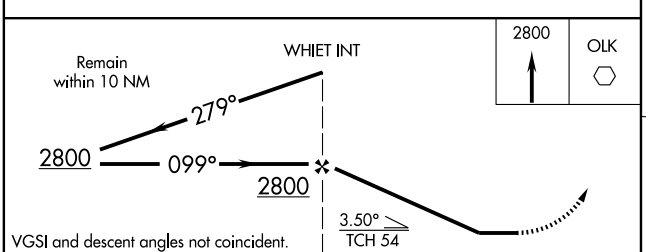
VOR RWY 9
WARSAW MUNI (ASW)

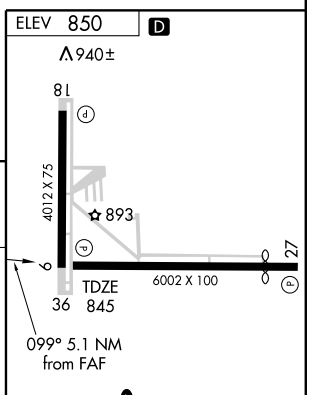
Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1380-1	535 (600-1)	1380-1½ 535 (600-1½)	1380-1¾ 535 (600-1¾)
CIRCLING	1380-1	530 (600-1)	1380-1½ 530 (600-1½)	1400-2 550 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

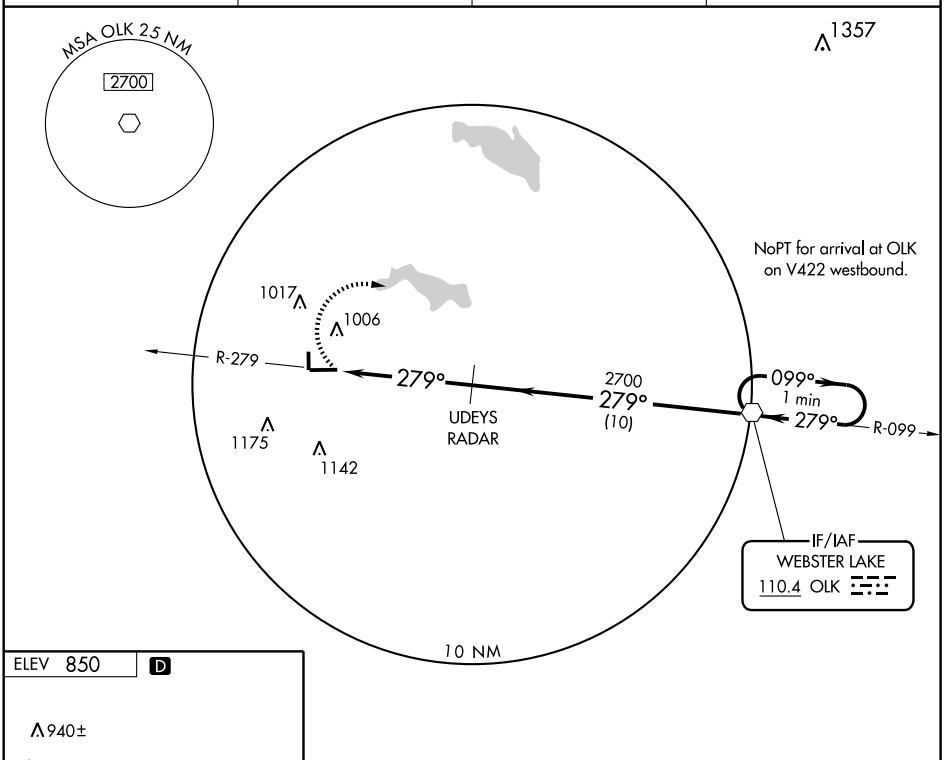
VOR OLK	APP CRS	Rwy Idg	5100
110.4	279°	TDZE	847
		Apt Elev	850

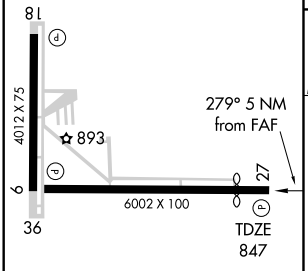
VOR RWY 27
WARSAW MUNI (ASW)

Radar Required. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climbing right turn to 2700 direct OLK VOR and hold.

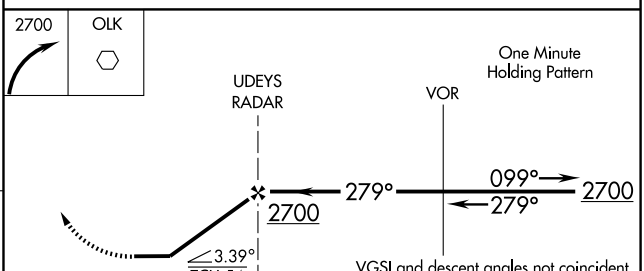
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

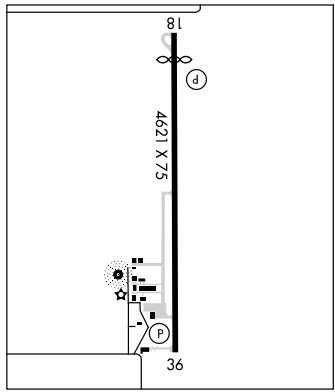


CATEGORY	A	B	C	D
S-27	1400-1 553 (600-1)		1400-1½ 553 (600-1½)	1400-1¾ 553 (600-1¾)
CIRCLING	1400-1 550 (600-1)		1400-1½ 550 (600-1½)	1400-2 550 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WASHINGTON

DAVIESS CO (DCY) 3 NE UTC−6(−5DT) N38°42.03′ W87°07.78′ **ST. LOUIS**
473 B S4 **FUEL** 100LL, JET A NOTAM FILE HUF **L–27D**
RWY 18–36: H4621X75 (ASPH) S–10, D–44 MIRL **IAP**
RWY 18: REIL. PAPI(P2L). Thld dsplcd 315′. Road.
RWY 36: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel self svc, Rwy 36 REIL OTS indef. For MIRL Rwy 18–36 key 122.8 three times.
COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON RCO 122.2 (TERRE HAUTE RADIO)
Ⓡ **EVANSVILLE APP/DEP CON** 125.6 (1200–0500Z‡)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 128.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19′ W87°36.23′ 101° 22.6 NM to fld. 430/1W.
WASHINGTON NDB (MHW) 212 DCY N38°41.77′ W87°07.95′ at fld. NOTAM FILE HUF. Unmonitored.



WASHINGTON NOTAM FILE HUF. **ST. LOUIS**
NDB (MHW) 212 DCY N38°41.77′ W87°07.95′ at Daviess Co. Unmonitored. **L–27D**
RCO 122.2 (TERRE HAUTE RADIO)

WATERLOO

WALKER/ROWE WATERLOO (4C2) 3 E UTC−5(−4DT) N41°25.87′ W84°58.90′ **DETROIT**
900 S8 **FUEL** 100LL, MOGAS TPA—1700(800) NOTAM FILE HUF
RWY 09–27: 2340X100 (TURF)
RWY 09: Thld dsplcd 300′. Road. **RWY 27:** Thld dsplcd 320′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 27 60′ trees 1405′ from rwy end and 160′ factory silos 1990′ from rwy end and 400′ S. Rwy 09 38′ trees 780′ from rwy end. For scheduled maintenance call 260–837–4403 or 260–908–3275. For fuel call 260–837–4403. Rwy 09–27 3 white tires each side of centerline mark the dsplcd thlds, Rwy marked with grassline and white tires.
COMMUNICATIONS: CTAF/UNICOM 122.8

WEBSTER LAKE N41°14.82′ W85°29.84′ NOTAM FILE HUF. **CHICAGO**
(L) VORW 110.4 OLK 279° 15.6 NM to Warsaw Muni. **L–28I**
VOR unusable 340°–360° byd 15 NM blo 3000′ 168°–230°

WESTFIELD (I72) 2W UTC−5(−4DT) N40°02.94′ W86°09.47′ **CHICAGO**
932 NOTAM FILE HUF
RWY 18–36: 3000X100 (TURF)
RWY 18: Crops. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 S 200′ CLOSED indef. No snow removal during winter months. Trees and bushes 100′ W of centerline penetrate primary surface area. Rwy 18–36 thlds marked with yellow drums. Rwy 18 obstrution power lines AER 18.
COMMUNICATIONS: CTAF 122.9.

WHITE CO (See MONTICELLO)

NDB DCY 212	APP CRS 190°	Rwy Idg 4306 TDZE 473 Apt Elev 473

NDB RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

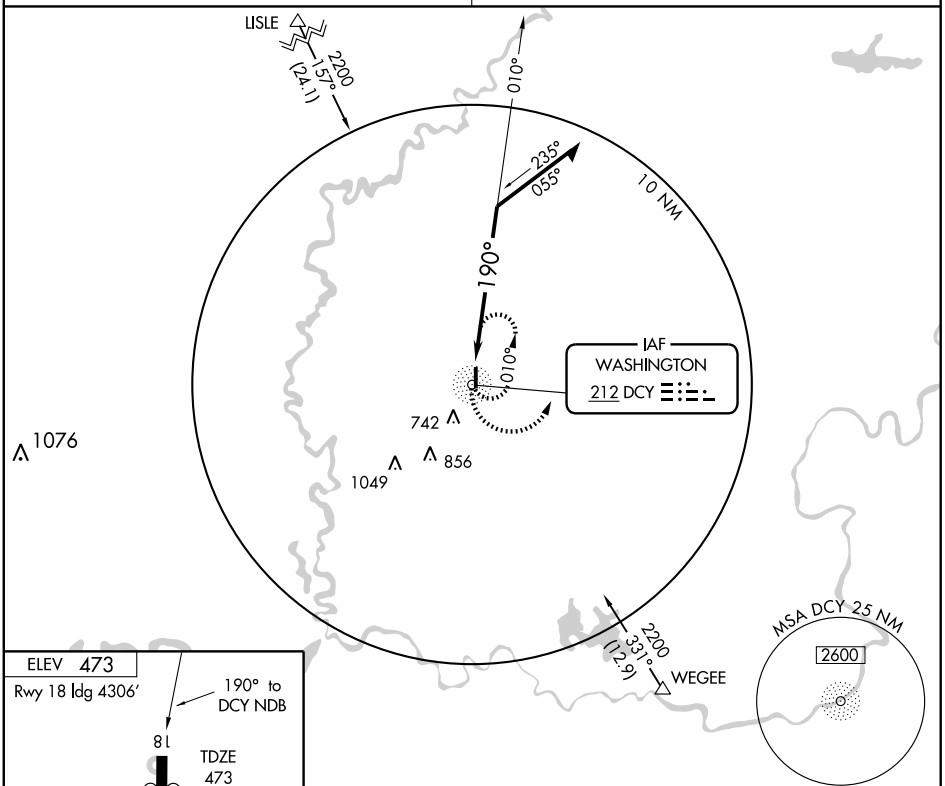
NA

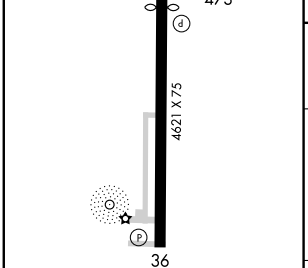
Use Evansville altimeter setting.

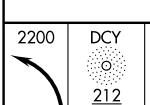
MISSED APPROACH: Climbing left turn to 2200 direct DCY NDB and hold.

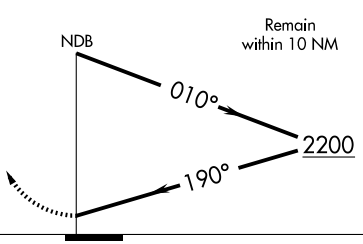
EVANSVILLE APP CON ★ 125.6 267.9

UNICOM 122.8 (CTAF) L









Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1120-1 647 (700-1)		1120-1¾ 647 (700-1¾)	1120-2 647 (700-2)
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4306
183°	TDZE	473
	Apt Elev	473

RNAV (GPS) RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

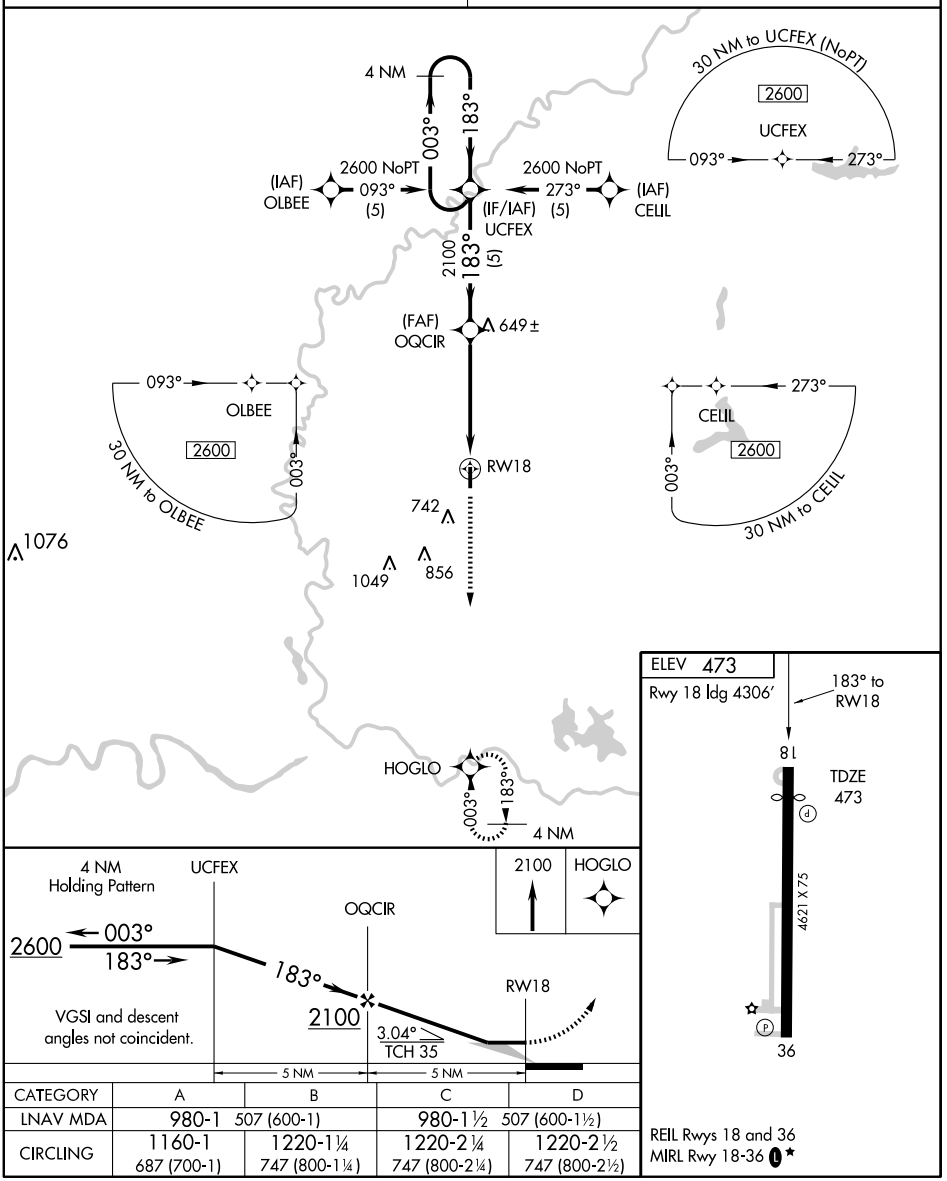
Use Evansville altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2100 direct HOGLO WP and hold.

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1 507 (600-1)		980-1½ 507 (600-1½)	
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WINAMAC

ARENS FLD (RWN) 3 N UTC−6(−5DT) N41°05.54′ W86°36.77′ — CHICAGO L–27D IAP

711 **FUEL** 100LL NOTAM FILE HUF

RWY 09–27: H4200X75 (ASPH) LIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Road.

RWY 27: REIL. PAPI(P2L)—GA 4.25° TCH 20′. Thld dsplcd 560′. Pline.

AIRPORT REMARKS: Attended Mon–Sat 1500–2300Z‡. Rwy 09 REIL OTS indef. ACTIVATE LIRL Rwy 09–27—122.8.

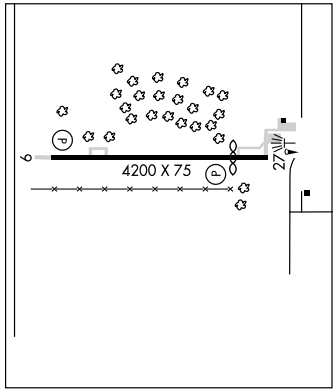
COMMUNICATIONS: CTAF/UNICOM 122.8

KNOX RCO 122.1R, 115.6T (TERRE HAUTE RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 173° 13.9 NM to fld. 690/00E.



WINCHESTER

RANDOLPH CO (I22) 3 E UTC−5(−4DT) N40°10.14′ W84°55.54′ — DETROIT L–27E IAP

1119 B S2 **FUEL** 100LL, JET A TPA—1919(800) NOTAM FILE HUF

RWY 07–25: H3977X50 (ASPH) S–12 MIRL

RWY 07: REIL. VASI(V2L)—GA 3.0° TCH 25′. Crops.

RWY 25: REIL. VASI(V2L)—GA 3.0° TCH 21′. Thld dsplcd 194′. Road.

RWY 09–27: 1960X105 (TURF)

RWY 09: Crops. **RWY 27:** Thld dsplcd 302′. Road.

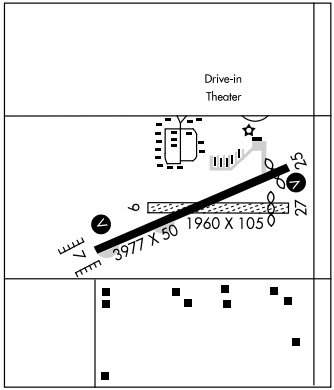
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED Thanksgiving and Christmas Day. MIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE VASI and REIL Rwys 07 and 25—CTAF. Rwy 27 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 292° 26 NM to fld. 990/1W. **HIWAS.**



YINNO N39°23.27′ W87°23.86′ NOTAM FILE HUF. — ST. LOUIS L–27D

NDB (MHW/LOM) 245 HU 050° 5.7 NM to Terre Haute Intl–Hulman Fld. Unmonitored when twr clsd.

ZIONSVILLE N39°56.38′ W86°14.92′ NOTAM FILE HUF. — CHICAGO L–27D

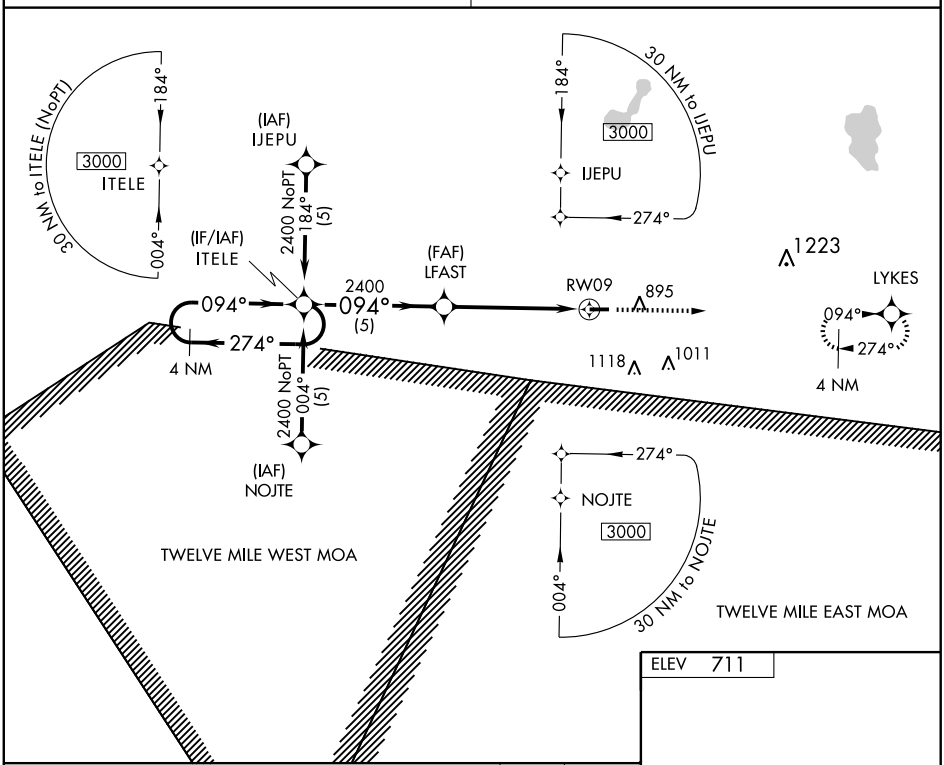
NDB (MHW) 248 HZP 002° 5.5 NM to Indianapolis Executive. NDB unmonitored.

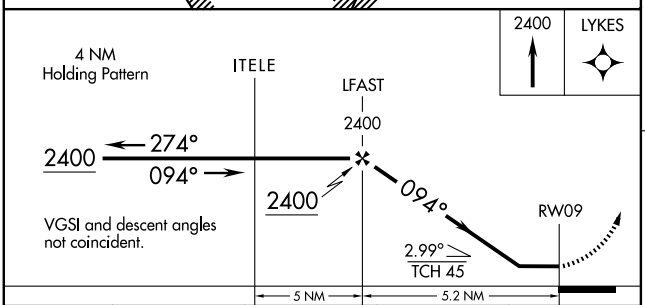
APP CRS	Rwy Idg	4200
094°	TDZE	708
	Apt Elev	711

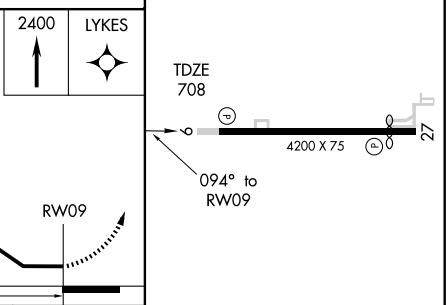
RNAV (GPS) RWY 9

WINAMAC/ ARENS FIELD (RWN)

⚠ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct LYKES WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)







ELEV 711

CATEGORY	A	B	C	D
LNAV MDA	1200-1 492 (500-1)		1200-1¼ 492 (500-1¼)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

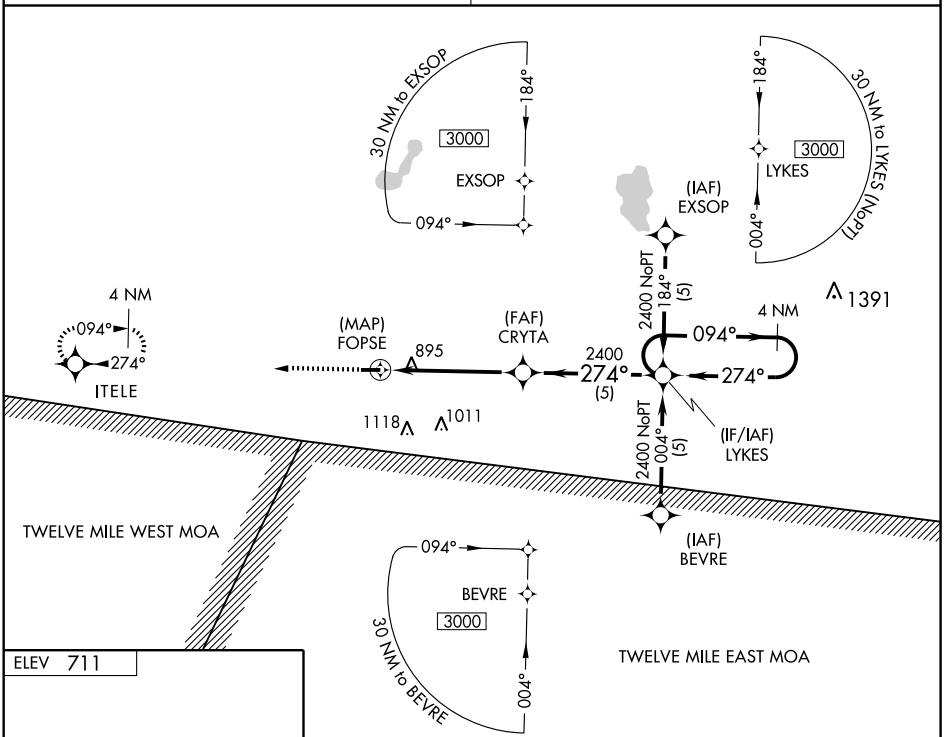
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3640
274°	TDZE	708
	Apt Elev	711

RNAV (GPS) RWY 27

WINAMAC/ ARENS FIELD (RWN)

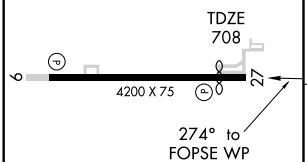
⚠ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct ITELE WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)

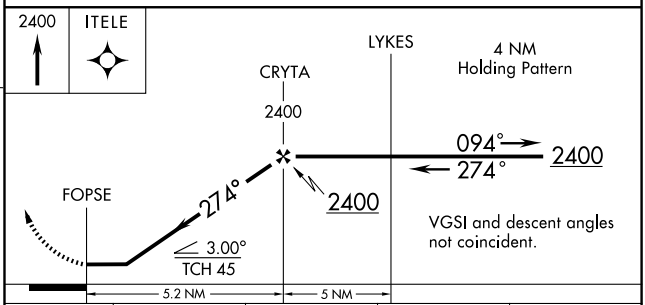


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 711





CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	172°	TDZE	N/A
Chan 103		Apt Elev	711

VOR/DME-A

WINAMAC/ARENS FIELD (RWN)

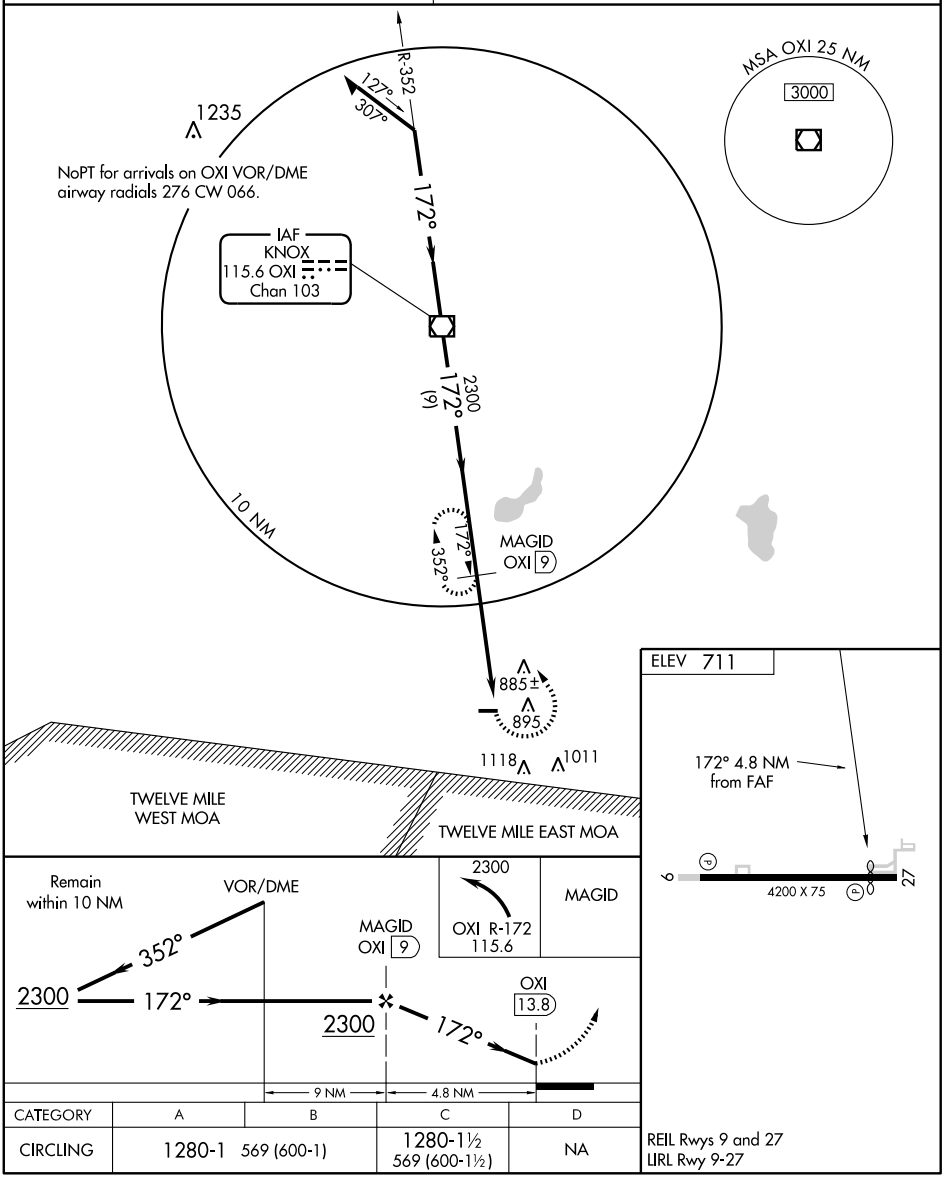
NA

Use Valparaiso/Porter County Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via OXI R-172 to MAGID/OXI 9 DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WINAMAC

ARENS FLD (RWN) 3 N UTC−6(−5DT) N41°05.54′ W86°36.77′ — CHICAGO L–27D IAP

711 **FUEL** 100LL NOTAM FILE HUF

RWY 09–27: H4200X75 (ASPH) LIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Road.

RWY 27: REIL. PAPI(P2L)—GA 4.25° TCH 20′. Thld dsplcd 560′. Pline.

AIRPORT REMARKS: Attended Mon–Sat 1500–2300Z‡. Rwy 09 REIL OTS indef. ACTIVATE LIRL Rwy 09–27—122.8.

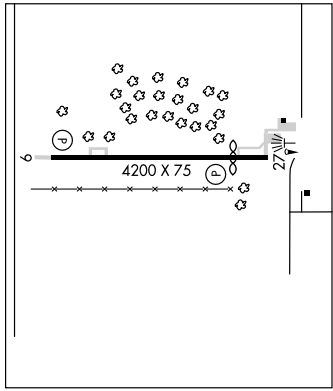
COMMUNICATIONS: CTAF/UNICOM 122.8

KNOX RCO 122.1R, 115.6T (TERRE HAUTE RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 132.05 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

KNOX (H) VOR/DME 115.6 OXI Chan 103 N41°19.32′ W86°38.96′ 173° 13.9 NM to fld. 690/00E.



WINCHESTER

RANDOLPH CO (I22) 3 E UTC−5(−4DT) N40°10.14′ W84°55.54′ — DETROIT L–27E IAP

1119 B S2 **FUEL** 100LL, JET A TPA—1919(800) NOTAM FILE HUF

RWY 07–25: H3977X50 (ASPH) S–12 MIRL

RWY 07: REIL. VASI(V2L)—GA 3.0° TCH 25′. Crops.

RWY 25: REIL. VASI(V2L)—GA 3.0° TCH 21′. Thld dsplcd 194′. Road.

RWY 09–27: 1960X105 (TURF)

RWY 09: Crops. **RWY 27:** Thld dsplcd 302′. Road.

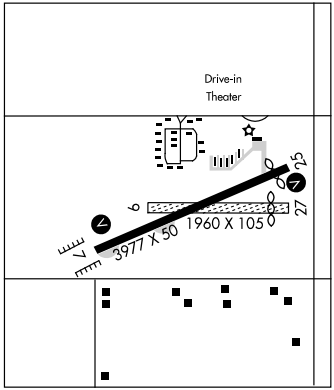
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt CLOSED Thanksgiving and Christmas Day. MIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE VASI and REIL Rwys 07 and 25—CTAF. Rwy 27 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 292° 26 NM to fld. 990/1W. **HIWAS.**



YINNO N39°23.27′ W87°23.86′ NOTAM FILE HUF. — ST. LOUIS L–27D

NDB (MHW/LOM) 245 HU 050° 5.7 NM to Terre Haute Intl–Hulman Fld. Unmonitored when twr clsd.

ZIONSVILLE N39°56.38′ W86°14.92′ NOTAM FILE HUF. — CHICAGO L–27D

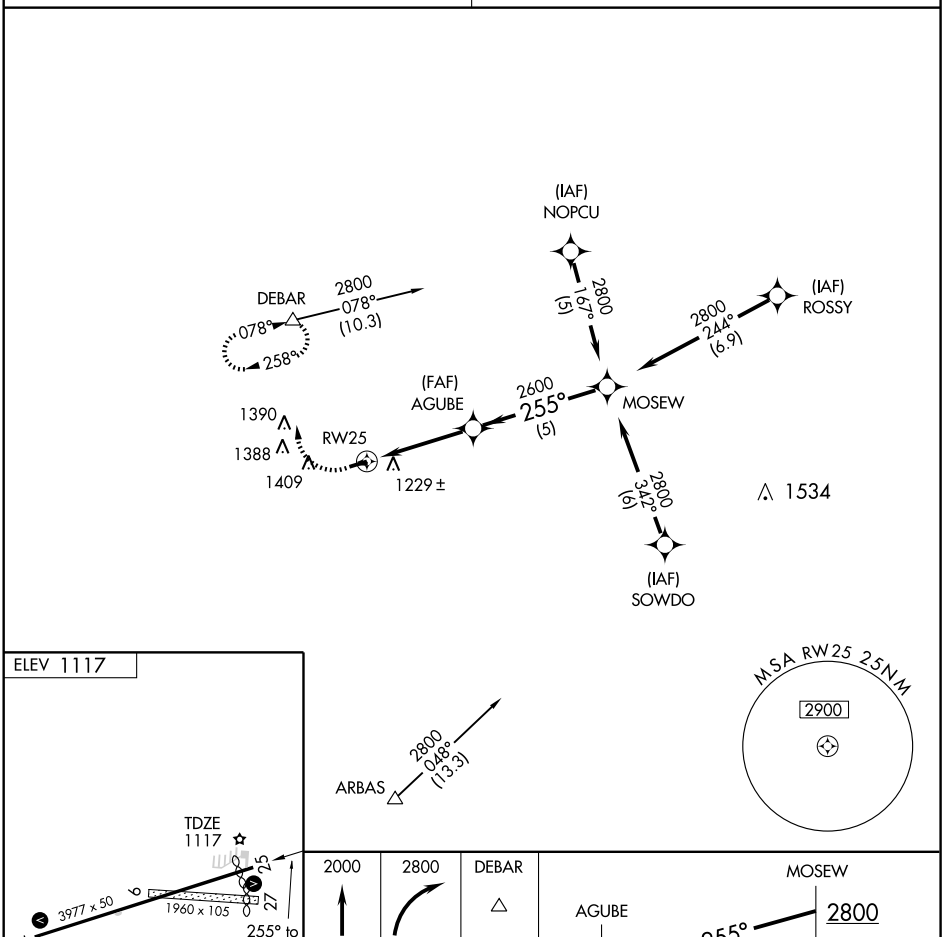
NDB (MHW) 248 HZP 002° 5.5 NM to Indianapolis Executive. NDB unmonitored.

APP CRS	Rwy Idg	3783
255°	TDZE	1117
	Apt Elev	1117

GPS RWY 25

WINCHESTER/ RANDOLPH COUNTY (I22)

⚠ NA Use Dayton, OH altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct DEBAR WPT and hold.
DAYTON APP CON **134.45 352.05**	UNICOM **123.0** (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-25	1580-1 463 (500-1)		1580-1¼ 463 (500-1¼)	NA
CIRCLING	1660-1 543 (600-1)		1660-1½ 543 (600-1½)	NA

REIL Rwys 7 and 25 Ⓛ
MIRL Rwy 7-25 Ⓛ

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	292°	TDZE	N/A
Chan 92		Apt Elev	1117

VOR or GPS-A

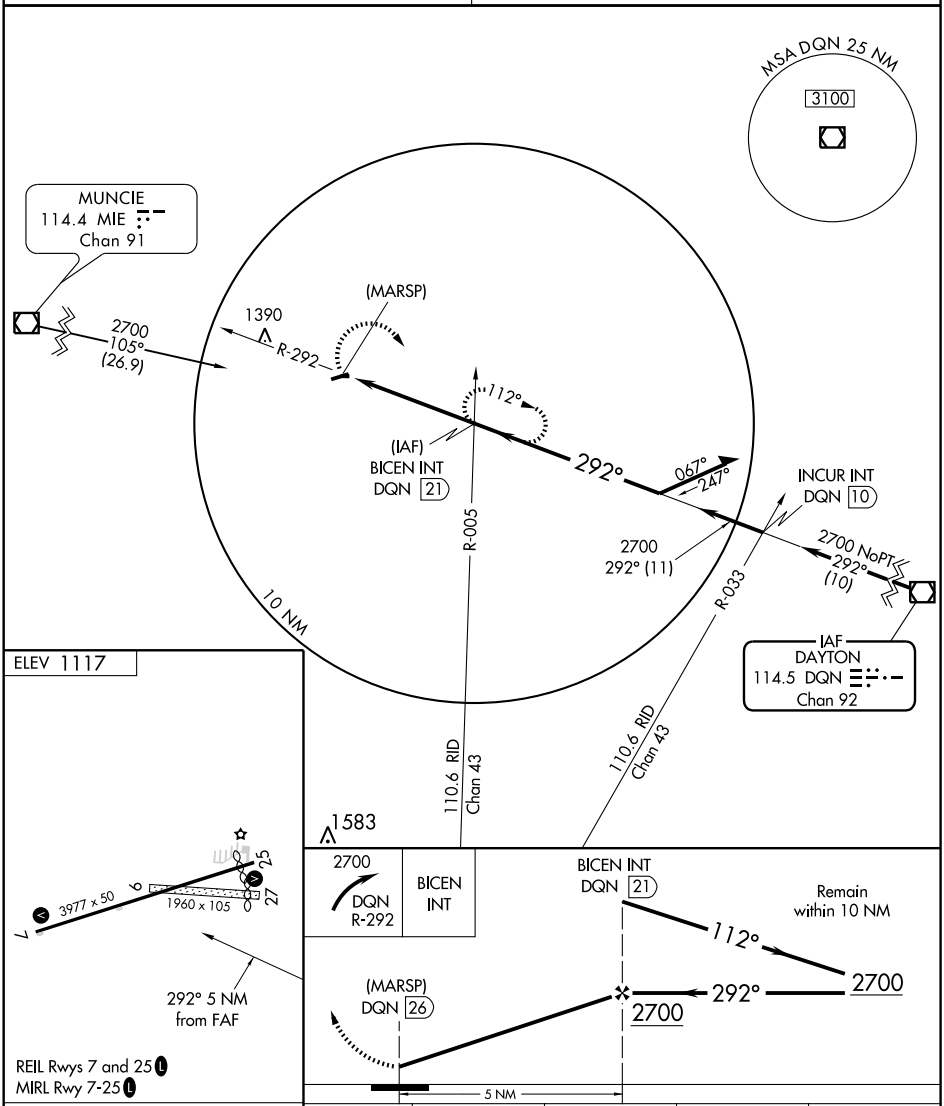
WINCHESTER/ RANDOLPH COUNTY (I22)

NA — Use Dayton altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 via DQN R-292 to BICEN Int/21 DME and hold.

DAYTON APP CON 134.45 352.05

UNICOM 123.0 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1720-1 602 (700-1)	1720-1¼ 602 (700-1¼)	1720-1¾ 602 (700-1¾)	NA

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ADRIAN, MI
LENAWEE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

ALPENA, MI
ALPENA COUNTY RGNL .. **RNAV (GPS) Rwy 1**
NA when local weather not available.

ANN ARBOR, MI
ANN ARBOR MUNI ..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[1]
VOR Rwy 6[2]
VOR Rwy 24[2]
[1]NA when local weather not available.
[2]NA when control tower closed.

BAD AXE, MI
HURON COUNTY MEMORIAL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
NA when local weather not available.

BATTLE CREEK, MI
W.K. KELLOGG ..... **ILS or LOC Rwy 23[1]**
RADAR-1[2]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR or TACAN Rwy 5[4]
VOR Rwy 23[3]
VOR or TACAN or GPS Rwy 31[4]
[1]NA when control tower closed.
[2]NA when Kalamazoo control tower closed.
[3]NA when local weather not available.
[4]NA when control tower closed except for operators with approved weather reporting service.

NAME — ALTERNATE MINIMUMS

BEAVER ISLAND, MI
BEAVER ISLAND ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

BELLAIRE, MI
ANTRIM COUNTY ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2;Category C, 1000-2¾;
Category D, 1000-3.

BENTON HARBOR, MI
SOUTHWEST MICHIGAN RGNL ..... **RNAV (GPS) Rwy 9**
VOR Rwy 9
NA when local weather not available.

CADILLAC, MI
WEXFORD COUNTY ..... **NDB Rwy 7[13]**
NDB Rwy 25[2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 25[3]
[1]Categories, A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

CARO, MI
TUSCOLA AREA ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

CHARLEVOIX, MI
CHARLEVOIX MUNI ..... **RNAV (GPS) Rwy 9**
NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

CHARLOTTE, MI

FITCH H BEACH ..... **RNAV (GPS) Rwy 20**
NA when local weather not available.

COLDWATER, MI

BRANCH COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR Rwy 7
VOR/DME Rwy 25
NA when local weather not available.

DETROIT, MI

COLEMAN A.
YOUNG MUNI ..... **ILS or LOC Rwy 33[1]**
NDB Rwy 15[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 33[2]
[1]ILS, 700-2.
[2]NA when local weather not available.

WILLOW RUN ..... **VOR or GPS-A**
Category D, 800-2¼.

DETROIT/GROSSE ILE, MI

GROSSE ILE MUNI ..... **NDB Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
NA when local weather not available.
[1]Category A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[2]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

DRUMMOND ISLAND, MI

DRUMMOND ISLAND ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

ESCANABA, MI

DELTA COUNTY ..... **ILS or LOC Rwy 9[1]**
LOC BC Rwy 27[2]
RNAV (GPS) Rwy 9[23]
RNAV (GPS) Rwy 27[23]
VOR Rwy 9[23]
VOR Rwy 27[23]
VOR Rwy 36[2]
[1]ILS, Category C, 700-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

FLINT, MI

BISHOP INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[12]
RADAR-1[1]
RNAV (GPS) Rwy 27[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

FRANKFORT, MI

FRANKFORT DOW
MEMORIAL FIELD ..... **RNAV (GPS) Rwy 15[1]**
RNAV (GPS) Rwy 33[1]
VOR/DME-A[2]
NA when local weather not available.
[1]Category C, 900-2¾.
[2]Categories A,B, 900-2; Category C, 900-2¾.

FREMONT, MI

FREMONT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18
VOR Rwy 36
NA when local weather not available.

GAYLORD, MI

GAYLORD RGNL ..... **ILS or LOC Rwy 9[1]**
VOR or GPS Rwy 9[2]
VOR or GPS Rwy 27[2]
[1]ILS,Categories B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D,800-2½.

GRAND RAPIDS, MI

GERALD R. FORD INTL ... **ILS or LOC Rwy 8R[1]**
ILS or LOC Rwy 26L[1]
ILS or LOC Rwy 35[12]
RADAR-1[3]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 26L[1]
RNAV (GPS) Rwy 26R[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 35[1]
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]NA when control tower is closed.

GRAYLING, MI

GRAYLING AAF ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

HANCOCK, MI

HOUGHTON
COUNTY MEMORIAL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[23]
RNAV (GPS) Rwy 31[3]
VOR Rwy 25[3]
VOR Rwy 31[3]

[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

HARBOR SPRINGS, MI

HARBOR SPRINGS ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.
Category B, 900-2.

HOLLAND, MI

TULIP CITY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

HOUGHTON LAKE, MI

ROSCOMMON COUNTY-
BLODGETT MEMORIAL .... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

HOWELL, MI

LIVINGSTON COUNTY
SPENCER J HARDY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 31

NA when local weather not available.

IRON MOUNTAIN-KINGSFORD, MI

FORD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR Rwy 31

NA when local weather not available.

IRONWOOD, MI

GOGEBIC-
IRON COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME Rwy 9
VOR/DME Rwy 27

NA when local weather not available.
Category A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

JACKSON, MI

JACKSON COUNTY-REYNOLDS
FIELD ..... **ILS or LOC Rwy 24[12]**
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 32[3]
VOR Rwy 6[3]
VOR Rwy 14[3]
VOR Rwy 32[3]
VOR/DME Rwy 24[3]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

KALAMAZOO, MI

KALAMAZOO/BATTLE CREEK
INTL ..... **ILS or LOC Rwy 35[1]**
LOC BC Rwy 17[1]
NDB Rwy 35[1]
RADAR-1[1]
VOR Rwy 5[12]
VOR Rwy 23[3]

[1]NA when control tower closed.
[2]Category D, NA.
[3]NA when control tower closed, except for operators with approved weather reporting service.

LUDINGTON, MI

MASON COUNTY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

MANISTEE, MI

MANISTEE
COUNTY-BLACKER ..... **ILS or LOC Rwy 27**

ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.

MARQUETTE, MI

SAWYER INTL ..... **ILS or LOC Rwy 1[1]**
RNAV (GPS) Rwy 19[2]

[1]LOC, NA.
[2]NA when local weather not available.

MENOMINEE, MI

MENOMINEE-MARINETTE
TWIN COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR-A

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MIDLAND, MI

JACK BARSTOW ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR-A

NA when local weather not available.

MONROE, MI

CUSTER ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3[1]
VOR Rwy 21

NA when local weather not available.
[1]Category D, 800-2¼.

MOUNT PLEASANT, MI

MOUNT PLEASANT MUNI **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 27

NA when local weather not available.

MUSKEGON, MI

MUSKEGON COUNTY .... **ILS or LOC Rwy 24[12]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 32[2]
VOR-A[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

NEWBERRY, MI

LUCE COUNTY ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

OSCODA, MI

OSCODA-WURTSMITH .... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

OWOSSO, MI

OWOSSO COMMUNITY . **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 28

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PELLSTON, MI

PELLSTON RGNL AIRPORT OF
EMMET COUNTY ..... **ILS or LOC Rwy 32[12]**
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[14]
RNAV (GPS) Rwy 32[14]
VOR/DME Rwy 5[3]
VOR Rwy 23[14]

[1]NA when local weather not available.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category D, 800-2¼.

PONTIAC, MI

OAKLAND COUNTY
INTL ..... **ILS or LOC Rwy 9R[12]**
LOC BC Rwy 27L[1]
RNAV (GPS) Rwy 9R[3]
RNAV (GPS) Rwy 27L[3]
VOR Rwy 9R[3]
VOR Rwy 27L[3]

[1]NA when control tower closed.
[2]ILS, LOC, Categories A, B, C, D, 700-2.
[3]NA when local weather not available.

SAGINAW, MI

SAGINAW COUNTY
H W BROWNE ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Rwy 27

NA when local weather not available.
[1]Category C, 800-2¼.

MBS INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 23[2]
RADAR-1[1]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS Rwy 23[3]
RNAV (GPS) Rwy 32[3]
VOR Rwy 5[4]
VOR Rwy 14[4]
VOR Rwy 32[4]

[1]NA when control tower closed.
[2]DME or radar required; NA when control tower closed.
[3]NA when local weather not available.
[4]NA for NON-DME equipped aircraft when control tower closed.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

SAULT STE MARIE, MI

CHIPPEWA
COUNTY INTL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A[1]

NA when local weather not available.
[1]DME standard, ADF NA.

SOUTH HAVEN, MI

SOUTH HAVEN
AREA RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22

NA when local weather not available.

SPARTA, MI

PAUL C MILLER-
SPARTA ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR-A

NA when local weather not available.

STURGIS, MI

KIRSCH MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.
Category D, 800-2¼.

TRAVERSE CITY, MI

CHERRY CAPITAL ..... **ILS Rwy 28[12]**
NDB or GPS Rwy 28[23]
RNAV (GPS) Rwy 10[45]
VOR or TACAN or GPS-A[3]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC,Category C, 800-2¼; Category D, 800-2½.
[2]NA when control tower closed.
[3]Category C, 800-2¼, Category D, 800-2½.
[4]Categories A, B, 1400-2; Categories C, D, 1400-3.
[5]NA when local weather not available.

WEST BRANCH, MI

WEST BRANCH
COMMUNITY ..... **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

RADAR INSTRUMENT APPROACH MINIMUMS

BATTLE CREEK, MI
W. K. KELLOGG

Amdt. 2, DEC 13,1990 (FAA) ELEV **952**

RADAR - 119.2 340.9 ▽ △

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING		A	**1420**-1	468	(500-1)	B	**1440**-1	488	(500-1)
		C	**1480**-1½	528	(600-1½)	D	**1520**-2	568	(600-2)
		E	**1740**-2¾	788	(800-2¾)				

When Kalamazoo control tower closed, procedure not authorized.
When Battle Creek control tower closed, use Kalamazoo altimeter setting and increase all MDA's 60 feet and Category E visibility ¼ mile.

FLINT, MI
BISHOP INTL

Amdt. 8A, APR 13, 2006 (FAA) ELEV **782**

RADAR - 118.8 257.9 ▽ △

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	ABC	**1180**-1	398	(400-1)	D	**1180**-1¼	398	(400-1¼)
	18	AB	**1300**-1	523	(600-1)	C	**1300**-1½	523	(600-1½)
		D	**1300**-1¾	523	(600-1¾)				
	27	ABC	**1240**-¾	470	(500-¾)	D	**1240**-1	470	(500-1)
CIRCLING		AB	**1300**-1	518	(600-1)	C	**1300**-1½	518	(600-1½)
		D	**1340**-2	558	(600-2)				

CAUTION: Brightly lighted parking lot 4000' E of approach end of rwy 27 can easily be confused for rwy 27.
For inoperative MALSR, increase ASR Rwy 27 Categories A and B visibility to 1.

GRAND RAPIDS, MI
GERALD R. FORD INTL

Amdt. 10C, AUG 26, 2010 (FAA) ELEV **794**

RADAR - 128.4 257.6 ▽ △

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26L	ABC	**1100**/24	310	(400-½)	D	**1100**/50	310	(400-1)
	26R	AB	**1280**-1	493	(500-1)	C	**1280**-1¼	493	(500-1¼)
		D	**1280**-1½	493	(500-1½)				
	8R	AB	**1200**-½	406	(500-½)	C	**1200**-¾	406	(500-¾)
		D	**1200**-1	406	(500-1)				
	8L	AB	**1220**-1	433	(500-1)	C	**1220**-1¼	433	(500-1¼)
		D	**1220**-1½	433	(500-1½)				
CIRCLING		AB	**1280**-1	486	(500-1)	C	**1280**-1½	486	(500-1½)
		D	**1360**-2	566	(600-2)				

When control tower closed, ASR not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10238

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

KALAMAZOO, MI

Amdt. 9, OCT 25, 2007 (FAA) ELEV **874**

KALAMAZOO/BATTLE CREEK INTL

RADAR-1 121.2 340.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35	AB	**1280**/24	412	(500-½)	C	**1280**/40	412	(500-¾)
		D	**1280**/50	412	(500-1)				
	17	AB	**1320**-1	453	(500-1)	C	**1320**-1¼	453	(500-1¼)
		D	**1320**-1½	453	(500-1½)				
CIRCLING		AB	**1380**-1	506	(600-1)	C	**1380**-1½	506	(600-1½)
		D	**1440**-2	566	(600-2)				

For inoperative MALSR, increase S-35 Cat D visibility to RVR 6000.
When control tower closed, ASR NA.

LANSING, MI

Amdt. 15, APR 8, 2010 (FAA) ELEV **861**

CAPITAL REGION INTL

RADAR - 118.65 133.475 226.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10R	ABC	**1260**/24	399	(400-½)	D	**1260**/50	399	(400-1)
	28L	AB	**1320**/24	469	(500-½)	C	**1320**/40	469	(500-¾)
		D	**1320**/50	469	(500-1)				
	6	AB	**1320**-1	462	(500-1)	C	**1320**-1¼	462	(500-1¼)
		D	**1320**-1½	462	(500-1½)				
	24	AB	**1260**-1	403	(400-1)	CD	**1260**-1¼	403	(400-1¼)
CIRCLING		AB	**1380**-1	519	(600-1)	C	**1380**-1½	519	(600-1½)
		D	**1440**-2	579	(600-2)				

For inoperative MALSR, increase S-10R Cat D visibility to RVR 6000.
Visibility reduction by helicopters NA for Rwy 6, and Rwy 24.
Lost Communications (All Rwys): As directed by ATC on initial contact.

21 OCT 2010 to 18 NOV 2010

RADAR INSTRUMENT APPROACH MINIMUMS

MUSKEGON, MI

Amdt. 15, JUN 3, 2010 (FAA) ELEV **629**

MUSKEGON COUNTY

RADAR - 119.8 339.1 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	6	AB	**1140**-1	517	(600-1)	C	**1140**-1½	517	(600-1½)
		D	**1140**-1¾	517	(600-1¾)				
	14	AB	**1080**-1	453	(500-1)	C	**1080**-1¼	453	(500-1¼)
		D	**1080**-1½	453	(500-1½)				
	24	ABC	**1040**-¾	413	(500-¾)	D	**1040**-1	413	(500-1)
	32	AB	**1100**/24	471	(500-½)	C	**1100**/40	471	(500-¾)
		D	**1100**/50	471	(500-1)				
CIRCLING		AB	**1140**-1	511	(600-1)	C	**1140**-1½	511	(600-1½)
		D	**1200**-2	571	(600-2)				

MISSED APPROACH INSTRUCTIONS:
RWY 6: Climb to 2500 then right turn direct MKG VORTAC and hold E, RT, 270° inbound.
RWY 14: Climb to 2500 then left turn direct MKG VORTAC and hold E, RT, 270° inbound.
RWY 24: Climb to 2500 then left turn direct MKG VORTAC and hold E, RT, 270° inbound.
RWY 32: Climb to 2500 then right turn direct MKG VORTAC and hold E, RT, 270° inbound.

Procedure NA when Muskegon Approach Control closed.
For inoperative MALSR increase S-24 visibility Cat A, B, and D ¼ mile.
Visibility reduction by helicopters NA.
Lost communications (All Rwys): As directed by ATC on initial contact.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

SAGINAW, MI

Amdt. 9, AUG 1, 1985 (FAA) ELEV **668**

MBS INTL

RADAR - 120.95 126.45 235.625 ▽ △

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	ABC	**1020**-½	359	(400-½)	D	**1020**-1	359	(400-1)
	5	ABC	**1060**/24	394	(400-½)	D	**1060**/50	394	(400-1)
CIRCLING		A	**1100**-1	432	(500-1)	B	**1120**-1	452	(500-1)
		C	**1120**-1½	452	(500-1½)	D	**1220**-2	552	(600-2)

Category D S-5 visibility increased to RVR 6000 for inoperative SSALR.
Category D S-23 visibility increased ¼ mile for inoperative MALSR.
When control tower not in operation, procedure NA.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10238

N3

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADRIAN, MI

LENAWEE COUNTY (ADG)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA-ATC.

NOTE: **Rwy 5,** multiple trees beginning 1837' from departure end of runway, 149' left of centerline, up to 75' AGL/873' MSL. Multiple trees beginning 953' from departure end of runway, 146' right of centerline, up to 74' AGL/872' MSL. **Rwy 23,** tree 1231' from departure end of runway, 633' left of centerline, 55' AGL/849' MSL.

ALLEGAN, MI

PADGHAM FIELD (35D)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 103° to 1200 before turning right.

NOTE: **Rwy 11,** multiple trees beginning 46' from DER, 10' left of centerline, up to 97' AGL/806' MSL. Multiple trees beginning 1' from DER, 2' right of centerline, up to 100' AGL/794' MSL. **Rwy 29,** multiple trees beginning 37' from DER, 4' left of centerline, up to 83' AGL/802' MSL. Multiple trees beginning 22' from DER, 20' right of centerline, up to 84' AGL/803' MSL.

NAME	TAKE-OFF MINIMUMS

ALMA, MI

GRATIOT COMMUNITY (AMN)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-3 or std. w/ min. climb of 251' per NM to 1400.

NOTE: **Rwy 9,** multiple trees beginning 841' from DER, 438' right of centerline, up to 58' AGL/817' MSL. Multiple trees beginning 1383' from DER, 380' left of centerline, up to 71' AGL/820' MSL. **Rwy 18,** multiple trees beginning 1067' from DER, 152' right of centerline, up to 70' AGL/829' MSL. Multiple trees beginning 923' from DER, 374' left of centerline, up to 70' AGL/824' MSL. **Rwy 27,** multiple trees beginning 306' from DER, 272' right of centerline, up to 81' AGL/840' MSL. Multiple trees beginning 1168' from DER, 593' left of centerline, up to 93' AGL/852' MSL. **Rwy 36,** multiple trees beginning 239' from DER, 3' right of centerline, up to 86' AGL/845' MSL. Multiple trees beginning 143' from DER, 38' left of centerline, up to 103' AGL/852' MSL.

21 OCT 2010 to 18 NOV 2010

ALPENA, MI

ALPENA COUNTY RGNL (APN)
ORIG 09015 (FAA)

NOTE: **Rwy 1,** tree 2293' from departure end of runway, 525' left of centerline, 100' AGL/749' MSL. **Rwy 7,** trees beginning 858' from departure end of runway, 567' right of centerline up to 100' AGL/774' MSL. Trees beginning 1059' from departure end of runway, 166' left of centerline up to 100' AGL/769' MSL. **Rwy 19,** trees beginning 1789' from departure end of runway, 270' left of centerline up to 100' AGL/779' MSL. Trees beginning 1049' from departure end of runway, 777' right of centerline up to 100' AGL/789' MSL. Vent on cable 44' from departure end of runway, 147' left of centerline up to 25' AGL/685' MSL. **Rwy 25,** trees beginning 652' from departure end of runway, 53' left of centerline up to 100' AGL/755' MSL. Trees beginning 1021' from departure end of runway, 275' right of centerline up to 100' AGL/751' MSL.

ANN ARBOR, MI

ANN ARBOR MUNI (ARB)
AMDT 8 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 12, 30,** NA-Environmental.

NOTE: **Rwy 6,** multiple trees beginning 442' from departure end of runway, 47' right of centerline, up to 79' AGL/899' MSL. Building 312' from departure end of runway, 479' right of centerline, 15' AGL/838' MSL. Multiple trees beginning 635' from departure end of runway, 182' left of centerline, up to 59' AGL/887' MSL. Building 99' from departure end of runway, 351' left of centerline, 22' AGL/849' MSL. **Rwy 24,** multiple trees beginning 479' from departure end of runway, 473' left of centerline, up to 100' AGL/929' MSL. Multiple trees beginning 462' from departure end of runway, 486' right of centerline, up to 50' AGL/885' MSL. Terrain 138' from departure end of runway, 475' right of centerline, 0' AGL/837' MSL.

BAD AXE, MI

HURON COUNTY MEMORIAL (BAX)
AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** vehicle on road 244' from departure end of runway, 531' left of centerline, 15' AGL/774' MSL. Tree 810' from departure end of runway, 43' left of centerline, 100' AGL/859' MSL. Vehicle on road 223' from departure end of runway, 470' right of centerline, 15' AGL/774' MSL. **Rwy 17,** vehicle on road 164' from departure end of runway, on centerline, 15' AGL/784' MSL. Bush 81' from departure end of runway, 497' right of centerline, 4' AGL/757' MSL. Railroad 695' from departure end of runway, 684' right of centerline, 23' AGL/792' MSL. Terrain beginning 222' from departure end of runway, 70' right of centerline, 0' AGL/757' MSL. Trees beginning 855' from departure end of runway, 392' right of centerline, up to 100' AGL/879' MSL. Pole 1135' from departure end of runway, 755' left of centerline, 35' AGL/798' MSL. Terrain beginning 44' from departure end of runway, 9' left of centerline, 0' AGL/765' MSL. Trees beginning 1693' from departure end of runway, 372' left of centerline, up to 100' AGL/859' MSL. **Rwy 22,** terrain beginning 3' from departure end of runway, 172' left of centerline, 0' AGL/765' MSL. Tree 2334' from departure end of runway, 422' left of centerline, 100' AGL/869' MSL. Terrain beginning 49' from departure end of runway, 165' right of centerline, 0' AGL/762' MSL. Railroad 41' from departure end of runway, 390' right of centerline, 23' AGL/782' MSL. **Rwy 35,** antenna on tower 355' from departure end of runway, 478' right of centerline, 34' AGL/793' MSL. Antenna 359' from departure end of runway, 477' right of centerline, 30' AGL/793' MSL. Vehicle on road 575' from departure end of runway, 412' right of centerline, 15' AGL/778' MSL. Trees beginning 1259' from departure end of runway, 53' right of centerline, up to 100' AGL/842' MSL. Trees beginning 1509' from departure end of runway, 375' left of centerline, up to 100' AGL/859' MSL. Tower 1085' from departure end of runway, 698' left of centerline, 63' AGL/822' MSL.

BALDWIN, MI

BALDWIN MUNI (7D3)
ORIG 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 9, 23, 27,** 300-1.

BATTLE CREEK, MI

W. K. KELLOGG (BTL)
AMDT 2 91346 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1400 before turning.

BAY CITY, MI

JAMES CLEMENTS MUNI (3CM)
AMDT 5 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 23, 27, 36,** 300-1. **Rwy 5,** 900-2.

DEPARTURE PROCEDURE: **Rwys 23, 27, 36,** climb runway heading to 2100 before turning. **Rwy 9,** left turn climb heading 070° to 2100 before turning. **Rwy 5,** right turn climb heading 070° to 2100 before turning. **Rwy 18,** right turn climb heading 230° to 2100 before turning.

BEAVER ISLAND, MI
BEAVER ISLAND (SJX)
ORIG 98001 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** 300-1.
Rwys 5,14,23,32, NA.

BELLAIRE, MI
ANTRIM COUNTY (ACB)
AMDT 6 06215 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 700-3 or std. w/ a min. climb of 417' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1200 before turning right. **Rwy 20,** climb heading 202° to 1300 before turning left.
NOTE: **Rwy 2,** road 385' from departure end of runway, 528' right of centerline, 15' AGL/646' MSL. Multiple trees beginning 2535' from departure end of runway, 96' left of centerline, up to 100' AGL/884' MSL. Multiple trees beginning 406' from departure end of runway, 235' right of centerline, up to 100' AGL/1147' MSL. Tower 2.57 NM from departure end of runway, 3271' right of centerline, 168' AGL/1198' MSL.
Rwy 20, multiple trees beginning 64' from departure end of runway, 204' right of centerline up to 100' AGL/693' MSL. Multiple buildings and antenna on tower beginning 2641' from departure end of runway, 909' right of centerline, up to 121' AGL/721' MSL. Multiple trees beginning 125' from departure end of runway, 220' left of centerline, up to 100' AGL/720' MSL.

BENTON HARBOR, MI
SOUTHWEST MICHIGAN RGNL (BEH)
AMDT 6 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¼ or std. w/ a min. climb of 283' per NM to 900.
NOTE: **Rwy 9,** trees beginning 535' from DER, 409' right of centerline, up to 100' AGL/729' MSL. Tree 2414' from DER, 803' left of centerline, 69' AGL708' MSL. Fence beginning 175' from DER, 484' right of centerline, up to 7' AGL/656' MSL. **Rwy 13,** trees beginning 727' from DER, 75' right of centerline, up to 100' AGL/695' MSL. Pole 895' from DER, 216' right of centerline, 22' AGL/671' MSL. Trees beginning 1135' from DER, 59' left of centerline, up to 100' AGL/769' MSL. **Rwy 18,** trees beginning 715' from DER, 60' right of centerline, up to 97' AGL/727' MSL. Pole 576' from DER, 266' right of centerline, 25' AGL/652' MSL. Tree 1317' from DER, 171' left of centerline, 70' AGL/694' MSL. **Rwy 27,** trees beginning 58' from DER, 301' right of centerline, up to 100' AGL/744' MSL. Obstruction light on LOC 66' from DER, 43' right of centerline, 10' AGL/631' MSL. Pole 146' from DER, 312' left of centerline, 49' AGL/663' MSL. Rod 144' from DER, 312' left of centerline, 48' AGL/662' MSL. Trees beginning 130' from DER, 87' left of centerline, up to 100' AGL/689' MSL. Building 106' from DER, 262' left of centerline, 20' AGL/644' MSL. Obstruction light on LOC 66' from DER, on centerline, 10' AGL/630' MSL. **Rwy 31,** trees beginning 809' from DER, 62' right of centerline, up to 100' AGL/819' MSL. Transmission tower 2164' from DER, 108' left of centerline, 73' AGL/703' MSL. Transmission tower 2221' from DER, 389' right of centerline, 75' AGL/694' MSL. Tree beginning 1103' from DER, 164' left of centerline, up to 100' AGL/769' MSL. **Rwy 36,** trees beginning 107' from DER, 54' right of centerline, up to 95' AGL/710' MSL. Tree 106' from DER, 53' left of centerline, 30' AGL/637' MSL. Transmission tower 2661' from DER, 103' left of centerline, 102' AGL/711' MSL.

BERRIEN SPRINGS, MI
ANDREW UNIVERSITY AIRPARK (C20)
ORIG 03023 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21,** NA. **Rwy 31,** 700-1½ or std. with a min. climb of 260' per NM to 1500. NA at night.
NOTE: **Rwy 31,** tower 6789' northeast of departure end of runway, 565' AGL/1224' MSL.

BIG RAPIDS, MI
ROBEN-HOOD (RQB)
AMDT 5 96116 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 27,** 300-1.

BOYNE FALLS, MI
BOYNE MOUNTAIN (BFA)
AMDT 3 96340 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 1000-1. **Rwy 35,** 500-1.
DEPARTURE PROCEDURE: **Rwys 17,35,** climb runway heading to 2000 before turning.

CADILLAC, MI
WEXFORD COUNTY (CAD)
AMDT 7 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 250° to 1800 before turning left.
NOTE: **Rwy 7,** trees beginning 783' from DER, 129' right of centerline, up to 53' AGL/1348' MSL. Trees beginning 849' from DER, 348' left of centerline, up to 74' AGL/1378' MSL. Poles beginning 1221' from DER, 596' left of centerline, up to 30' AGL/1336' MSL. Poles beginning 1228' from DER, 366' right of centerline, up to 38' AGL/1333' MSL. Train and tracks 1386' from DER, 819' left of centerline, 23' AGL/1335' MSL. **Rwy 25,** bush 14' from DER, 275' right of centerline, 10' AGL/1317' MSL. Vehicle and road 660' from DER, 623' left of centerline, 15' AGL/1327' MSL.

CARO, MI
TUSCOLA AREA (CFS)
AMDT 1 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwys 12, 30,** NA-Environmental.
NOTE: **Rwy 5,** vehicle on highway 2163' from departure end of runway, 648' left of centerline, 17' AGL/786' MSL. Trees beginning 865' from departure end of runway, 248' right of centerline, up to 100' AGL/809' MSL. **Rwy 23,** trees beginning 990' from departure end of runway, 581' right of centerline, up to 100' AGL/789' MSL.

CHARLEVOIX, MI
CHARLEVOIX MUNI (CVX)
AMDT 4 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** N/A.
NOTES: **Rwy 9,** terrain beginning at departure end of runway, left and right of centerline up to 660' MSL. **Rwy 27,** terrain beginning at departure end of runway, left and right of centerline up to 693' MSL.

CHARLOTTE, MI

FITCH H. BEACH (FPK)
AMDT 2 92065 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb runway heading to 1500 before turning.

CHEBOYGAN, MI

CHEBOYGAN COUNTY (SLH)
AMDT 3 86156 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 16,** 300-1.

CLARE, MI

CLARE MUNI (48D)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31,** 300-1.

COLDWATER, MI

BRANCH COUNTY MEMORIAL (OEB)
AMDT 4 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** NA - Environmental.
NOTE: **Rwy 4,** vehicles on road and trees beginning 5' from departure end of runway, 92' right of centerline, up to 100' AGL/1059' MSL. Vehicles on road and trees beginning 347' from departure end of runway, 317' left of centerline, up to 100' AGL/1,059' MSL. **Rwy 7,** trees beginning 1246' from departure end of runway, 430' left of centerline, up to 100' AGL/1059' MSL. Vehicles on road and trees beginning 154' from departure end of runway, 315' right of centerline, up to 100' AGL/1039' MSL. Pole 336' from departure end of runway, 274' right of centerline, 18' AGL/977' MSL. **Rwy 22,** trains on railroad and trees beginning 769' from departure end of runway, 986' left to 945' right of centerline, up to 100' AGL/1099' MSL. **Rwy 25,** vehicles on road and trees beginning 1171' from departure end of runway, 394' left of centerline, up to 100' AGL/1,059' MSL. Trees beginning 732' from departure end of runway, 95' right of centerline, up to 100' AGL/1034' MSL.

DAVISON, MI

ATHELONE WILLIAMS MEMORIAL (6G0)
AMDT 2 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

DETROIT, MI

COLEMAN A. YOUNG MUNI (DET)
AMDT 6 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-2 or std. w/ min. climb of 211' per NM to 1400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 328° to 1800 before turning.
NOTE: **Rwy 7,** multiple trees beginning 232' from departure end of runway, 20' left of centerline, up to 60' AGL/687' MSL. Multiple trees beginning 283' from departure end of runway, 44' right of centerline, up to 56' AGL/680' MSL. Stack 533' from departure end of runway, 66' right of centerline, 50' AGL/671' MSL. Obstruction light on stack on building 566' from departure end of runway, 18' right of centerline, 50' AGL/671' MSL. Obstruction light on floodlight 622' from departure end of runway, 104' left of centerline, 41' AGL/668' MSL. Light standard 149' from departure end of runway, 138' left of centerline, 37' AGL/654' MSL. Light standard 227' from departure end of runway, 105' right of centerline, 33' AGL/654' MSL. Antenna on building 936' from departure end of runway, 84' right of centerline, 43' AGL/670' MSL. Obstruction light floodlight 909' from departure end of runway, 96' right of centerline, 41' AGL/668' MSL. Pole 466' from departure end of runway, 198' right of centerline, 30' AGL/654' MSL. Obstruction light on pole 132' from departure end of runway, on centerline, 16' AGL/637' MSL. **Rwy 15,** multiple trees beginning 589' from departure end of runway, 221' left of centerline, up to 69' AGL/683' MSL. Multiple trees beginning 299' from departure end of runway, 289' right of centerline, up to 52' AGL/679' MSL. Antenna on airport beacon 662' from departure end of runway, 667' left of centerline, 81' AGL/695' MSL. Pipe on obstruction light building 783' from departure end of runway, 597' left of centerline, 62' AGL/676' MSL. Obstruction light on building 1473' from departure end of runway, 556' right of centerline, 68' AGL/692' MSL. Tower 3376' from departure end of runway, 1118' right of centerline, 103' AGL/723' MSL. Antenna on building 803' from departure end of runway, 522' right of centerline, 35' AGL/656' MSL. Building 3749' from departure end of runway, 569' left of centerline, 114' AGL/723' MSL. Floodlight on building 1611' from departure end of runway, 657' left of centerline, 53' AGL/667' MSL. Rod on obstruction light building 450' from departure end of runway, 317' left of centerline, 20' AGL/637' MSL. **Rwy 25,** tower 2828' from departure end of runway, 1225' left of centerline, 141' AGL/770' MSL. Multiple trees beginning 909' from departure end of runway, 133' left of centerline, up to 76' AGL/703' MSL. Multiple trees beginning 334' from departure end of runway, 132' right of centerline, 58' AGL/685' MSL. Obstruction light on building 48' from departure end of runway, 240' left of centerline, 41' AGL/662' MSL. Railroad 1' from departure end of runway, 126' left of centerline, 29' AGL/650' MSL. Obstruction light on stack 454' from departure end of runway, 45' left of centerline, 35' AGL/659' MSL. Railroad 190' from departure end of runway, 40' left of centerline, 29' AGL/650' MSL. Obstruction light stack on building 949' from departure end of runway, 44' left of centerline, 41' AGL/668' MSL. Stack 958' from departure end of runway, 12' left of centerline, 41' AGL/668' MSL. Light standard 701' from departure end of runway, 145' right of centerline, 26' AGL/653' MSL. Stack 9474' from departure end of runway, 2415' left of centerline, 241' AGL/872' MSL.

DETROIT, MI (CON'T)

COLEMAN A. YOUNG MUNI (CON'T)

Rwy 33, multiple trees beginning 113' from departure end of runway, 118' left of centerline, up to 73' AGL/694' MSL. Multiple trees beginning 572' from departure end of runway, 84' right of centerline, up to 92' AGL/709' MSL. Flag pole 963' from departure end of runway, 379' left of centerline, 28' AGL/658' MSL.

DETROIT METROPOLITAN/WAYNE COUNTY (DTW)

ORIG 06159 (FAA)

NOTE: **Rwy 3R,** headwall 399' from departure end of runway, 566' right of centerline, 17' AGL/647' MSL. **Rwy 4L,** multiple transmission towers 1516' from departure end of runway, 827' left of centerline, up to 60' AGL/690' MSL, multiple antennas 2751' from departue end of runway, 762' right of centerline, up to 84' AGL/714' MSL. **Rwy 4R,** antenna on building 3348' from departure end of runway, 1301' left of centerline, 100' AGL/736' MSL. **Rwy 9L,** multiple trees 968' to 2519' from departure end of runway, 462' left of centerline and 1173' right of centerline, up to 85' AGL/715' MSL. **Rwy 9R,** tree 1837' from departure end of runway, 947' right of centerline, 50' AGL/686' MSL. **Rwy 21L,** multiple trees 1079' to 3910' from departure end of runway, 586' left of centerline and 1188' right of centerline, up to100' AGL/733' MSL. **Rwy 22L,** multiple trees 794' to 3694' from departure end of runway, 611' right of centerline and 1381' left of centerline, up to110' AGL/740' MSL. **Rwy 27R,** rod on ASR 4461' from departure end of runway, 464' left of centelrine, 106' AGL/756' MSL.

WILLOW RUN (YIP)

AMDT 9 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 200-1½ or std. w/ min. climb of 206' per NM to 1000.

NOTE: **Rwy 5L,** multiple trees beginning 1438' to 2887' from departure end of runway, from 119' to 438' left of centerline, up to 79' AGL/785' MSL. **Rwy 5R,** multiple trees beginning 1877' to 2472' from departure end of runway, from 134' to 922' left and right of centerline, up to 78' AGL/777' MSL. **Rwy 9R,** multiple trees beginning 827' to 2598' from departure end of runway, from 432' to 600' left and right of centerline, up to 77' AGL/780' MSL. **Rwy 23L,** tree 1304' from departure end of runway, 438' right of centerline, 42' AGL/757' MSL. Tree 2457' from departure end of runway, 720' left of centerline, 66' AGL/781' MSL. **Rwy 23R,** multiple trees and road with vehicle beginning 587' to 1333' from departure end of runway, from 282' to 814' left and right of centerline, up to 77' AGL/793' MSL. **Rwy 27L,** multiple trees and poles beginning 1273' to 2024' from departure end of runway, from 47' to 769' left and right of centerline, up to 90' AGL/805' MSL. **Rwy 27R,** railroad and lights beginning 564' to 1565' from departure end of runway, from 4' to 333' left of centerline, up to 54' AGL/770' MSL. Tree and lights beginning 102' to 1257' from departure end of runway, from 10' to 485' right of centerline, up to 55' AGL/771' MSL. Tower 7161' from departure end of runway, 502' left of centerline, 162' AGL/900' MSL. **Rwy 32,** multiple trees and poles beginning 701' to 1884' from departure end of runway, from 78' to 750' left of centerline, up to 84' AGL/798' MSL. Multiple trees 1157' to 1893' from departure end of runway, from 126' to 475' right of centerline, up to 66' AGL/780' MSL.

DETROIT/GROSSE ILE, MI

GROSSE ILE MUNI (ONZ)

AMDT 4 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22,** 300-1.

Rwy 35, 800-2 or 300-1 with a min. climb of 210' per NM to 1400.

DOWAGIAC, MI

DOWAGIAC MUNI (C91)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 21,** NA-Environmental.

NOTE: **Rwy 9,** building, 258' from DER, 549' right of centerline, 26' AGL/778' MSL. Multiple poles beginning 372' from DER, 432' right of centerline, up to 42' AGL/795' MSL. Antenna, 459' from DER, 367' right of centerline, 35' AGL/787' MSL. Antenna, 615' from DER, 341' right of centerline, 35' AGL/775' MSL. Multiple poles beginning 654' from DER, 341' left of centerline, up to 48' AGL/779' MSL. Trees beginning 667' from DER, 21' left of centerline, up to 77' AGL/839' MSL. Trees beginning 864' from DER, 7' right of centerline, up to 121' AGL/879' MSL. **Rwy 27,** trees beginning 21' from DER, 33' right of centerline, up to 93' AGL/828' MSL. Trees beginning 154' from DER, 112' left of centerline, up to 111' AGL/837' MSL.

DRUMMOND ISLAND, MI

DRUMMOND ISLAND (DRM)

ORIG 82301 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26, 18, 36,** 300-1.

EAST TAWAS, MI

IOSCO COUNTY (6D9)

ORIG 81106 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,26,** climb runway heading to 1100 before turning.

EATON RAPIDS, MI

SKYWAY ESTATES (60G)

ORIG 90235 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26,** climb runway heading to 2500 before turning.

ESCANABA, MI

DELTA COUNTY (ESC)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2¼ or std. w/ min. climb of 261' per NM to 1100.

NOTE: **Rwy 9,** vehicles on roadway at DER, 272' right of centerline, 15' AGL/607' MSL. Trees beginning 1013' from DER, 444' left of centerline, up to 100' AGL/690' MSL. Trees beginning 1185' from DER, 55' right of centerline, up to 100' AGL/690' MSL. **Rwy 18,** buildings 1' from DER, 480' right of centerline, up to 26' AGL/616' MSL. Fences 139' from DER, 402' right of centerline, up to 9' AGL/599' MSL. Pole 255' from DER, 563' right of centerline, 20' AGL/618' MSL. Trees beginning 329' from DER, 18' left of centerline, up to 100' AGL/664' MSL. Trees beginning 375' from DER, 19' right of centerline, up to 100' AGL/673' MSL. **Rwy 36,** tower 1.87 NM from DER, 2362' left of centerline, 293' AGL/915' MSL. Vehicles on roadway beginning 41' from DER, 40' right of centerline, 15' AGL/621' MSL. Trees beginning 349' from DER, 555' right of centerline, up to 100' AGL/697' MSL. Trees beginning 366' from DER, 2' left of centerline, up to 100' AGL/700' MSL.

FLINT, MI
BISHOP INTL (FNT)
AMDT 5 02052 (FAA)
NOTE: **Rwy 18,** trees 1200' from departure end of runway, 500' right of centerline, 65' AGL/863' MSL.

FRANKFORT, MI
FRANKFORT DOW MEMORIAL FIELD (FKS)
AMDT 2 97282 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 500-2 or std. with a min. climb of 360' per NM to 1300. **Rwy 33,** 300-2.
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 1500 before turning.

FREMONT, MI
FREMONT MUNI (FFX)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1½ or std. w/ a min climb of 211' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.
NOTE: **Rwy 9,** trees beginning 947' from DER, on centerline, up to 100' AGL/866' MSL. **Rwy 18,** trees beginning 1055' from DER, 763' right of centerilne, up to 100' AGL/859' MSL. Pole 1140' from DER, 617' right of centerline, 27' AGL/784' MSL. Trees beginning 2276' from DER, 1029' left of centerline, up to 100' AGL/847' MSL. **Rwy 27,** trees beginning 816' from DER, 635' right of centerline, up to 100' AGL/876' MSL. Trees beginning 2640' from DER on centerline, up to 100' AGL/876' MSL. Trees beginning 1.18 NM from DER, 1830' right of centerline, up to 100' AGL/960' MSL. **Rwy 36,** terrain 81' from DER, 484' left of centerline, 774' MSL. Transmission poles beginning 1157' from DER, 728' left to 497' right of centerline, up to 40' AGL/817' MSL. Catenary 1564' from DER, 41' right of centerline, 37' AGL/814' MSL. Trees beginning 1584' from DER, 577' left to 412' right of centerline, up to 67' AGL/844' MSL.

GAYLORD, MI
GAYLORD RGNL (GLR)
ORIG 09127 (FAA)
NOTE: **Rwy 9,** trees beginning 917' from DER, 318' right of centerline, up to 57' AGL/1387' MSL. Trees beginning 918' from DER, 357' left of centerline, up to 79' AGL/1407' MSL. Ceilometer 166' from DER, 258' left of centerline, 4' AGL/1334' MSL. **Rwy 18,** powerline pylon 2125' from DER, 917' right of centerline, 79' AGL/1398' MSL. Bushes beginning 18' from DER, 255' left of centerline, up to 21' AGL/1338' MSL. **Rwy 27,** trees beginning 2870' from DER, 345' right of centerline, up to 83' AGL/1403' MSL. Tree 2906' from DER, 234' left of centerline, 75' AGL/1395' MSL. **Rwy 36,** trees and bush beginning 79' from DER, 191' left of centerline, up to 54' AGL/1374' MSL.

GLADWIN, MI
CHARLES ZETTEL MEMORIAL (GDW)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 600-2.
Rwy 33, 500-2.

GRAND HAVEN, MI
GRAND HAVEN MEMORIAL AIRPARK (3GM)
AMDT 4 83272 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb runway heading to 1100 before turning.

GRAND LEDGE, MI
ABRAMS MUNI (4D0)
AMDT 2 93147 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 27, 36,** 300-1 or std. with a min. climb of 300' per NM to 1200.

GRAND RAPIDS, MI
GERALD R. FORD INTL (GRR)
AMDT 2 09183(FAA)
NOTE: **Rwy 8L,** vehicle on road 20' from DER, 156' left of centerline, 15' AGL/794' MSL. Trees beginning 1419' from DER, 740' left of centerline, up to 100' AGL/859' MSL. **Rwy 17,** trees beginning 1382' from DER, 134' left of centerline, up to 100' AGL/929' MSL. Trees beginning 1389' from DER, 819' right of centerline, up to 100' AGL/899' MSL. **Rwy 26R,** terrain beginning 102' from DER, 381' right of centerline, up to 808' MSL. **Rwy 35,** vehicle on road 742' from DER, 675' left of centerline, up to 15' AGL/804' MSL. Trees beginning 2002' from DER, 715' left of centerline, up to 100' AGL/869' MSL. Trees beginning 1339' from DER, 7' right of centerline, up to 100' AGL/879' MSL.

GRAYLING, MI
GRAYLING AAF (GOV)
AMDT 3 10154 (FAA)
NOTE: **Rwy 5,** tree 1192' from DER, 275' right of centerline, 56' AGL/1215' MSL. Tree 1684' from DER, 600' left of centerline, 56' AGL/1225' MSL. **Rwy 14,** tree 435' from DER, 402' right of centerline, 57' AGL/1216' MSL. Antenna 3937' from DER, 1179' right of centerline, 136' AGL/1279' MSL. **Rwy 23,** trees beginning 1438' from DER, 29' right of centerline, up to 100' AGL/1269' MSL. **Rwy 32,** trees beginning 1611' from DER, 50' left of centerline, up to 66' AGL/1216' MSL.

GREENVILLE, MI
GREENVILLE MUNI (6D6)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy19,** 300-1.

HANCOCK, MI
HOUGHTON COUNTY MEMORIAL (CMX)
AMDT 2 89208 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
DEPARTURE PROCEDURE: **Rwys 25, 31,** climb runway heading to 1500 before turning.

HARBOR SPRINGS, MI
HARBOR SPRINGS (MGN)
AMDT 2 08073 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1½ or std. w/ min. climb of 295' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 10,** Climb heading 101° to 1400 before proceeding on course. **Rwy 28,** Climb heading 281° to 2000 before turning right.
NOTE: **Rwy 10,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/788' MSL. Vehicle and road beginning 188' from departure end of runway, left to right of centerline, up to 15' AGL/736' MSL. Trees beginning 1671' from departure end of runway, 720' left of centerline, up to 100' AGL/821' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 398' left of centerline, up to 100' AGL/723' MSL. Trees beginning abeam departure end of runway, 313' right of centerline, up to 100' AGL/936' MSL. Vehicle and road beginning abeam departure end of runway, left to right of centerline, up to 15' AGL/720' MSL.

HASTINGS, MI
HASTINGS (9D9)
ADMT 4 95117 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,12,18,27,** 300-1.

HILLSDALE, MI
HILLSDALE MUNI (JYM)
ORIG 97310 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1.

HOLLAND, MI
TULIP CITY (BIV)
AMDT 1 09183 (FAA)
NOTE: **Rwy 8,** vehicles on road beginning 48' from DER, 500' right of centerline, up to 15' AGL/694' MSL, Trees beginning 1828' from DER, 829' left of centerline, up to 72' AGL/741' MSL. **Rwy 26,** vehicles on road beginning 86' from DER, 517' left of centerline, up to 15' AGL/714' MSL, pole 805' from DER, 475' left of centerline, 35' AGL/734' MSL, trees 1056' from DER, 468' left of centerline, up to 41' AGL/740' MSL.

HOUGHTON LAKE, MI
ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)
AMDT 1 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼, or std. w/ min. climb of 237' per NM to 1400. **Rwys 18, 36,** NA-ATC.
DEPARTURE PROCEDURE: **Rwy 27,** climb heading 274° to 2600 before turning south.
NOTE: **Rwy 9,** multiple trees beginning 2330' from departure end of runway, on centerline, up to 71' AGL/1216' MSL. Multiple trees beginning 5927' from departure end of runway 275' left of centerline, up to 100' AGL/1299' MSL. Terrain beginning 31' from departure end of runway, 215' right of centerline, up to 0' AGL/1165' MSL. Terrain beginning 43' from departure end of runway, 84' left of centerline, up to 0' AGL/1162' MSL. **Rwy 27,** multiple trees beginning 791' from departure end of runway, on centerline, up to 90' AGL/1239' MSL. Fence and road beginning 323' from departure end of runway, on centerline, up to 15' AGL/1164' MSL. Terrain beginning 100' from departure end of runway, 171' right of centerline, up to 0' AGL/1165' MSL. Terrain beginning 112' from departure end of runway, 128' left of centerline, up to 0' AGL/1162' MSL.

HOWELL, MI
LIVINGSTON COUNTY SPENCER J. HARDY (OZW)
AMDT3 06215 (FAA)
NOTE: **Rwy 31,** multiple trees and light pole beginning 138' from departure end of runway, 334' right of centerline, up to 88' AGL/1030' MSL. Multiple trees beginning 914' from departure end of runway, 483' left of centerline, up to 83' AGL/1012' MSL. **Rwy 13,** tree 1776' from departure end of runway, 696' right of centerline, 70' AGL/1009' MSL.

IONIA, MI
IONIA COUNTY (Y70)
ORIG 83230 (FAA)
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb runway heading to 1400 before turning.

IRON MOUNTAIN-KINGSFORD, MI
FORD (IMT)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. w/ min. climb of 590' per NM to 1400. **Rwy 31,** 300-1¼ or std. w/ min. climb of 260' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before turning right. **Rwy 13,** climb heading 134° to 1900 before turning left.
NOTE: **Rwy 1,** trees and bushes beginning 526' from DER, 292' right of centerline, up to 79' AGL/1259' MSL. Antenna, trees and bushes beginning 378' from DER, 192' left of centerline, up to 76' AGL/1276' MSL. **Rwy 13,** tree 1276' from DER, 312' right of centerline, 88' AGL/1188' MSL. Trees and poles beginning 547' from DER, 100' left of centerline, up to 86' AGL/1306' MSL. **Rwy 19,** trees beginning 992' from DER, 245' right of centerline, up to 56' AGL/1192' MSL. Trees beginning 1229' from DER, 376' left of centerline, up to 48' AGL/1183' MSL. **Rwy 31,** trees 1711' from DER, 113' right of centerline, 66' AGL/1186' MSL. Bush 165' from DER, 161' right of centerline, 11' AGL/1131' MSL. Trees beginning 66' from DER, 182' left of centerline, up to 95' AGL/1315' MSL.

IRONWOOD, MI
GOGEBIC-IRON COUNTY (IWD)
AMDT 6 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 2300 before turning right. **Rwy 27,** climb heading 270° to 1700 before turning left.
NOTE: **Rwy 9,** trees beginning 61' from DER, 544' left of centerline, up to 31' AGL/1244' MSL. Tree 1853' from DER, 972' left of centerline, 100' AGL/1346' MSL. **Rwy 27,** vehicle on road 287' from DER, 2' right of centerline, 15' AGL/1237' MSL. Tree 1946' from DER, 952' right of centerline, 69' AGL/1283' MSL. Tree 2817' from DER, 588' left of centerline, 74' AGL/1304' MSL.

JACKSON, MI
JACKSON COUNTY-REYNOLDS FIELD (JXN)
AMDT 5 09295 (FAA)
NOTE: **Rwy 6,** antenna 3131' from DER, 1331' left of centerline, 75' AGL/1075' MSL. **Rwy 14,** tank 2617' from DER, 373' left of centerline, 107' AGL/1107' MSL. Antenna 3102' from DER, 597' left of centerline, 111' AGL/1111' MSL. Trees beginning 1137' from DER, 8' left of centerline, up to 84' AGL/1083' MSL. Trees and poles beginning 518' from DER, 13' right of centerline, up to 114' AGL/1113' MSL. Road plus vehicle 541' from DER, 245' right of centerline, 15' AGL/1015' MSL. **Rwy 24,** trees and poles beginning 367' from DER, 48' left of centerline, up to 80' AGL/1079' MSL. Buildings beginning 125' from DER, 372' left of centerline, 23' AGL/1022' MSL. Fence beginning 88' from DER, 247' right of centerline, 10' AGL/1002' MSL. Road plus vehicle 306' from DER, 3' right of centerline, 15' AGL/1007' MSL. Trees beginning 1231' from DER, 232' right of centerline, up to 62' AGL/1051' MSL. Localizer obstruction light 140' from DER, on centerline, 10' AGL/999' MSL. **Rwy 32,** trees and poles beginning 169' from DER, 69' left of centerline, up to 104' AGL/1093' MSL. Fence beginning 475' from DER, 148' left of centerline, up to 10' AGL/985' MSL. Trees beginning 94' from DER, 5' right of centerline, up to 103' AGL/1092' MSL. Fence beginning 278' from DER, 367' right of centerline, up to 10' AGL/999' MSL.

KALAMAZOO, MI
KALAMAZOO/BATTLE CREEK INTL (AZO)
AMDT 9 07242 (FAA)
NOTE: **Rwy 5,** light pole 906' from departure end of runway, 511' left of centerline, 25' AGL/879' MSL. Multiple trees beginning 1433' from departure end of runway, 90' left of centerline, up to 65' AGL/914' MSL. Multiple towers beginning 2399' from departure end of runway, 331' right of centerline, up to 119' AGL/970' MSL. Multiple trees beginning 156' from departure end of runway, 163' right of centerline, up to 78' AGL/917' MSL. **Rwy 9,** multiple trees beginning 588' from departure end of runway, on centerline, up to 104' AGL/958' MSL. Antenna 2187' from departure end of runway, 222' right of centerline, 69' AGL/928' MSL. Tree 677' from departure end of runway, 214' right of centerline, 45' AGL/899' MSL. **Rwy 17,** railroad 587' from departure end of runway, 613' left of centerline, 17' AGL/885' MSL. Tree 691' from departure end of runway, 583' right of centerline, 57' AGL/894' MSL. **Rwy 23,** multiple trees beginning 937' from departure end of runway, 50' left of centerline, up to 72' AGL/956' MSL. Multiple poles and hangar beginning 22' from departure end of runway, 331' right of centerline, up to 24' AGL/905' MSL. Multiple trees beginning 943' from departure end of runway, 144' right of centerline, up to 107' AGL/986' MSL. **Rwy 27,** road 543' from departure end of runway, on centerline, 15' AGL/890' MSL. Multiple trees beginning 414' from departure end of runway, 292' left of centerline, up to 23' AGL/972' MSL. Multiple light poles and towers beginning 521' from departure end of runway, 18' right of centerline, up to 180' AGL/1015' MSL. Multiple trees beginning 1012' from departure end of runway, 23' right of centerline, up to 75' AGL/969' MSL. **Rwy 35,** multiple trees beginning 2319' from departure end of runway, 163' left of centerline, up to 75' AGL/934' MSL. Multiple trees beginning 1961' from departure end of runway, 753' right of centerline, up to 77' AGL/936' MSL.

LAKEVIEW, MI
LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)
ORIG 98281 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 400' per NM to 1200.
NOTE: **Rwy 9,** 1018' tree 50' from departure end of runway, 490' right of centerline.

LAMBERTVILLE, MI
TOLEDO SUBURBAN (DUH)
AMDT 1 80360 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

LANSING, MI
CAPITAL REGION INTL (LAN)
AMDT 13 93147 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 10L, 24, 28R,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10L,10R,** climb runway heading to 2000 before turning south.
Rwys 6, 24, 28L, 28R, climb runway heading to 1500 before turning southeast.

LAPEER, MI
DUPONT-LAPEER (D95)
AMDT3 86156 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

LINDEN, MI
PRICE'S (9G2)
AMDT 4 98085 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** NA.

LUDINGTON, MI
MASON COUNTY (LDM)
AMDT 6 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19, 26,** 300-1.

MACKINAC ISLAND, MI
MACKINAC ISLAND (MCD)
AMDT 1 80164 (FAA)
DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 1100 before turning right.

MARQUETTE, MI
SAWYER INTL (SAW)
ORIG 10098 (FAA)
NOTE: **Rwy 19,** trees beginning 2582' from DER, left and right of centerline, up to 100' AGL/1269' MSL.

MASON, MI
MASON JEWETT FIELD (TEW)
AMDT 2A 10154 (FAA)
NOTE: **Rwy 10,** trees, pole, and vehicle on road beginning 109' from DER, 57' right of centerline, up to 100' AGL/1023' MSL. Poles and vehicles on road 276' from DER, 245' left of centerline, up to 35' AGL/944' MSL.

MENOMINEE, MI

MENOMINEE-MARINETTE TWIN COUNTY (MNM)

AMDT 3 09239 (FAA)

NOTE: **Rwy 3,** trees and bush beginning 196' from DER, 340' left of centerline, up to 100' AGL/719' MSL. Multiple trees beginning 1568' from DER, 702' right of centerline, up to 100' AGL/759' MSL. **Rwy 14,** multiple trees, poles, and building beginning 451' from DER, 85' left of centerline, up to 135' AGL/735' MSL. Multiple trees and pole beginning 651' from DER, 171' right of centerline,up to 100' AGL/704' MSL. **Rwy 21,** multiple trees beginning 932' from DER, 469' left of centerline, up to 77' AGL/677' MSL. Multiple trees beginning 1808' from DER, 701' right of centerline, up to 65' AGL/685' MSL. **Rwy 32,** multiple trees beginning 64' from DER, 71' left of centerline, up to 100' AGL/739' MSL. Multiple trees beginning 875' from DER, 15' right of centerline, up to 100' AGL/759' MSL.

MIDLAND, MI

JACK BARSTOW (IKW)

ORIG 09183 (FAA)

NOTE: **Rwy 6,** trees beginning 56' from DER, 493' right of centerline, up to 25' AGL/655' MSL. Trees beginning 920' from DER, 47' left of centerline, up to 20' AGL/660' MSL. Trees beginning 1144' from DER, from right to left of centerline, up to 100' AGL/754' MSL. Pole 1495' from DER, 331' right of centerline, 37' AGL/672' MSL. **Rwy 18,** trees beginning 339' from DER, 279' left of centerline, up to 100' AGL/729' MSL. Trees beginning 358' from DER, 306' right of centerline, up to 100' AGL/724' MSL. **Rwy 24,** vehicles on road beginning 225' from DER, from right to left of centerline, up to 15' AGL/634' MSL. Trees beginning 510' from DER, 103' right of centerline, up to 100' AGL/710' MSL. Trees beginning 787' from DER, 152' left of centerline, up to 100' AGL/709' MSL. **Rwy 36,** trees beginning 105' from DER, 200' right of centerline, up to 100' AGL/744' MSL. Trees beginning 147' from DER, 242' left of centerline, up to 100' AGL/729' MSL.

MONROE, MI

CUSTER (TTF)

AMDT 6 08213

NOTE: **Rwy 21,** Trees and light poles beginning 81' from departure end of runway, 9' right of centerline, up to 122' AGL/736' MSL. Trees and light poles beginning 243' from departure end of runway, 218' left of centerline, up to 98' AGL/707' MSL. Road and vehicle beginning 1954' from departure end of runway, on centerline, 15' AGL/626' MSL.

MOUNT PLEASANT, MI

MOUNT PLEASANT MUNI (MOP)

AMDT 5 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 9,** trees beginning 420' from DER, 512' right of centerline, up to 86' AGL/845' MSL. Trees beginning 420' from DER, 266' left of centerline, up to 23' AGL/836' MSL. **Rwy 27,** trees beginning 1115' from DER, 39' right of centerline, up to 99' AGL/858' MSL. Trees beginning 1025' from DER, 3' left of centerline, up to 108' AGL/867' MSL.

MUSKEGON, MI

MUSKEGON COUNTY (MKG)

AMDT 10 09015 (FAA)

NOTE: **Rwy 6,** tree 1700' from departure end of runway, 600' right of centerline, 25' AGL/672' MSL. Multiple trees beginning 1980' from departure end of runway, 300' left of centerline, up to 75' AGL/709' MSL. **Rwy 14,** pole 1040' from departure end of runway, 700' left of centerline, 25' AGL/655' MSL. Multiple poles beginning 1500' from departure end of runway, 880' right of centerline, up to 50' AGL/677' MSL. Tree 1900' from departure end of runway, 940' left of centerline, 79' AGL/709' MSL. **Rwy 24,** bush 124' from departure end of runway, 480' left of centerline, 19' AGL/630' MSL. Tree 500' from departure end of runway, 300' right of centerline, 42' AGL/649' MSL. Tree 1210' from departure end of runway, 450' left of centerline, 42' AGL/653' MSL. Antenna 1220' from departure end of runway, 500' right of centerline, 43' AGL/654' MSL. Multiple trees beginning 2200' from departure end of runway, 50' left of centelrine, up to 86' AGL/697' MSL. **Rwy 32,** tree 1040' from departure end of runway, 740' right of centerline, 65' AGL/659' MSL. Tree 1190' from departure end of runway, 500' left of centerline, 65' AGL/663' MSL. Tree 1270' from departure end of runway, 800' left of centerline, 89' AGL/690' MSL.

NEW HUDSON, MI

OAKLAND SOUTHWEST (Y47)

AMDT 2 88350 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

NEWBERRY, MI

LUCE COUNTY (ERY)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 11,** trees beginning 15' from DER, 112' right of centerline, up to 79' AGL/919' MSL. Trees beginning 1207' from DER, 10' left of centerline, up to 119' AGL, 969' MSL. **Rwy 29,** ground 1' from DER, 221' right of centerline, 0' AGL/872' MSL. Tree 1' from DER, 431' right of centerline, 12' AGL/872' MSL. Trees and antenna on building beginning 88' from DER, 13' left of centerline, up to 84' AGL/954' MSL. Trees, vehicle on road, and antenna on building beginning 561' from DER, 28' right of centerline, up to 89' AGL/959' MSL.

NILES, MI

JERRY TYLER MEMORIAL (3TR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 14, 22, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 14,** climb runway heading to 1400 before turning. **Rwy 22,** left turn climb heading 180° to 1400 before turning. **Rwy 32,** right turn climb heading 360° to 1400 before turning.

ONTONAGON, MI

ONTONAGON COUNTY-SCHUSTER FIELD (OGM)

AMDT 1 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** 300-1.

OSCODA, MI

OSCODA-WURTHSMITH (OSC)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 3096' from departure end of runway, 967' left of centerline up to 100' AGL/719' MSL. **Rwy 24,** Trees beginning 2192' from departure end of runway, 578' right of centerline up to 100' AGL/739' MSL. Trees beginning 1415' from departure end of runway, 559' left of centerline, up to 100' AGL/739' MSL.

OWOSSO, MI

OWOSSO COMMUNITY (RNP)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA - Environmental.

NOTE: **Rwy 10,** bush 187' from departure end of runway, 158' right of centerline, 3' AGL/742' MSL. Trees beginning 1136' from departure end of runway, 630' left of centerline, up to 75' AGL/814' MSL. Trees and pole beginning 1111' from departure end of runway, 596' right of centerline, up to 90' AGL/829' MSL. Powerline with towers beginning 2029' from departure end of runway, left and right of centerline, 90' AGL/829' MSL. **Rwy 28,** bush 212' from departure end of runway, 436' right of centerline, 11' AGL/741' MSL. Vent, trees, and a building beginning 266' from departure end of runway, 46' left of centerline, up to 100' AGL/836' MSL. Trees and a pole beginning 1184' from departure end of runway, 244' right of centerline, up to 60' AGL/815' MSL.

PELLSTON, MI

PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)
AMDT 4 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ a min. climb of 260' per NM to 1800, or 1000-2½ for climb in visual conditions. **Rwy 32,** std. w/ a min. climb of 290' per NM to 1100, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 23, 32,** for climb in visual conditions: cross Pellston Rgnl airport of Emmet County at or above 1600.

NOTE: **Rwy 5,** vehicle on road 411' from DER, 588' left of centerline, 15' AGL/738' MSL. Trees beginning 1070' from DER, 12' left of centerline, up to 100' AGL/838' MSL. Railroad 810' from DER, 672' right of centerline, 23' AGL/744' MSL. Trees beginning 1001' from DER, 288' right of centerline, up to 100' AGL/821' MSL.

Rwy 14, trees beginning 1290' from DER, 814' left of centerline, up to 100' AGL/805' MSL. **Rwy 23,** vehicle on road 14' from DER, 463' left of centerline, 15' AGL/720' MSL. Trees beginning 476' from DER, 53' left of centerline, up to 100' AGL/805' MSL. Trees beginning 953' from DER, 240' right of centerline, up to 100' AGL/820' MSL. Tree 2.97 NM from DER, 2771' right of centerline, 100' AGL/1297' MSL. **Rwy 32,** bush 107' from DER, 309' right of centerline, 4' AGL/722' MSL. Vehicle on road 1213' from DER, 809' right of centerline, 15' AGL/752' MSL. Terrain 2127' from DER, 715' right of centerline, 775' MSL. Trees beginning 4336' from DER, 315' right of centerline, up to 100' AGL/872' MSL. Trees beginning 1932' from DER, 20' left of centerline, up to 100' AGL/996' MSL.

PLYMOUTH, MI

CANTON-PLYMOUTH-METTETAL (1D2)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

PONTIAC, MI

OAKLAND COUNTY INTL (PTK)
AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.

NOTE: **Rwy 9L,** hangars beginning 203' from DER, 511' left of centerline, up to 30' AGL/1000' MSL. **Rwy 9R,** multiple trees beginning 1382' from DER, 647' left of centerline, up to 41' AGL/1011' MSL. Antenna on hangar 870' from DER, 732' right of centerline, 36' AGL/1006' MSL. **Rwy 27L,** trees 452' from DER, 331' right of centerline, 23' AGL/1002' MSL. Vehicle on road 388' from DER, 15' right of centerline, 15' AGL/992' MSL. Multiple trees beginning 449' from DER, 60' left of centerline, up to 76' AGL/1046' MSL. **Rwy 27R,** multiple trees beginning 451' from DER, 2' right of centerline, up to 62' AGL/1041' MSL. Vehicle on road 416' from DER, 24' right of centerline, 15' AGL/992' MSL. Multiple trees beginning 387' from DER, 19' left of centerline, up to 36' AGL/1015' MSL.

PORT HURON, MI

ST. CLAIR COUNTY INTL (PHN)
AMDT 5 96060 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 10, 28,** 300-1.

ROGERS CITY, MI

PRESQUE ISLE COUNTY (PZQ)
AMDT1 86268 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

ROMEO, MI

ROMEO STATE (D98)
AMDT 4 08101 (FAA)

NOTE: **Rwy 18,** Vehicle on roadway 364' from departure end of runway, on centerline, 15' AGL/744' MSL. Trees beginning 1360' from departure end of runway, 854' left of centerline, up to 100' AGL/825' MSL. **Rwy 36,** Vehicle on roadway 579' from departure end of runway, on centerline, 15' AGL/759' MSL. Trees beginning 955' from departure end of runway, left and right of centerline, up to 100' AGL/845' MSL.

SAGINAW, MI

MBS INTL (MBS)
ORIG 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb runway heading to 1100 before turning.

SAGINAW COUNTY H.W. BROWNE (HYX)
AMDT 7 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 9, 23, 27,** 400-1.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 2100 before turning North. **Rwys 23, 27,** climb runway heading to 2100 before turning Northeast. **Rwy 5,** right turn climb heading 090° to 2100 before turning North.

SAULT STE MARIE, MI
CHIPPEWA COUNTY INTL (CIU)
ORIG 09295 (FAA)
NOTE: **Rwy 9,** buildings beginning 453' from DER, 519' right of centerline, up to 30' AGL/829' MSL. Building 723' from DER, 461' left of centerline, up to 30' AGL/829' MSL. Trees beginning 1838' from DER, 23' right of centerline, up to 100' AGL/899' MSL.
Rwy 16, trees beginning 3645' from DER, extending from 1018' right of centerline to 1221' left of centerline, up to 100' AGL/899' MSL. **Rwy 27,** vehicle on road, 412' from DER, 510' left of centerline, up to 15' AGL/804' MSL. Trees beginning 520' from DER, extending from 581' left of centerline to 827' right of centerline, up to 100' AGL/879' MSL.

SELFRIDGE ANGB (KMTC)
MT. CLEMENS, MI . . . . . .AMDT 1, 09015
Rwy 19*
Rwy 1, 300-1¼**
* Standard with a CG of 260'/NM to 1600.
** Or standard with CG of 280'/NM to 1000.
DEPARTURE PROCEDURE: **Rwy 19,** For climb in visual conditions: Ceiling 1300'/Visibility 2½ SM, remain within 5.6 NM of KMTC airport, cross KMTC airport at or above 1700 before proceeding on course. Max airspeed 250 KIAS. **Rwy 1,** Standard with minimum climb of 280'/NM to 1000 or 300-1¼.
TAKE-OFF OBSTACLES: **Rwy 19:** Power poles 2274' from DER 38' right of centerline, 36' AGL/616' MSL. Trees 3310' from DER 929' right of centerline, 80' AGL/660' MSL. **Rwy 1:** Rising terrain 6' out to 237' from DER beginning 500' out to 563' left of centerline, up to 585' MSL (up to 6' above Thr). Fence from 68' out to 220' from DER beginning 341' to 523' right of centerline, 10' AGL/595' MSL. Trees starting 3043' out to 3099' from DER beginning 451' to 927' right of centerline, 80' AGL/660' MSL. Trees starting 2334' out to 3059' from DER beginning 1057' to 1105' left of centerline, 80' AGL/660' MSL. Vehicle 1560' from DER 427' left of centerline, 15' AGL/ 600' MSL. West bracket reflector 997' from DER 226' left ofcenterline, 15' AGL/592' MSL.

SOUTH HAVEN, MI
SOUTH HAVEN AREA RGNL (LWA)
AMDT 2 91234 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 14, 32,** 300-1.

SPARTA, MI
PAUL C. MILLER-SPARTA (8D4)
AMDT 2 10126 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 564' from DER, 105' right of centerline, up to 97' AGL/827' MSL. Tree 782' from DER, 379' left of centerline, 47' AGL/784' MSL.
Rwy 25, multiple trees beginning 507' from DER, 47' right of centerline, up to 81' AGL/841' MSL. Tree 117' from DER, 218' left of centerline, 47' AGL/817' MSL. Tree 656' from DER, 464' left of centerline, 67' AGL/822' MSL.

STURGIS, MI
KIRSCH MUNI (IRS)
AMDT 3 10294 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** 300-2 or std. w/ min. climb of 243' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 184° to 1400 before turning left.
NOTE: **Rwy 6,** trees beginning 1476' from DER, 137' left of centerline, up to 60' AGL/1102' MSL. Trees beginning 1945' from DER, 155' right of centerline, up to 60' AGL/ 984' MSL. Obstruction light on pole 1120' from DER, 401' right of centerline, 50' AGL/957' MSL. Obstruction light on pole 1193' from DER, 236' right of centerline, 50' AGL/957' MSL. Vehicle on road 504' from DER, 289' right of centerline, up to 15' AGL/953' MSL. **Rwy 18,** trees beginning 1687' from DER, 149' right of centerline, up to 60' AGL/971' MSL. Pole 1495' from DER, 842' left of centerline, 70' AGL/979' MSL. **Rwy 24,** trees beginning 1050' from DER, 292' right of centerline, up to 60' AGL/985' MSL. **Rwy 36,** trees beginning 99' from DER, left and right of centerline, up to 60' AGL/1014' MSL.

TECUMSEH, MI
MEYERS-DIVER'S (3TE)
AMDT2 96004 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

TRAVERSE CITY, MI
CHERRY CAPITAL (TVC)
AMDT 9 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.
Rwy 28, 700-2 or std. with min. climb of 300' per NM to 2000.
DEPARTURE PROCEDURE: **Rwys 10, 18, 36,** climb runway heading to 2000 before proceeding on course. **Rwy 28,** climbing left turn heading 240° to 2000 before proceeding on course.

TROY, MI
OAKLAND/TROY (VLL)
AMDT 3 92289 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1200 before turning.

WEST BRANCH, MI
WEST BRANCH COMMUNITY (Y31)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 500-2.

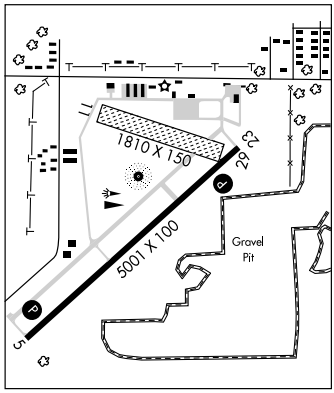
21 OCT 2010 to 18 NOV 2010

ABRAMS MUNI (See GRAND LEDGE)

ADRIAN N41°52.20′ W84°04.65′ NOTAM FILE ADG. DETROIT
NDB (MHW) 278 ADG at Lenawee Co. Unmonitored. L–28J

ADRIAN

LENAWEE CO (ADG) 3 SW UTC−5(−4DT) N41°52.06′ W84°04.64′ DETROIT
798 B S4 **FUEL** 100LL, JET A NOTAM FILE ADG COPTER
RWY 05–23: H5001X100 (ASPH) S–20 HIRL H–10G, L–28J
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 32′. P–line. IAP
RWY 23: PAPI(P4L)—GA 3.0° TCH 32′. Trees.
RWY 11–29: 1810X150 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended major holidays except by prior arrangement; call arpt manager 517–265–2827, arpt manager ngts 517–442–8934. 24 hr self serve fuel (100LL only) with credit card. Rwy 11–29 CLOSED Dec–Apr and when snow covered. Snow removal Rwy 05–23 only. Taxi on hard surfaces only during spring thaw and wet conditions. Rwy 11–29 marked with 3′ yellow cones. HIRL Rwy 05–23 preset low ints; to increase ints and ACTIVATE PAPI Rwy 05 and Rwy 23—CTAF. Ldg fee for commercial acft waived with fuel purchase.



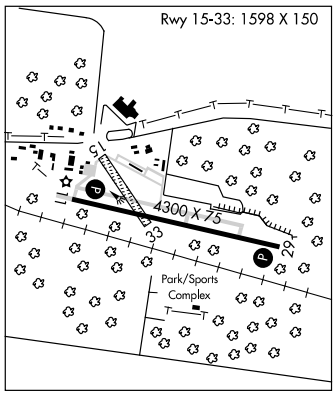
WEATHER DATA SOURCES: ASOS 118.375 (517) 265–9089.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE JXN.
JACKSON (L) VORW/DME 109.6 JXN Chan 33 N42°15.55′ W84°27.51′ 149° 29 NM to fld. 995/5W.
ADRIAN NDB (MHW) 278 ADG N41°52.20′ W84°04.65′ at fld. NOTAM FILE ADG. Unmonitored.

AERONUT PARK BALLOONPORT (See HOWELL)

ALBERT J LINDBERG (See HESSEL)

ALLEGAN

PADGHAM FLD (35D) 1 E UTC−5(−4DT) N42°31.83′ W85°49.42′ CHICAGO
706 B S4 **FUEL** 100LL NOTAM FILE LAN L–28I
RWY 11–29: H4300X75 (ASPH) S–18 MIRL IAP
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 29: REIL. PAPI(P4L)—GA 3.0°. TCH 40′. Trees.
RWY 15–33: 1598X150 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Rwy 15–33 surface rough. Rwy 15–33 marked with 3′ yellow cones. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29—CTAF. Rwy 11–29 parallel twy marked with reflectors. Rwy 29 PAPI OTS indef.



COMMUNICATIONS: CTAF/UNICOM 122.8
PULLMAN RCO 122.1R 112.1T (LANSING RADIO)
Ⓡ **GRAND RAPIDS APP/DEP CON** 128.4 (1030–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
PULLMAN (H) VOR/DME 112.1 PMM Chan 58 N42°27.96′ W86°06.29′ 073° 13.1 NM to fld. 640/0E.

ALMA N43°19.40′ W84°47.18′ NOTAM FILE AMN. DETROIT
NDB (MHW) 329 AMN 096° 4.3 NM to Gratiot Community. L–28J

ADG NDB	APP CRS	Rwy Idg	5001
278	042°	TDZE	798
		Apt Elev	798

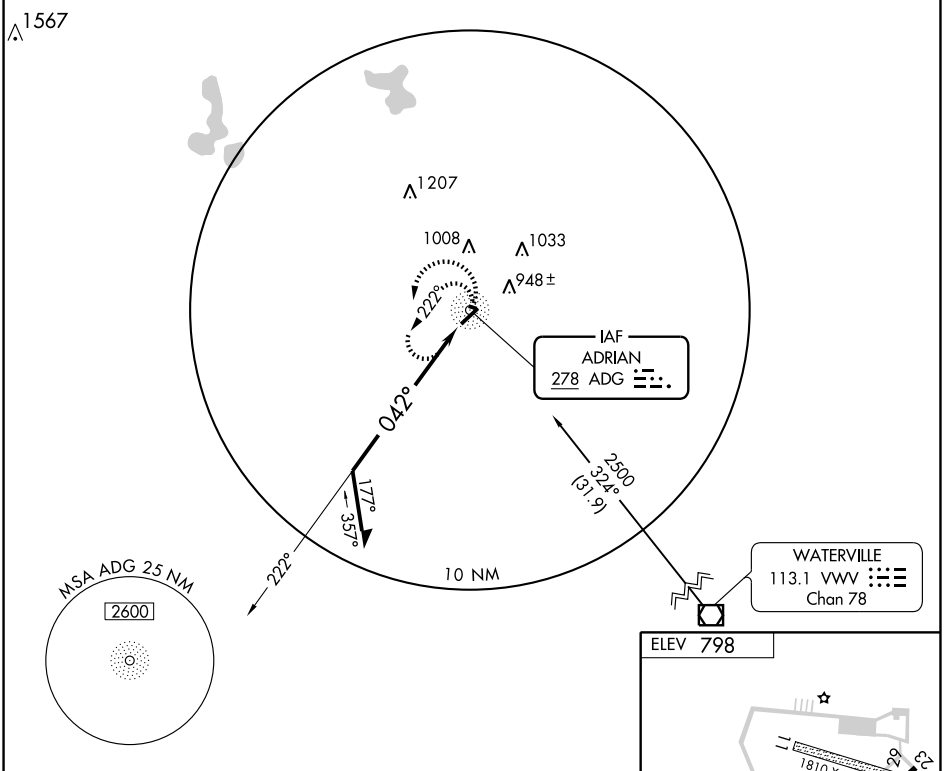
NDB RWY 5

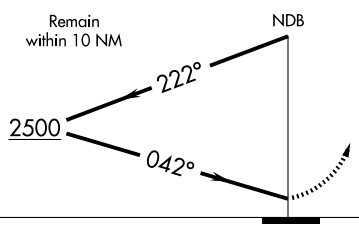
ADRIAN / LENAWEE COUNTY (ADG)

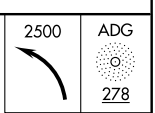
T
A NA

MISSED APPROACH: Climbing left turn to 2500 in ADG NDB holding pattern.

ASOS	TOLEDO APP CON	UNICOM
118.375	134.35 317.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1380-1	582 (600-1)	1380-1½ 582 (600-1½)	1380-1¾ 582 (600-1¾)
CIRCLING	1380-1	582 (600-1)	1380-1½ 582 (600-1½)	1380-2 582 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42603 W05A	APP CRS 053°	Rwy Idg 5001 TDZE 798 Apt Elev 798

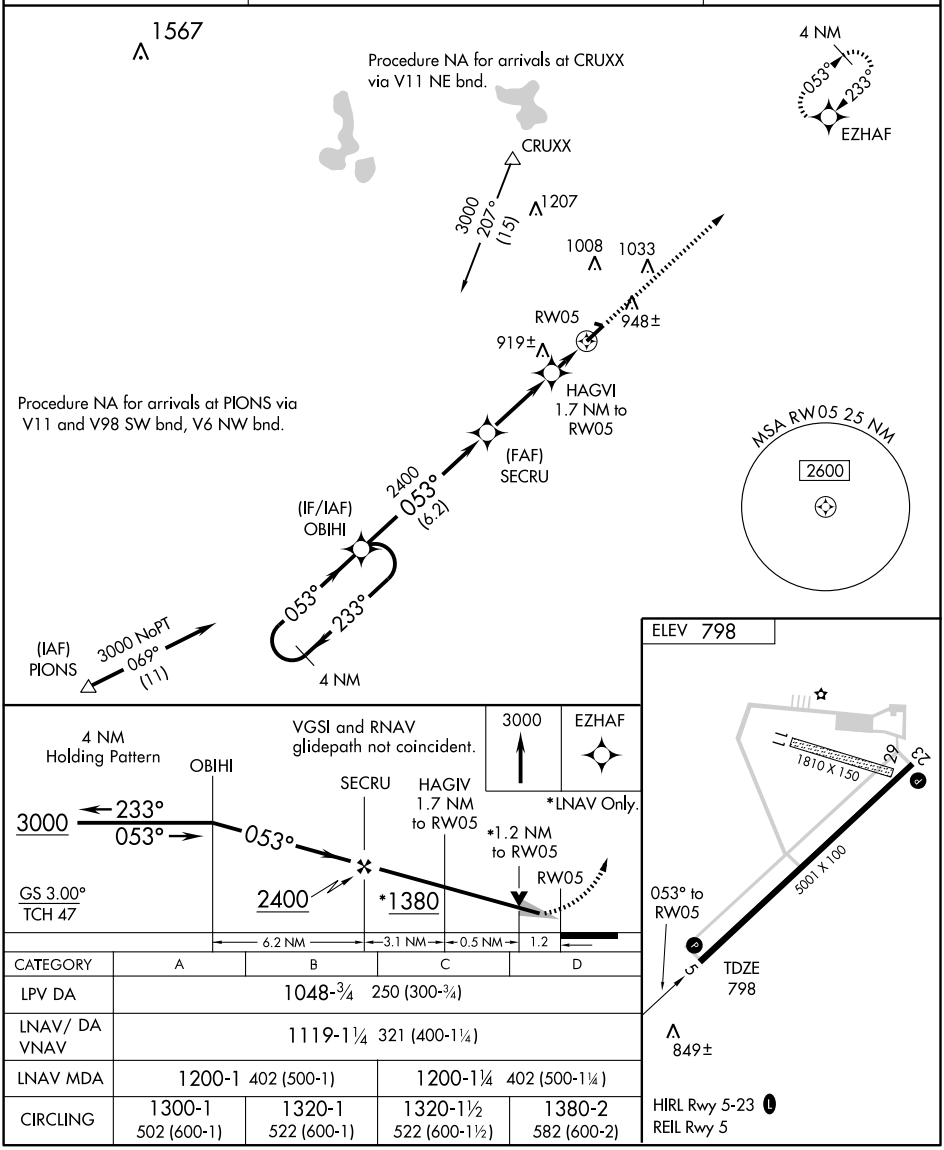
RNAV (GPS) RWY 5

ADRIAN / LENAWEE COUNTY (ADG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Ann Arbor Muni altimeter setting and increase all DAs 66 ft and all MDAs 80 ft, and increase LPV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Ann Arbor Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EZHAF and hold.

ASOS	TOLEDO APP CON	UNICOM
118.375	134.35 317.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1048-¾ 250 (300-¾)			
LNAV/ DA VNAV	1119-1¼ 321 (400-1¼)			
LNAV MDA	1200-1 402 (500-1)		1200-1¼ 402 (500-1¼)	
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	1380-2 582 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
233°	TDZE	798
	Apt Elev	798

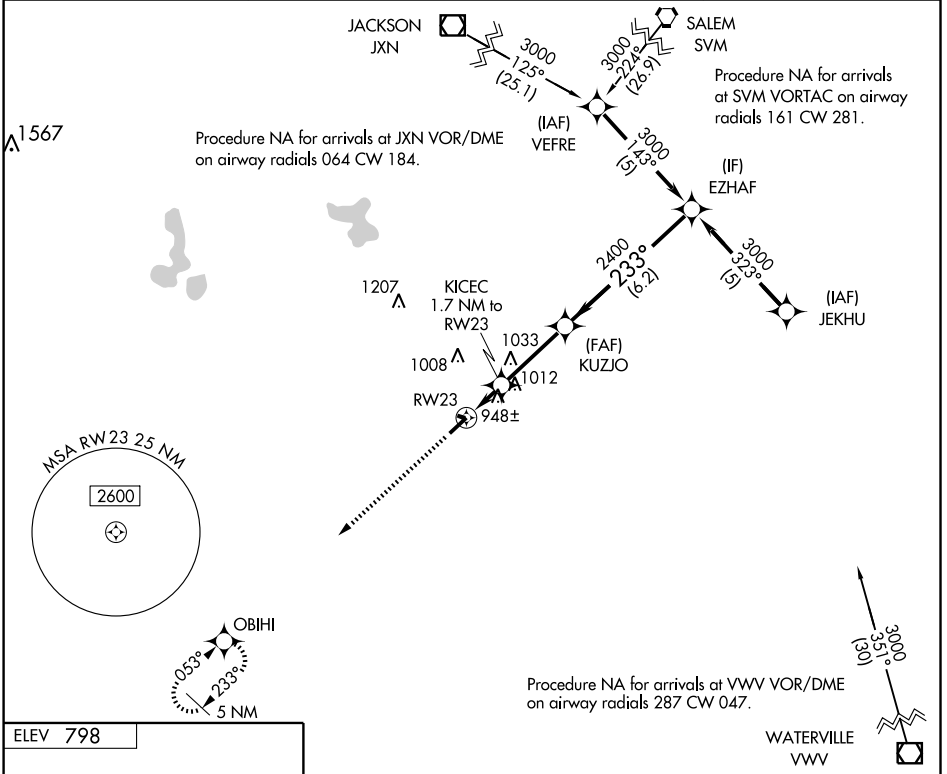
RNAV (GPS) RWY 23

ADRIAN / LENAWEE COUNTY (ADG)

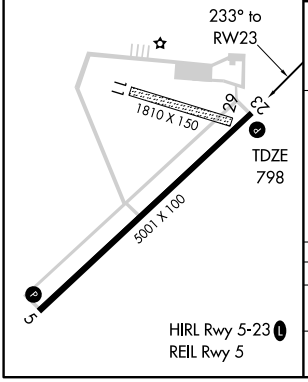
If local altimeter setting not received, use Ann Arbor Muni altimeter setting and increase all MDAs 80 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

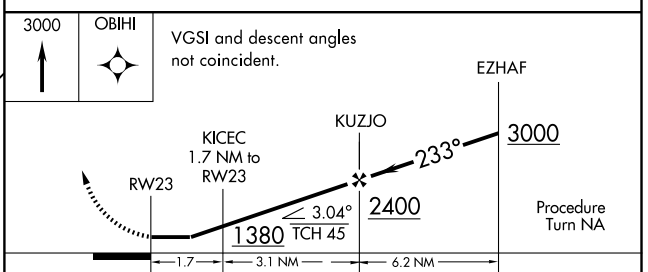
MISSED APPROACH: Climb to 3000 direct OBIHI and hold.

ASOS	TOLEDO APP CON	UNICOM
118.375	134.35 317.55	122.8 (CTAF) L



ELEV 798





CATEGORY	A	B	C	D
LNAV MDA	1260-1 462 (500-1)		1260 -1¼ 462 (500-1¼)	1260-1½ 462 (500-1½)
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	1380-2 582 (600-2)

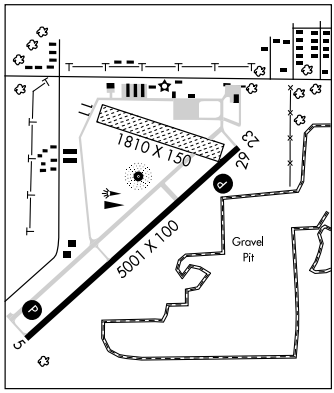
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ABRAMS MUNI (See GRAND LEDGE)

ADRIAN N41°52.20′ W84°04.65′ NOTAM FILE ADG. DETROIT
NDB (MHW) 278 ADG at Lenawee Co. Unmonitored. L–28J

ADRIAN

LENAWEE CO (ADG) 3 SW UTC−5(−4DT) N41°52.06′ W84°04.64′ DETROIT
798 B S4 **FUEL** 100LL, JET A NOTAM FILE ADG COPTER
RWY 05–23: H5001X100 (ASPH) S–20 HIRL H–10G, L–28J
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 32′. P–line. IAP
RWY 23: PAPI(P4L)—GA 3.0° TCH 32′. Trees.
RWY 11–29: 1810X150 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended major holidays except by prior arrangement; call arpt manager 517–265–2827, arpt manager ngts 517–442–8934. 24 hr self serve fuel (100LL only) with credit card. Rwy 11–29 CLOSED Dec–Apr and when snow covered. Snow removal Rwy 05–23 only. Taxi on hard surfaces only during spring thaw and wet conditions. Rwy 11–29 marked with 3′ yellow cones. HIRL Rwy 05–23 preset low ints; to increase ints and ACTIVATE PAPI Rwy 05 and Rwy 23—CTAF. Ldg fee for commercial acft waived with fuel purchase.



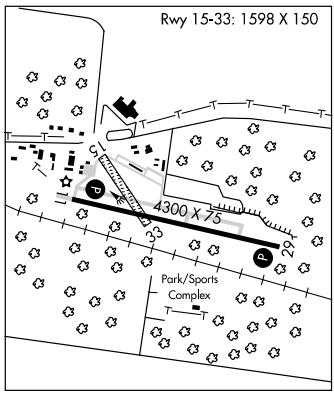
WEATHER DATA SOURCES: ASOS 118.375 (517) 265–9089.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE JXN.
JACKSON (L) VORW/DME 109.6 JXN Chan 33 N42°15.55′ W84°27.51′ 149° 29 NM to fld. 995/5W.
ADRIAN NDB (MHW) 278 ADG N41°52.20′ W84°04.65′ at fld. NOTAM FILE ADG. Unmonitored.

AERONUT PARK BALLOONPORT (See HOWELL)

ALBERT J LINDBERG (See HESSEL)

ALLEGAN

PADGHAM FLD (35D) 1 E UTC−5(−4DT) N42°31.83′ W85°49.42′ CHICAGO
706 B S4 **FUEL** 100LL NOTAM FILE LAN L–28I
RWY 11–29: H4300X75 (ASPH) S–18 MIRL IAP
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 29: REIL. PAPI(P4L)—GA 3.0°. TCH 40′. Trees.
RWY 15–33: 1598X150 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Rwy 15–33 surface rough. Rwy 15–33 marked with 3′ yellow cones. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29—CTAF. Rwy 11–29 parallel twy marked with reflectors. Rwy 29 PAPI OTS indef.



COMMUNICATIONS: CTAF/UNICOM 122.8
PULLMAN RCO 122.1R 112.1T (LANSING RADIO)
Ⓡ **GRAND RAPIDS APP/DEP CON** 128.4 (1030–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
PULLMAN (H) VOR/DME 112.1 PMM Chan 58 N42°27.96′ W86°06.29′ 073° 13.1 NM to fld. 640/0E.

ALMA N43°19.40′ W84°47.18′ NOTAM FILE AMN. DETROIT
NDB (MHW) 329 AMN 096° 4.3 NM to Gratiot Community. L–28J

APP CRS	Rwy Idg	4300
103°	TDZE	706
	Apt Elev	706

RNAV (GPS) RWY 11

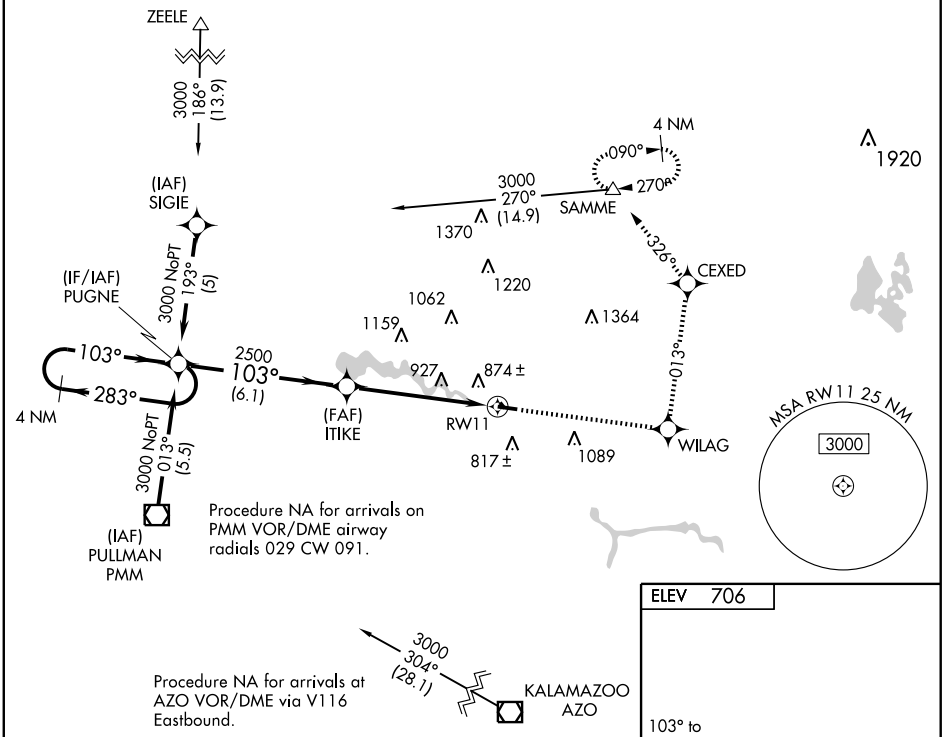
ALLEGAN / PADGHAM FIELD (35D)

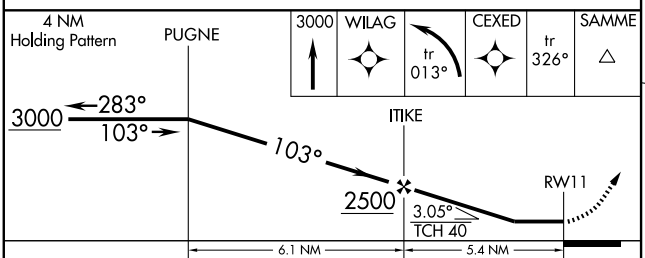
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Holland altimeter setting, when not received use Grand Rapids altimeter setting and increase all MDA 40 feet, increase Circling Cat C visibility ¼ mile.

NA

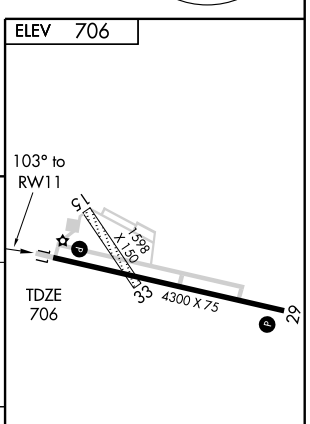
MISSED APPROACH: Climb to 3000 direct WILAG and left turn on track 013° to CEXED and on track 326° to SAMME and hold.

HOLLAND ASOS	GRAND RAPIDS APP CON★	UNICOM
119.025	128.4 257.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1220-1	514 (600-1)	1220-1½ 514 (600-1½)	NA
CIRCLING	1280-1	574 (600-1)	1280-1½ 574 (600-1½)	NA



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4300
283°	TDZE	705
	Apt Elev	706

RNAV (GPS) RWY 29

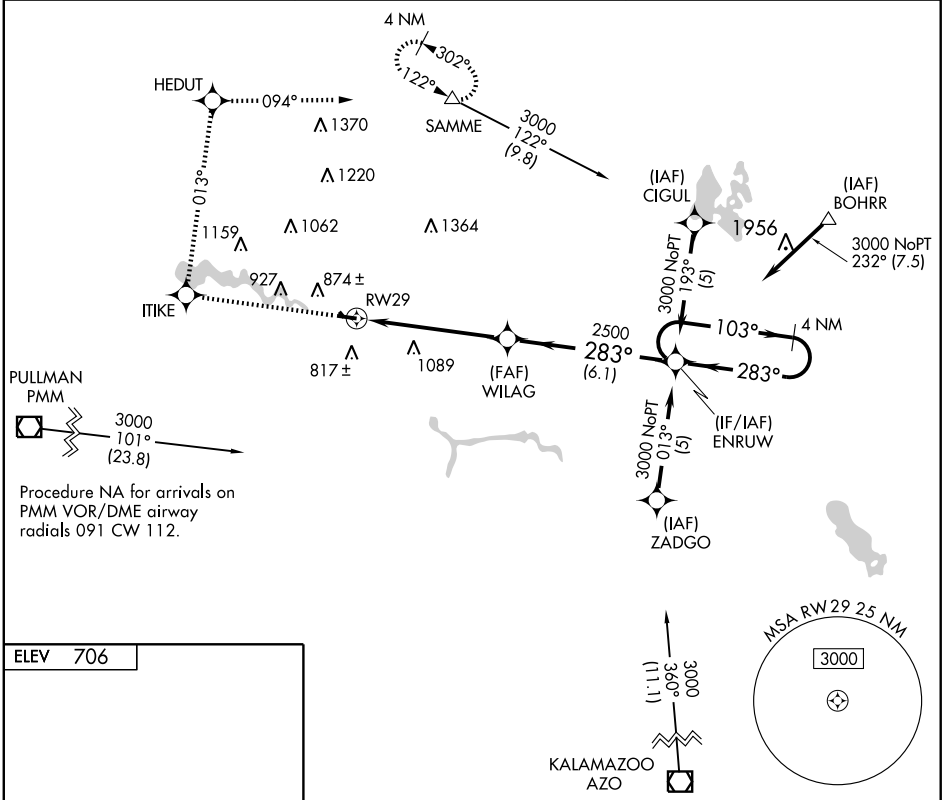
ALLEGAN / PADGHAM FIELD (35D)

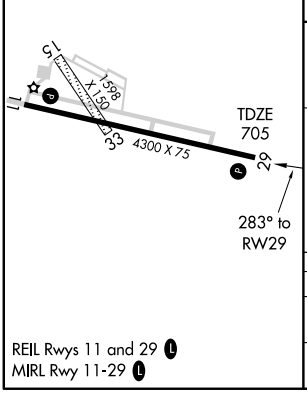
T NA

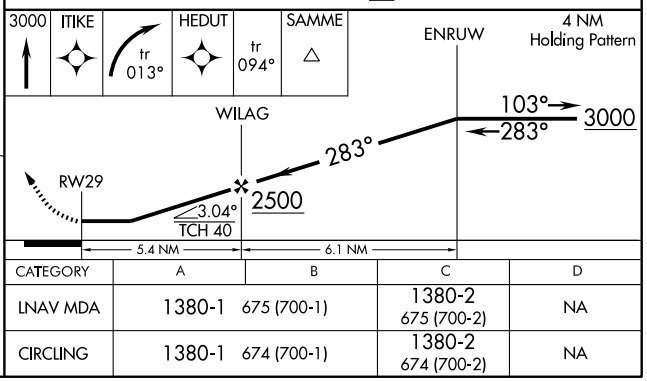
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Holland altimeter setting, when not received use Grand Rapids altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct ITIKE and right turn via track 013° to HEDUT and via track 094° to SAMME and hold.

HOLLAND ASOS	GRAND RAPIDS APP CON★	UNICOM
119.025	128.4 257.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 675 (700-1)		1380-2 675 (700-2)	NA
CIRCLING	1380-1 674 (700-1)		1380-2 674 (700-2)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PMM	APP CRS	Rwy Idg	4300
112.1	253°	TDZE	705
Chan 58		Apt Elev	706

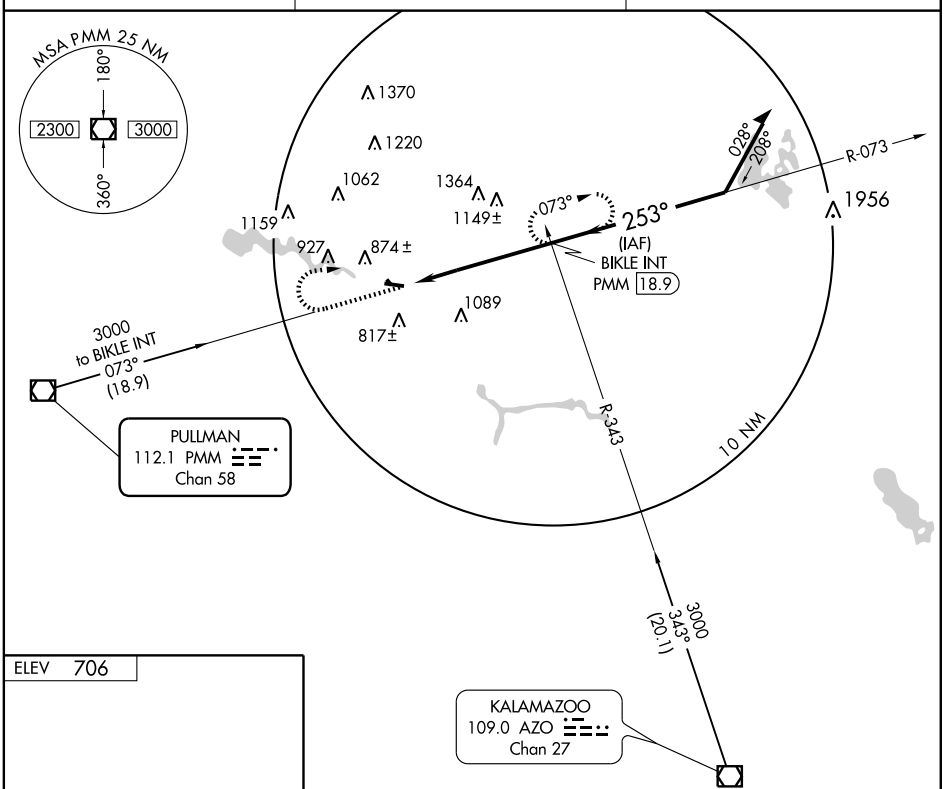
VOR RWY 29

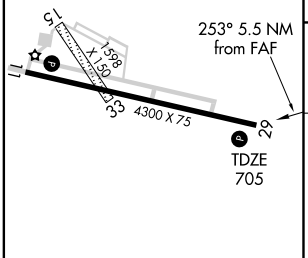
ALLEGAN / PADGHAM FIELD (35D)

T NA Visibility reduction by helicopters NA. Use Holland altimeter setting, when not received use Grand Rapids altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then right turn via PMM VOR/DME R-073 to BIKLE Int/PMM 18.9 DME and hold.

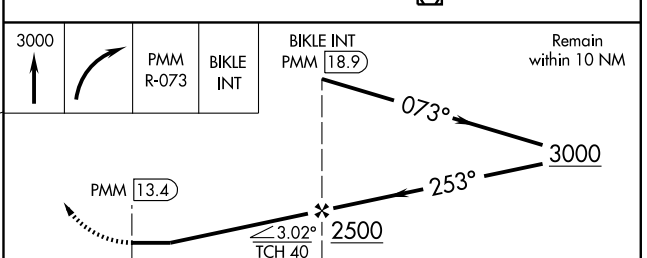
HOLLAND ASOS	GRAND RAPIDS APP CON★	UNICOM
119.025	128.4 257.6	122.8 (CTAF) L





REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

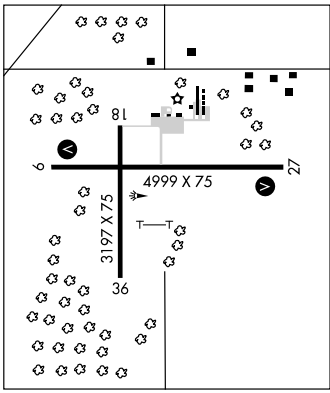


CATEGORY	A	B	C	D
S-29	1460-1 755 (800-1)	1460-1¼ 755 (800-1¼)	1460-2¼ 755 (800-2¼)	NA
CIRCLING	1460-1 754 (800-1)	1460-1¼ 754 (800-1¼)	1460-2¼ 754 (800-2¼)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ALMA

GRATIOT COMMUNITY (AMN) 3 SW UTC−5(−4DT) N43°19.33′ W84°41.28′ **DETROIT**
754 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE AMN **L–28J**
RWY 09–27: H4999X75 (ASPH) S–40, D–65, 2S–82 MIRL **IAP**
RWY 09: REIL. VASI(V2L)—GA 3.0° TCH 45′.
RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 53′.
RWY 18–36: H3197X75 (ASPH) S–26 MIRL
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Powered parachute activity on and invof arpt. Animals on and invof arpt. ACTIVATE MIRL Rwys 09–27 and 18–36; VASI Rwys 09 and 27; REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (989) 463–3433
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1100–0400Z‡) **CLNC DEL** 119.25
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 248° 29.5 NM to fld. 663/3W. **HIWAS.**
ALMA NDB (MWH) 329 AMN N43°19.40′ W84°47.18′ 096° 4.3 NM to fld. NOTAM FILE AMN.

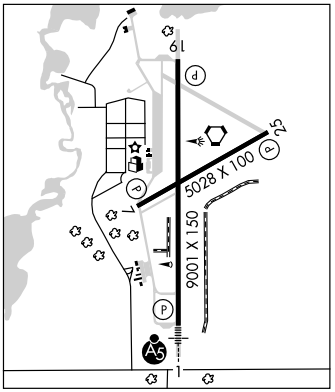


ALMENA

(See PAW PAW)

ALPENA

ALPENA CO RGNL (APN) 6 W UTC−5(−4DT) N45°04.69′ W83°33.62′ **LAKE HURON**
690 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index A NOTAM FILE APN **H–11A, L–31C**
RWY 01–19: H9001X150 (CONC–GRVD) S–95, D–115, 2S–170, 2T–560, 2D/2D2–468 HIRL **IAP**
RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Tree.
RWY 07–25: H5028X100 (CONC–GRVD) S–93, D–111, 2S–170, 2T–553, 2D/2D2–438 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–9001 TODA–9001 ASDA–9001 LDA–9001
RWY 07: TORA–5031 TODA–5031 ASDA–5031 LDA–5031
RWY 19: TORA–9001 TODA–9001 ASDA–9001 LDA–9001
RWY 25: TORA–5031 TODA–5031 ASDA–5031 LDA–5031
ARRESTING GEAR/SYSTEM
RWY 01 BAK 14 BAK–12A(B) (1500′)
BAK 14 BAK–12A(B) (1500′) **RWY 19**
AIRPORT REMARKS: Attended 1200–0000Z‡. For svc after hrs call 989–920–7988. Birds and other wildlife on and invof arpt. Twy H, east of Rwy 01–19 clsd to military acft. Twy B not visible from twr. Twy A west of Twy C and Twy B rstd to military only. Be alert for uncontrolled vehicles on the twy. Twy to maintenance hangars unlit. 48 hrs PPR for air carrier ops with more than 30 passenger seats—call arpt manager 989–354–2907. ACTIVATE HIRL Rwy 01–19; MIRL Rwy 07–25; REIL Rwy 19, Rwy 07 and Rwy 25; and MALSR Rwy 01—CTAF. ANG–72 hr PPR; ctc Base OPS DSN 741–3226, C989–354–6226 for PPR number. ANG duty hrs Mon–Fri 1300–2130Z‡ except holidays.
WEATHER DATA SOURCES: ASOS 120.675 (989) 356–3662.
HIWAS 108.8 APN.
COMMUNICATIONS: CTAF 121.35 **UNICOM** 122.95
RCO 122.1R 108.8T (LANSING RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.475 (2100–1300Z‡)
Ⓡ **APP/DEP CON** 128.425 (1300–2100Z‡).
TOWER 121.35 (Weekdays 1300–2100Z‡ except holidays.) **GND CON** 121.9
AIRSPACE: CLASS D svc Weekdays 1300–2100Z‡ except holidays other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE APN.
(L) VORTAC 108.8 APN Chan 25 N45°04.97′ W83°33.42′ at fld. 677/7W. **HIWAS.**
DME portion unusable 260°–280°, byd 30 NM blo 4000′.
FELPS NDB (LOM) 206 AP N44°57.65′ W83°33.61′ 007° 7 NM to fld.
ILS 109.7 I–APN Rwy 01. Class IE. LOM FELPS NDB. ILS unmonitored when twr closed.



RNAV (GPS) RWY 9

ALMA/GRATIOT COMMUNITY (AMN)

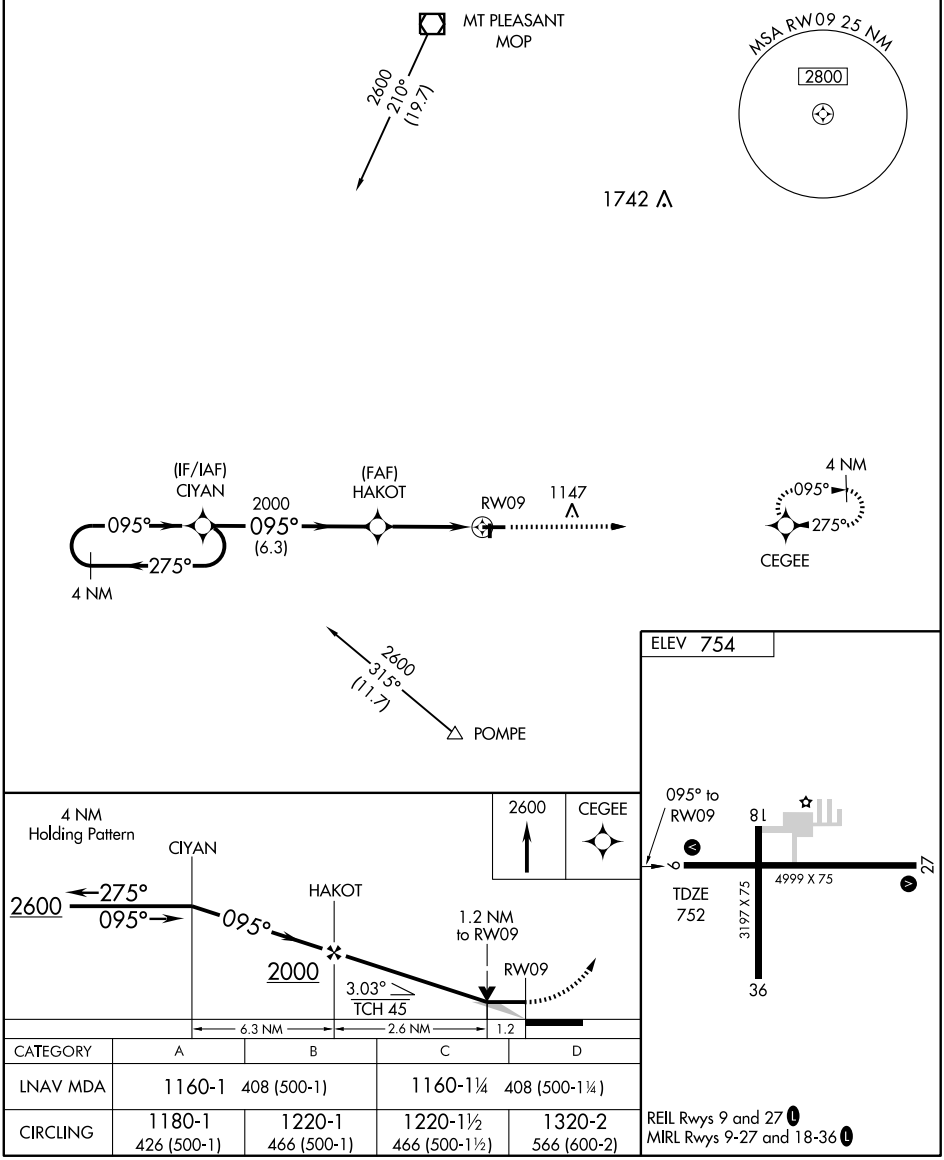
APP CRS	Rwy Idg	4999
095°	TDZE	752
	Apt Elev	754

T
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwys 18 and 36.

MISSED APPROACH: Climb to 2600 direct CEGEE WP and hold.

AWOS-3	SAGINAW APP CON ★	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1160-1 408 (500-1)		1160-1¼ 408 (500-1¼)	
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

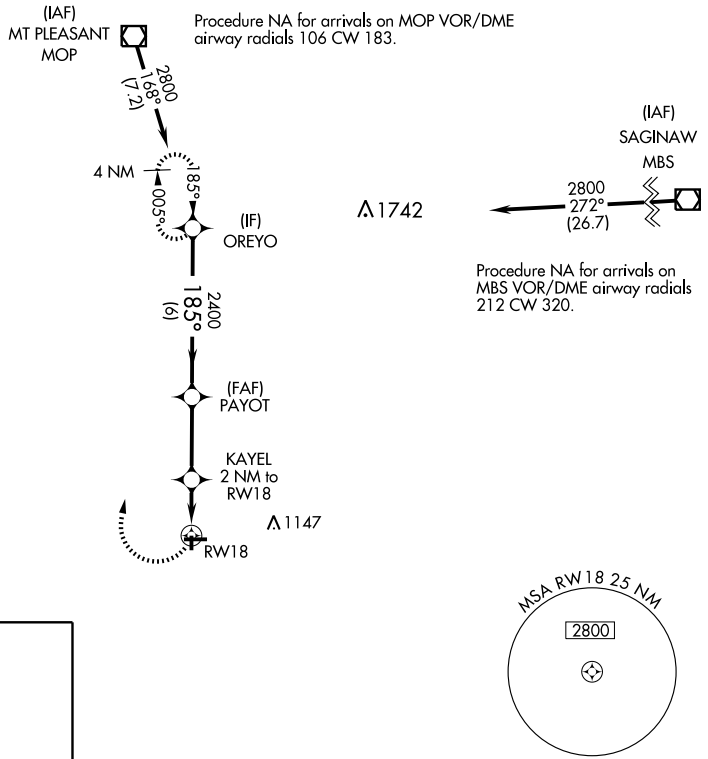
ALMA/GRATIOT COMMUNITY (AMN)

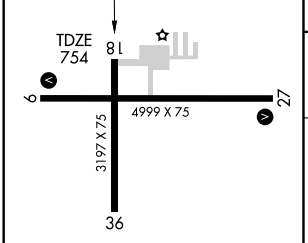
APP CRS	Rwy Idg	3197
185°	TDZE	754
	Apt Elev	754

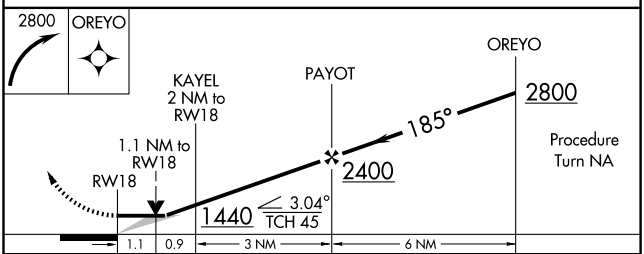
T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling NA at night to Rwys 18 and 36.

MISSED APPROACH: Climbing right turn to 2800 direct OREYO WP and hold.

AWOS-3	SAGINAW APP CON *	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1 406 (500-1)		1160-1¼ 406 (500-1¼)	NA
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

ALMA/GRATIOT COMMUNITY (AMN)

APP CRS	Rwy Idg	4999
275°	TDZE	754
	Apt Elev	754

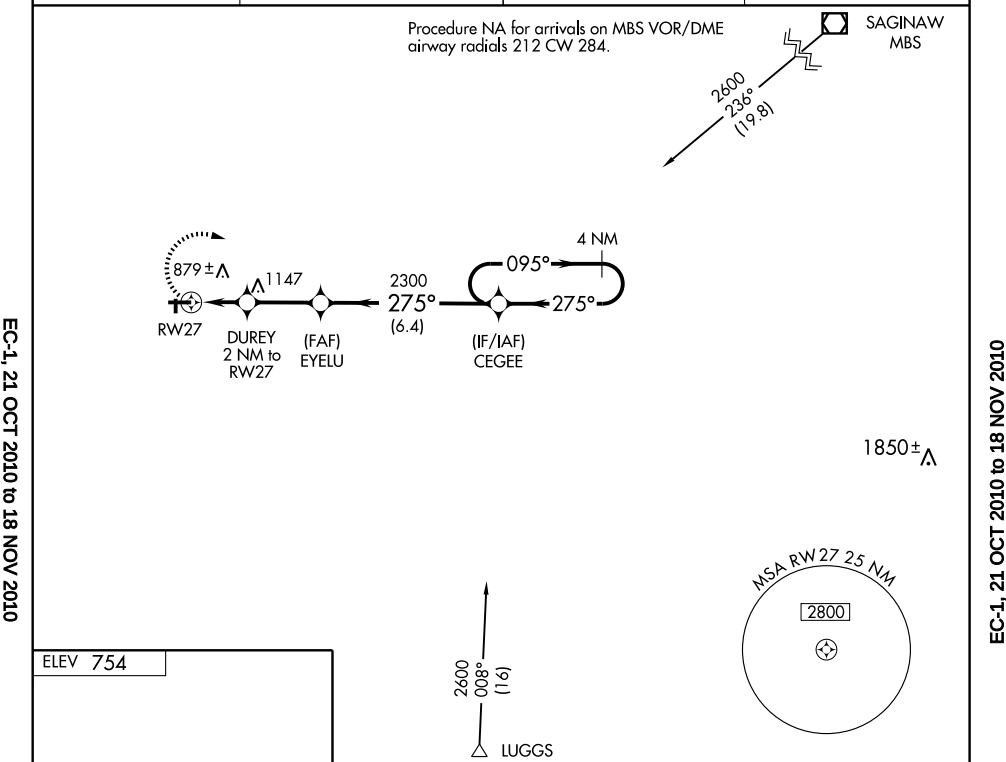
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwys 18 and 36.

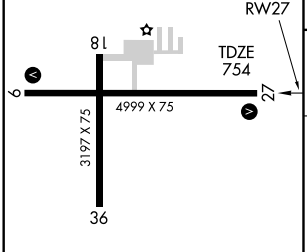
MISSED APPROACH: Climbing right turn to 2600 direct CEGEE WP and hold.

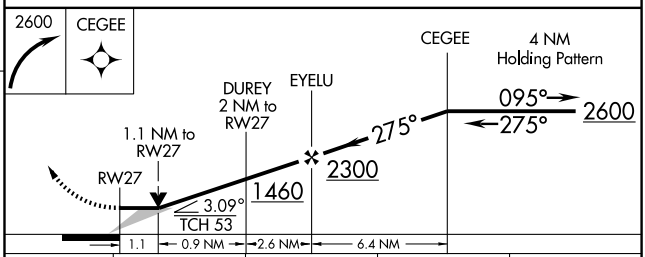
AWOS-3	SAGINAW APP CON *	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L

Procedure NA for arrivals on MBS VOR/DME airway radials 212 CW 284.



Procedure NA for arrivals at LUGGS on V45 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1160-1 406 (500-1)		1160-1¼ 406 (500-1¼)	
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MOP	APP CRS	Rwy Idg	3197
110.6	178°	TDZE	754
Chan 43		Apt Elev	754

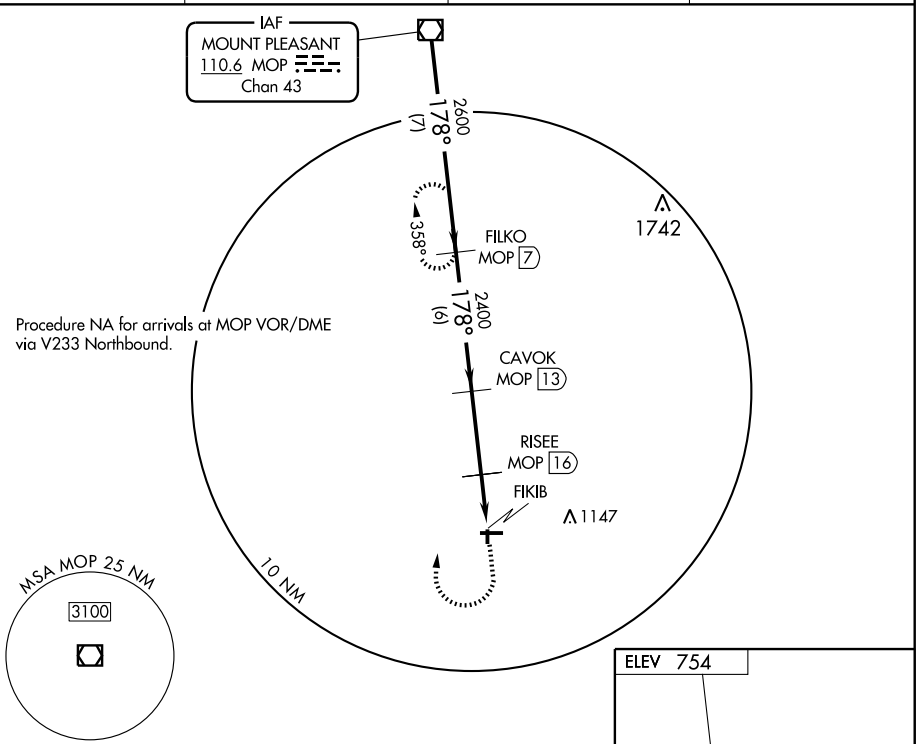
VOR/DME RWY 18

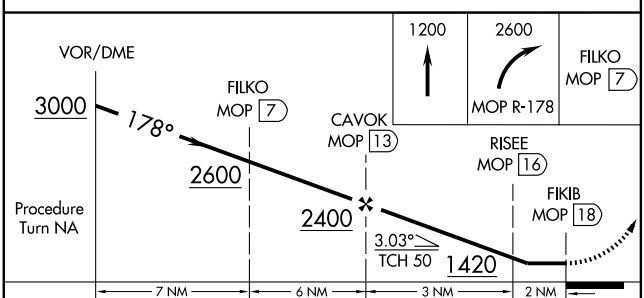
ALMA/GRATIOT COMMUNITY (AMN)

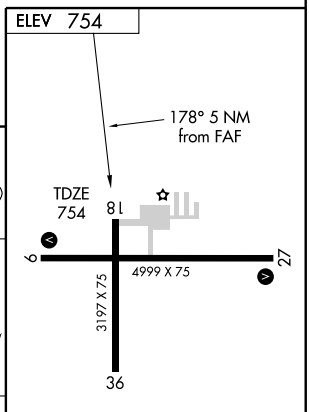
NA

MISSED APPROACH: Climb to 1200, then climbing right turn to 2600 via MOP R-178 to FILKO/7 DME and hold.

AWOS-3	SAGINAW APP CON ★	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L







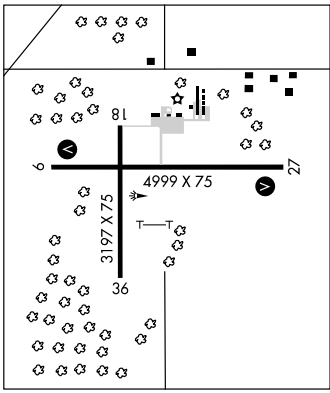
CATEGORY	A	B	C	D
S-18	1140-1 386 (400-1)		1140-1¼ 386 (400-1¼)	NA
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ALMA

GRATIOT COMMUNITY (AMN) 3 SW UTC−5(−4DT) N43°19.33′ W84°41.28′ **DETROIT**
754 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE AMN **L–28J**
RWY 09–27: H4999X75 (ASPH) S–40, D–65, 2S–82 MIRL **IAP**
RWY 09: REIL. VASI(V2L)—GA 3.0° TCH 45′.
RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 53′.
RWY 18–36: H3197X75 (ASPH) S–26 MIRL
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Powered parachute activity on and invof arpt. Animals on and invof arpt. ACTIVATE MIRL Rwys 09–27 and 18–36; VASI Rwys 09 and 27; REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (989) 463–3433
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1100–0400Z‡) **CLNC DEL** 119.25
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 248° 29.5 NM to fld. 663/3W. **HIWAS.**
ALMA NDB (MWH) 329 AMN N43°19.40′ W84°47.18′ 096° 4.3 NM to fld. NOTAM FILE AMN.

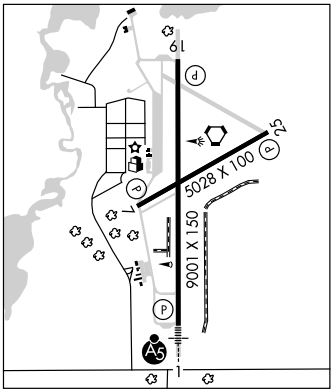


ALMENA

(See PAW PAW)

ALPENA

ALPENA CO RGNL (APN) 6 W UTC−5(−4DT) N45°04.69′ W83°33.62′ **LAKE HURON**
690 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index A NOTAM FILE APN **H–11A, L–31C**
RWY 01–19: H9001X150 (CONC–GRVD) S–95, D–115, 2S–170, 2T–560, 2D/2D2–468 HIRL **IAP**
RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Tree.
RWY 07–25: H5028X100 (CONC–GRVD) S–93, D–111, 2S–170, 2T–553, 2D/2D2–438 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–9001 TODA–9001 ASDA–9001 LDA–9001
RWY 07: TORA–5031 TODA–5031 ASDA–5031 LDA–5031
RWY 19: TORA–9001 TODA–9001 ASDA–9001 LDA–9001
RWY 25: TORA–5031 TODA–5031 ASDA–5031 LDA–5031
ARRESTING GEAR/SYSTEM
RWY 01 BAK 14 BAK–12A(B) (1500′)
BAK 14 BAK–12A(B) (1500′) **RWY 19**
AIRPORT REMARKS: Attended 1200–0000Z‡. For svc after hrs call 989–920–7988. Birds and other wildlife on and invof arpt. Twy H, east of Rwy 01–19 clsd to military acft. Twy B not visible from twr. Twy A west of Twy C and Twy B rstd to military only. Be alert for uncontrolled vehicles on the twy. Twy to maintenance hangars unlit. 48 hrs PPR for air carrier ops with more than 30 passenger seats—call arpt manager 989–354–2907. ACTIVATE HIRL Rwy 01–19; MIRL Rwy 07–25; REIL Rwy 19, Rwy 07 and Rwy 25; and MALSR Rwy 01—CTAF. ANG–72 hr PPR; ctc Base OPS DSN 741–3226, C989–354–6226 for PPR number. ANG duty hrs Mon–Fri 1300–2130Z‡ except holidays.
WEATHER DATA SOURCES: ASOS 120.675 (989) 356–3662.
HIWAS 108.8 APN.
COMMUNICATIONS: CTAF 121.35 **UNICOM** 122.95
RCO 122.1R 108.8T (LANSING RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.475 (2100–1300Z‡)
Ⓡ **APP/DEP CON** 128.425 (1300–2100Z‡).
TOWER 121.35 (Weekdays 1300–2100Z‡ except holidays.) **GND CON** 121.9
AIRSPACE: CLASS D svc Weekdays 1300–2100Z‡ except holidays other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE APN.
(L) VORTAC 108.8 APN Chan 25 N45°04.97′ W83°33.42′ at fld. 677/7W. **HIWAS.**
DME portion unusable 260°–280°, byd 30 NM blo 4000′.
FELPS NDB (LOM) 206 AP N44°57.65′ W83°33.61′ 007° 7 NM to fld.
ILS 109.7 I–APN Rwy 01. Class IE. LOM FELPS NDB. ILS unmonitored when twr closed.



ALPENA, MICHIGAN

HI-ILS/DME RWY 1

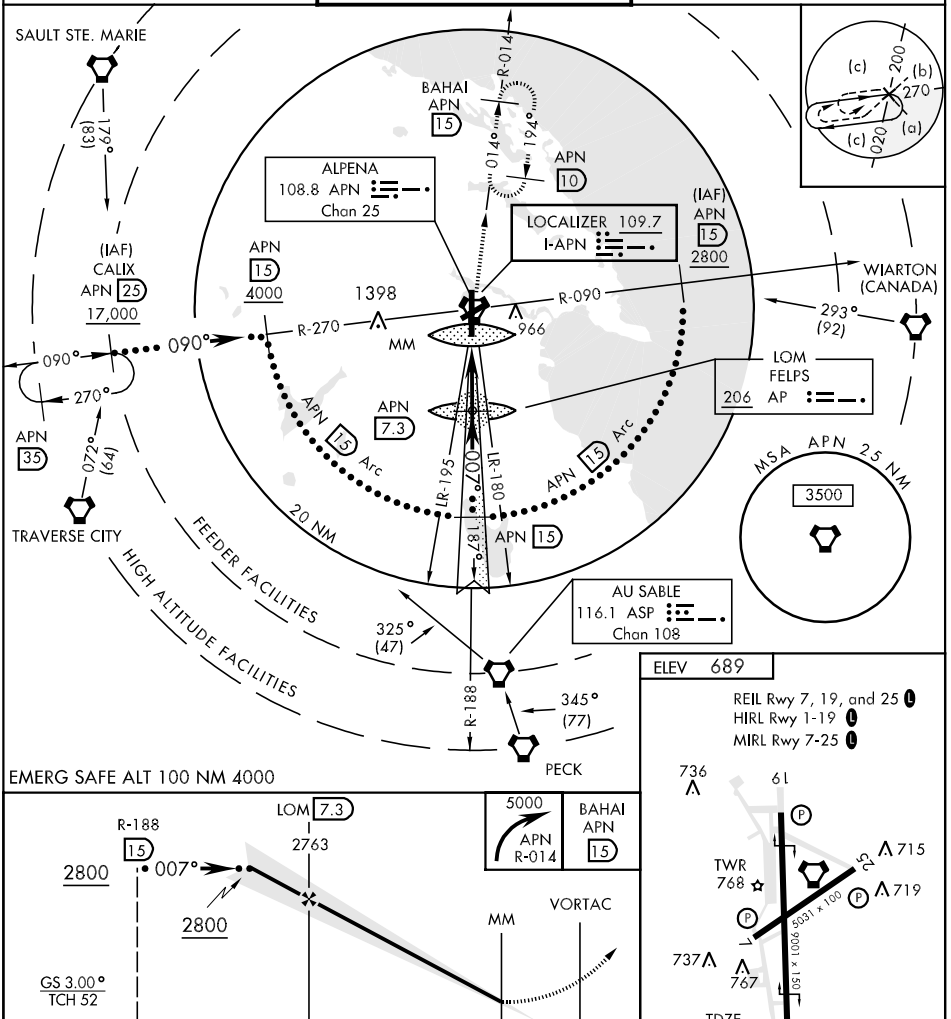
ALPENA COUNTY RGNL (KAPN)

LOC I-APN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-718 [USAF]
109.7	007°	9001 / 685 / 689	

MALSR

MISSED APPROACH: Climb to 5000 via R-014 to BAHAI 15 DME and hold.

ALPENA APP CON	ALPENA TOWER ★	GND CON
128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8

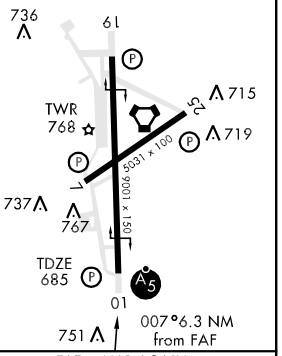


EMERG SAFE ALT 100 NM 4000

CATEGORY	C	D	E
S-ILS 1	885-½	200 (200-½)	
S-LOC 1	1140-¾ 455 (500-¾)	1140-1 455 (500-1)	
CIRCLING	1140-1½ 451 (500-1½)	1240-2 551 (600-2)	1280-2 591 (600-2)

ELEV 689

REIL Rwy 7, 19, and 25 L
HIRL Rwy 1-19 L
MIRL Rwy 7-25 L



FAF to MAP 6.3 NM					
Knots	120	140	160	180	200
Min:Sec	3:09	2:42	2:22	2:06	1:53

ALPENA, MICHIGAN 45°05'N-83°34'W ALPENA COUNTY RGNL (KAPN)

Amdt 4 09351

HI-ILS/DME RWY 1

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC APN	APCH CRS	Rwy Idg	9001
108.8	175°	TDZE	683
Chan 25		Arpt Elev	689

JAL-718 [USAF]

MISSED APPROACH: Climb to 5000 via R-175 to LEGOR 15 DME and hold.

ALPENA APP CON	ALPENA TOWER ★	GND CON
128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8

SAULT STE. MARIE

179° (83)

(IAF) CALIX APN 25 17,000

090° 090° 270°

APN 35

070° (64)

TRAVERSE CITY

APN 15 4000

R-270

1398

APN 15 Arc

R-355

APN 15

175°

APN 15 Arc

BRGER APN 5

(IAF) APN 15 17,000

966

R-090

293° (92)

WIARTON (CANADA)

ALPENA 108.8 APN Chan 25

175° 355°

LEGOR APN 15

20 NM

FEEDER FACILITIES

HIGH ALTITUDE FACILITIES

R-175

325° (47)

AU SABLE 116.1 ASP Chan 108

345° (77)

PECK

MSA APN 25 NM

3500

(c) (b) 200 270 (c) 020 (a)

EMERG SAFE ALT 100 NM 4000

R-355 15 2800

175°

5

2000

VORTAC

1

4.0 NM .6

5000 APN R-175

LEGOR APN 15

ELEV 689

TDZE 683

61

736

175° to VORTAC

TWR 768

715

719

5031 x 100

9001 x 150

737

767

751

01

REIL Rwy 7, 19, and 25 L

HIRL Rwy 1-19 L

MIRL Rwy 7-25 L

CATEGORY	C	D	E
S-19	1140-1¼ 457 (500-1¼)	1140-1½ 457 (500-1½)	
CIRCLING	1140-1½ 451 (500-1½)	1240-2 551 (600-2)	1280-2 591 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC APN	APCH CRS	Rwy ldg	9001
108.8	014°	TDZE	685
Chan 25		Arpt Elev	689

JAL-718 [USAF]

ALPENA COUNTY RGNL (KAPN)

MALSR

MISSED APPROACH: Climb to 5000 via R-014 to BAHAI 15 DME and hold.

ALPENA APP CON	ALPENA TOWER ★	GND CON
128.425 379.3	121.35 (CTAF) 318.1	121.9 275.8

SAULT STE. MARIE

179° (83)

BAHAI APN 15

R-014

014° 194°

ALPENA 108.8 APN Chan 25

(IAF) APN 15 2800

(IAF) CALIX APN 25 17,000

APN 15 4000

1398

R-270

MM

966

R-090

WIARTON (CANADA)

293° (92)

090°

090°

270°

DIAZO APN 5

LOM FELPS 206 AP

APN 35

220° (94)

APN 15 Arc

APN 15 Arc

014°

R-194

APN 15

20 NM

TRAVERSE CITY

FEEDER FACILITIES

HIGH ALTITUDE FACILITIES

AU SABLE 116.1 ASP Chan 108

325° (47)

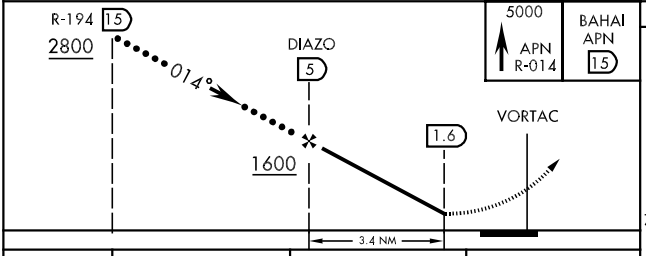
345° (77)

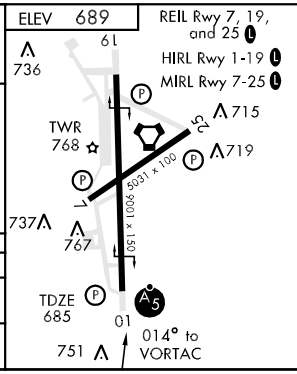
PECK

MSA APN 25 NM

3500

EMERG SAFE ALT 100 NM 4000





CATEGORY	C	D	E
S-1	1140-¾ 455 (500-¾)	1140-1 455 (500-1)	
CIRCLING	1140-1½ 451 (500-1½)	1240-2 551 (600-2)	1280-2 591 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-APN	APP CRS	Rwy Idg	9001
109.7	007°	TDZE	685
		Apt Elev	689

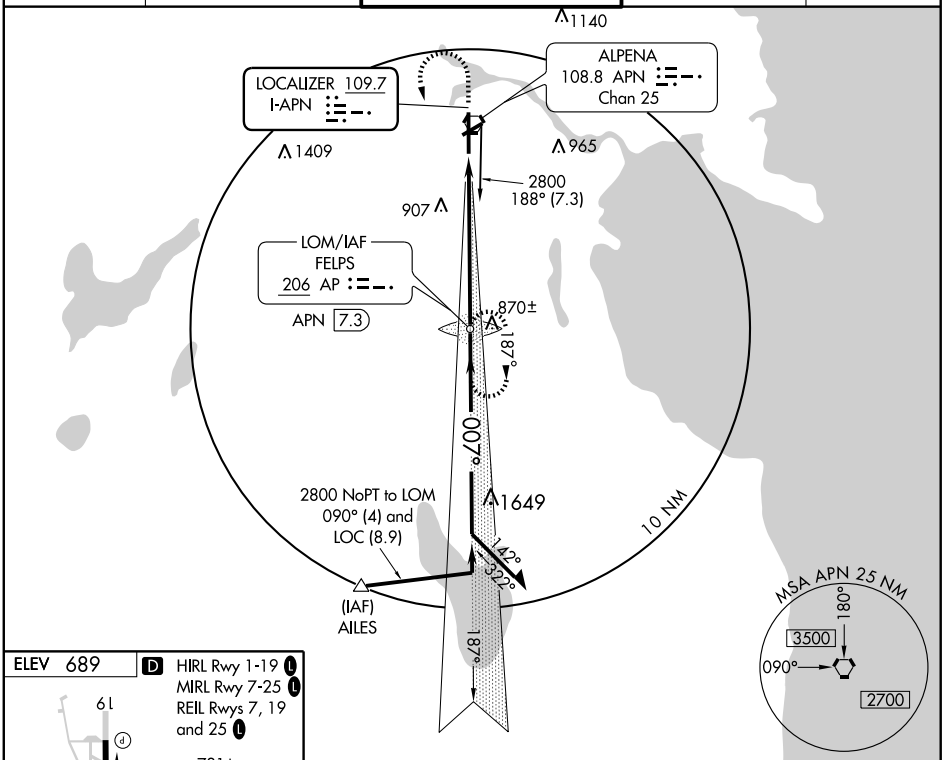
ILS or LOC RWY 1
ALPENA COUNTY RGNL (APN)

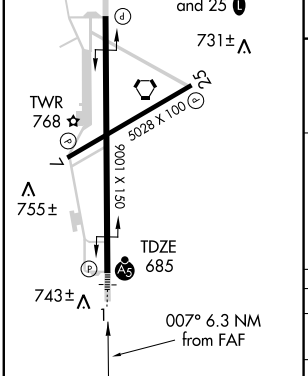
T A NA — When local altimeter setting not received, use Roger city altimeter setting and increase all DA 55 feet and all MDA 60 feet and increase S-LOC 1 Cats C and D visibility ¼ mile. ADF Required.

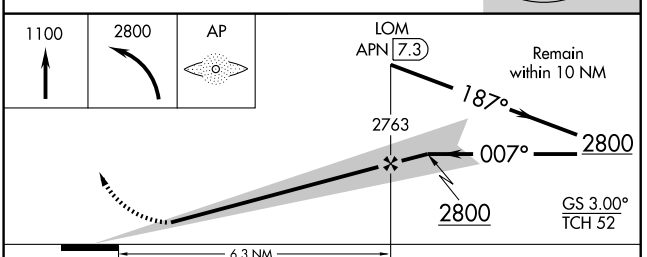
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct AP LOM and hold.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95







FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-ILS 1	885-½ 200 (200-½)			
S-LOC 1	1140-½ 455 (500-½)		1140-¾ 455 (500-¾)	1140-1 455 (500-1)
CIRCLING	1140-1 451 (500-1)		1140-1½ 451 (500-1½)	1260-2 571 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOM AP	APP CRS	Rwy Idg	9001
206	007°	TDZE	685
		Apt Elev	689

NDB RWY 1

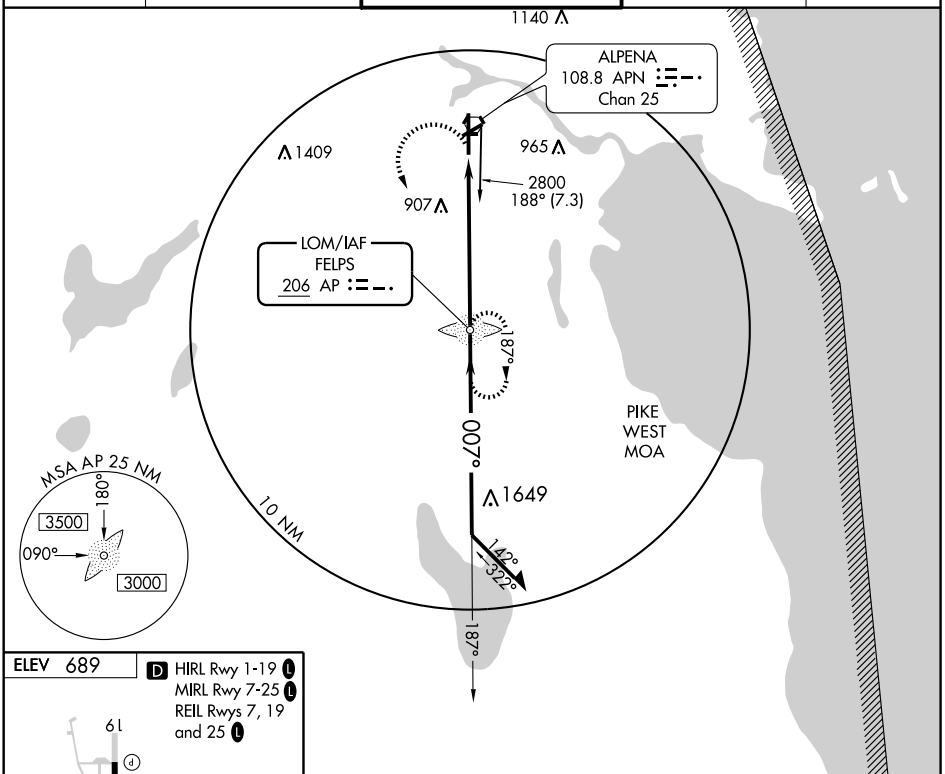
ALPENA COUNTY RGNL (APN)

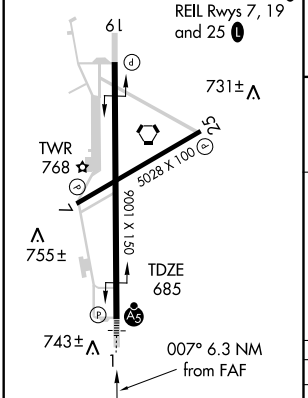
When local altimeter setting not received, use Roger City altimeter setting and increase all MDA 60 feet and Cat C and D visibility ¼ mile.

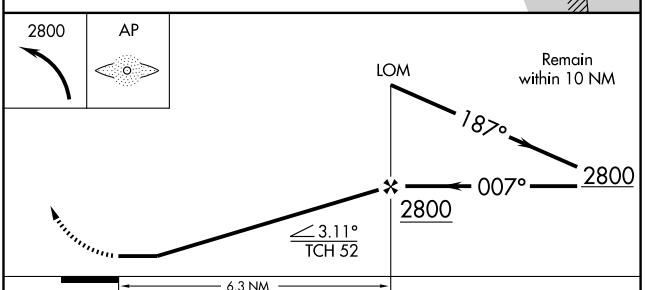
MALSR

MISSED APPROACH: Climbing left turn to 2800 direct AP LOM and hold.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95







CATEGORY	A	B	C	D
S-1	1280-¾	595 (600-¾)	1280-1 595 (600-1)	1280-1½ 595 (600-1½)
CIRCLING	1280-1	591 (600-1)	1280-1½ 591 (600-1½)	1280-2 591 (600-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50310 W01A	APP CRS 007°	Rwy Idg 9001 TDZE 685 Apt Elev 689

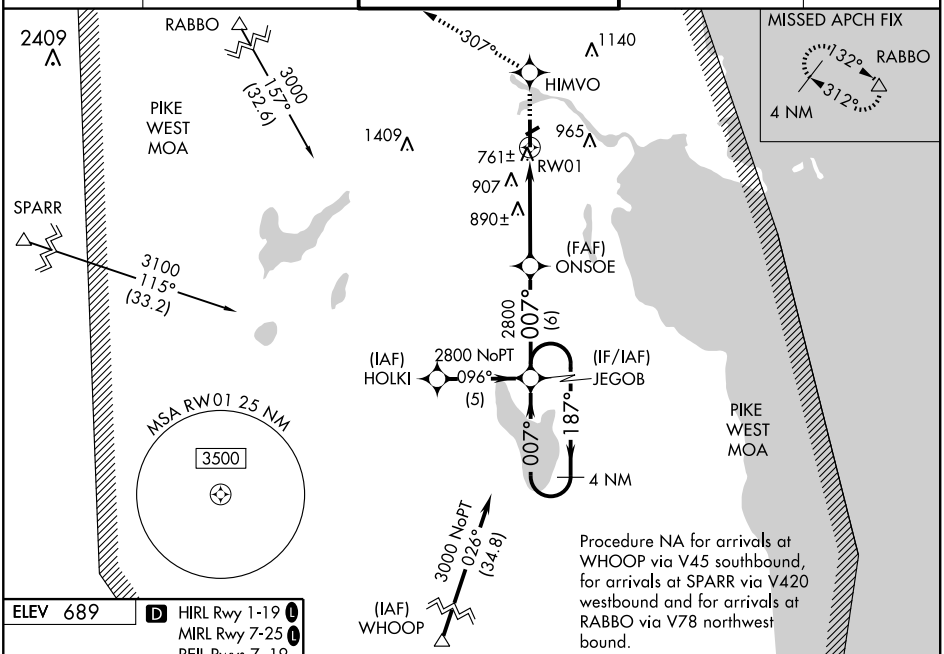
RNAV (GPS) RWY 1
ALPENA COUNTY RGNL (APN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rogers City altimeter setting and increase all DA 55 feet and all MDA 60 feet and increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Roger City altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR

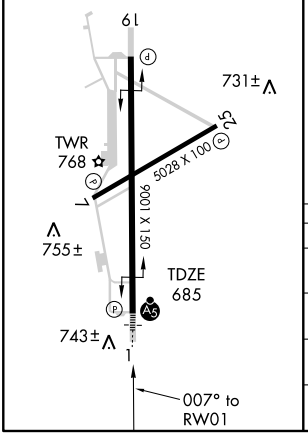
MISSED APPROACH: Climb to 3500 direct HIMVO and via 307° track to RABBO and hold.

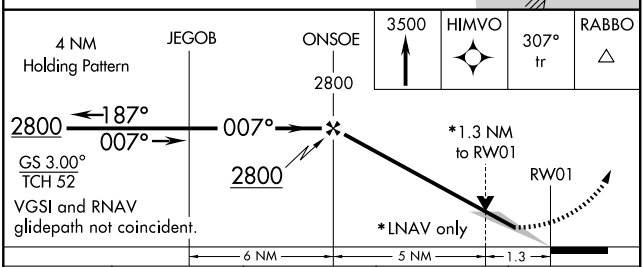
ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95



ELEV 689

D HIRL Rwy 1-19 L
MIRL Rwy 7-25 L
REIL Rwys 7, 19 and 25 L





CATEGORY	A	B	C	D
LPV DA	974-½ 289 (300-½)			
LNAV/VNAV DA	1029-¾ 344 (400-¾)			
LNAV MDA	1160-½ 475 (500-½)		1160-¾ 475 (500-¾)	1160-1 475 (500-1)
CIRCLING	1160-1 471 (500-1)		1160-1½ 471 (500-1½)	1260-2 571 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9001
CH 53717	187°	TDZE	683
W19A		Apt Elev	690

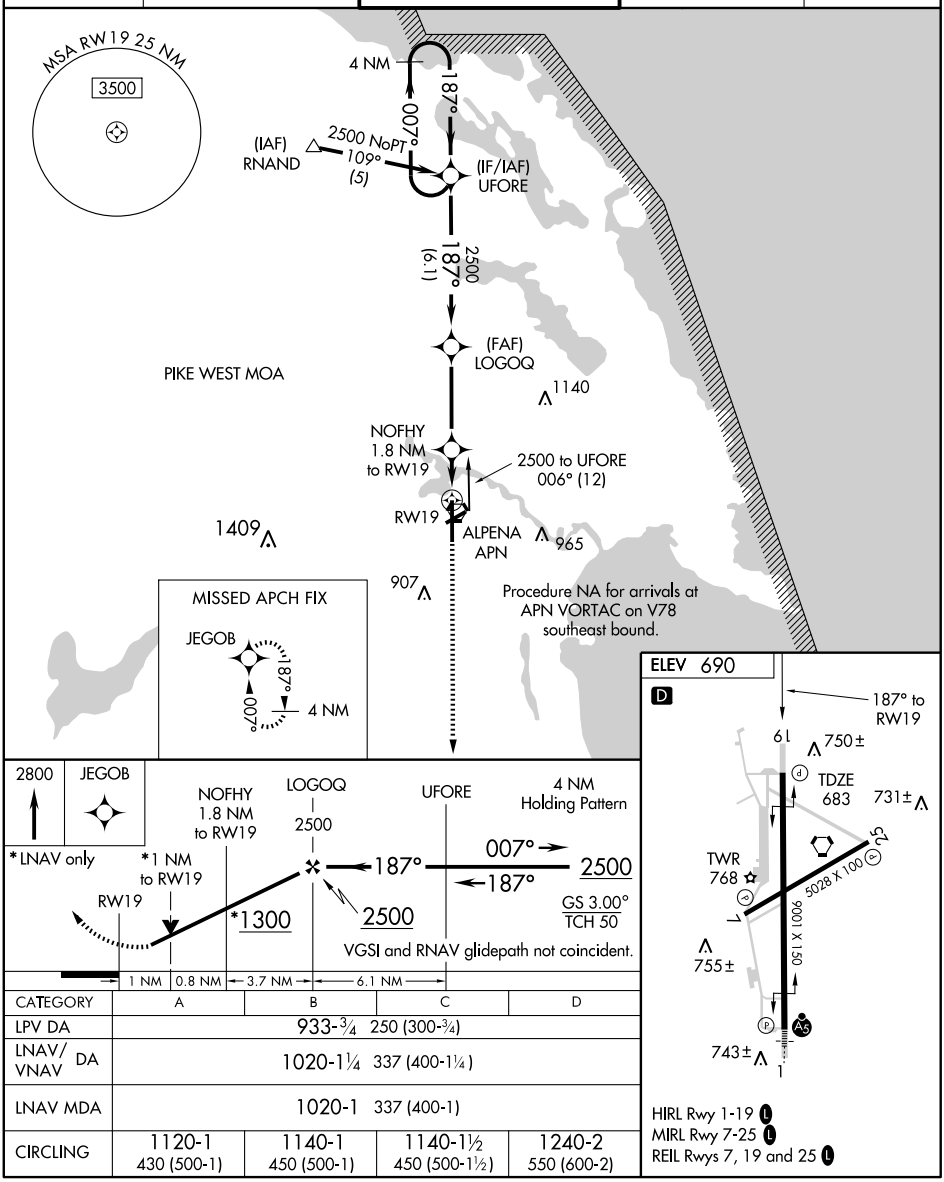
RNAV (GPS) RWY 19

ALPENA COUNTY RGNL (APN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct JEGOB and hold.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95



CATEGORY	A	B	C	D
LPV DA	933-¾ 250 (300-¾)			
LNAV/VNAV DA	1020-1¼ 337 (400-1¼)			
LNAV MDA	1020-1 337 (400-1)			
CIRCLING	1120-1 430 (500-1)	1140-1 450 (500-1)	1140-1½ 450 (500-1½)	1240-2 550 (600-2)

HIRL Rwy 1-19 L
MIRL Rwy 7-25 L
REIL Rwys 7, 19 and 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 1

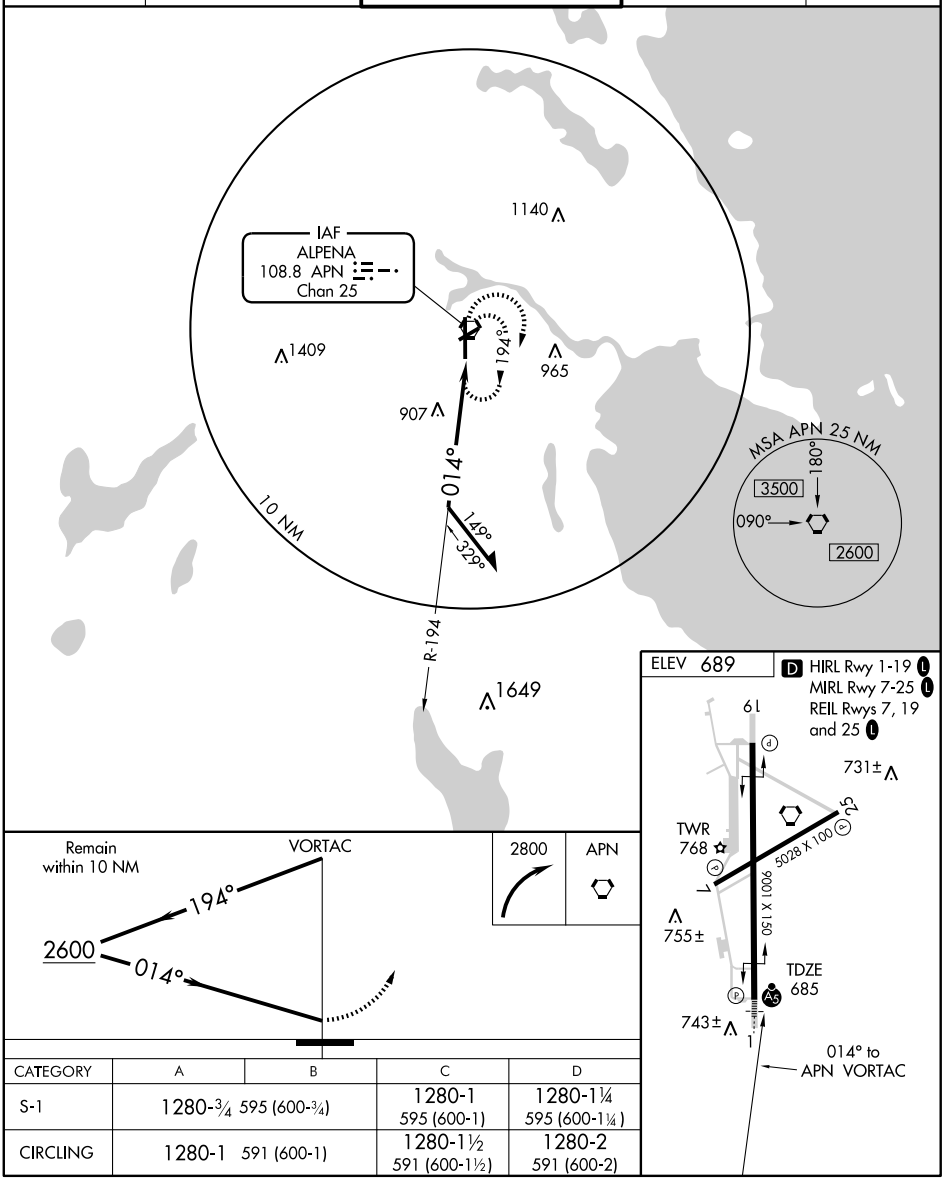
ALPENA COUNTY RGNL (APN)

VORTAC APN	APP CRS	Rwy Idg	9001
108.8	014°	TDZE	685
Chan 25		Apt Elev	689

MALSR

MISSED APPROACH: Climbing right turn to 2800 in APN VORTAC holding pattern.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95



CATEGORY	A	B	C	D
S-1	1280-¾ 595 (600-¾)		1280-1 595 (600-1)	1280-1¼ 595 (600-1¼)
CIRCLING	1280-1 591 (600-1)		1280-1½ 591 (600-1½)	1280-2 591 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC APN	APP CRS	Rwy Idg	9001
108.8	175°	TDZE	683
Chan 25		Apt Elev	690

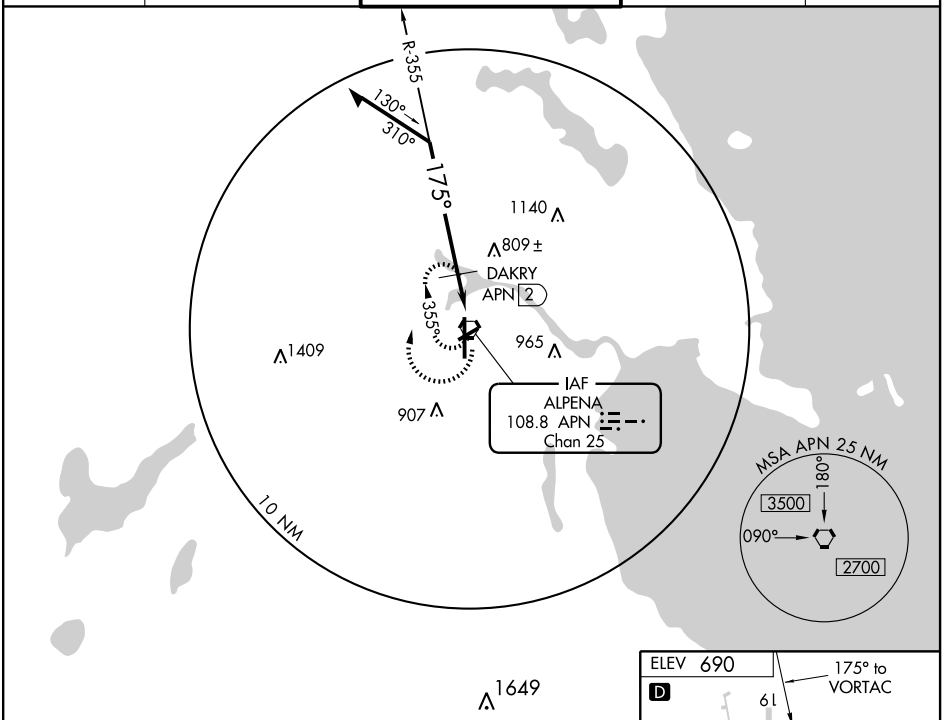
VOR RWY 19

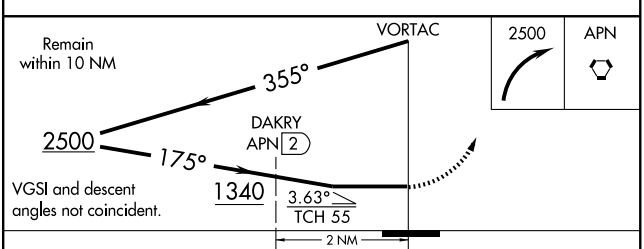
ALPENA COUNTY RGNL (APN)

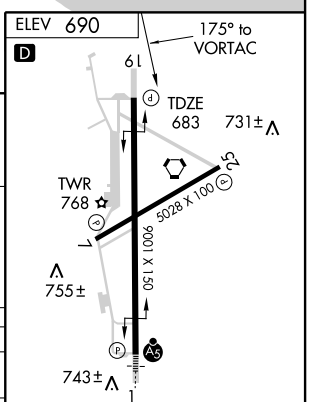
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 in APN VORTAC holding pattern.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) Ⓛ 318.1	121.9 275.8	122.95







CATEGORY	A	B	C	D
S-19	1340-1 657 (700-1)		1340-1¾ 657 (700-1¾)	1340-2 657 (700-2)
CIRCLING	1340-1 650 (700-1)		1340-1¾ 650 (700-1¾)	1340-2 650 (700-2)
DAKRY FIX MINIMUMS				
S-19	1100-1 417 (500-1)		1100-1¼ 417 (500-1¼)	
CIRCLING	1120-1 430 (500-1)	1140-1 450 (500-1)	1140-1½ 450 (500-1½)	1240-2 550 (600-2)

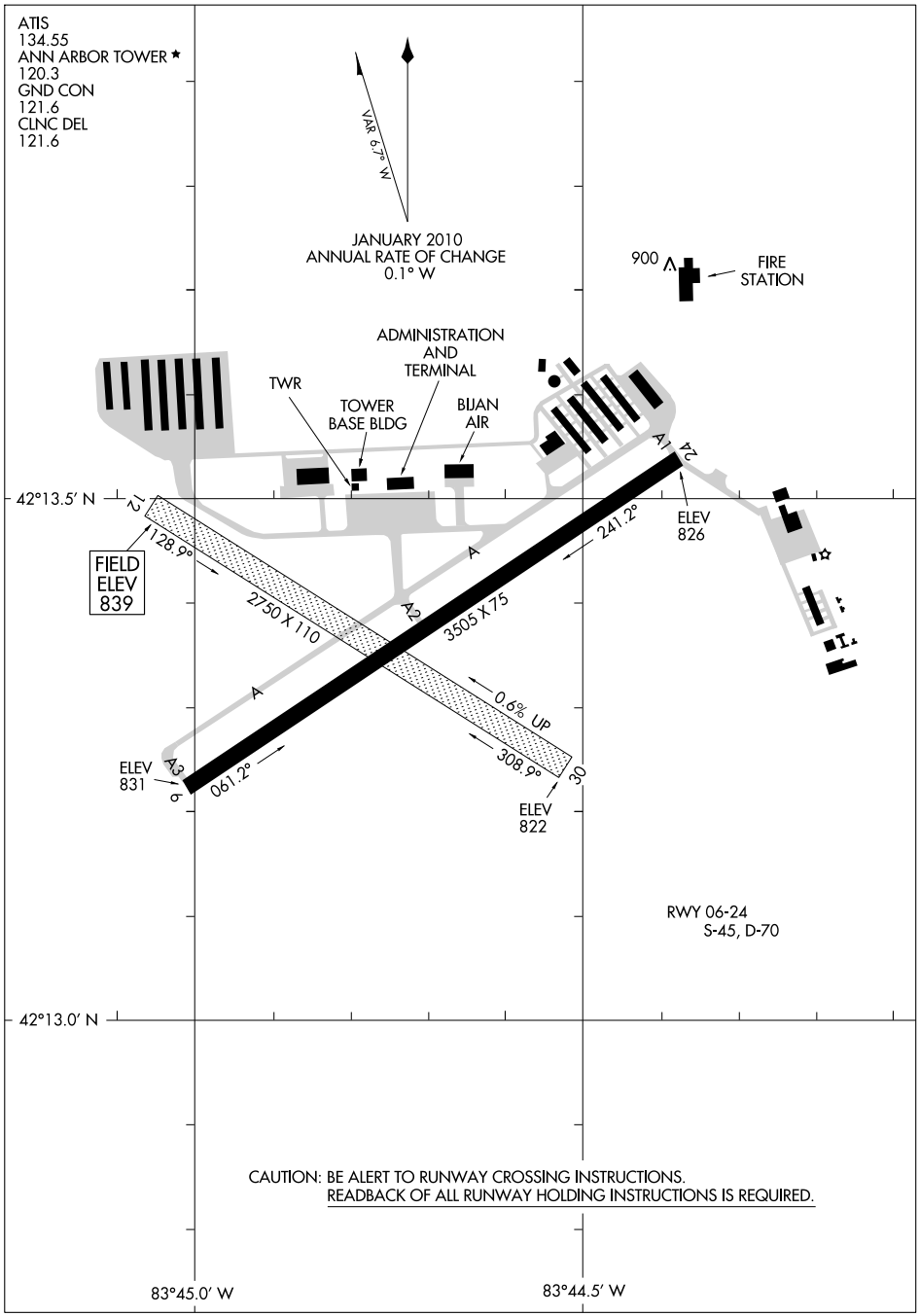
HIRL Rwy 1-19 Ⓛ
MIRL Rwy 7-25 Ⓛ
REIL Rwys 7, 19 and 25 Ⓛ

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5506 (FAA)

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

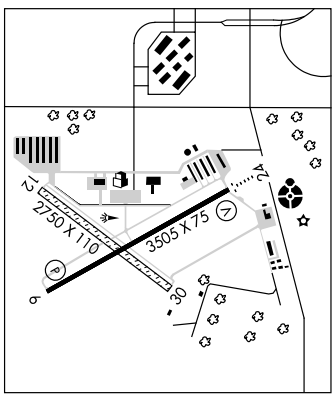
ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)

10210

SILVER CITY AIRPARK (53M) 4 N UTC–5(–4DT) N45°07.94′ W83°26.88′ LAKE HURON
680 TPA—1480 (800) NOTAM FILE LAN
RWY 08–26: 2400X100 (TURF)
RWY 08: Thld dsplcd 600′. Trees. **RWY 26:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar and when snow covered except for ski equipped acft. No snow removal. 300′ antenna 1/5 mile N of arpt. 30′ p–lines in Rwy 08 apch not marked. 35′ p–line in Rwy 26 apch marked with orange balls. Rwy 08–26 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

ANDREWS UNIVERSITY AIRPARK (See BERRIEN SPRINGS)

ANN ARBOR MUNI (ARB) 3 S UTC–5(–4DT) N42°13.38′ W83°44.74′ DETROIT
839 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE ARB COPTER
RWY 06–24: H3505X75 (CONC–GRVD) S–45, D–70 MIRL L–28I, A
RWY 06: REIL. PAPI(P4L). Trees. IAP, AD
RWY 24: ODALS. VASI(V2L)—GA 3.0° TCH 20′. Trees.
RWY 12–30: 2750X110 (TURF) 0.6% up NW
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Attended Nov–Mar 1300–0100Z‡, Apr–Oct 1300–2300Z‡. Terminal open 1200Z‡–dusk. Birds on and invof arpt. Runup area to Rwy 24 and first 200′ of parallel twy from the runup area of Rwy 24′ not visible and uncontrolled by twr. When twr clsd, confirm snow removal ops and winter conditions—CTAF. No snow removal for Rwy 12–30. Rwy 12–30 marked with yellow cones. When twr clsd ACTIVATE ODALS Rwy 24—CTAF.
WEATHER DATA SOURCES: ASOS 134.55 (734) 668–7173. LAWRS.
COMMUNICATIONS: CTAF 120.3 **ATIS** 134.55 **UNICOM** 123.0
Ⓡ **DETROIT APP/DEP CON** 118.95
TOWER 120.3 (1300–0100Z‡) **GND CON** 121.6 **CLNC DEL** 121.6
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
SALEM (L) VORTAC 114.3 SVM Chan 90 N42°24.53′ W83°35.65′ 214° 13 NM to fld. 950/3W.



ANTRIM CO (See BELLAIRE)

ARCHER MEML FLD (See ST JOHNS)

ARNOLD FLD (See CROSWELL)

ATHELONE WILLIAMS MEML (See DAVISON)

ATLANTA MUNI (Y93) 1 SE UTC–5(–4DT) N45°00.00′ W84°08.00′ LAKE HURON
875 **FUEL** 100LL NOTAM FILE LAN L–31C
RWY 13–31: 3223X100 (TURF) LIRL
RWY 13: Thld dsplcd 758′. Trees. **RWY 31:** Thld dsplcd 569′. Trees.
RWY 05–23: H3000X60 (ASPH) LIRL
RWY 05: Thld dsplcd 1230′. Trees. **RWY 23:** PAPI(P2L)—GA 4.0° TCH 22′. Thld dsplcd 370′. Trees.
AIRPORT REMARKS: Attended on req. For winter condition/snow removal Rwy 05–23 confirm prior to use; call 989–785–4724; no snow removal Rwy 13–31. Rwy 13–31 CLOSED Nov–Apr and when snow covered. Birds and deer on and invof the arpt. ACTIVATE LIRL Rwy 13–31 and Rwy 05–23 and PAPI Rwy 23—CTAF. Rwy 13–31 marked with 3′ yellow cones. Rwy 13–31 LIRL ops Jun through Sep. OTS indefinitely.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE APN.
ALPENA (L) VORTAC 108.8 APN Chan 25 N45°04.97′ W83°33.42′ 266° 25 NM to fld. 677/7W. **HIWAS**

AU SABLE N44°26.95′ W83°23.66′. NOTAM FILE OSC. LAKE HURON
(H) VORW/DME 116.1 ASP Chan 108 at Oscoda–Wurtsmith. 625/7W. **AWOS–3.** H–11A, L–31C
VOR portion unusable 300°–360° byd 35 NM blo 2800′. DME unusable 300°–020° byd 35 NM blo 3000′.

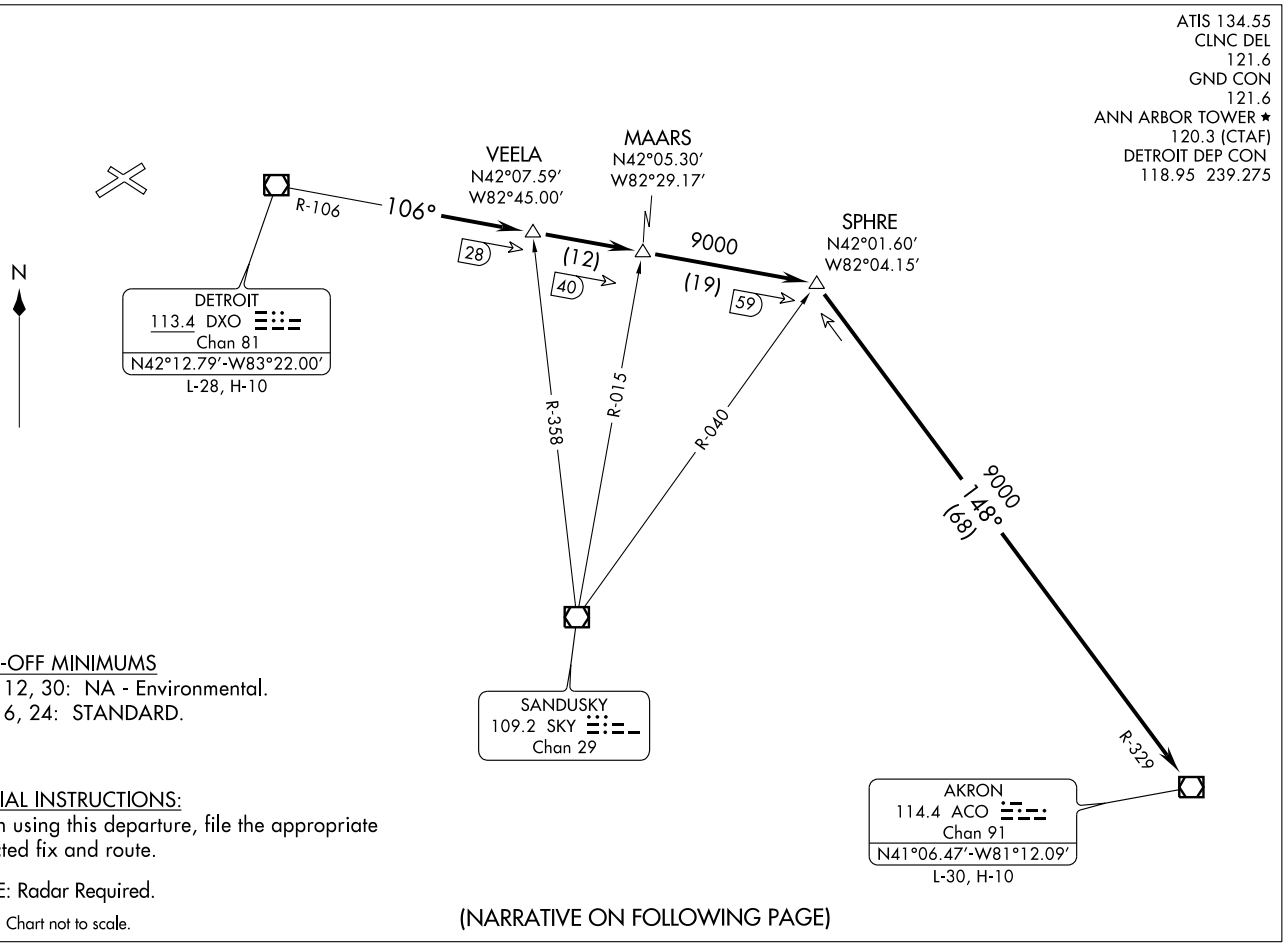
AUSTN N42°07.86′ W85°31.79′. NOTAM FILE AZO. CHICAGO
NDB (LOM) 371 AZ 354° 6.3 NM to Kalamazoo Co. Unmonitored.

AKRON TWO DEPARTURE

(ACO2.ACO) 08101

ANN ARBOR, MICHIGAN

ANN ARBOR MUNI (ARB)



TAKE-OFF MINIMUMS

Rwys 12, 30: NA - Environmental.

Rwys 6, 24: STANDARD.

SPECIAL INSTRUCTIONS:

When using this departure, file the appropriate depicted fix and route.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(ACO2.ACO) 08101

AKRON TWO DEPARTURE

SL-5506 (FAA)

ANN ARBOR MUNI (ARB)

ANN ARBOR, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 6: Multiple Trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL.
Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL.
Multiple Trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL.
Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple Trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL.
Multiple Trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL.
Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

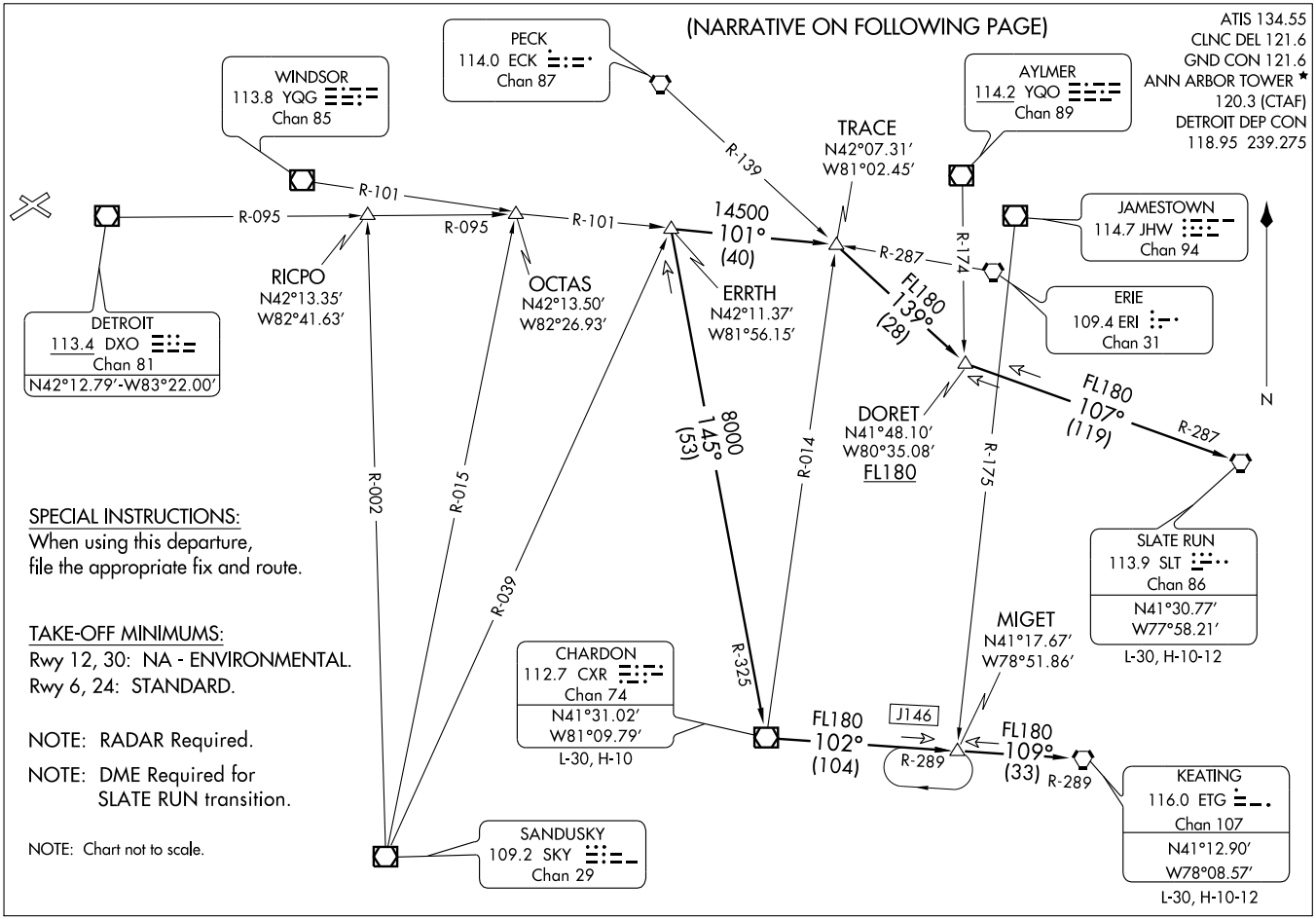
. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

ERRTH TWO DEPARTURE

(ERRTH2.ERRTH) 07354

ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)



ERRTH TWO DEPARTURE
(ERRTH2.ERRTH) 07354
ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)

SL-5506 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6 and 24: Climb via assigned heading for vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 MIGET INT to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

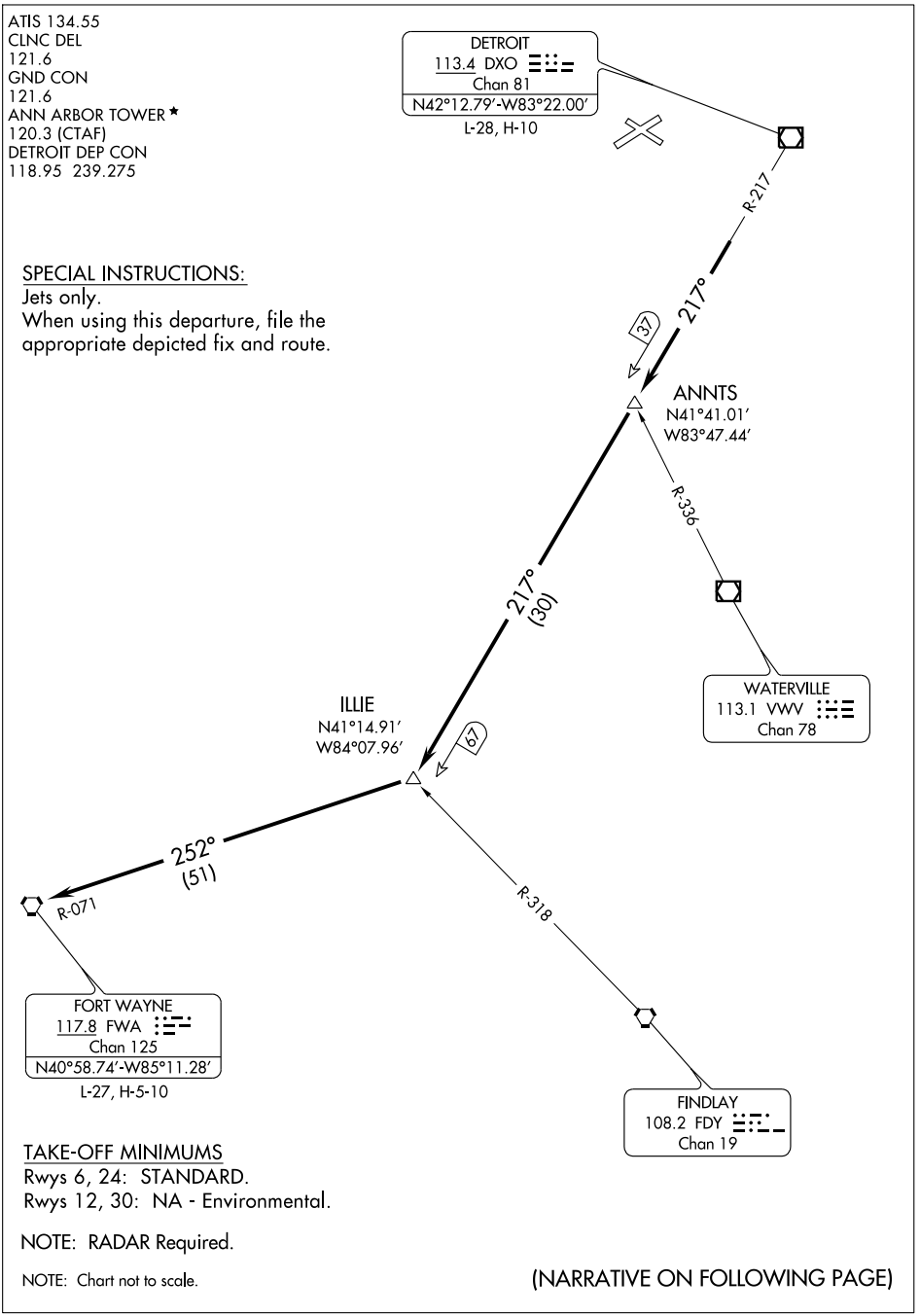
Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

FORT WAYNE THREE DEPARTURE

SL-5506 (FAA)

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS
Rwys 6, 24: STANDARD.
Rwys 12, 30: NA - Environmental.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL.
Building 312′ from DER, 479′ right of centerline, 15′ AGL/838 MSL.
Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL.
Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL.
Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL.
Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL

DETROIT, MICHIGAN

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

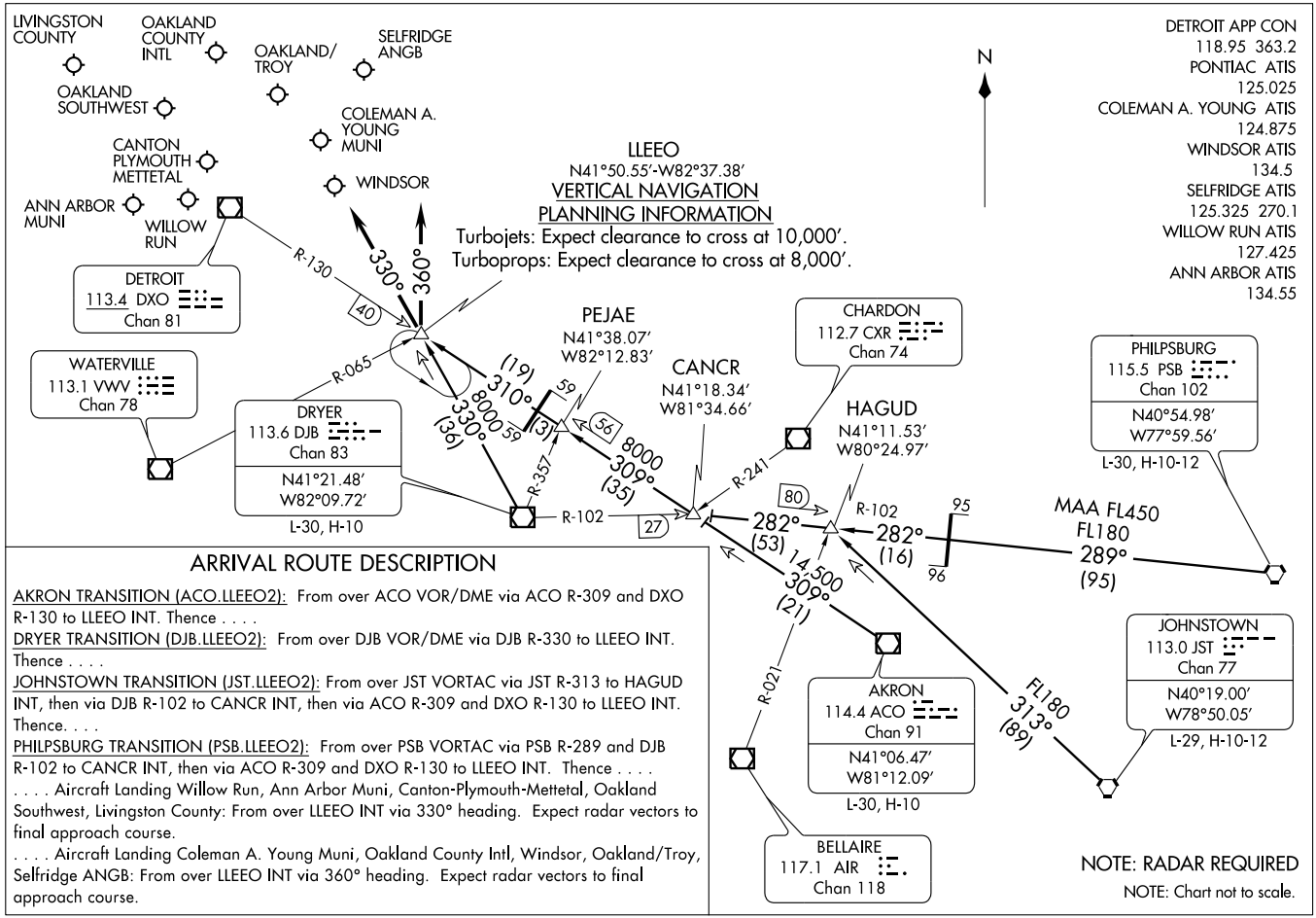
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL
(GOHMA.GOHMA1) 09351
DETROIT, MICHIGAN

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

MOONN TWO DEPARTURE
(MOONN2.MOONN) 09295

ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275

NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

DUNKIRK
116.2 DKK
Chan 109
N42°29.43′
W79°16.45′
L-30, H-10

SALEM
114.3 SVM
Chan 90

MOONN
N42°22.16′
W82°27.12′

WEPIL
N42°20.22′
W82°38.69′

PULRE
N42°17.78′
W82°53.15′

R-095
R-083
R-212
R-167
R-267
R-282
R-353
R-004
R-013

22
33
42
90

10000
095°
(39)

FL 180
032°
(47)

FL 180
095°
(37)

FL 180
087°
(67)

FL 180
102°
(73)

BROKK
N42°19.88′
W81°34.92′
FL180

BEWEL
N42°17.39′
W80°45.72′

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′
W79°07.28′
L-30, H-10

DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′
L-28, H-10

SANDUSKY
109.2 SKY
Chan 29

N

TAKE-OFF MINIMUMS
Rwys 12, 30: NA - Environmental.
Rwys 6, 24: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

(MOONN2.MOONN) 09295
MOONN TWO DEPARTURE
SL-5506 (FAA)
ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/ flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

PALACE THREE DEPARTURE

(PALCE3.DXO) 08325

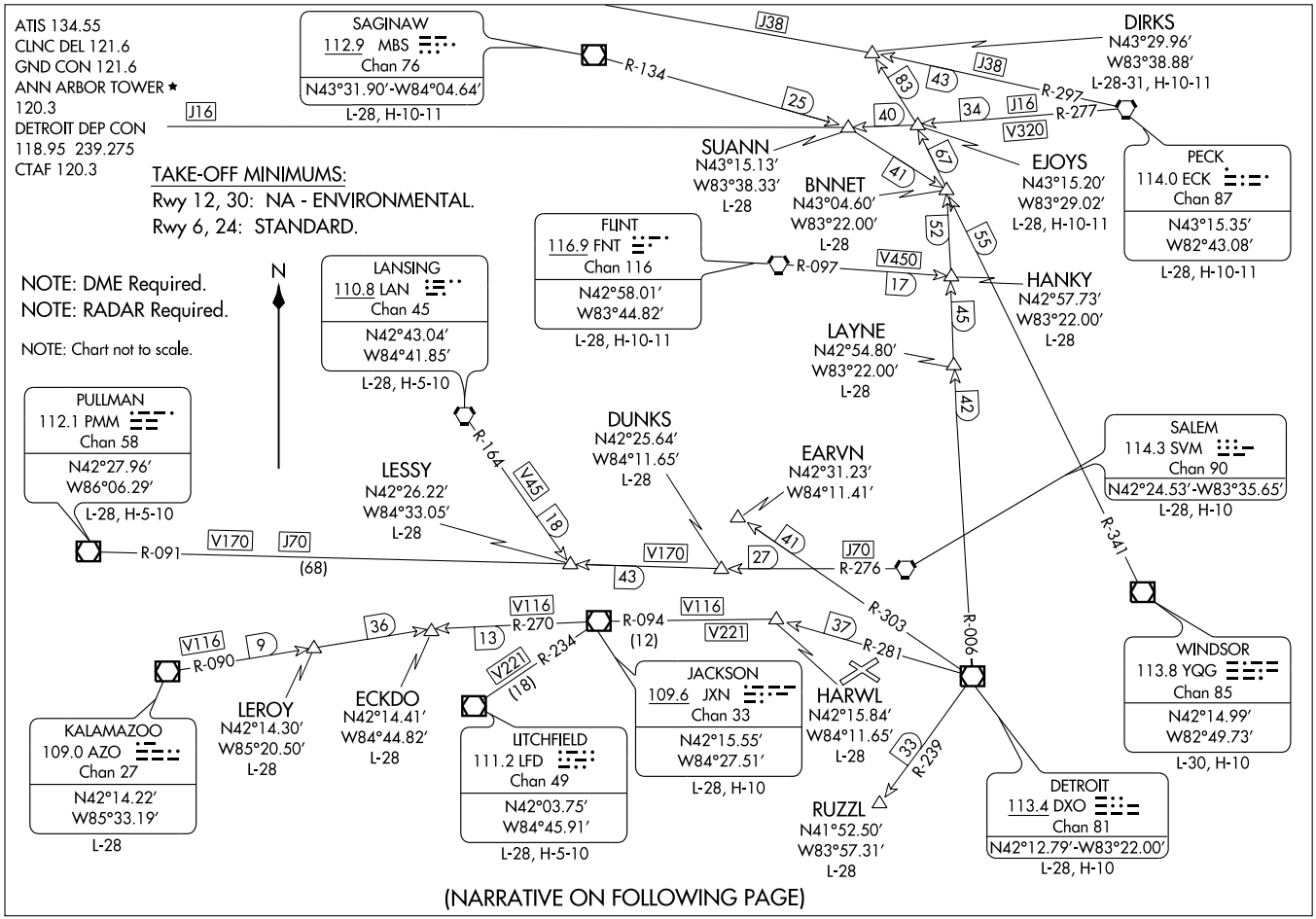
ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)

ATIS 134.55
CLNC DEL 121.6
GND CON 121.6
ANN ARBOR TOWER ★
120.3
DETROIT DEP CON
118.95 239.275
CTAF 120.3

TAKE-OFF MINIMUMS:
Rwy 12, 30: NA - ENVIRONMENTAL.
Rwy 6, 24: STANDARD.

NOTE: DME Required.
NOTE: RADAR Required.

NOTE: Chart not to scale.



(NARRATIVE ON FOLLOWING PAGE)

PALACE THREE DEPARTURE
(PALCE3.DXO) 08325
ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

SL-5506 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6 AND 24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overfling Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL. Aircraft over HARWL must file FL220 and below.

TAKE-OFF OBSTACLES:

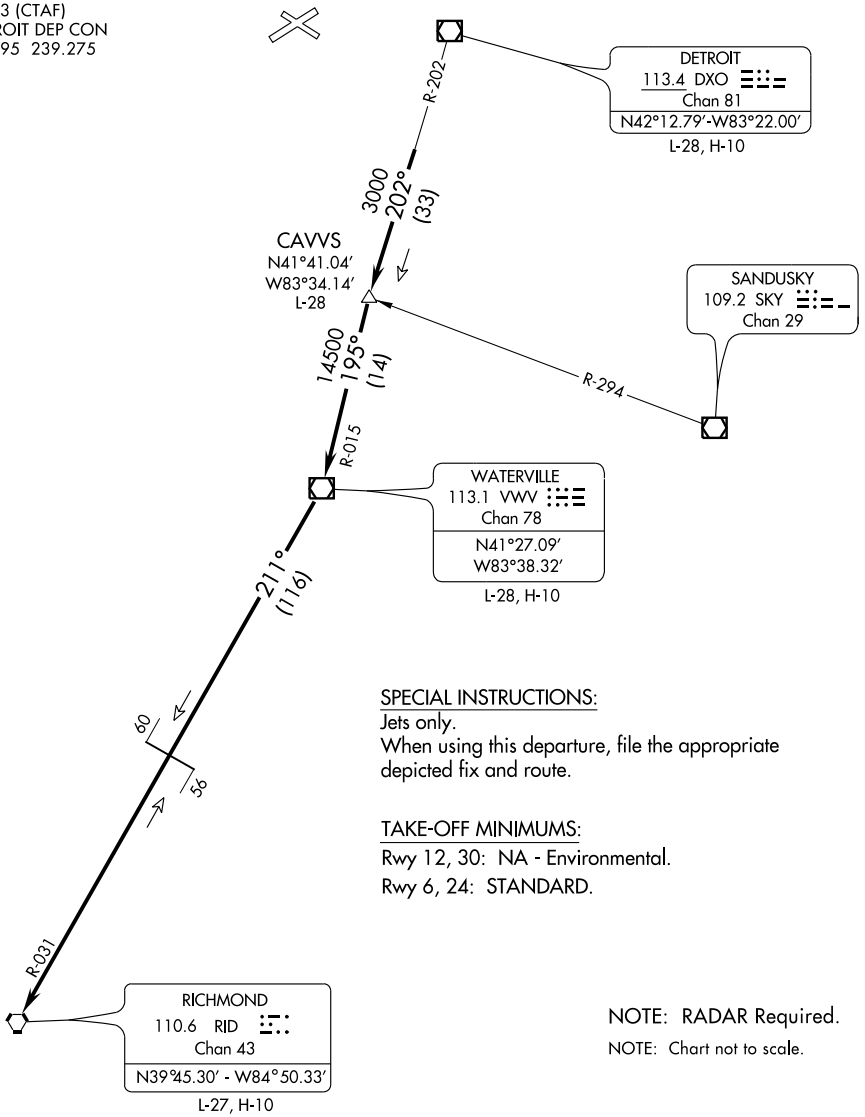
Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 475′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

RICHMOND FOUR DEPARTURE SL-5506 (FAA)

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwy 12, 30: NA - Environmental.
Rwy 6, 24: STANDARD.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors, thence. . . .

. . . . To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL.
Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL.
Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL.
Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL.
Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL.
Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

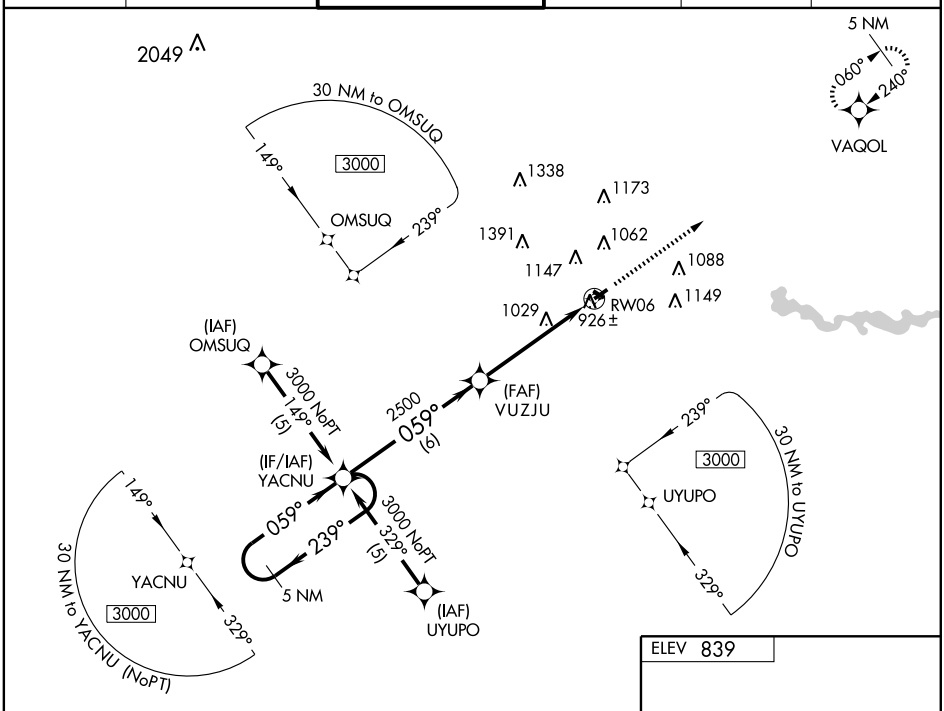
WAAS	APP CRS	Rwy Idg	3505
CH 77601	059°	TDZE	831
W06A		Apt Elev	839

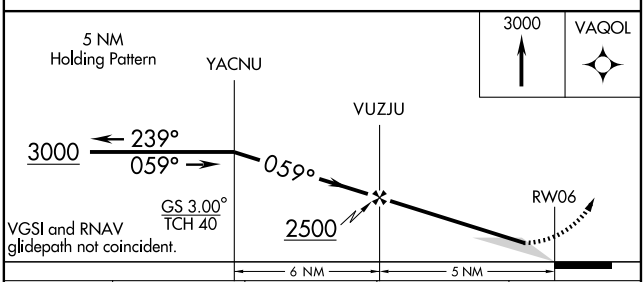
RNAV (GPS) RWY 6
ANN ARBOR MUNI (ARB)

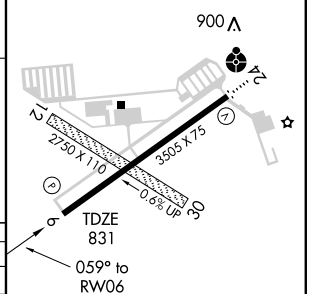
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Willow Run altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Willow Run altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

MISSED APPROACH: Climb to 3000 direct VAQOL and hold.

ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF) L	121.6	121.6	123.0







CATEGORY	A	B	C	D
LPV DA	1109-1 278 (300-1)			
LNAV/ DA VNAV	1322-1¾ 491 (500-1¾)			
LNAV MDA	1340-1 509 (600-1)		1340-1½ 509 (600-1½)	
CIRCLING	1500-1¾ 661 (700-1¾)			1500-2 661 (700-2)

MIRL Rwy 6-24
REIL Rwy 6

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81901 W24A	APP CRS 240°	Rwy ldg 3505 TDZE 831 Apt Elev 839

RNAV (GPS) RWY 24

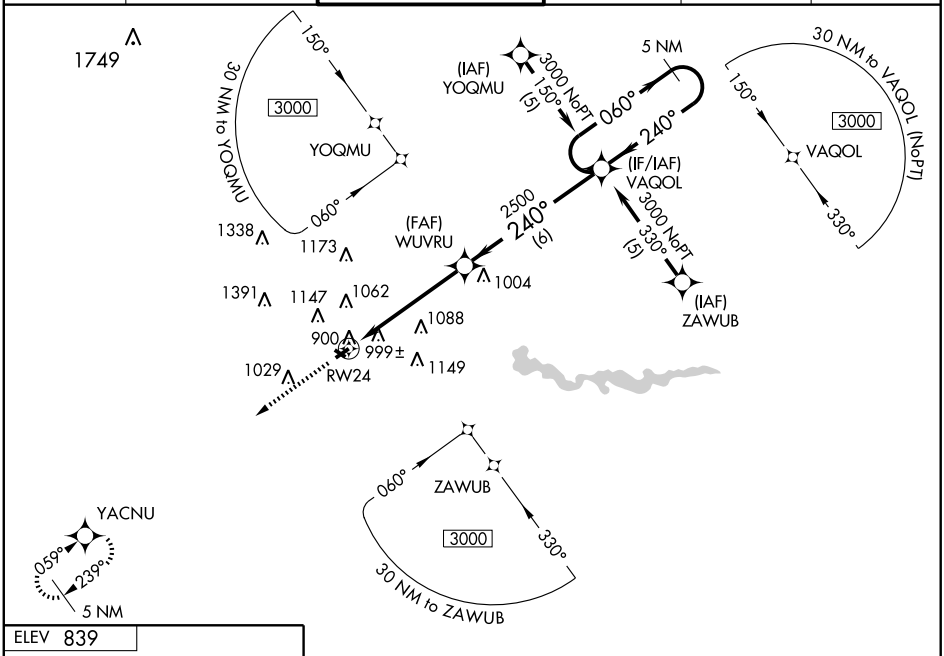
ANN ARBOR MUNI (ARB)

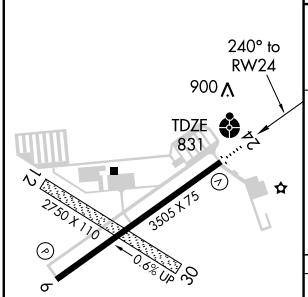
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Willow Run altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Willow Run altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). Inoperative table does not apply. Visibility reduction by helicopters NA.

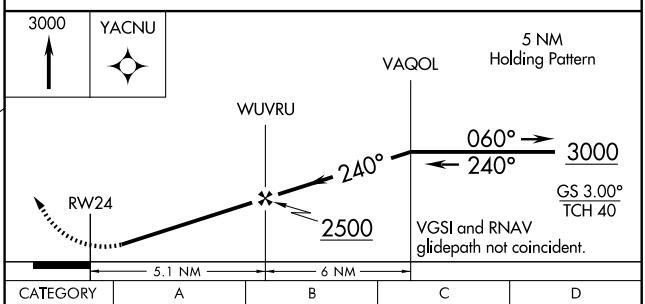
ODALS

MISSED APPROACH: Climb to 3000 direct YACNU and hold.

ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF)	121.6	121.6	123.0







CATEGORY	A	B	C	D
LPV DA	1129-1 298 (300-1)			
LNAV/ VNAV DA	1340-1¾ 509 (600-1¾)			
LNAV MDA	1300-1 469 (500-1)		1300-1¼ 469 (500-1¼)	1300-1½ 469 (500-1½)
CIRCLING	1500-1¾ 661 (700-1¾)			1500-2 661 (700-2)

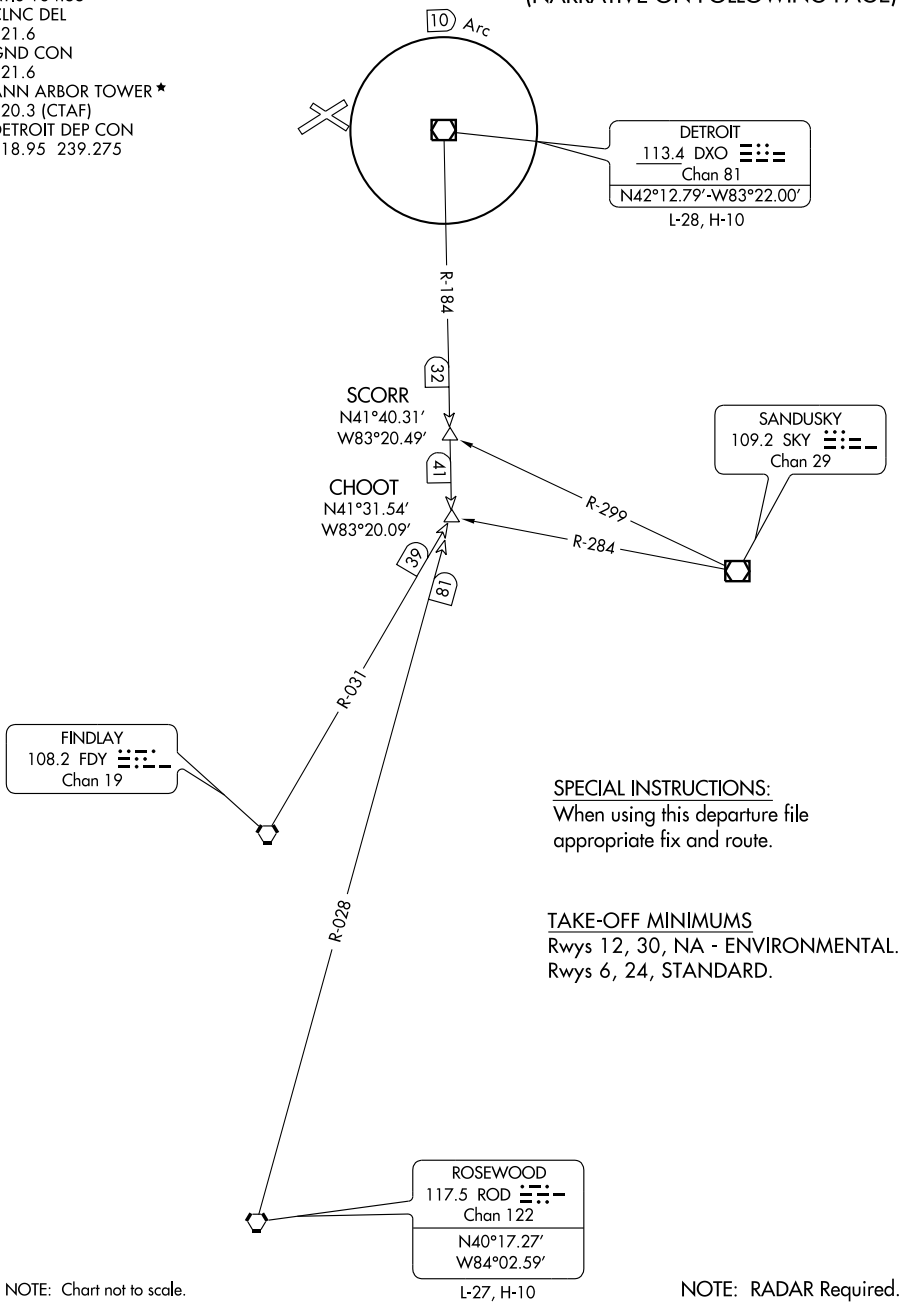
MIRL Rwy 6-24
REIL Rwy 6

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275

(NARRATIVE ON FOLLOWING PAGE)



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS
Rwys 12, 30, NA - ENVIRONMENTAL.
Rwys 6, 24, STANDARD.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

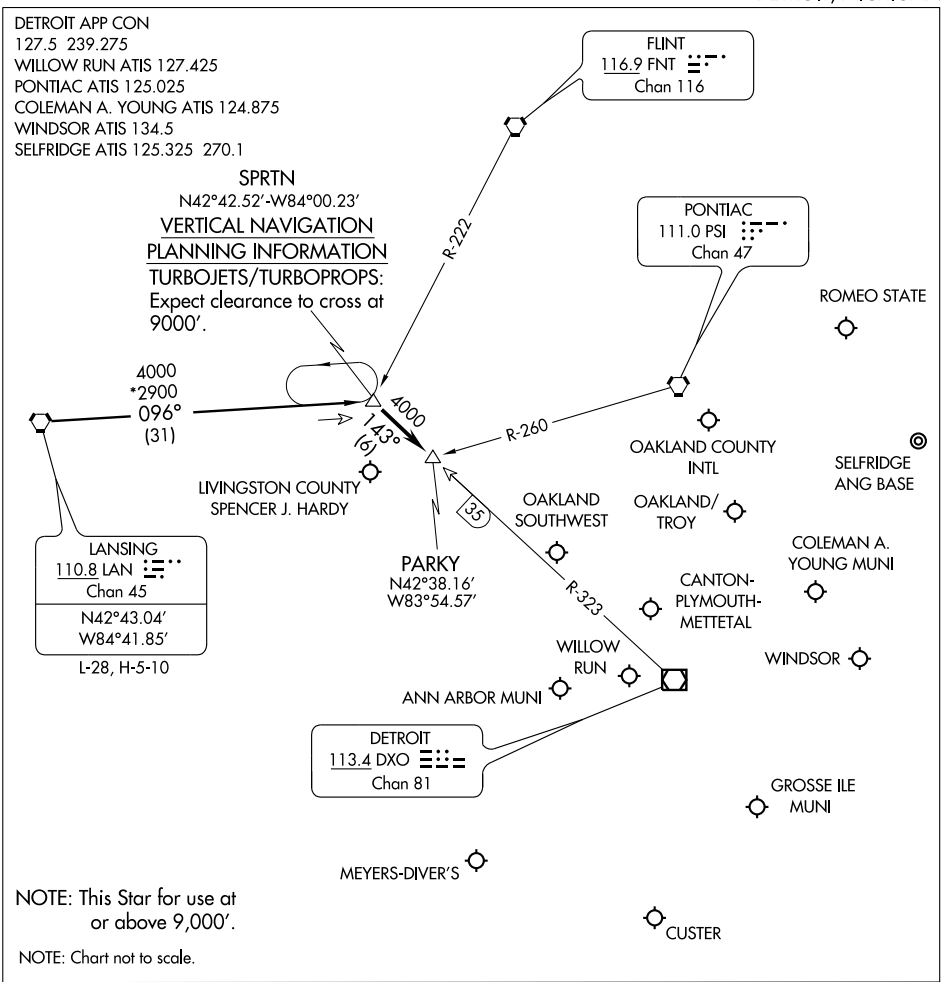
Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

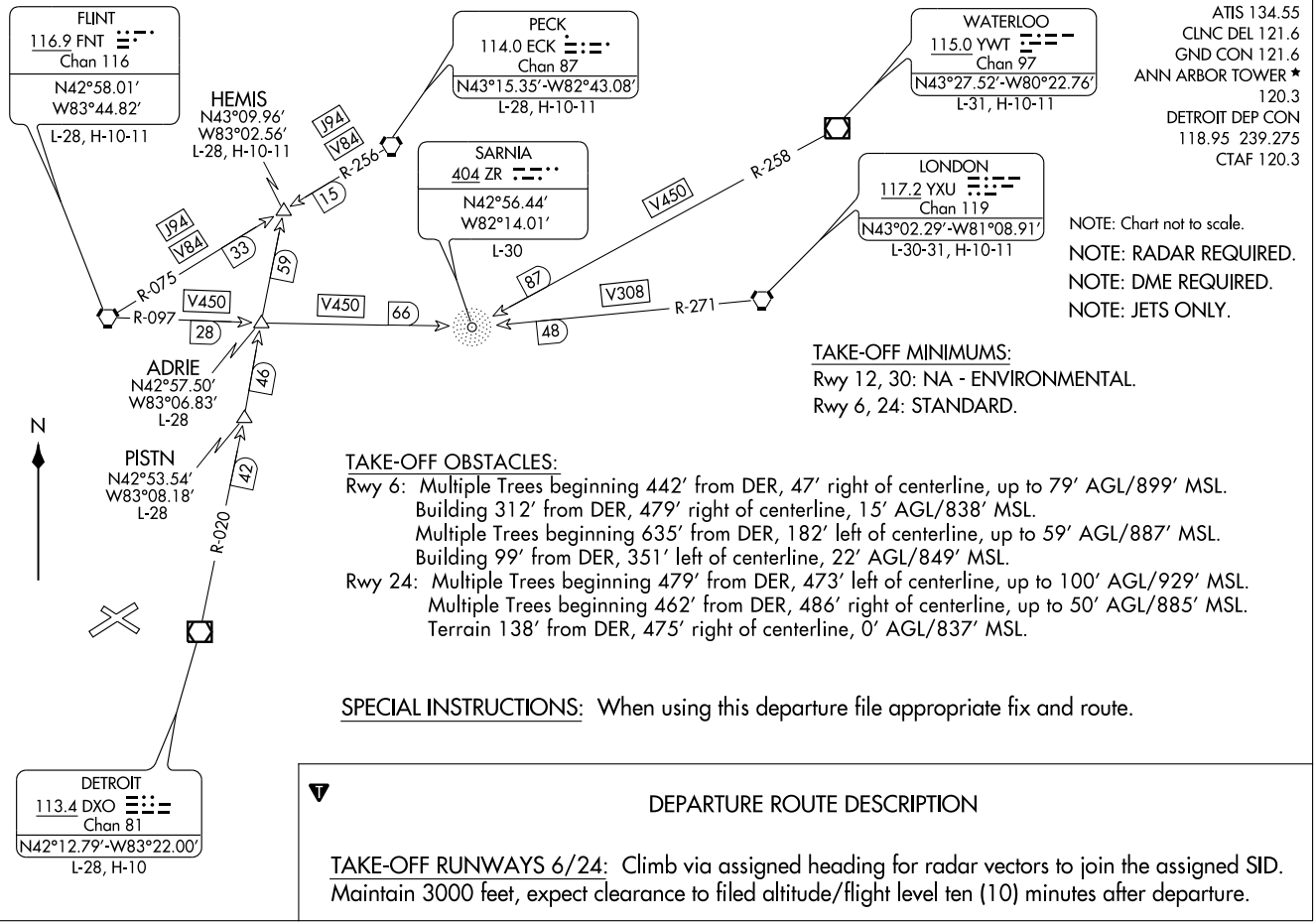
EC-1, 21 OCT 2010 to 18 NOV 2010

ST. CLAIR THREE DEPARTURE

(STCLR3.DXO) 08213

ANN ARBOR, MICHIGAN

ANN ARBOR MUNI (ARB)



ATIS 134.55
CLNC DEL 121.6
GND CON 121.6
ANN ARBOR TOWER ★ 120.3
DETROIT DEP CON 118.95 239.275
CTAF 120.3

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:
Rwy 12, 30: NA - ENVIRONMENTAL.
Rwy 6, 24: STANDARD.

TAKE-OFF OBSTACLES:
Rwy 6: Multiple Trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL.
Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL.
Multiple Trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL.
Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.
Rwy 24: Multiple Trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL.
Multiple Trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL.
Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

ST. CLAIR THREE DEPARTURE
(STCLR3.DXO) 08213
ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

SL-5506 (FAA)

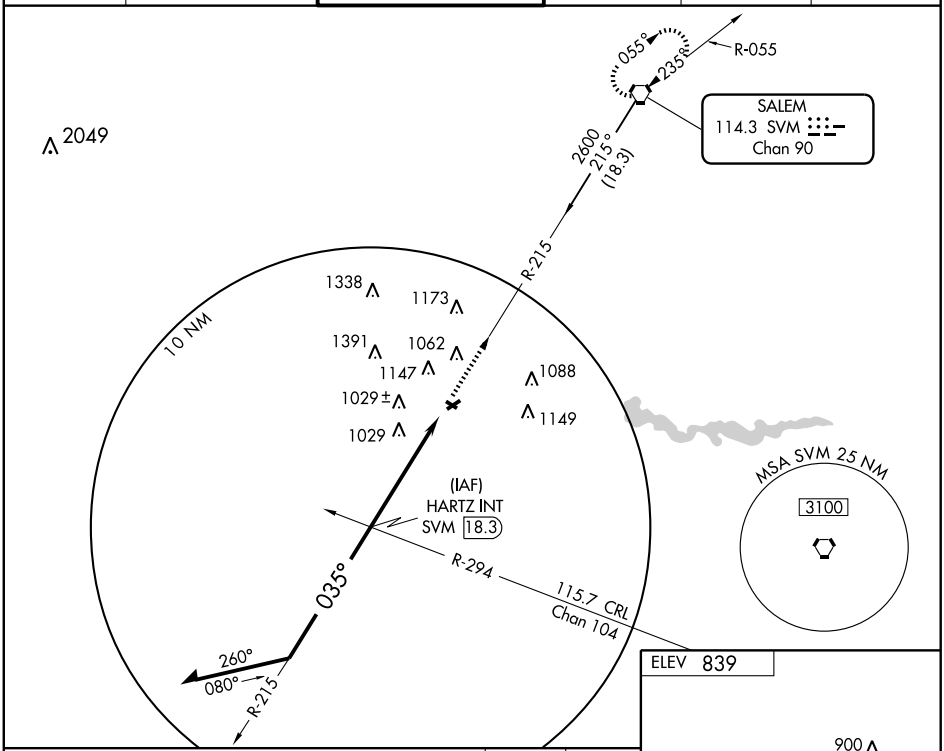
VORTAC SVM 114.3 Chan 90	APP CRS 035°	Rwy ldg 3505 TDZE 830 Apt Elev 839

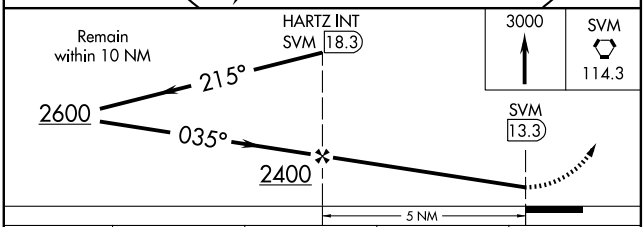
VOR RWY 6
ANN ARBOR MUNI (ARB)

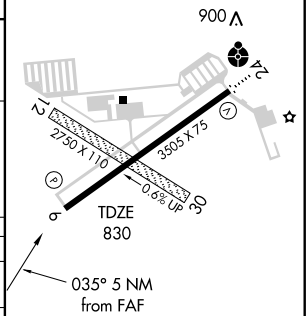
When control tower closed, use Detroit Willow Run altimeter setting.

MISSED APPROACH: Climb to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF) L	121.6	121.6	123.0







CATEGORY	A	B	C	D
S-6	1320-1 490 (500-1)		1320-1¼ 490 (500-1¼)	1320-1½ 490 (500-1½)
CIRCLING	1500-1 661 (700-1)		1500-1¾ 661 (700-1¾)	1500-2 661 (700-2)
WILLOW RUN ALTIMETER SETTING MINIMUMS				
S-6	1340-1 510 (600-1)		1340-1½ 510 (600-1½)	
CIRCLING	1520-1 681 (700-1)		1520-2 681 (700-2)	1520-2¼ 681 (700-2¼)

REIL Rwy 6
MIRL Rwy 6-24

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC SVM 114.3 Chan 90	APP CRS 213°	Rwy Idg 3505 TDZE 830 Apt Elev 839

VOR RWY 24

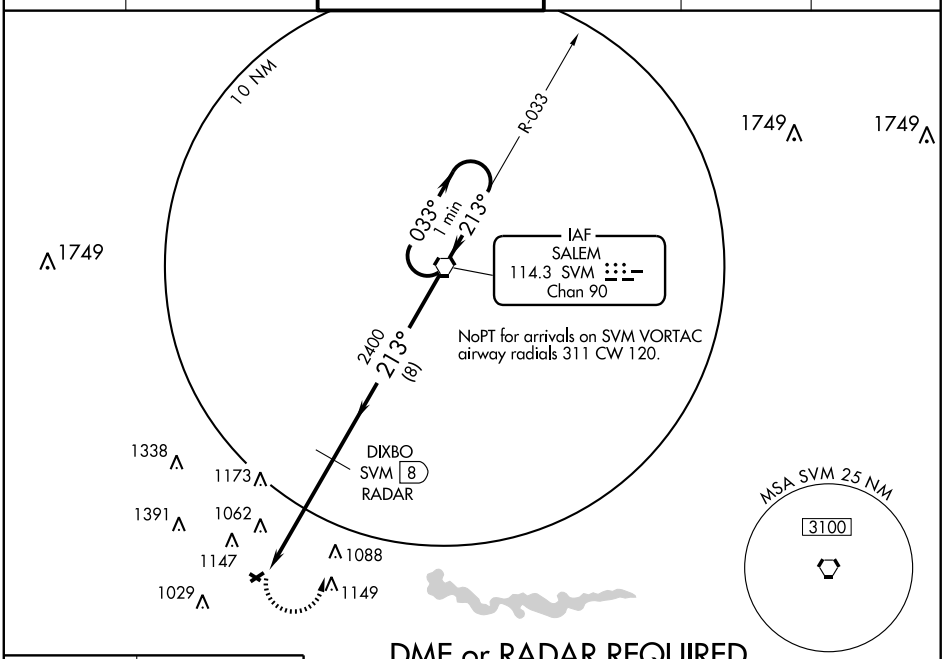
ANN ARBOR MUNI (ARB)

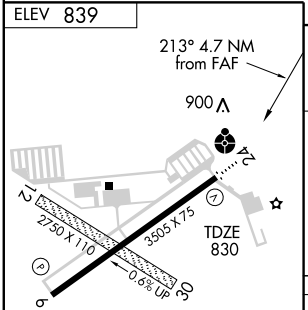
Inoperative table does not apply. When control tower closed, use Detroit Willow Run altimeter setting.

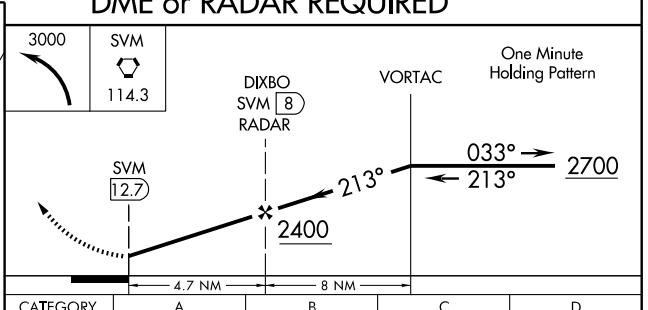
ODALS

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF) L	121.6	121.6	123.0







CATEGORY	A	B	C	D
S-24	1460-1	630 (700-1)	1460-1¾ 630 (700-1¾)	1460-2 630 (700-2)
CIRCLING	1500-1	661 (700-1)	1500-1¾ 661 (700-1¾)	1500-2 661 (700-2)
WILLOW RUN ALTIMETER SETTING MINIMUMS				
S-24	1480-1	650 (700-1)	1480-1¾ 650 (700-1¾)	1480-2 650 (700-2)
CIRCLING	1520-1	681 (700-1)	1520-2 681 (700-2)	1520-2¼ 681 (700-2¼)

MIRL Rwy 6-24
REIL Rwy 6

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AVOCA (39G) 2 SE UTC−5(−4DT) N43°01.80′ W82°40.16′ **DETROIT**

726 NOTAM FILE LAN

RWY 09–27: 2105X100 (TURF)

RWY 09: Thld dsplcd 267′. Road. Rgt tfc. **RWY 27:** Trees.

AIRPORT REMARKS: Attended irregularly. Ultralight ops at arpt. Rwy 09–27 and Rwy 09 dsplcd thld marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

TACKABERRY (07D) 2 W UTC−5(−4DT) N43°03.87′ W82°43.43′ **DETROIT**

764 NOTAM FILE LAN

RWY 18–36: 2244X65 (TURF)

RWY 18: Brush. **RWY 36:** Thld dsplcd 1000′. Trees.

AIRPORT REMARKS: Attended irregularly. Rwy 36 has 75′ radio twr 200′ from thld 130′ left. Rwy 36 dsplcd thlds marked with 3 tires each side; Rwy 18–36 marked with tires. Rwy 18–36 NSTD LIRL; non–frangible mounting; variable spacing and NSTD lens. Lgts not for public use.

COMMUNICATIONS: CTAF 122.9

BAD AXE N43°47.02′ W82°58.99′. NOTAM FILE BAX. **DETROIT**

(T) VORW/DME 108.2 BAX Chan 19 at Huron Co Mem. 766/5W. **AWOS–3.** **L–28J, 31C**

RCO 122.65 (LANSING RADIO)

BAD AXE

HURON CO MEM (BAX) 1 S UTC−5(−4DT) N43°46.81′ W82°59.13′ **DETROIT**

763 B **FUEL** 100LL, JET A NOTAM FILE BAX **H–11A, L–28J, 31C**

IAP

RWY 17–35: H5009X75 (ASPH) MIRL

RWY 17: REIL. PAPI(P4L). Trees.

RWY 35: REIL. PAPI(P4L). Trees.

RWY 04–22: H3495X75 (ASPH) S–16 MIRL (NSTD)

RWY 04: Thld dsplcd 300′. Railroad. **RWY 22:** Trees.

AIRPORT REMARKS: Attended 1330–2130Z‡. Arpt unattended major holidays and Easter. Birds on and invof arpt. Rwy 04–22 has numerous cracks. Twy A CLOSED winter months. MIRL Rwy 04–22 and MIRL Rwy 17–35 opr dusk–0230Z‡; to increase ints and after 0230Z‡ ACTIVATE—CTAF. ACTIVATE PAPI and REIL Rwy 17 and Rwy 35—CTAF. Rwy 04–22 NSTD MIRL; lgts last 2000′ not split amber/white lens.

WEATHER DATA SOURCES: AWOS–3 108.2 BAX (989) 269–4137.

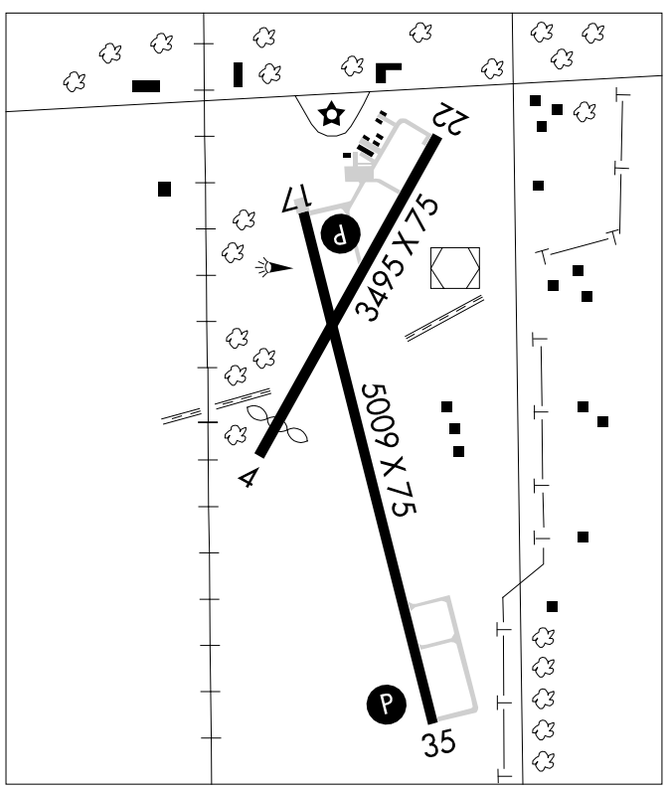
COMMUNICATIONS: CTAF/UNICOM 122.975

BAD AXE RCO 122.65 (LANSING RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BAX.

BAD AXE (T) VORW/DME 108.2 BAX Chan 19 N43°47.02′ W82°58.99′ at fld. 766/5W. **AWOS–3.**



APP CRS		
033°	Rwy Idg	3195
	TDZE	763
	Apt Elev	763

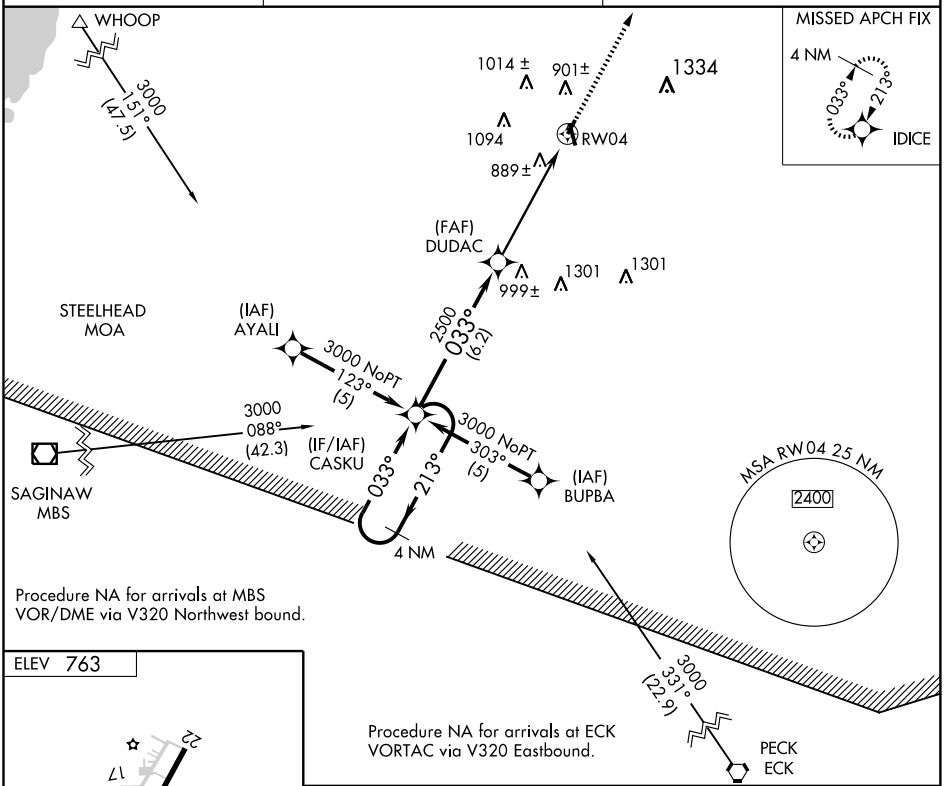
RNAV (GPS) RWY 4

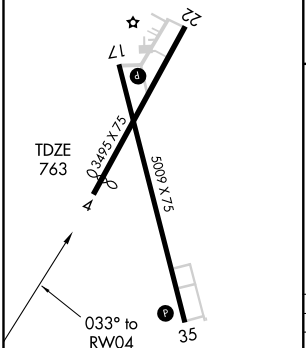
BAD AXE / HURON COUNTY MEMORIAL (BAX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS INTL altimeter setting and increase all MDAs 140 feet, and Cat C visibility ½ mile.

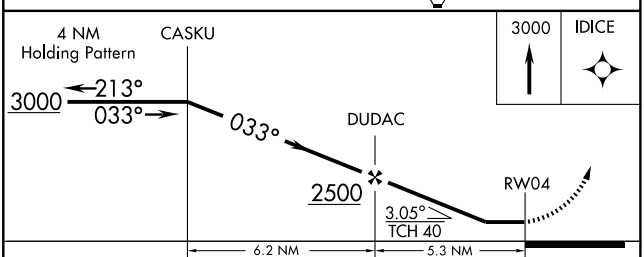
MISSED APPROACH: Climb to 3000 direct IDICE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L





REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 377 (400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5009
CH 69205	170°	TDZE	763
W17A		Apt Elev	763

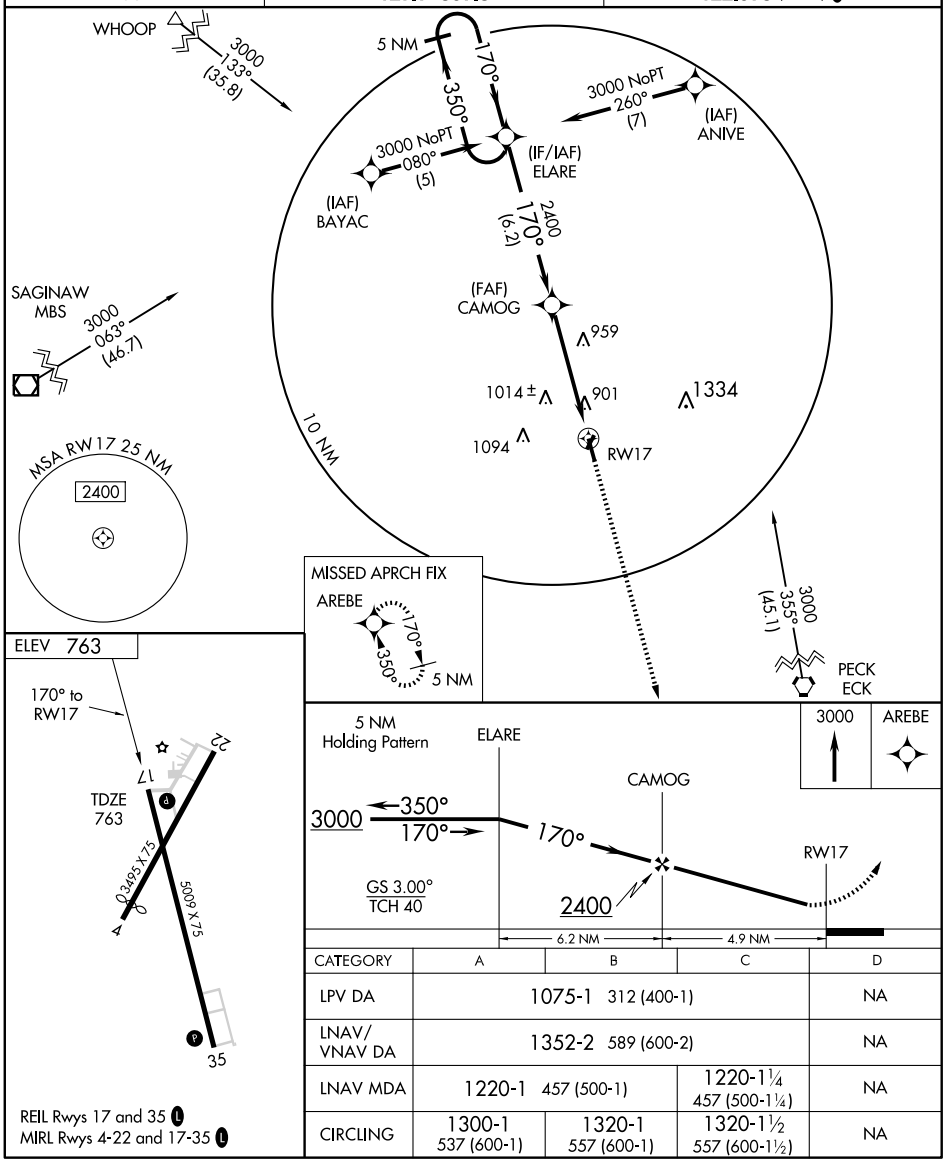
RNAV (GPS) RWY 17

BAD AXE / HURON COUNTY MEMORIAL (BAX)

When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Saginaw Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Saginaw Intl altimeter setting and increase all DAs 129 feet and all MDAs 140 feet.

MISSED APPROACH: Climb to 3000 direct AREBE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1075-1 312 (400-1)			NA
LNAV/ VNAV DA	1352-2 589 (600-2)			NA
LNAV MDA	1220-1 457 (500-1)		1220-1¼ 457 (500-1¼)	NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3495
213°	TDZE	763
	Apt Elev	763

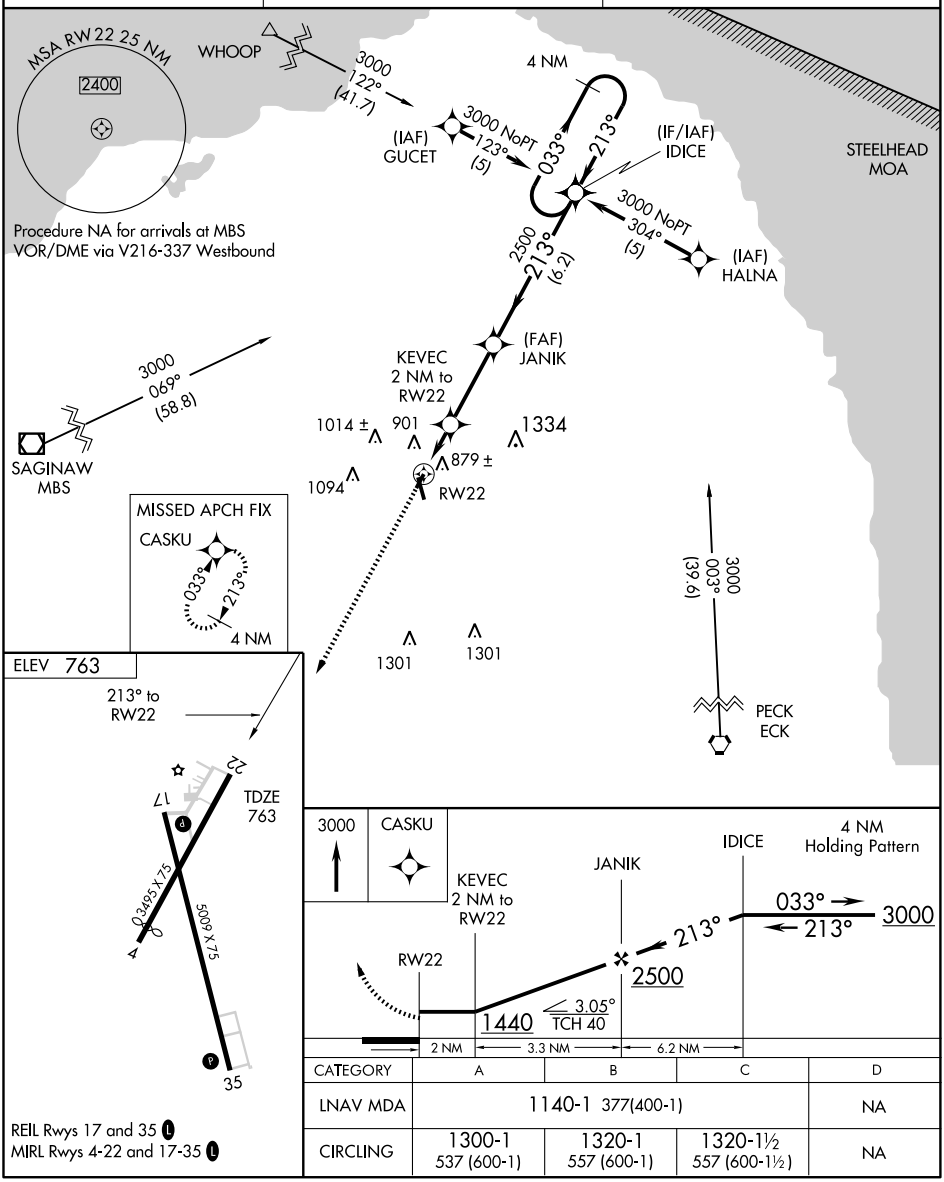
RNAV (GPS) RWY 22

BAD AXE / HURON COUNTY MEMORIAL (BAX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDAs 140 feet, and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct CASKU and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 377(400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5009
CH 62805	350°	TDZE	756
W35A		Apt Elev	763

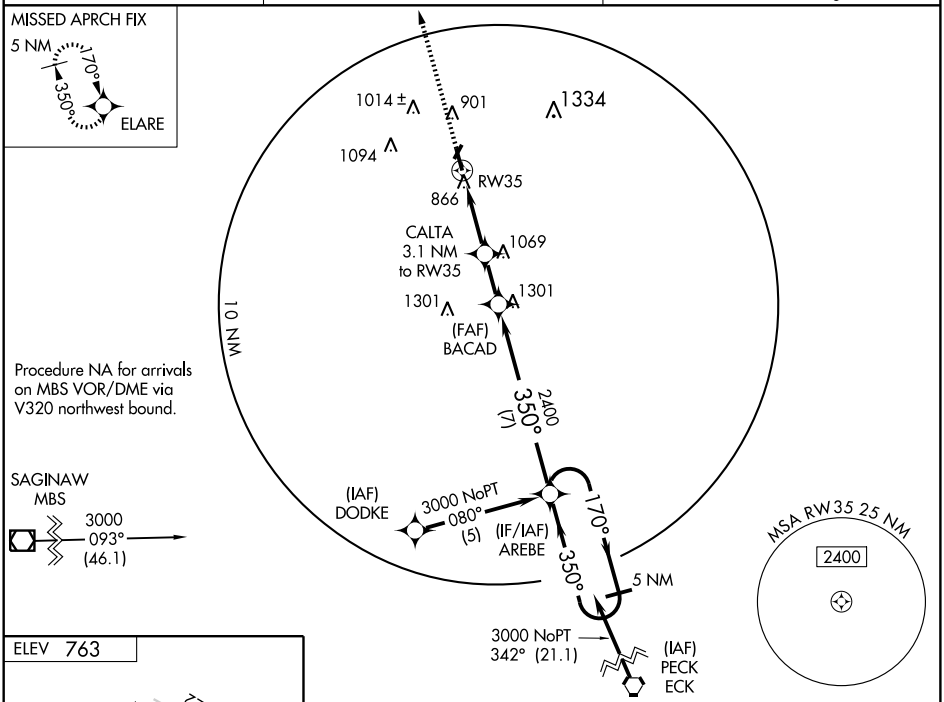
RNAV (GPS) RWY 35

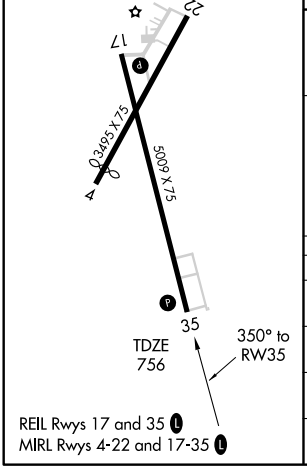
BAD AXE / HURON COUNTY MEMORIAL (BAX)

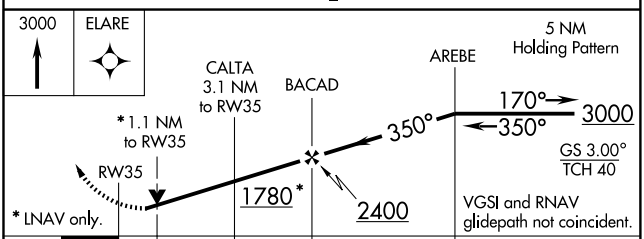
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). VDP and Baro/VNAV NA when using Saginaw Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Saginaw Intl altimeter setting and increase all DA's 129 feet and all MDAs 140 feet.

MISSED APPROACH: Climb to 3000 direct ELARE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1113-1¼ 357 (400-1¼)			NA
LNAV/ VNAV DA	1154-1½ 398 (400-1½)			NA
LNAV MDA	1120-1 364 (400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BAX	APP CRS	Rwy Idg	3195
108.2	039°	TDZE	763
Chan 19		Apt Elev	763

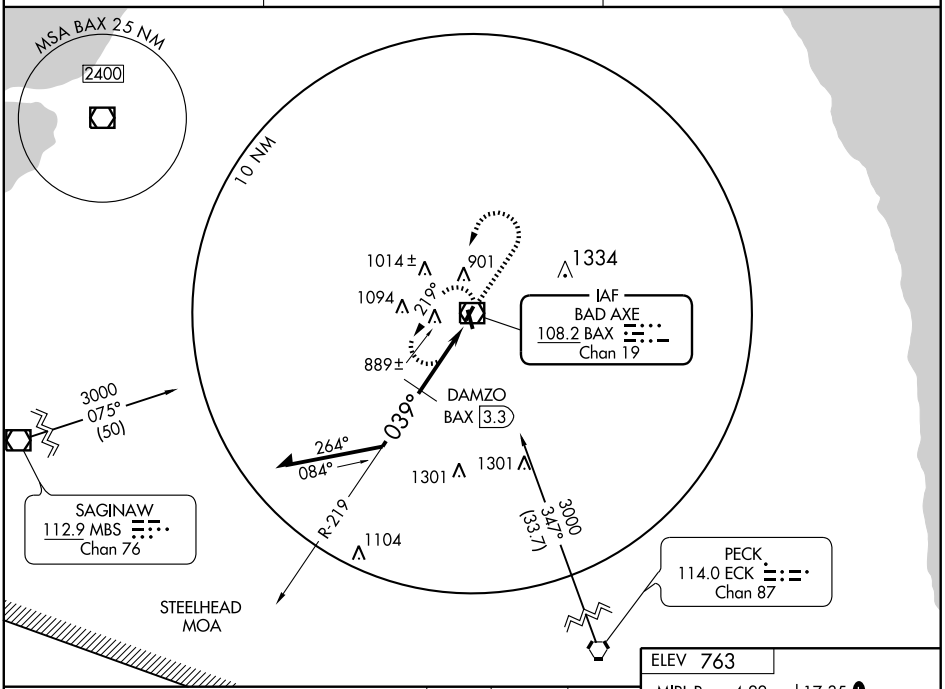
VOR RWY 4

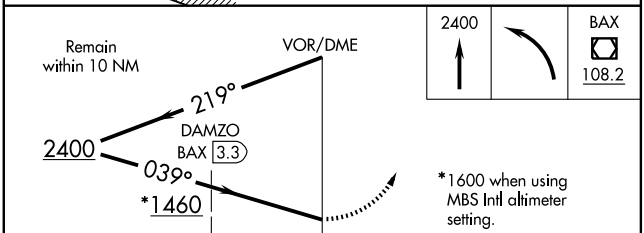
BAD AXE / HURON COUNTY MEMORIAL (BAX)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDAs 140 feet, and Cat B visibility ¼mile, Cat C visibility ½ mile, and DAMZO fix minimums visibility Cat C ½mile.

MISSED APPROACH: Climb to 2400 then left turn direct BAX VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L

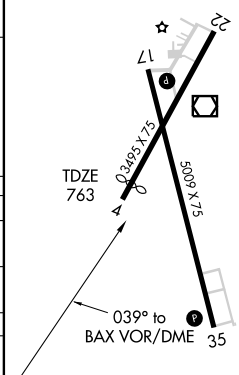




CATEGORY	A	B	C	D
S-4	1460-1 697 (700-1)		1460-2 697 (700-2)	NA
CIRCLING	1460-1 697 (700-1)		1460-2 697 (700-2)	NA
DAMZO FIX MINIMUMS				
S-4	1140-1 377 (400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

ELEV 763

MIRL Rwys 4-22 and 17-35 L
REIL Rwys 17 and 35 L



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BAX	APP CRS	Rwy Idg	3495
108.2	207°	TDZE	763
Chan 19		Apt Elev	763

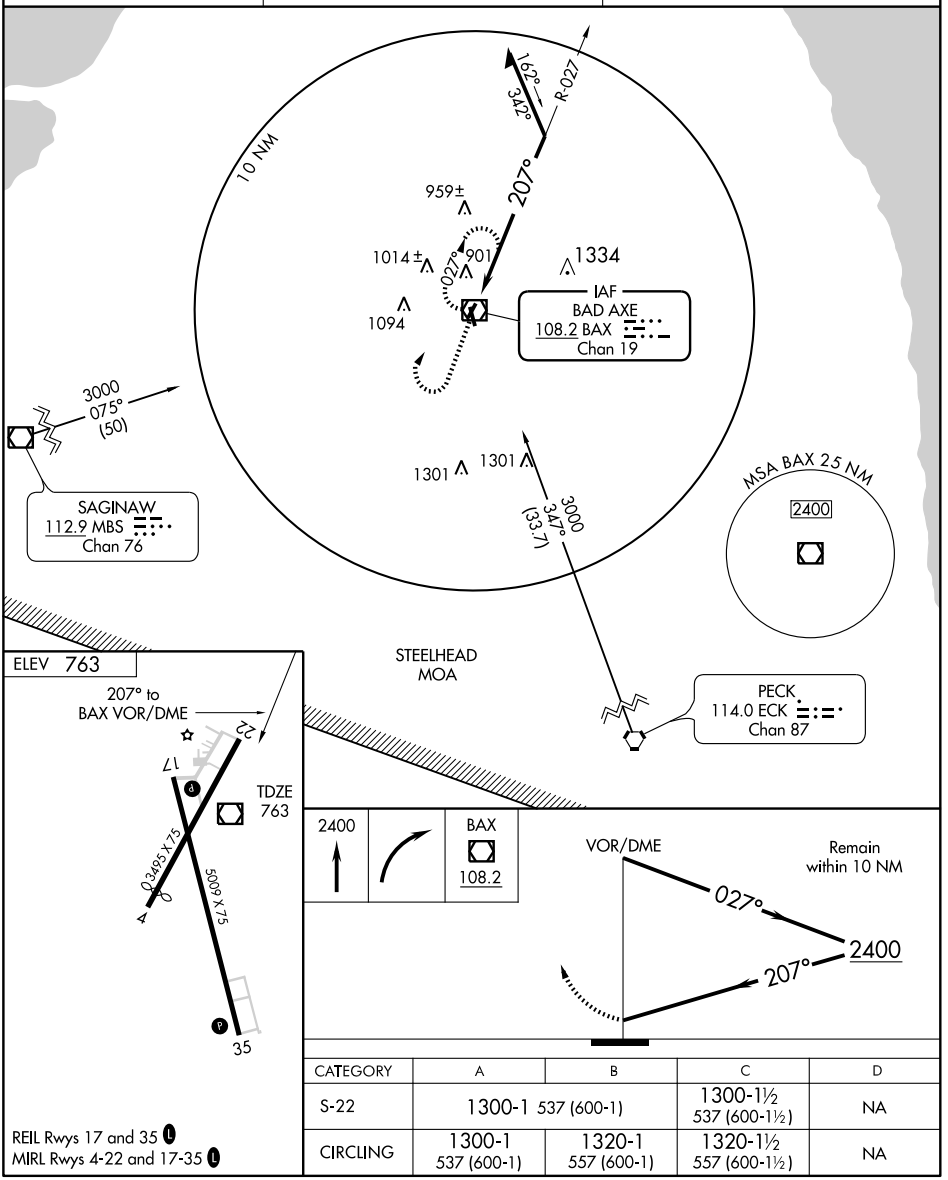
VOR RWY 22

BAD AXE / HURON COUNTY MEMORIAL (BAX)

Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDAs 140 feet, and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2400 then right turn direct BAX VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-22	1300-1 537 (600-1)		1300-1½ 537 (600-1½)	NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BAX	APP CRS	Rwy Idg	5009
108.2	358°	TDZE	756
Chan 19		Apt Elev	763

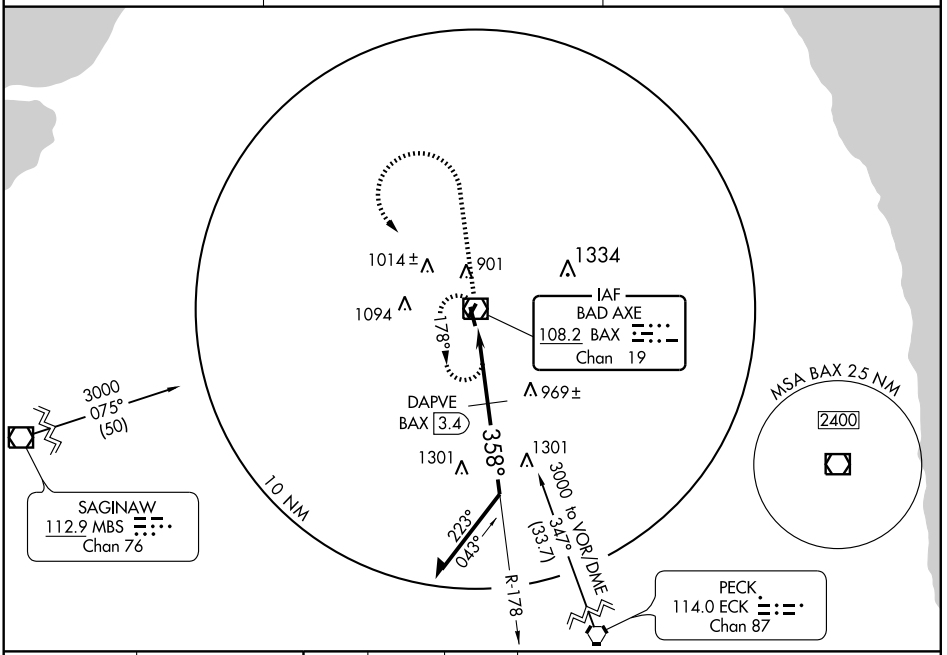
VOR RWY 35

BAD AXE / HURON COUNTY MEMORIAL (BAX)

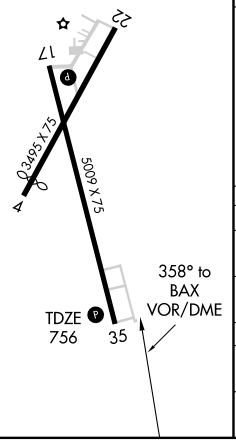
If local altimeter setting not received, use Saginaw Intl altimeter setting and increase all MDAs 140 feet.
NA
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 then left turn direct BAX VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L

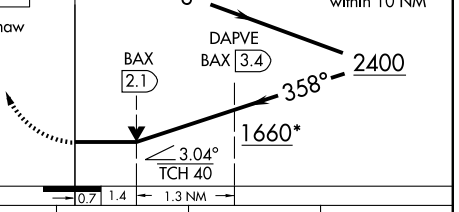


ELEV 763
MIRL Rwys 4-22 and 17-35 L
REIL Rwys 17 and 35 L



2400 BAX 108.2

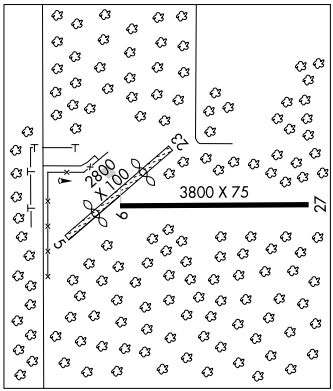
*1800 when using Saginaw Intl altimeter setting.



CATEGORY	A	B	C	D
S-35	1660-1¼ 904 (900-1¼)		1660-2¾ 904 (900-2¾)	NA
CIRCLING	1660-1¼ 897 (900-1¼)		1660-2¾ 897 (900-2¾)	NA
DAPVE FIX MINIMUMS				
S-35	1220-1 464 (500-1)		1220-1¼ 464 (500-1¼)	NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

BALDWIN MUNI (7D3) 2 S UTC−5(−4DT) N43°52.53′ W85°50.53′ — CHICAGO L–28I IAP
828 NOTAM FILE LAN
RWY 09–27: H3800X75 (ASPH) S–10 0.3% up E
RWY 09: Trees. **RWY 27:** Trees.
RWY 05–23: 2800X100 (TURF)
RWY 05: Thld dsplcd 800′. Trees.
RWY 23: Thld dsplcd 800′. Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Arpt CLOSED Nov thru Apr; no snow removal. Rwy 09–27 sfc considerable pavement cracking with vegetation growing through cracks. Rwy 05–23 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 120.85
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
WHITE CLOUD (L) VOR/DME 117.6 HIC Chan 123 N43°34.49′ W85°42.97′ 344° 18.9 NM to fld. 920/1W.



BANGU N45°00.88′ W84°48.48′. NOTAM FILE GLR. — LAKE HURON
NDB (LOM) 375 GL 097° 4.4 NM to Gaylord Rgnl.

BARAGA (2P4) 4 W UTC−5(−4DT) N46°47.10′ W88°34.67′ — GREEN BAY
845 NOTAM FILE GRB
RWY 09–27: 2200X100 (TURF)
RWY 09: Thld dsplcd 600′. Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Apr except to ski equipped acft. 25′ p–line 850′ from thld Rwy 27. Deer and birds on and invof arpt. Rwy 09 dsplcd thld marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

BATH

UNIVERSITY AIRPARK (41G) 2 NW UTC−5(−4DT) N42°50.42′ W84°28.75′ — DETROIT
856 B S2 NOTAM FILE LAN
RWY 08–26: 1988X100 (TURF) LIRL
RWY 08: Bldg. **RWY 26:** Tree.
AIRPORT REMARKS: Attended irregularly. Rwy 08–26 occasionally soft/wet areas E end during spring thaw and after heavy rain. ACTIVATE LIRL Rwy 08–26 and NSTD rotating bcn—122.85. NSTD flashing strobe and alternating white/red bcn. Rwy 08–26 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

BATOL N42°21.72′ W85°11.06′ NOTAM FILE BTL. — CHICAGO L–28I
NDB (MHW/LOM) 272 BT 226° 4.4 NM to W K Kellogg.

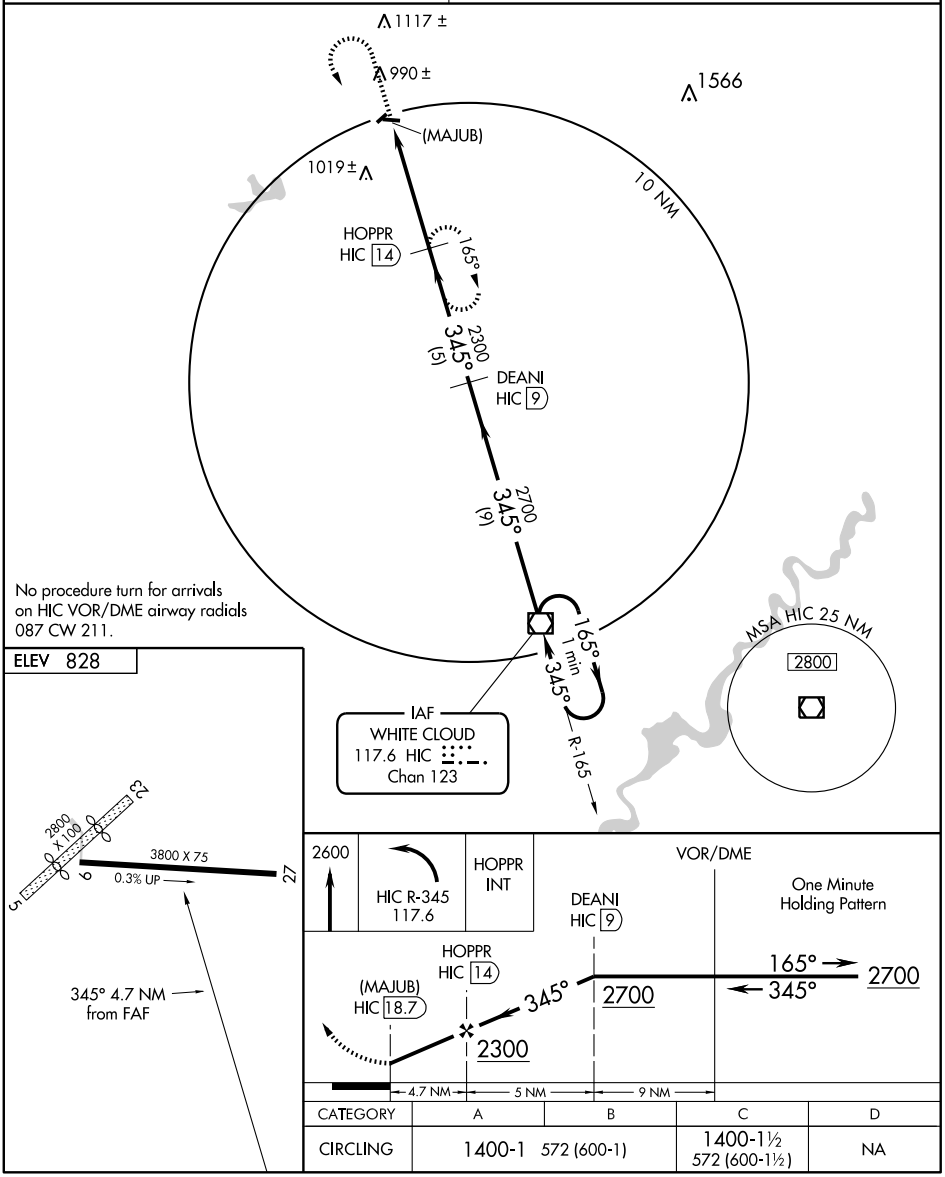
BATTLE CREEK N42°18.59′ W85°15.14′ NOTAM FILE BTL. — CHICAGO L–28I
(T) VORTACW 109.4 BTL Chan 31 at W K Kellogg. 922/2W.
VOR portion unusable 095°–112° byd 16 NM; 125°–170° and 235°–260° blo 4000′.
RCO 122.2 (LANSING RADIO)

VOR/DME HIC 117.6 Chan 123	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 828

VOR/DME or GPS-A

BALDWIN MUNI (7D3)

▼ Use Manistee altimeter setting. ⚠ NA Procedure not authorized at night.	MISSED APPROACH: Climb to 2600, then left turn via the HIC VOR/DME R-345 to HOPPR/14 DME and hold.
MINNEAPOLIS CENTER 120.85 322.35	CTAF 122.9



CATEGORY	A	B	C	D
CIRCLING	1400-1 572 (600-1)		1400-1½ 572 (600-1½)	NA

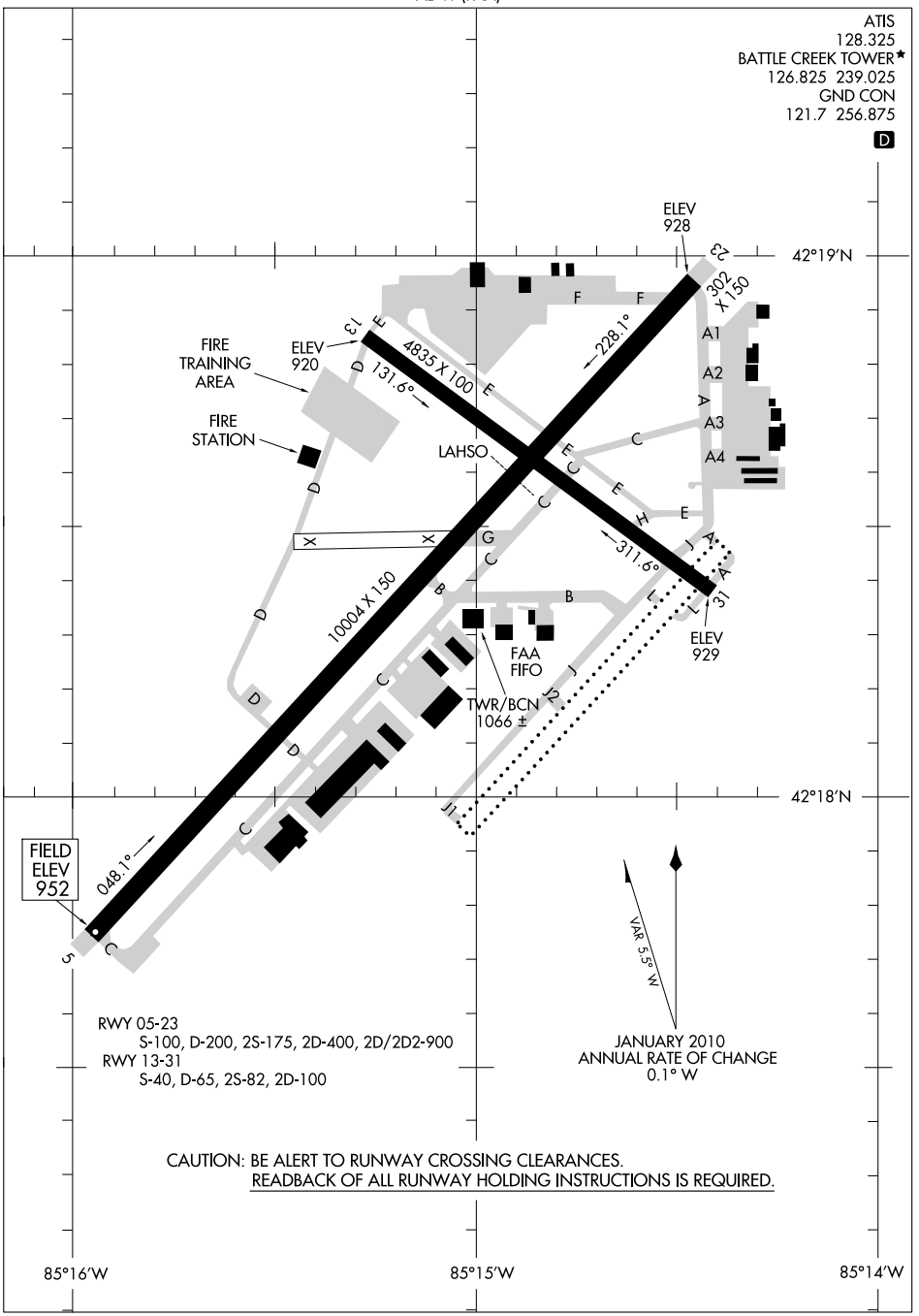
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-41 (FAA)

BATTLE CREEK/ W.K. KELLOGG (BTL)
BATTLE CREEK, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BATTLE CREEK, MICHIGAN
BATTLE CREEK/ W.K. KELLOGG (BTL)

10266

BATTLE CREEK

W K KELLOGG (BTL) 3 W UTC−5(−4DT) N42°18.44′ W85°15.09′

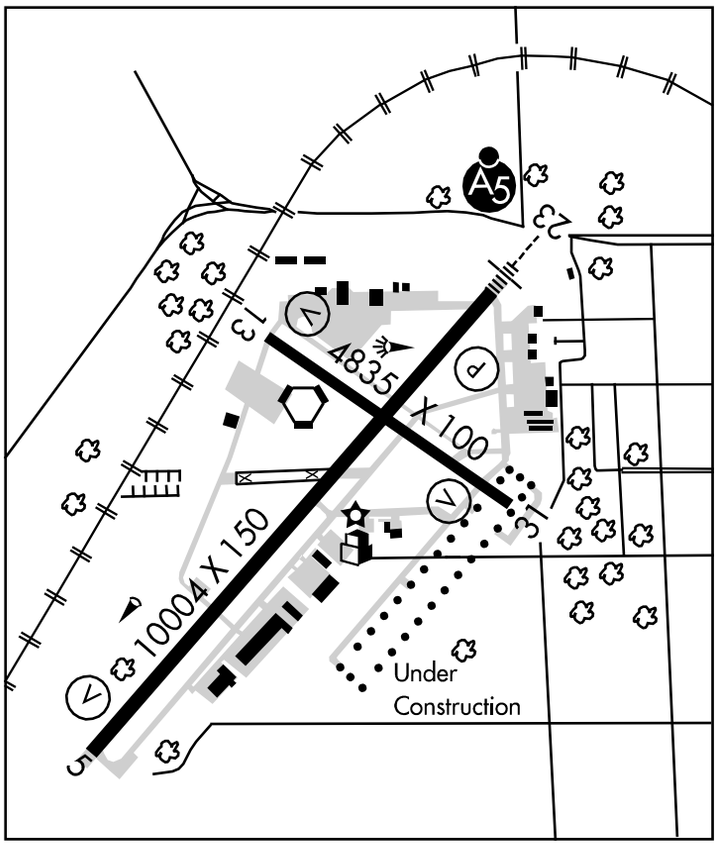
CHICAGO

952 B S4 **FUEL** 100LL, JET A OX 3 LRA Class IV, ARFF Index A

H–5E, 10F, L–28I

NOTAM FILE BTL

IAP, AD



RWY 05–23: H10004X150 (ASPH–PFC) S–100, D–200, 2S–175, 2D–400, 2D/2D2–900 HIRL

RWY 05: REIL. VASI(V4L)—GA 3.0° TCH 49′. Tree. 0.4% down.

RWY 23: MALSR. PAPI(P4L). Pole.

RWY 13–31: H4835X100 (ASPH–GRVD) S–40, D–65, 2S–82, 2D–100 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 35′. Railroad.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 56′. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	13–31	7000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–10003 TODA–10003 ASDA–10003 LDA–10003

RWY 13: TORA–4835 TODA–4835 ASDA–4835 LDA–4835

RWY 23: TORA–10003 TODA–10003 ASDA–10003 LDA–10003

RWY 31: TORA–4835 TODA–4835 ASDA–4835 LDA–4835

AIRPORT REMARKS: Attended continuously. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 269–966–3470. Deer and birds on and invof arpt. Extensive pilot training within 25 NM of BTL VOR. When twr clsd HIRL Rwy 05–23 preset low ints. To increase ints and ACTIVATE MALSR Rwy 23, MIRL Rwy 13–31 and REIL Rwy 05, Rwy 13 and Rwy 31—CTAF. ARFF provided 24 hrs call 269–969–3349/3317. Index C ARFF avbl on request 48 hrs PPR call 269–966–3470. For customs call 269–965–3349.

WEATHER DATA SOURCES: ASOS (269) 964–0283. LAWRS.

COMMUNICATIONS: CTAF 126.825 **ATIS** 128.325 **UNICOM** 122.95

BATTLE CREEK RCO 122.2 (LANSING RADIO)

Ⓡ **KALAMAZOO APP/DEP CON** 119.2 (1100–0400Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)

BATTLE CREEK TOWER 126.825 (1100–0300Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc effective 1100–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTL.

BATTLE CREEK (T) VORTACW 109.4 BTL Chan 31 N42°18.59′ W85°15.14′ at fld. 922/2W. .

BATOL NDB (MHW/LOM) 272 BT N42°21.72′ W85°11.06′ 226° 4.4 NM to fld.

ILS 110.5 I–BTL Rwy 23. Class IB. LOM BATOL NDB. Unmonitored when twr clsd.

ASR (1100–0400Z‡)

HI-TACAN RWY 23

VORTAC BTL	APCH CRS	Rwy ldg 10,003
109.4	231°	TDZE 929
Chan 31		Arpt Elev 952

JAL-41 [USAF]

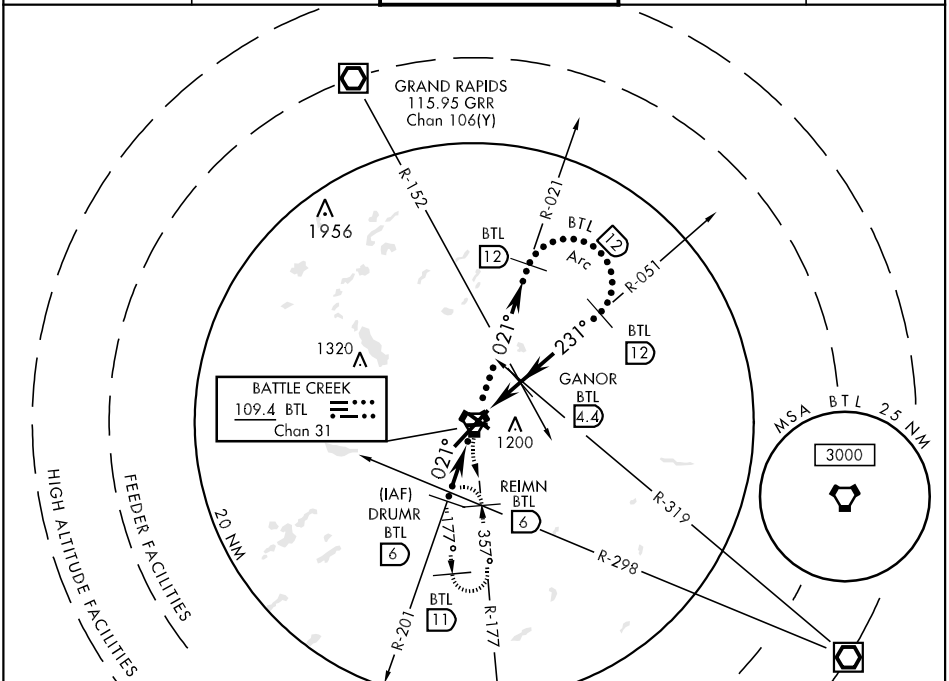
BATTLE CREEK/W. K. KELLOGG (KBTL)

NOTE: When Control Tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.

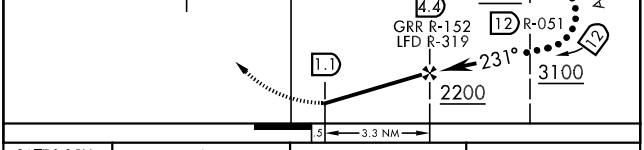
MALSR

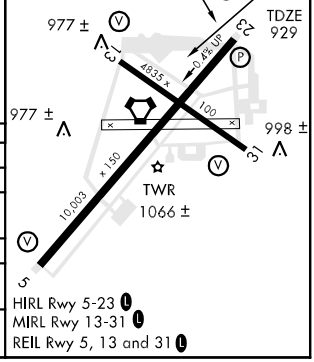
MISSED APPROACH: Climbing left turn to 3000 via BTL VORTAC R-177 to REIMN Int and hold.

ATIS	KALAMAZOO APP CON	BATTLE CREEK TOWER ★	GND CON	ASR
128.325	119.2 340.9	126.825 (CTAF) L 239.025	121.7 256.875	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23	1380/40 451(500-¾)	1380/50 451 (500-1)	
CIRCLING	1480-1½ 528 (600-1½)	1520-2 568 (600-2)	1740-2¾ 788 (800-2¾)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS			
S-23	1540-1¼ 611 (700-1¼)	1540-1½ 611 (700-1½)	1540-1¾ 611 (700-1¾)
CIRCLING	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)	1900-3 948 (1000-3)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BTL	APP CRS	Rwy Idg	10003
110.5	227°	TDZE	929
		Apt Elev	952

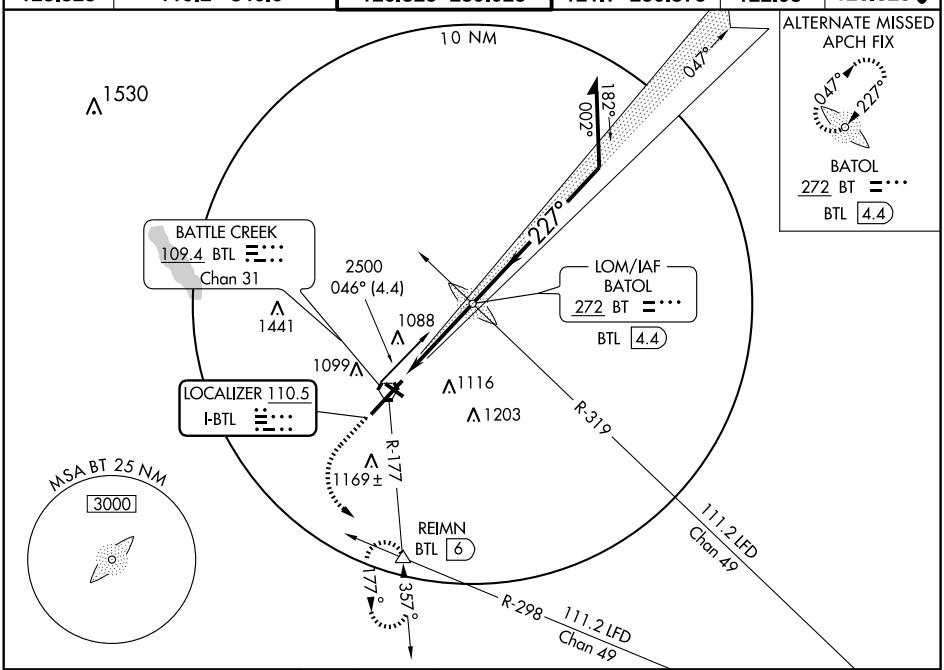
ILS or LOC RWY 23

BATTLE CREEK / W.K. KELLOGG (BTL)

ASR When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

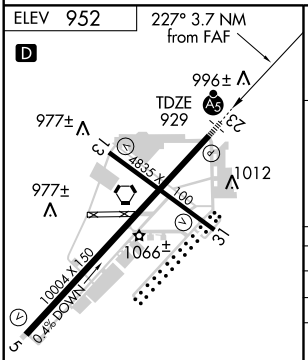
MALSR MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BTL R-177 to REIMN Int/BTL 6 DME and hold.

ATIS	KALAMAZOO APP CON *	BATTLE CREEK TOWER *	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 (L)



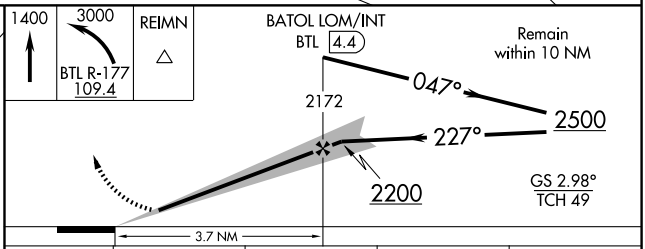
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010



HIRL Rwy 5-23 (L)
MIRL Rwy 13-31 (L)
REIL Rwys 5, 13 and 31 (L)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 23		*1129/24	200 (200-½)	
S-LOC 23	1340/24	411 (400-½)	1340/40	411 (400-¾)
CIRCLING	1420-1 468 (500-1)	1440-1 488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-ILS 23		1289-¾	360 (400-¾)	
S-LOC 23	1500-¾	571 (600-¾)	1500-1 571 (600-1)	1500-1¼ 571 (600-1¼)
CIRCLING	1580-1 628 (700-1)	1600-1 648 (700-1)	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BATTLE CREEK, MI			
W.K. KELLOGG (BTL)	05	13-31	7,000 feet
DETROIT, MI			
COLEMAN A. YOUNG MUNI (DET)	15	07-25	4,900 feet
FLINT, MI			
BISHOP INTL (FNT)	09	18-36	4,100 feet
	36	09-27	6,300 feet
JACKSON, MI			
JACKSON COUNTY-REYNOLDS FIELD (JXN)	24	14-32	3,406 feet
TRAVERSE CITY, MI			
CHERRY CAPITAL (TVC)	18	10-28	2,850 feet
	28	18-36	5,500 feet
	28	18-36	5,500 feet

21 OCT 2010 to 18 NOV 2010

LOM BT	APP CRS	Rwy Idg	10003
272	227°	TDZE	929
		Apt Elev	952

NDB RWY 23

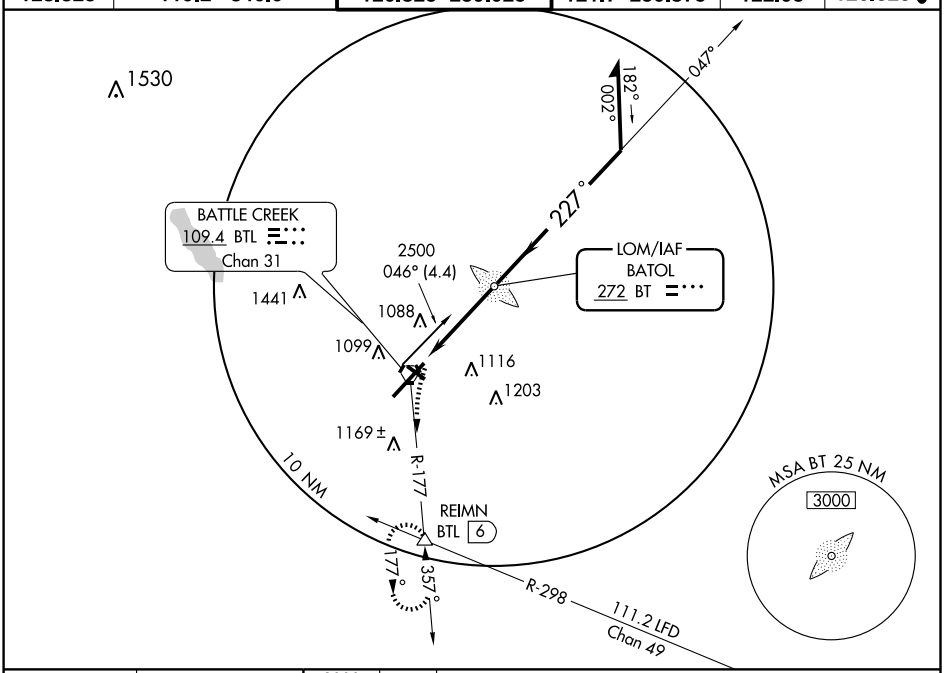
BATTLE CREEK / W.K. KELLOGG (BTL)

T NA ASR — When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.

MALSR

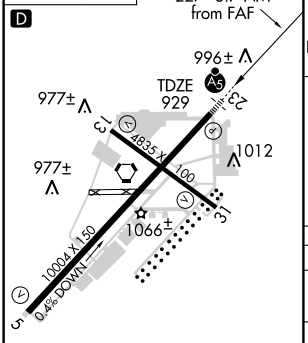
MISSED APPROACH: Climbing left turn to 3000 via BTL R-177 to REIMN Int/BTL 6 DME and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-23	1440/40	511 (500-¾)	1440/50 511 (500-1)	1440/60 511 (500-1¼)
CIRCLING	1440-1	488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-23	1600-¾	671 (700-¾)	1600-1½ 671 (700-1½)	1600-2 671 (700-2)
CIRCLING	1600-1	648 (700-1)	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)

WAAS	APP CRS	Rwy Idg	10003
CH 90311	047°	TDZE	952
W05A		Apt Elev	952

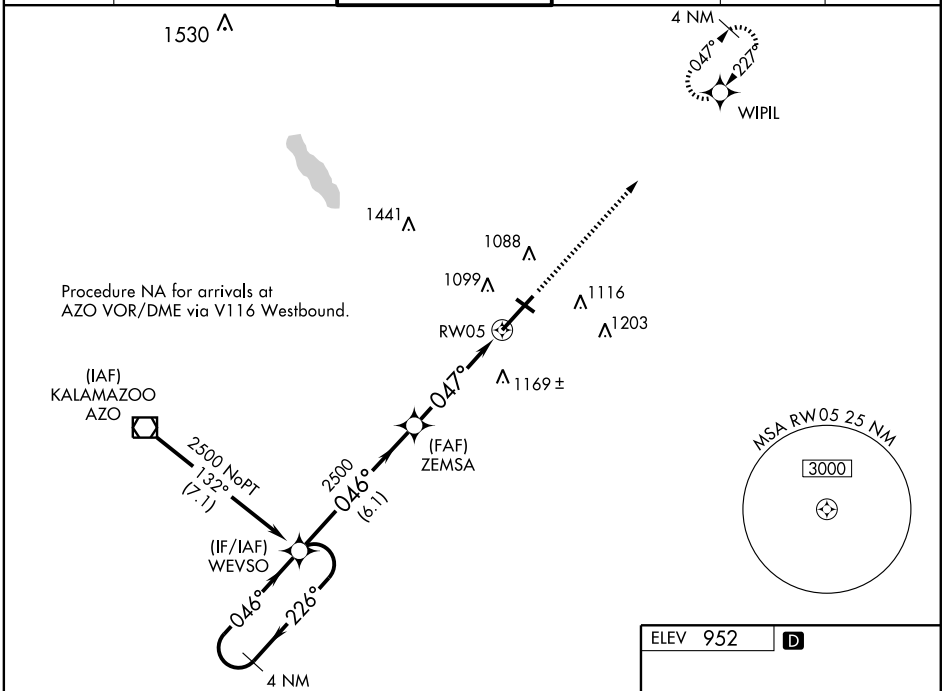
RNAV (GPS) RWY 5

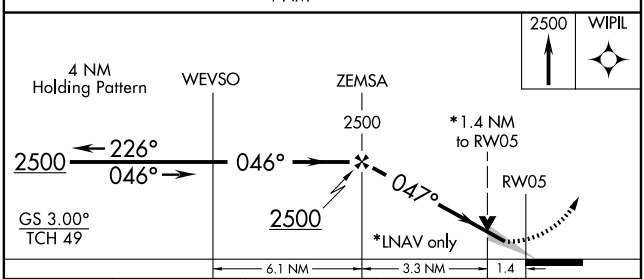
BATTLE CREEK / W.K. KELLOGG (BTL)

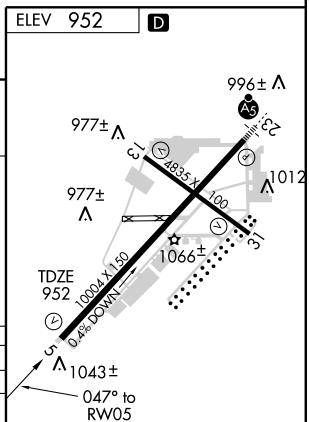
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase LPV DA 107 feet, LNAV/VNAV DA 236 feet, and all MDA 120 feet, increase LPV visibility ½ mile all Cats, and LNAV/VNAV visibility ¾ mile all Cats, LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Grand Rapids altimeter setting.

MISSED APPROACH: Climb to 2500 direct WIPIL and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L







CATEGORY	A	B	C	D
LPV DA	1262-1 310 (400-1)			
LNAV/VNAV DA	1328-1¼ 376 (400-1¼)			
LNAV MDA	1440-1 488 (500-1)		1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1 488 (500-1)	1500-1 548 (600-1)	1500-1½ 548 (500-1½)	1520-2 568 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10003
CH 56411	227°	TDZE	929
W23A		Apt Elev	952

RNAV (GPS) RWY 23

BATTLE CREEK / W.K. KELLOGG (BTL)

ASR

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For inoperative MALSR when using Grand Rapids altimeter setting, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase all DA 107 feet, and all MDA 120 feet. Increase LPV visibility all Cats to RVR 4000, LNAV/VNAV all Cats visibility to 1½ miles, and LNAV Cat C to RVR 5000, Cat D to RVR 6000. Increase Circling visibility Cats C/D ¼ mile. VDP and Baro-VNAV NA when using Grand Rapids altimeter setting.

MALSR

MISSED APPROACH: Climb to 2500 direct WEVSO and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L

Procedure NA for arrivals at GRR VOR/DME via V285 Northbound.

GRAND RAPIDS GRR

2600 (22.7) 145°

(IAF) ZULSI

2500 NoPT 137° (5)

4 NM

047° 227°

2500 NoPT 230° (24.2)

(IAF) LANSING LAN

Procedure NA for arrivals at LAN VORTAC on airway radials 247 CW 282.

1530

(IF/IAF) WIPIL

2200 227° (6.1)

2500 NoPT 317° (5)

(IAF) YOVUR

1441

1088

(FAF) UYUNA

1099 1096 1116 1203

RW23

1169±

MISSED APRCH FIX

WEVSO

046° 226°

4 NM

MSA RW 23 25 NM

3000

2600 335° (21.9)

LITCHFIELD LFD

Procedure NA for arrivals at LFD VOR/DME on airway radials 280 CW 297.

ELEV 952

D

227° to RW23

996±

TDZE 929

977±

977±

1012

1066±

4835 X 100

100' X 150'

0.4% DOWN

2500 WEVSO * LNAV only 4 NM Holding Pattern

WIPIL

UYUNA

047° 227°

2500

*1.2 NM to RW23

RW23

227°

2200

GS 3.00° TCH 49

1.2 2.6 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1210/24		281 (300-½)	
LNAV/VNAV DA	1419/60		490 (500-1¼)	
LNAV MDA	1360/24	431 (500-½)	1360/40 431 (500-¾)	1360/50 431 (500-1)
CIRCLING	1400-1 448 (500-1)	1500-1 548 (600-1)	1500-1½ 548 (600-1½)	1520-2 568 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BTL 109.4 Chan 31	APP CRS 300°	Rwy Idg 4835 TDZE 930 Apt Elev 952

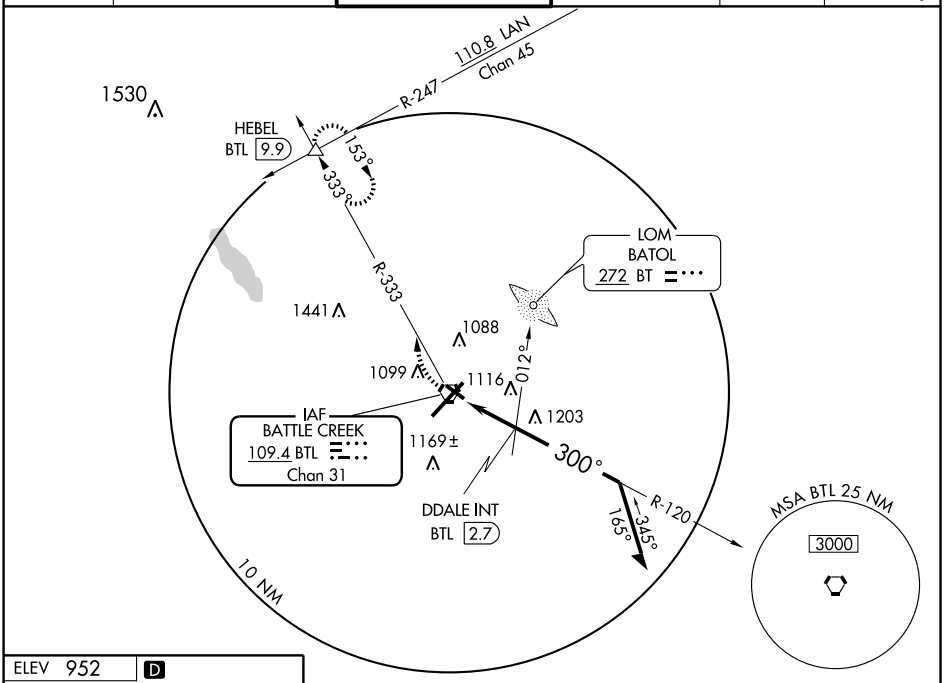
VOR or TACAN or GPS RWY 31

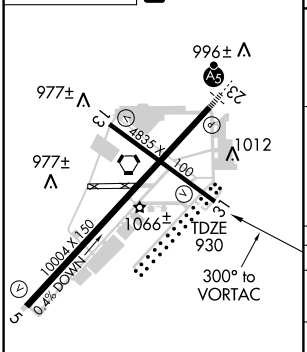
BATTLE CREEK / W.K. KELLOGG (BTL)

When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting and increase all MDAs 160 feet and all visibilities ¾ mile.
Air carrier landing visibilty reduction for local conditions not authorized.
ASR

MISSED APPROACH: Climbing right turn to 3000 via BTL R-333 to HEBEL Int/BTL 9.9 DME and hold.

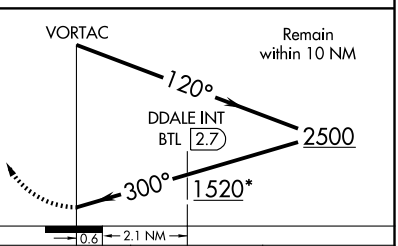
ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L





HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

3000
BTL R-333
109.4
HEBEL



*1680 when using Grand Rapids altimeter setting.

CATEGORY	A	B	C	D
S-31	1520-1	590 (600-1)	1520-1½ 590 (600-1½)	1520-1¾ 590 (600-1¾)
CIRCLING	1520-1	568 (600-1)	1520-1½ 568 (600-1½)	1520-2 568 (600-2)
DDALE MINIMUMS				
S-31	1380-1	450 (500-1)	1380-1¼ 450 (500-1¼)	1380-1½ 450 (500-1½)
CIRCLING	1420-1 468 (500-1)	1440-1 488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BTL	APP CRS	Rwy Idg	10003
109.4	040°	TDZE	952
Chan 31		Apt Elev	952

VOR or TACAN RWY 5

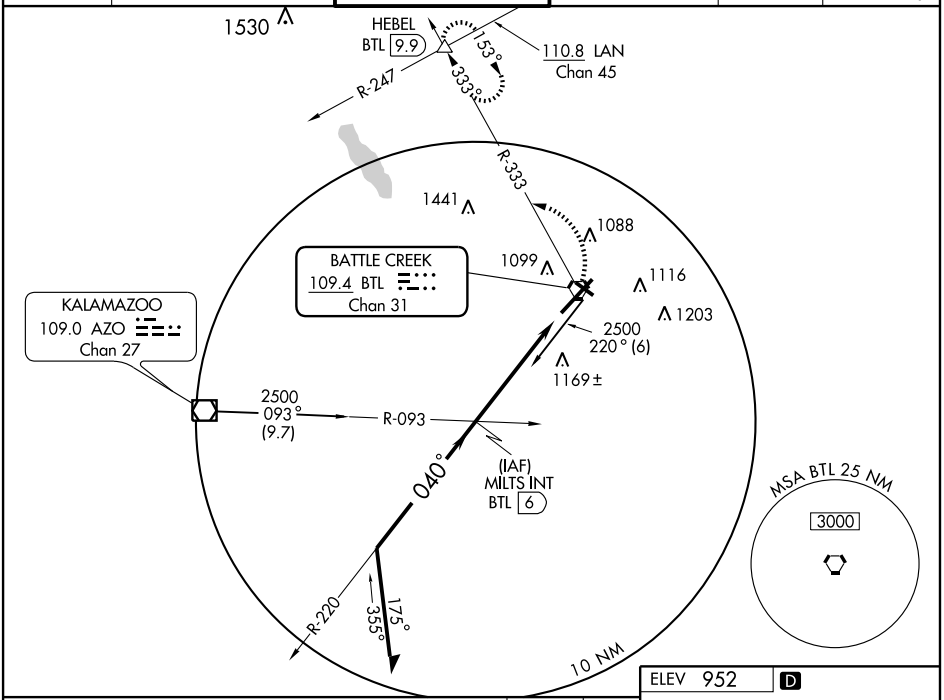
BATTLE CREEK / W.K. KELLOGG (BTL)

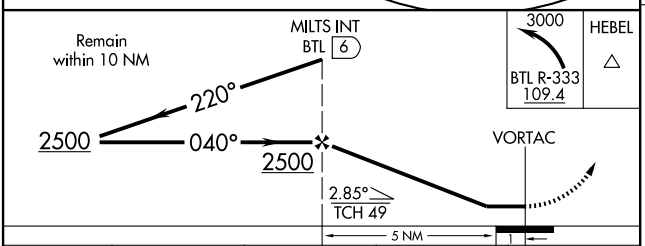
ASR

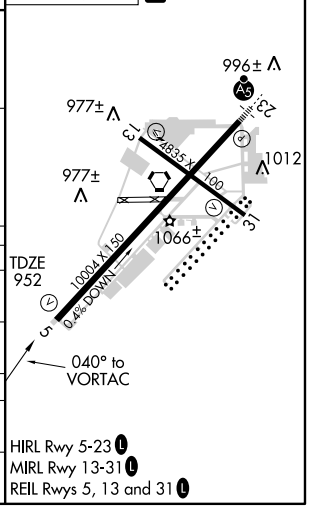
When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via BTL R-333 to HEBEL Int/BTL 9.9 DME and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L







CATEGORY	A	B	C	D
S-5	1400-1	448 (500-1)	1400-1¼ 448 (500-1¼)	1400-1½ 448 (500-1½)
CIRCLING	1420-1 468 (500-1)	1440-1 488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-5	1560-1	608 (700-1)	1560-1¾ 608 (700-1¾)	1560-2 608 (700-2)
CIRCLING	1580-1 628 (700-1)	1600-1 648 (700-1)	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BTL	APP CRS	Rwy Idg	10003
109.4	231°	TDZE	929
Chan 31		Apt Elev	952

VOR RWY 23

BATTLE CREEK / W.K. KELLOGG (BTL)

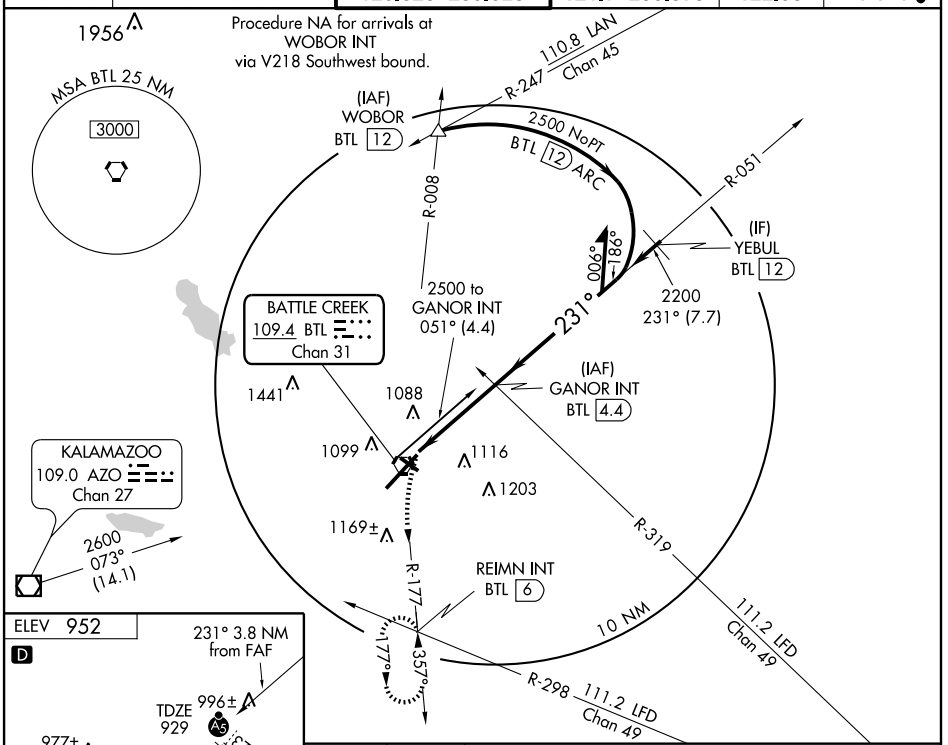
ASR

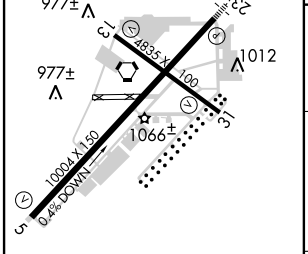
For inoperative MALSR, increase S-23 Cats A/B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 120 feet, increase Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, and Circling Cat C and D visibility ¼ mile. VDP NA when using Grand Rapids altimeter setting.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via BTL VORTAC R-177 to REIMN INT/6 DME and hold, continue climb-in-hold to 3000.

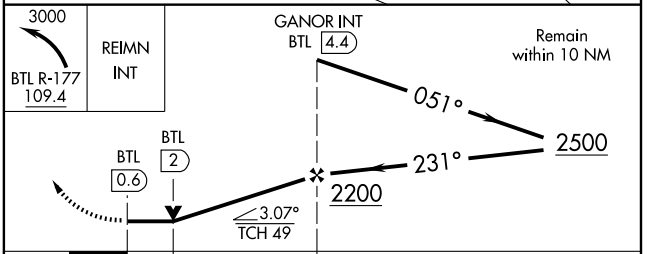
ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L





HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

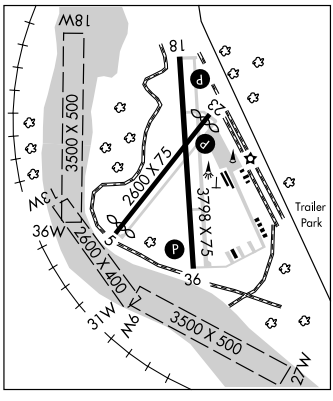


CATEGORY	A	B	C	D
S-23	1400/40 471 (500-¾)			1400/50 471 (500-1)
CIRCLING	1420-1 468 (500-1)	1500-1 548 (600-1)	1500-1½ 548 (600-1½)	1520-2 568 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

BAY CITY

JAMES CLEMENTS MUNI (3CM) 3 S UTC−5(−4DT) N43°32.82′ W83°53.73′ **DETROIT**
585 B **FUEL** 100LL LRA NOTAM FILE LAN **L–28J, 31C**
RWY 18–36: H3798X75 (ASPH) MIRL **IAP**
RWY 18: PAPI(P4L)—GA 4.0° TCH 27′. Trees.
RWY 36: PAPI(P4L)—GA 4.0° TCH 27′. Trees.
RWY 05–23: H2600X75 (ASPH) MIRL
RWY 05: Thld dsplcd 226′ Trees.
RWY 23: PAPI(P2L)—GA 4.0° TCH 27′. Thld dsplcd 159′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Occasional seaplane and agriculture ops; aerobatic maneuvers and skydiving activity at arpt. Ultralight activity on and invof arpt. Numerous sea gulls and deer on and invof arpt. Rwy 05 and Rwy 36, occasional +100′ high ships traversing apch surfaces during navigable seasons 600–800′ from thlds. Ship buoys in river channel. Rwy 05–23 twys marked with reflectors. ACTIVATE MIRL Rwy 18–36 and Rwy 05–23, PAPI Rwys 23, 18, and 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 120.95 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 086° 8 NM to fld. 663/3W. **HIWAS.**



WATERWAY 09–27: 3500X500 (WATER)
WATERWAY 18–36: 3500X500 (WATER)
WATERWAY 13–31: 2600X400 (WATER)
SEAPLANE REMARKS: No docks or ramps. Ship buoys in river channel.

BEAVER ISLAND

BEAVER ISLAND (SJX) 4 SW UTC−5(−4DT) N45°41.54′ W85°34.00′ **GREEN BAY**
669 B **FUEL** 100LL NOTAM FILE SJX **L–31B**
RWY 09–27: H4300X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 4.0° TCH 32′. Road.
RWY 14–32: 3300X120 (TURF)
RWY 14: Thld dsplcd 533′. Trees. **RWY 32:** Thld dsplcd 600′. Trees.
RWY 05–23: 2130X120 (TURF)
RWY 05: Trees. **RWY 23:** Thld dsplcd 794′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwys 05–23 and 14–32 CLOSED Nov thru Apr and when snow covered. Deer on and invof arpt. Rwy 09–27 quarry, dirt piles, equipment 165′ N of rwy, 150′ W of Rwy 17–35. Rwy 17–35, equipment parked along E side of rwy, S end. Rwy 17, – 20′ drop off, N end of rwy. Rwy 14–32 marked with 3′ cones; Rwy 23 and Rwy 14–32 dsplcd thlds marked with three 3′ yellow cones each side. ACTIVATE MIRL Rwy 09–27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (231) 448–3081.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 282° 38.2 NM to fld. 840/6W. **HIWAS.**
ST JAMES NDB (MHW) 382 SJX N45°41.60′ W85°33.50′ at fld. NOTAM FILE SJX. Unmonitored.

WELKE (6Y8) 2 S UTC−5(−4DT) N45°43.27′ W85°31.22′ **GREEN BAY**
664 S4 **FUEL** 100LL NOTAM FILE LAN
RWY 17–35: 3500X140 (TURF)
RWY 17: Tree. **RWY 35:** Thld dsplcd 1350′. Trees.
RWY 09–27: H2512X30 (ASPH)
RWY 09: Thld dsplcd 450′. Trees. **RWY 27:** Thld dsplcd 240′. Trees.
AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. Rwy 27 acft parked in primary sfc south side. Rwy 17 rolling terrain, rough with bare spots. LIRL Rwy 09–27 not for public use; without prior approval call 231–448–2071 or 231–448–2374. LIRL located 72′ from pavement edge each side. Rwy 17–35 marked with 3′ yellow cones; Rwy 35 dsplcd thld marked with yellow cones and reflectors each side.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	3798
183°	TDZE	586
	Apt Elev	586

RNAV (GPS) RWY 18

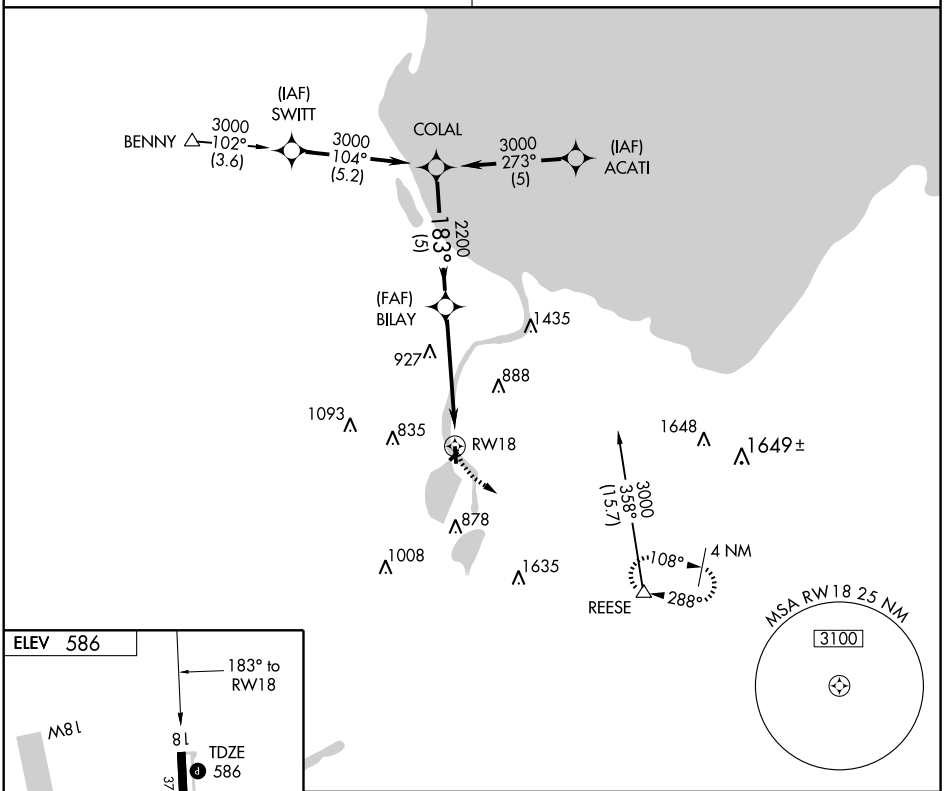
BAY CITY/ JAMES CLEMENTS MUNI (3CM)

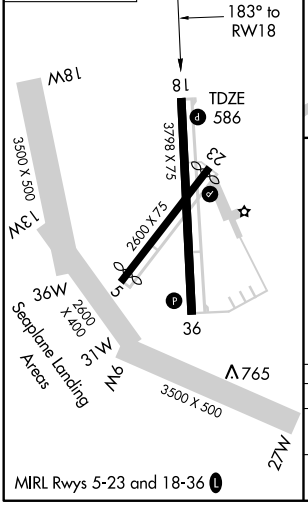
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Use Saginaw altimeter setting.
Straight-in minimums NA at night.
Circling NA southeast of Rwys 23 and 36.

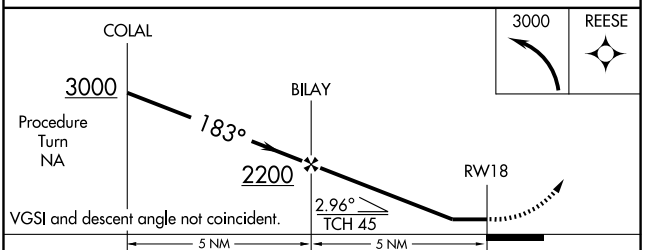
MISSED APPROACH: Climbing left turn to 3000 direct REESE WP and hold.

SAGINAW APP CON ★
120.95 235.625

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 674 (700-1)		1260-2 674 (700-2)	NA
CIRCLING	1260-1 674 (700-1)		1260-2 674 (700-2)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBS 112.9 Chan 76	APP CRS 087°	Rwy Idg N/A TDZE N/A Apt Elev 586

VOR-A

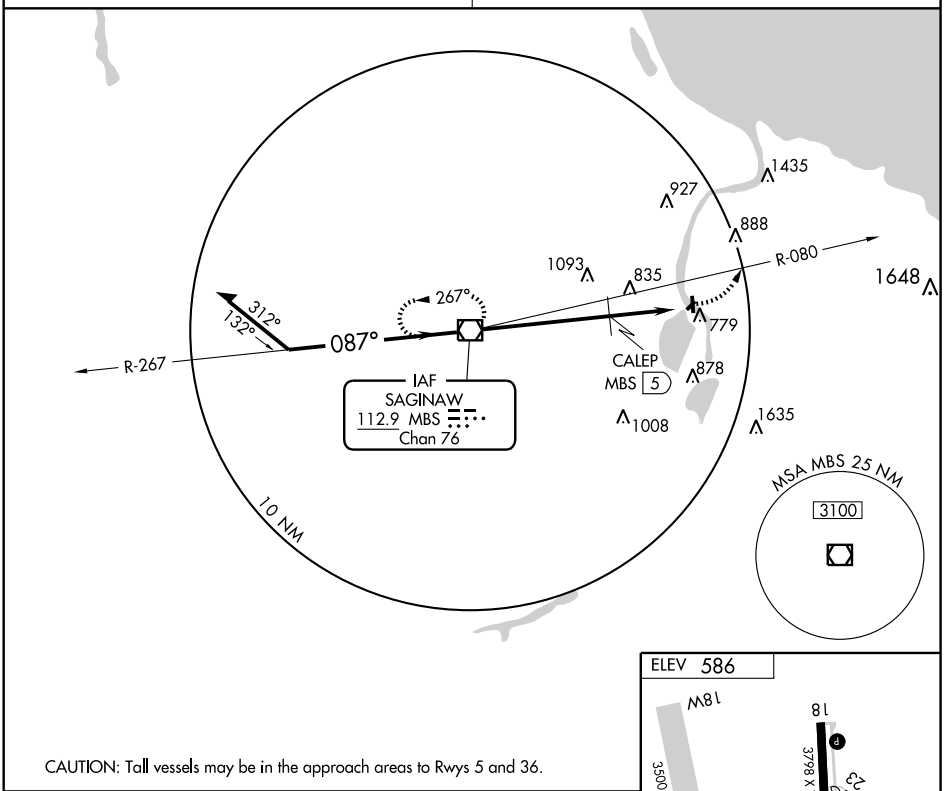
BAY CITY/JAMES CLEMENTS MUNI (3CM)

Use Saginaw altimeter setting.
NA Circling not authorized southeast of Rwys 23 and 36.

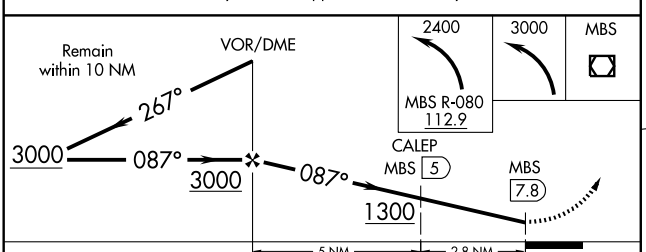
MISSED APPROACH: Climbing left turn to 2400 via MBS R-080 outbound then climbing left turn to 3000 direct MBS VOR/DME and hold.

SAGINAW APP CON ★
120.95 235.625

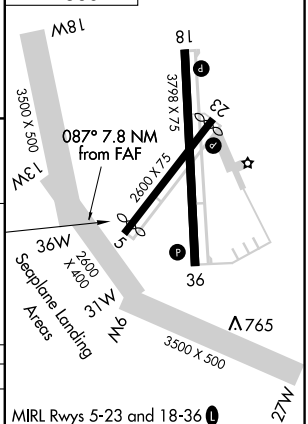
UNICOM
122.8 (CTAF) L



CAUTION: Tall vessels may be in the approach areas to Rwys 5 and 36.



CATEGORY	A	B	C	D
CIRCLING	1300-1 714 (800-1)		1300-2 714 (800-2)	NA
DME MINIMUMS				
CIRCLING	1120-1 534 (600-1)	1180-1 594 (600-1)	1180-1½ 594 (600-1½)	NA



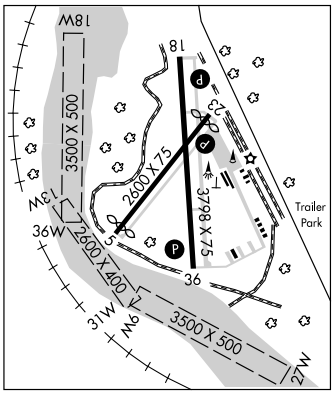
MIRL Rwys 5-23 and 18-36 L

FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

BAY CITY

JAMES CLEMENTS MUNI (3CM) 3 S UTC−5(−4DT) N43°32.82′ W83°53.73′ **DETROIT**
585 B **FUEL** 100LL LRA NOTAM FILE LAN **L–28J, 31C**
RWY 18–36: H3798X75 (ASPH) MIRL **IAP**
RWY 18: PAPI(P4L)—GA 4.0° TCH 27′. Trees.
RWY 36: PAPI(P4L)—GA 4.0° TCH 27′. Trees.
RWY 05–23: H2600X75 (ASPH) MIRL
RWY 05: Thld dsplcd 226′ Trees.
RWY 23: PAPI(P2L)—GA 4.0° TCH 27′. Thld dsplcd 159′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Occasional seaplane and agriculture ops; aerobatic maneuvers and skydiving activity at arpt. Ultralight activity on and invof arpt. Numerous sea gulls and deer on and invof arpt. Rwy 05 and Rwy 36, occasional +100′ high ships traversing apch surfaces during navigable seasons 600–800′ from thlds. Ship buoys in river channel. Rwy 05–23 twys marked with reflectors. ACTIVATE MIRL Rwy 18–36 and Rwy 05–23, PAPI Rwys 23, 18, and 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 120.95 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 086° 8 NM to fld. 663/3W. **HIWAS.**



WATERWAY 09–27: 3500X500 (WATER)
WATERWAY 18–36: 3500X500 (WATER)
WATERWAY 13–31: 2600X400 (WATER)
SEAPLANE REMARKS: No docks or ramps. Ship buoys in river channel.

BEAVER ISLAND

BEAVER ISLAND (SJX) 4 SW UTC−5(−4DT) N45°41.54′ W85°34.00′ **GREEN BAY**
669 B **FUEL** 100LL NOTAM FILE SJX **L–31B**
RWY 09–27: H4300X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 4.0° TCH 32′. Road.
RWY 14–32: 3300X120 (TURF)
RWY 14: Thld dsplcd 533′. Trees. **RWY 32:** Thld dsplcd 600′. Trees.
RWY 05–23: 2130X120 (TURF)
RWY 05: Trees. **RWY 23:** Thld dsplcd 794′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwys 05–23 and 14–32 CLOSED Nov thru Apr and when snow covered. Deer on and invof arpt. Rwy 09–27 quarry, dirt piles, equipment 165′ N of rwy, 150′ W of Rwy 17–35. Rwy 17–35, equipment parked along E side of rwy, S end. Rwy 17, – 20′ drop off, N end of rwy. Rwy 14–32 marked with 3′ cones; Rwy 23 and Rwy 14–32 dsplcd thlds marked with three 3′ yellow cones each side. ACTIVATE MIRL Rwy 09–27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (231) 448–3081.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 282° 38.2 NM to fld. 840/6W. **HIWAS.**
ST JAMES NDB (MHW) 382 SJX N45°41.60′ W85°33.50′ at fld. NOTAM FILE SJX. Unmonitored.

WELKE (6Y8) 2 S UTC−5(−4DT) N45°43.27′ W85°31.22′ **GREEN BAY**
664 S4 **FUEL** 100LL NOTAM FILE LAN
RWY 17–35: 3500X140 (TURF)
RWY 17: Tree. **RWY 35:** Thld dsplcd 1350′. Trees.
RWY 09–27: H2512X30 (ASPH)
RWY 09: Thld dsplcd 450′. Trees. **RWY 27:** Thld dsplcd 240′. Trees.
AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. Rwy 27 acft parked in primary sfc south side. Rwy 17 rolling terrain, rough with bare spots. LIRL Rwy 09–27 not for public use; without prior approval call 231–448–2071 or 231–448–2374. LIRL located 72′ from pavement edge each side. Rwy 17–35 marked with 3′ yellow cones; Rwy 35 dsplcd thld marked with yellow cones and reflectors each side.
COMMUNICATIONS: CTAF/UNICOM 122.8

NDB SJX 382	APP CRS 280°	Rwy Idg 4300 TDZE 669 Apt Elev 669

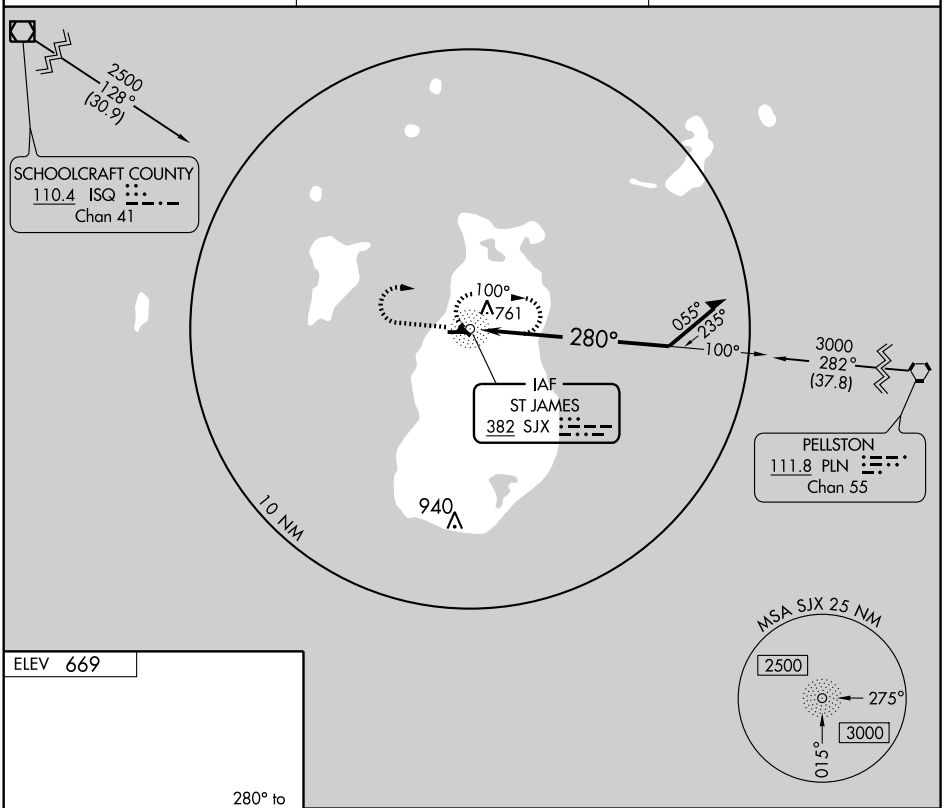
NDB RWY 27
BEAVER ISLAND (SJX)

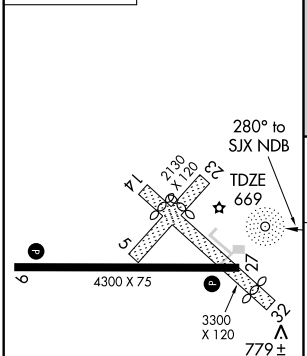
NA

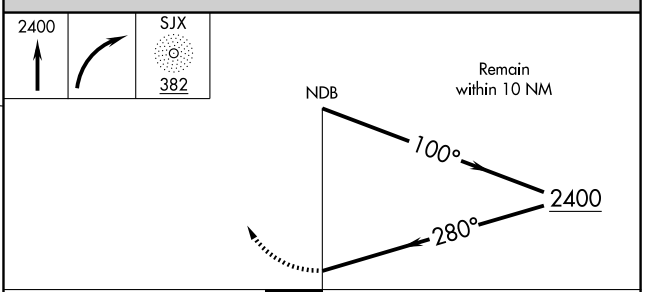
When local altimeter setting not received, use Pellston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2400 then right turn direct SJX NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	134.6 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1140-1	471 (500-1)	NA	
CIRCLING	1140-1	471 (500-1)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

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EC-1, 21 OCT 2010 to 18 NOV 2010

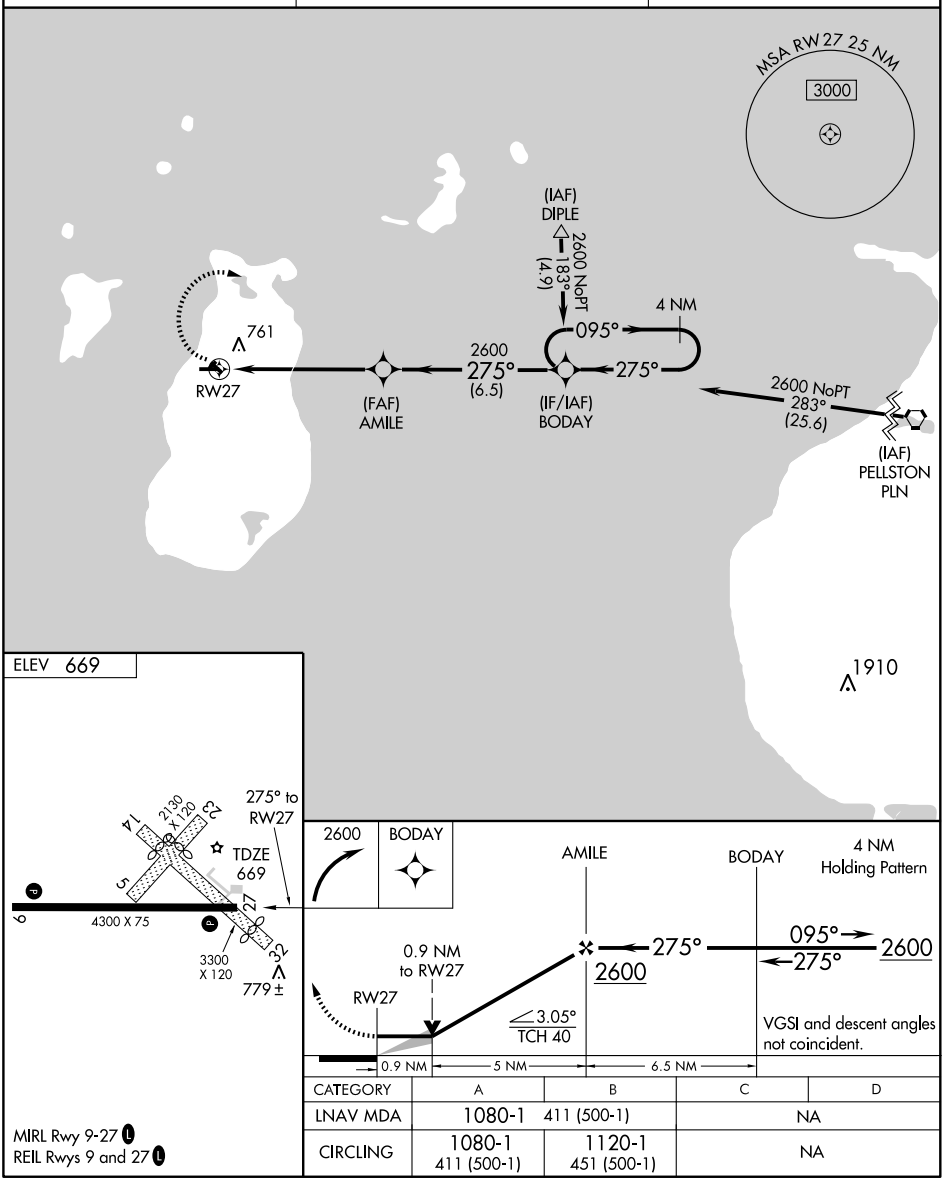
APP CRS	Rwy Idg	4300
275°	TDZE	669
	Apt Elev	669

RNAV (GPS) RWY 27
BEAVER ISLAND (SJX)

DME/DME RNP -0.3 NA. When local altimeter setting not received, use Pellston altimeter setting and increase all MDA 100 feet. VDP NA when using Pellston altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct BODAY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	134.6 354.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1	411 (500-1)	NA	
CIRCLING	1080-1 411 (500-1)	1120-1 451 (500-1)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

BELLAIRE

ANTRIM CO (ACB) 1 NE UTC−5(−4DT) N44°59.32′ W85°11.90′

GREEN BAY
H–2L, L–31B
IAP

623 B **FUEL** 100LL, JET A NOTAM FILE ACB

RWY 02–20: H5000X100 (ASPH) S–38, D–55 MIRL

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 42′. Tree.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 45′. Trees.

AIRPORT REMARKS: Attended Jun–Sep 1300–2300Z‡, Oct–May 1200–2200Z‡. For fuel other times call 231–536–7017. For acft maintenance repairs call 1–800–959–1829. Snow removal equipment on rwy and twy during winter months. Birds on and invof arpt. MIRL Rwy 02–20 preset, to increase ints and ACTIVATE REIL Rwy 02–20—CTAF. Ldg fee applies to turbine and jet engine acft; waived with 100 gallon fuel purchase.

WEATHER DATA SOURCES: AWOS–3 119.275 (231) 533–8941.

COMMUNICATIONS: CTAF/UNICOM 122.7

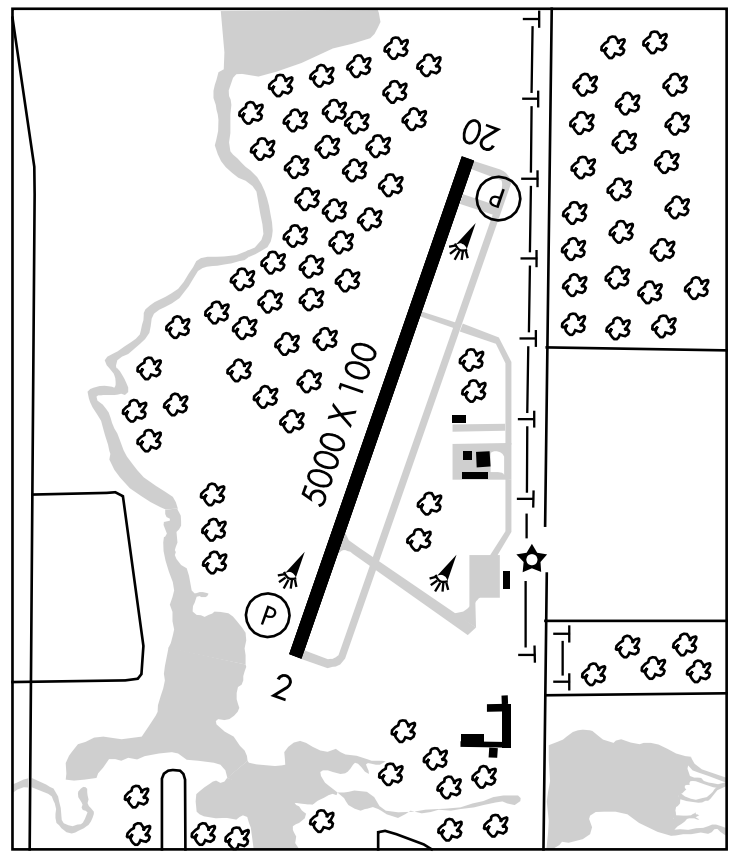
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.9

GCO 121.725 (MINNEAPOLIS CENTER CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE TVC.

TRAVERSE CITY (H) VORTACW 114.6 TVC Chan 93 N44°40.07′ W85°33.00′ 040° 24.4 NM to fld. 912/2W. **HIWAS.**

CLAM LAKE NDB (MHW) 251 CXK N44°53.96′ W85°14.38′ 023° 5.6 NM to fld. NOTAM FILE ACB. Unmonitored.



BELLEVILLE (43G) 3 SW UTC−5(−4DT) N42°10.60′ W83°32.75′

DETROIT
COPTER

696 S4 **FUEL** 100LL NOTAM FILE LAN

RWY 15–33: 2253X80 (TURF)

RWY 15: Fence. Thld dsplcd 853′. Rgt tfc. **RWY 33:** Thld dsplcd 600′. Road.

RWY 18–36: 2157X160 (TURF) (LOCAL USE ONLY)

RWY 18: Trees. Rgt tfc. **RWY 36:** Road.

AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 18–36 local use only–displacements not marked. Rwy soft during thawing season. Winter ops verify rwy/snow conditions. Rwy 15–33 thlds and dsplcd thlds marked with cones.

COMMUNICATIONS: CTAF 122.9

WAAS CH 56301 W02A	APP CRS 022°	Rwy Idg 5000 TDZE 623 Apt Elev 623

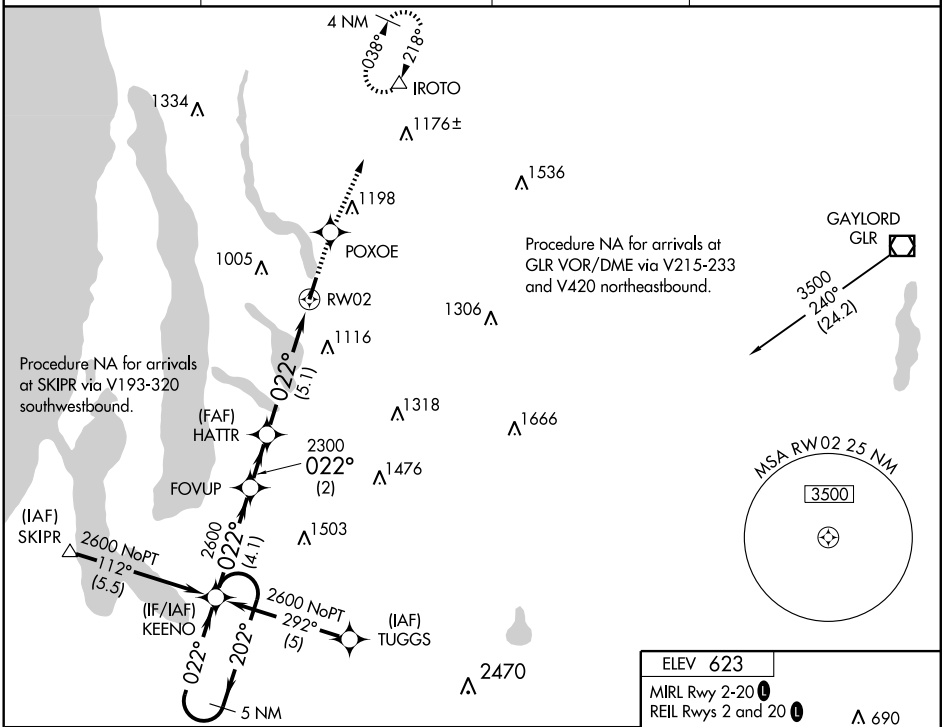
RNAV (GPS) RWY 2

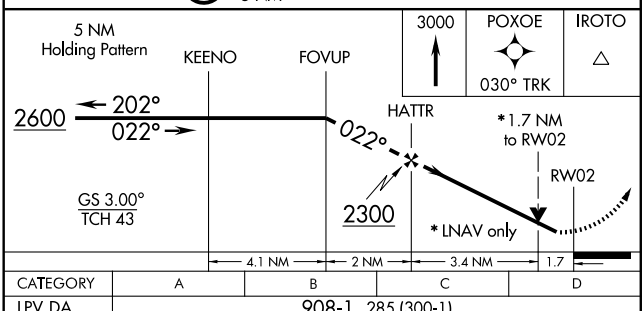
BELLAIRE / ANTRIM COUNTY (ACB)

If local altimeter setting not received, use Cherry Capital altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Cherry Capital altimeter setting. DME/DME RNP-0.3 NA.

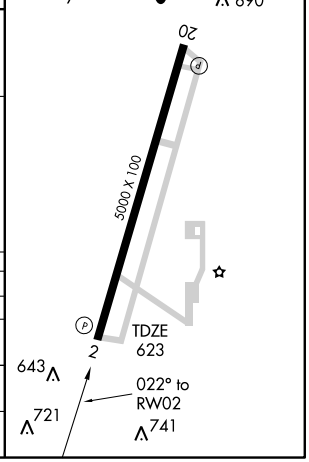
MISSED APPROACH: Climb to 3000 direct POXOE and via 030° track to IROTO and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.275	132.9 338.3	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	908-1 285 (300-1)			
LNAV/ VNAV DA	NA			
LNAV MDA	1220-1 597 (600-1)		1220-1½ 597 (600-1½)	1220-1¾ 597 (600-1¾)
CIRCLING	1260-1 637 (700-1)	1340-1 717 (800-1)	1360-2 737 (800-2)	1440-2¾ 817 (900-2¾)



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EC-1, 21 OCT 2010 to 18 NOV 2010

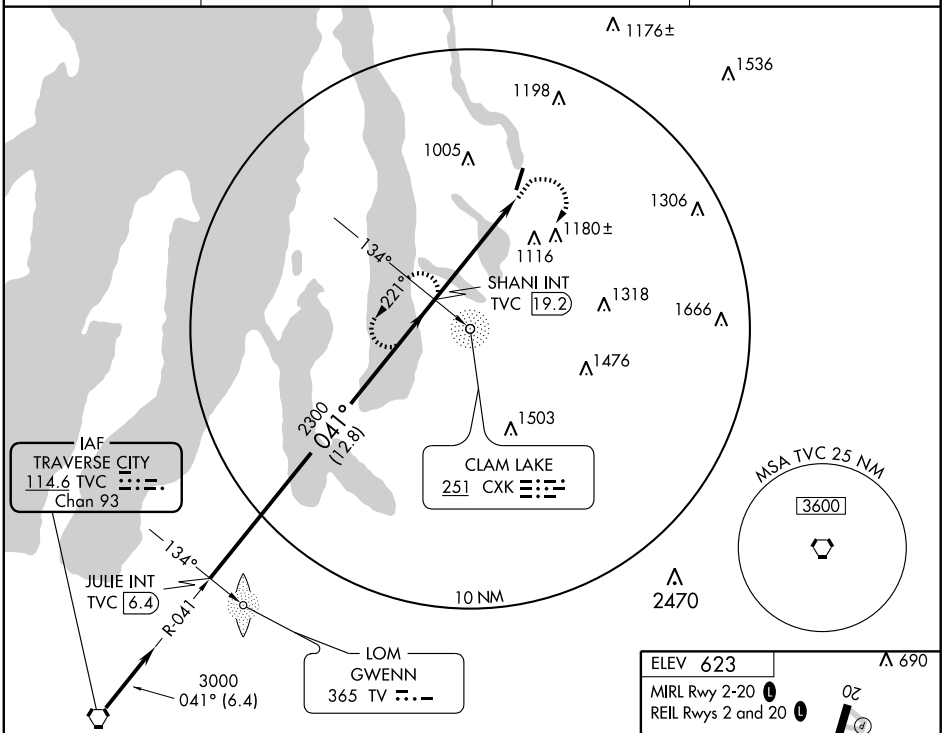
VORTAC TVC	APP CRS	Rwy Idg	5000
114.6	041°	TDZE	623
Chan 93		Apt Elev	623

VOR RWY 2

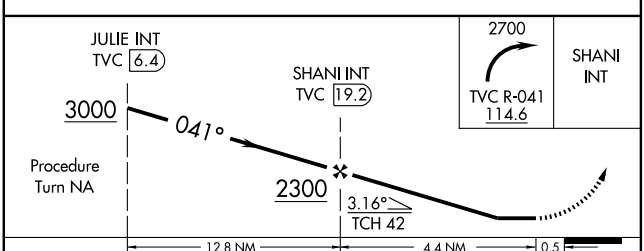
BELLAIRE / ANTRIM COUNTY (ACB)

MISSED APPROACH: Climbing right turn to 2700 via TVC R-041 to SHANI Int/19.2 DME and hold.

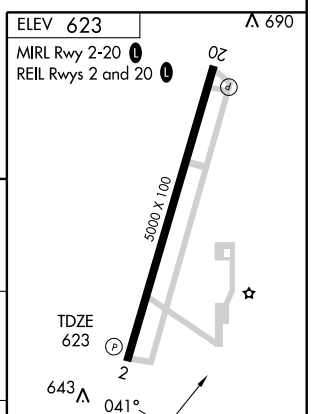
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.275	132.9 338.3	121.725	122.7 (CTAF) L



DME or ADF REQUIRED



CATEGORY	A	B	C	D
S-2	1540-1¼ 917 (1000-1¼)		1540-2¾ 917 (1000-2¾)	1540-3 917-(1000-3)
CIRCLING	1540-1¼ 917 (1000-1¼)		1540-2¾ 917 (1000-2¾)	1540-3 917 (1000-3)



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

BENTON HARBOR

SOUTHWEST MICHIGAN RGNL (BEH) 2 NE UTC−5(−4DT) N42°07.72′ W86°25.71′ **CHICAGO**

643 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE BEH **H–5E, 10F, L–28I**

RWY 09–27: H5107X100 (ASPH–GRVD) S–60, D–100, 2D–100 HIRL 0.3% up E **IAP**

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 44′.

RWY 27: MALSR. Thld dsplcd 571′. Trees.

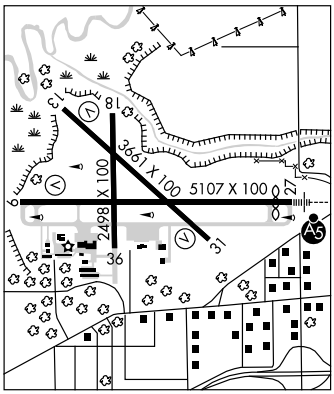
RWY 13–31: H3661X100 (ASPH) S–30, D–45 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.5° TCH 45′.

RWY 31: REIL. VASI(V4L)—GA 4.0° TCH 41′. Trees.

RWY 18–36: H2498X100 (ASPH) S–16 MIRL

AIRPORT REMARKS: Attended Sat–Sun 1200–2100Z‡, May–Oct Mon–Fri 1200–0100Z‡, Nov–Apr Mon–Fri 1200–2300Z‡. For attendant other times call 269–545–3535. 269–757–1634, Call–in fee. For svc after hrs call 269–325–7529. Call–in fee. Rwy 09 +38′ lighted ILS antenna, 152′ from rwy end, 300′ right. Rwy 13 and Rwy 18 drop off begins 90′ from paved sfc, Rwy 09 drop off begins 110′ from thld. Birds and deer on and invof arpt. Snow removal ops in progress winter months; vehicle operators will monitor CTAF. Acft arriving/departing Benton Harbor announce intentions on CTAF. Rwy 18–36 pavement cracking. ACTIVATE HIRL Rwy 09–27, MIRL Rwys 13–31 and 18–36; MALSR Rwy 27; REIL Rwy 09, Rwy 13 and Rwy 31–CTAF. Ldg fee for all multi-engine acft and commercial single engine acft waived with minimum fuel purchase.



WEATHER DATA SOURCES: ASOS 121.55 (269) 925–9008

COMMUNICATIONS: CTAF/UNICOM 123.0

KEELER RCO 122.1R 116.6T (LANSING RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z, Sat 1030–0445Z), other times ctc

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55

SOUTH BEND CLNC DEL 119.7

AIRSPACE: CLASS E svc 1100–0430Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

KEELER (L) VOR/DME 116.6 ELX Chan 113 N42°08.66′ W86°07.36′ 266° 13.7 NM to fld. 795/00E.

MALLY NDB (LOM) 397 BE N42°07.61′ W86°18.80′ 274° 5.1 NM to fld. Unmonitored.

ILS 108.5 I–BEH Rwy 27. LOM MALLY NDB. Unmonitored. LOC unusable byd 20° left of course and byd 16 NM.

BERRIEN SPRINGS N41°57.10′ W86°22.06′ **CHICAGO**

RCO 121.625 (LANSING RADIO) **L–28I**

BERRIEN SPRINGS

ANDREWS UNIVERSITY AIRPARK (C2Ø) 2 W UTC−5(−4DT) N41°57.06′ W86°22.08′ **CHICAGO**

668 B S4 **FUEL** 100LL NOTAM FILE LAN **L–28I**

RWY 13–31: H4160X75 (ASPH) LIRL (NSTD) **IAP**

RWY 13: Brush. Rgt tfc.

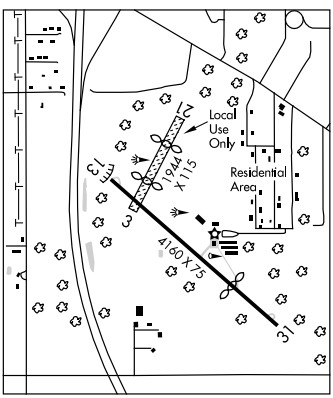
RWY 31: Thld dsplcd 1140′. Trees.

RWY 03–21: 1944X115 (TURF) (LOCAL USE ONLY)

RWY 03: Thld dsplcd 613′. Trees.

RWY 21: Thld dsplcd 550′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Sun–Fri 1300–2200Z‡. Svcs avbl Sun–Fri only. Fuel 24 hour self svc. Rwy 31 NSTD LIRL due to dsplcd thld not lighted. Last 3,021′ is lighted. ACTIVATE LIRL Rwy 13–31—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7

BERRIEN SPRINGS RCO 121.625 (LANSING RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z, Sat 1030–0445Z), other times ctc

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 349° 11.2 NM to fld. 804/00E.

HIWAS.

BETZ (See BLISSFIELD)

LOC I-BEH	APP CRS	Rwy Idg	4536
108.5	273°	TDZE	637
		Apt Elev	643

ILS RWY 27

BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

LOC unusable beyond 20° left of course.
Cats A and B S-LOC 27 visibility increased ¼ mile for inoperative MALSR.
S-ILS 27 inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2400, then right turn direct MALLY LOM and hold.

ASOS	SOUTH BEND APP CON★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L

EC-1, 21 OCT 2010 to 18 NOV 2010

ADF or RADAR REQUIRED

LOCALIZER 108.5
I-BEH

LOM/IAF
MALLY
397 BE
MALLY INT

IAF
KEELER
116.6 ELX
Chan 113

850
780
755
900
893±
944
1228
1160
093°
273°
048°
228°
R-250
2300 NoPT
to Mally LOM/Int
250° (3.2)
and LOC (5.5)
R-001
2400
001°
(21.5)
10 NM

2400
076°
(19.8)
MAPER

MSA BE 25 NM
2600

GIPPER
115.4 GIJ
Chan 101
1250

ELEV 643
654±
273° 4.8 NM
from FAF
3661
X100
8698
0.3% UP
5107
X 100
644
705
36
702
714±
689±
TDZE
637

2400
BE
397

MALLY
LOM/INT
093°
2203
273°
2400
2300
GS 3.00°
TCH 28*
*Displ. Thld.
Remain
within 10 NM
4.8 NM

REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

FAF to MAP	4.8 NM				
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 27	887-¾ 250 (300-¾)			
S-LOC 27	1140-¾ 503 (500-¾)		1140-1 503 (500-1)	
CIRCLING	1140-1 497 (500-1)	1160-1 517 (600-1)	1160-1½ 517 (600-1½)	1200-2 557 (600-2)

LOM BE	APP CRS	Rwy Idg	4536
397	274°	TDZE	637
		Apt Elev	643

NDB or GPS RWY 27

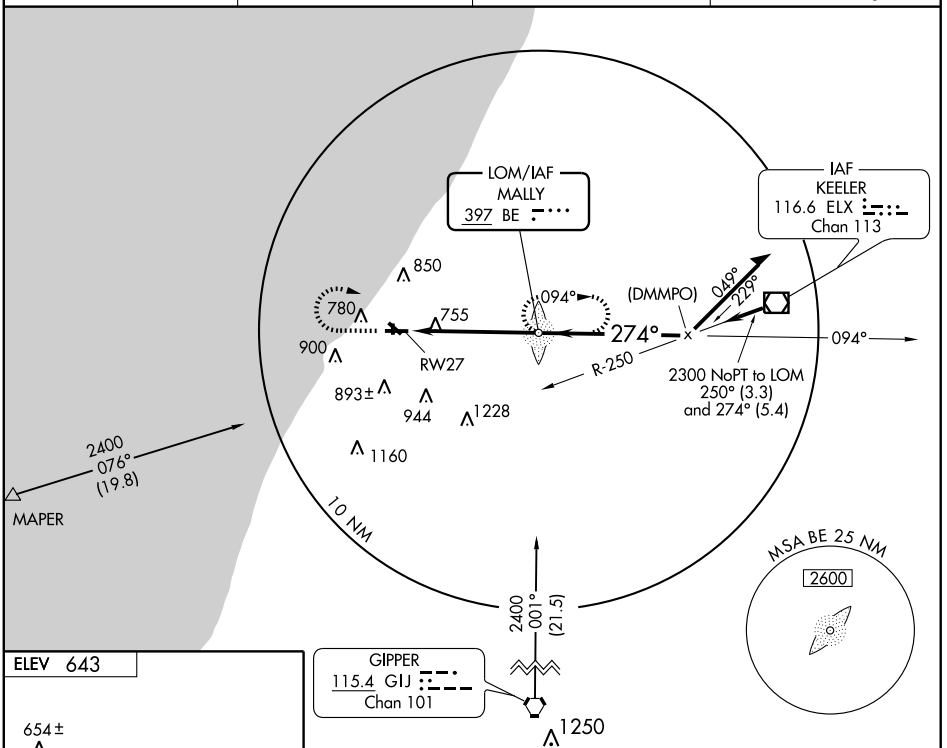
BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

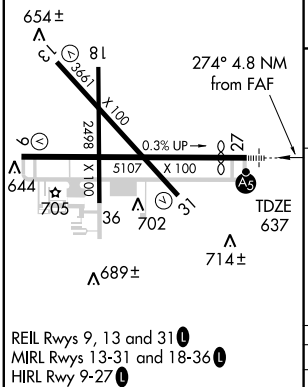
NA

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct BE LOM and hold.

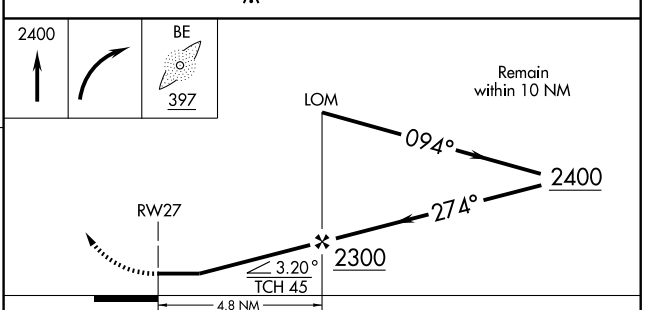
ASOS	SOUTH BEND APP CON ★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L





REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-27	1200-¾ 563 (600-¾)		1200-1 563 (600-1)	1200-1½ 563 (600-1½)
CIRCLING	1200-1 557 (600-1)		1200-1½ 557 (600-1½)	1200-2 557 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5107
CH 86912	093°	TDZE 630
W09A		Apt Elev 643

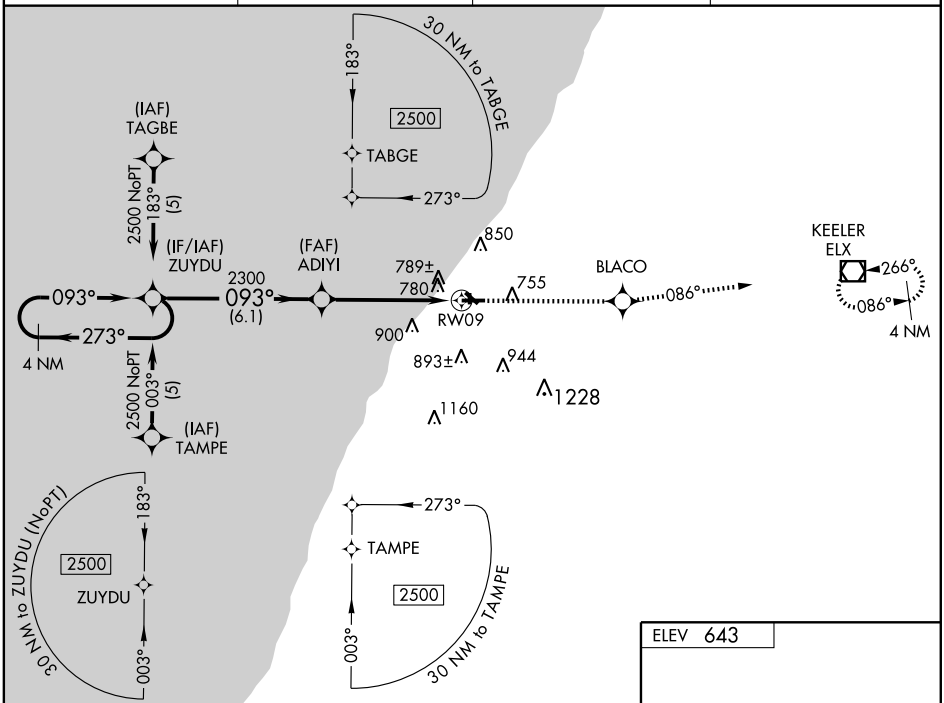
RNAV (GPS) RWY 9

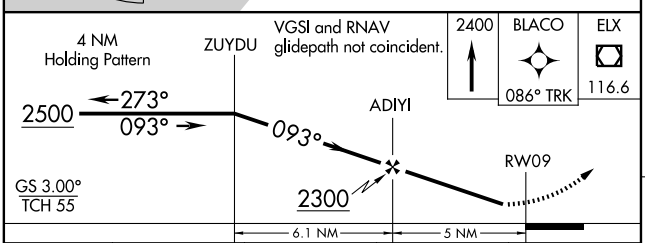
BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

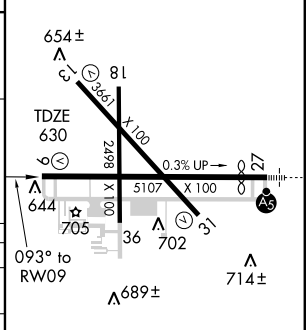
Baro-VNAV NA when using South Haven altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Haven altimeter setting and increase all DA/MDA 40 feet and LPV all Cats visibility ¼ mile and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct BLACO and via 086° track to ELX VOR/DME and hold.

ASOS	SOUTH BEND APP CON★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1019-1¼	389 (400- 1¼)		
LNAV/VNAV DA	1101-1¾	471 (500- 1¾)		
LNAV MDA	1040-1	410 (500- 1)	1040-1¼	410 (500- 1¼)
CIRCLING	1120-1	477 (500- 1)	1160-1½ 517 (600- 1½)	1200-2 557 (600- 2)

REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ELX 116.6 Chan 113	APP CRS 086°	Rwy Idg 5107 TDZE 630 Apt Elev 643

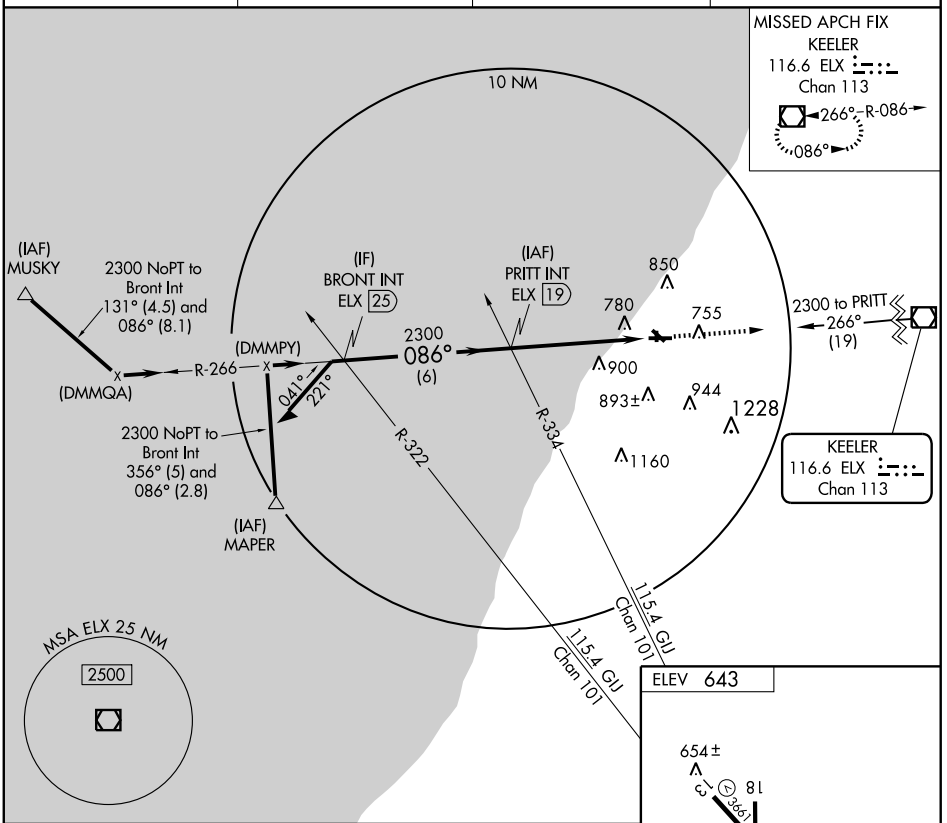
VOR RWY 9

BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

Visibility reduction by helicopters NA. When local altimeter setting not received, use South Haven altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2400 direct ELX VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-9	1160-1	530 (600-1)	1160-1½ 530 (600-1½)	1160-1¾ 530 (600-1¾)
CIRCLING	1160-1	517 (600-1)	1160-1½ 517 (600-1½)	1200-2 557 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ELX	APP CRS	Rwy Idg	4536
116.6	266°	TDZE	637
Chan 113		Apt Elev	643

VOR RWY 27

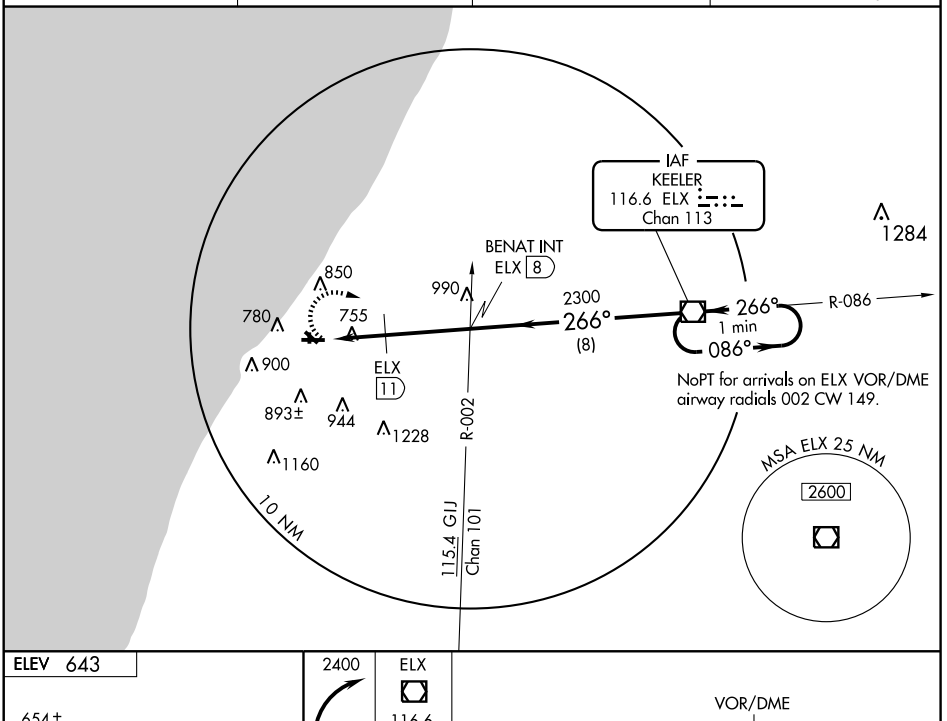
BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

Cats A and B S-27 visibility increased ¼ mile for inoperative MALSR.

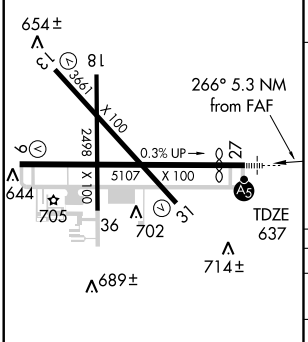
MALSR

MISSED APPROACH: Climbing right turn to 2400 direct ELX VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L

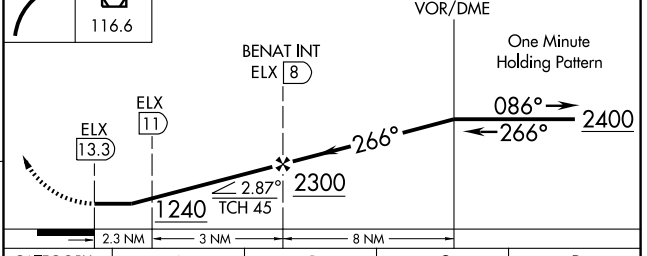


ELEV 643



REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-27	1240-¾ 603 (600-¾)		1240-1¼ 603 (600-1¼)	1240-1½ 603 (600-1½)
CIRCLING	1240-1 597 (600-1)		1240-1¾ 597 (600-1¾)	1240-2 597 (600-2)
DME MINIMUMS				
S-27	1120-¾ 483 (500-¾)			1120-1 483 (500-1)
CIRCLING	1140-1 497 (500-1)	1160-1 517 (600-1)	1160-1½ 517 (600-1½)	1200-2 557 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

BENTON HARBOR

SOUTHWEST MICHIGAN RGNL (BEH) 2 NE UTC−5(−4DT) N42°07.72′ W86°25.71′ **CHICAGO**

643 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE BEH **H–5E, 10F, L–28I**

RWY 09–27: H5107X100 (ASPH–GRVD) S–60, D–100, 2D–100 HIRL 0.3% up E **IAP**

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 44′.

RWY 27: MALSR. Thld dsplcd 571′. Trees.

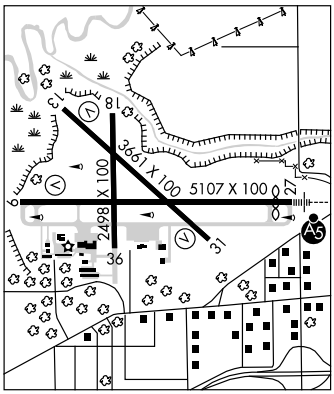
RWY 13–31: H3661X100 (ASPH) S–30, D–45 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.5° TCH 45′.

RWY 31: REIL. VASI(V4L)—GA 4.0° TCH 41′. Trees.

RWY 18–36: H2498X100 (ASPH) S–16 MIRL

AIRPORT REMARKS: Attended Sat–Sun 1200–2100Z‡, May–Oct Mon–Fri 1200–0100Z‡, Nov–Apr Mon–Fri 1200–2300Z‡. For attendant other times call 269–545–3535. 269–757–1634, Call–in fee. For svc after hrs call 269–325–7529. Call–in fee. Rwy 09 +38′ lighted ILS antenna, 152′ from rwy end, 300′ right. Rwy 13 and Rwy 18 drop off begins 90′ from paved sfc, Rwy 09 drop off begins 110′ from thld. Birds and deer on and invof arpt. Snow removal ops in progress winter months; vehicle operators will monitor CTAF. Acft arriving/departing Benton Harbor announce intentions on CTAF. Rwy 18–36 pavement cracking. ACTIVATE HIRL Rwy 09–27, MIRL Rwys 13–31 and 18–36; MALSR Rwy 27; REIL Rwy 09, Rwy 13 and Rwy 31–CTAF. Ldg fee for all multi-engine acft and commercial single engine acft waived with minimum fuel purchase.



WEATHER DATA SOURCES: ASOS 121.55 (269) 925–9008

COMMUNICATIONS: CTAF/UNICOM 123.0

KEELER RCO 122.1R 116.6T (LANSING RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z, Sat 1030–0445Z), other times ctc

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55

SOUTH BEND CLNC DEL 119.7

AIRSPACE: CLASS E svc 1100–0430Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

KEELER (L) VOR/DME 116.6 ELX Chan 113 N42°08.66′ W86°07.36′ 266° 13.7 NM to fld. 795/00E.

MALLY NDB (LOM) 397 BE N42°07.61′ W86°18.80′ 274° 5.1 NM to fld. Unmonitored.

ILS 108.5 I–BEH Rwy 27. LOM MALLY NDB. Unmonitored. LOC unusable byd 20° left of course and byd 16 NM.

BERRIEN SPRINGS N41°57.10′ W86°22.06′ **CHICAGO**

RCO 121.625 (LANSING RADIO) **L–28I**

BERRIEN SPRINGS

ANDREWS UNIVERSITY AIRPARK (C2Ø) 2 W UTC−5(−4DT) N41°57.06′ W86°22.08′ **CHICAGO**

668 B S4 **FUEL** 100LL NOTAM FILE LAN **L–28I**

RWY 13–31: H4160X75 (ASPH) LIRL (NSTD) **IAP**

RWY 13: Brush. Rgt tfc.

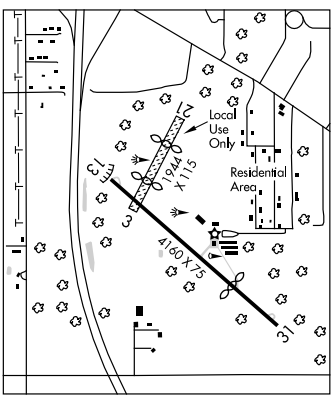
RWY 31: Thld dsplcd 1140′. Trees.

RWY 03–21: 1944X115 (TURF) (LOCAL USE ONLY)

RWY 03: Thld dsplcd 613′. Trees.

RWY 21: Thld dsplcd 550′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Sun–Fri 1300–2200Z‡. Svcs avbl Sun–Fri only. Fuel 24 hour self svc. Rwy 31 NSTD LIRL due to dsplcd thld not lighted. Last 3,021′ is lighted. ACTIVATE LIRL Rwy 13–31—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7

BERRIEN SPRINGS RCO 121.625 (LANSING RADIO)

Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z, Sat 1030–0445Z), other times ctc

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 349° 11.2 NM to fld. 804/00E.

HIWAS.

BETZ (See BLISSFIELD)

VOR/DME ELX 116.6 Chan 113	APP CRS 224°	Rwy Idg N/A TDZE N/A Apt Elev 668

VOR-A

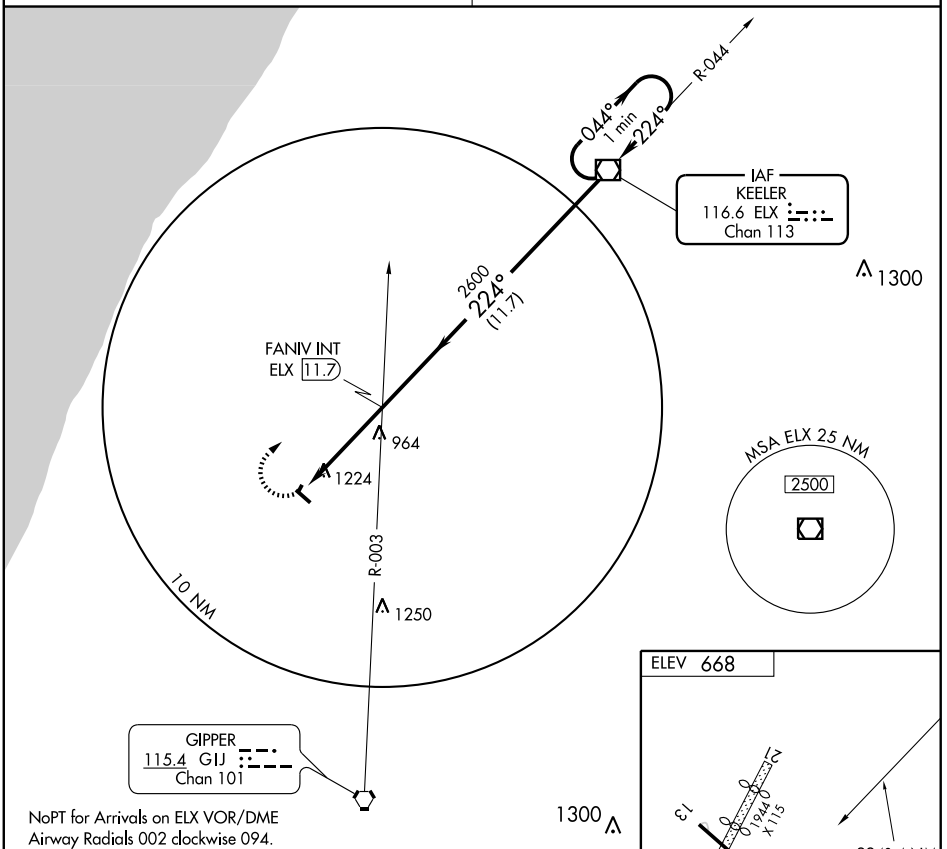
BERRIEN SPRINGS / ANDREWS UNIVERSITY AIRPARK (C20)

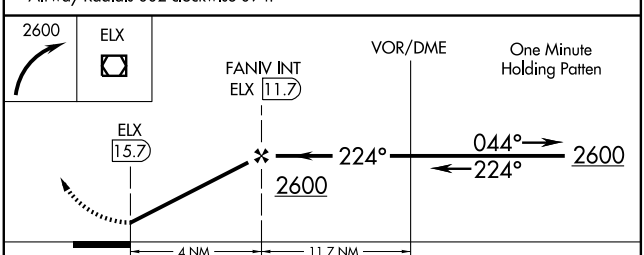
Use Benton Harbor altimeter setting.
Procedure NA at night.

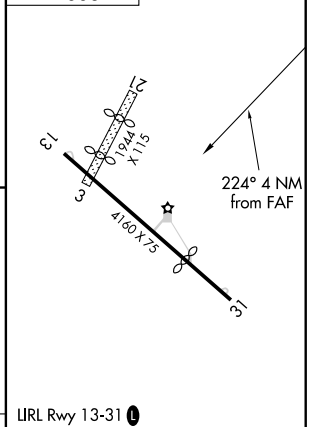
MISSED APPROACH: Climbing right turn to 2600 direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★
118.55 257.8

UNICOM
122.7 (CTAF) L







LIRL Rwy 13-31 L

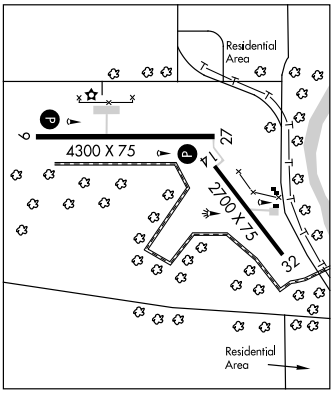
CATEGORY	A	B	C	D
CIRCLING	1620-1¼ 952 (1000-1¼)	1620-1½ 952 (1000-1½)	NA	

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

BIG RAPIDS

ROBEN–HOOD (RQB) 2 NW UTC−5(−4DT) N43°43.36′ W85°30.24′ **CHICAGO**
990 B S4 **FUEL** 100LL NOTAM FILE RQB **L–28I**
RWY 09–27: H4300X75 (ASPH) S–20 MIRL 1.0% up W **IAP**
RWY 09: REIL PAPI(P2L)—GA 3.33° TCH 25′. Trees.
RWY 27: REIL. PAPI(P4L). Tree.
RWY 14–32: H2700X75 (ASPH) S–20 MIRL 0.3% up NW
RWY 14: Trees. **RWY 32:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. 24 hr self serve fuel. Call in fee charged. Deer on and invof arpt. Rwy 14–32 extensive cracking. Ultralight activity on and invof arpt. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09–27 and Rwy 14–32; PAPI Rwy 09 and Rwy 27; REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (231) 796–0884.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 120.85
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
WHITE CLOUD (L) VOR/DME 117.6 HIC Chan 123 N43°34.49′ W85°42.97′ 047° 12.8 NM to fld. 920/1W.



BISHOP INTL (See FLINT)

BLISSFIELD

BETZ (44G) 2 N UTC−5(−4DT) N41°51.34′ W83°52.25′ **DETROIT**
691 **FUEL** 100LL NOTAM FILE LAN **COPTER**
RWY 09–27: 2602X92 (TURF)
RWY 09: Thld dsplcd 415′. Road. **RWY 27:** Thld dsplcd 390′. Road.
AIRPORT REMARKS: Unattended. Fuel avbl by prior arrangement; phone 517–499–4860. Rwy 09—3′ ditch 10′ from thld. To confirm snow conditions winter months call 517–499–4860. Rwy 09–27 NSTD LIRL on arpt not for public use; marked with white lgts. Rwy 09–27 thlds and dsplcd thlds marked with cones.
COMMUNICATIONS: CTAF 122.9

BOIS BLANC ISLAND (6Y1) 3 NW UTC−5(−4DT) N45°45.98′ W84°30.23′ **LAKE HURON**
664 B NOTAM FILE LAN **L–31C**
RWY 10–28: H3498X75 (ASPH) MIRL
RWY 10: Thld dsplcd 90′. Road. **Rwy 28:** REIL. PAPI(P4L)—GA 4.0° TCH 33′. Trees.
AIRPORT REMARKS: Unattended. 231–634–7123 manager residence, 231–634–7052 unattended arpt manager office phone at arpt, 231–634–7061 unattended arpt phone. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 046° 10.6 NM to fld. 840/6W. **HIWAS.**

BOYNE CITY MUNI (N98) 1 SE UTC−5(−4DT) N45°12.50′ W84°59.42′ **GREEN BAY**
657 **FUEL** 100LL NOTAM FILE LAN **L–31B**
RWY 09–27: H4000X75 (ASPH) MIRL
RWY 09: PAPI(P2L)—GA 4.0° TCH 28′. Thld dsplcd 600′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Unattended. Self svc fuel. Deer and birds on and invof rwys. +4′ fence parallel to rwy, 84′ south of rwy centerline, +6′ fence 122′ north of rwy centerline. ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09, REIL Rwy 27—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 215° 28.9 NM to fld. 840/6W. **HIWAS**

APP CRS	Rwy Idg	4300
275°	TDZE	977
	Apt Elev	990

GPS RWY 27

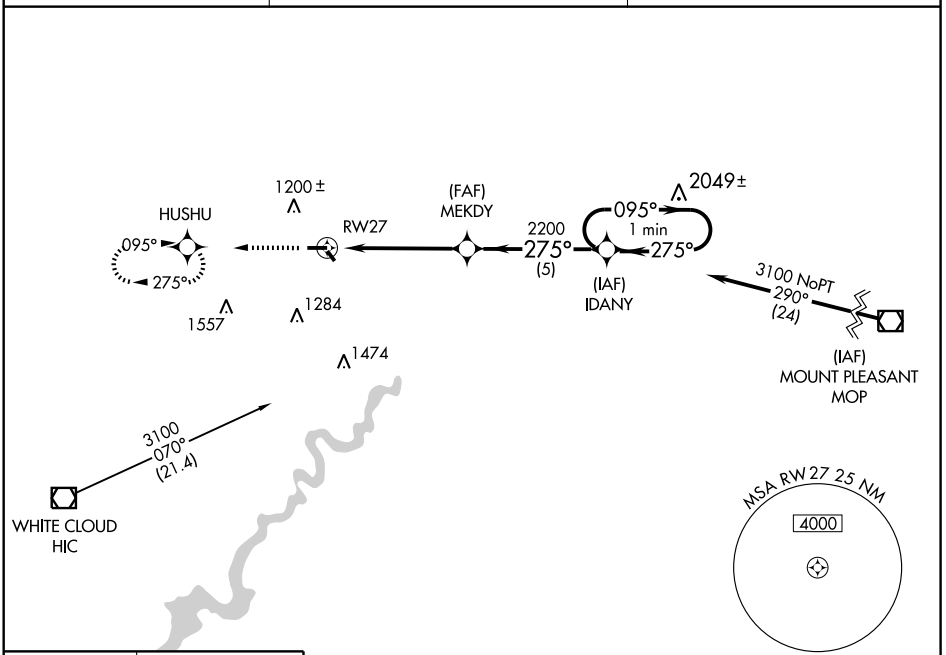
BIG RAPIDS / ROBEN-HOOD (RQB)

Obtain local altimeter setting on CTAF; when not received, use Muskegon altimeter setting.

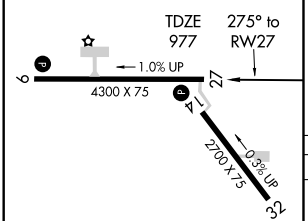
NA

MISSED APPROACH: Climb to 2900 direct HUSHU WP and hold.

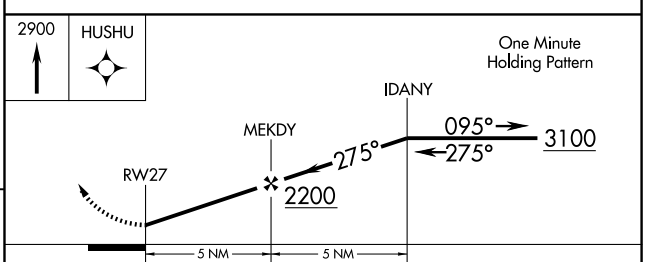
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	120.85 322.35	122.8 (CTAF) L



ELEV 990



REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 14-32 L



CATEGORY	A	B	C	D
S-27	1460-1	483 (500-1)	1460-1¼ 483 (500-1¼)	1460-1½ 483 (500-1½)
CIRCLING	1500-1	510 (600-1)	1540-1½ 550 (600-1½)	1600-2 610 (700-2)
MUSKEGON ALTIMETER SETTING MINIMUMS				
S-27	1620-1	643 (700-1)	1620-1¾ 643 (700-1¾)	1620-2 643 (700-2)
CIRCLING	1660-1	670 (700-1)	1700-2 710 (800-2)	1760-2½ 770 (800-2½)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HIC	APP CRS	Rwy Idg	N/A
117.6	047°	TDZE	N/A
Chan 123		Apt Elev	990

VOR/DME or GPS-A

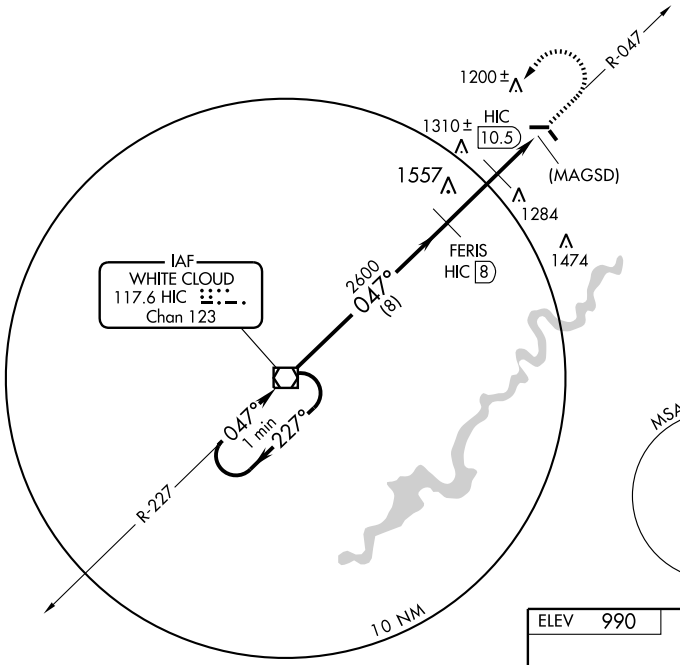
BIG RAPIDS / ROBEN-HOOD (RQB)

Obtain local altimeter setting on CTAF; when not received, use Muskegon altimeter setting.

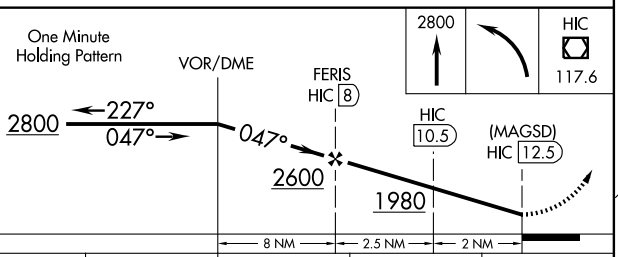
NA

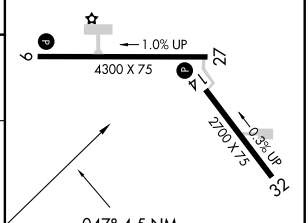
MISSED APPROACH: Climb to 2800, then left turn direct HIC VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	120.85 322.35	122.8 (CTAF) L



NoPT for arrivals on HIC VOR/DME airway radials 140 CW 303.





CATEGORY	A	B	C	D
CIRCLING	1540-1 550 (600-1)		1540-1½ 550 (600-1½)	1600-2 610 (700-2)
MUSKEGON ALTIMETER SETTING MINIMUMS				
CIRCLING	1700-1 710 (800-1)		1700-2 710 (800-2)	1760-2½ 770 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 14-32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

BOYNE FALLS

BOYNE MOUNTAIN (BFA) 1 W UTC−5(−4DT) N45°09.95′ W84°55.45′

LAKE HURON
H–2L, L–31B
IAP

719 **FUEL** 100LL, JET A + NOTAM FILE LAN

RWY 17–35: H5187X60 (ASPH) LIRL(NSTD) 0.3% up S

RWY 17: REIL. Thld dsplcd 300′. Road.

RWY 35: REIL. Thld dsplcd 500′. Trees.

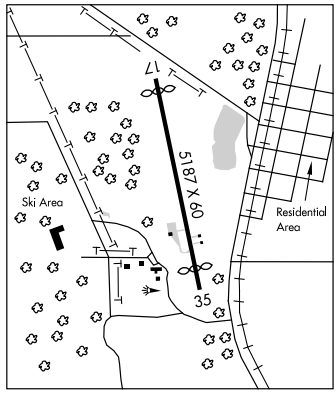
AIRPORT REMARKS: Unattended. For fuel call 231–549–6000. Deer and birds on and invof arpt. Rwy 17—35 extensive cracking. Rwy 17–35 NSTD LIRL, 80′ from rwy edges. Rwy has reflectors summer months. ACTIVATE NSTD LIRL Rwy 17–35 and REIL Rwys 17 and 35—122.85. Rwy 17–35 has 10′ paved shoulder each side; last 4700′ Rwy 35.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.

PELLSTON (L) VORTACW 111.8 PLN Chan 55
N45°37.84′ W84°39.85′ 208° 30 NM to fld.
840/6W. **HIWAS.**



BOYNE MOUNTAIN (See BOYNE FALLS)

BRANCH CO MEML (See COLDWATER)

BRIGHTON (45G) 3 N UTC−5(−4DT) N42°34.19′ W83°46.71′

DETROIT
COPTER
L–28J, A

973 B NOTAM FILE LAN

RWY 04–22: H3120X24 (ASPH) MIRL (NSTD)

RWY 04: Thld dsplcd 195′. Trees. **RWY 22:** PAPI(P4L)—GA 3.6° TCH 28′. Thld dsplcd 365′. Trees.

AIRPORT REMARKS: Attended irregularly. Rwy 04–22 NSTD MIRL located 50′ from rwy edge, NSTD configuration for thlds. Rwy 22 NSTD PAPI, NSTD installation–may only be visible on short final apch. For local use only. ACTIVATE rotating bcn, MIRL Rwy 04–22 and PAPI Rwy 22—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

SALEM (L) VORTAC 114.3 SVM Chan 90 N42°24.53′ W83°35.65′ 323° 12.7 NM to fld. 950/3W.

BROOKLYN

SHAMROCK FLD (6G8) 1 SE UTC−5(−4DT) N42°05.70′ W84°14.45′

DETROIT
COPTER

995 NOTAM FILE LAN

RWY 01–19: 2822X100 (TURF) LIRL

RWY 01: Tree. Rgt tfc. **RWY 19:** Thld dsplcd 613′. P–line.

AIRPORT REMARKS: Attended May–Nov irregularly. Dec–Apr arpt CLOSED. CAUTION: Deer on and invof arpt. 105′ unlighted p–line and tower ¼ mile from thld extended left and right of centerline Rwy 19. ACTIVATE LIRL Rwy 01–19—CTAF. All tfc patterns conducted E of Rwy 01–19. Rwy 01–19 marked with 3′ yellow cones; dsplcd thld marked with 3 cones each side.

COMMUNICATIONS: CTAF 122.9

BROOKS FLD (See MARSHALL)

BUNCH'S HALF ACRE (See HARRIETTA)

CACKLEBERRY (See DEXTER)

CADILLAC N44°16.50′ W85°24.86′ NOTAM FILE CAD.

GREEN BAY
L–31B

NDB (MHW) 269 CAD at Wexford Co.

APP CRS	Rwy Idg	4887
175°	TDZE	707
	Apt Elev	719

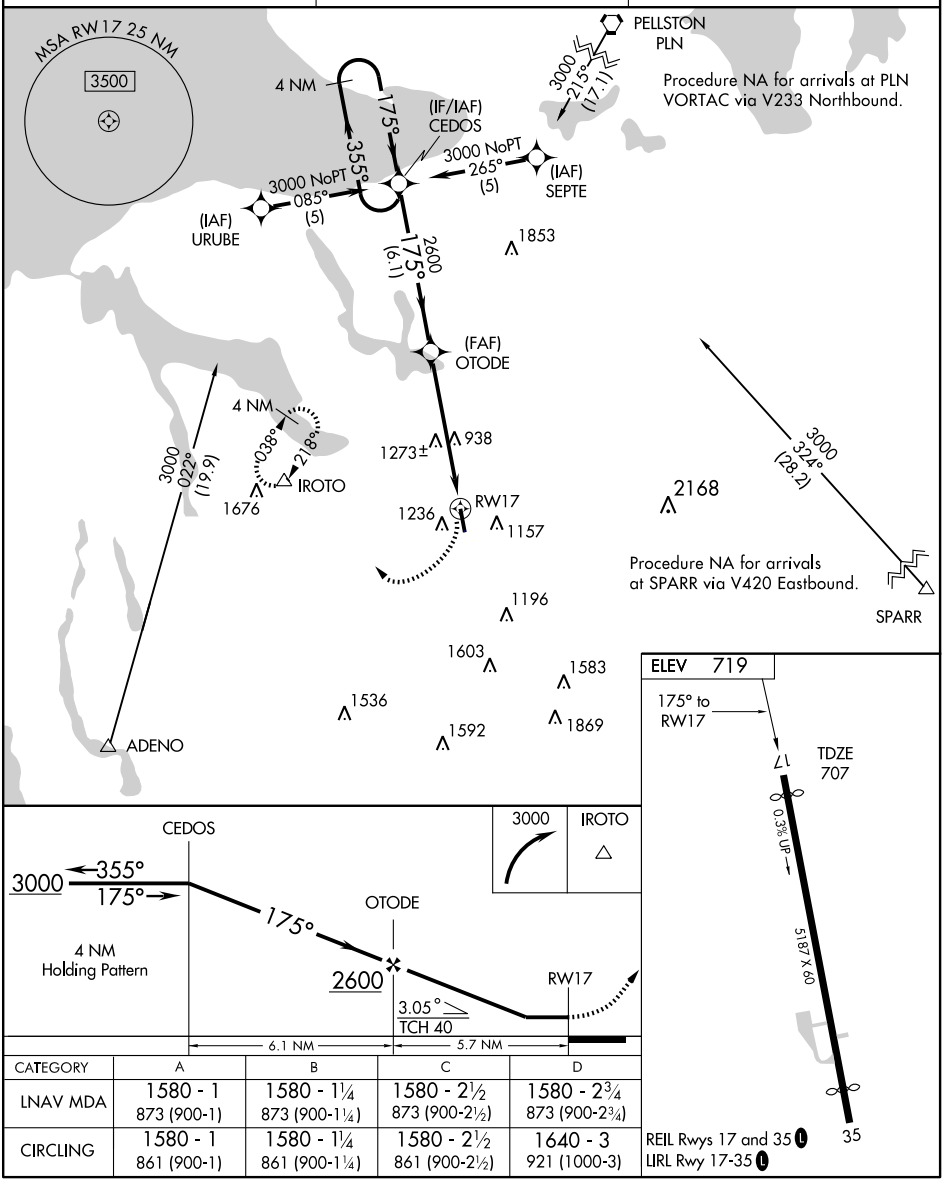
RNAV (GPS) RWY 17

BOYNE FALLS/ BOYNE MOUNTAIN (BFA)

Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA. Use Bellaire altimeter setting; when not received, use Pellston altimeter setting and increase all MDAs 20 feet and increase LNAV CATs A, C, and D visibility ¼ mile, and Circling CATs A and C¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct IROTO and hold.

MINNEAPOLIS CENTER	UNICOM	
134.6 354.05	122.8 (CTAF)	122.85 L



CATEGORY	A	B	C	D
LNAV MDA	1580 - 1 873 (900-1)	1580 - 1¼ 873 (900-1¼)	1580 - 2½ 873 (900-2½)	1580 - 2¾ 873 (900-2¾)
CIRCLING	1580 - 1 861 (900-1)	1580 - 1¼ 861 (900-1¼)	1580 - 2½ 861 (900-2½)	1640 - 3 921 (1000-3)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
355°	Rwy Idg	4687
	TDZE	719
	Apt Elev	719

RNAV (GPS) RWY 35

BOYNE FALLS/ BOYNE MOUNTAIN (BFA)

NA — Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bellaire altimeter setting; when not received, use Pellston altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEDOS and hold.

MINNEAPOLIS CENTER	UNICOM	
134.6 354.05	122.8 (CTAF)	122.85 L

MISSED APCH FIX
4 NM 175° 355° CEDOS

MSA RW35 25 NM
3500

938
1676
1236
1157
2168
RW35
355°
1526±
1196
(FAF)
1603
ROCOR
1583
1536
1869
1592
ADENO
3000
130°
(10.5)
2500
006°
(8.3)
(IF/IAF)
ELBOT
3000 NoPT
096°
(5)
(IAF)
DUVRE
186°
006°
4 NM
R-4201A
3000 NoPT
016°
(17.9)
(IAF)
CARGA
Procedure NA for arrivals at CARGA via V215-233 southwest bound.

ELEV 719
17
0.3% UP
5187 X 60
TDZE
719
35
355° to RW35
REIL Rwys 17 and 35 L
LIRL Rwy 17-35 L

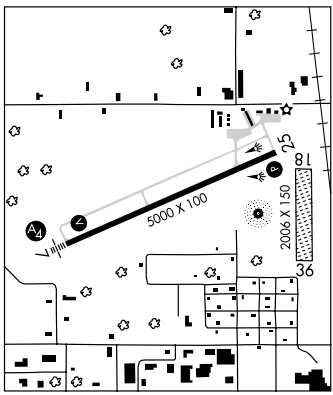
3000
CEDOS
ELBOT
186°
006°
3000
ROCOR
006°
4 NM
Holding Pattern
RW35
355°
2500
3.05°
TCH 40
5.4 NM
8.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1840 - 1¼ 1121 (1200-1¼)	1840 - 1½ 1121 (1200-1½)	1840 - 3	1121 (1200-3)
CIRCLING	1840 - 1¼ 1121 (1200-1¼)	1840 - 1½ 1121 (1200-1½)	1840 - 3	1121 (1200-3)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

CADILLAC

WEXFORD CO (CAD) 2 N UTC−5(−4DT) N44°16.52′ W85°25.14′ **GREEN BAY**
1307 B S4 **FUEL** 100LL, JET A NOTAM FILE CAD **H–2L, L–31B**
RWY 07–25: H5000X100 (ASPH–PFC) S–30, D–45 MIRL **IAP**
RWY 07: REIL. MALS. VASI(V2L)—GA 3.0° TCH 41′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Railroad.
RWY 18–36: 2006X150 (TURF)
RWY 18: Trees. **RWY 36:** Stack.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Jun–Aug Sat–Sun 1200–2200‡, Sep–May Sat–Sun 1200–1800Z‡. After hrs attendance avbl on req 231–779–9211. Unattended New Years, Easter, Thanksgiving, Christmas. Fuel 24 hr self svc. Rwy 18–36 CLOSED Dec thru Mar and when snow covered except for ski equipped acft. Deer on and invof arpt. Glider activity on and invof arpt Apr–Nov. Ultralight activity on and invof arpt Apr–Nov. ACTIVATE MIRL Rwy 07–25; MALS Rwy 07; REIL Rwy 07 and Rwy 25; VASI Rwy 07 and PAPI Rwy 25—CTAF. Ldg fee. Ldg fee for commercial ops waived with minimum fuel purchase. Rwy 18–36 marked with 18 inch yellow cones.
WEATHER DATA SOURCES: AWOS–3 128.325 (231) 779–9536.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.9
GCO 121.725 (MINNEAPOLIS CENTER CLNC and LANSING FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE TVC.
TRAVERSE CITY (H) VORTACW 114.6 TVC Chan 93 N44°40.07′ W85°33.00′ 169° 24.2 NM to fld. 912/2W. HIWAS
CADILLAC NDB (MHW) 269 CAD N44°16.50′ W85°24.86′ at fld. NOTAM FILE CAD.
WEXOR NDB (LOM) 336 MA N44°14.22′ W85°32.84′ 071° 6 NM to fld.
ILS/DME 108.55 I–MAY Chan 22(Y) Rwy 07. LOM WEXOR NDB.



CAGNEY (See CLIO)

CAIN FLD (See STANWOOD)

CALKINS FLD (see WAYLAND)

CALVIN CAMPBELL MUNI (See INDIAN RIVER)

CANTON–PLYMOUTH–METTETAL (See PLYMOUTH)

CAPITAL REGION INTL (See LANSING)

CARGL N42°21.38′ W82°57.26′. NOTAM FILE DET. **DETROIT**
NDB (MHW/LOM) 230 VQ 327° 4 NM to Coleman A. Young Muni. **A**

CARLETON N42°02.88′ W83°27.45′ NOTAM FILE LAN. **DETROIT**
(H) VORTAC 115.7 CRL Chan 104 028° 10.9 NM to Detroit Metropolitan Wayne Co. 629/3W. **H–10G, L–28J, A**
HIWAS.
VOR portion unusable 360°–040° blo 5000′. DME unusable byd 35 NM blo 2500′.
RCO 122.1R 115.7T (LANSING RADIO)

CARLETON

WICKENHEISER (W87) 3 S UTC−5(−4DT) N42°01.09′ W83°22.63′ **DETROIT**
610 S2 **FUEL** 100LL NOTAM FILE LAN **COPTER**
RWY 18–36: 2575X60 (TURF)
RWY 18: Thld dsplcd 1000′. P–line. **RWY 36:** Trees.
RWY 09–27: 1920X60 (TURF)
RWY 09: Thld dsplcd 660′. P–line. **RWY 27:** Trees.
AIRPORT REMARKS: Attended irregularly. No snow removal. Acft maintenance by prior arrangement; call arpt manager on 734–654–6249. Rwy 09–27 thlds marked with tires; Rwy 09 dsplcd thld marked with 3 yellow tires each side. Rwy 18–36 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-MAY	APP CRS	Rwy Idg	5000
108.55	070°	TDZE	1307
Chan 22		Apt Elev	1307

ILS or LOC RWY 7

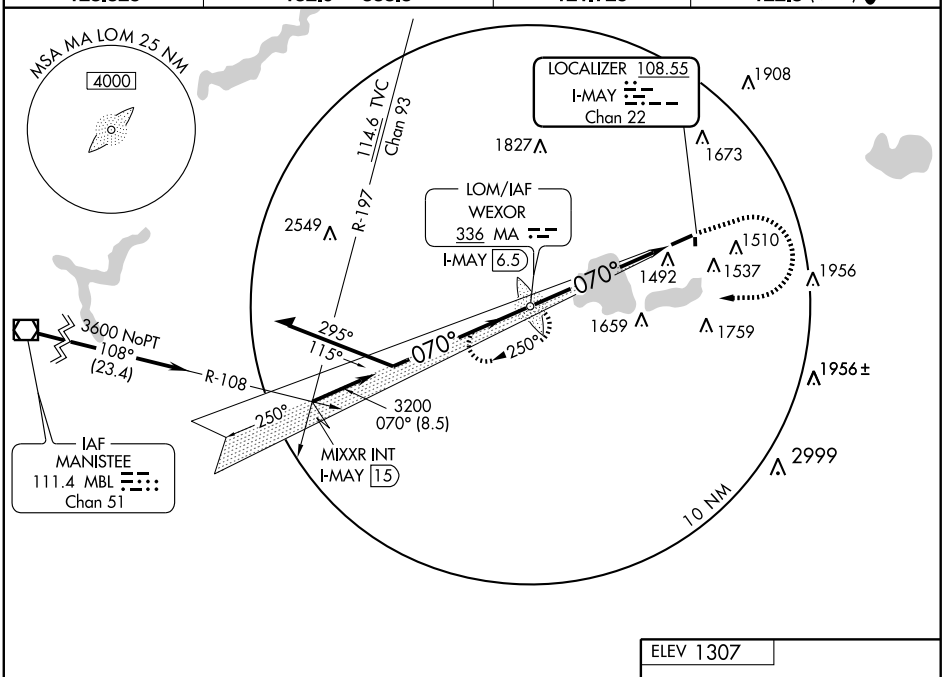
CADILLAC / WEXFORD COUNTY (CAD)

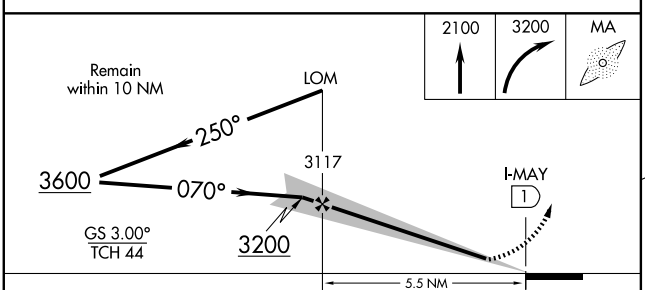
ADF Required. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all DA 137 feet and all MDA 140 feet and increase S-ILS 7 all Cats visibility ½ mile, S-LOC 7 visibility Cat C ½ mile and Cat D ¼ mile, Circling visibility Cat C ½ mile and Cat D ¼ mile. Inoperative table does not apply to S-LOC 7 Cat C visibility when using Houghton Lake altimeter setting.

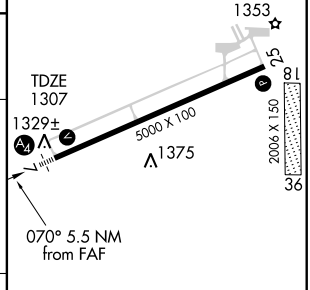
MALS

MISSED APPROACH: Climb to 2100, then climbing right turn to 3200 direct WEXOR LOM I-MAY 6.5 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 7	1507-¾ 200 (200-¾)			
S-LOC 7	1660-¾ 353 (400-¾)			1660-1¼ 353 (400-1¼)
CIRCLING	1860-1 553 (600-1)		1860-1½ 553 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

NDB CAD	APP CRS	Rwy Idg	5000
269	079°	TDZE	1307
		Apt Elev	1307

NDB RWY 7

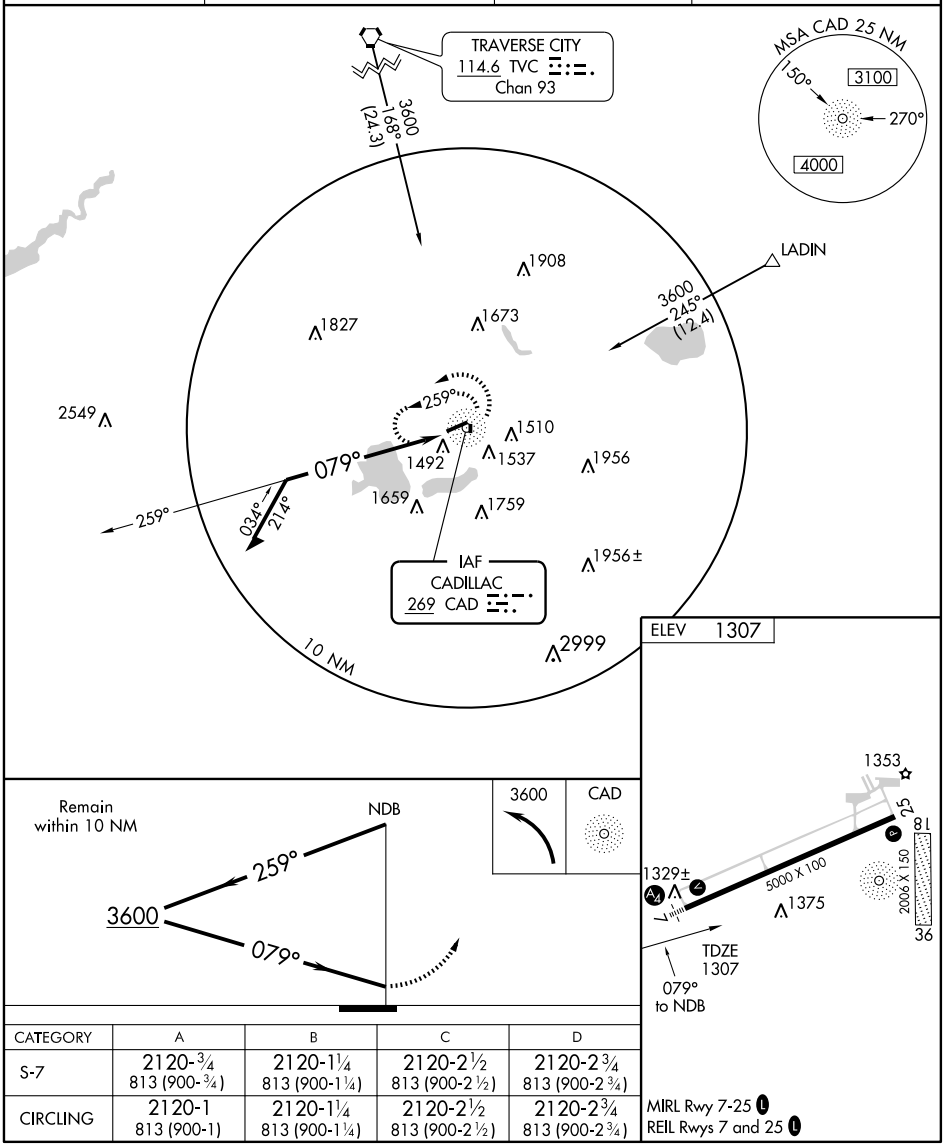
CADILLAC / WEXFORD COUNTY (CAD)

When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 140 feet. Increase S-7 Cats A and C visibility ½ mile, Cat B and D ¼ mile, Circling Cat A, B and D visibility ¼ mile, Cat C ½ mile. Inoperative table does not apply to S-7 Cat B/C visibility and S-7 all Cats visibility when using Houghton Lake altimeter setting.

MALS

MISSED APPROACH: Climbing left turn to 3600 in CAD NDB holding pattern.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-7	2120-¾ 813 (900-¾)	2120-1¼ 813 (900-1¼)	2120-2½ 813 (900-2½)	2120-2¾ 813 (900-2¾)
CIRCLING	2120-1 813 (900-1)	2120-1¼ 813 (900-1¼)	2120-2½ 813 (900-2½)	2120-2¾ 813 (900-2¾)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

NDB CAD	APP CRS	Rwy Idg	5000
269	235°	TDZE	1305
		Apt Elev	1307

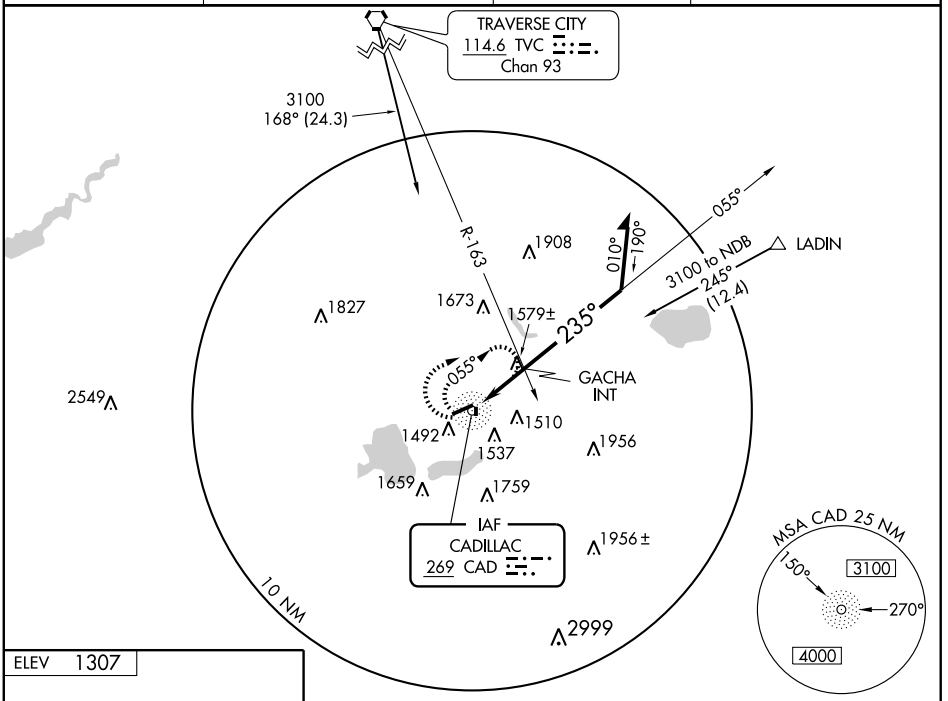
NDB RWY 25

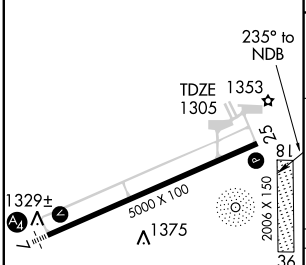
CADILLAC / WEXFORD COUNTY (CAD)

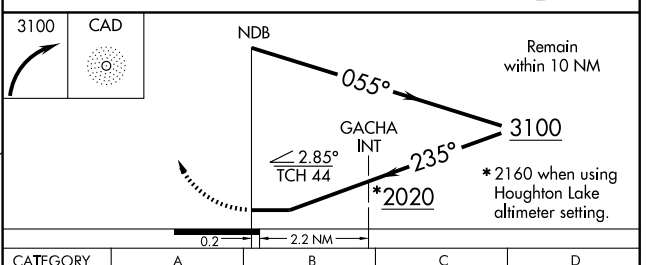
Visibility reduction by helicopters NA. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 140 feet, S-25 and Circling visibilities Cat B ¼ mile, Cats C and D ½ mile. Increase GACHA fix minimums S-25 visibilities Cats C and D ½ mile, Circling Cat C ½ mile, Cat D ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 in CAD NDB holding pattern.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	2020-1	715 (800-1)	2020-2 715 (800-2)	2020-2¼ 715 (800-2¼)
CIRCLING	2020-1	713 (800-1)	2020-2 713 (800-2)	2020-2¼ 713 (800-2¼)
GACHA MINIMUMS				
S-25	1880-1	575 (600-1)	1880-1½ 575 (600-1½)	1880-1¾ 575 (600-1¾)
CIRCLING	1880-1	573 (600-1)	1880-1½ 573 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 86413	070°	TDZE	1307
W07A		Apt Elev	1307

RNAV (GPS) RWY 7

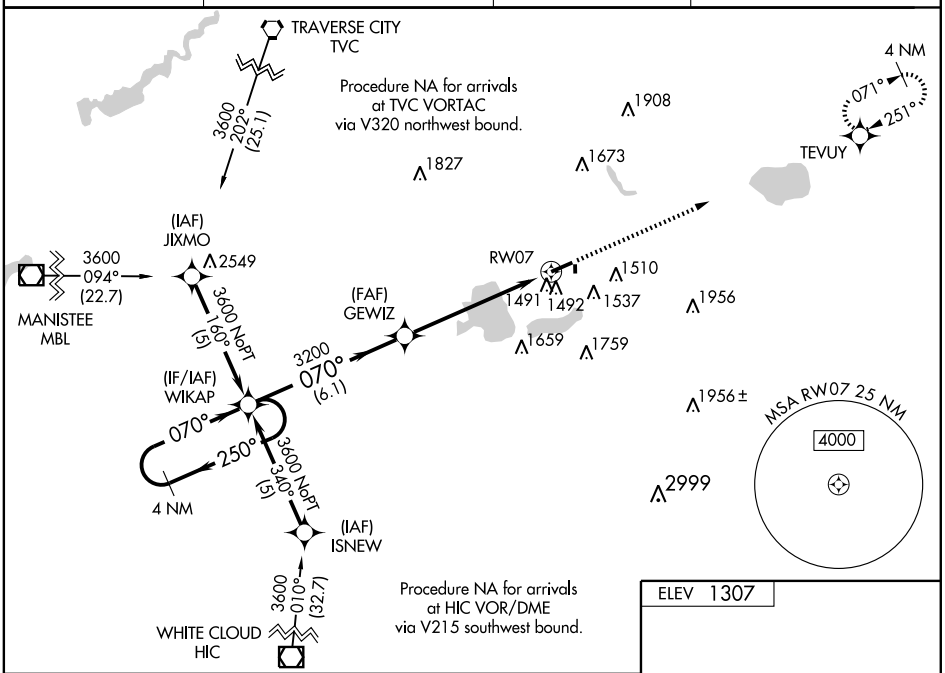
CADILLAC / WEXFORD COUNTY (CAD)

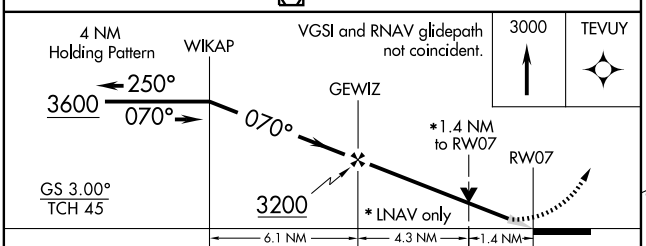
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all DA 137 feet and all MDA 140 feet, LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cats C/D visibility ½ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Inoperative table does not apply to LNAV Cat C visibilities. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV and VDP NA when using Houghton Lake altimeter setting.

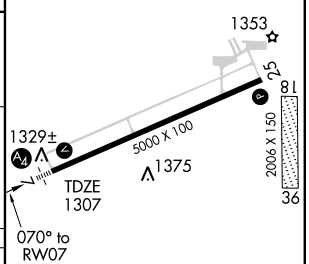
MALS

MISSED APPROACH: Climb to 3000 direct TEVUY and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1507-¾ 200 (200-¾)			
LNAV/VNAV DA	1761-1½ 454 (500-1½)			
LNAV MDA	1780-¾ 473 (500-¾)		1780-1¼ 473 (500-1¼)	1780-1½ 473 (500-1½)
CIRCLING	1860-1 553 (600-1)		1860-1½ 553 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 97513	250°	TDZE	1305
W25A		Apt Elev	1307

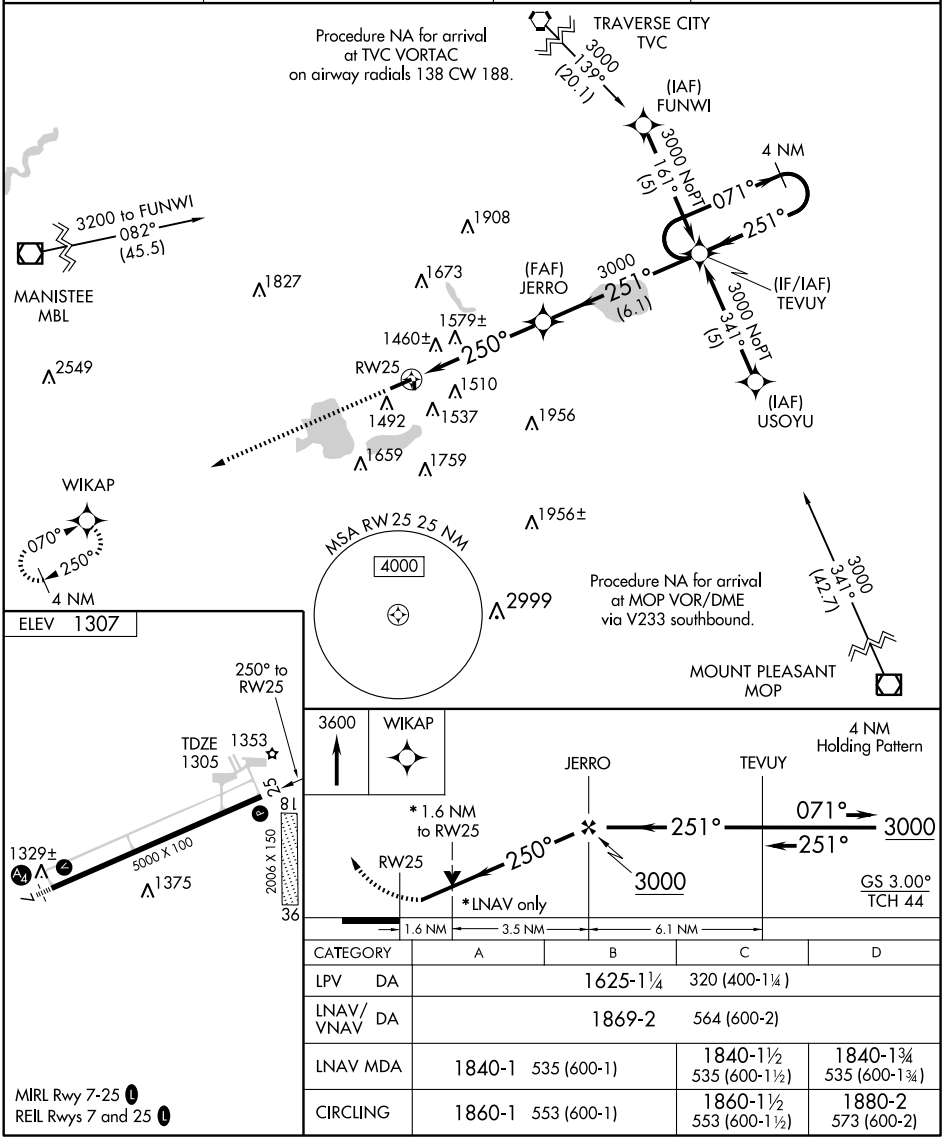
RNAV (GPS) RWY 25

CADILLAC / WEXFORD COUNTY (CAD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV and VDP NA when using Houghton Lake altimeter setting. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all DA 137 feet, all MDA 140 feet, LPV and LNAV/VNAV visibilites all Cats ½ mile, LNAV visibilities Cats C and D ½ mile, Circling visibilities Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3600 direct WIKAP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1625-1¼	320 (400-1¼)		
LNAV/VNAV DA	1869-2	564 (600-2)		
LNAV MDA	1840-1	535 (600-1)	1840-1½ 535 (600-1½)	1840-1¾ 535 (600-1¾)
CIRCLING	1860-1	553 (600-1)	1860-1½ 553 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

CARO

TUSCOLA AREA (CFS) 3 SW UTC−5(−4DT) N43°27.53′ W83°26.73′ DETROIT

701 B S4 **FUEL** 100LL, JET A NOTAM FILE CFS L–28J, 31C

RWY 05–23: H4300X75 (ASPH) MIRL 0.4% up NE. IAP

RWY 05: REIL. PAPI (P4L)—GA 3.0° TCH 25′. Trees.

RWY 23: REIL. PAPI(P4L)—GA 4.0°. Trees.

RWY 12–30: 2300X110 (TURF)

RWY 12: Trees. **RWY 30:** Thld dsplcd 500′. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel after hrs call 989–673–2849; if arpt manager is unavbl call 989–673–2849. Deer on arpt. ACTIVATE MIRL Rwy 05–23; REIL and PAPI Rwy 05 and 23—CTAF. Rwy 12–30 thlds and dsplcd thlds marked with cones.

WEATHER DATA SOURCES: AWOS–3 119.275 (989) 672–4182.

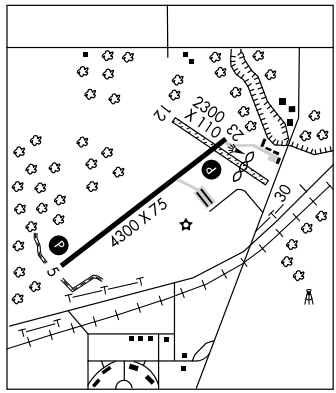
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **SAGINAW APP/DEP CON** 120.95 (1100–0400Z‡)

CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.

SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 102° 27.9 NM to fld. 663/3W. **HIWAS.**



CARSONVILLE

CIRCLE U HELIPORT (2F2) 5 SW UTC−5(−4DT) N43°29.49′ W82°37.42′ DETROIT

729 NOTAM FILE LAN

HELIPAD H1: H47X17 (CONC)

HELIPORT REMARKS: Attended dusk–dawn. Apch departure routes 340°–020° and 115°–140°. Helipad H1 perimeter lgts. Perimeter lgts OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

CHARLEVOIX MUNI (CVX) 1 SW UTC−5(−4DT) N45°18.29′ W85°16.52′ GREEN BAY

669 B S4 **FUEL** 100LL, JET A NOTAM FILE CVX L–31B

RWY 09–27: H4550X75 (ASPH) S–12.5 MIRL 0.6% up W IAP

RWY 09: REIL. PAPI(P4R)—GA 3.0°. Tree.

RWY 27: REIL. PAPI(P4R)–GA 3.0° TCH 31′. Trees.

RWY 04–22: 1280X200 (TURF)

RWY 04: Trees. **RWY 22:** Tree.

AIRPORT REMARKS: Attended dawn–dusk. For fuel dawn–dusk call 231–547–2141. After hrs call 231–547–2058. Rwy 04–22 CLOSED Nov–Apr. Deer and birds on and invof arpt. Rwy 09 preferred rwy for ldg ngts, jets and turboprop acft. Rwy 27 preferred rwy for tkf ngts, jets and turboprop acft. Rwy 09–27 slopes up from E to W. −100′ quarry/mine, 300′ from Rwy 9 thld. ACTIVATE MIRL Rwy 09–27; REIL and PAPI Rwy 09 and Rwy 27—CTAF. Rwy 04–22 marked with 3′ yellow cones. Landing fee. Landing fee waived with minimum fuel purchase.

WEATHER DATA SOURCES: AWOS–3 120 (231) 237–9703.

COMMUNICATIONS: CTAF/UNICOM 122.8

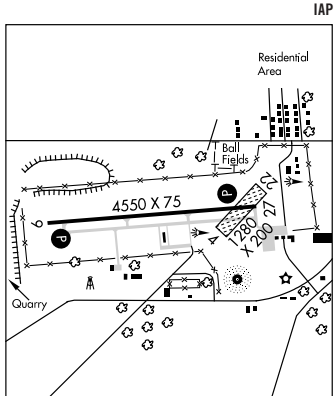
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6 **GCO** 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.

PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 239° 32.4 NM to fld. 840/6W. **HIWAS**

NDB (MHW) 392 CVX N45°18.11′ W85°15.20′ at fld. NOTAM FILE CVX. Unmonitored. NDB unusable byd 15 NM.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.



APP CRS	Rwy Idg	4300
058°	TDZE	692
	Apt Elev	701

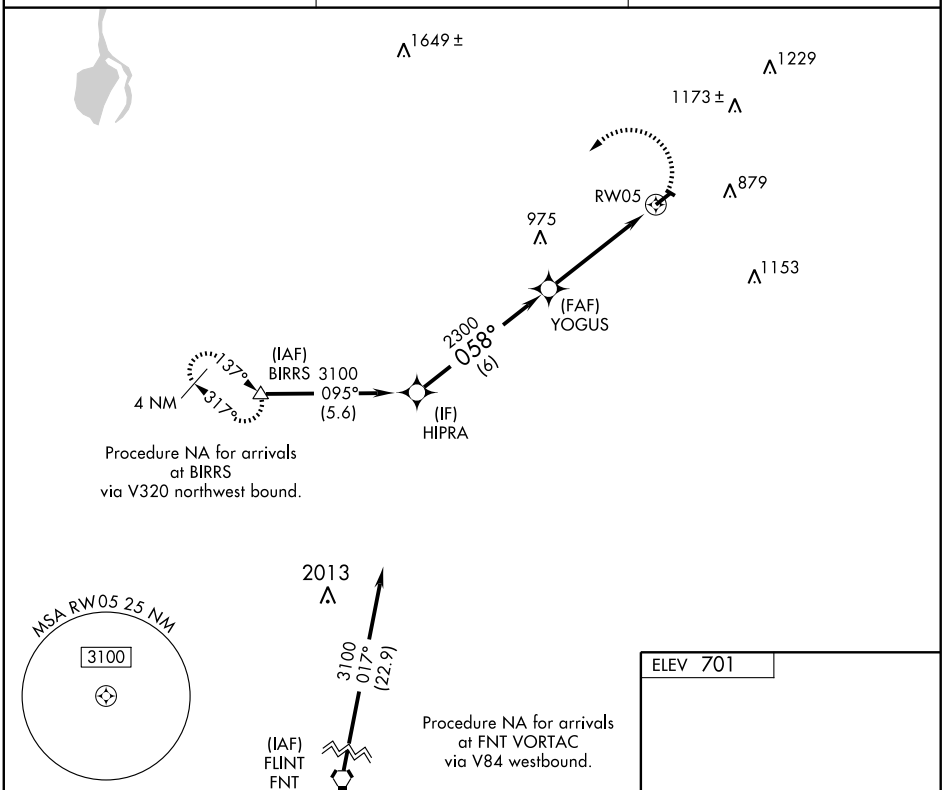
RNAV (GPS) RWY 5

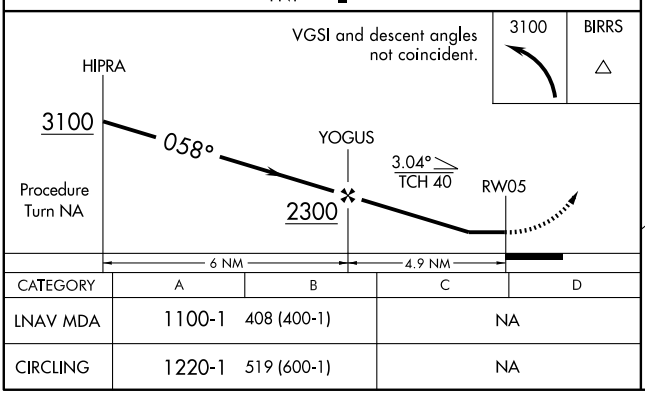
CARO / TUSCOLA AREA (CFS)

When local altimeter setting not received, use Saginaw/MBS Intl altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

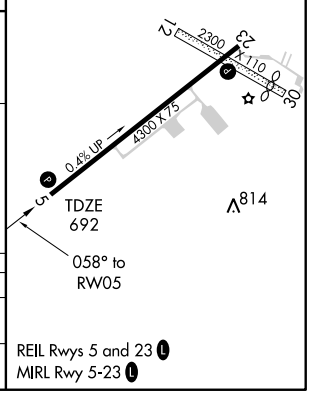
MISSED APPROACH: Climbing left turn to 3100 direct BIRRS and hold.

AWOS-3	SAGINAW APP CON★	UNICOM
119.275	120.95 235.625	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1	408 (400-1)	NA	
CIRCLING	1220-1	519 (600-1)	NA	



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4300
238°	TDZE	701
	Apt Elev	701

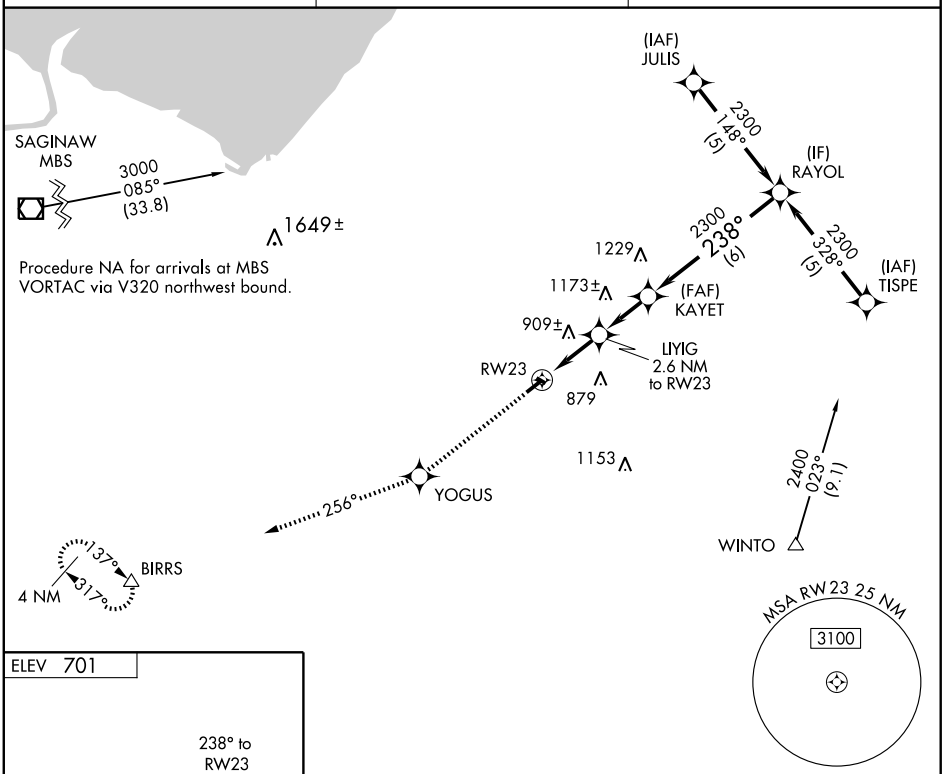
RNAV (GPS) RWY 23

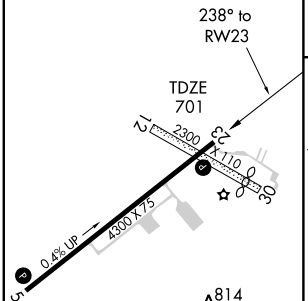
CARO / TUSCOLA AREA (CFS)

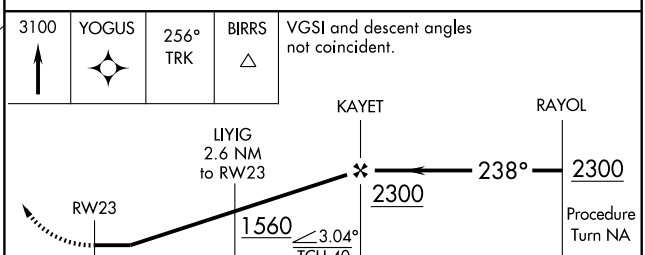
When local altimeter setting not received, use Saginaw/MBS Intl altimeter setting and increase all MDA 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct YOGUS and via 256° track to BIRRS and hold.

AWOS-3	SAGINAW APP CON ★	UNICOM
119.275	120.95 235.625	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1	459 (500-1)	NA	
CIRCLING	1220-1	519 (600-1)	NA	

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBS 112.9 Chan 76	APP CRS 102°	Rwy Idg N/A TDZE N/A Apt Elev 701

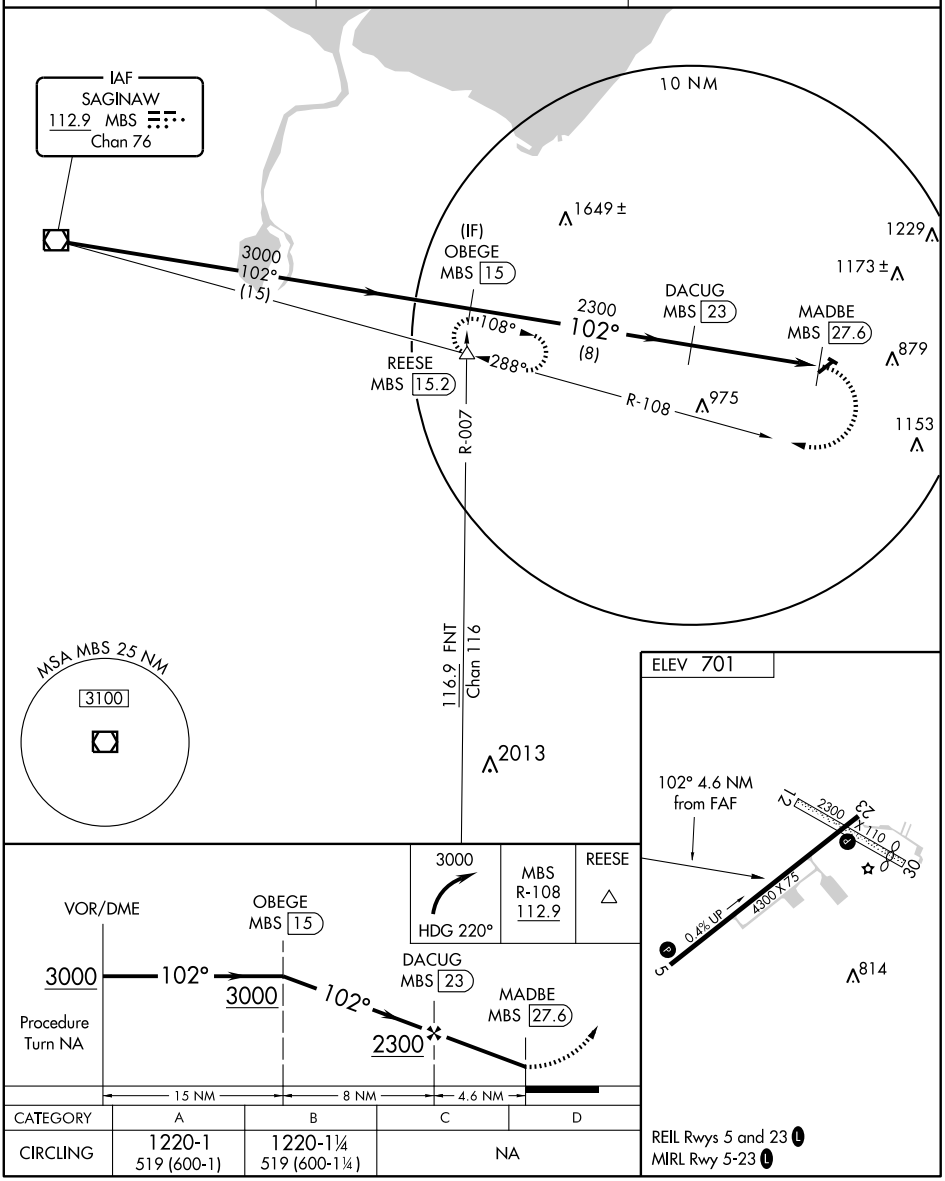
VOR/DME-A

CARO / TUSCOLA AREA (CFS)

When local altimeter setting not received, use Saginaw/MBS Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 3000 via heading 220° and MBS VOR/DME R-108 to REESE INT and hold.

AWOS-3	SAGINAW APP CON★	UNICOM
119.275	120.95 235.625	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1220-1 519 (600-1)	1220-1¼ 519 (600-1¼)	NA	

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

CARO

TUSCOLA AREA (CFS) 3 SW UTC−5(−4DT) N43°27.53′ W83°26.73′ DETROIT

701 B S4 **FUEL** 100LL, JET A NOTAM FILE CFS L–28J, 31C

RWY 05–23: H4300X75 (ASPH) MIRL 0.4% up NE. IAP

RWY 05: REIL. PAPI (P4L)—GA 3.0° TCH 25′. Trees.

RWY 23: REIL. PAPI(P4L)—GA 4.0°. Trees.

RWY 12–30: 2300X110 (TURF)

RWY 12: Trees. **RWY 30:** Thld dsplcd 500′. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel after hrs call 989–673–2849; if arpt manager is unavbl call 989–673–2849. Deer on arpt. ACTIVATE MIRL Rwy 05–23; REIL and PAPI Rwy 05 and 23—CTAF. Rwy 12–30 thlds and dsplcd thlds marked with cones.

WEATHER DATA SOURCES: AWOS–3 119.275 (989) 672–4182.

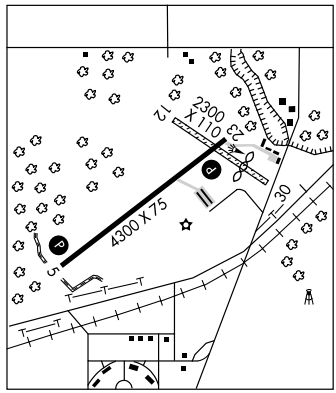
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **SAGINAW APP/DEP CON** 120.95 (1100–0400Z‡)

CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.

SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 102° 27.9 NM to fld. 663/3W. **HIWAS.**



CARSONVILLE

CIRCLE U HELIPORT (2F2) 5 SW UTC−5(−4DT) N43°29.49′ W82°37.42′ DETROIT

729 NOTAM FILE LAN

HELIPAD H1: H47X17 (CONC)

HELIPORT REMARKS: Attended dusk–dawn. Apch departure routes 340°–020° and 115°–140°. Helipad H1 perimeter lgts. Perimeter lgts OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

CHARLEVOIX MUNI (CVX) 1 SW UTC−5(−4DT) N45°18.29′ W85°16.52′ GREEN BAY

669 B S4 **FUEL** 100LL, JET A NOTAM FILE CVX L–31B

RWY 09–27: H4550X75 (ASPH) S–12.5 MIRL 0.6% up W IAP

RWY 09: REIL. PAPI(P4R)—GA 3.0°. Tree.

RWY 27: REIL. PAPI(P4R)–GA 3.0° TCH 31′. Trees.

RWY 04–22: 1280X200 (TURF)

RWY 04: Trees. **RWY 22:** Tree.

AIRPORT REMARKS: Attended dawn–dusk. For fuel dawn–dusk call 231–547–2141. After hrs call 231–547–2058. Rwy 04–22 CLOSED Nov–Apr. Deer and birds on and invof arpt. Rwy 09 preferred rwy for ldg ngts, jets and turboprop acft. Rwy 27 preferred rwy for tkf ngts, jets and turboprop acft. Rwy 09–27 slopes up from E to W. −100′ quarry/mine, 300′ from Rwy 9 thld. ACTIVATE MIRL Rwy 09–27; REIL and PAPI Rwy 09 and Rwy 27—CTAF. Rwy 04–22 marked with 3′ yellow cones. Landing fee. Landing fee waived with minimum fuel purchase.

WEATHER DATA SOURCES: AWOS–3 120 (231) 237–9703.

COMMUNICATIONS: CTAF/UNICOM 122.8

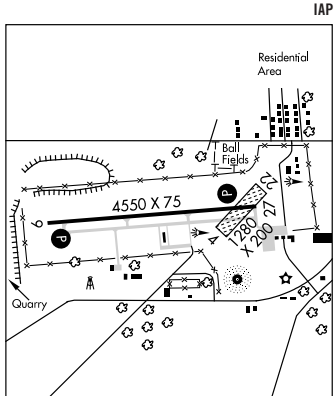
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6 **GCO** 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.

PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 239° 32.4 NM to fld. 840/6W. **HIWAS**

NDB (MHW) 392 CVX N45°18.11′ W85°15.20′ at fld. NOTAM FILE CVX. Unmonitored. NDB unusable byd 15 NM.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.



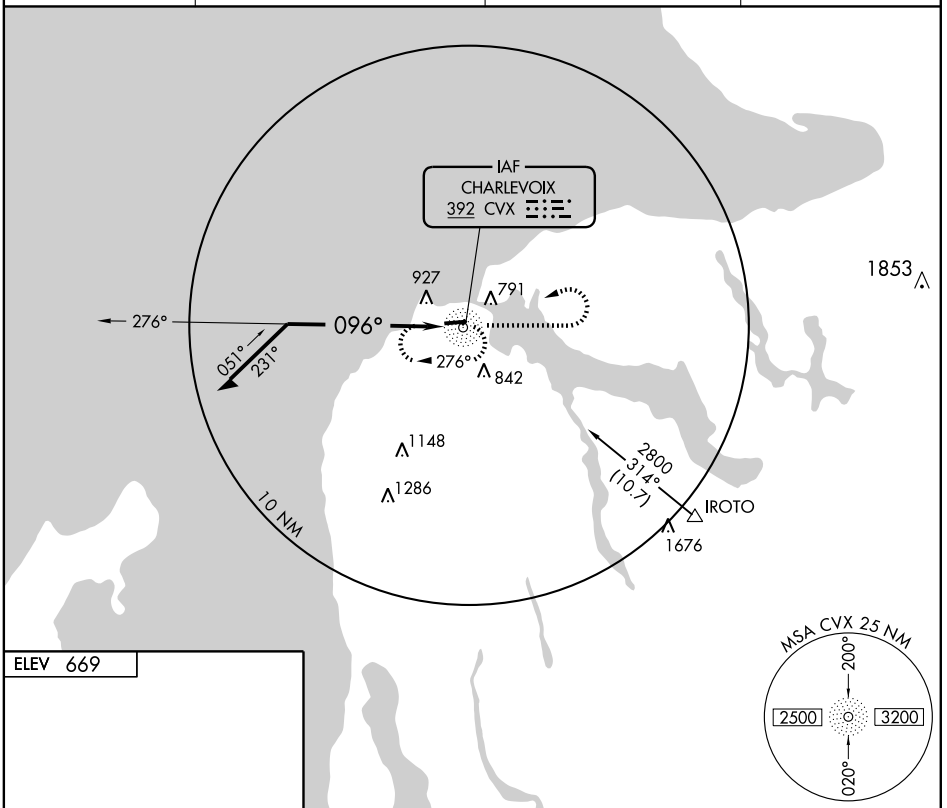
NDB CVX 392	APP CRS 096°	Rwy Idg 4550 TDZE 669 Apt Elev 669

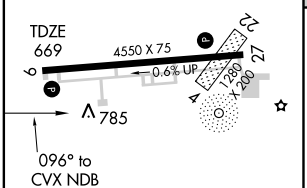
NDB RWY 9
CHARLEVOIX MUNI (CVX)

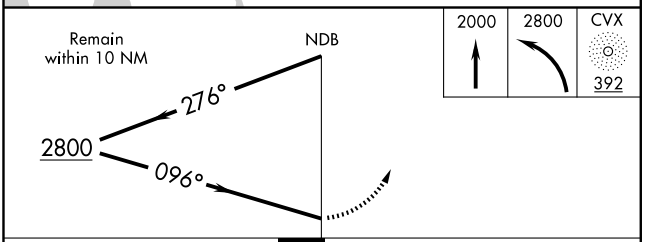
▼ If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 80 feet.
▲ NA Circling to Rwy 4/22 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct CVX NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	134.6 354.05	122.8 (CTAF) L	121.725







REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-9	1340-1 671 (700-1)		1340-2 671 (700-2)	1340-2¼ 671 (700-2¼)
CIRCLING	1340-1 671 (700-1)		1340-2 671 (700-2)	1340-2¼ 671 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

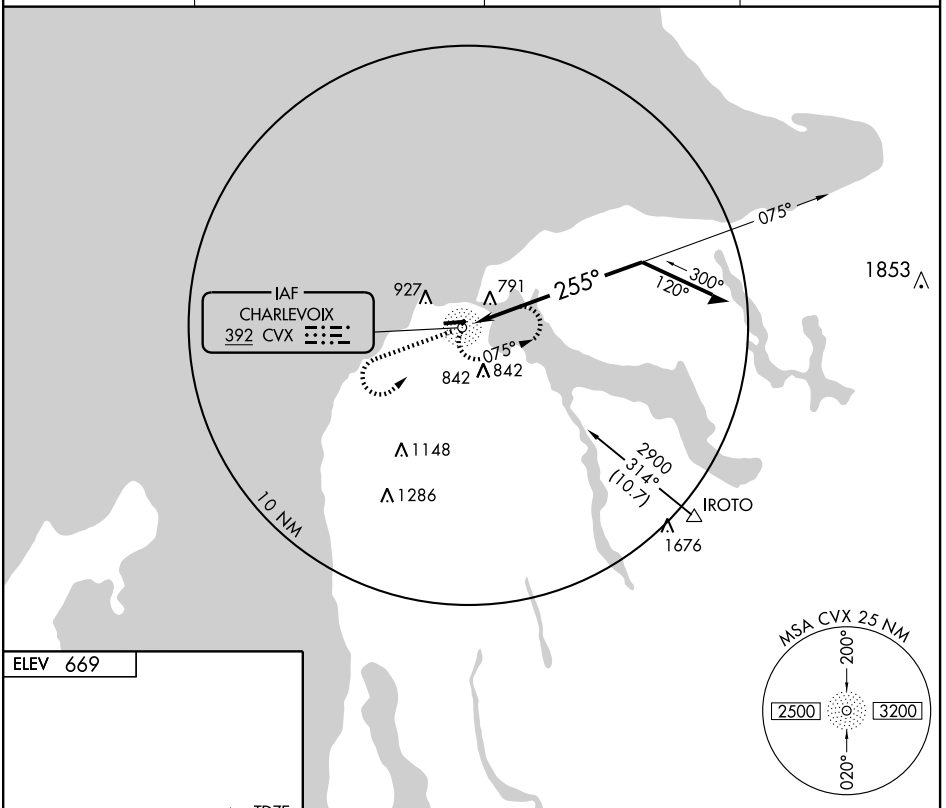
NDB CVX 392	APP CRS 255°	Rwy ldg 4550 TDZE 662 Apt Elev 669

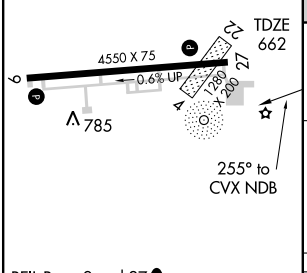
NDB RWY 27
CHARLEVOIX MUNI (CVX)

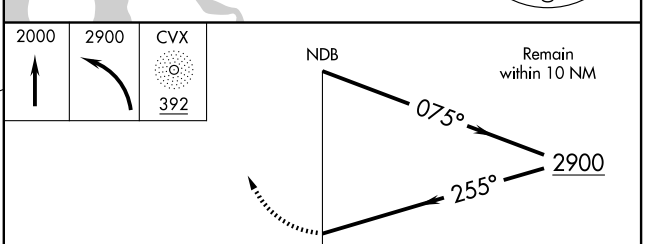
▼ If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 80 feet.
▲ NA Circling to Rwy 4/22 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct CVX NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	134.6 354.05	122.8 (CTAF) L	121.725







REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-27	1460-1 798 (800-1)	1460-1¼ 798 (800-1¼)	1460-2¼ 798 (800-2¼)	1460-2½ 798 (800-2½)
CIRCLING	1460-1 791 (800-1)	1460-1¼ 791 (800-1¼)	1460-2¼ 791 (800-2¼)	1460-2½ 791 (800-2½)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

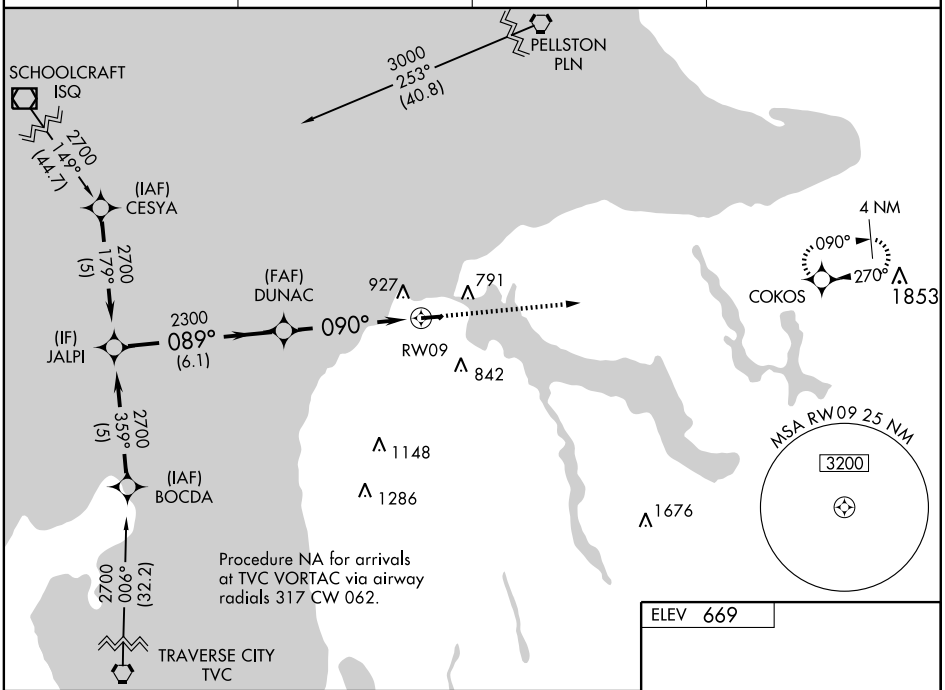
WAAS	APP CRS	Rwy Idg	4550
CH 97708	090°	TDZE	669
W09A		Apt Elev	669

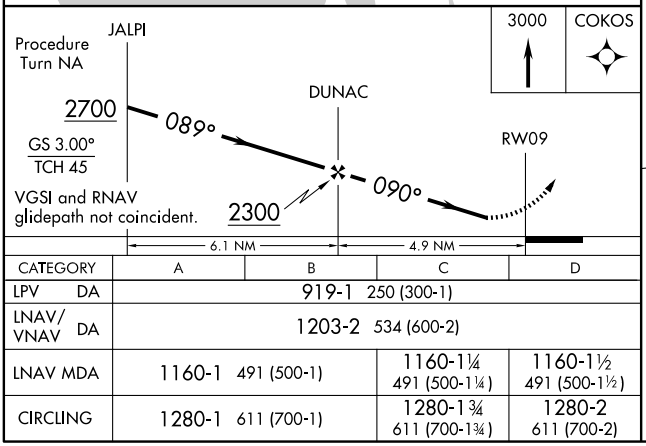
RNAV (GPS) RWY 9
CHARLEVOIX MUNI (CVX)

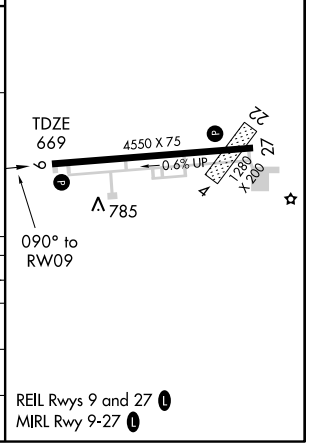
Circling to Rwy 4/22 NA at night. Baro-VNAV NA when using Pellston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pellston altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COKOS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	134.6 354.05	122.8 (CTAF) L	121.725







CATEGORY	A	B	C	D
LPV DA	919-1 250 (300-1)			
LNAV/VNAV DA	1203-2 534 (600-2)			
LNAV MDA	1160-1 491 (500-1)		1160-1¼ 491 (500-1¼)	1160-1½ 491 (500-1½)
CIRCLING	1280-1 611 (700-1)		1280-1¾ 611 (700-1¾)	1280-2 611 (700-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

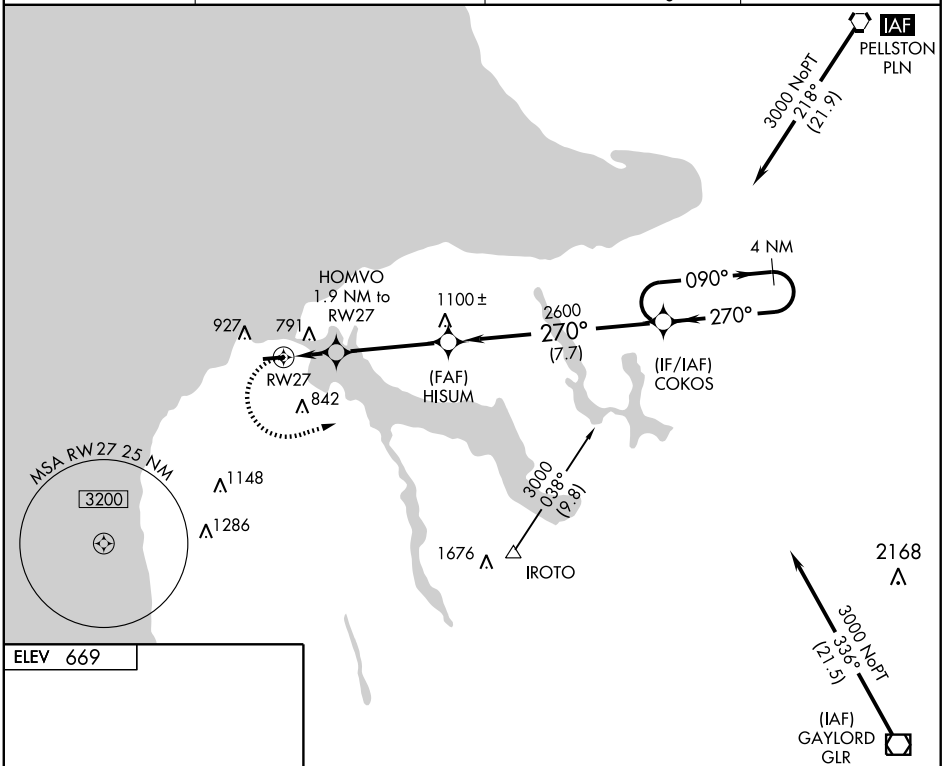
APP CRS	Rwy Idg	4550
270°	TDZE	662
	Apt Elev	669

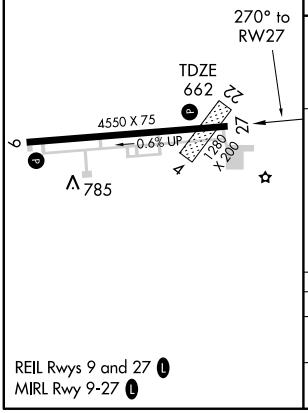
RNAV (GPS) RWY 27
CHARLEVOIX MUNI (CVX)

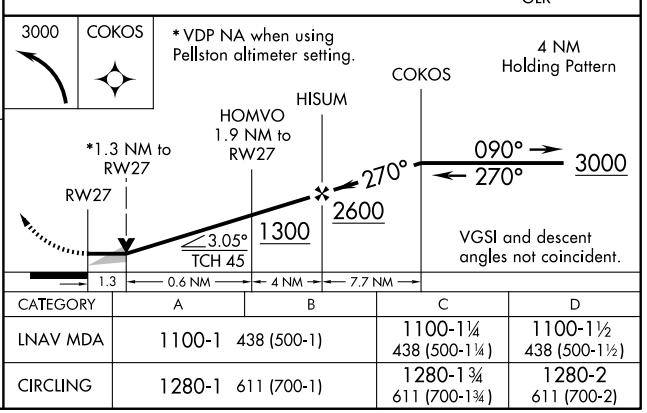
If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 80 feet.
DME/DME RNP-0.3 NA. Circling to Rwy 4/22 NA at night.
IAF ARM APPROACH MODE PRIOR TO IAf.

MISSED APPROACH: Climbing left turn to 3000 direct COKOS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	134.6 354.05	122.8 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	1100-1 438 (500-1)		1100-1¼ 438 (500-1¼)	1100-1½ 438 (500-1½)
CIRCLING	1280-1 611 (700-1)		1280-1¾ 611 (700-1¾)	1280-2 611 (700-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

CHARLOTTE

FITCH H BEACH (FPK) 2 NE UTC−5(−4DT) N42°34.47′ W84°48.69′

DETROIT
L–28J
IAP

891 B S4 **FUEL** 100LL NOTAM FILE FPK

RWY 02–20: H3500X75 (CONC) S–26 MIRL 0.3% up NE

RWY 02: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

RWY 20: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Pole.

RWY 14–32: 2318X100 (TURF)

RWY 14: Thld dsplcd 575′. Trees.

RWY 32: Thld dsplcd 189′. Road.

AIRPORT REMARKS: Attended 1300Z‡—dusk. Military helicopter ops on and invof arpt, particularly at ngt. Be alert occasional deer on rwys. Rwy 14–32 CLOSED Dec–Mar and when snow covered. Rwy 14–32 thlds and dsplcd thlds marked with 3′ yellow cones. ACTIVATE MIRL Rwy 02–20; REIL and PAPI Rwy 02 and 20—CTAF.

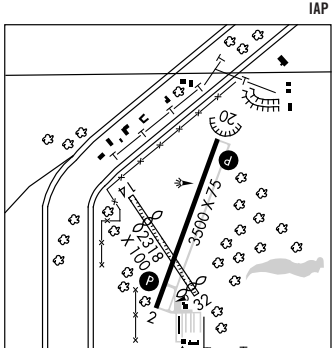
WEATHER DATA SOURCES: AWOS–3 118.075 (517) 543–2288.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **LANSING APP/DEP CON** 118.65

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 216° 9.9 NM to fld. 887/5W.



WEND VALLEY (49G) 3 NW UTC−5(−4DT) N42°34.75′ W84°54.50′

DETROIT

859 NOTAM FILE LAN

RWY 18–36: 1800X100 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended irregularly. No snow removal on Rwy 18–36. Arpt CLOSED Dec–Mar and when snow covered. Ultralight activity on and invof arpt. +30′ p–line north end rwy. Rwy 18 and dsplcd thld marked with 3′ yellow cones.

COMMUNICATIONS: CTAF 122.9

CHEBOYGAN

CHEBOYGAN CO (SLH) 2 W UTC−5(−4DT) N45°39.22′ W84°31.16′

LAKE HURON
L–31C
IAP

640 B S4 **FUEL** 100LL, JET A NOTAM FILE SLH

RWY 10–28: H4005X75 (ASPH) S–23, D–34, 2D–60 MIRL 0.3% up W

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 25′. Road.

RWY 28: REIL. PAPI(P2L)—GA 4.0° TCH 25′. Trees.

RWY 16–34: 1600X75 (TURF)

RWY 34: Thld dsplcd 500′.

AIRPORT REMARKS: Attended 1300–2200Z‡. 100LL 24 hr self–serve. For Jet A after hrs call 231–627–7921, 231–420–0334. Deer and birds on and invof arpt. Rwy 16–34 CLOSED Dec–Mar and when snow covered. Rwy 16–34 soft when wet. Rwy 16 rwy and dsplcd thld marked with 3′ yellow cones. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—122.5.

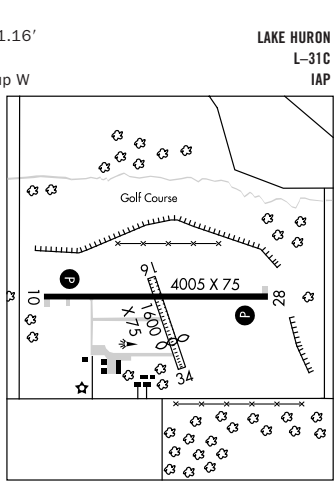
WEATHER DATA SOURCES: AWOS–3 118.175 (231) 627–4671.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.

PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 083° 6.3 NM to fld. 840/6W. **HIWAS**



APP CRS	Rwy Idg	3500
204°	TDZE	891
	Apt Elev	891

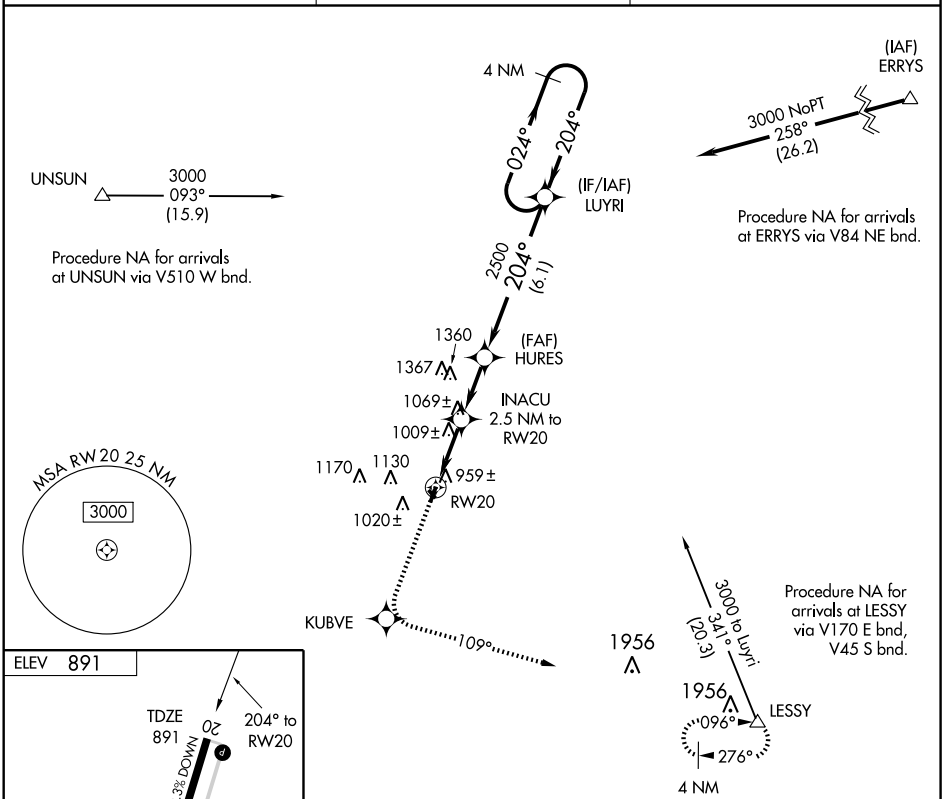
RNAV (GPS) RWY 20

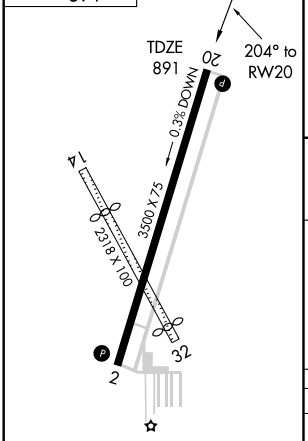
CHARLOTTE / FITCH H. BEACH (FPK)

If local altimeter setting not received, use Capital Region Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

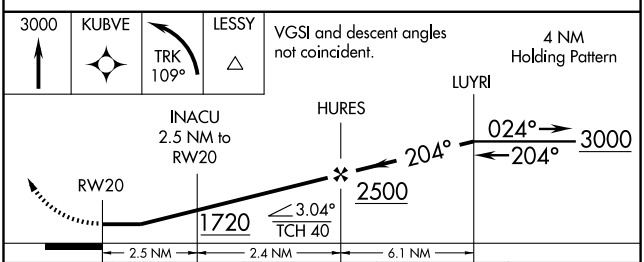
MISSED APPROACH: Climb to 3000 direct KUBVE and left turn via 109° track to LESSY and hold.

AWOS-3	LANSING APP CON	UNICOM
118.075	118.65 226.4	123.0 (CTAF) L





MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 409 (500-1)		1300-1¼ 409 (500-1¼)	NA
CIRCLING	1420-1 529 (600-1)	1480-1 589 (600-1)	1480-1½ 589 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LAN	APP CRS	Rwy Idg	3500
110.8	216°	TDZE	891
Chan 45		Apt Elev	891

VOR or GPS RWY 20

CHARLOTTE / FITCH H. BEACH (FPK)

T
A NA

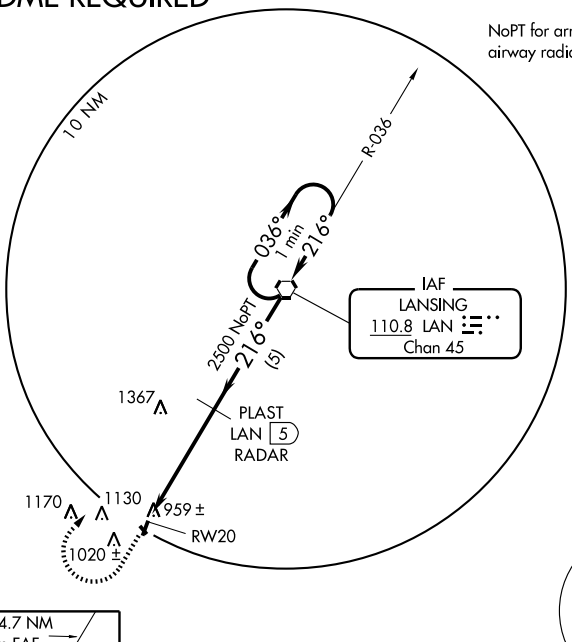
Use Lansing altimeter setting.

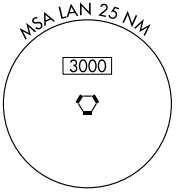
MISSED APPROACH: Climb to 2500 via LAN R-216 then right turn direct LAN VORTAC and hold.

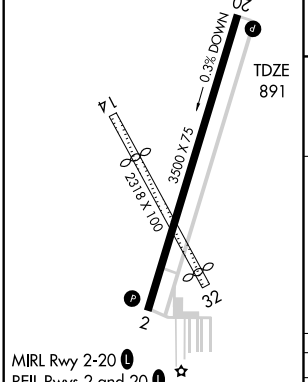
AWOS-3	LANSING APP CON	UNICOM
118.075	118.65 226.4	123.0 (CTAF) L

RADAR or DME REQUIRED

NoPT for arrivals on LAN VORTAC airway radials 324 CW 115.



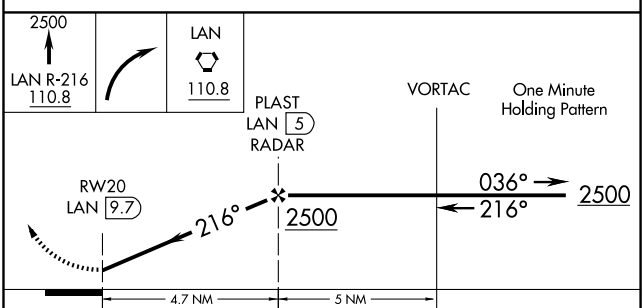




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1956



CATEGORY	A	B	C	D
S-20	1400-1 509 (600-1)		1400-1½ 509 (600-1½)	NA
CIRCLING	1460-1 569 (600-1)	1520-1 629 (700-1)	1520-1¾ 629 (700-1¾)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

CHARLOTTE

FITCH H BEACH (FPK) 2 NE UTC−5(−4DT) N42°34.47′ W84°48.69′

DETROIT
L–28J
IAP

891 B S4 **FUEL** 100LL NOTAM FILE FPK

RWY 02–20: H3500X75 (CONC) S–26 MIRL 0.3% up NE

RWY 02: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

RWY 20: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Pole.

RWY 14–32: 2318X100 (TURF)

RWY 14: Thld dsplcd 575′. Trees.

RWY 32: Thld dsplcd 189′. Road.

AIRPORT REMARKS: Attended 1300Z‡—dusk. Military helicopter ops on and invof arpt, particularly at ngt. Be alert occasional deer on rwys. Rwy 14–32 CLOSED Dec–Mar and when snow covered. Rwy 14–32 thlds and dsplcd thlds marked with 3′ yellow cones. ACTIVATE MIRL Rwy 02–20; REIL and PAPI Rwy 02 and 20—CTAF.

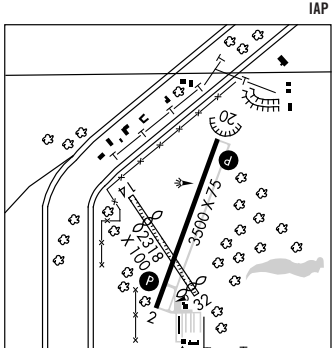
WEATHER DATA SOURCES: AWOS–3 118.075 (517) 543–2288.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **LANSING APP/DEP CON** 118.65

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 216° 9.9 NM to fld. 887/5W.



WEND VALLEY (49G) 3 NW UTC−5(−4DT) N42°34.75′ W84°54.50′

DETROIT

859 NOTAM FILE LAN

RWY 18–36: 1800X100 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended irregularly. No snow removal on Rwy 18–36. Arpt CLOSED Dec–Mar and when snow covered. Ultralight activity on and invof arpt. +30′ p–line north end rwy. Rwy 18 and dsplcd thld marked with 3′ yellow cones.

COMMUNICATIONS: CTAF 122.9

CHEBOYGAN

CHEBOYGAN CO (SLH) 2 W UTC−5(−4DT) N45°39.22′ W84°31.16′

LAKE HURON
L–31C
IAP

640 B S4 **FUEL** 100LL, JET A NOTAM FILE SLH

RWY 10–28: H4005X75 (ASPH) S–23, D–34, 2D–60 MIRL 0.3% up W

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 25′. Road.

RWY 28: REIL. PAPI(P2L)—GA 4.0° TCH 25′. Trees.

RWY 16–34: 1600X75 (TURF)

RWY 34: Thld dsplcd 500′.

AIRPORT REMARKS: Attended 1300–2200Z‡. 100LL 24 hr self–serve. For Jet A after hrs call 231–627–7921, 231–420–0334. Deer and birds on and invof arpt. Rwy 16–34 CLOSED Dec–Mar and when snow covered. Rwy 16–34 soft when wet. Rwy 16 rwy and dsplcd thld marked with 3′ yellow cones. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—122.5.

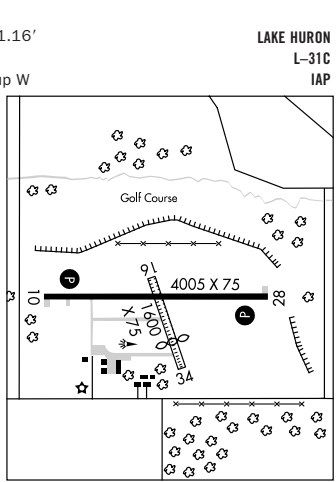
WEATHER DATA SOURCES: AWOS–3 118.175 (231) 627–4671.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.

PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 083° 6.3 NM to fld. 840/6W. **HIWAS**



APP CRS	Rwy Idg	4005
096°	TDZE	641
	Apt Elev	641

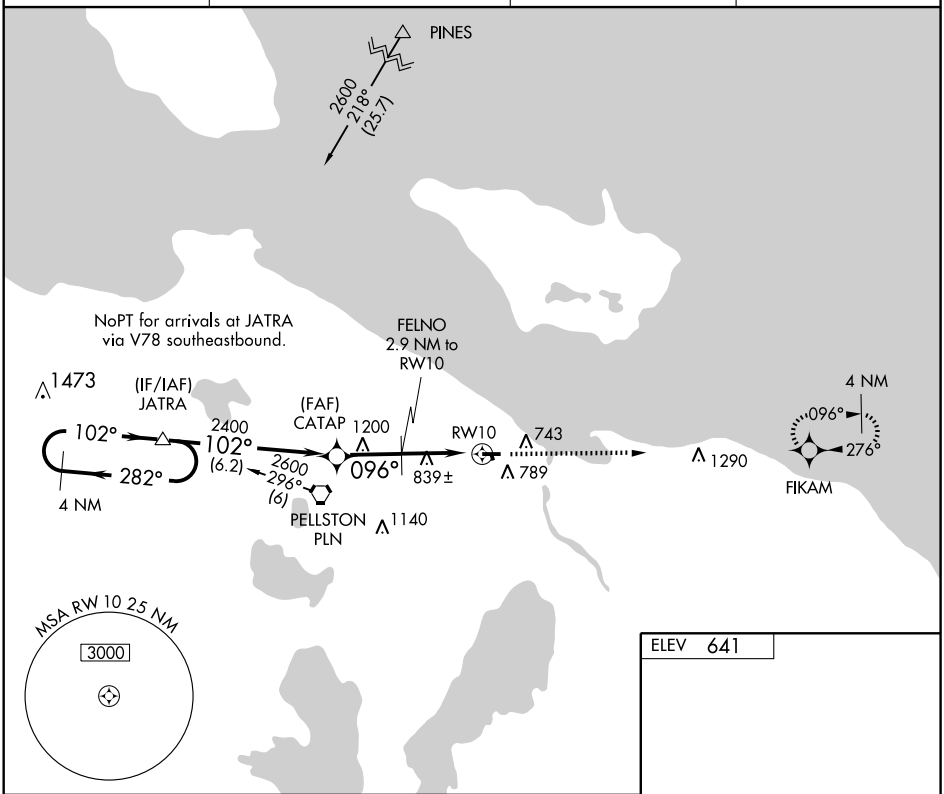
RNAV (GPS) RWY 10
CHEBOYGAN COUNTY (SLH)

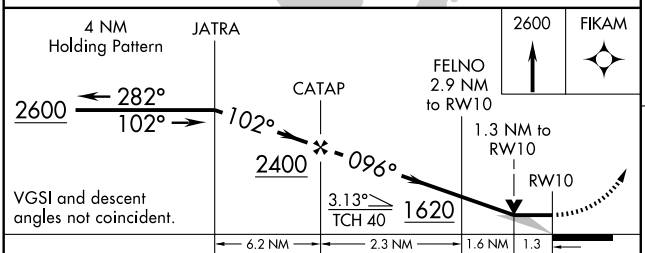
▼ NA

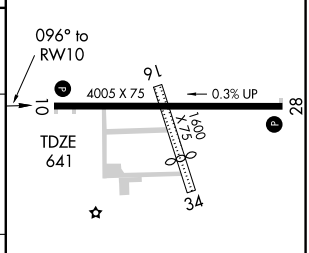
If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 60 feet.
DME/DME RNP -0.3 NA.
VDP NA with Pellston altimeter setting.

MISSED APPROACH: Climb to 2600 direct FIKAM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.175	134.6 354.05	122.8 (CTAF)	122.5 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 459 (500-1)		1100-1¼ 459 (500-1¼)	NA
CIRCLING	1140-1 499 (500-1)		1140-1½ 499 (500-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

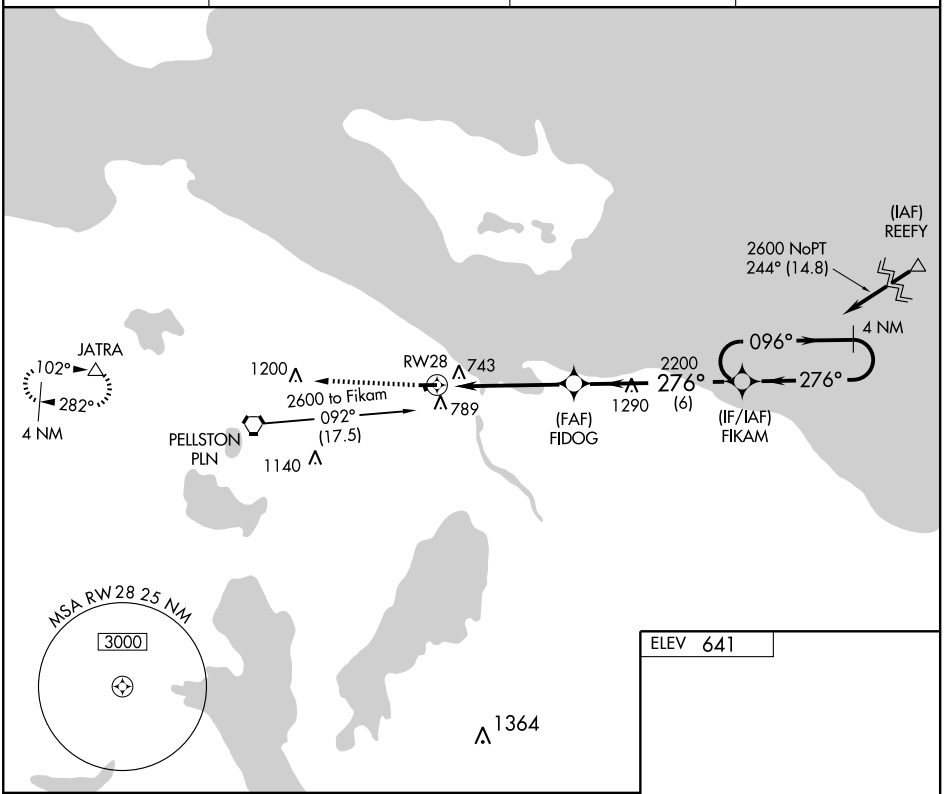
APP CRS	Rwy Idg	4005
276°	TDZE	641
	Apt Elev	641

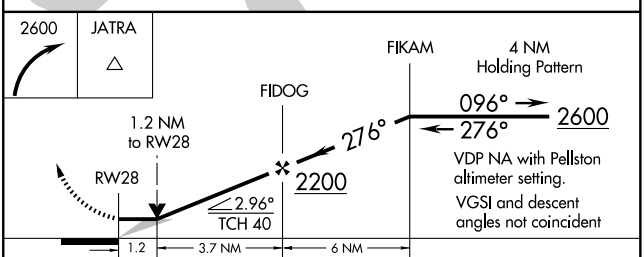
RNAV (GPS) RWY 28
CHEBOYGAN COUNTY (SLH)

If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 60 feet. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

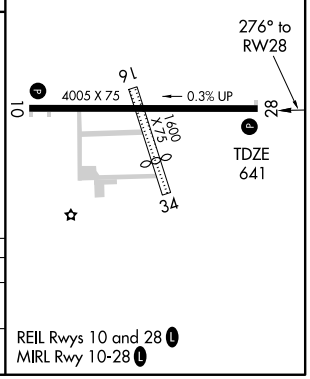
MISSED APPROACH: Climbing right turn to 2600 direct JATRA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.175	134.6 354.05	122.8 (CTAF)	122.5 L





CATEGORY	A	B	C	D
LNAV MDA	1060-1 419 (500-1)		1060-1¼ 419 (500-1¼)	NA
CIRCLING	1140-1 499 (500-1)		1140-1½ 499 (500-1½)	NA



REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PLN	APP CRS	Rwy Idg	4005
111.8	082°	TDZE	641
Chan 55		Apt Elev	641

VOR RWY 10

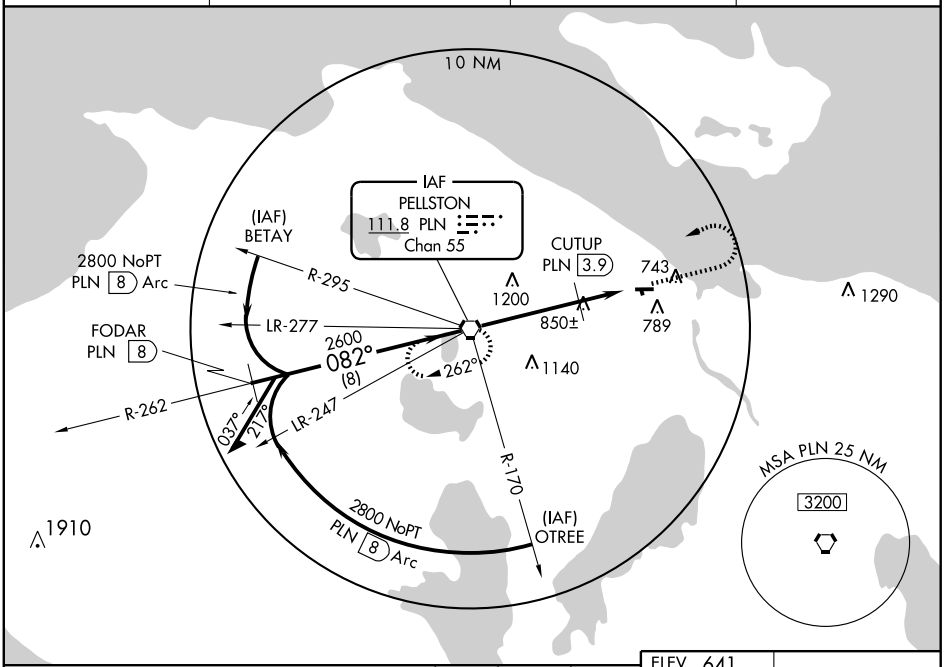
CHEBOYGAN COUNTY (SLH)

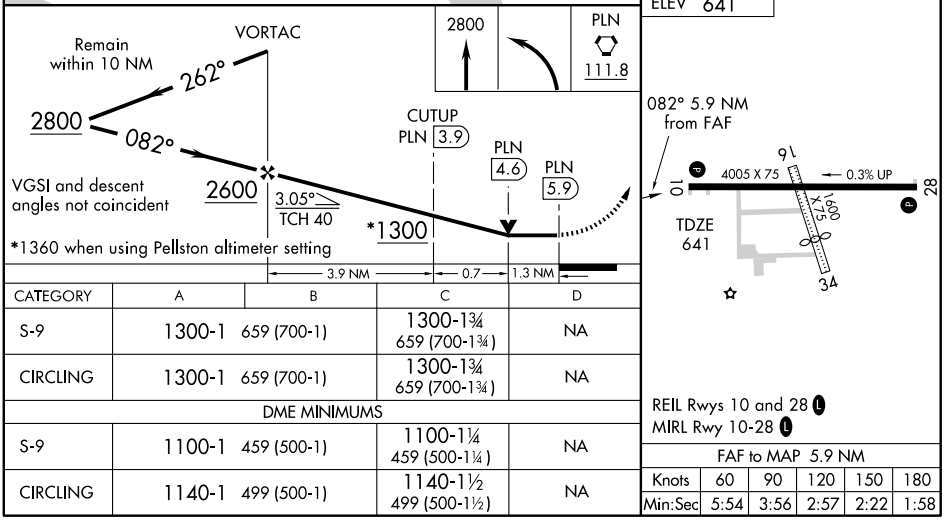
If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 60 feet.
VDP NA when using Pellston altimeter setting.

NA

MISSED APPROACH: Climb to 2800 then left turn direct PLN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.175	134.6 354.05	122.8 (CTAF)	122.5 L





CATEGORY	A	B	C	D
S-9	1300-1	659 (700-1)	1300-1¾ 659 (700-1¾)	NA
CIRCLING	1300-1	659 (700-1)	1300-1¾ 659 (700-1¾)	NA
DME MINIMUMS				
S-9	1100-1	459 (500-1)	1100-1¼ 459 (500-1¼)	NA
CIRCLING	1140-1	499 (500-1)	1140-1½ 499 (500-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

HOFFMAN'S BLACK MOUNTAIN AERODROME (2M7) 11 SE UTC−5(−4DT) **LAKE HURON**
N45°31.92′ W84°18.48′
677 S4 NOTAM FILE LAN
RWY 15–33: 2800X90 (TURF)
RWY 15: Thld dsplcd 1200′. Trees. **RWY 33:** Thld dsplcd 900′. Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 15–33 ditch on both sides of rwy. Rwy 15–33 soft when wet. Call 231–627–2418 to confirm rwy conditions. Rwy rough, uneven, tire ruts. Rwy 15–33 edges and dsplcd thlds are marked with yellow cones.
COMMUNICATIONS: CTAF/UNICOM 122.8

CHERRY CAPITAL (See TRAVERSE CITY)

CHESANING

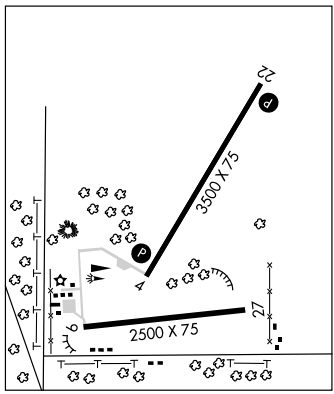
HOWARD NIXON MEML (5ØG) 1 W UTC−5(−4DT) N43°10.99′ W84°08.00′ **DETROIT**
644 NOTAM FILE LAN
RWY 18–36: 2582X150 (TURF) LIRL
RWY 18: Thld dsplcd 400′. Trees. **RWY 36:** Thld dsplcd 796′. Trees.
RWY 09–27: 2060X150 (TURF)
RWY 09: Trees. **RWY 27:** Thld dsplcd 800′. Trees.
AIRPORT REMARKS: Attended irregularly. No winter snow removal. Rwy 18–36 marked with 3′ yellow cones including dsplcd thlds. Rwy 09–27 marked with 3′ cones including dsplcd thlds. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9

CHIPPEWA CO INTL (See SAULT STE MARIE)

CIRCLE U HELIPORT (See CARSONVILLE)

CLAM LAKE N44°53.96′ W85°14.38′ NOTAM FILE ACB. **GREEN BAY**
NDB (MHW) 251 CXK 023° 5.6 NM to Antrim Co. Unmonitored. **L–31B**

CLARE MUNI (48D) 1 E UTC−5(−4DT) N43°50.07′ W84°44.41′ **DETROIT**
857 B **FUEL** 100LL NOTAM FILE LAN **L–28J, 31C**
RWY 04–22: H3500X75 (ASPH) MIRL 0.9% up NE **IAP**
RWY 04: REIL. PAPI(P4L)—GA 4.0° TCH 35′. Trees.
RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 09–27: H2500X75 (ASPH) S–20 MIRL
RWY 09: Trees. **RWY 27:** Fence.
AIRPORT REMARKS: Attended irregularly. 24 hour self serve fuel avbl with credit card. Deer on and invof arpt. Rwy 22 REIL OTS indef. ACTIVATE MIRL Rwy 04–22, Rwy 09–27, REIL Rwy 04 and Rwy 22 and PAPI Rwy 04 and Rwy 22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1130–0400Z‡)
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
MOUNT PLEASANT (L) VORW/DME 110.6 MOP Chan 43 N43°37.37′ W84°44.24′ 004° 12.7 NM to fld. 752/5W.



CLARE CO (See HARRISON)

CLINTON

HONEY ACRES (7N4) 1 W UTC−5(−4DT) N42°04.67′ W83°59.16′ **DETROIT**
820 NOTAM FILE LAN **COPTER**
RWY 18–36: 3800X90 (TURF)
RWY 18: Thld dsplcd 600′. Tree. **RWY 36:** Thld dsplcd 600′. Bldg.
AIRPORT REMARKS: Attended irregularly. Rwy 36, +18′ p–line 430′ from thld marked with orange balls. Rwy 18–36 thlds and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

VOR/DME MOP	APP CRS	Rwy Idg	N/A
110.6	004°	TDZE	N/A
Chan 43		Apt Elev	857

VOR or GPS-A

CLARE MUNI (48D)

NA

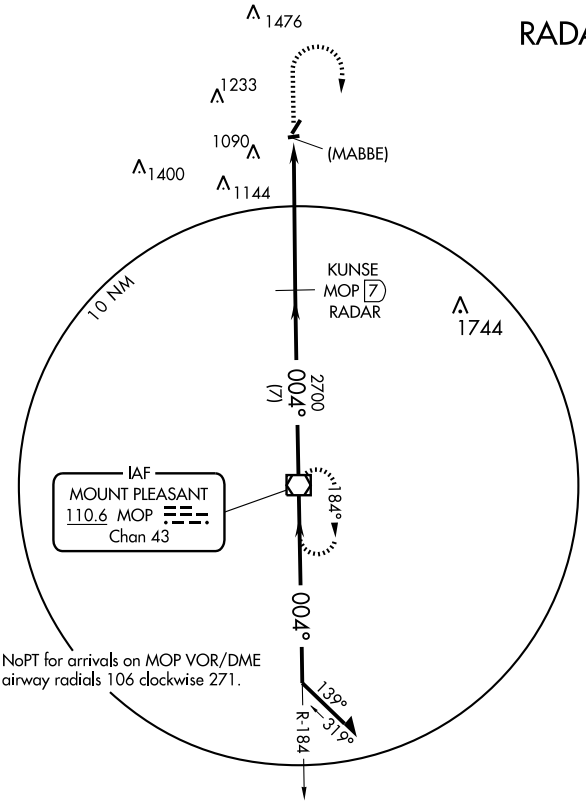
Use Saginaw altimeter setting.

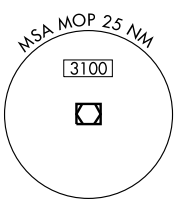
MISSED APPROACH: Climb to 2700, then right turn direct MOP VOR/DME and hold.

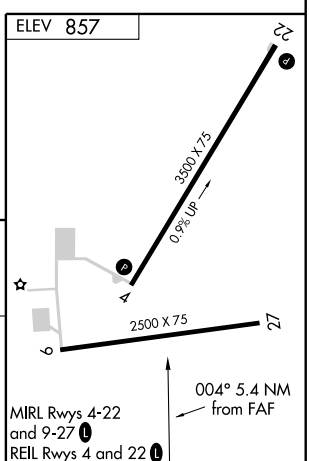
SAGINAW APP CON ★
126.45 235.625

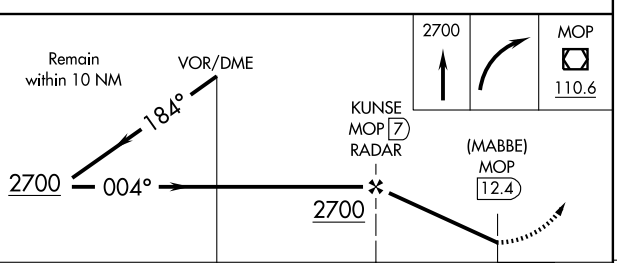
UNICOM
122.8 (CTAF) L

RADAR or DME REQUIRED









CATEGORY	A	B	C	D
CIRCLING	1580-1	723 (800-1)	NA	

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-1, 21 OCT 2010 to 18 NOV 2010

CLIO

CAGNEY (51G) 3 SW UTC−5(−4DT) N43°08.58′ W83°47.75′ **DETROIT**

722 S4 TPA—1722(1000) NOTAM FILE LAN

RWY 03–21: 1933X100 (TURF)

RWY 03: Trees. **RWY 21:** Tree.

RWY 14–32: 1895X140 (TURF)

RWY 14: Tree. **RWY 32:** Trees.

RWY 18–36: 1802X100 (TURF)

RWY 18: Thld dsplcd 500′. Trees. **RWY 36:** Thld dsplcd 358′. Trees.

AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. Rwy 03–21, Rwy 14–32 and Rwy 18–36 rough. Glider ops left and rgt tfc to all rwys. Rwy 32 apch end wet in spring after rain. Rwy 18–36 marked with yellow cones. Rwy 03–21 and Rwy 14–32 irregularly defined by mowing. Rwys 03–21 and 14–32 local use only. Check NOTAMS for rwy condition winter months–no snow removal.

COMMUNICATIONS: CTAF 122.9

COLDWATER

BRANCH CO MEML (OEB) 3 W UTC−5(−4DT) N41°56.01′ W85°03.14′ **CHICAGO**

959 B S4 **FUEL** 100LL, JET A NOTAM FILE OEB **H–5E, 10F, L–28I**

IAP

RWY 07–25: H5350X75 (ASPH) S–20 MIRL

RWY 07: PAPI(P2L)—GA 3.0° TCH 32′. Trees.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.

RWY 04–22: H3500X75 (ASPH) S–18 MIRL

RWY 04: Tree. **RWY 22:** Tree.

RWY 16–34: 2400X190 (TURF)

RWY 16: Thld dsplcd 595′. Trees. **RWY 34:** Trees.

AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt. 24 hr self svc fuel with major credit card. Rwy 07–25 plowed winter months. Call arpt manager at 517–617–7145 for conditions. Admin building access–depress V, then simultaneous III–II, then I. Preferred calm wind Rwy 25. ACTIVATE MIRL Rwy 04–22 and Rwy 07–25 and REIL Rwy 25—CTAF. Rwy 16 and dsplcd thld marked with 3′ yellow cones.

WEATHER DATA SOURCES: AWOS–3 118.125 (517) 279–1810.

COMMUNICATIONS: CTAF/UNICOM 122.7

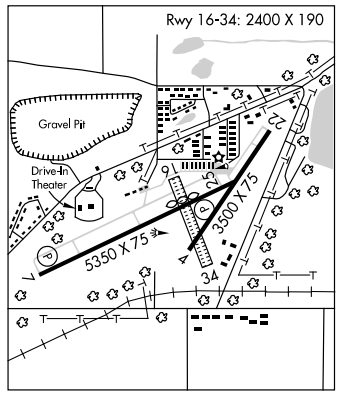
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)

Ⓡ **KALAMAZOO APP/DEP CON** 121.2 (1100–0400Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 244° 15 NM to fld. 1040/05W.



COLEMAN A. YOUNG MUNI (See DETROIT)

COWLEY FLD (See SANDUSKY)

CROSWELL

ARNOLD FLD (55G) 2 NE UTC−5(−4DT) N43°17.87′ W82°36.40′ **DETROIT**

780 NOTAM FILE LAN

RWY 18–36: 2585X140 (TURF)

RWY 18: Thld dsplcd 500′. Trees. **RWY 36:** Thld dsplcd 470′. P–line.

RWY 07–25: 2570X75 (TURF)

RWY 07: Thld dsplcd 540′. P–line. **RWY 25:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar. Winter ops skis only. Rwy 18–36 marked with cones, dsplcd thld marked three 12 inch yellow cones each side. Rwy 07 dsplcd thld marked with 3′ boards, Rwy 07–25 thlds defined by mowing.

COMMUNICATIONS: CTAF/UNICOM 122.8

WAAS CH 56506 W07A	APP CRS 069°	Rwy ldg 5350 TDZE 959 Apt Elev 959

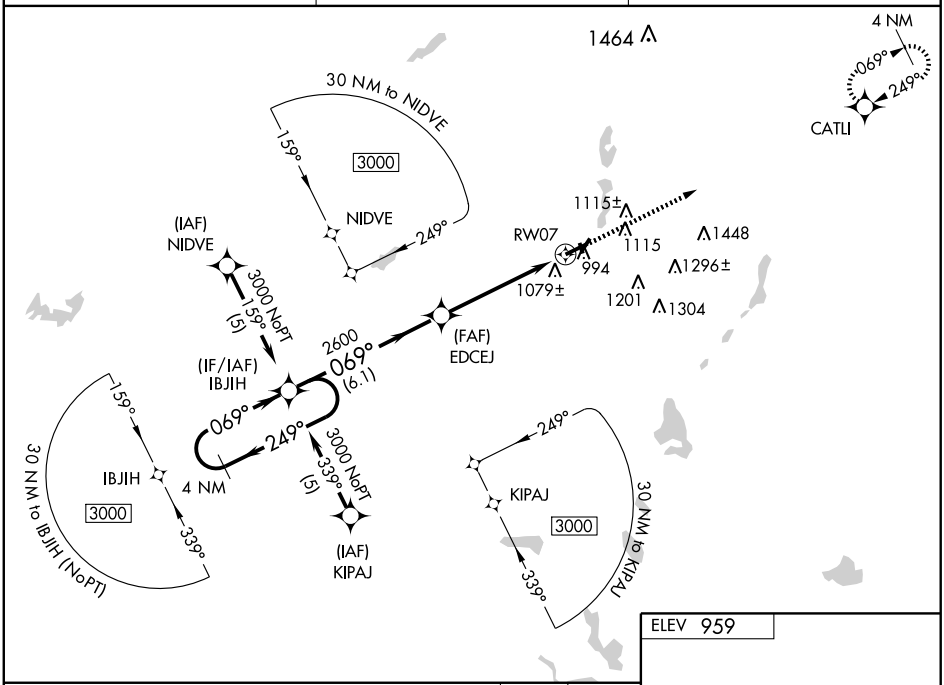
RNAV (GPS) RWY 7

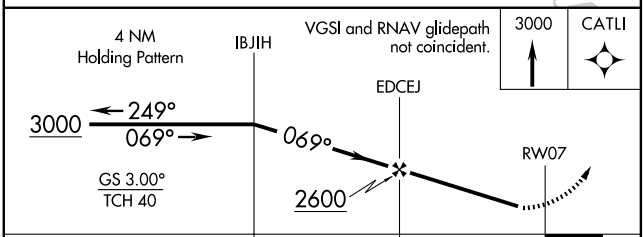
COLDWATER/BRANCH COUNTY MEMORIAL (OEB)

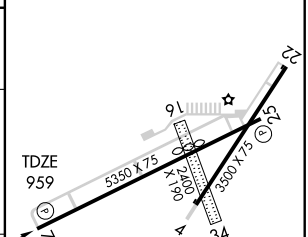
When local altimeter setting not received, use Sturgis altimeter setting and increase all DAs 48 feet and LPV visibility ¼ mile all Cats and all MDAs 60 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Sturgis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 16-34 NA.

MISSED APPROACH: Climb to 3000 direct CATLI and hold.

AWOS-3	KALAMAZOO APP CON ★	UNICOM
118.125	121.2 340.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1307-1¼	348 (400-1¼)		NA
LNAV/VNAV DA	1418-1¾	459 (500-1¾)		NA
LNAV MDA	1420-1	461 (500-1)	1420-1¼ 461 (500-1¼)	NA
CIRCLING	1420-1	461 (500-1)	1480-1½ 521 (600-1½)	NA

MIRL Rwys 4-22 and 7-25 L
REIL Rwy 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5350
CH 99606	249°	TDZE	959
W25A		Apt Elev	959

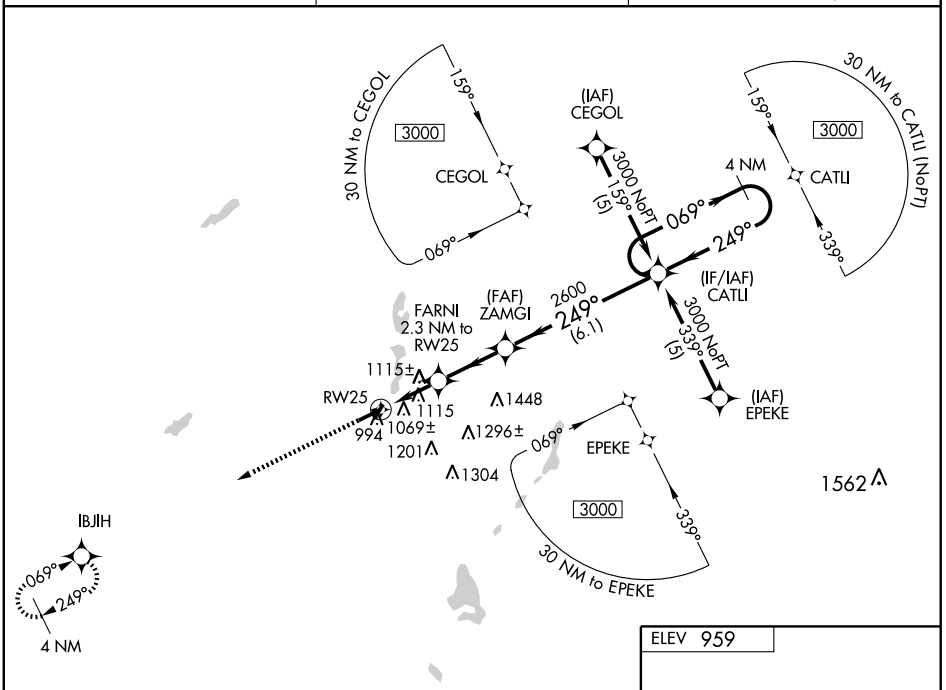
RNAV (GPS) RWY 25

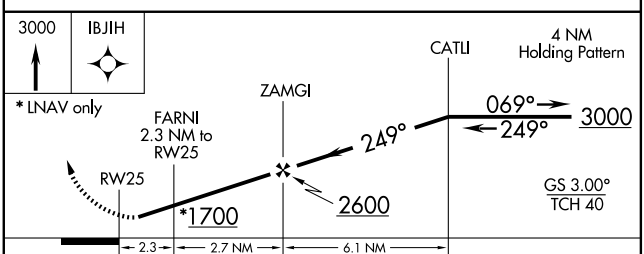
COLDWATER/BRANCH COUNTY MEMORIAL (OEB)

When local altimeter setting not received, use Sturgis altimeter setting and increase all DAs 48 feet and LPV visibility ¼ mile all Cats and all MDAs 60 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Sturgis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 16-34 NA.

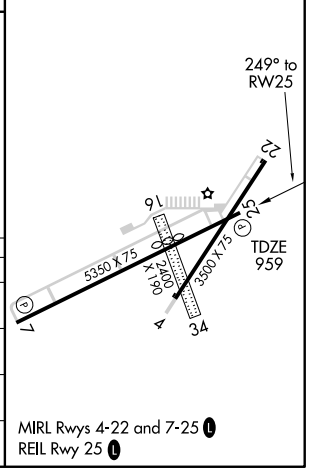
MISSED APPROACH: Climb to 3000 direct IBJIH and hold.

AWOS-3	KALAMAZOO APP CON ★	UNICOM
118.125	121.2 340.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1306-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1424-1¾	465 (500-1¾)		NA
LNAV MDA	1420-1	461 (500-1)	1420-1¼ 461 (500-1¼)	NA
CIRCLING	1420-1	461 (500-1)	1480-1½ 521 (600-1½)	NA



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME LFD 111.2 Chan 49	APP CRS 244°	Rwy Idg 5350 TDZE 959 Apt Elev 959

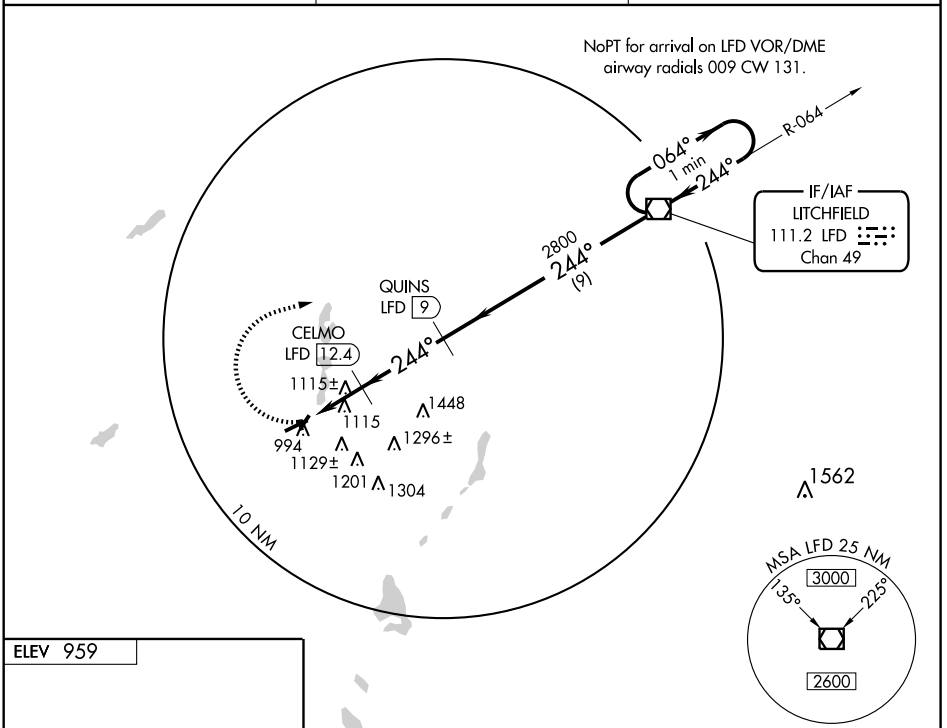
VOR/DME RWY 25

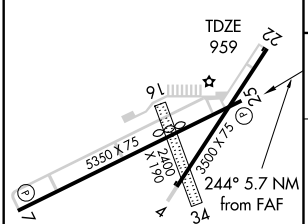
COLDWATER/ BRANCH COUNTY MEMORIAL (OEB)

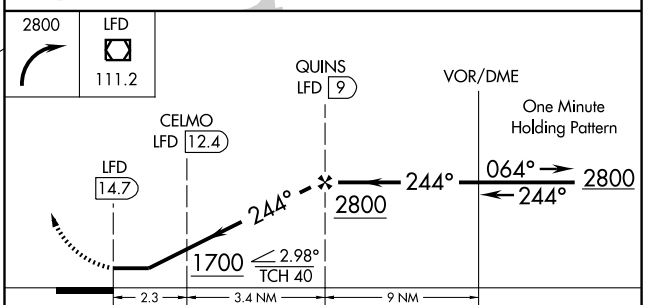
When local altimeter setting not received, use Sturgis altimeter setting and increase all MDAs 60 feet and S-25 Cat C visibility ¼ mile. Circling to Rwy 16-34 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2800 direct LFD VOR/DME and hold.

AWOS-3	KALAMAZOO APP CON ★	UNICOM
118.125	121.2 340.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-25	1420 - 1	461 (500-1)	1420 - 1¼ 461 (500-1¼)	NA
CIRCLING	1420 - 1	461 (500-1)	1480 - 1½ 521 (600-1½)	NA

MIRL Rwys 4-22 and 7-25 L
REIL Rwy 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME LFD 111.2 Chan 49	APP CRS 064°	Rwy Idg 5350 TDZE 959 Apt Elev 959

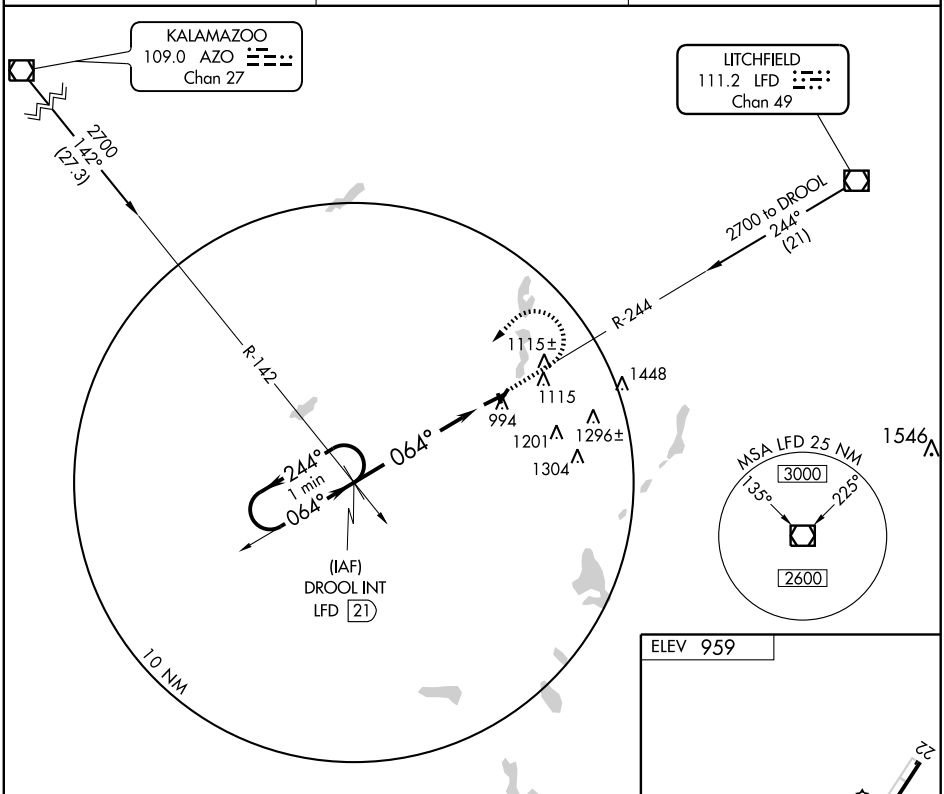
VOR RWY 7

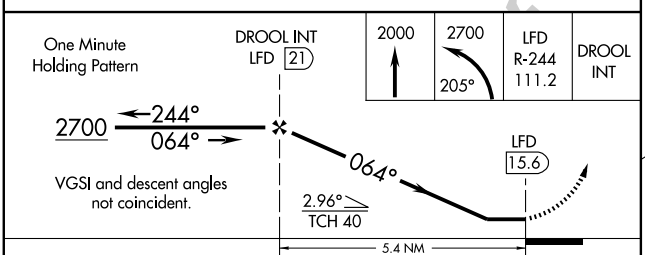
COLDWATER / BRANCH COUNTY MEMORIAL (OEB)

When local altimeter setting not received, use Sturgis altimeter setting and increase all MDAs 60 feet and S-7 Cat C visibility ¼ mile. Circling to Rwy 16-34 NA. Visibility reduction by helicopters NA.

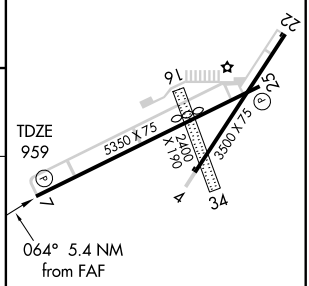
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 via heading 205° and LFD R-244 to DROOL INT/LFD 21 DME and hold.

AWOS-3	KALAMAZOO APP CON ★	UNICOM
118.125	121.2 340.9	122.7 (CTAF) L





2000	2700 205°	LFD R-244 111.2	DROOL INT



MIRL Rwys 4-22 and 7-25 L
REIL Rwy 25 L

CATEGORY	A	B	C	D
S-7	1440-1	481 (500-1)	1440-1¼ 481 (500-1¼)	NA
CIRCLING	1440-1	481 (500-1)	1480-1½ 521 (600-1½)	NA

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

CRYSTAL FALLS

IRON CO (5ØD) 6 SE UTC−6(−5DT) N46°00.54′ W88°16.44′ **GREEN BAY**
1340 B NOTAM FILE GRB **L–31A**

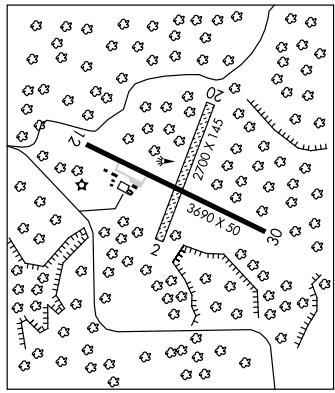
RWY 12–30: H3690X50 (ASPH) MIRL (NSTD)
RWY 12: Trees **RWY 30:** Trees
RWY 02–20: 2700X145 (TURF)
RWY 02: Trees **RWY 20:** Trees

AIRPORT REMARKS: Unattended. No snow removal. Deer on and invof arpt. Rwy 12–30 has crumbled, has numerous cracks and vegetation in pavement. Rwy 12–30 numerous cracks in pavement. Rwy 02–20 MIRL NSTD; 36′ from rwy edge. Rwy 02 also 92′ tree; 2300′ distance; apch ratio 25:1, based on straight out. ACTIVATE NSTD MIRL Rwy 12–30—121.7. Rwy 02–20 marked with 3′ yellow cones. Rwy paint markings have failed.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IMT.

IRON MOUNTAIN (L) VOR/DME 111.2 IMT Chan 49 N45°48.96′ W88°06.73′ 332° 13.4 NM to fld. 1128/2W.



CUSTER (See MONROE)

DALTON (See FLUSHING)

DAVID'S LANDING (See ST CLAIR)

DAVISON

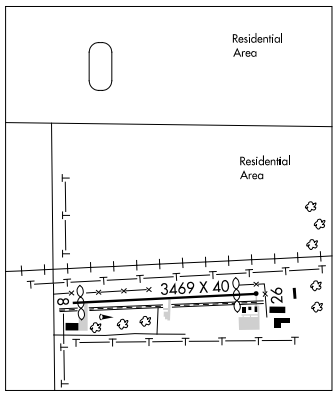
ATHELONE WILLIAMS MEML (6GØ) 1 W UTC−5(−4DT) N43°01.75′ W83°31.78′ **DETROIT**
780 NOTAM FILE LAN **L–28J**
RWY 08–26: H3469X40 (ASPH) MIRL (NSTD) **IAP**
RWY 08: Thld dsplcd 170′. P–line.
RWY 26: Thld dsplcd 368′. P–line.

AIRPORT REMARKS: Unattended. Rwy 08–26 surface cracked, peeling, rough and has loose asphalt. Rwy 08–26–4′ drainage ditch 60′ left and right of rwy centerline along entire length. Rwy 08–26 NSTD MIRL; lgts located 20′ from rwy edge.

COMMUNICATIONS: CTAF 122.9
FLINT RCO 122.3 (LANSING RADIO)
Ⓡ **FLINT APP/DEP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) (1045–0430Z‡)
CLEVELAND CENTER APP/DEP CON 126.75 (0430–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FNT.
FLINT (H) VORTACW 116.9 FNT Chan 116 N42°58.01′ W83°44.82′ 075° 10.3 NM to fld. 772/6W.

COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Flint rwy usage



DECKERVILLE

INDIAN CREEK RANCH (56G) 5 NE UTC−5(−4DT) N43°34.66′ W82°38.86′ **DETROIT**
745 NOTAM FILE LAN
RWY 09–27: 3569X100 (TURF)
RWY 09: Tank. **RWY 27:** P–line.
RWY 18–36: 2390X100 (TURF)
RWY 18: Trees. **RWY 36:** Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov 1 to Apr 1. Rwy 18–36 CLOSED indef. Rwys soft in spring. Numerous deer on and invof arpt. Rwy 09–27 and Rwy 18–36 surface rough with irregular mowing. Rwy 09–27 and Rwy 18–36 defined by mowing. Rwy 36 thld marked with 3 cones each side.

COMMUNICATIONS: CTAF 122.9

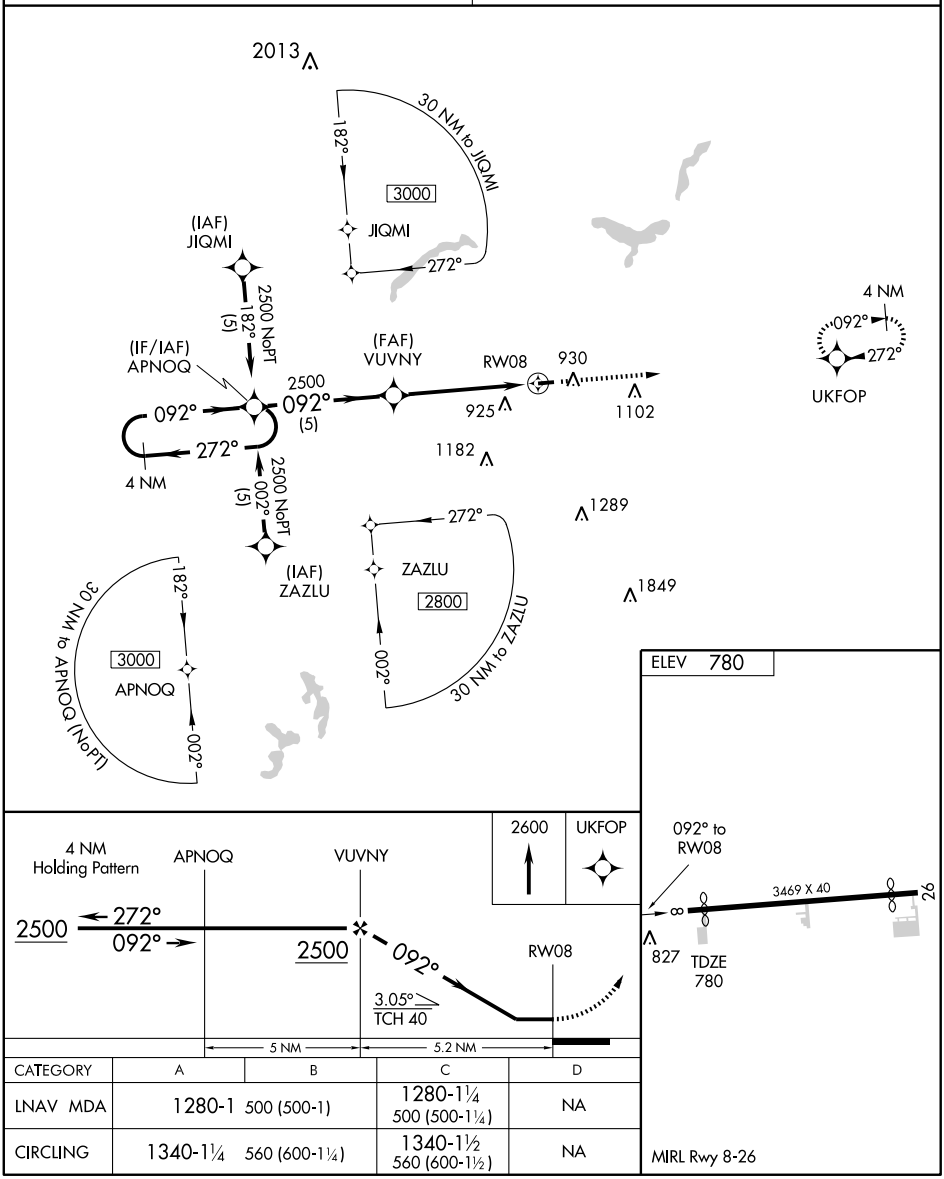
DELTA CO (See ESCANABA)

APP CRS	Rwy Idg	3299
092°	TDZE	780
	Apt Elev	780

RNAV (GPS) RWY 8

DAVISON / ATHELONE WILLIAMS MEMORIAL (6GØ)

NA Use Flint altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct UKFOP WP and hold.
FLINT APP CON ★ **118.8 257.9**	CTAF **122.9**



CATEGORY	A	B	C	D
LNAV MDA	1280-1 500 (500-1)		1280-1¼ 500 (500-1¼)	NA
CIRCLING	1340-1¼ 560 (600-1¼)		1340-1½ 560 (600-1½)	NA

MIRL Rwy 8-26

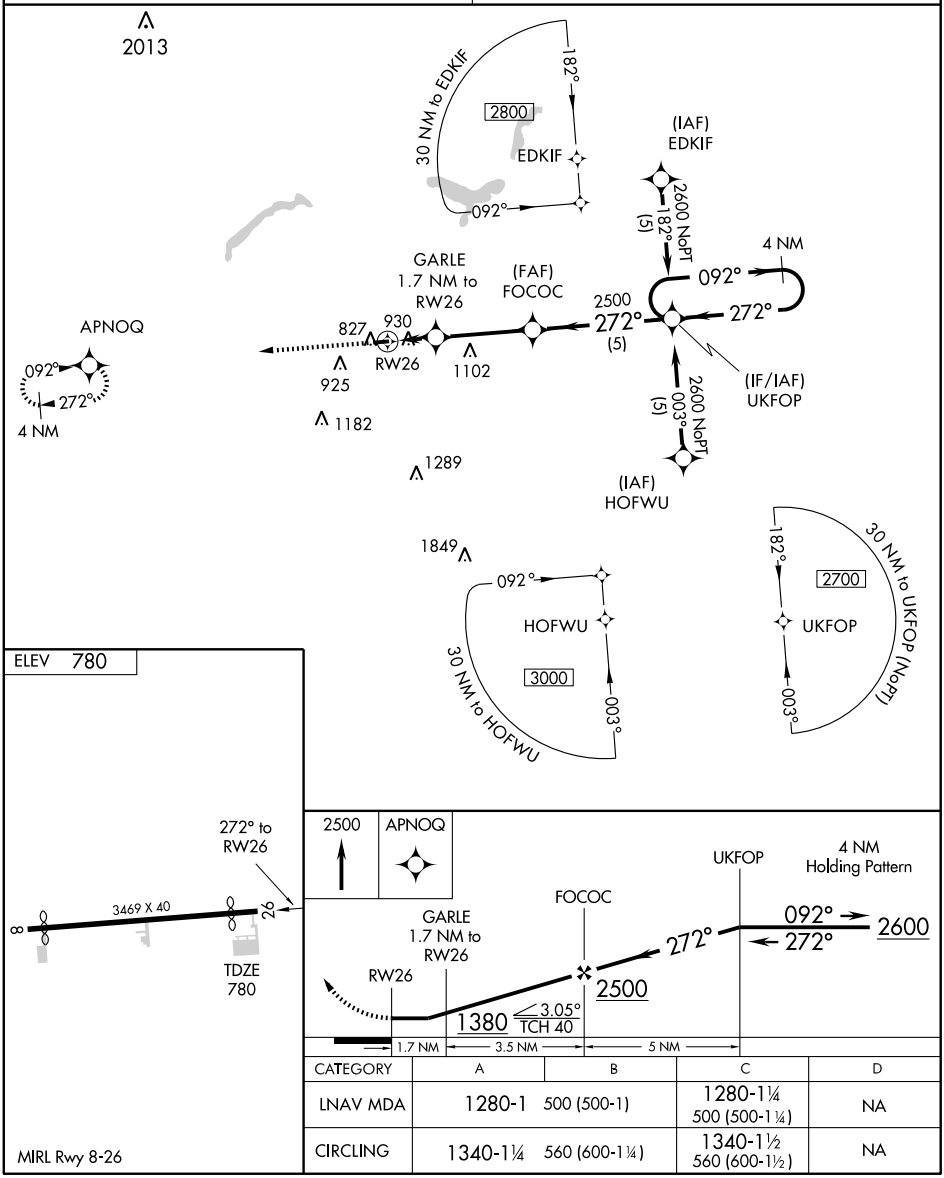
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3101
272°	TDZE	780
	Apt Elev	780

RNAV (GPS) RWY 26

DAVISON / ATHELONE WILLIAMS MEMORIAL (6GØ)

NA Use Flint altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct APNOQ WP and hold.
FLINT APP CON ★ **118.8 257.9**	CTAF **122.9**



CATEGORY	A	B	C	D
LNAV MDA	1280-1	500 (500-1)	1280-1¼ 500 (500-1¼)	NA
CIRCLING	1340-1¼	560 (600-1¼)	1340-1½ 560 (600-1½)	NA

MIRL Rwy 8-26

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FNT 116.9 Chan 116	APP CRS 074°	Rwy Idg 3299 TDZE 780 Apt Elev 780

VOR RWY 8

DAVISON / ATHELONE WILLIAMS MEMORIAL (6GØ)

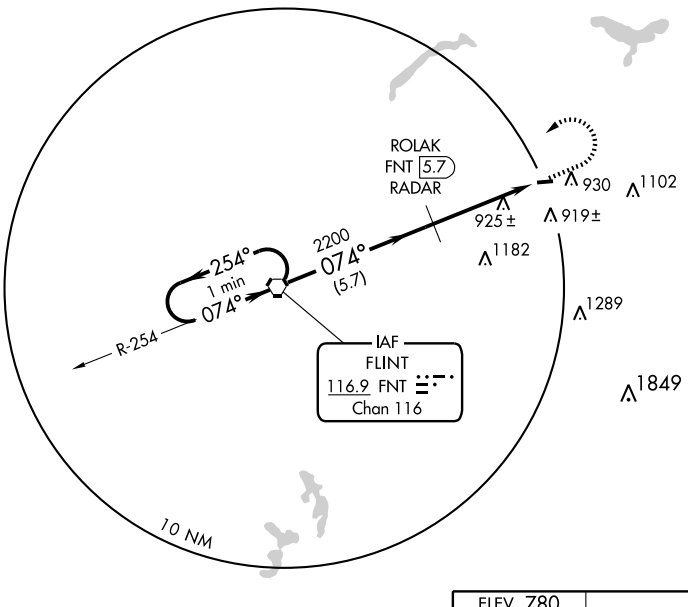
NA

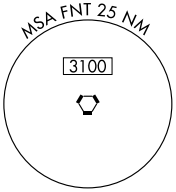
Use Flint altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct FNT VORTAC and hold.

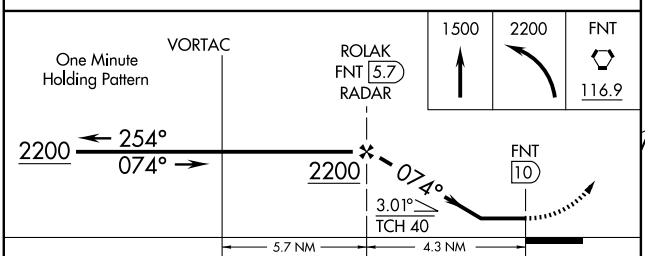
FLINT APP CON *	CTAF
118.8 257.9	122.9

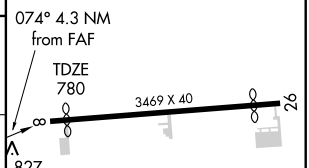
EC-1, 21 OCT 2010 to 18 NOV 2010





DME OR RADAR REQUIRED





CATEGORY	A	B	C	D
S-8	1280-1	500 (500-1)	1280-1 ¼ 500 (500-1¼)	NA
CIRCLING	1340-1	560 (600-1)	1340-1 ½ 560 (600-1½)	NA

MIRL Rwy 8-26

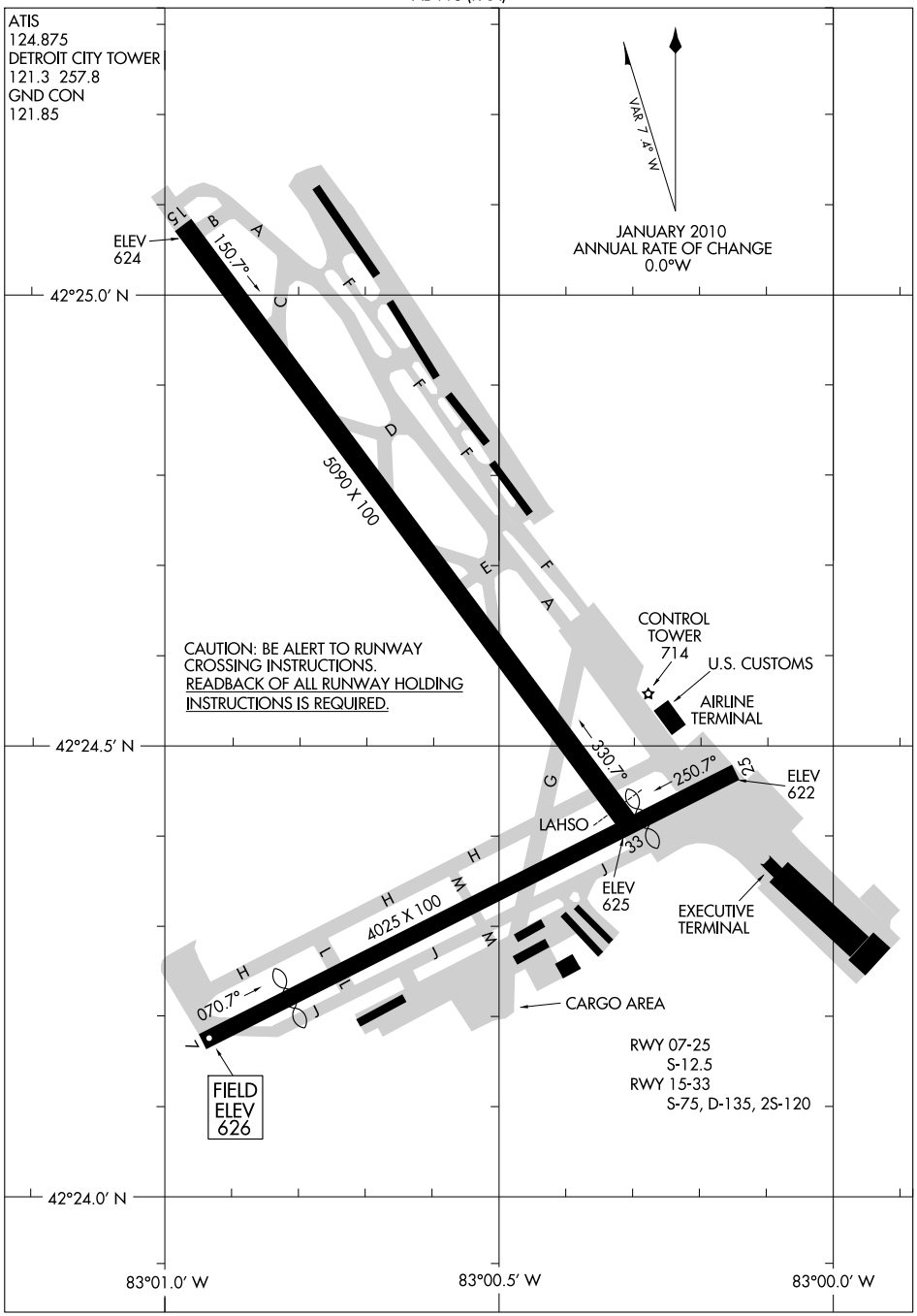
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

AL-118 (FAA)



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DETROIT, MICHIGAN
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

10210

DETROIT

COLEMAN A. YOUNG MUNI (DET) 5 NE UTC−5(−4DT) N42°24.55′ W83°00.59′

DETROIT
COPTER
H–10G, L–28J, A
IAP, AD

626 B **FUEL** 100LL, JET A OX 1, 2, 3 AOE NOTAM FILE DET

RWY 15–33: H5090X100 (ASPH – GRVD) S–75, D–135, 2S–120 HIRL

RWY 15: REIL. VASI(V2R)—GA 3.0° TCH 56′. Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Trees.

RWY 07–25: H4025X100 (ASPH) S–12.5 MIRL

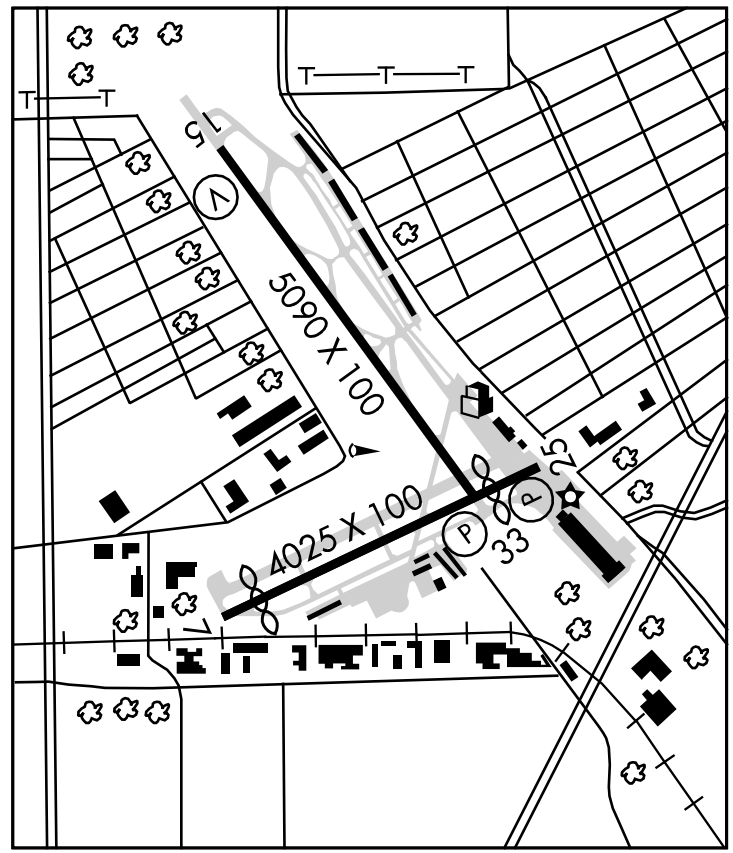
RWY 07: Thld dsplcd 715′. Railroad.

RWY 25: PAPI(P4L)—GA 4.0° TCH 40′. Thld dsplcd 716′. Pole.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 15	07–25	4900

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Unlighted twr 275′ AGL 1 mile WSW. Loading/Unloading Class A explosives or poisons not permitted. PPR for Class B and C explosives. Due to noise abatement requirements jets and acft over 12,500 lbs GWT must use Rwy 15–33 except when winds exceed 25 knots, then Rwy 07–25 avbl. Twy D1 clsd indef. Ldg fee for acft 6000 lbs or more. Rwy 33 REIL OTS indef. HIRL Rwy 15–33 step five OTS indef. Rwy 15 VASI OTS indef. Flight Notification Service (ADCUS) avbl.



WEATHER DATA SOURCES: ASOS (313) 371–9696.

COMMUNICATIONS: ATIS 124.875 **UNICOM** 122.95

RCO 122.2 122.55 (LANSING RADIO)

Ⓡ **DETROIT APP/DEP CON** 126.85

TOWER 121.3 **GND CON** 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE YQG.

WINDSOR ONT VOR/DME 113.8 YQG Chan 85 N42°14.99′ W82°49.73′ 326° 12.5 NM to fld. 620/6W.

MADDS NDB (LOM) 338 DE N42°29.69′ W83°05.60′ 149°6.3 NM to fld. Unmonitored.

CARGL NDB (MHW/LOM) 230 VQ N42°21.38′ W82°57.26′ 327° 4 NM to fld. NOTAM FILE DET.

ILS 111.3 I–DET Rwy 15. LOM MADDS NDB.

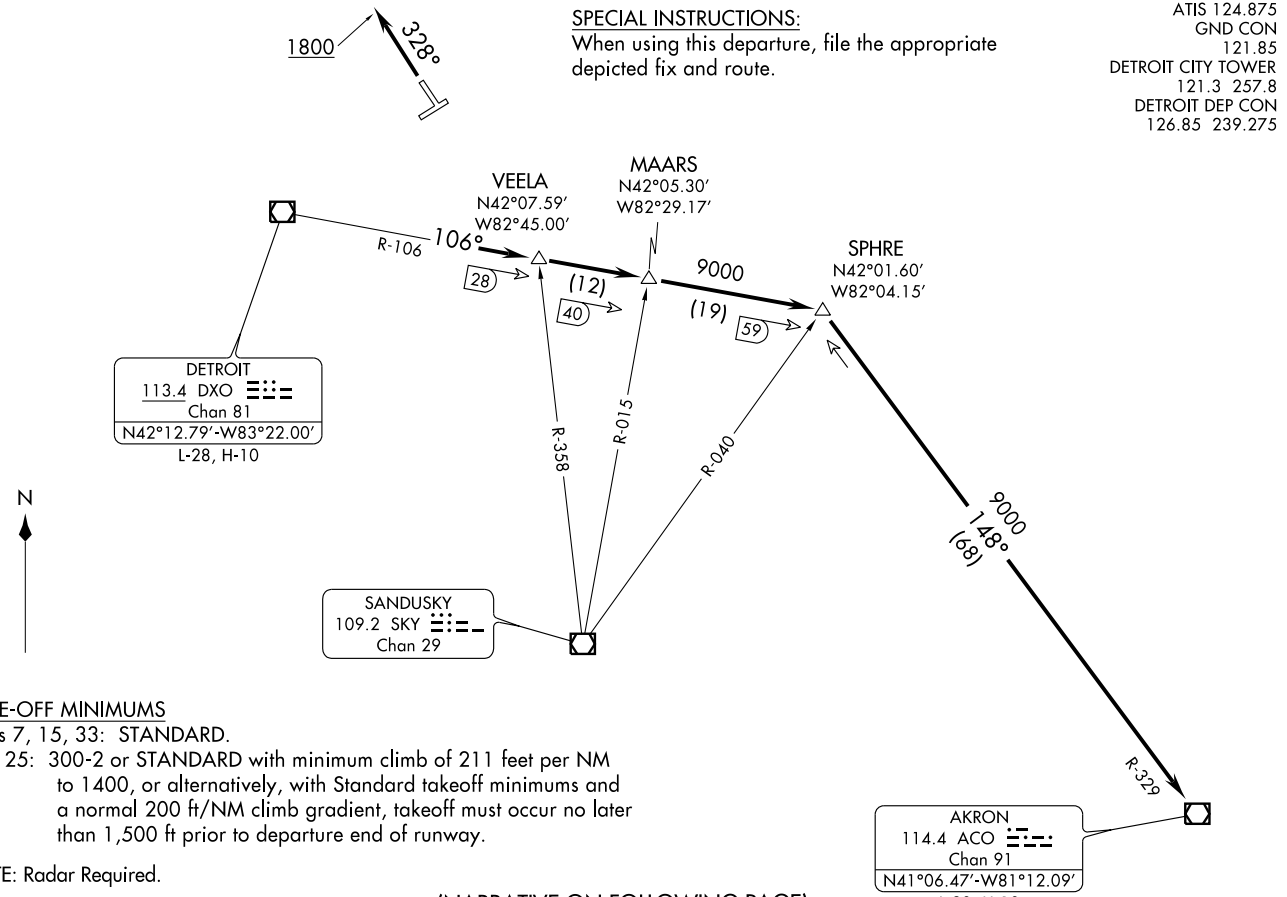
ILS 111.3 I–VQM Rwy 33. LOM CARGL NDB.

AKRON TWO DEPARTURE

(ACO2.ACO) 08101

DETROIT/COLEMAN A. YOUNG MUNI (DET)

DETROIT, MICHIGAN



(ACO2.ACO) 08101

AKRON TWO DEPARTURE

SL-118 (FAA)

DETROIT/COLEMAN A. YOUNG MUNI (DET)

DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb heading 328° to 1800 before turning, expect radar vectors, thence. . . .

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 7: Multiple Trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple Trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on Stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on Floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light Standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light Standard 227′ from DER, 105′ right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL on Floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on Pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple Trees beginning 589′ from DER, 221′ left of centerline, up to 69′ AGL/683′ MSL.
Multiple Trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL Building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple Trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple Trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on Building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on Stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL Stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light Standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474′ from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple Trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple Trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag Pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

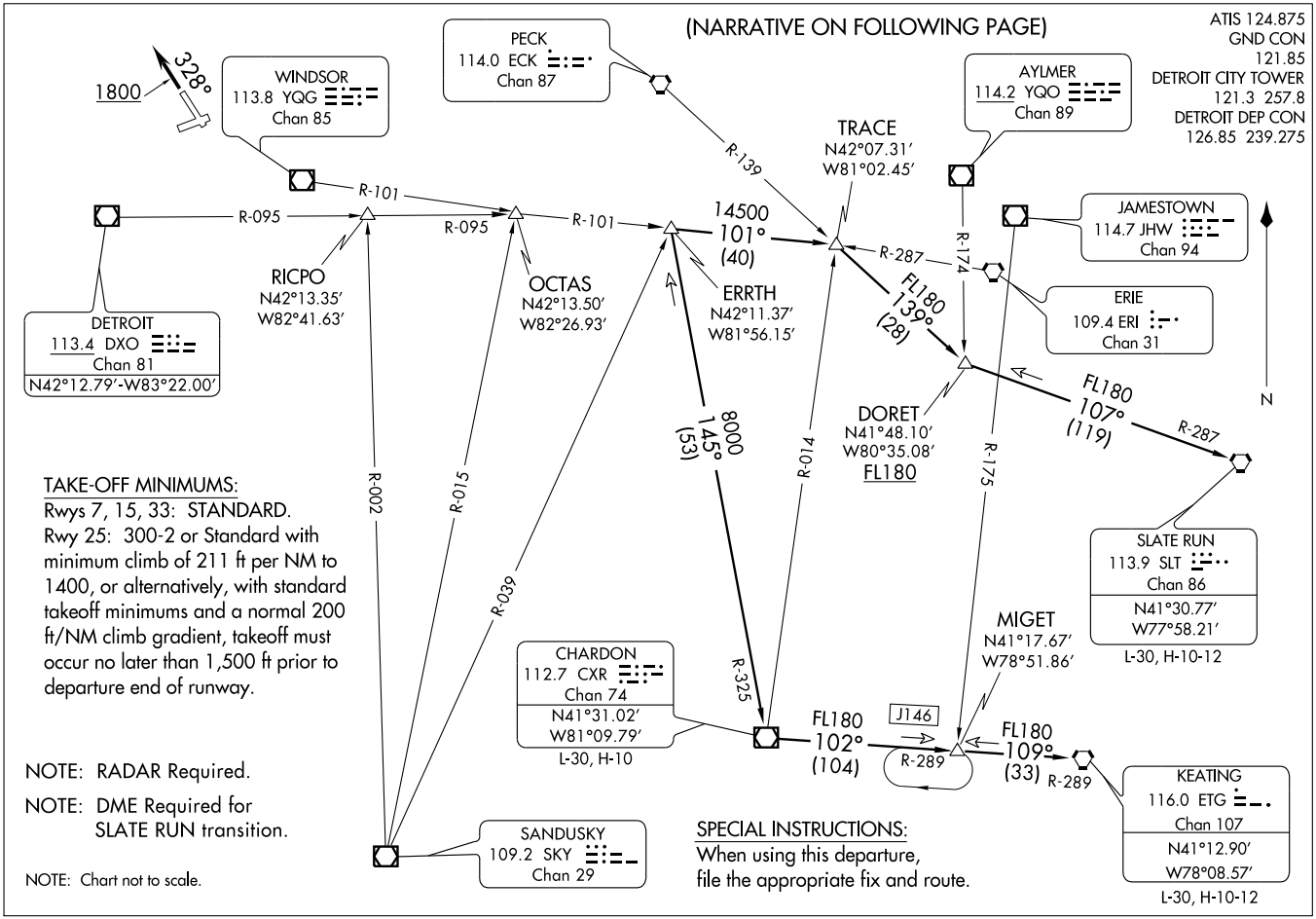
EC-1, 21 OCT 2010 to 18 NOV 2010

ERRTH TWO DEPARTURE

(ERRTH2.ERRTH) 07354

DETROIT, MICHIGAN

DETROIT /COLEMAN A. YOUNG MUNI (DET)



ERRTH TWO DEPARTURE
(ERRTH2.ERRTH) 07354
SL-118 (FAA)
DETROIT /COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb heading 328° to 1800 expect radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.
TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105′ right of centerline, 33′ AGL/654′ MSL.
Antenna on bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL on floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline, up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

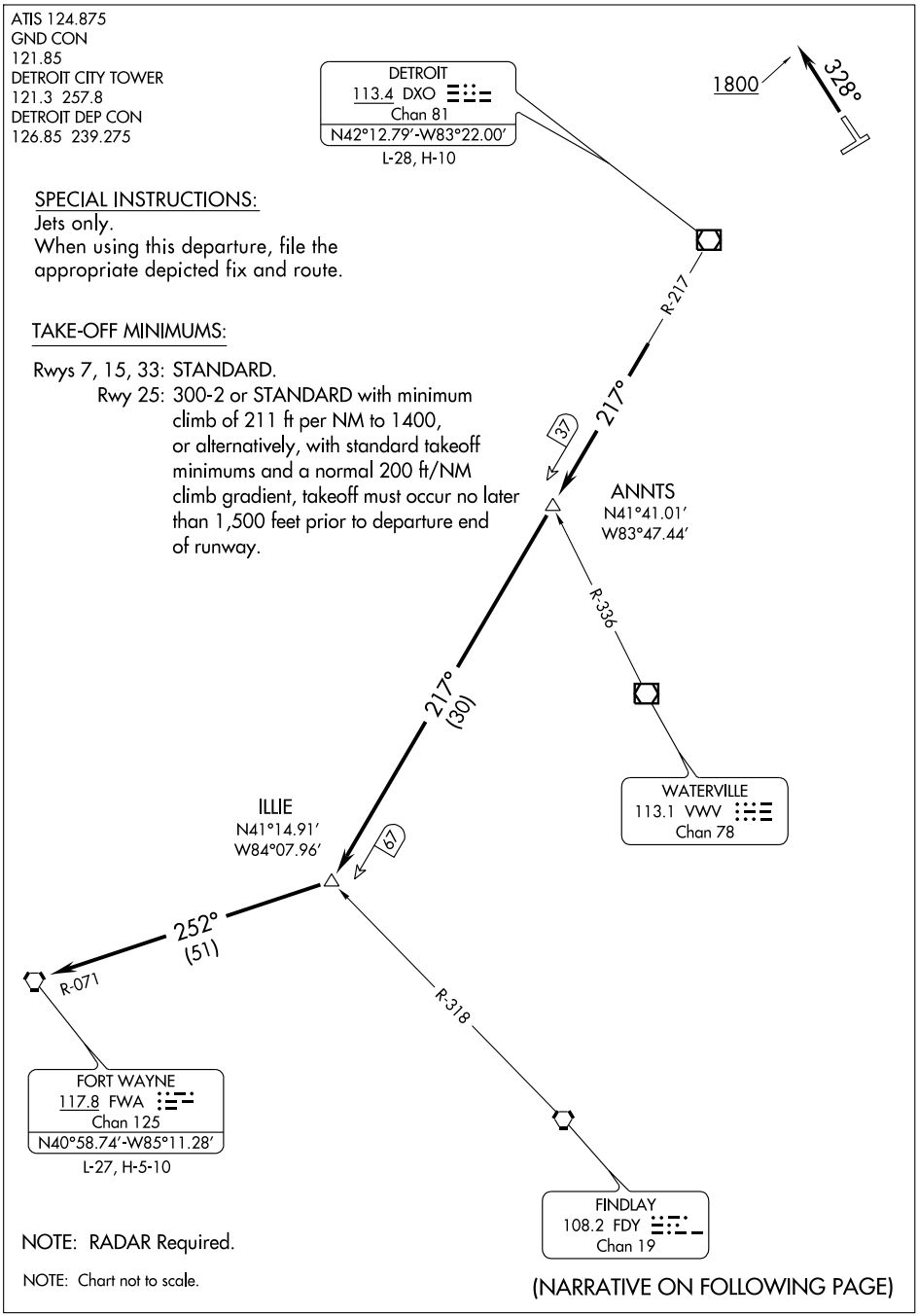
Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474′ from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

FORT WAYNE THREE DEPARTURE

SL-118 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb via heading 328° to 1800 before turning, expect radar vectors, thence. . . .

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105′ right of centerline, 33′ AGL/654′ MSL.
Antenna on bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474′ from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL

DETROIT, MICHIGAN

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL
(GOHMA.GOHMA1) 09351
DETROIT, MICHIGAN

LOC I-VQM	APP CRS	Rwy Idg	5090
111.3	328°	TDZE	624
		Apt Elev	626

ILS or LOC RWY 33

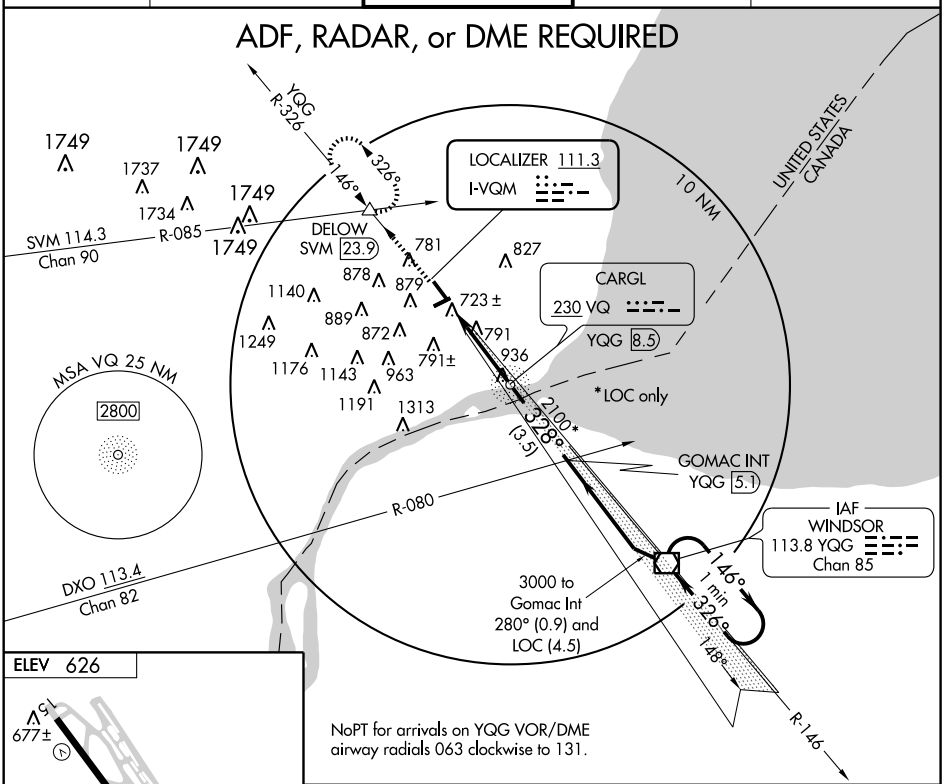
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

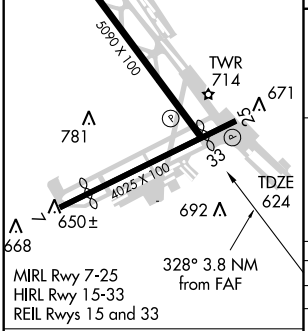
Inoperative table does not apply.

MISSED APPROACH: Climb to 3000 via YQG R-326 to DELOW Int and hold.

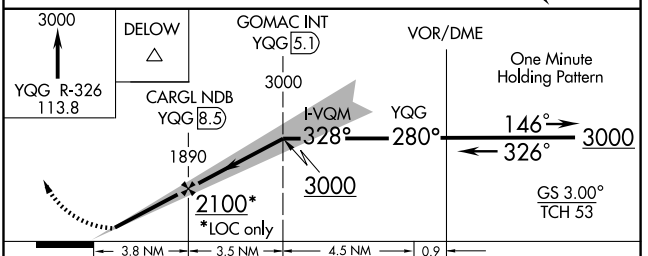
ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95

ADF, RADAR, or DME REQUIRED





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 33	874-1 250 (300-1)			
S-LOC 33	1120-1 496 (500-1)		1120-1¼ 496 (500-1¼)	1120-1½ 496 (500-1½)
CIRCLING	1260-1 634 (700-1)		1260-1¾ 634 (700-1¾)	1260-2 634 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-DET	APP CRS	Rwy Idg	5090
111.3	148°	TDZE	624
		Apt Elev	626

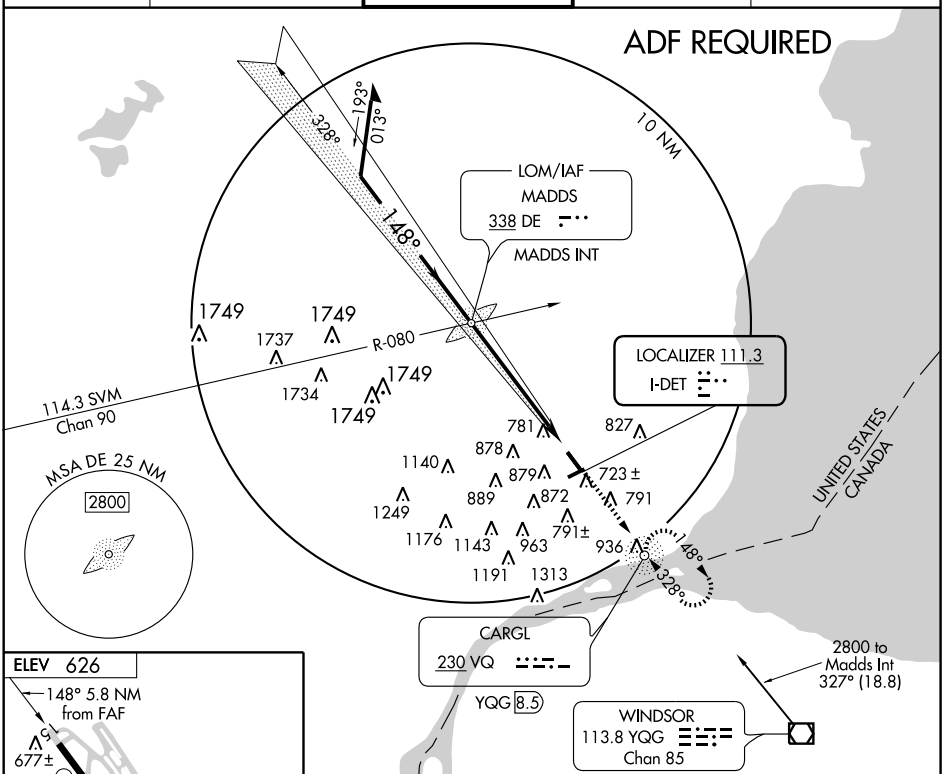
ILS RWY 15

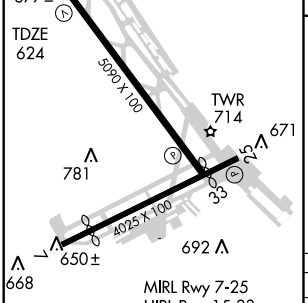
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

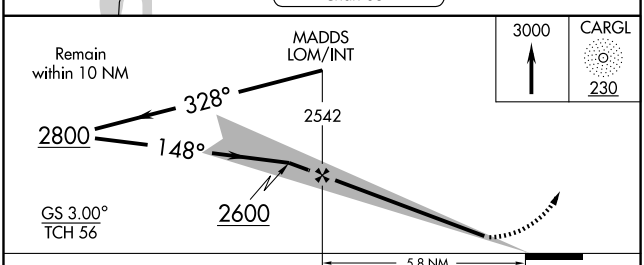
Inoperative table does not apply.
Air carrier landing visibility reduction for local conditions not authorized.

MISSED APPROACH: Climb to 3000 direct Cargl NDB/YQG 8.5 DME and hold.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95







FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 15	874-1 250 (300-1)			
S-LOC 15	1160-1 536 (600-1)		1160-1½ 536 (600-1½)	1160-1¾ 536 (600-1¾)
CIRCLING	1260-1 634 (700-1)		1260-1¾ 634 (700-1¾)	1260-2 634 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

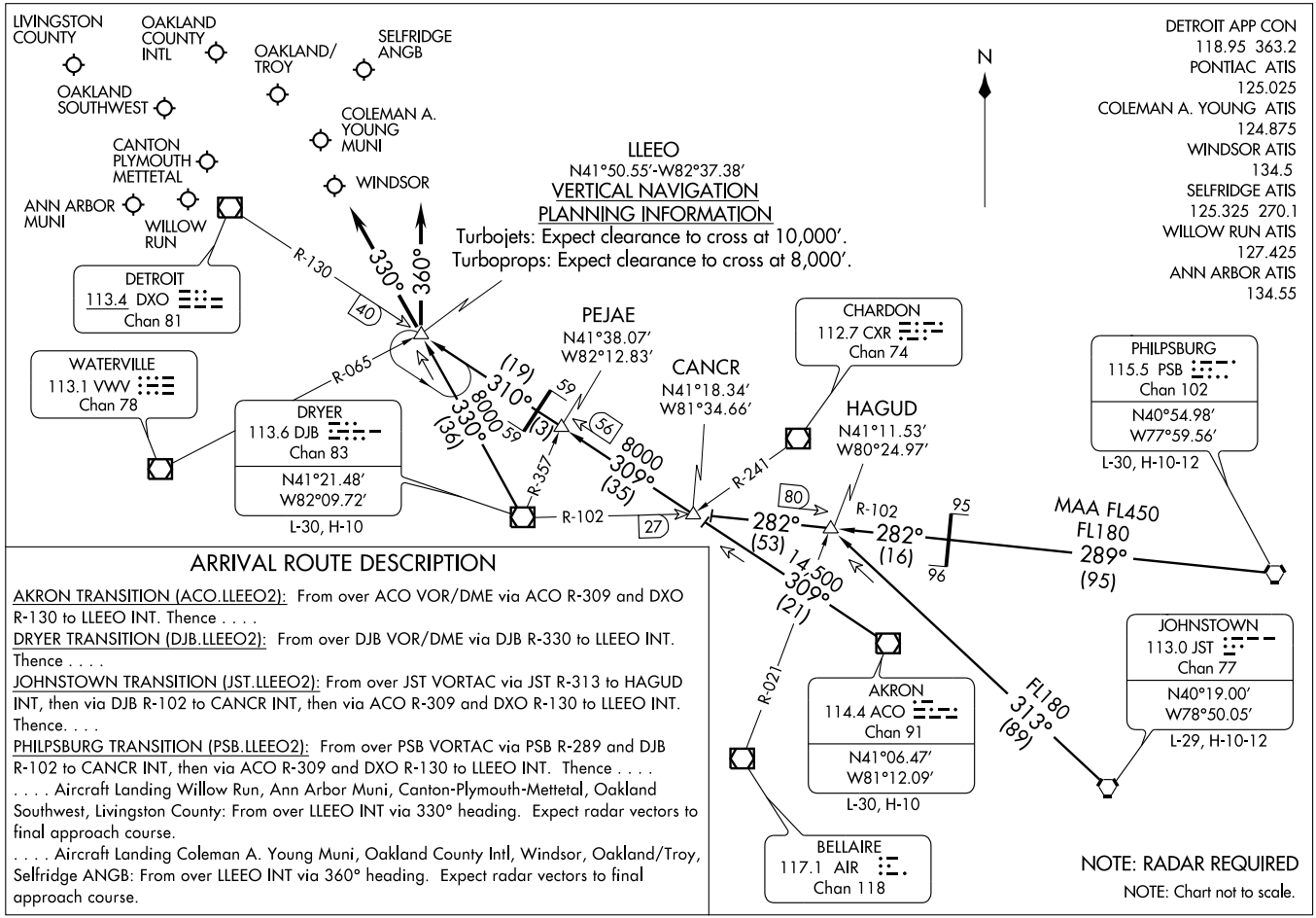
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BATTLE CREEK, MI			
W.K. KELLOGG (BTL)	05	13-31	7,000 feet
DETROIT, MI			
COLEMAN A. YOUNG MUNI (DET)	15	07-25	4,900 feet
FLINT, MI			
BISHOP INTL (FNT)	09	18-36	4,100 feet
	36	09-27	6,300 feet
JACKSON, MI			
JACKSON COUNTY-REYNOLDS FIELD (JXN)	24	14-32	3,406 feet
TRAVERSE CITY, MI			
CHERRY CAPITAL (TVC)	18	10-28	2,850 feet
	28	18-36	5,500 feet
	28	18-36	5,500 feet

21 OCT 2010 to 18 NOV 2010

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

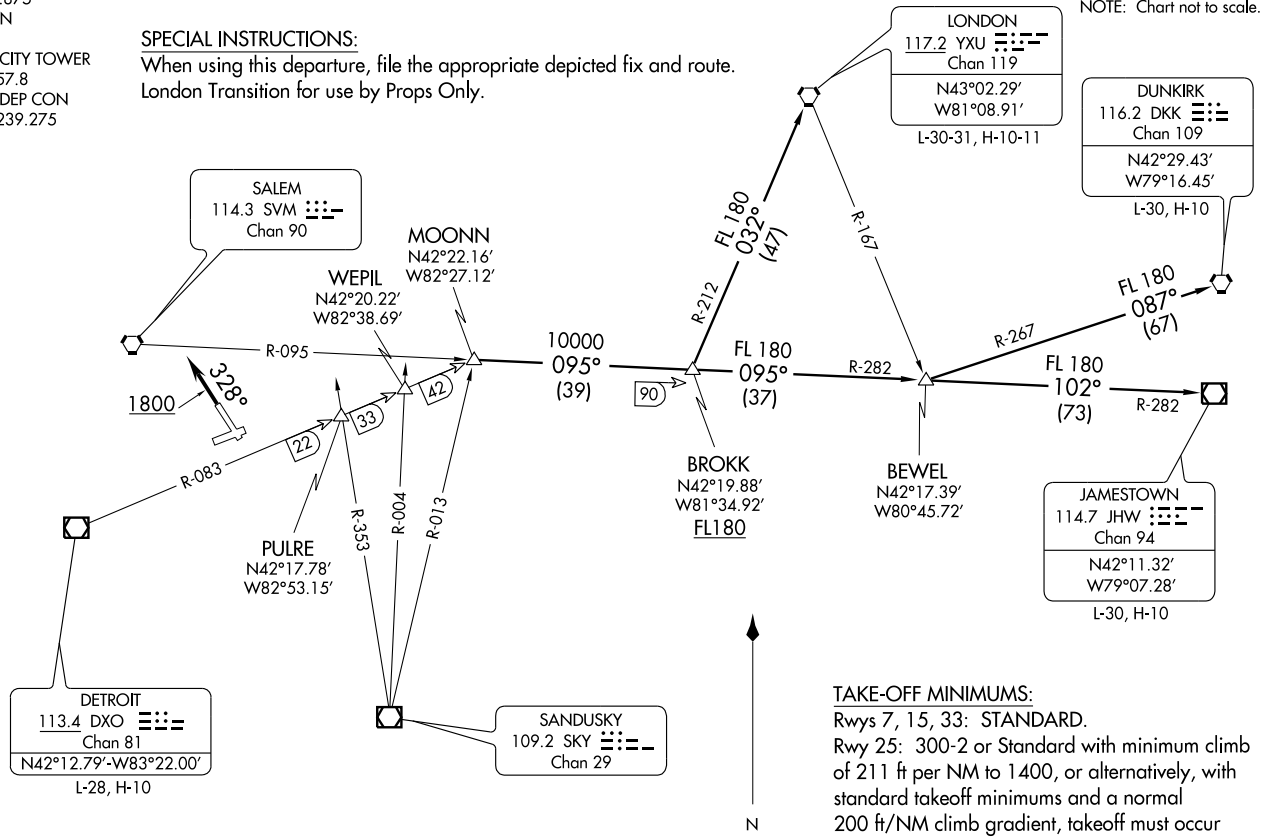
MOONN TWO DEPARTURE
(MOONN2.MOONN) 07354

DETROIT /COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS:
Rwys 7, 15, 33: STANDARD.
Rwy 25: 300-2 or Standard with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

(MOONN2.MOONN) 07354
MOONN TWO DEPARTURE
SL-118 (FAA)
DETROIT /COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb heading 328° to 1800′ before turning expect radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105 right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474 from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

LOM DE	APP CRS	Rwy Idg	5090
338	148°	TDZE	624
		Apt Elev	626

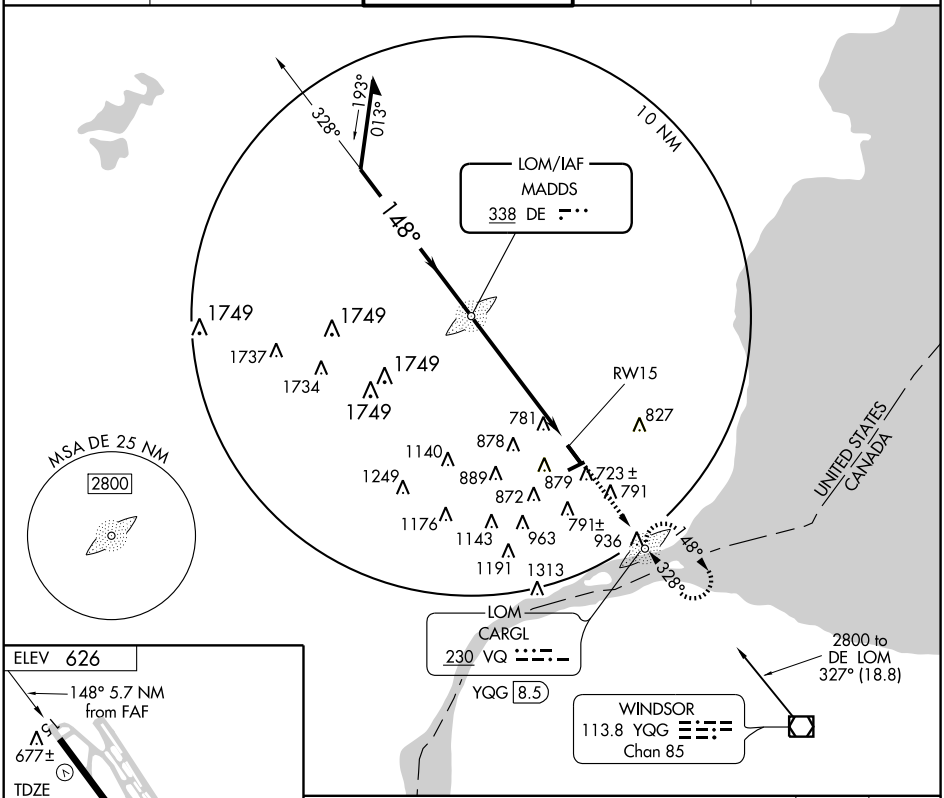
NDB RWY 15

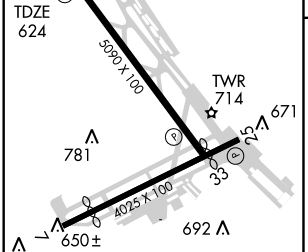
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

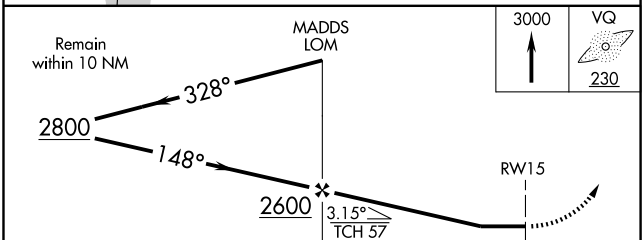
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Detroit Metro Wayne County altimeter setting and increase all MDA 60 feet and increase S-15 Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct VQ LOM/YQG 8.5 DME and hold, continue climb in hold to 3000.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95







CATEGORY	A	B	C	D
S-15	1220-1 596 (600-1)		1220-1½ 596 (600-1½)	1220-1¾ 596 (600-1¾)
CIRCLING	1220-1 594 (600-1)		1220-1½ 594 (600-1½)	1220-2 594 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

PALACE THREE DEPARTURE

(PALCE3.DXO) 08325

DETROIT/COLEMAN A. YOUNG MUNI (DET)

DETROIT, MICHIGAN

ATIS 124.875
GND CON 121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: RADAR Required.

SAGINAW
112.9 MBS
Chan 76
N43°31.90'-W84°04.64'
L-28, H-10-11

DIRKS
N43°29.96'
W83°38.88'
L-28-31, H-10-11

SUANN
N43°15.13'
W83°38.33'
L-28

BNNET
N43°04.60'
W83°22.00'
L-28

EJOYS
N43°15.20'
W83°29.02'
L-28, H-10-11

PECK
114.0 ECK
Chan 87
N43°15.35'
W82°43.08'
L-28, H-10-11

FLINT
116.9 FNT
Chan 116
N42°58.01'
W83°44.82'
L-28, H-10-11

HANKY
N42°57.73'
W83°22.00'
L-28

LANSING
110.8 LAN
Chan 45
N42°43.04'
W84°41.85'
L-28, H-5-10

LAYNE
N42°54.80'
W83°22.00'
L-28

PULLMAN
112.1 PMM
Chan 58
N42°27.96'
W86°06.29'
L-28, H-5-10

DUNKS
N42°25.64'
W84°11.65'
L-28

LESSY
N42°26.22'
W84°33.05'
L-28

EARVN
N42°31.23'
W84°11.41'
L-28

SALEM
114.3 SVM
Chan 90
N42°24.53'-W83°35.65'
L-28, H-10

1800

328°

WINDSOR
113.8 YQG
Chan 85
N42°14.99'
W82°49.73'
L-30, H-10

KALAMAZOO
109.0 AZO
Chan 27
N42°14.22'
W85°33.19'
L-28

LEROY
N42°14.30'
W85°20.50'
L-28

ECKDO
N42°14.41'
W84°44.82'
L-28

LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'
W84°45.91'
L-28, H-5-10

JACKSON
109.6 JXN
Chan 33
N42°15.55'
W84°27.51'
L-28, H-10

HARWL
N42°15.84'
W84°11.65'
L-28

DETROIT
113.4 DXO
Chan 81
N42°12.79'-W83°22.00'
L-28, H-10

(NARRATIVE ON FOLLOWING PAGE)

(PALCE3.DXO) 08325

PALACE THREE DEPARTURE

DETROIT/COLEMAN A. YOUNG MUNI (DET)

DETROIT, MICHIGAN

SL-118 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF MINIMUMS:

Rwy 7, 15, 33: STANDARD.

Rwy 25: 300-2 or STANDARD with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

SPECIAL INSTRUCTIONS:

When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overflying Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft over HARWL must file FL220 and below.

TAKE-OFF RWY 33: Climb heading 328° to 1800 before turning, expect radar vectors to join assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105′ right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474′ from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

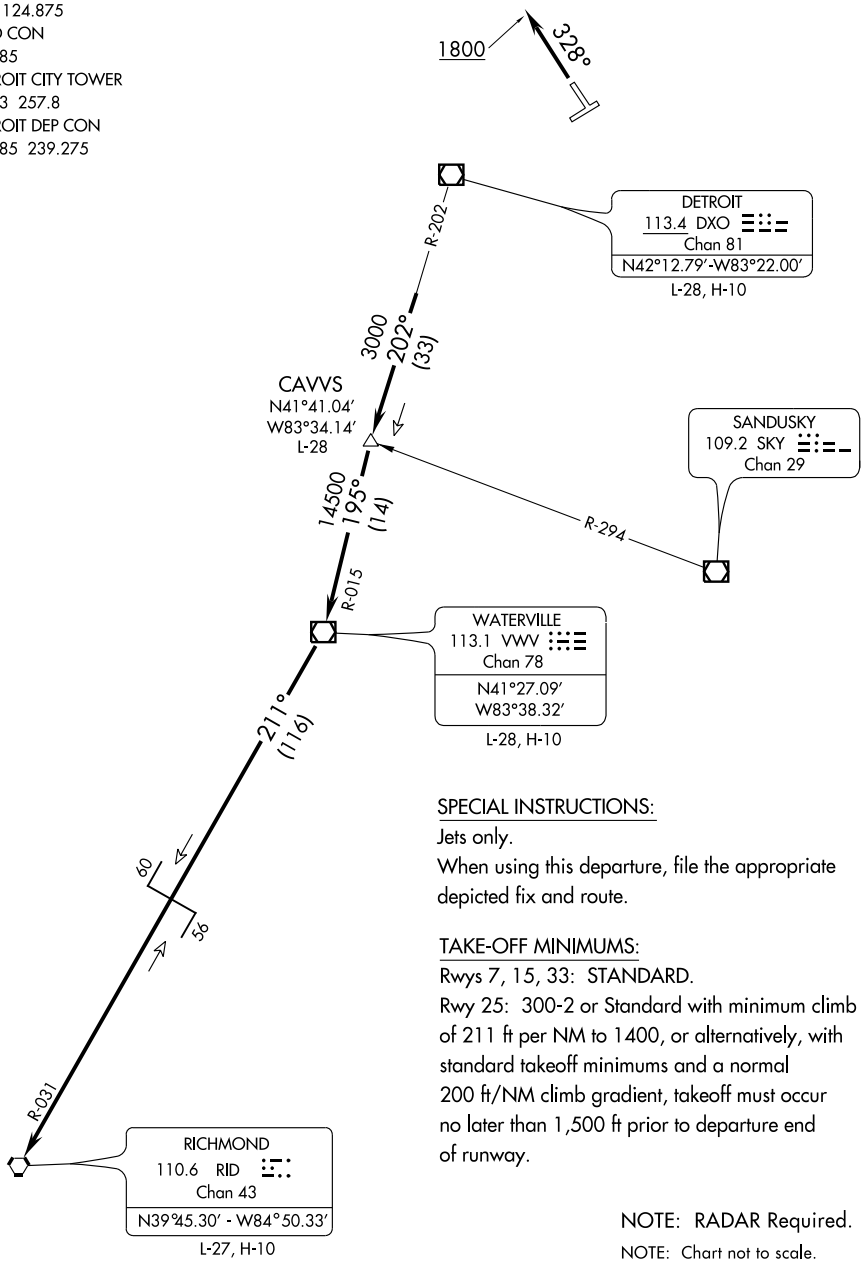
Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

RICHMOND FOUR DEPARTURE

SL-118 (FAA)

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275



SPECIAL INSTRUCTIONS:

Jets only.

When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:

Rwys 7, 15, 33: STANDARD.

Rwy 25: 300-2 or Standard with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb via heading 328° to 1800 before turning, expect radar vectors, thence ....
TAKE OFF ALL OTHER RWYS: Climb via assigned heading for radar vectors thence ....

....To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232' from DER, 20' left of centerline, up to 60' AGL/687' MSL.
Multiple trees beginning 283' from DER, 44' right of centerline, up to 56' AGL/680' MSL.
Stack 533' from DER, 66' right of centerline, 50' AGL/671' MSL.
OL on stack on Bldg 566' from DER, 18' right of centerline, 50' AGL/671' MSL.
OL on floodlight 622' from DER, 104' left of centerline, 41' AGL/668' MSL.
Light standard 149' from DER, 138' left of centerline, 37' AGL/654' MSL.
Light standard 227' from DER, 105' right of centerline, 33' AGL/654' MSL.
Antenna on Bldg 936' from DER, 84' right of centerline, 43' AGL/670' MSL.
OL floodlight 909' from DER, 96' right of centerline, 41' AGL/668' MSL.
Pole 466' from DER, 198' right of centerline, 30' AGL/654' MSL.
OL on pole 132' from DER, on centerline, 16' AGL/637' MSL.

Rwy 15: Multiple trees beginning 589' from DER, 221' left of centerline up to 69' AGL/683' MSL.
Multiple trees beginning 299' from DER, 289' right of centerline, up to 52' AGL/679' MSL.
Ant on APBN 662' from DER, 667' left of centerline, 81' AGL/695' MSL.
Pipe on OL Bldg 783' from DER, 597' left of centerline, 62' AGL/676' MSL.
OL on Bldg 1473' from DER, 556' right of centerline, 68' AGL/692' MSL.
Tower 3376' from DER, 1118' right of centerline, 103' AGL/723' MSL.
Antenna on Bldg 803' from DER, 522' right of centerline, 35' AGL/656' MSL.
Building 3749' from DER, 569' left of centerline, 114' AGL/723' MSL.
Floodlight on Bldg 1611' from DER, 657' left of centerline, 53' AGL/667' MSL.
Rod on OL building 450' from DER, 317' left of centerline, 20' AGL/637' MSL.

Rwy 25: Tower 2828' from DER, 1225' left of centerline, 141' AGL/770' MSL.
Multiple trees beginning 909' from DER, 133' left of centerline, up to 76' AGL/703' MSL.
Multiple trees beginning 334' from DER, 132' right of centerline, 58' AGL/685' MSL.
OL on building 48' from DER, 240' left of centerline, 41' AGL/662' MSL.
Railroad 1' from DER, 126' left of centerline, 29' AGL/650' MSL.
OL on stack 454' from DER, 45' left of centerline, 35' AGL/659' MSL.
Railroad 190' from DER, 40' left of centerline, 29' AGL/650' MSL.
OL stack on Bldg 949' from DER, 44' left of centerline, 41' AGL/668' MSL.
Stack 958' from DER, 12' left of centerline, 41' AGL/668' MSL.
Light standard 701' from DER, 145' right of centerline, 26' AGL/653' MSL.
Stack 9474 from DER, 2415' left of centerline, 241' AGL/872' MSL.

Rwy 33: Multiple trees beginning 113' from DER, 118' left of centerline, up to 73' AGL/694' MSL.
Multiple trees beginning 572' from DER, 84' right of centerline, up to 92' AGL/709' MSL.
Flag pole 963' from DER, 379' left of centerline, 28' AGL/658' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5090
CH 63211	148°	TDZE	624
W15A		Apt Elev	626

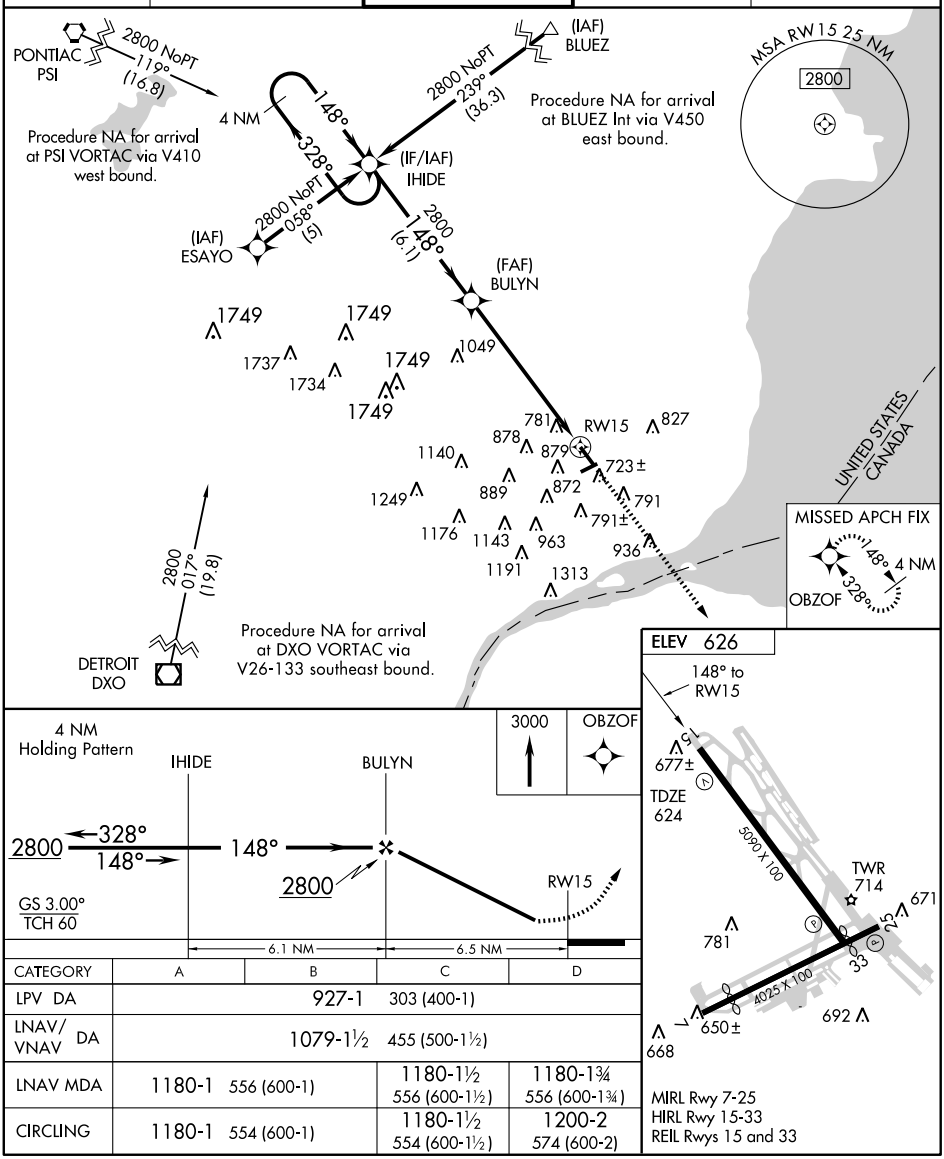
RNAV (GPS) RWY 15

DETROIT/ COLEMAN A. YOUNG MUNI (DET)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase visibility LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OBZOF and hold.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95



CATEGORY	A	B	C	D
LPV DA	927-1 303 (400-1)			
LNAV/VNAV DA	1079-1½ 455 (500-1½)			
LNAV MDA	1180-1 556 (600-1)		1180-1½ 556 (600-1½)	1180-1¾ 556 (600-1¾)
CIRCLING	1180-1 554 (600-1)		1180-1½ 554 (600-1½)	1200-2 574 (600-2)

MIRL Rwy 7-25
HIRL Rwys 15-33
REIL Rwys 15 and 33

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5090
CH 58211	328°	TDZE	626
W33A		Apt Elev	626

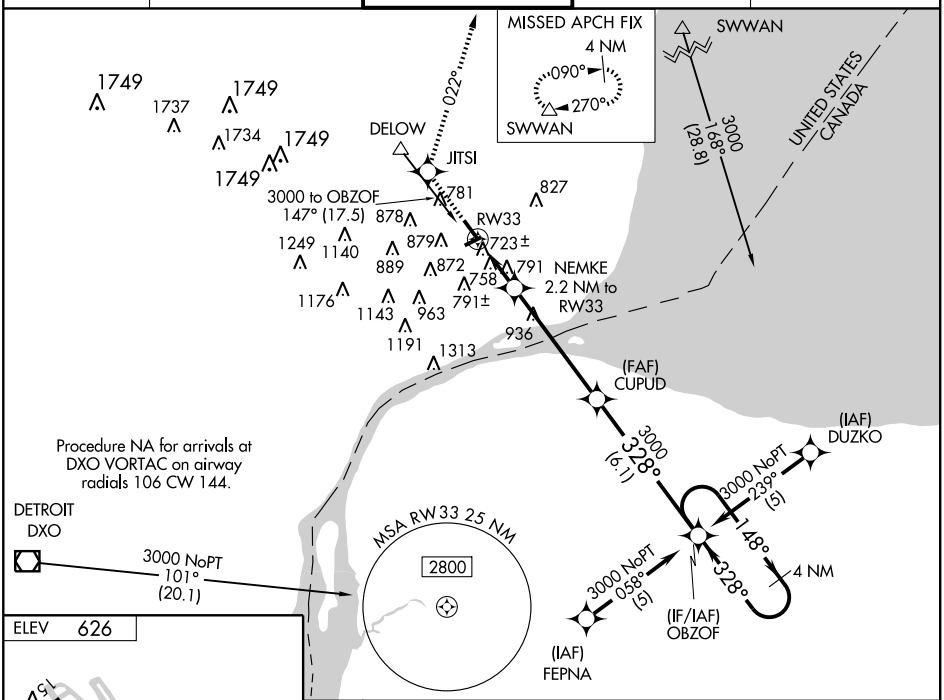
RNAV (GPS) RWY 33

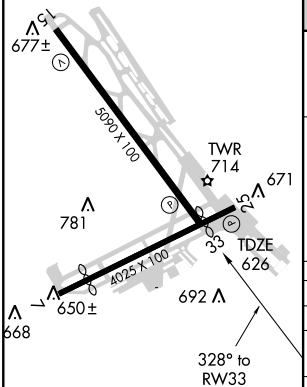
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

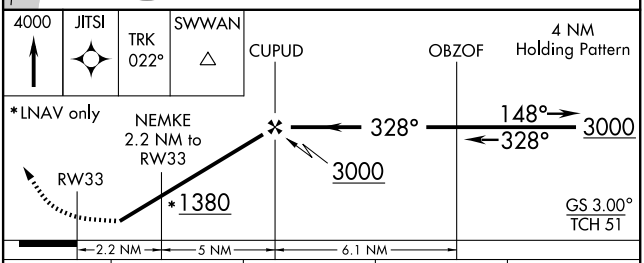
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase visibility LPV all Cats, LNAV Cat C and D and Circling Cat C ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct JITSI and via 022° track to SWWAN and hold.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95







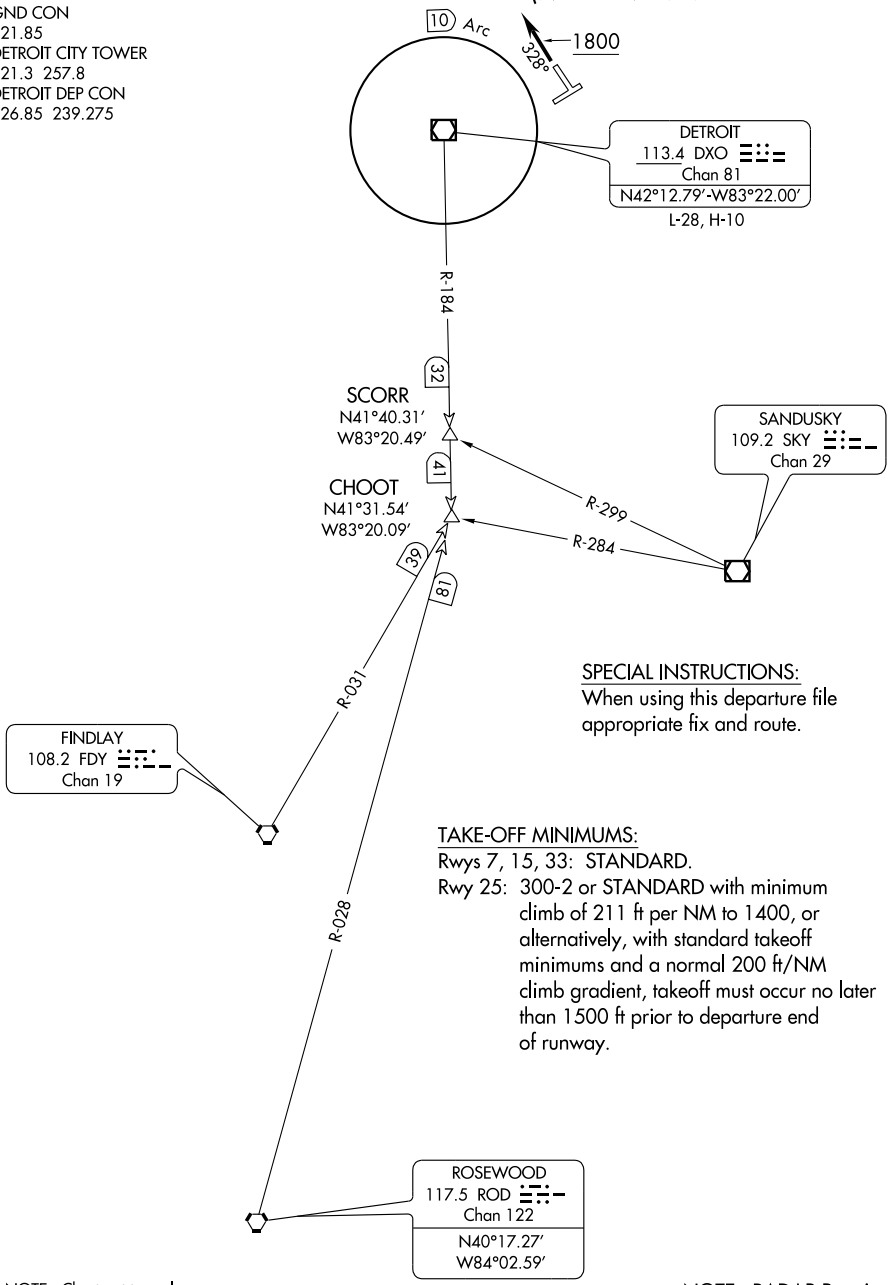
CATEGORY	A	B	C	D
LPV DA	936-1 310 (400-1)			
LNAV/VNAV DA	1039-1½ 413 (500-1½)			
LNAV MDA	1100-1 474 (500-1)		1100-1¼ 474 (500-1¼)	1100-1½ 474 (500-1½)
CIRCLING	1180-1 554 (600-1)		1180-1½ 554 (600-1½)	1200-2 574 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ROSEWOOD TWO DEPARTURE

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

(NARRATIVE ON FOLLOWING PAGE)



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS:
Rwys 7, 15, 33: STANDARD.
Rwy 25: 300-2 or STANDARD with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 328 to 1800 before turning expect vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105 right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

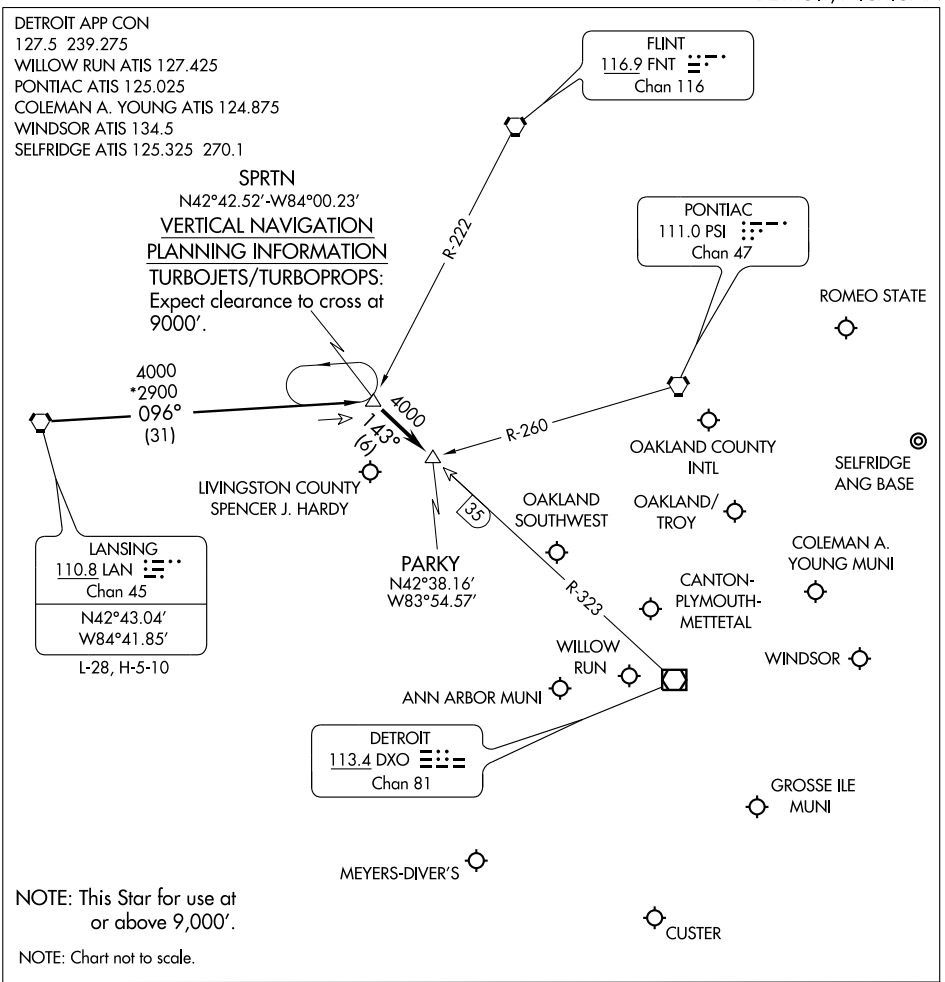
Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474 from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

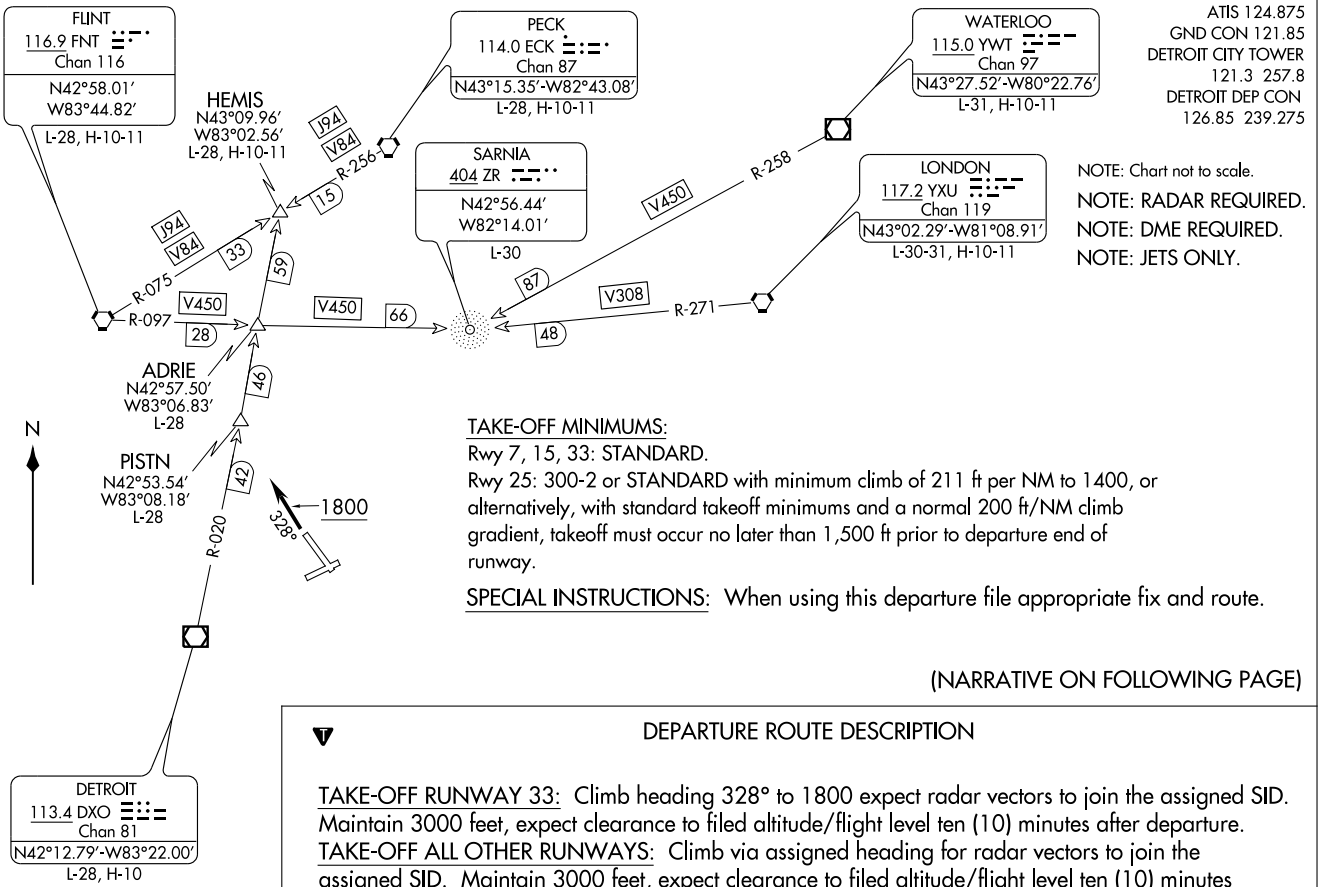
EC-1, 21 OCT 2010 to 18 NOV 2010

ST. CLAIR THREE DEPARTURE

(STCLR3.DXO) 08213

DETROIT/COLEMAN A. YOUNG MUNI (DET)

DETROIT, MICHIGAN



ATIS 124.875
GND CON 121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:

Rwy 7, 15, 33: STANDARD.

Rwy 25: 300-2 or STANDARD with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 328° to 1800 expect radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

ST. CLAIR THREE DEPARTURE

(STCLR3.DXO) 08213

DETROIT/COLEMAN A. YOUNG MUNI (DET)

DETROIT, MICHIGAN

SL-118 (FAA)

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 232' from DER, 20' left of centerline, up to 60' AGL/687' MSL.
Multiple Trees beginning 283' from DER, 44' right of centerline, up to 56' AGL/680' MSL.
Stack 533' from DER, 66' right of centerline, 50' AGL/671' MSL.
OL on Stack on Bldg 566' from DER, 18' right of centerline, 50' AGL/671' MSL.
OL on Floodlight 622' from DER, 104' left of centerline, 41' AGL/668' MSL.
Light Standard 149' from DER, 138' left of centerline, 37' AGL/654' MSL.
Light Standard 227' from DER, 105 right of centerline, 33' AGL/654' MSL.
Antenna on Bldg 936' from DER, 84' right of centerline, 43' AGL/670' MSL.
OL Floodlight 909' from DER, 96' right of centerline, 41' AGL/668' MSL.
Pole 466' from DER, 198' right of centerline, 30' AGL/654' MSL.
OL on Pole 132' from DER, on centerline, 16' AGL/637' MSL.

Rwy 15: Multiple Trees beginning 589' from DER, 221' left of centerline up to 69' AGL/683' MSL.
Multiple Trees beginning 299' from DER, 289' right of centerline, up to 52' AGL/679' MSL.
Ant on APBN 662' from DER, 667' left of centerline, 81' AGL/695' MSL.
Pipe on OL Bldg 783' from DER, 597' left of centerline, 62' AGL/676' MSL.
OL on Bldg 1,473' from DER, 556' right of centerline, 68' AGL/692' MSL.
Tower 3,376' from DER, 1,118' right of centerline, 103' AGL/723' MSL.
Antenna on Bldg 803' from DER, 522' right of centerline, 35' AGL/656' MSL.
Building 3,749' from DER, 569' left of centerline, 114' AGL/723' MSL.
Floodlight on Bldg 1,611' from DER, 657' left of centerline, 53' AGL/667' MSL.
Rod on OL Building 450' from DER, 317' left of centerline, 20' AGL/637' MSL.

Rwy 25: Tower 2,828' from DER, 1,225' left of centerline, 141' AGL/770' MSL.
Multiple Trees beginning 909' from DER, 133' left of centerline, up to 76' AGL/703' MSL.
Multiple Trees beginning 334' from DER, 132' right of centerline, 58' AGL/685' MSL.
OL on Building 48' from DER, 240' left of centerline, 41' AGL/662' MSL.
Railroad 1' from DER, 126' left of centerline, 29' AGL/650' MSL.
OL on Stack 454' from DER, 45' left of centerline, 35' AGL/659' MSL.
Railroad 190' from DER, 40' left of centerline, 29' AGL/650' MSL.
OL Stack on Bldg 949' from DER, 44' left of centerline, 41' AGL/668' MSL.
Stack 958' from DER, 12' left of centerline, 41' AGL/668' MSL.
Light Standard 701' from DER, 145' right of centerline, 26' AGL/653' MSL.
Stack 9,474 from DER, 2,415' left of centerline, 241' AGL/872' MSL.

Rwy 33: Multiple Trees beginning 113' from DER, 118' left of centerline, up to 73' AGL/694' MSL.
Multiple Trees beginning 572' from DER, 84' right of centerline, up to 92' AGL/709' MSL.
Flag Pole 963' from DER, 379' left of centerline, 28' AGL/658' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME YQG	APP CRS	Rwy Idg 5090
113.8	326°	TDZE 626
Chan 85		Apt Elev 626

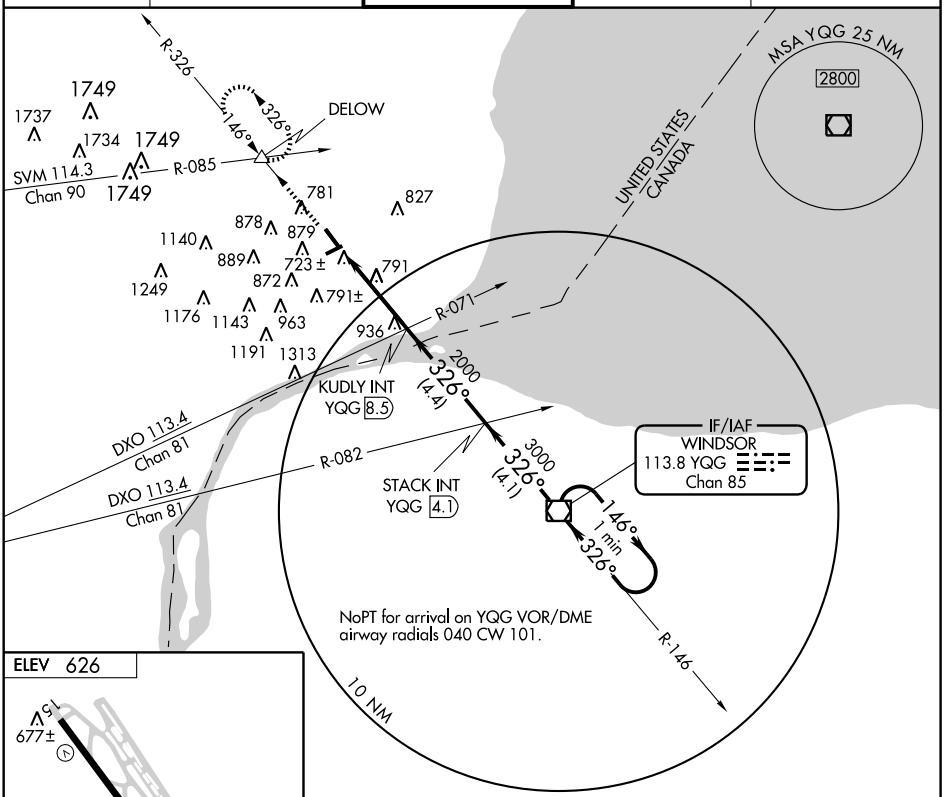
VOR RWY 33

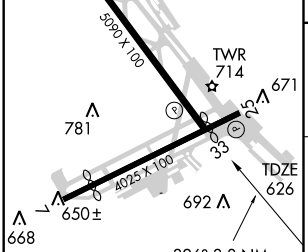
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metro Wayne County altimeter setting and increase all MDA 60 feet and increase Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 via YQG VOR/DME R-326 to DELOW Int and hold, continue climb-in-hold to 3000.

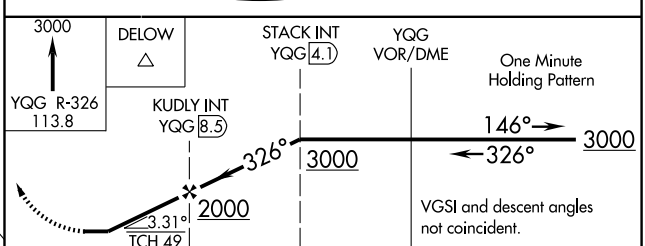
ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95





MIRL Rwy 7-25
HIRL Rwy 15-33
REIL Rwys 15 and 33

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-33	1240-1 614 (700-1)		1240-1¾ 614 (700-1¾)	1240-2 614 (700-2)
CIRCLING	1240-1 614 (700-1)		1240-1¾ 614 (700-1¾)	1240-2 614 (700-2)

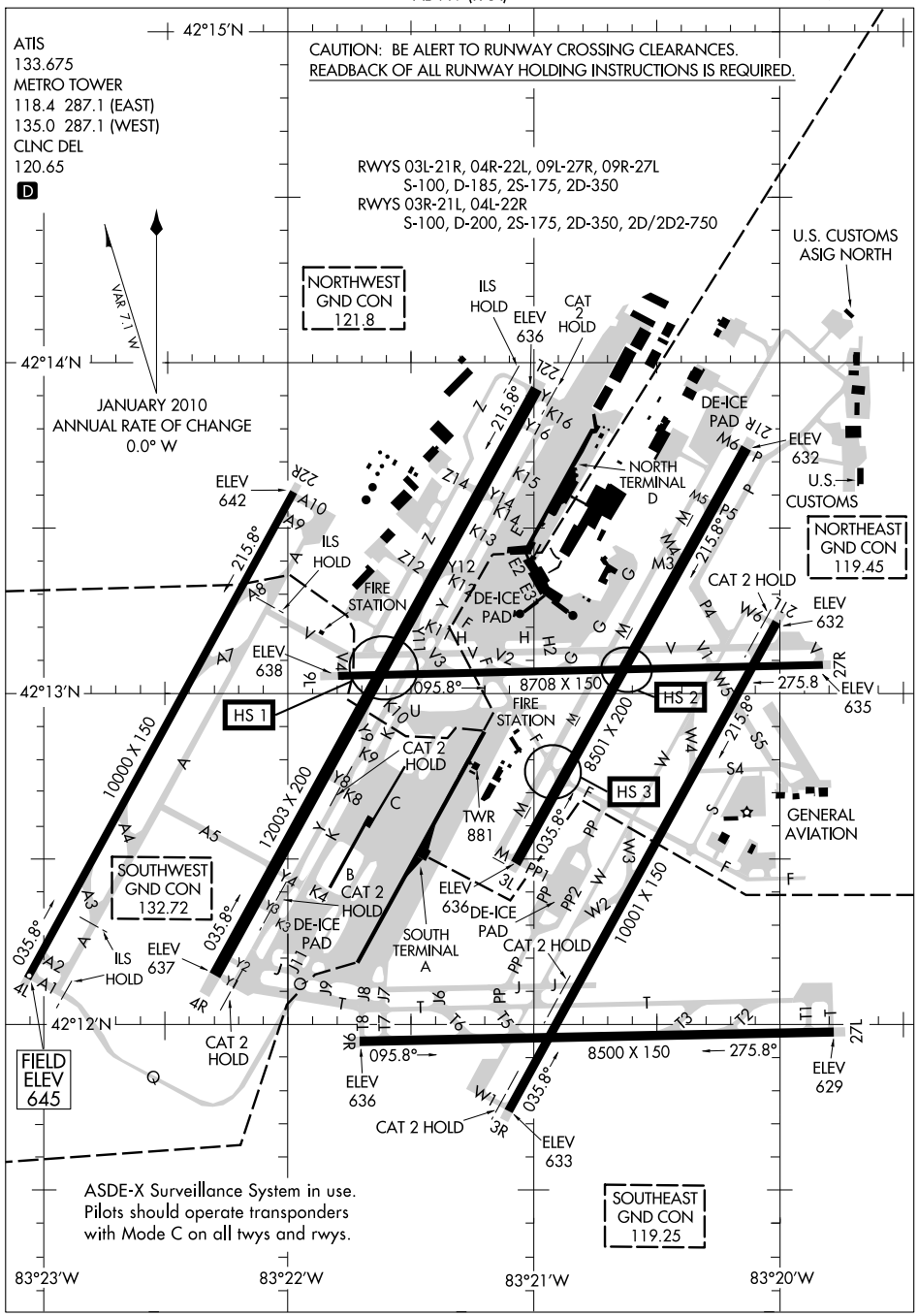
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

AL-119 (FAA)

DETROIT, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

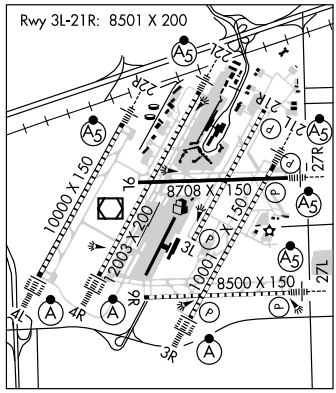
AIRPORT DIAGRAM

DETROIT, MICHIGAN

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

10266

DETROIT METROPOLITAN WAYNE CO (DTW) 15 S UTC−5(−4DT) N42°12.75′ W83°21.20′ **DETROIT**
645 B S2 **FUEL** 100LL, JET A OX 1, 3, 4 AOE Class I, ARFF Index E NOTAM FILE DTW **COPTER**
RWY 04R–22L: H12003X200 (CONC–GRVD) S–100, D–185, 2S–175, 2D–350 HIRL CL **H–10G, L–28J, A**
RWY 04R: ALSF2. TDZL. Tree. **RWY 22L:** MALSR. Railroad. **IAP, AD**
RWY 03R–21L: H10001X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350, 2D/2D2–750 HIRL CL
RWY 03R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 54′. Trees.
RWY 21L: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Berm.
RWY 04L–22R: H10000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350, DDT–750 HIRL CL
RWY 04L: ALSF2. TDZ. Pole. **RWY 22R:** MALSR. Antenna.
RWY 09L–27R: H8708X150 (ASPH–CONC–GRVD) S–100, D–185, 2S–175, 2D–350 HIRL
RWY 09L: REIL. Antenna.
RWY 27R: MALSR. PAPI(P4L)—GA 3.0° TCH 61′.
RWY 03L–21R: H8501X200 (ASPH–CONC–GRVD) S–100, D–185, 2S–175, 2D–350 HIRL CL
RWY 03L: REIL. PAPI(P4R)—GA 3.0° TCH 58′. Pole.
RWY 21R: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Pole.
RWY 09R–27L: H8500X150 (CONC–GRVD) S–100, D–185, 2S–175, 2D–350 HIRL CL
RWY 09R: REIL.
RWY 27L: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03L:	TORA–8501	TODA–8501	ASDA–8501	LDA–8501
RWY 03R:	TORA–10001	TODA–10001	ASDA–10001	LDA–10001
RWY 04L:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000
RWY 04R:	TORA–12003	TODA–12003	ASDA–12003	LDA–12003
RWY 09L:	TORA–8708	TODA–8708	ASDA–8618	LDA–8618
RWY 09R:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 21L:	TORA–10001	TODA–10001	ASDA–10001	LDA–10001
RWY 21R:	TORA–8501	TODA–8501	ASDA–8501	LDA–8501
RWY 22L:	TORA–12003	TODA–12003	ASDA–12003	LDA–12003
RWY 22R:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000
RWY 27L:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 27R:	TORA–8708	TODA–8708	ASDA–8708	LDA–8708

AIRPORT REMARKS: Attended continuously. Be alert birds, waterfowl on and invof arpt. Rwy 21R departures be alert for optical illusion, acft taxiing on Twy T may appear as though crossing Rwy 21R centerline. Rwy 22L departures be alert for optical illusion, acft taxiing on Twy Q may appear as though crossing Rwy 22L centerline. Brightly lgtd parking lot 2.6 NM SW of arpt. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Rwy 03R ALSF2 req when RVR/visibility is 6000/1 mile or less. SSALR ops when RVR/visibility is 6000/1 mile. Rwy 03L–21R touchdown and rollout rwy visual range avbl. Rwy 04L–22R touchdown, midfield and rollout rwy visual range avbl. Rwy 09L rwy visual range midfield avbl. Rwy 27L touchdown rwy visual range avbl. Acft on Twy F and Twy V do not block fire station exits. Twy G N of Twy V is a non–movement area. Unidirectional stop bars on Rwy 27R when being used for taxi. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (734) 941–7848. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS 133.675 734–941–5363 **UNICOM** 122.95
CARLETON RCO 122.1R 115.7T (LANSING RADIO)
Ⓡ **APP CON** 125.15 118.575 (EAST) 124.05 (WEST) 124.975 124.25
Ⓡ **DEP CON** 132.025 (TURBOJETS–EAST) 134.3 (TURBOPROPS–EAST) 125.525 (TURBOJETS–WEST) 118.95 (TURBOPROP–WEST) 118.575 (EAST)
METRO TOWER 135.0 (West) 128.125 (Rwy 04L–22R) 118.4 (East)
GND CON 121.8 (NORTHWEST) 132.72 (SOUTHWEST) 119.25 (SOUTHEAST) 119.45 (NORTHEAST)
CLNC DEL 120.65 **PRE TAXI CLNC** 120.65
AIRSPACE: CLASS B: See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

CARLETON (H) VORTAC 115.7 CRL Chan 104 N42°02.88′ W83°27.45′ 028° 10.9 NM to fld. 629/3W. **HIWAS.**

(H) VORW/DME 113.4 DXO Chan 81 N42°12.79′ W83°22.00′ at fld. 638/6W. NOTAM FILE DTW. DME unusable byd 30 NM below 2900′.

REVUP NDB (LOM) 388 DT N42°07.21′ W83°25.90′ 038° 6.6 NM to fld. Unmonitored. SHUTDOWN.

SPENC NDB (LOM) 223 DM N42°13.20′ W83°12.20′ 272° 6.7 NM to fld.

ILS/DME 111.95 I–HJT Chan 56Y Rwy 04L. Class IIIE. DME also serves Rwy 22R.

ILS/DME 110.7 I–DTW Chan 44 Rwy 04R. LOM REVUP NDB. OM unmonitored. LOM SHUTDOWN.

ILS/DME 110.7 I–DWC Chan 44 Rwy 22L. Class IE.

ILS/DME 111.95 I–JKI Chan 56Y Rwy 22R. Class IE. DME also serves Rwy 04R.

ILS/DME 111.5 I–HUU Chan 52 Rwy 03R.

ILS/DME 111.5 I–EJR Chan 52 Rwy 21L.

ILS 108.5 I–DMI Rwy 27R. LOM SPENC NDB.

ILS 110.15 I–EPA Rwy 27L. Class IE.

COMM/NAV/WEATHER REMARKS: Dual VHF communications required for Simultaneous Close Parallel ILS PRM Approaches. Rwy 04L and Rwy 22R Monitor 127.05, Rwy 04R and Rwy 22L Monitor 135.775 and Rwy 03R and Rwy 21L Monitor 128.35.

WILLOW RUN (YIP) 24 SW UTC−5(−4DT) N42°14.36′ W83°31.86′ DETROIT

716 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA ARFF Index—See Remarks NOTAM FILE YIP **COPTER**

RWY 05R–23L: H7526X150 (ASPH) S–55, D–70, 2S–89, 2D–120 HIRL **H–10G, L–28J, A**

RWY 05R: MALSR. Tree. **IAP, AD**

RWY 23L: MALSR. VASI(V4L)—GA 3.0° TCH 56′.

RWY 09–27: H7294X160 (ASPH–GRVD) S–55, D–70, 2S–89, 2D–120 MIRL

RWY 09: Thld dsplcd 574′. Railroad.

RWY 14–32: H6312X160 (ASPH–GRVD) S–35, D–45, 2D–90 MIRL

RWY 14: Antenna.

RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 45′. Thld dsplcd 525′. Ground.

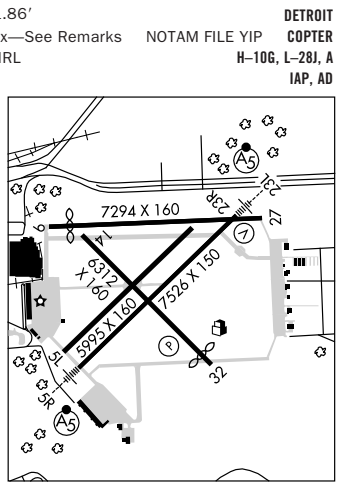
RWY 05L–23R: H5995X160 (ASPH–GRVD) S–35, D–45, 2D–90 MIRL

RWY 05L: Trees. **RWY 23R:** Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05L: TORA–5995 TODA–5995 ASDA–5995 LDA–5995

RWY 23R: TORA–5995 TODA–5995 ASDA–5995 LDA–5995



AIRPORT REMARKS: Attended continuously. Helicopter tkf and ldg on the south ramp prohibited, taxi only. Birds on and invof arpt. Rwys 09–27 , only the 80′ center portion is grvd. Class IV, ARFF Index A. ARFF Index E svc avbl on req call 734–485–6660. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats requiring Index C or greater call arpt manager 734–485–6670. Flight Notification Service (ADCUS) avbl call 734–942–9000. Customs avbl 24 hrs, Mon–Fri and on call from Detroit Metropolitan Wayne Co arpt on weekend. U.S. customs user fee arpt. All billing thru Wayne Co. Arpt Authority; For customs clearance 1 hr minimum advance notification rqr. Pilots must ctc U.S. customs on 313–226–3140. Req for customs svc by FAA flight plan is not accepted. Ldg fee. Ldg fee is based on acft gross weight.

WEATHER DATA SOURCES: ASOS 132.350 (734) 485–9056. LAWRS.

COMMUNICATIONS: ATIS 127.425 (734) 482–6590

Ⓡ **DETROIT APP/DEP CON** 118.95

TOWER 125.275 **GND CON** 121.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DTW.

DETROIT (H) VORW/DME 113.4 DXO Chan 81 N42°12.79′ W83°22.00′ 288° 7.5 NM to fld. 638/6W.

YIPPS NDB (LOM) 359 YI N42°10.45′ W83°37.29′ 052° 5.6 NM to fld. Unmonitored.

ILS/DME 109.5 I–YIP Chan 32 Rwy 05R. Class IE. LOM YIPPS NDB.

ILS/DME 109.5 I–LSW Chan 32 Rwy 23L. Class IE.

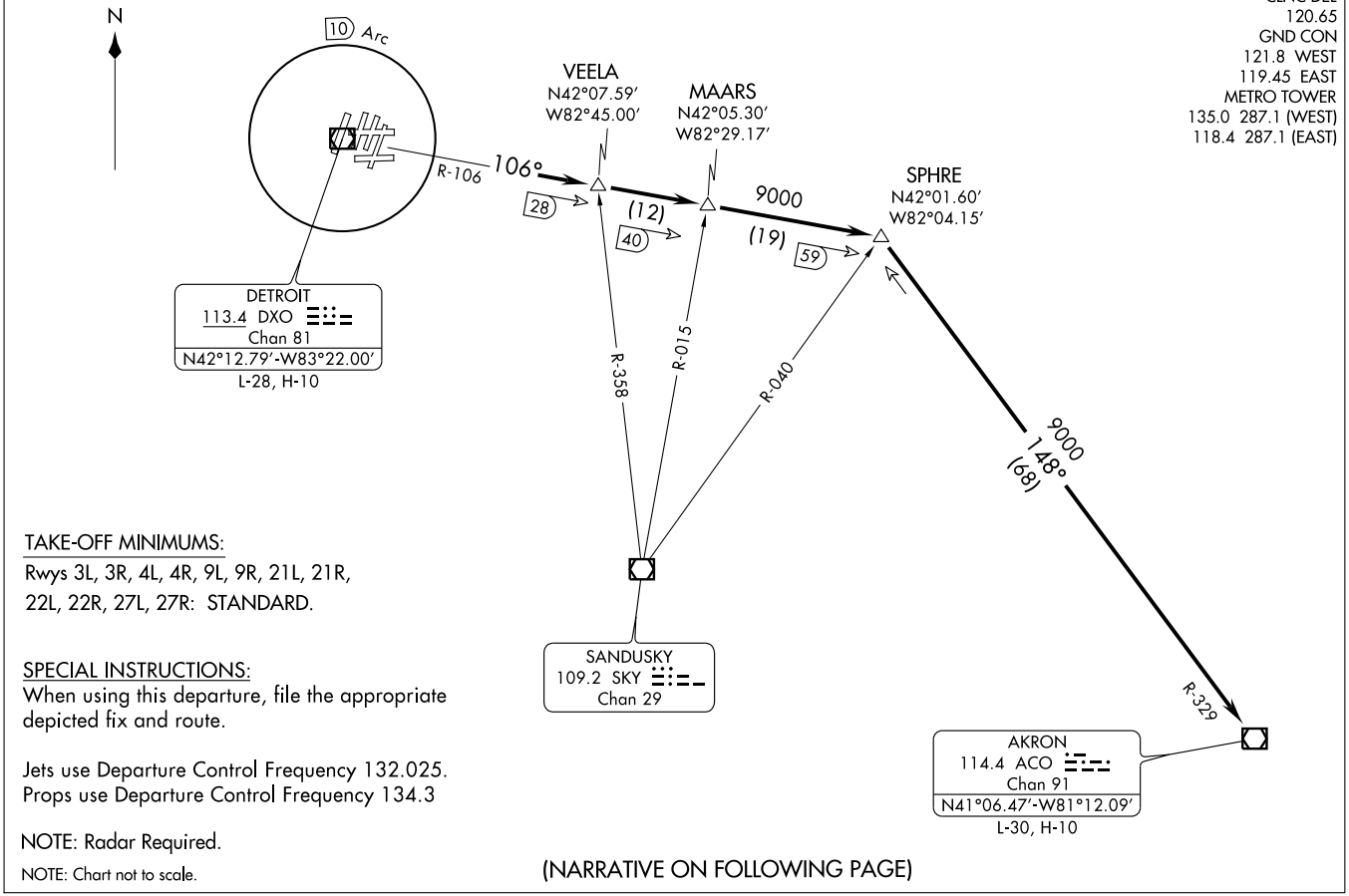
COMM/NAV/WEATHER REMARKS: Emerg frequencies not avbl at twr.

AKRON TWO DEPARTURE

(ACO2.ACO) 10266

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN



TAKE-OFF MINIMUMS:

Rwys 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

SPECIAL INSTRUCTIONS:

When using this departure, file the appropriate depicted fix and route.

Jets use Departure Control Frequency 132.025.
Props use Departure Control Frequency 134.3

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(ACO2.ACO) 10266

AKRON TWO DEPARTURE

SL-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-106, to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Jets maintain 10,000 feet, cross DXO 10 DME Arc at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399' from DER, 566' right of centerline, 17' AGL/647' MSL.

Rwy 4L: Multiple Trmsn Towers 1516' from DER, 827' left of centerline, up to 60' AGL/690' MSL.
Multiple Antennas 2751' from DER, 762' right of centerline, up to 84' AGL/714' MSL.

Rwy 4R: Antenna on Bldg 3348' from DER, 1301' left of centerline, 100' AGL/736' MSL.

Rwy 9L: Multiple Trees 968' to 2519' from DER, 462' left of centerline and 1173' right of centerline, up to 85' AGL/715' MSL.

Rwy 9R: Tree 1837' from DER, 947' right of centerline, 50' AGL/686' MSL.

Rwy 21L: Multiple Trees 1079' to 3910' from DER, 586' left of centerline and 1188' right of centerline, up to 100' AGL/733' MSL.

Rwy 22L: Multiple Trees 794' to 3694' from DER, 611' right of centerline and 1381' left of centerline, up to 110' AGL/740' MSL.

Rwy 27R: Rod on ASR 4461' from DER, 464' left of centerline, 106' AGL/756' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

ERRTH TWO DEPARTURE

(ERRTH2.ERRTH) 10266

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

(NARRATIVE ON FOLLOWING PAGE)

ATIS 133.675
CLNC DEL
120.65
GND CON
121.8 WEST
119.45 EAST
METRO TOWER
135.0 287.1 (WEST)
118.4 287.1 (EAST)

10 Arc

R-095

095°
30

RICPO
N42°13.35′
W82°41.63′

R-101

095°
(11)

OCTAS
N42°13.50′
W82°26.93′

101°
(23)
40

14500
101°
(40)

ERRTH
N42°11.37′
W81°56.15′

R-139

PECK
114.0 ECK
Chan 87

WINDSOR
113.8 YQG
Chan 85

TRACE
N42°07.31′
W81°02.45′

AYLMER
114.2 YQO
Chan 89

JAMESTOWN
114.7 JHW
Chan 94

ERIE
109.4 ERI
Chan 31

R-174

R-287

FL180
139°
(28)

DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′

DORET
N41°48.10′
W80°35.08′
FL180

FL180
107°
(119)

R-287

N

SLATE RUN
113.9 SLT
Chan 86
N41°30.77′
W77°58.21′
L-30, H-10-12

R-002

R-015

R-039

R-014

R-175

8000
145°
(53)

R-325

MIGET
N41°17.67′
W78°51.86′

CHARDON
112.7 CXR
Chan 74
N41°31.02′
W81°09.79′
L-30, H-10

FL180
102°
(104)

J146

R-289

FL180
109°
(33)

R-289

KEATING
116.0 ETG
Chan 107
N41°12.90′
W78°08.57′
L-30, H-10-12

SANDUSKY
109.2 SKY
Chan 29

TAKE-OFF MINIMUMS:
Rwys 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

NOTE: RADAR Required.

NOTE: DME Required for SLATE RUN transition.

NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS:
Aircraft departing Detroit Metropolitan/Wayne County:
Jets use Departure Control Frequency 132.025,
Props use Departure Control Frequency 134.3.
When using this departure, file the appropriate fix and route.

(ERRTH2.ERRTH) 10266

ERRTH TWO DEPARTURE

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

SL-119 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-095 to OCTAS INT then via YQG R-101 to ERRTH, then via (transition). Jets maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

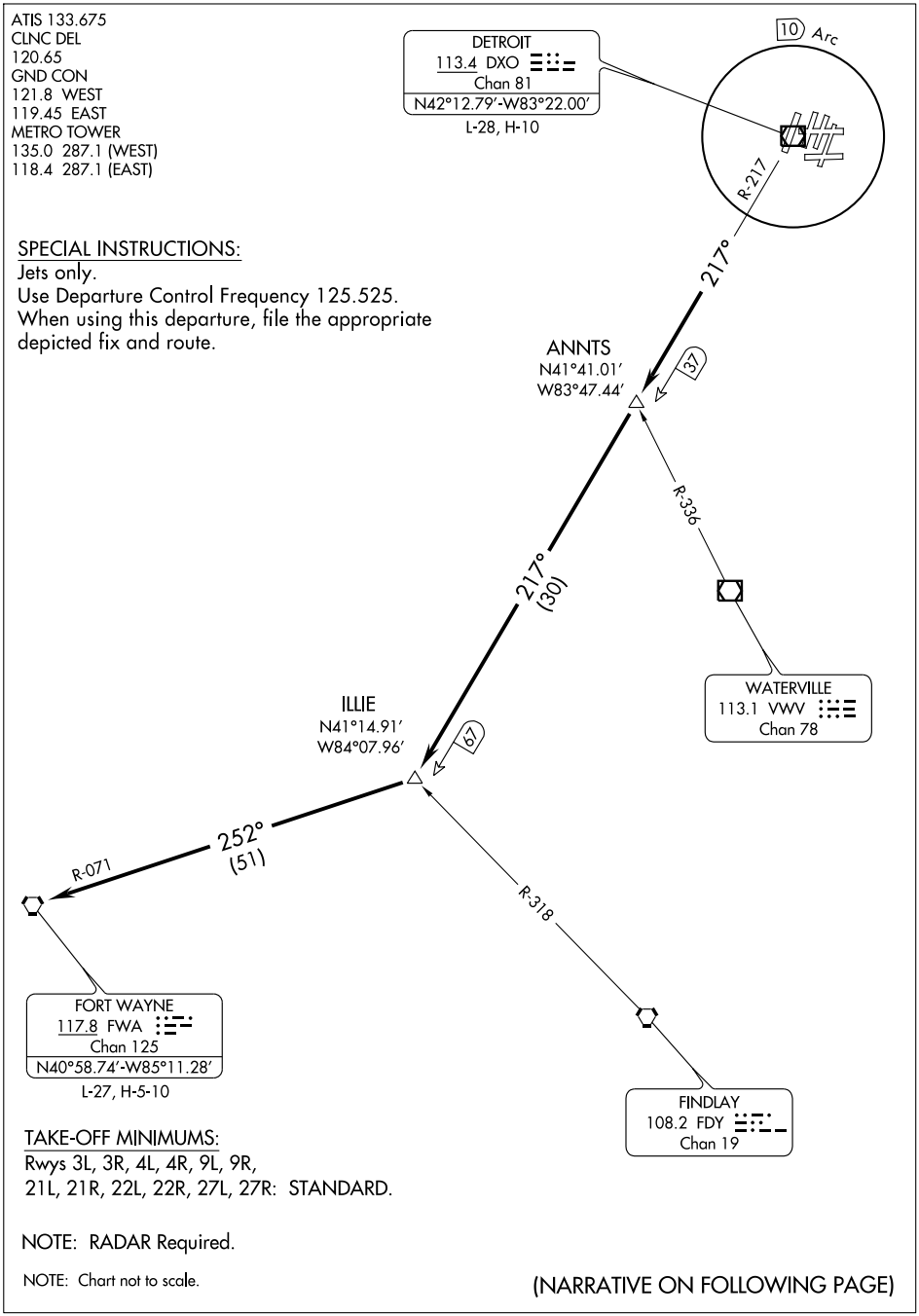
CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399' from DER, 566' right of centerline, 17' AGL/647' MSL.
Rwy 4L: Multiple transmission towers 1516' from DER, 827' left of centerline, up to 60' AGL/690' MSL.
Multiple antennas 2751' from DER, 762' right of centerline, up to 84' AGL/714' MSL.
Rwy 4R: Antenna on building 3348' from DER, 1301' left of centerline, 100' AGL/736' MSL.
Rwy 9L: Multiple trees 968' to 2519' from DER, 462' left of centerline and 1173' right of centerline, up to 85' AGL/715' MSL.
Rwy 9R: Tree 1837' from DER, 947' right of centerline, 50' AGL/686' MSL.
Rwy 21L: Multiple trees 1079' to 3910' from DER, 586' left of centerline and 1188' right of centerline, up to 100' AGL/733' MSL.
Rwy 22L: Multiple trees 794' to 3694' from DER, 611' right of centerline and 1381' left of centerline, up to 110' AGL/740' MSL.
Rwy 27R: Rod on ASR, 4461' from DER, 464' left of centerline, 106' AGL/756' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

FORT WAYNE THREE DEPARTURE



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

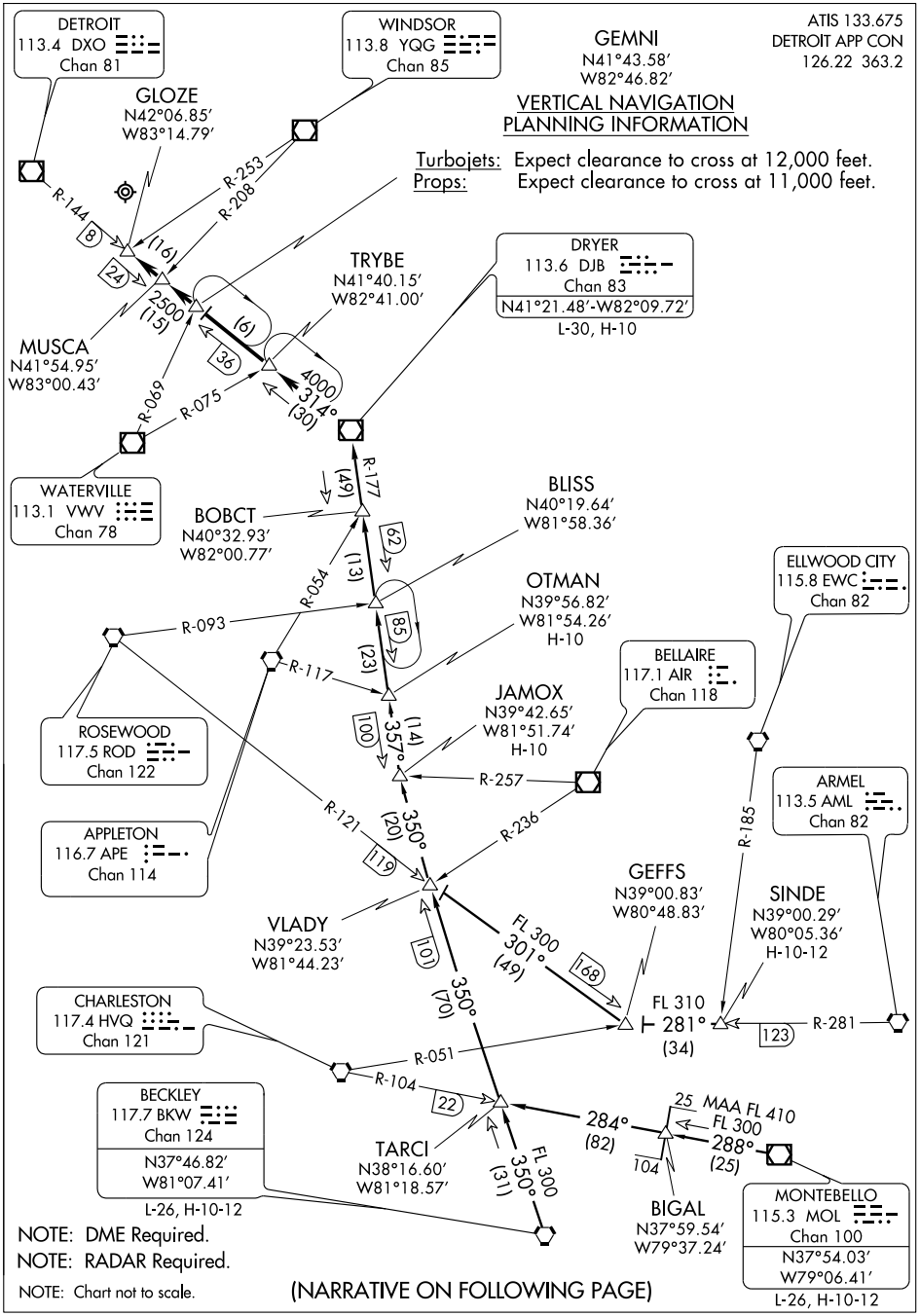
Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple Trmsn towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline to 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR, 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

GEMNI TWO ARRIVAL

ST-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY
DETROIT, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

GEMNI TWO ARRIVAL

DETROIT, MICHIGAN
DETROIT METROPOLITAN WAYNE COUNTY

(DJB.GEMNI2) 08325

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.GEMNI2): From over BKW VORTAC via BKW R-350 to JAMOX INT, then via DJB R-177 to DJB VOR/DME. Thence. . . .
MONTEBELLO TRANSITION (MOL.GEMNI2): From over MOL VOR/DME via MOL R-288 to BIGAL INT, then via HVQ R-104 to TARCI INT, then via BKW R-350 to JAMOX INT, then via DJB R-177 to DJB VOR/DME. Thence. . . .
SINDE TRANSITION (SINDE.GEMNI2): From over SINDE INT via AML R-281 to GEFFS INT, then via ROD R-121 to VLADY INT, then via BKW R-350 to JAMOX INT, then via DJB R-177 to DJB VOR/DME. Thence. . . .

. . . . From over DJB VOR/DME via R-314 to GEMNI INT/36 DME, then via DXO VOR/DME R-144, to GLOZE INT/8 DME. Expect radar vectors to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DETROIT, MI		
DETROIT METROPOLITAN		
WAYNE COUNTY (DTW)	HS 1	Rwy 04R-22L and Rwy 09L-27R.
	HS 2	Rwy 03L-21R and Rwy 09L-27R.
	HS 3	Twy F and Rwy 03L-21R.
DETROIT, MI		
WILLOW RUN (YIP)	HS 1	Complex rwys/twy int.
	HS 2	Twy E1 to Rwy 27 or Rwy 23L wrong rwy departure risk.
JACKSON, MI		
JACKSON COUNTY-		
REYNOLDS FIELD (JXN)	HS 1	Confusing signage.
	HS 2	No signage.
KALAMAZOO, MI		
KALAMAZOO/BATTLE		
CREEK INTL (AZO)	HS 1	Complex rwy/twy int.
	HS 2	Wrong rwy departure risk from Twy C.
	HS 3	Wrong rwy departure risk from Twy F.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

ILS or LOC RWY 3R

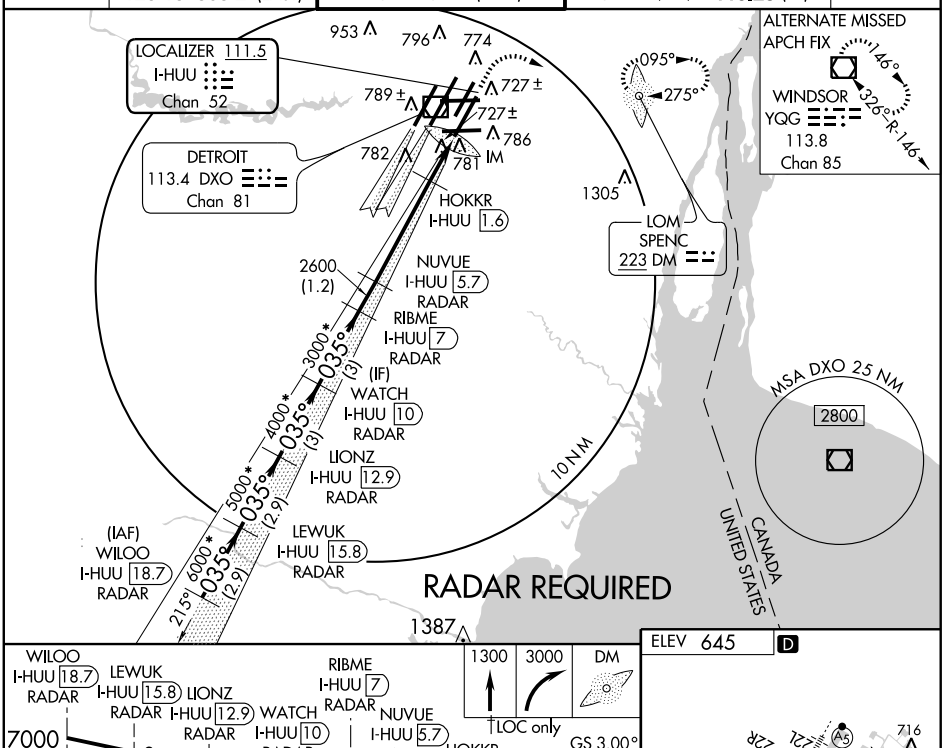
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

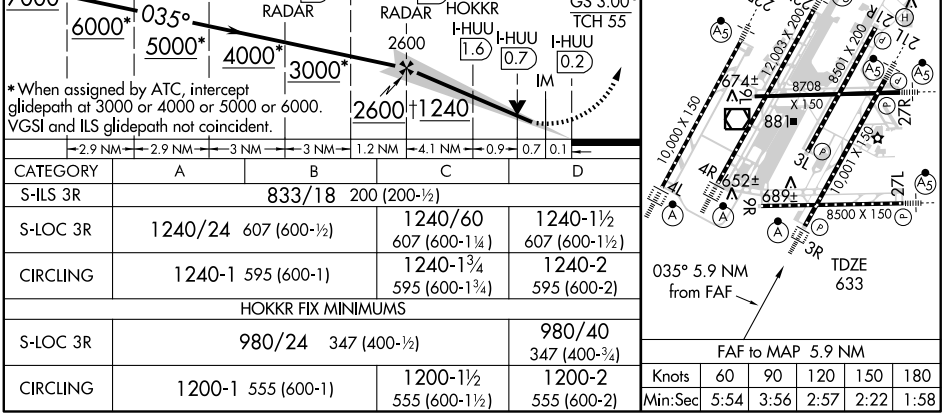
Simultaneous approach authorized with Rwy 4R or Rwy 4L. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





CATEGORY	A	B	C	D
S-ILS 3R	833/18 200 (200-½)			
S-LOC 3R	1240/24 607 (600-½)		1240/60 607 (600-1¼)	1240-1½ 607 (600-1½)
CIRCLING	1240-1 595 (600-1)		1240-1¾ 595 (600-1¾)	1240-2 595 (600-2)
HOKKR FIX MINIMUMS				
S-LOC 3R	980/24 347 (400-½)			980/40 347 (400-¾)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DTW	APP CRS	Rwy Idg 12003
110.7	035°	TDZE 638
Chan 44		Apt Elev 645

ILS or LOC RWY 4R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with ILS Rwy 3R. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX
124°
304°
PONTIAC
111.0 PSI
Chan 47

MISSED APCH FIX
148°
328°
MADDS
338 DE

LOCALIZER 110.7
I-DTW
Chan 44

DETROIT
113.4 DXO
Chan 81

1391 953 796 774 727± 789± 782 781 786 1305

IM

2600
(1.2)

JELLY
I-DTW 9.3
RADAR

ETALE
I-DTW 8
RADAR

EVABE
I-DTW 12.3
RADAR

(IF)
HIMEX
I-DTW 15.2
RADAR

(IAF)
JULEP
I-DTW 21
RADAR

CULOP
I-DTW 18.1
RADAR

*3000 035° (3)
*4000 035° (3)
*5000 035° (2.9)
*6000 035° (2.9)
215°

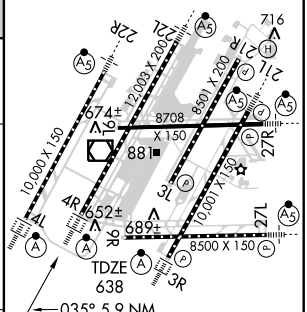
MSA DXO 25 NM
2800

10 NM

UNITED STATES
CANADA

RADAR REQUIRED

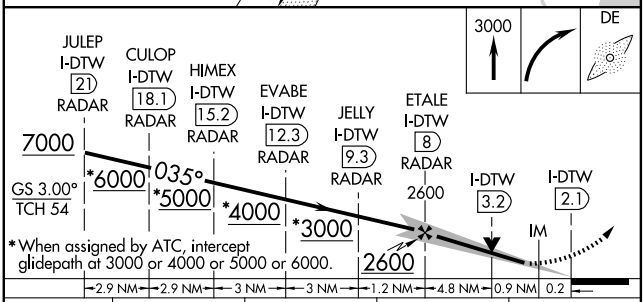
ELEV 645 D



035° 5.9 NM
from FAF

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 4R	838/18 200 (200-½)			
S-LOC 4R	1040/24 402 (400-½)			1040/40 402 (400-¾)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EJR	APP CRS	Rwy Idg	10001
111.5	215°	TDZE	632
Chan 52		Apt Elev	645

ILS or LOC RWY 21L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 22L or Rwy 22R. ADF and DME or RADAR Required. LOC procedure NA during simultanous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct RYS NDB and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM 114.3 SVM Chan 90

(IAF) COUNT I-EJR 20.6 RADAR

TIGRZ I-EJR 17.8 RADAR

(IF) ROBBI I-EJR 14.9 RADAR

BALAS I-EJR 11.9 RADAR

NESBI I-EJR 8.9 RADAR

PUKLE INT I-EJR 7.7 RADAR

R-116

UNITED STATES / CANADA

DETROIT 113.4 DXO Chan 81

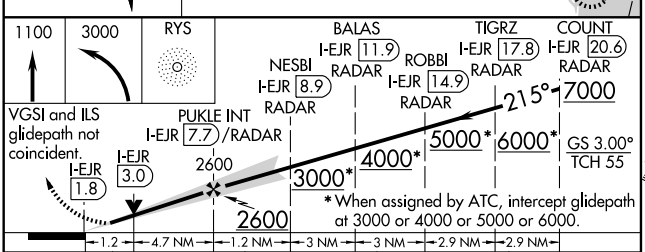
LOCALIZER 111.5 I-EJR Chan 52

MSA DXO 25 NM 2800

10 NM

ALTERNATE MISSED APCH FIX CARLETON CRL 115.7 Chan 104 180° 360° R-180

GROSSE ILE 419 RYS 043° 223°





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 21L	** 832/24 200 (200-½)			
S-LOC 21L	1100/24 468 (500-½)		1100/40 468 (500-¾)	1100/50 468 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DWC	APP CRS	Rwy Idg	12003
110.7	215°	TDZE	637
Chan 44		Apt Elev	645

ILS or LOC RWY 22L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

T Simultaneous approach authorized with Rwy 21L. DME or RADAR Required. LOC procedure NA during simultanous operations.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM 114.3 SVM Chan 90

10 NM

R-117

035°

(IAF) DRBRN I-DWC 19.6 RADAR

BHOLD I-DWC 16.6 RADAR

LUPAY I-DWC 13.5 RADAR

(IF) OSKER I-DWC 10.4 RADAR

ROUGE I-DWC 7.3 RADAR

HULKA INT I-DWC 5.1 RADAR

8000* 215° (3)
5000* 215° (3)
4000* 215° (3.1)
3000* 215° (3.1)
2300 215° (2.2)

1749 1749 1749 953 796 774 770± 727± 789± 786 781

DETROIT 113.4 DXO Chan 81

UNITED STATES CANADA

MSA DXO 25 NM 2800

MISSED APCH FIX
CARLETON CRL 115.7 Chan 104
R-196 016° 196°

LOM SPENC 223 DM

LOCALIZER 110.7 I-DWC Chan 44

ELEV 645 D

215° 5.2 NM from FAF

TDZE 637

3000 CRL

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

I-DWC 0.2
I-DWC 1.1
2300
HULKA INT I-DWC 5.1 RADAR
ROUGE I-DWC 7.3 RADAR
OSKER I-DWC 10.4 RADAR
LUPAY I-DWC 13.5 RADAR
BHOLD I-DWC 16.6 RADAR
DRBRN I-DWC 19.6 RADAR
7000
6000*
5000*
4000*
3000*
2300
215°
GS 2.85°
TCH 57

1.2 | 4.0 | 2.2 NM | 3.1 NM | 3.1 NM | 3 NM | 3 NM

CATEGORY	A	B	C	D
S-ILS 22L	** 837/24 200 (200-½)			
S-LOC 22L	1080/24 443 (500-½)		1080/40 443 (500-¾)	1080/50 443 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L , 9L, 9R and 21R
HIRL all runways

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

22R 22L 16 4R 4L 9R 9L 3R 3L 21R 21L 27R 27L
12,003 X 200
8,501 X 200
8708 X 150
10,000 X 150
10,001 X 150
8500 X 150
674± 652± 689± 881

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-EPA	APP CRS	Rwy Idg	8500
110.15	275°	TDZE	631
		Apt Elev	646

ILS or LOC RWY 27L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME from DXO VOR/DME.
Simultaneous approach authorized with Rwy 27R.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX

146°
326°
R-146

WINDSOR
113.8 YQG
Chan 85

RADAR REQUIRED

10 NM

DETROIT
113.4 DXO
Chan 81

953 796 774 789± 727± 782 786 781 1305

EMMIT OM/RADAR

KNOIT DXO 8.9 RADAR

JUSTT DXO 12.6 RADAR

(IAF) DONYA DXO 17.6 RADAR

2500 3000 *4000

275° (2) 275° (3.7) 275° (5) 095°

*3000 when directed by ATC.

1340

MSA DXO 25 NM
2800

LOCALIZER 110.15
I-EPA

CARLETON
115.7 CRL
Chan 104

R-196 016° 196°

CANADA
UNITED STATES

ELEV 646 D

716 22R 22L 21R 21L 16 8708 X 150 881 27R 12,003 X 200 8,501 X 200 10,000 X 150 4R 4L 652± 16R 689± 3L 10,001 X 150 27L 3R 8500 X 150 TDZE 631

275° 5.3 NM from FAF

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

1500 3000 CRL

EMMIT OM/RADAR 2408

KNOIT DXO 8.9 RADAR

JUSTT DXO 12.6 RADAR

DONYA DXO 17.6 RADAR

275° 3000 *4000 *6000

*3000 when directed by ATC.

GS 3.00°
TCH 56

2500

5.3 NM 2 NM 3.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS 27L	# 831/24 200 (200-½)			
S-LOC 27L	1060/24 429 (500-½)		1060/40 429 (500-¾)	1060/50 429 (500-1)
CIRCLING	1200-1 554 (600-1)		1200-1½ 554 (600-1½)	1200-2 554 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-DMI	APP CRS	Rwy Idg	8708
108.5	275°	TDZE	635
		Apt Elev	646

ILS or LOC RWY 27R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME from DXO VOR/DME. DME or Radar required.
Simultaneous approach authorized with Rwy 27L.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via heading 275° and SVM R-180 to SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

1749

294°
114°
R-294
R-180

SALEM
114.3 SVM
Chan 90

10 NM

LOCALIZER 108.5
I-DMI

953 796 774 789± 727± 782 781 786

275°

DOTTI
DXO 9
RADAR
DM 2600 (1.5)

3000 275° (3.6)

GUGRE
DXO 7.5
RADAR
1305

AERIC
DXO 12.6
RADAR

STANS
DXO 15.8
RADAR
*4000 275° (3.2)
095°

MSA DXO 25 NM
2800

DETROIT
113.4 DXO
Chan 81

UNITED STATES
CANADA

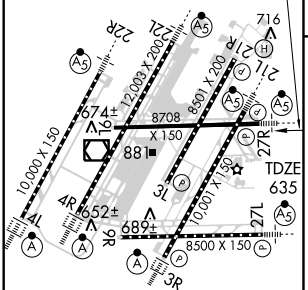
*3000 when directed by ATC.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

ELEV 646 D

275° 5.9 NM from FAF



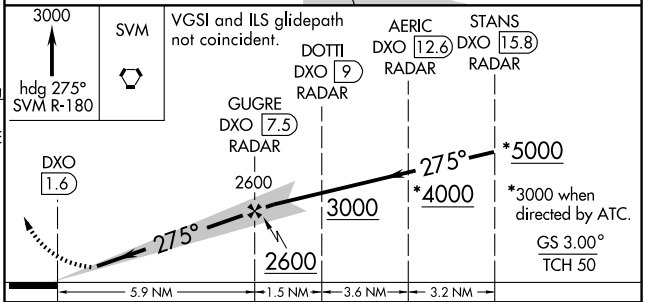
TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

3000
hdg 275°
SVM R-180

SVM

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 27R	# 835/24 200 (200-½)			
S-LOC 27R	1060/24 425 (500-½)		1060/40 425 (500-¾)	
CIRCLING	1200-1 554 (600-1)		1200-1½ 554 (600-1½)	1200-2 554 (600-2)

ILS PRM RWY 3R (CAT II) (SIMULATNEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

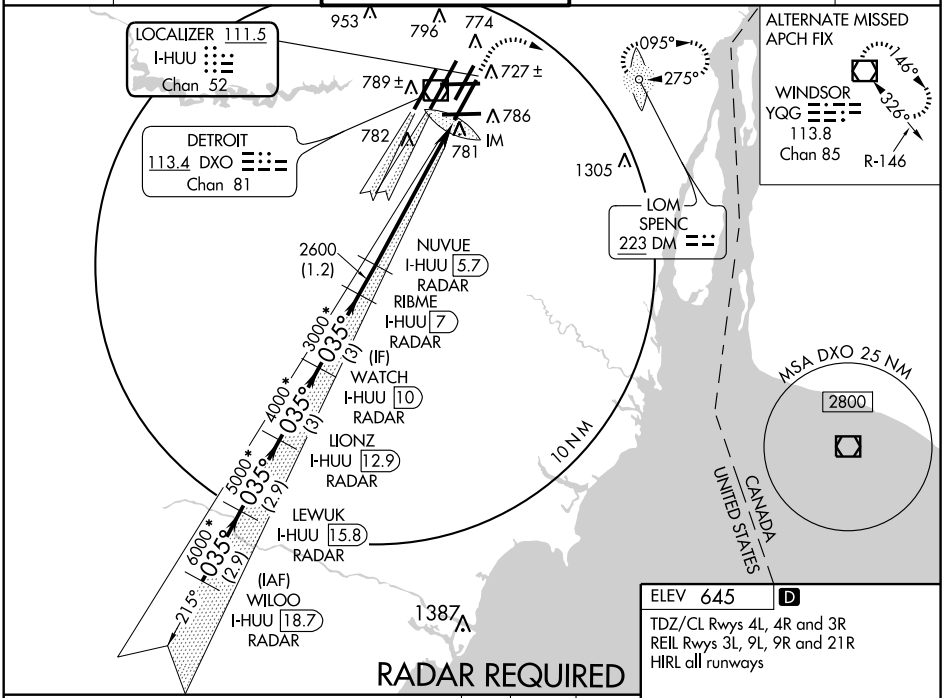
LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 4L. Procedure NA when glideslope not available.
Dual VHF comm required. See additional requirements on AAUP.
ADF and DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 287.1 PRM 128.35	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



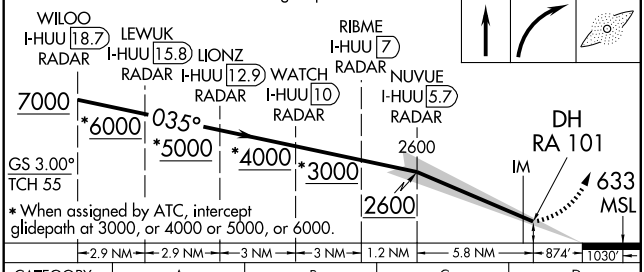
RADAR REQUIRED

ELEV 645 D

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

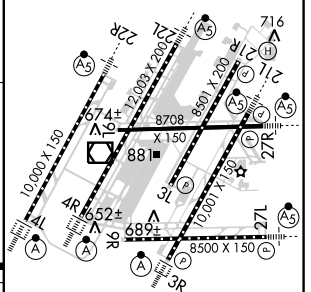
VGSI and ILS glidepath not coincident.

1300	3000	DM



CATEGORY	A	B	C	D
S-ILS PRM 3R	733/12	100 RA 101		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 3R approach. If later advised to expect an ILS 3R approach, the ILS/PRM 3R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 3R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 3R (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

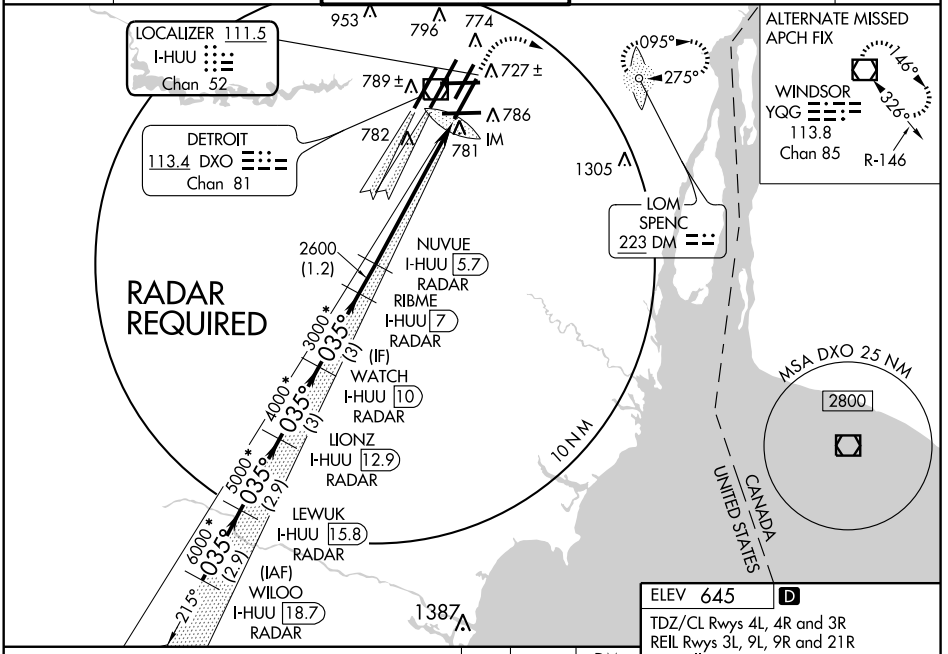
LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 4L. Procedure NA when glideslope not available.
Dual VHF comm required. See additional requirements on AAUP.
ADF and DME or Radar required.

ALSF-2

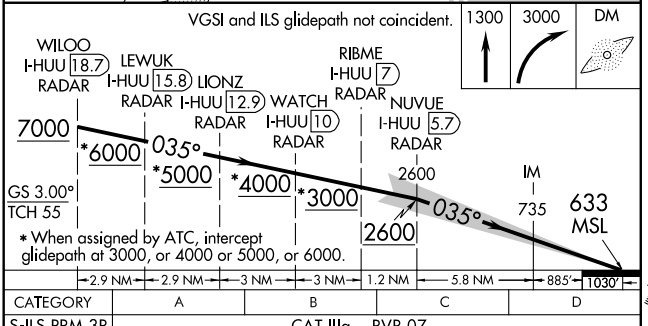
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 287.1 PRM 128.35	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



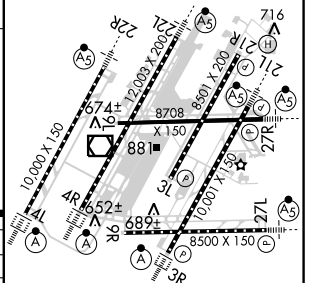
ELEV 645 D

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
S-ILS PRM 3R	CAT IIIa RVR 07			
S-ILS PRM 3R	CAT IIIb RVR 06			
S-ILS PRM 3R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 3R approach. If later advised to expect an ILS 3R approach, the ILS/PRM 3R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 3R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

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LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

ILS PRM RWY 3R (SIMULTANEOUS CLOSE PARALLEL)

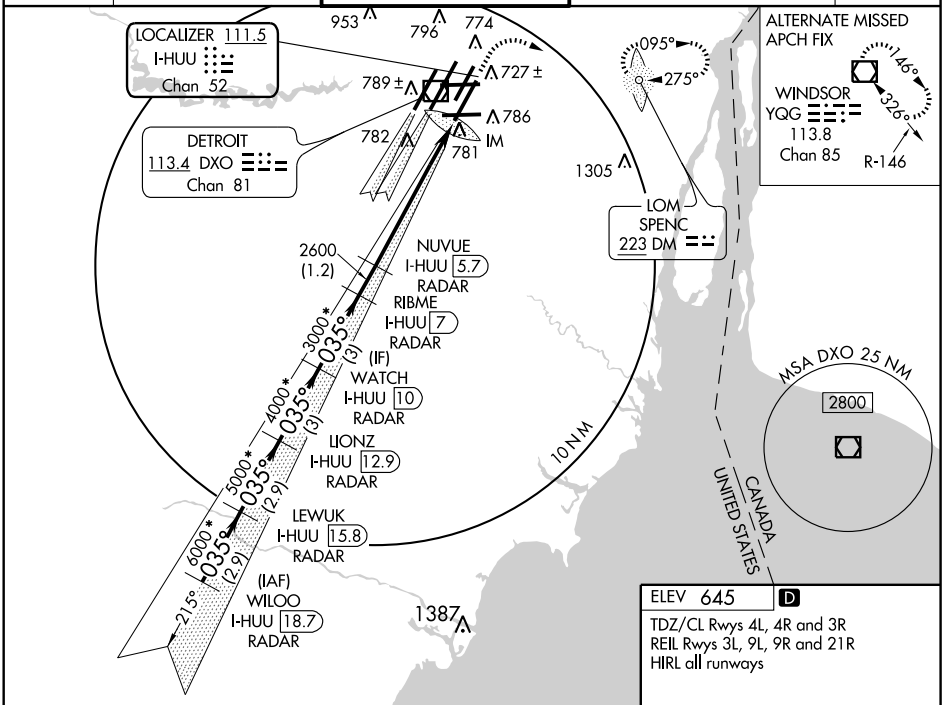
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 4L.
Procedure NA when glideslope not available.
Dual VHF comm required. See additional requirements on AAUP.
ADF and DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

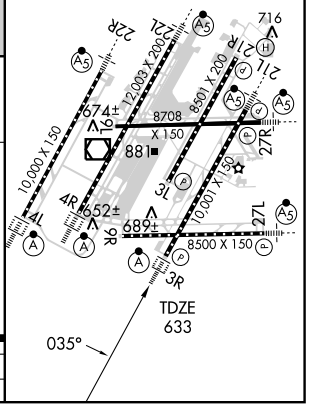
ATIS	DETROIT APP CON	METRO TOWER	GND CON		CLNC DEL
133.675	124.05 363.2 (WEST)	118.4 287.1	121.8 (NW)	119.45 (NE)	120.65
	125.15 363.2 (EAST)	PRM 128.35	132.72 (SW)	119.25 (SE)	



RADAR REQUIRED

ELEV 645 D

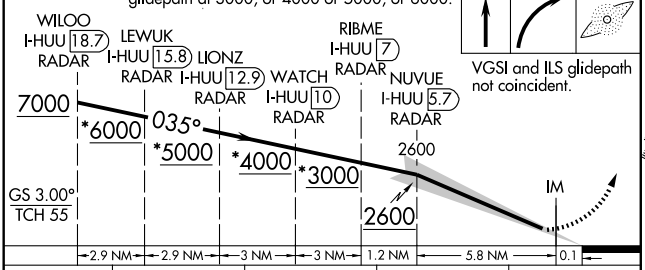
TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



* When assigned by ATC, intercept glidepath at 3000, or 4000 or 5000, or 6000.

1300 3000 DM

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 3R	833/18 200 (200-½)			

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 3R approach. If later advised to expect an ILS 3R approach, the ILS/PRM 3R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 3R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

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ILS PRM RWY 4R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DTW	APP CRS	Rwy Idg	12003
110.7	035°	TDZE	638
Chan 44		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4L and ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III). Procedure not authorized when glideslope not available.
Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX
R-304 PONTIAC 111.0 PSI Chan 47 124° 304°

ADF and DME or RADAR REQUIRED

MISSED APCH FIX
148° 328° MADDS 338 DE

LOCALIZER 110.7 I-DTW Chan 44
953 796 774 727± 789± IM 782 781 786 1305
DETROIT 113.4 DXO Chan 81

2600 (1.2)
JELLY I-DTW 9.3 RADAR
ETALE I-DTW 8 RADAR
*3000 035° (3)
(IF) EVABE I-DTW 12.3 RADAR
*4000 035° (3)
HIMEX I-DTW 15.2 RADAR
*5000 035° (2.9)
(IAF) JULEP I-DTW 21 RADAR
*6000 035° (2.9)
CULOP I-DTW 18.1 RADAR
215°
10 NM

MSA DXO 25 NM 2800

UNITED STATES CANADA

ELEV 645 D

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

3000 DE

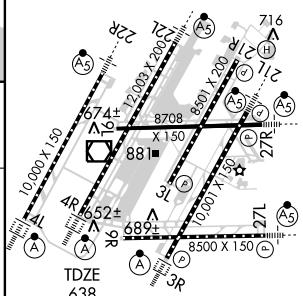
JULEP I-DTW 21 RADAR	CULOP I-DTW 18.1 RADAR	HIMEX I-DTW 15.2 RADAR	EVABE I-DTW 12.3 RADAR	JELLY I-DTW 9.3 RADAR	ETALE I-DTW 8 RADAR
7000	*6000	035° *5000	*4000	*3000	2600

GS 3.00° TCH 54
DH RA 101
IM
638 MSL

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.8 NM 891' 1001'

CATEGORY	A	B	C	D
S-ILS 4R	738/12 100 RA 101			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4R approach. If later advised to expect an ILS 4R approach, the ILS/PRM 4R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 4R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DTW	APP CRS	Rwy Idg	12003
110.7	035°	TDZE	638
Chan 44		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4L and ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III). Procedure not authorized when glideslope not available. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX

R-304 PONTIAC 111.0 PSI Chan 47 124° 304°

MISSED APCH FIX

148° 328° MADDS 338 DE

LOCALIZER 110.7 I-DTW Chan 44

953 796 774 727± 789± IM 786 782 781 1305

ADF and DME or RADAR REQUIRED

DETROIT 113.4 DXO Chan 81

2600 (1.2)

JELLY I-DTW 9.3 RADAR

ETALE I-DTW 8 RADAR

*3000 035° (3)

(IF) EVABE I-DTW 12.3 RADAR

*4000 035° (3)

HIMEX I-DTW 15.2 RADAR

*5000 035° (2.9)

CULOP I-DTW 18.1 RADAR

*6000 035° (2.9)

(IAF) JULEP I-DTW 21 RADAR

215°

10 NM

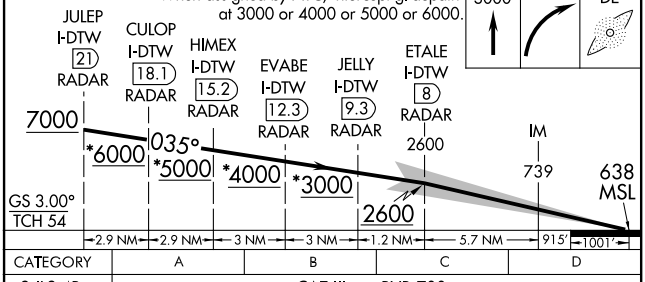
MSA DXO 25 NM 2800

UNITED STATES CANADA

EC-1, 21 OCT 2010 to 18 NOV 2010

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

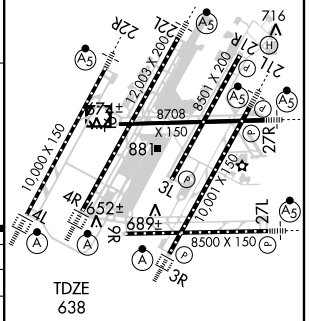
3000 DE



CATEGORY	A	B	C	D
S-ILS 4R	CAT IIIa RVR 700			
S-ILS 4R	CAT IIIb RVR 600			
S-ILS 4R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 D



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4R approach. If later advised to expect an ILS 4R approach, the ILS/PRM 4R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

ILS PRM RWY 4R (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DTW	APP CRS	Rwy Idg	12003
110.7	035°	TDZE	638
Chan 44		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4L and ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III). Procedure not authorized when glideslope not available. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX
R-304 PONTIAC 111.0 PSI Chan 47 124° 304°

ADF and DME or RADAR REQUIRED

MISSED APCH FIX
148° 328° MADDS 338 DE

LOCALIZER 110.7 I-DTW Chan 44

DETROIT 113.4 DXO Chan 81

953 796 774 727± 789± IM 782 781 786 1305

2600 (1.2)

JELLY I-DTW 9.3 RADAR

ETALE I-DTW 8 RADAR

*3000 035° (3)

(IF) EVABE I-DTW 12.3 RADAR

*4000 035° (3)

HIMEX I-DTW 15.2 RADAR

*5000 035° (2.9)

(IAF) JULEP I-DTW 21 RADAR

*6000 035° (2.9)

CULOP I-DTW 18.1 RADAR

10 NM

215°

MSA DXO 25 NM 2800

UNITED STATES CANADA

1387

ELEV 645 D

716 22R 22L 21R 21L 10,000 X 150 12,003 X 200 8,501 X 200 8708 X 150 674± 762 881 652± 689± 4L 4R 9R 9L 3L 3R 27R 27L 8,500 X 150 10,001 X 150 TDZE 638 035°

JULEP I-DTW 21 RADAR
CULOP I-DTW 18.1 RADAR
HIMEX I-DTW 15.2 RADAR
EVABE I-DTW 12.3 RADAR
JELLY I-DTW 9.3 RADAR
ETALE I-DTW 8 RADAR 2600

7000 *6000 035° *5000 *4000 *3000 2600 IM

GS 3.00° TCH 54

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

3000 DE

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.7 NM 0.2

CATEGORY	A	B	C	D
S-ILS 4R	838/18 200 (200-½)			

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4R approach. If later advised to expect an ILS 4R approach, the ILS/PRM 4R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 21L
(SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

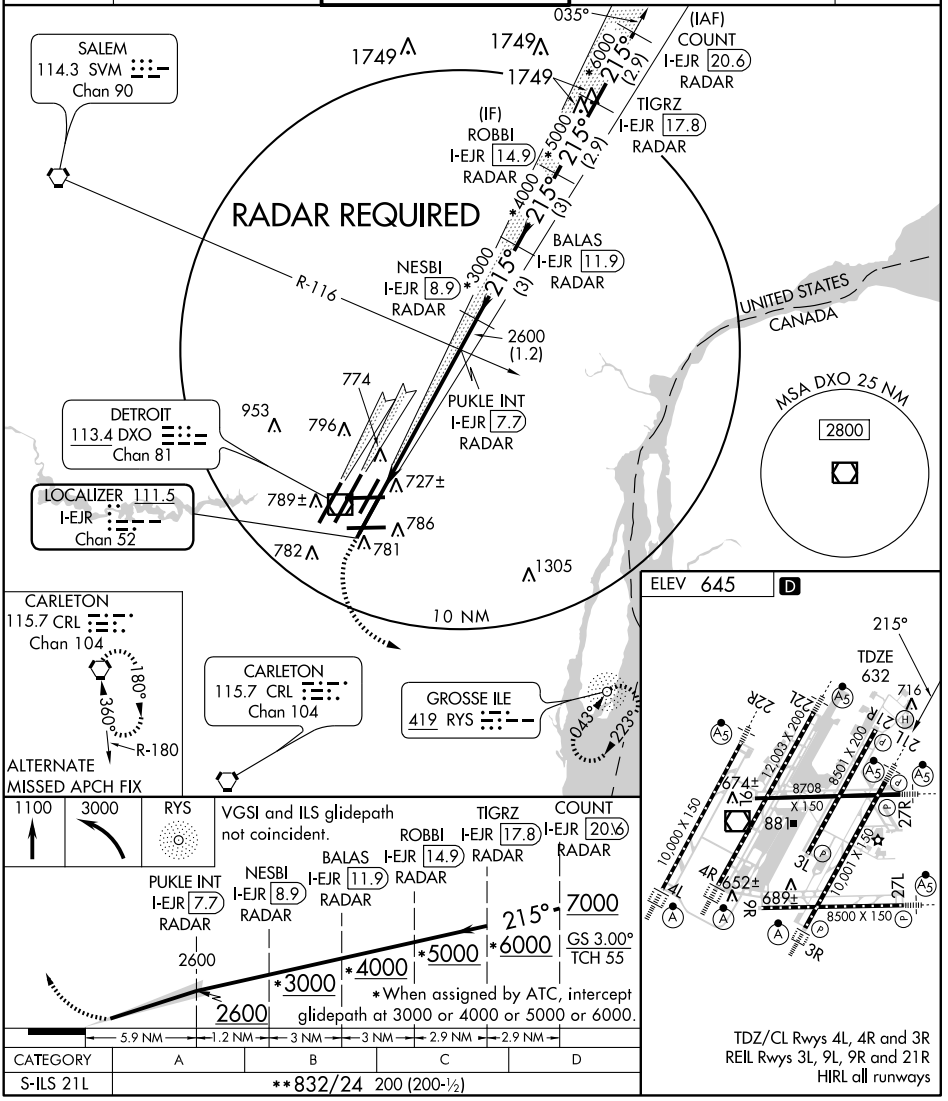
LOC/DME I-EJR	APP CRS	Rwy Idg	10001
111.5	215°	TDZE	632
Chan 52		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 22L and ILS PRM Rwy 22R.
Procedure NA when glideslope not available.
ADF and RADAR or DME Required.
Dual VHF Comm Required. See additional requirements on AAUP.
** RVR 1800 authorized with the use of FD or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct RYS NDB and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 287.1 PRM 128.35	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 21L approach. If later advised to expect an ILS 21L approach, the ILS/PRM 21L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 21L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2800 feet north of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 22L (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DWC	APP CRS	Rwy Idg	12003
110.7	215°	TDZE	637
Chan 44		Apt Elev	645

RADAR or DME Required. Simultaneous close parallel approach authorized with ILS PRM Rwy 21L and ILS PRM Rwy 22R. Procedure NA when glideslope not available. Dual VHF Comm Required. See additional requirements on AAUP.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM 114.3 SVM Chan 90

10 NM

R-117

(IAF) DRBRN I-DWC 19.6 RADAR

BHOLD I-DWC 16.6 RADAR

LUPAY I-DWC 13.5 RADAR

(IF) OSKER I-DWC 10.4 RADAR

ROUGE I-DWC 7.3 RADAR

HULKA INT I-DWC 5.1 RADAR

215° 035° (3) *6000 *5000 *4000 *3000 2300 (3.1) (2.2)

1749 1749 1749

LOM SPENC 223 DM

DETROIT 113.4 DXO Chan 81

796 953 774 789± 727± 786 782 781 1305

UNITED STATES CANADA

MSA DXO 25 NM 2800

LOCALIZER 110.7 I-DWC Chan 44

CARLETON 115.7 CRL Chan 104

R-196 016° 196°

MISSED APCH FIX

ELEV 645 D

215°

TDZE 637

716

12,003 X 200

8501 X 200

10,000 X 150

8708 X 150

10,001 X 150

8500 X 150

674± 881■ 652± 689±

22R 22L 21R 21L 16 27R 3L 4R 9R 4L 27L 3R

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L , 9L, 9R and 21R
HIRL all runways

3000 CRL

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

HULKA INT I-DWC 5.1 RADAR
ROUGE I-DWC 7.3 RADAR
OSKER I-DWC 10.4 RADAR
LUPAY I-DWC 13.5 RADAR
BHOLD I-DWC 16.6 RADAR
DRBRN I-DWC 19.6 RADAR

2300 *3000 *4000 *5000 *6000 7000 215° GS 2.85° TCH 57

5.2 NM 2.2 NM 3.1 NM 3.1 NM 3 NM 3 NM

CATEGORY	A	B	C	D
S-ILS 22L	** 837/24 200 (200-½)			

EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 22L approach. If later advised to expect an ILS 22L approach, the ILS/PRM 22L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 22L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2800 feet north of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

ILS RWY 3R (CAT II)

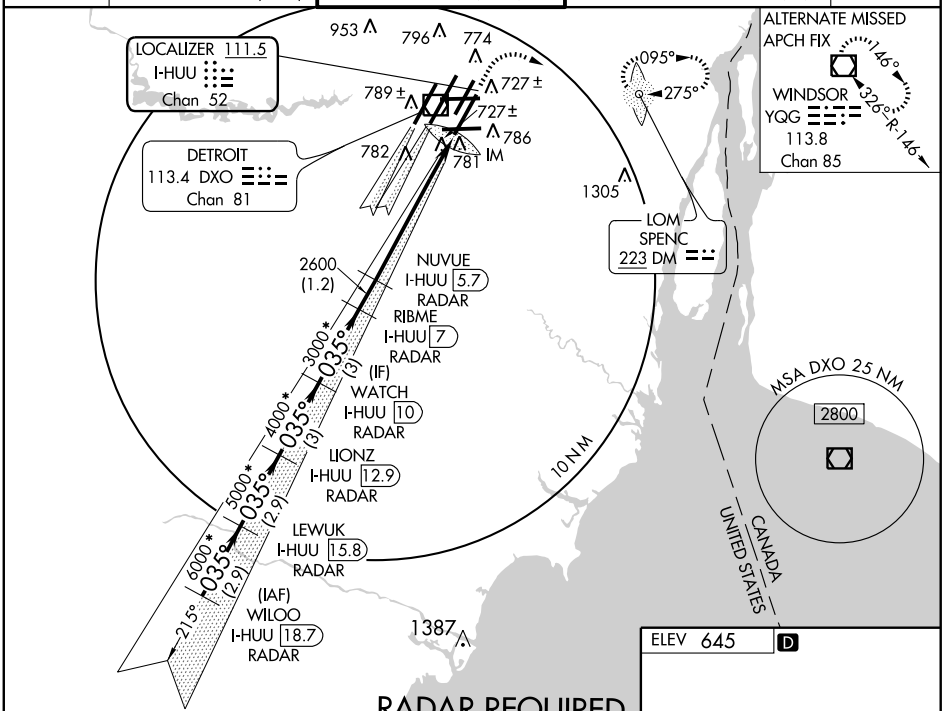
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 4R or Rwy 4L. ADF and DME or Radar Required.

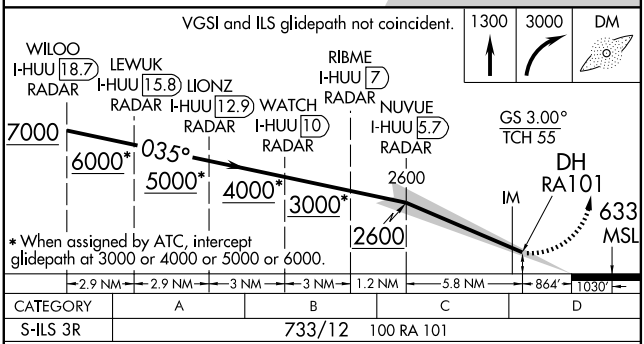
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

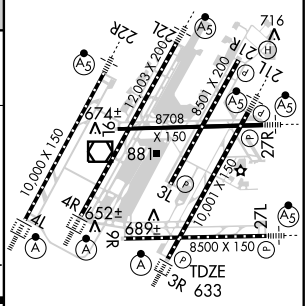


ELEV 645 D



CATEGORY	A	B	C	D
S-ILS 3R	733/12		100 RA 101	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

ILS RWY 3R (CAT III)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 4R or Rwy 4L. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

LOCALIZER 111.5 I-HUU Chan 52

DETROIT 113.4 DXO Chan 81

ALTERNATE MISSED APCH FIX WINDSOR YQG 113.8 Chan 85

LOM SPENC 223 DM

NUVUE I-HUU 5.7 RADAR

RIBME I-HUU 7 RADAR

(IF)

WATCH I-HUU 10 RADAR

LIONZ I-HUU 12.9 RADAR

LEWUK I-HUU 15.8 RADAR

(IAF) WILOO I-HUU 18.7 RADAR

MSA DXO 25 NM 2800

10 NM

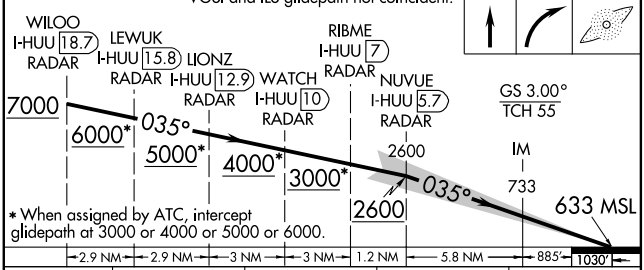
CANADA UNITED STATES

RADAR REQUIRED

ELEV 645 D

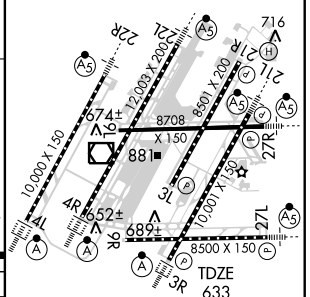
VGSI and ILS glidepath not coincident.

1300 3000 DM



CATEGORY	A	B	C	D
S-ILS 3R	CAT IIIa	RVR 07		
S-ILS 3R	CAT IIIb	RVR 06		
S-ILS 3R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DTW	APP CRS	Rwy Idg 12003
110.7	035°	TDZE 638
Chan 44		Apt Elev 645

ILS RWY 4R (CAT II)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with ILS Rwy 3R. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX
124°
304°
PONTIAC
111.0 PSI
Chan 47

MISSED APCH FIX
148°
328°
MADDS
338 DE

LOCALIZER 110.7
I-DTW
Chan 44

DETROIT
113.4 DXO
Chan 81

1391
953
796
774
727±
789±
IM
782
781
786
1305

2600
(1.2)

JELLY
I-DTW 9.3
RADAR

ETALE
I-DTW 8
RADAR

*3000
035°
(3)

MSA DXO 25 NM
2800

(IF)
HIMEX
I-DTW 15.2
RADAR

*4000
035°
(3)

EVABE
I-DTW 12.3
RADAR

10 NM

*5000
035°
(2.9)

(IAF)
JULEP
I-DTW 21
RADAR

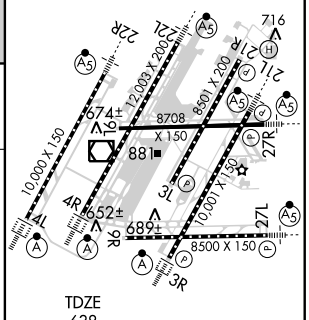
*6000
035°
(2.9)

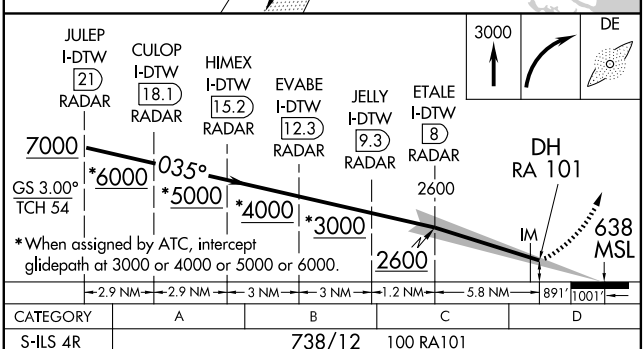
CULOP
I-DTW 18.1
RADAR

21.5°

RADAR REQUIRED

ELEV 645 D





CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DTW	APP CRS	Rwy Idg 12003
110.7	035°	TDZE 638
Chan 44		Apt Elev 645

ILS RWY 4R (CAT III)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with ILS Rwy 3R. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX
124°
304°
PONTIAC
111.0 PSI
Chan 47

MISSED APCH FIX
148°
328°
MADDS
338 DE

LOCALIZER 110.7
I-DTW
Chan 44

DETROIT
113.4 DXO
Chan 81

1391 953 796 774 727± 789± IM 782 781 786 1305

2600 (1.2)

JELLY
I-DTW 9.3
RADAR

ETALE
I-DTW 8
RADAR

*3000 035° (3)

EVABE
I-DTW 12.3
RADAR

*4000 035° (3)

(IF)
HIMEX
I-DTW 15.2
RADAR

*5000 035° (2.9)

(IAF)
JULEP
I-DTW 21
RADAR

*6000 035° (2.9)

CULOP
I-DTW 18.1
RADAR

215°

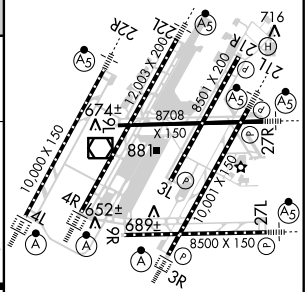
MSA DXO 25 NM
2800

10 NM

UNITED STATES
CANADA

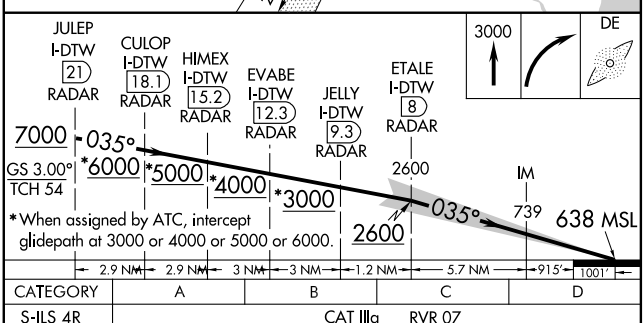
RADAR REQUIRED

ELEV 645 D



TDZE
638

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS Y PRM RWY 4L (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-ALA	APP CRS	Rwy Idg	10000
111.75	037°	TDZE	645
Chan 54 (Y)		Apt Elev	645

DME or RADAR required. Procedure NA when glideslope not available. See additional requirements on AAUP. Dual VHF comm required. Simultaneous close parallel approach authorized with ILS PRM RWY 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III).

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 287.1 PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

MISSED APCH FIX
R-033
SALEM SVM 114.3 Chan 90

DETROIT 113.4 DXO Chan 81

LOCALIZER 111.75 I-ALA Chan 54 (Y) LOC offset 2.52°

LOM YIPPS 359 YI

ALTERNATE MISSED APCH FIX
YIPPS 359 YI

MOTWN I-ALA 5.7 RADAR

PEVSE I-ALA 6.9 RADAR

JITLI I-ALA 9.9 RADAR

(IF) RUCOB I-ALA 12.9 RADAR

COZZY I-ALA 15.8 RADAR

(IAF) SMPTR I-ALA 18.6 RADAR

037° *3000 (3)

037° *4000 (3)

037° *5000 (2.9)

037° *6000 (2.9)

217°

2600 (1.2)

(TICUD)

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

MSA DXO 25 NM 2800

10 NM

UNITED STATES CANADA

1330 953 796 774 727± 789± 786 781 782 1305

ELEV 645 D

TDZE 645

037°

SMPTR I-ALA 18.6 RADAR
COZZY I-ALA 15.8 RADAR
RUCOB I-ALA 12.9 RADAR
JITLI I-ALA 9.9 RADAR
PEVSE I-ALA 6.9 RADAR
MOTWN I-ALA 5.7 RADAR

7000 037° *6000 *5000 *4000 *3000 2600 (TICUD)

GS 3.00° TCH 55

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS 4L	895/24 250 (300-½)			

3000 SVM

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Exit the runway at Taxiway A7 (6700 ft) or A8 (7700 ft) whenever practical, see Taxiway Use below.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4L approach. If later advised to expect an ILS 4L Yankee approach, the ILS/PRM 4L chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4L Yankee approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

5. **Taxiway Use:** Because of the location of the offset LOC critical area, whenever practical, pilots should exit the runway at taxiway A7, 6700 ft or A8, 7700 ft. If feasible, do not stop on taxiways A9 and A10, or on taxiway A northeast of taxiway V.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

DETROIT, MICHIGAN

AL-119 (FAA)

ILS Y PRM RWY 22R (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-BZB	APP CRS	Rwy Idg	10000
111.75	212°	TDZE	642
Chan 54 (Y)		Apt Elev	645

DME or RADAR Required. Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with ILS PRM Rwy 22L and ILS PRM Rwy 21L. Dual VHF Comm Required. See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 287.1 PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM 114.3 SVM Chan 90

033° 213° R-033

10 NM

(IAF) GRDCY I-BZB 20.6 RADAR

MMOTR I-BZB 17.8 RADAR

1749

032°

*6000 212° (2.9)

*5000 212° (2.9)

*4000 212° (3)

*3000 212° (3)

(IF) EMINN I-BZB 11.9 RADAR

TAYUL I-BZB 14.9 RADAR

2300 (2.1)

WONDR I-BZB 8.9 RADAR

JELVU I-BZB 6.8 RADAR

ALTERNATE MISSED APCH FIX

R-304 PONTIAC 111.0 PSI Chan 47

124° 304°

DETROIT 113.4 DXO Chan 81

953 796 774 727± 789± 786 781 782 1305

(KIVTE)

UNITED STATES CANADA

MSA DXO 25 NM 2800

LOCALIZER 111.75 I-BZB Chan 54 (Y) LOC offset 2.50°

ELEV 645

D

TDZE 642

212°

716

10,000 X 150

12,003 X 200

8501 X 200

8708 X 150

8500 X 150

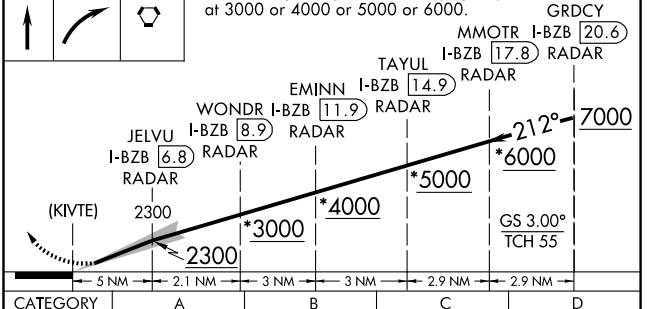
10,001 X 150

674± 881 652± 689±

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

1300	3000	SVM

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.



CATEGORY	A	B	C	D
S-ILS 22R	892/24 250 (300-½)			

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Exit the runway at Taxiway A4 (6700 ft) or A3 (7700 ft) whenever practical, see Exit Taxiway Use below.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 22R approach. If later advised to expect an ILS 22R Yankee approach, the ILS/PRM 22R chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 22R Yankee approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2800 feet north of Detroit Metropolitan Wayne County Airport.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

5. **Exit Taxiway Use:** Because of the location of the offset LOC critical area, whenever possible, pilots should exit the runway at taxiway A4, 6700 ft or A3, 7700 ft. If practical, do not stop on taxiway A between taxiway A3 and taxiway Q.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ALA	APP CRS	Rwy Idg	10000
111.75	037°	TDZE	645
Chan 54 (Y)		Apt Elev	645

ILS Y RWY 4L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 3R. Procedure NA when glideslope not available.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

MISSED APCH FIX

033° 213° R-033

SALEM SVM 114.3 Chan 90

LOM YIPPS 359 YI

RADAR REQUIRED

LOCALIZER 111.75 I-ALA Chan 54 (Y) LOC offset 2.52°

DETROIT 113.4 DXO Chan 81

953 796 774 789± 727± 786 782 (TICUD) 1305 1313

UNITED STATES CANADA

MOTWN I-ALA 5.7 RADAR

PEVSE I-ALA 6.9 RADAR

JITLI I-ALA 9.9 RADAR

(IF) RUCOB I-ALA 12.9 RADAR

COZZY I-ALA 15.8 RADAR

(IAF) SMPTR I-ALA 18.6 RADAR

*3000 037° (3)

*4000 037° (3)

*5000 037° (2.9)

*6000 037° (2.9)

217°

2600 (1.2)

10 NM

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

ALTERNATE MISSED APCH FIX

233° 053°

YIPPS YI 359

MSA DXO 25 NM 2800

ELEV 645 D

TDZE 645

037° 10,000 X 150 12,000 X 200 8501 X 200 8708 X 150 8810 10,001 X 150 8500 X 150

4L 4R 3L 9L 9R 3R 22L 22R 16 34 27R 27L

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

3000 SVM

SMPTR I-ALA 18.6 RADAR COZZY I-ALA 15.8 RADAR RUCOB I-ALA 12.9 RADAR JITLI I-ALA 9.9 RADAR PEVSE I-ALA 6.9 RADAR MOTWN I-ALA 5.7 RADAR

7000 037° *6000 *5000 *4000 *3000 2600 (TICUD)

GS 3.00° TCH 55

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS 4L	895/24 250 (300-½)			

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BZB	APP CRS	Rwy ldg 10000
111.75	212°	TDZE 642
Chan 54 (Y)		Apt Elev 645

ILS Y RWY 22R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR REQUIRED.
Simultaneous approach authorized with Rwy 21L.
Procedure NA when glideslope not available.
LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM 114.3 SVM Chan 90

033° 213° R-033

MMOTR I-BZB 17.8 RADAR

(IAF) GRDCY I-BZB 20.6 RADAR

032°

1749

*6000 212° (2.9)

*5000 212° (2.9)

TAYUL I-BZB 14.9 RADAR

*4000 212° (3)

(IF) EMINN I-BZB 11.9 RADAR

*3000 212° (3)

WONDR I-BZB 8.9 RADAR

2300 212° (2.1)

JELVU I-BZB 6.8 RADAR

ALTERNATE MISSED APCH FIX PONTIAC PSI 111.0 Chan 47

304° 124° 304°

DETROIT 113.4 DXO Chan 81

953 796 774 727± 786 781 782 789± 1305

(KIVTE)

UNITED STATES CANADA

MSA DXO 25 NM 2800

LOCALIZER 111.75 I-BZB Chan 54 (Y) LOC offset 2.50°

ELEV 645 D

212°

TDZE 642

22R 22L 21R 21L 16 9L 9R 4R 4L 3L 3R 27L 27R

12,003 X 200 8501 X 200 8708 X 150 10,000 X 150 10,001 X 150 8500 X 150

674± 652± 689± 881

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

1300	3000	SVM

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

GRDCY MMOTR I-BZB 20.6 RADAR I-BZB 17.8 RADAR TAYUL I-BZB 14.9 RADAR EMINN I-BZB 11.9 RADAR WONDR I-BZB 8.9 RADAR JELVU I-BZB 6.8 RADAR (KIVTE) 2300 *3000 *4000 *5000 *6000 7000 212° GS 3.00° TCH 55

5 NM 2.1 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 22R	892/24 250 (300-½)			

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HJT	APP CRS	Rwy Idg	10000
111.95	035°	TDZE	645
Chan 56 (Y)		Apt Elev	645

ILS Z or LOC RWY 4L

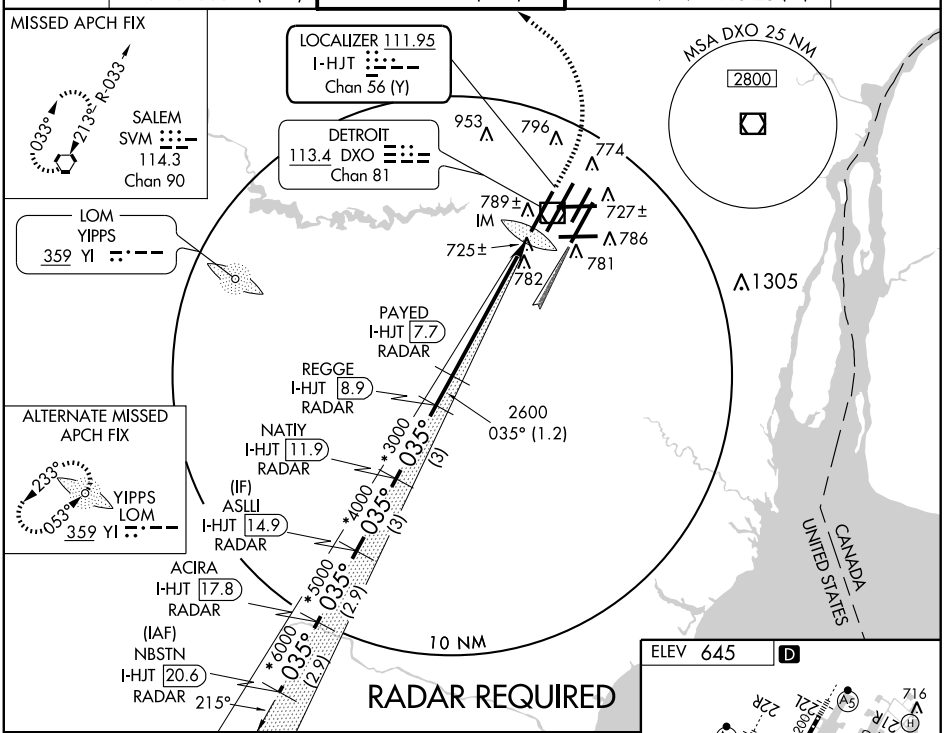
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR Required.
Simultaneous approach authorized with Rwy 3R.
LOC procedure NA during simultaneous operations.

ALSF-2

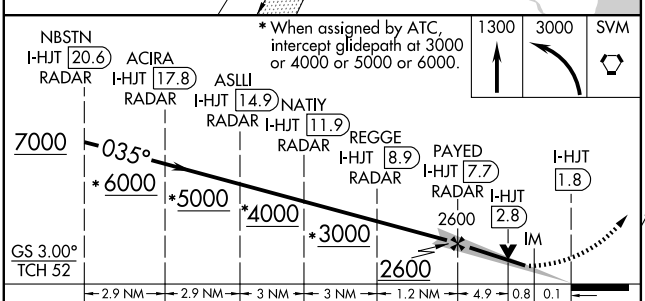
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SVM VORTAC and hold.

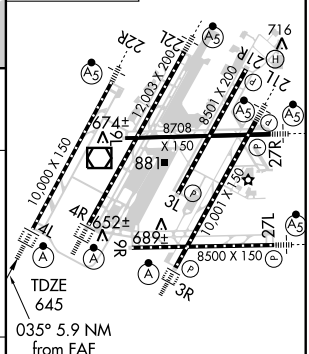
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 4L	845/18 200 (200-½)			
S-LOC 4L	1000/24 355 (400-½)			1000/40 355 (400-¾)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ILS Z or LOC RWY 22R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

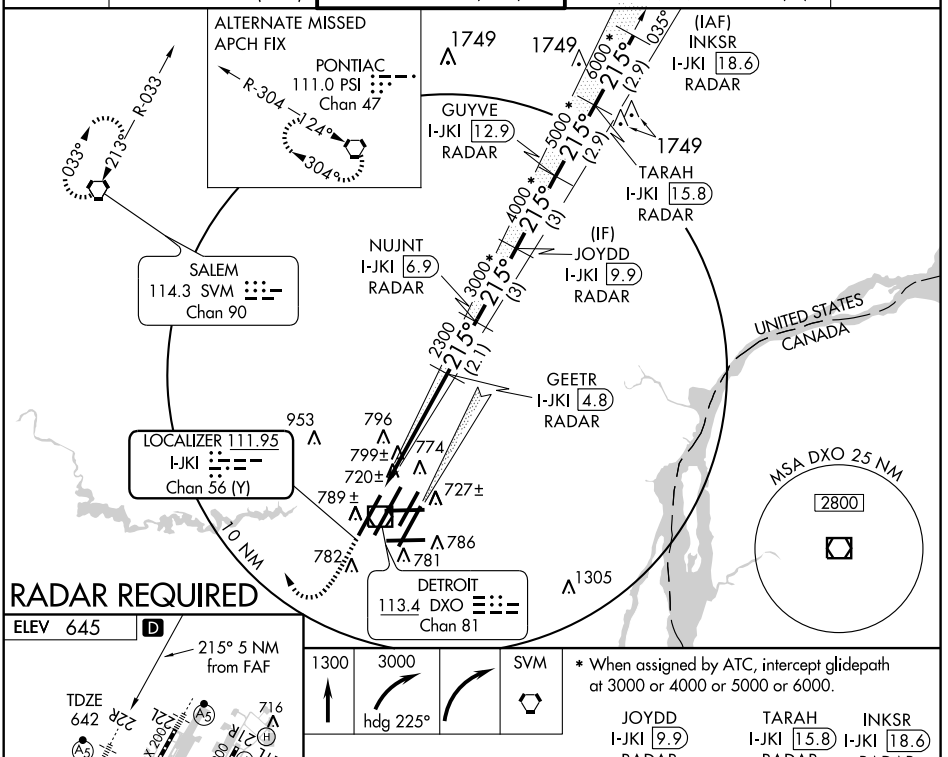
LOC/DME I-JKI	APP CRS	Rwy ldg	10,000
111.95	215°	TDZE	642
Chan 56 (Y)		Apt Elev	645

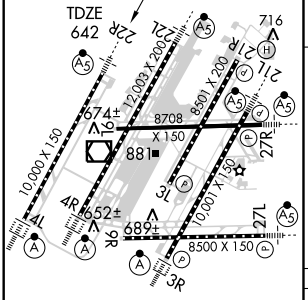
Simultaneous approach authorized with Rwy 21L.
**RVR 1800 authorized with the use of FD or AP or HUD to DA. DME or RADAR Required. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn via heading 225° to 3000 then right turn direct SVM VORTAC and hold.

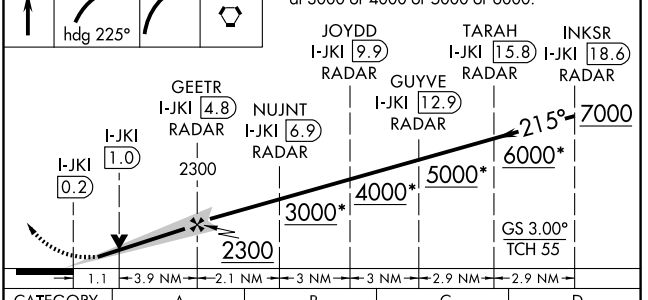
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST)	135.0 287.1 (WEST)	121.8 (NW) 119.45 (NE)	120.65
	125.15 363.2 (EAST)	118.4 287.1 (EAST)	132.72 (SW) 119.25 (SE)	





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 22R	**842/24 200 (200-½)			
S-LOC 22R	1060/24 418 (500-½)		1060/40 418 (500-¾)	
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HJT	APP CRS	Rwy Idg	10000
111.95	035°	TDZE	645
Chan 56 (Y)		Apt Elev	645

ILS Z RWY 4L (CAT II)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR Required.
Simultaneous approach authorized with Rwy 3R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

MISSED APCH FIX
033° 213° R-033
SALEM SVM 114.3 Chan 90

LOM YIPPS 359 YI

LOCALIZER 111.95 I-HJT Chan 56 (Y)

DETROIT 113.4 DXO Chan 81

MSA DXO 25 NM
2800

953 796 774 789± IM 727± 786 725± 782 781 1305

PAYED I-HJT 7.7 RADAR
REGGE I-HJT 8.9 RADAR
NATIY I-HJT 11.9 RADAR
(IF)
ASLLI I-HJT 14.9 RADAR
ACIRA I-HJT 17.8 RADAR
(IAF)
NBSTN I-HJT 20.6 RADAR

2600
035° (1.2)
*3000 035° (3)
*4000 035° (3)
*5000 035° (2.9)
*6000 035° (2.9)
215°

ALTERNATE MISSED APCH FIX
233° 053°
YIPPS LOM 359 YI

CANADA
UNITED STATES

10 NM

ELEV 645 D

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

1300 3000 SVM

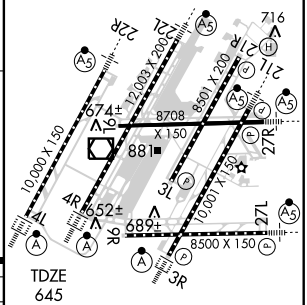
NBSTN I-HJT 20.6 RADAR
ACIRA I-HJT 17.8 RADAR
ASLLI I-HJT 14.9 RADAR
NATIY I-HJT 11.9 RADAR
REGGE I-HJT 8.9 RADAR
PAYED I-HJT 7.7 RADAR

7000
035°
*6000
*5000
*4000
*3000
2600
IM
DH RA 101
645 MSL
GS 3.00°
TCH 52

2.9 NM | 2.9 NM | 3 NM | 3 NM | 1.2 NM | 5.7 | 918′ | 1065′

CATEGORY	A	B	C	D
S-ILS 4L	745/12 100 RA 101			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HJT	APP CRS	Rwy Idg	10000
111.95	035°	TDZE	645
Chan 56 (Y)		Apt Elev	645

ILS Z RWY 4L (CAT III)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR Required.
Simultaneous approach authorized with Rwy 3R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

MISSED APCH FIX
R-033°
213°
033°
SALEM
SVM
114.3
Chan 90

LOM
YIPPS
359 YI

LOCALIZER 111.95
I-HJT
Chan 56 (Y)

DETROIT
113.4 DXO
Chan 81

MSA DXO 25 NM
2800

953 796 774 789± IM 727± 786 725± 782 781 1305

PAYED
I-HJT 7.7
RADAR

REGGE
I-HJT 8.9
RADAR

2600
035° (1.2)

NATIY
I-HJT 11.9
RADAR

*3000 035° (3)

ALTERNATE MISSED APCH FIX
233°
053°
YIPPS
LOM
359 YI

(IF)
ASLLI
I-HJT 14.9
RADAR

*4000 035° (3)

ACIRA
I-HJT 17.8
RADAR

*5000 035° (2.9)

(IAF)
NBSTN
I-HJT 20.6
RADAR

*6000 035° (2.9)

215°

10 NM

CANADA
UNITED STATES

RADAR REQUIRED

ELEV 645 D

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

1300	3000	SVM

NBSTN I-HJT 20.6 RADAR
ACIRA I-HJT 17.8 RADAR
ASLLI I-HJT 14.9 RADAR
NATIY I-HJT 11.9 RADAR
REGGE I-HJT 8.9 RADAR
PAYED I-HJT 7.7 RADAR

7000 035° *6000 *5000 *4000 *3000 2600 IM 745 645 MSL

GS 3.00°
TCH 52

2.9 NM | 2.9 NM | 3 NM | 3 NM | 1.2 NM | 5.7 NM | 859° | 1065'

CATEGORY	A	B	C	D
S-ILS 4L		CAT IIIa	RVR 07	
S-ILS 4L		CAT IIIb	RVR 06	
S-ILS 4L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

22R 21L 12,003 X 200 8601 X 200 21R 716 674± 8708 X 150 881 10,000 X 150 10,001 X 150 27R 3L 4R 4L 652± 689± 9R 27L 8500 X 150 3R TDZE 645

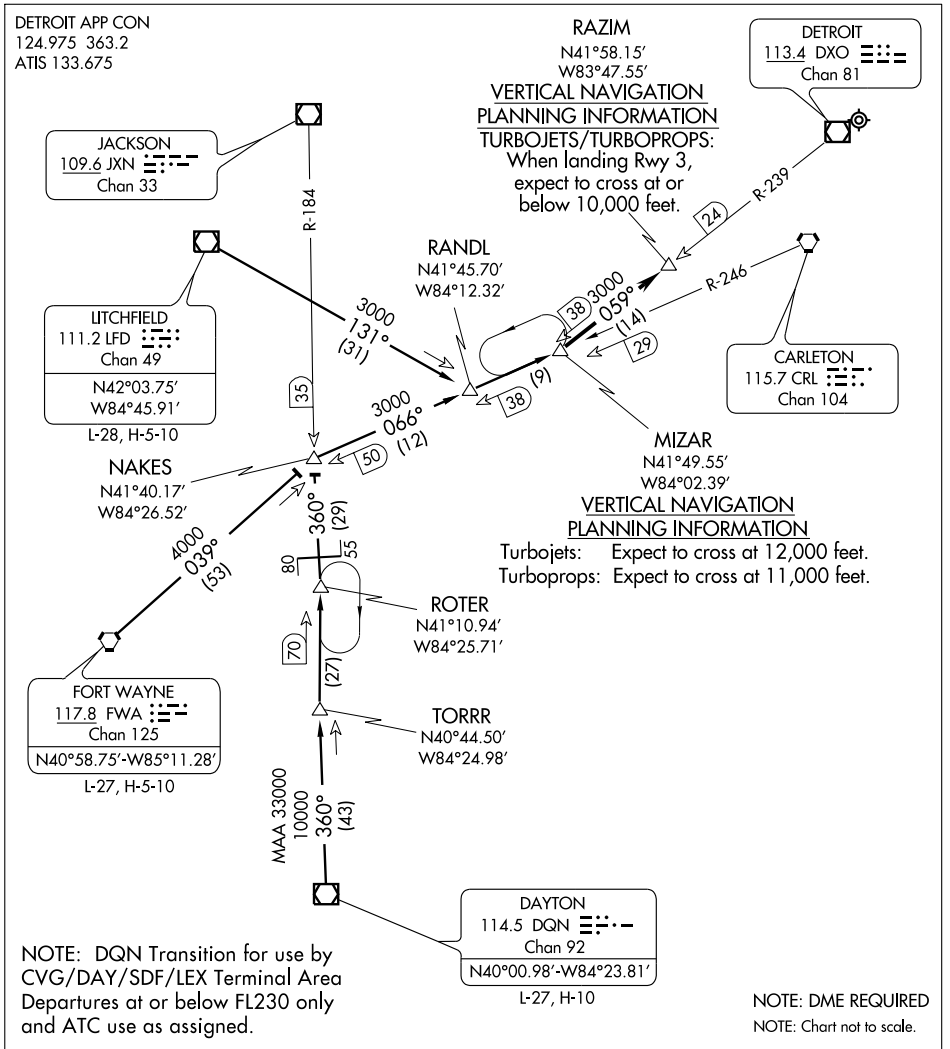
TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MIZAR THREE ARRIVAL

ST-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY
DETROIT, MICHIGAN



DAYTON TRANSITION (DQN.MIZAR3): From over DQN VOR/DME via DQN R-360 and JXN R-184 to NAKES INT, then via CRL VORTAC R-246 to MIZAR DME. Thence. . . .

FORT WAYNE TRANSITION (FWA.MIZAR3): From over FWA VORTAC via FWA R-039 to NAKES INT, then via CRL R-246 to MIZAR DME. Thence. . . .

LITCHFIELD TRANSITION (LFD.MIZAR3): From over LFD VOR/DME via LFD R-131 to RANDL INT, then via CRL R-246 to MIZAR DME. Thence. . . .

. . . . From over MIZAR DME via DXO VOR/DME R-239 to RAZIM DME. Expect radar vectors to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

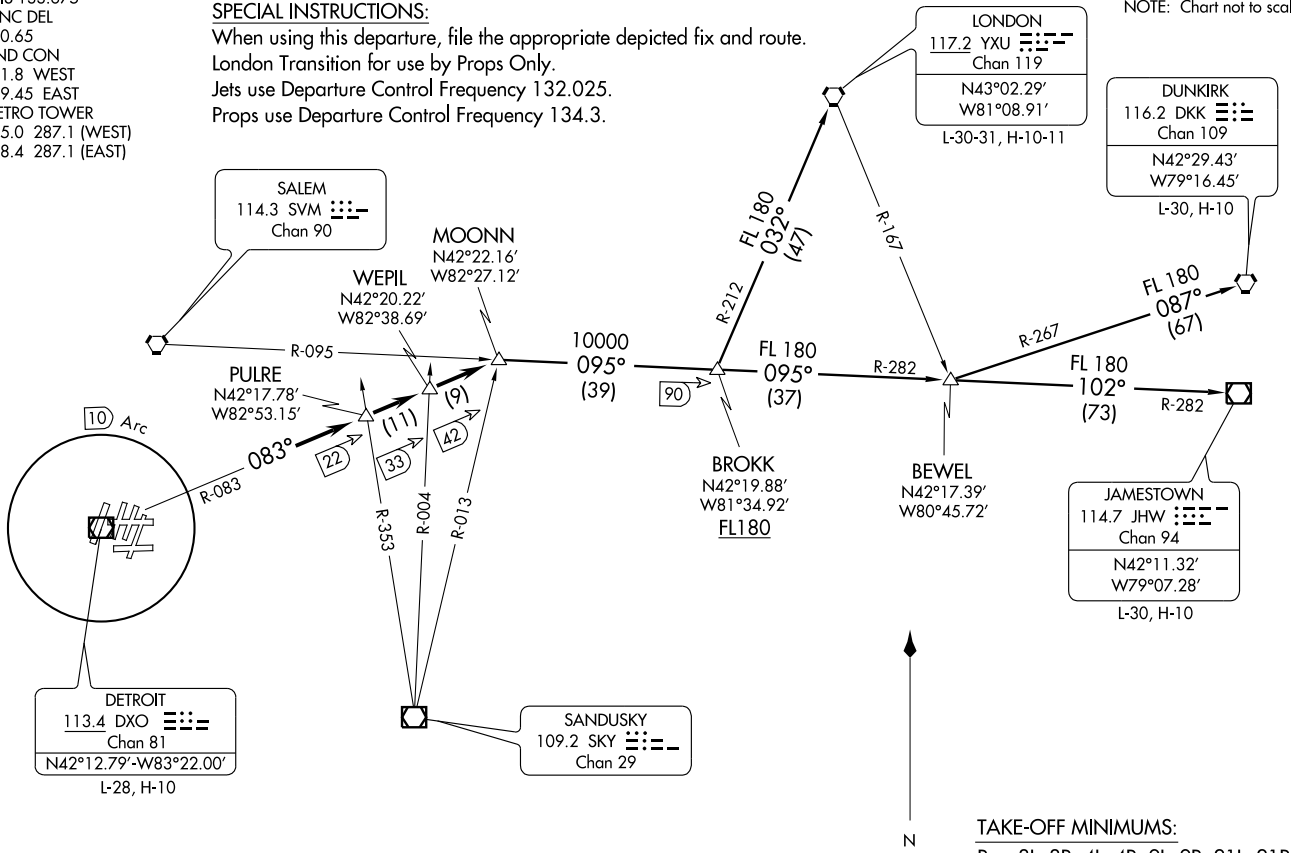
MOONN TWO DEPARTURE
(MOONN2.MOONN) 10266

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

ATIS 133.675
CLNC DEL
120.65
GND CON
121.8 WEST
119.45 EAST
METRO TOWER
135.0 287.1 (WEST)
118.4 287.1 (EAST)

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.
Jets use Departure Control Frequency 132.025.
Props use Departure Control Frequency 134.3.

NOTE: Chart not to scale.



NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwy 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

(MOONN2.MOONN) 10266
MOONN TWO DEPARTURE
DETROIT METROPOLITAN WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

SL-119 (FAA)

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-083 to MOONN INT, then via (transition). Jets maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

PALACE THREE DEPARTURE

(PALCE3.DXO) 10266

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

ATIS 133.675
CLNC DEL
120.65
GND CON
121.8 WEST
119.45 EAST
METRO TOWER
135.0 287.1 (WEST)
118.4 287.1 (EAST)

TAKE-OFF MINIMUMS:
Rwys 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

N

SAGINAW
112.9 MBS
Chan 76
N43°31.90'-W84°04.64'
L-28, H-10-11

FLINT
116.9 FNT
Chan 116
N42°58.01'
W83°44.82'
L-28, H-10-11

LANSING
110.8 LAN
Chan 45
N42°43.04'
W84°41.85'
L-28, H-5-10

PULLMAN
112.1 PMM
Chan 58
N42°27.96'
W86°06.29'
L-28, H-5-10

KALAMAZOO
109.0 AZO
Chan 27
N42°14.22'
W85°33.19'
L-28

LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'
W84°45.91'
L-28, H-5-10

JACKSON
109.6 JXN
Chan 33
N42°15.55'
W84°27.51'
L-28, H-10

DETROIT
113.4 DXO
Chan 81
N42°12.79'-W83°22.00'
L-28, H-10

PECK
114.0 ECK
Chan 87
N43°15.35'
W82°43.08'
L-28, H-10-11

SALEM
114.3 SVM
Chan 90
N42°24.53'-W83°35.65'
L-28, H-10

WINDSOR
113.8 YQG
Chan 85
N42°14.99'
W82°49.73'
L-30, H-10

SUANN
N43°15.13'
W83°38.33'
L-28

BNNET
N43°04.60'
W83°22.00'
L-28

DIRKS
N43°29.96'
W83°38.88'
L-28-31, H-10-11

EJOYS
N43°15.20'
W83°29.02'
L-28, H-10-11

HANKY
N42°57.73'
W83°22.00'
L-28

LAYNE
N42°54.80'
W83°22.00'
L-28

DUNKS
N42°25.64'
W84°11.65'
L-28

EARVN
N42°31.23'
W84°11.41'
L-28

LESSY
N42°26.22'
W84°33.05'
L-28

LEROY
N42°14.30'
W85°20.50'
L-28

ECKDO
N42°14.41'
W84°44.82'
L-28

HARWL
N42°15.84'
W84°11.65'
L-28

RUZZL
N41°52.50'
W83°57.31'
L-28

J16 R-134 J38 R-297 J16 R-277 V320 R-097 V450 R-164 V45 R-091 V170 J70 (68) R-270 V116 R-090 V116 R-094 (12) V116 V221 R-234 V221 (18) R-276 J70 R-303 R-281 R-239 R-341

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

PALACE THREE DEPARTURE
(PALCE3.DXO) 10266
DETROIT METROPOLITAN WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned Airway or Radial then proceed to the assigned departure fix, thence via the assigned route. Jets maintain 10,000 feet, cross the DXO VOR/DME 10 DME Arc at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overflying Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL. Aircraft over HARWL must file FL220 and below. Prop aircraft departing Rwy 21L/R and 22L/R westbound cross DXO 3.5 DME at or above 2500 MSL. If unable advise ATC prior to departure. Jets use Departure Control Frequency 125.525. Props use Departure Control Frequency 118.95.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399' from DER, 566' right of centerline, 17' AGL/647' MSL.
Rwy 4L: Multiple transmission towers 1516' from DER, 827' left of centerline, up to 60' AGL/690' MSL.
Multiple antennas 2751' from DER, 762' right of centerline, up to 84' AGL/714' MSL.
Rwy 4R: Antenna on building 3348' from DER, 1301' left of centerline, 100' AGL/736' MSL.
Rwy 9L: Multiple trees 968' to 2519' from DER, 462' left of centerline and 1173' right of centerline, up to 85' AGL/715' MSL.
Rwy 9R: Tree 1837' from DER, 947' right of centerline, 50' AGL/686' MSL.
Rwy 21L: Multiple trees 1079' to 3910' from DER, 586' left of centerline and 1188' right of centerline, up to 100' AGL/733' MSL.
Rwy 22L: Multiple trees 794' to 3694' from DER, 611' right of centerline and 1381' left of centerline, up to 110' AGL/740' MSL.
Rwy 27R: Rod on ASR, 4461' from DER, 464' left of centerline, 106' AGL/756' MSL.

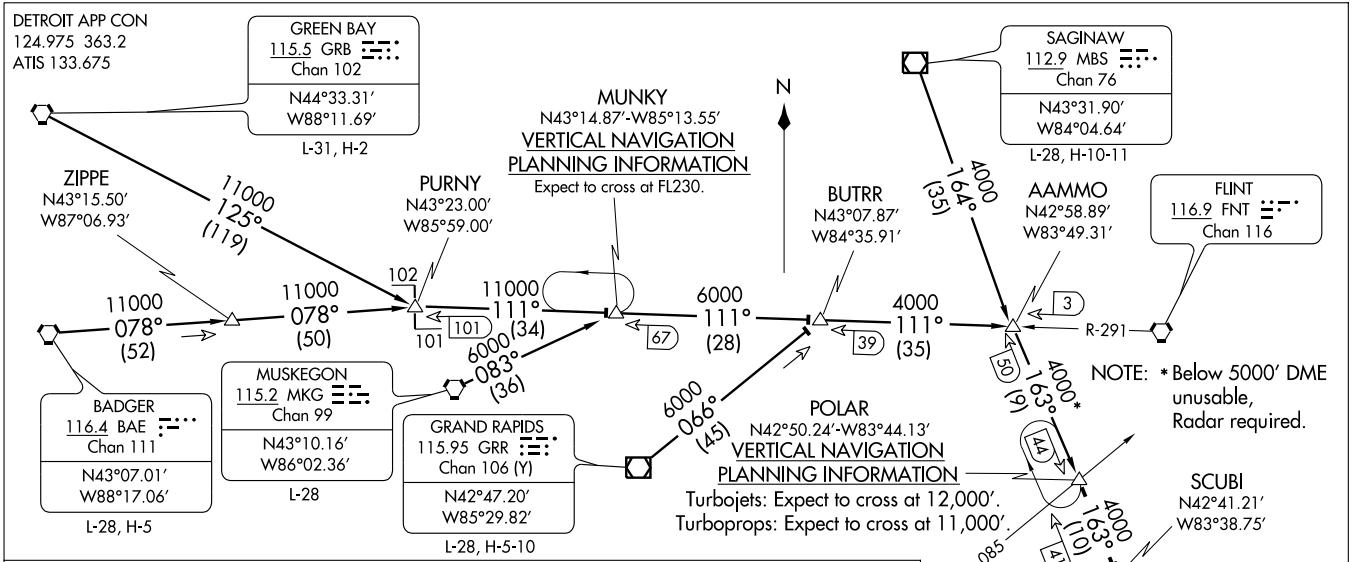
EC-1, 21 OCT 2010 to 18 NOV 2010

POLAR THREE ARRIVAL

(POLAR.POLAR3) 09295

DETROIT METROPOLITAN WAYNE COUNTY

DETROIT, MICHIGAN



BADGER TRANSITION (BAE.POLAR3): From over BAE VORTAC via BAE R-078 to PURNY, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

GRAND RAPIDS TRANSITION (GRR.POLAR3): From over GRR VOR/DME via GRR R-066 to BUTRR INT, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

GREEN BAY TRANSITION (GRB.POLAR3): From over GRB VORTAC via GRB R-125 to PURNY, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

MUSKEGON TRANSITION (MKG.POLAR3): From over MKG VORTAC via MKG R-083 to MUNKY, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

SAGINAW TRANSITION (MBS.POLAR3): From over MBS VOR/DME via MBS R-164 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

. . . . From over POLAR INT via DXO R-343 to SCUBI. Thence. . . .

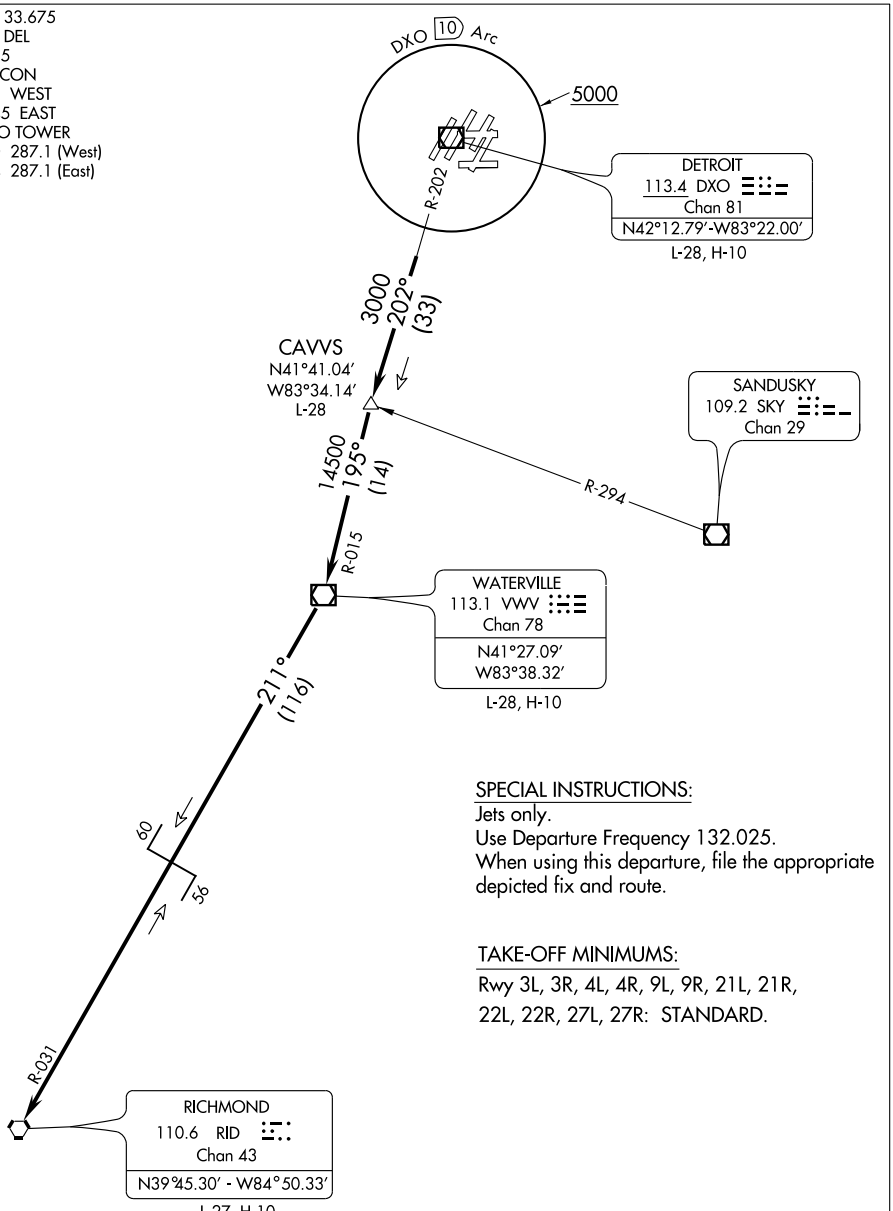
Landing Runway 3L/R or 4L/R: Via DXO R-343 to TRAML. Expect radar vectors to final approach course.

Landing Runway 21L/R or 22L/R: Expect radar vectors to final approach course.

POLAR THREE ARRIVAL
(POLAR.POLAR3) 09295
DETROIT METROPOLITAN WAYNE COUNTY
DETROIT, MICHIGAN

ST-119 (FAA)

RICHMOND FOUR DEPARTURE



SPECIAL INSTRUCTIONS:
Jets only.
Use Departure Frequency 132.025.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwy 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 10,000 feet, cross DXO 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 3R:	Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L:	Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL. Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R:	Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L:	Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R:	Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L:	Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L:	Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R:	Rod on ASR, 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10001
CH 61304	035°	TDZE	633
W03A		Apt Elev	645

RNAV (GPS) RWY 3R

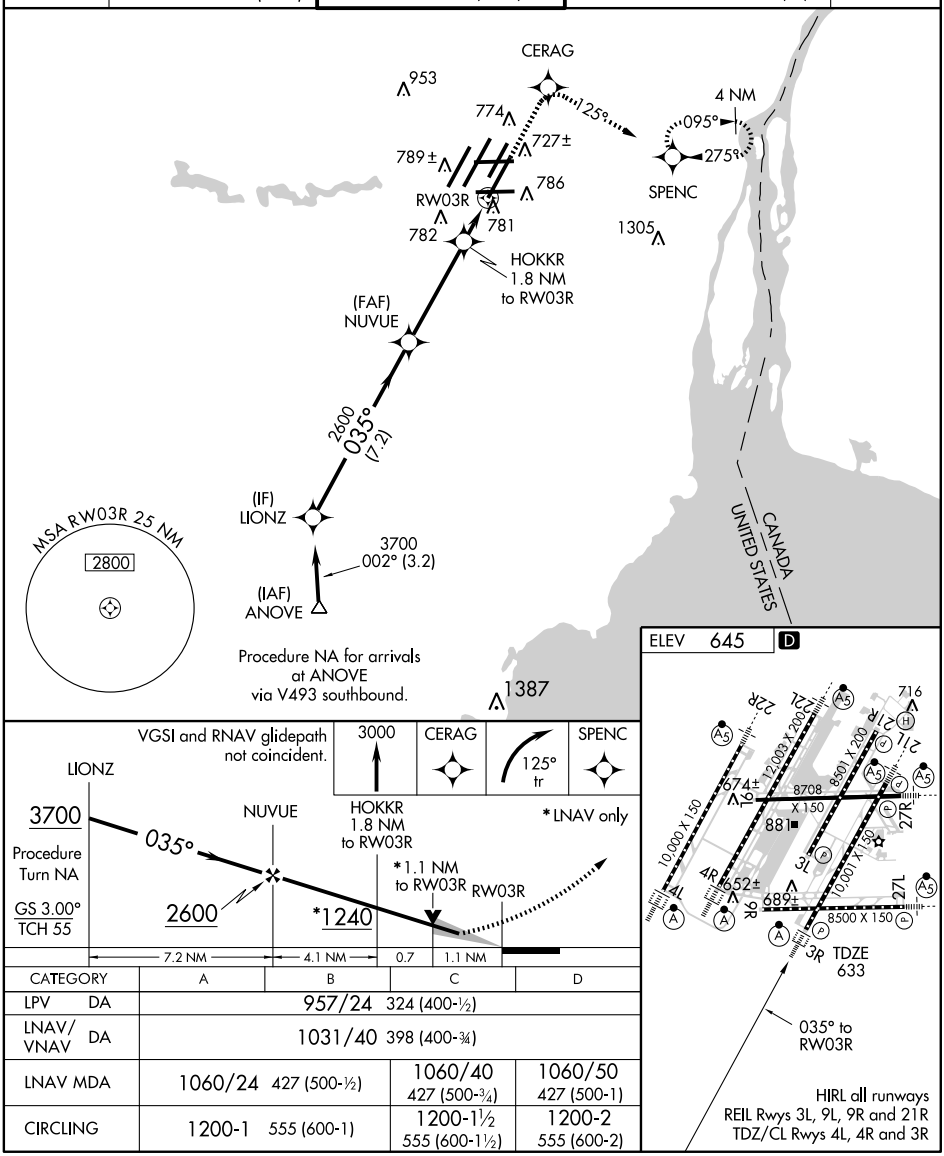
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CERAG and right turn via 125° track to SPENC and hold, continue climb-in-hold to 3000.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



CATEGORY	A	B	C	D
LPV DA	957/24 324 (400-½)			
LNAV/VNAV DA	1031/40 398 (400-¾)			
LNAV MDA	1060/24 427 (500-½)		1060/40 427 (500-¾)	1060/50 427 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77520 W04A	APP CRS 035°	Rwy Idg 10000 TDZE 645 Apt Elev 645

RNAV (GPS) RWY 4L

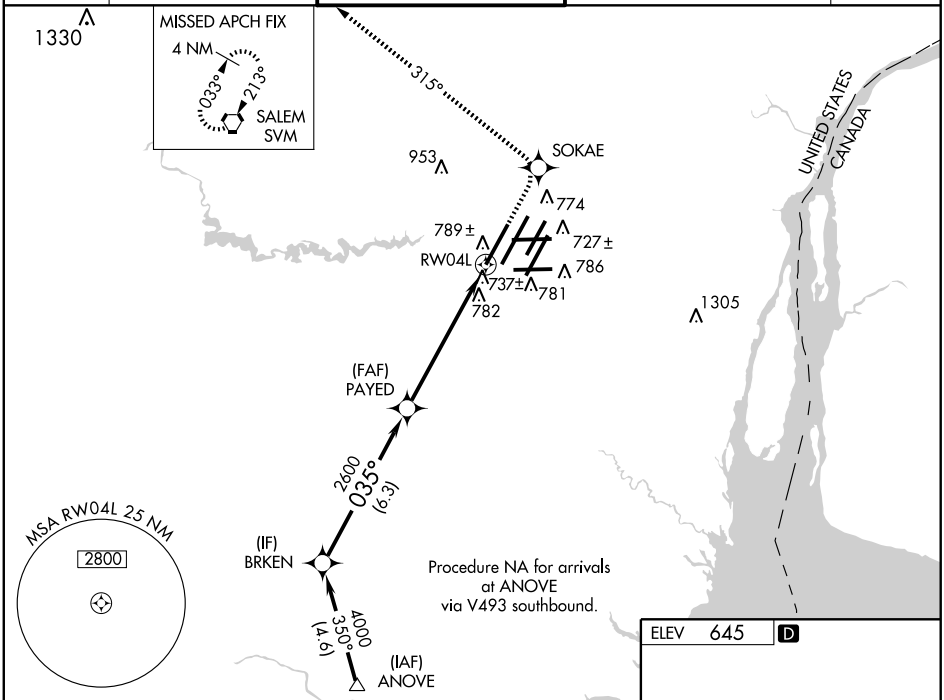
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

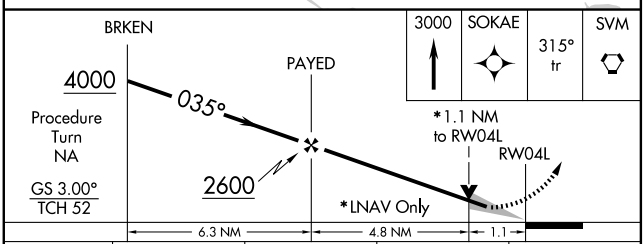
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

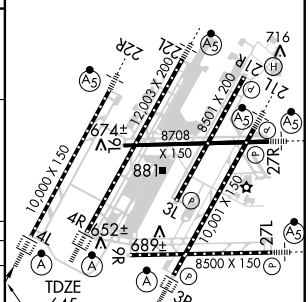
MISSED APPROACH: Climb to 3000 direct SOKAE and via 315° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





CATEGORY	A	B	C	D
LPV DA	916/24 271 (300-½)			
LNAV/VNAV DA	1008/40 363 (400-¾)			
LNAV MDA	1040/24 395 (400-½)			1040/50 395 (400-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 63004 W04A	APP CRS 035°	Rwy Idg 12003 TDZE 638 Apt Elev 645

RNAV (GPS) RWY 4R

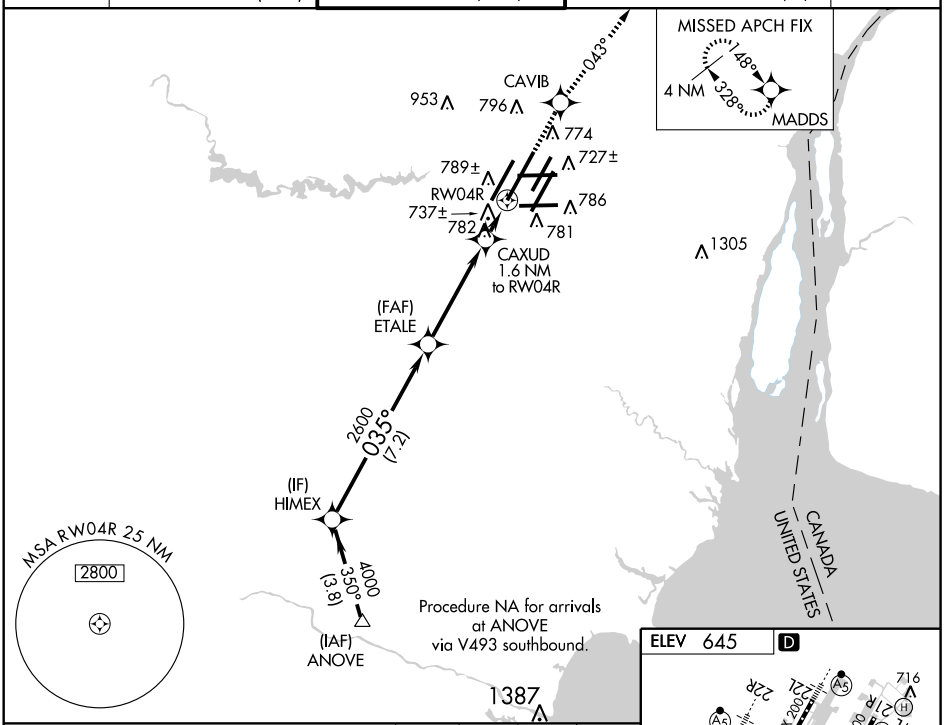
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

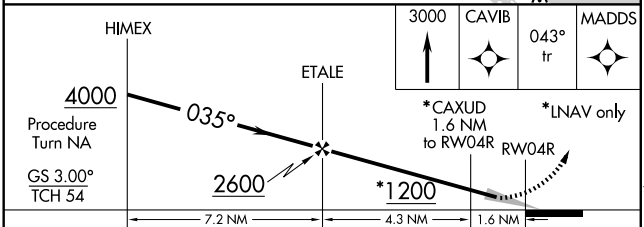
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above -47°C (116°F). DME/DME RNP-0.3 NA.

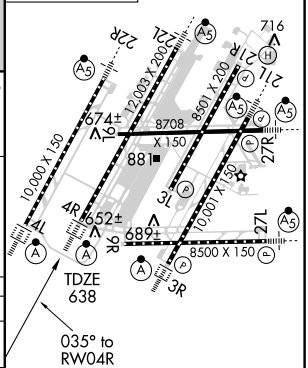
ALSF-2

MISSED APPROACH: Climb to 3000 direct CAVIB and via 043° track to MADDS and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65







CATEGORY	A	B	C	D
LPV DA	964/24 326 (400-½)			
LNAV/VNAV DA	1015/40 377 (400-¾)			
LNAV MDA	1060/24 422 (500-½)		1060/40 422 (500-¾)	1060/50 422 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81820 W21A	APP CRS 215°	Rwy Idg 10001 TDZE 632 Apt Elev 645

RNAV (GPS) RWY 21L

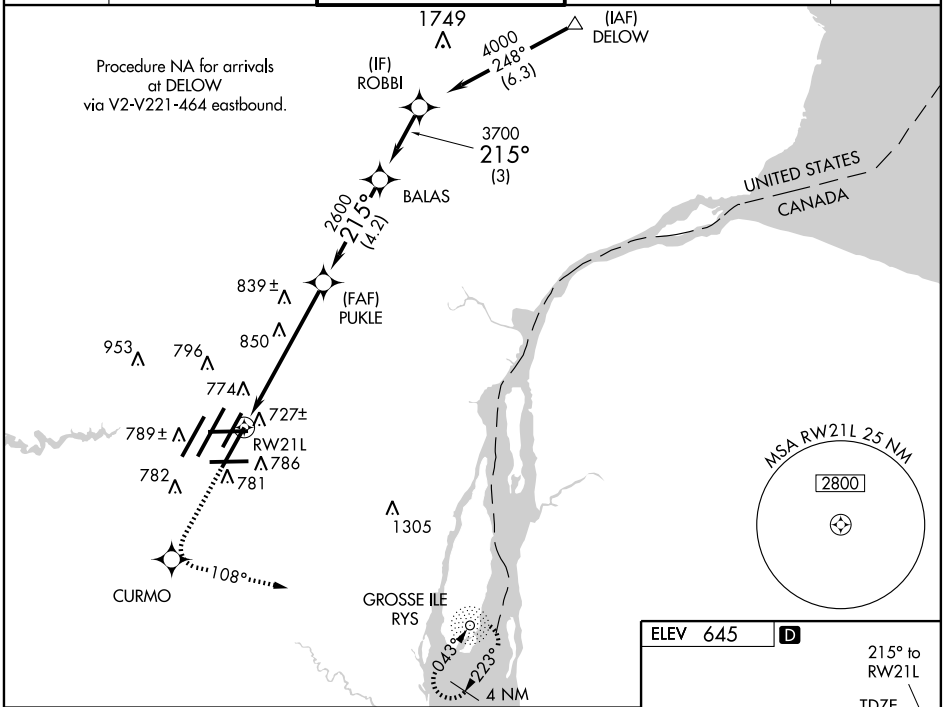
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

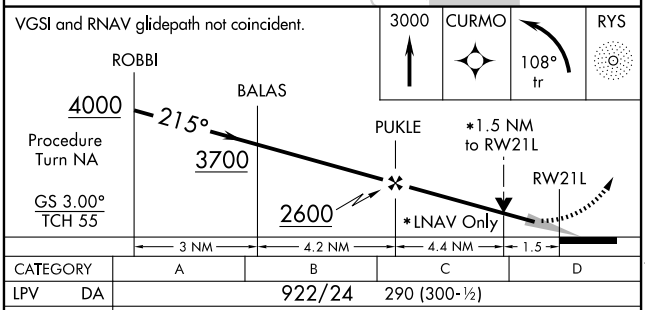
For inoperative MALSR increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

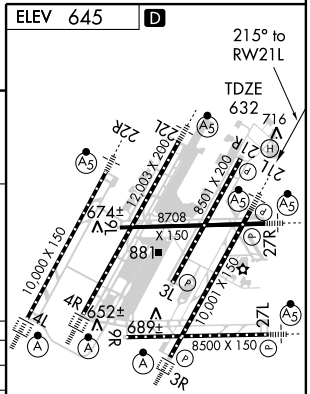
MISSED APPROACH: Climb to 3000 direct CURMO and left turn via 108° track to RYS NDB and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





CATEGORY	A	B	C	D
LPV DA	922/24		290 (300-½)	
LNAV/VNAV DA	1118/60		486 (500-1¼)	
LNAV MDA	1180/24 548 (600-½)		1180/50 548 (600-1)	1180/60 548 (600-1¼)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12003
CH 99601	215°	TDZE	637
W22A		Apt Elev	645

RNAV (GPS) RWY 22L

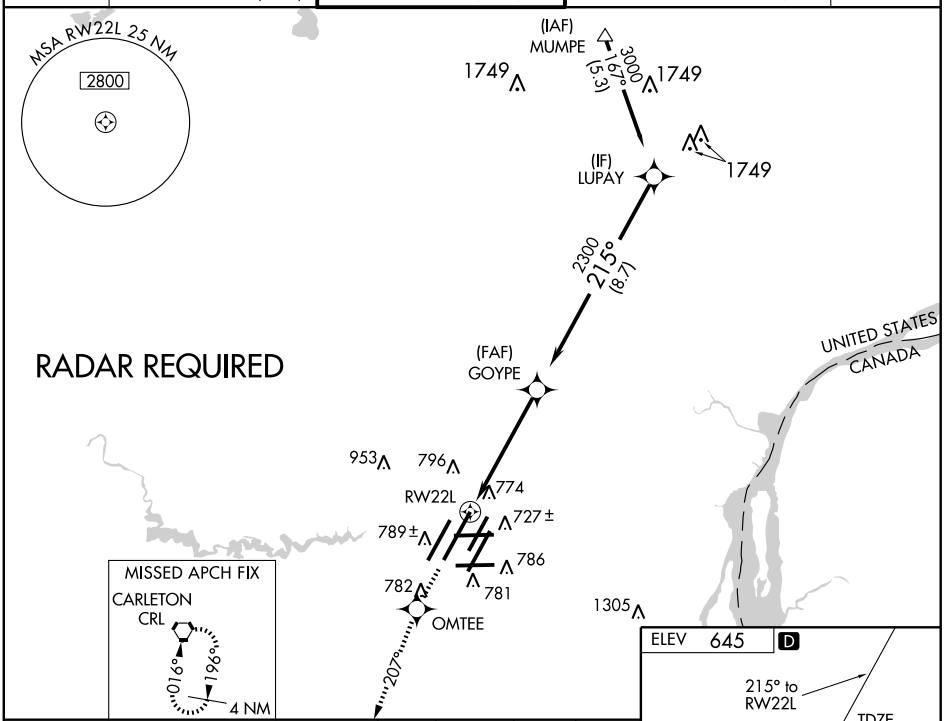
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

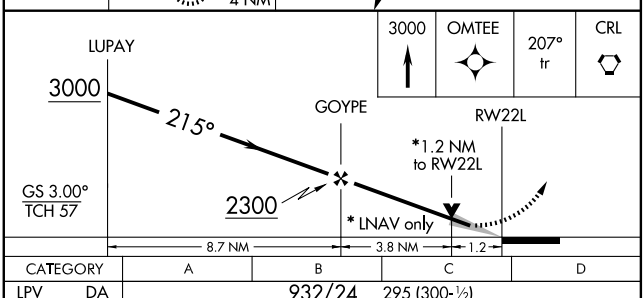
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct OMTEE and via 207° track to CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





CATEGORY	A	B	C	D
LPV DA	932/24 295 (300-½)			
LNAV/VNAV DA	1117/60 480 (500-1¼)			
LNAV MDA	1080/24 443 (500-½)		1080/40 443 (500-¾)	1080/50 443 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82001 W22B	APP CRS 215°	Rwy Idg 10000 TDZE 642 Apt Elev 645

RNAV (GPS) RWY 22R

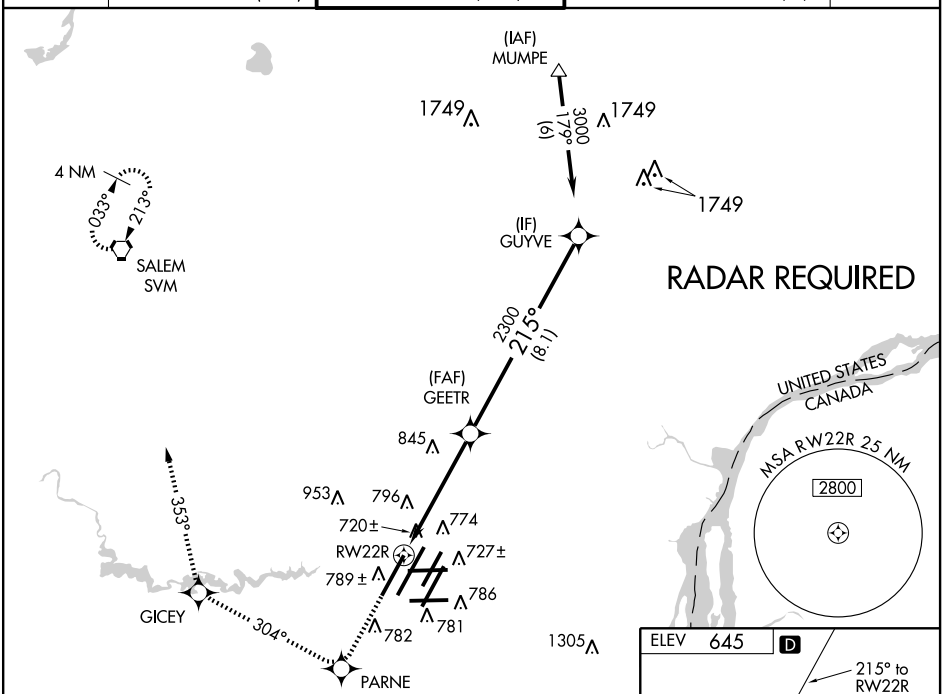
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

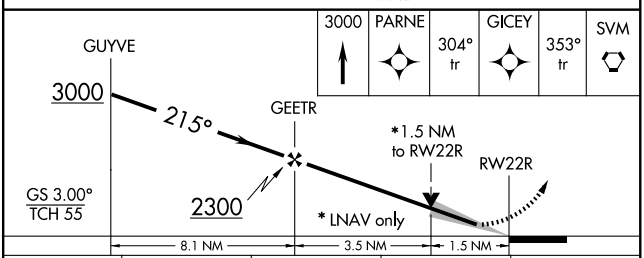
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

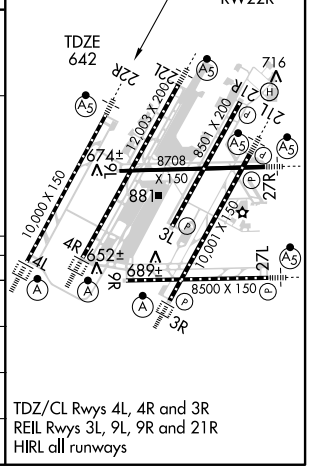
MISSED APPROACH: Climb to 3000 direct PARNE and via 304° track to GICEY and via 353° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





CATEGORY	A	B	C	D
LPV DA	892/24 250 (300-½)			
LNAV/VNAV DA	1006/40 364 (400-¾)			
LNAV MDA	1160/24 518 (600-½)		1160/50 518 (600-1)	1160/60 518 (600-1¼)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8500
CH 53300	275°	TDZE	630
W27B		Apt Elev	645

RNAV (GPS) RWY 27L

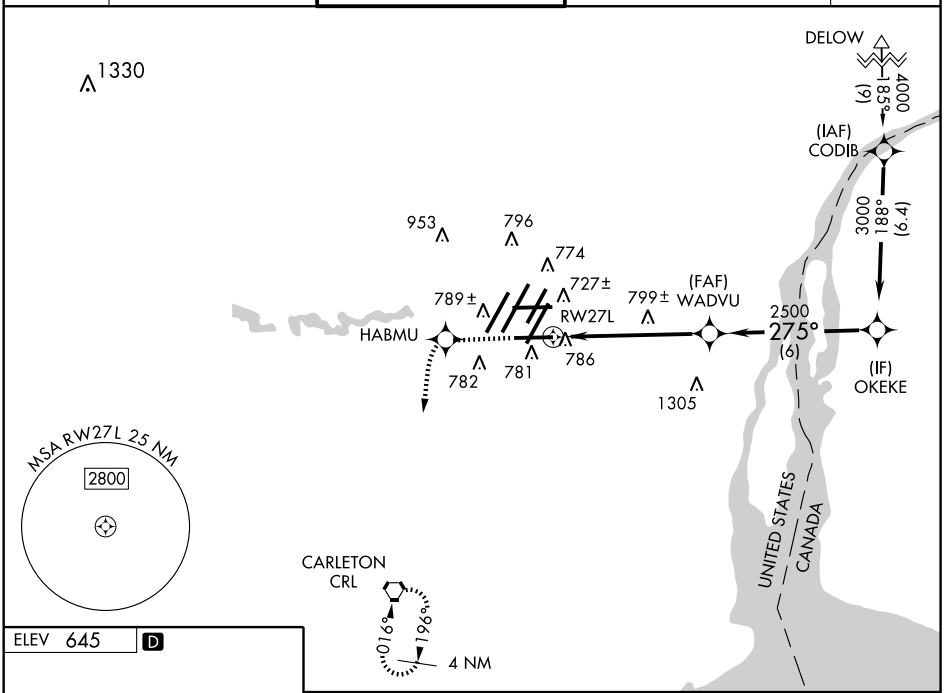
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

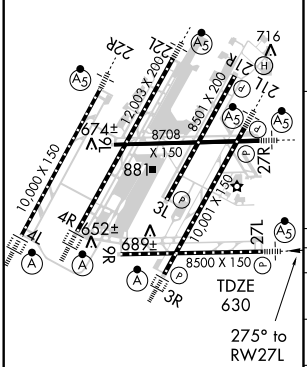
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 5000 all Cats.

MALSR

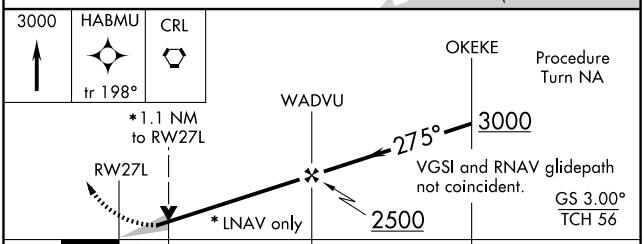
MISSED APPROACH: Climb to 3000 direct HABMU and via 198° track to CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
LPV DA	930/24 299 (300-½)			
LNAV/VNAV DA	1040/50 410 (400-1)			
LNAV MDA	1060/24 430 (500-½)		1060/40 430 (500-¾)	1060/50 430 (500-1)
CIRCLING	1200-1½ 555 (600-1½)			1200-2 555 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86220 W27A	APP CRS 275°	Rwy Idg 8708 TDZE 635 Apt Elev 645

RNAV (GPS) RWY 27R

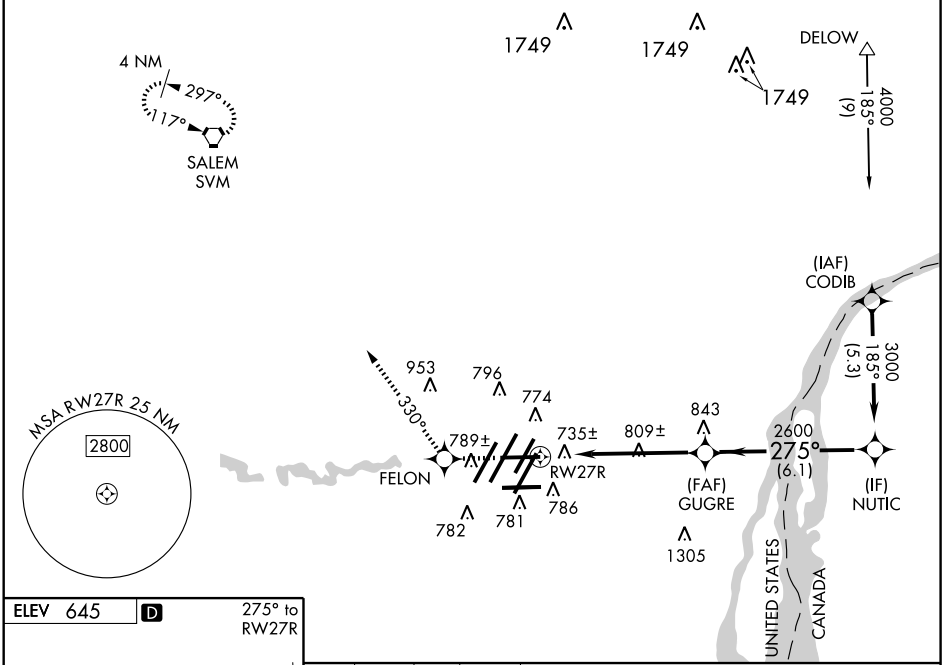
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

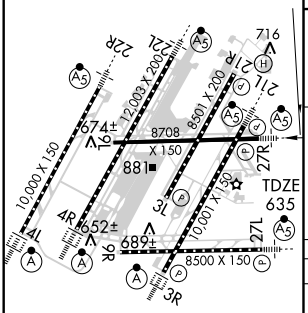
T Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA
For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats, LNAV Cat D visibility to RVR 6000.

MALSR (A5)

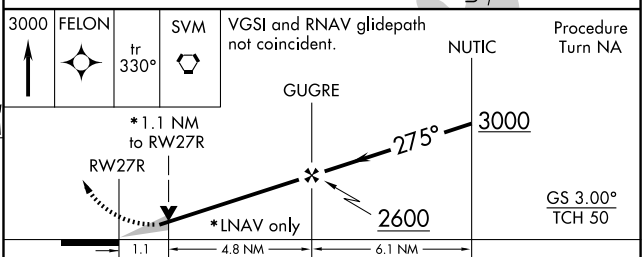
MISSED APPROACH: Climb to 3000 direct FELON and via 330° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
LPV DA	970/40 335 (400-¾)			
LNAV/VNAV DA	1040/50 405 (400-1)			
LNAV MDA	1060/24 425 (500-½)		1060/40 425 (500-¾)	1060/50 425 (500-1)
CIRCLING	1200-1½ 555 (600-1½)			1200-2 555 (600-2)

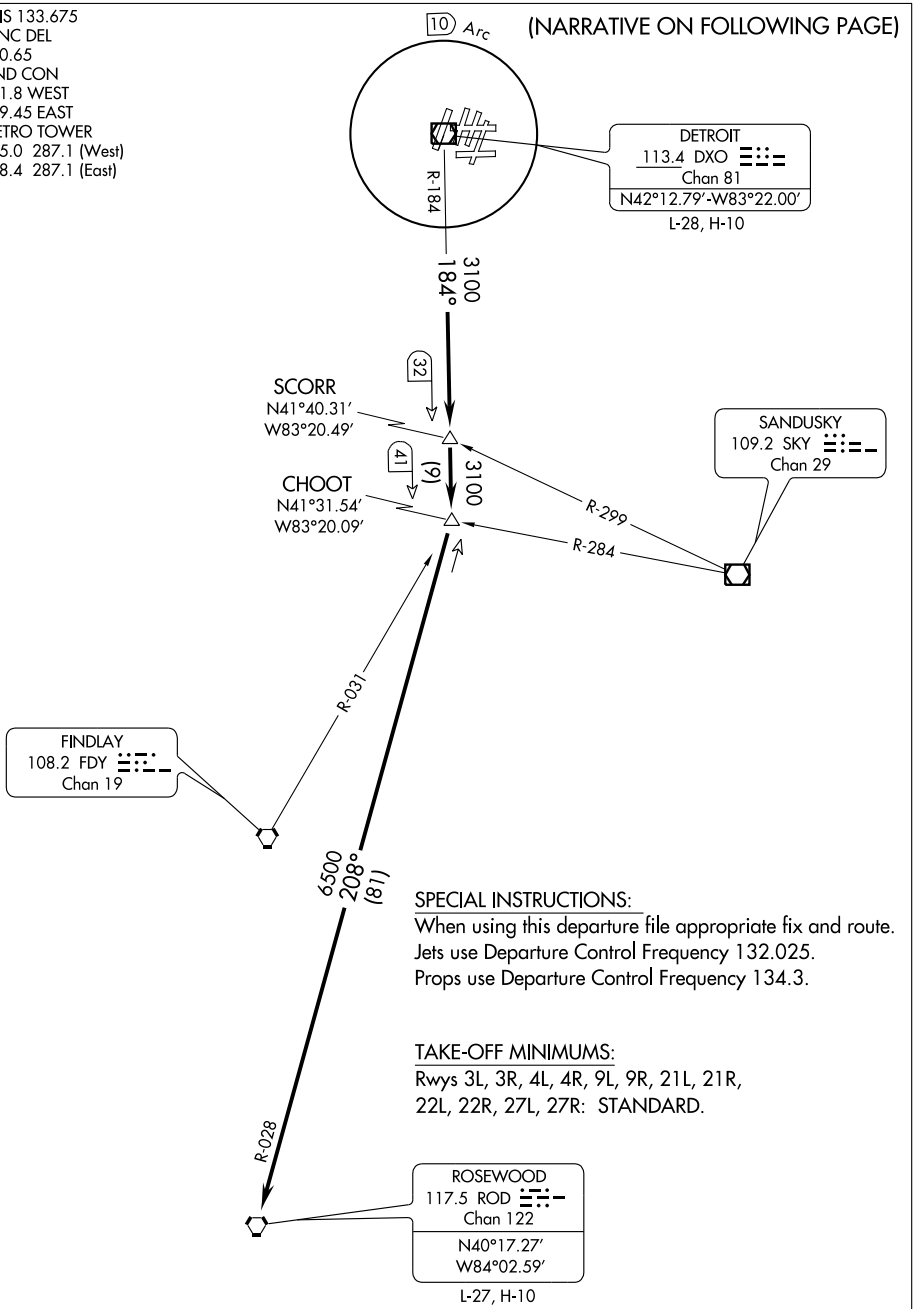
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ROSEWOOD TWO DEPARTURE

SL-119 (FAA)

ATIS 133.675
CLNC DEL
120.65
GND CON
121.8 WEST
119.45 EAST
METRO TOWER
135.0 287.1 (West)
118.4 287.1 (East)

(NARRATIVE ON FOLLOWING PAGE)



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.
Jets use Departure Control Frequency 132.025.
Props use Departure Control Frequency 134.3.

TAKE-OFF MINIMUMS:
Rwys 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R,
22L, 22R, 27L, 27R: STANDARD.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-184 to CHOOT INT/DXO 41 DME (MEA 3100), then right turn to via ROD R-028 to ROD VORTAC (MEA 6500).
Jets maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure.
Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

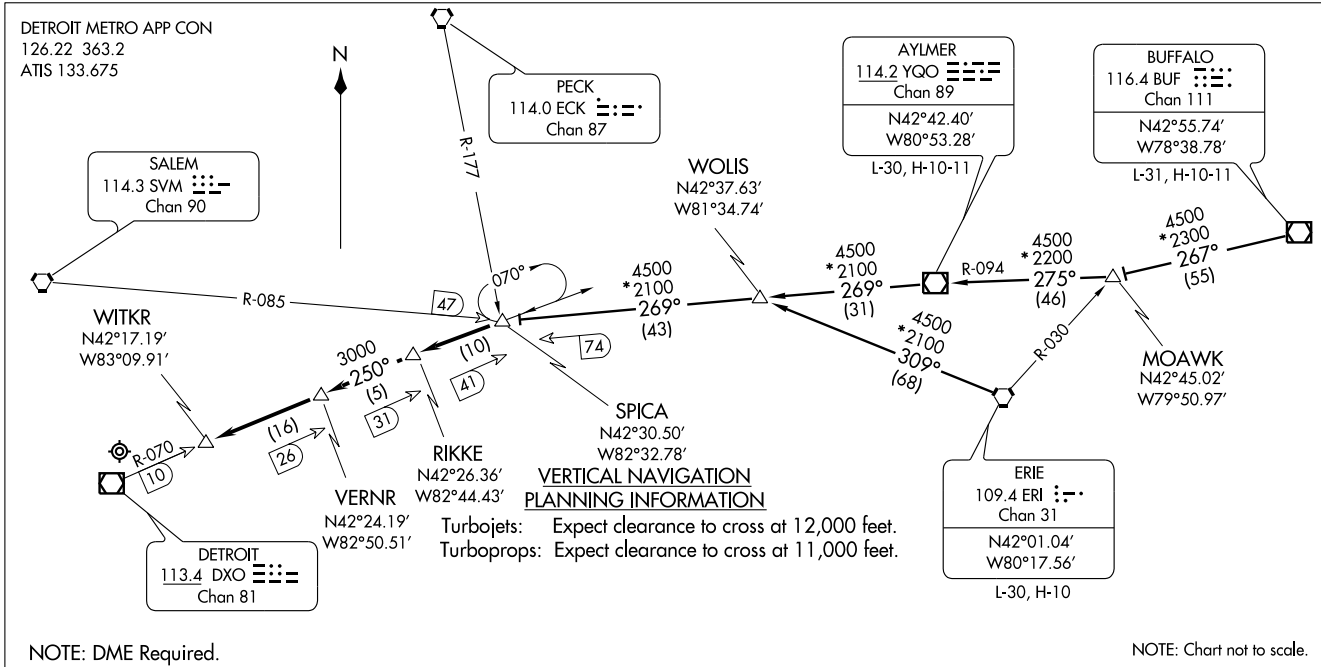
EC-1, 21 OCT 2010 to 18 NOV 2010

SPICA TWO ARRIVAL

(SPICA.SPICA2) 09071

DETROIT METROPOLITAN WAYNE COUNTY

DETROIT, MICHIGAN



AYLMER TRANSITION (YQO.SPICA2):From over YQO VOR/DME via YQO R-269 to SPICA 74 DME FIX.Thence . . . .
BUFFALO TRANSITION (BUF.SPICA2):From over BUF VOR/DME via BUF R-267 to MOAWK INT, then via YQO R-094 to YQO VOR/DME, then via YQO R-269 to SPICA 74 DME FIX. Thence . . . .
ERIE TRANSITION (ERI.SPICA2): From over ERI VORTAC via ERI R-309 to WOLIS INT, then via YQO R-269 to SPICA 74 DME FIX. Thence....
. . . . From over SPICA 74 DME FIX:
Landing Runway 21L/R or 22L/R via DXO R-070 to VERNR 26 DME FIX. Thence . . . .
Landing Runway 3L/R or 4L/R via DXO R-070 to WITKR 10 DME FIX. Thence . . . .
. . . . Expect radar vectors to final approach course.

SPICA TWO ARRIVAL
(SPICA.SPICA2) 09071
DETROIT METROPOLITAN WAYNE COUNTY
DETROIT, MICHIGAN

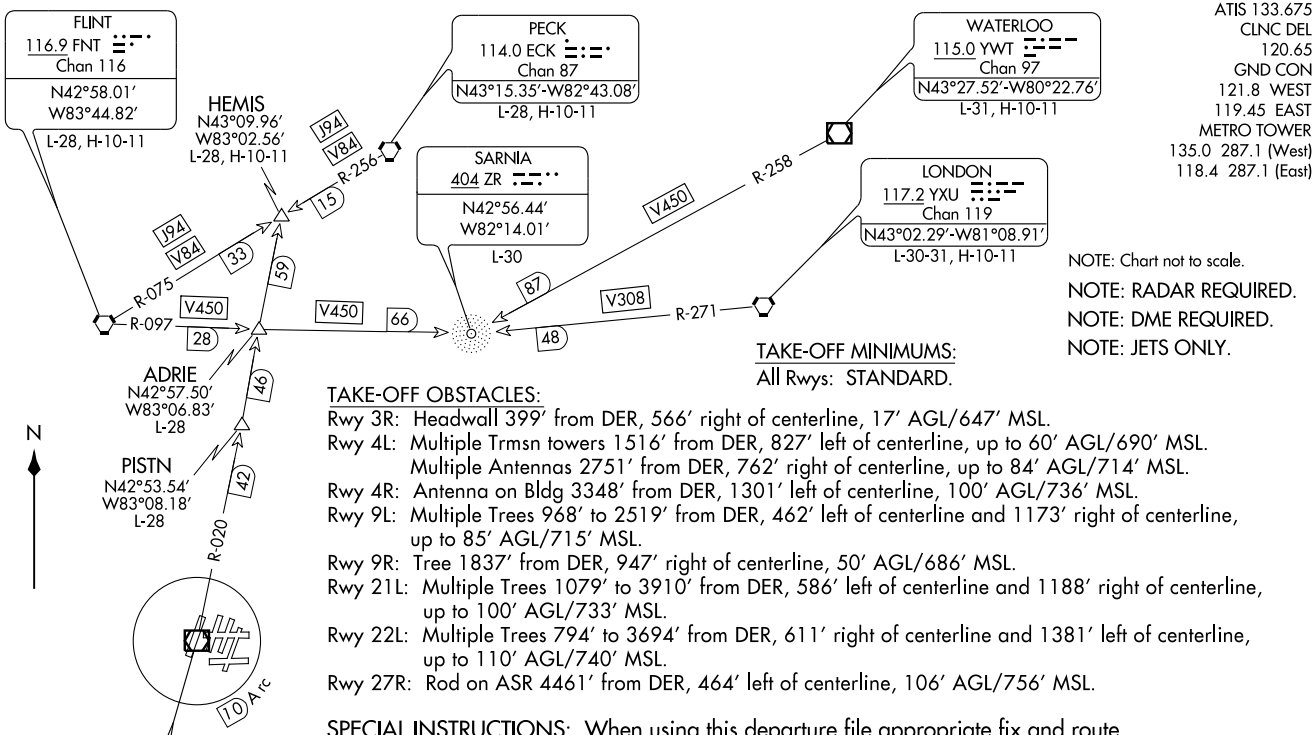
ST-119 (FAA)

ST. CLAIR THREE DEPARTURE

(STCLR3.DXO) 10266

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN



ATIS 133.675
CLNC DEL
120.65
GND CON
121.8 WEST
119.45 EAST
METRO TOWER
135.0 287.1 (West)
118.4 287.1 (East)

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:
All Rwys: STANDARD.

TAKE-OFF OBSTACLES:
Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple Trmsn towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL. Multiple Antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on Bldg 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple Trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple Trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple Trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route. Jets use Departure Control Frequency 132.025.

DEPARTURE ROUTE DESCRIPTION

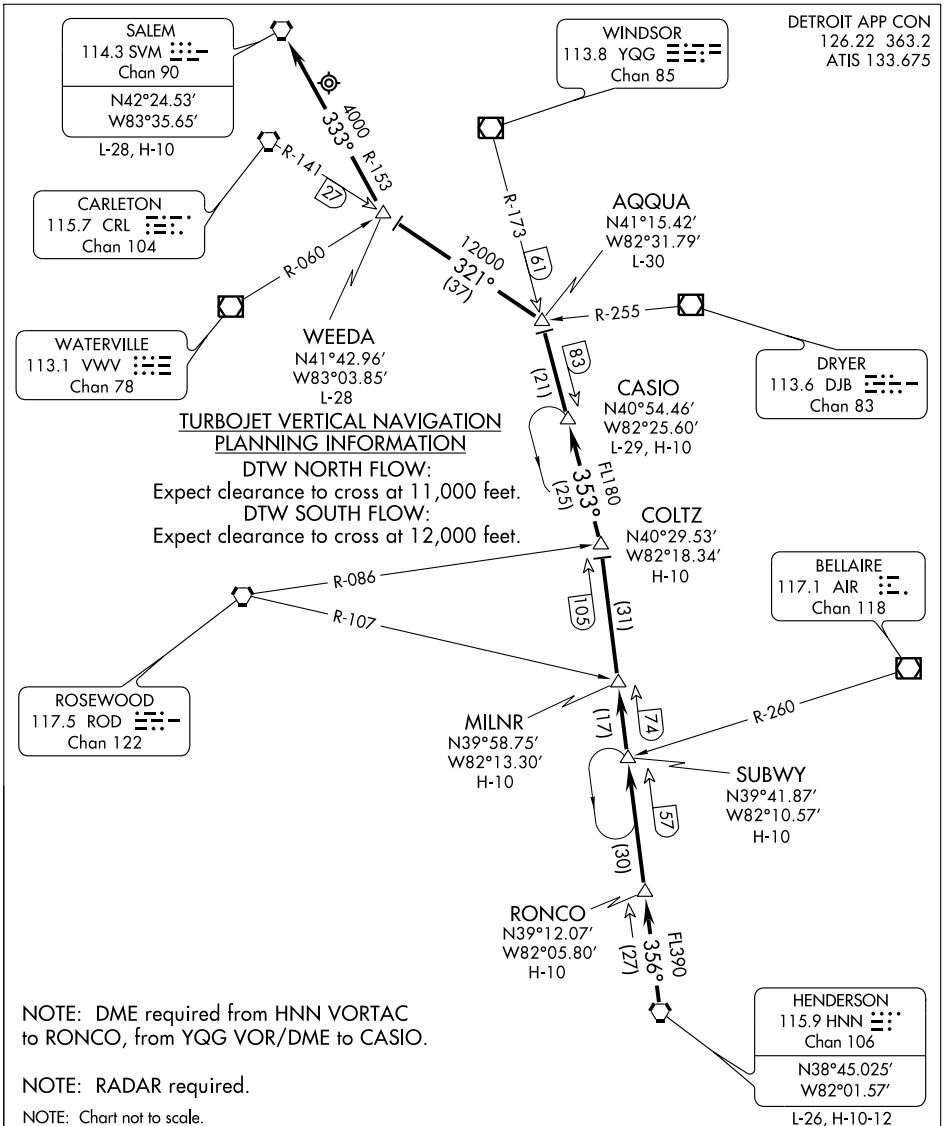
TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned airway or radial then proceed to the assigned departure fix, thence via the assigned route. Jets maintain 10,000 feet. Cross DXO 10 DME Arc at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level 10 minutes after departure.

ST. CLAIR THREE DEPARTURE
(STCLR3.DXO) 10266
DETROIT METROPOLITAN WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

SL-119 (FAA)

WEEDA ONE ARRIVAL

ST-119 (FAA)



ARRIVAL ROUTE DESCRIPTION

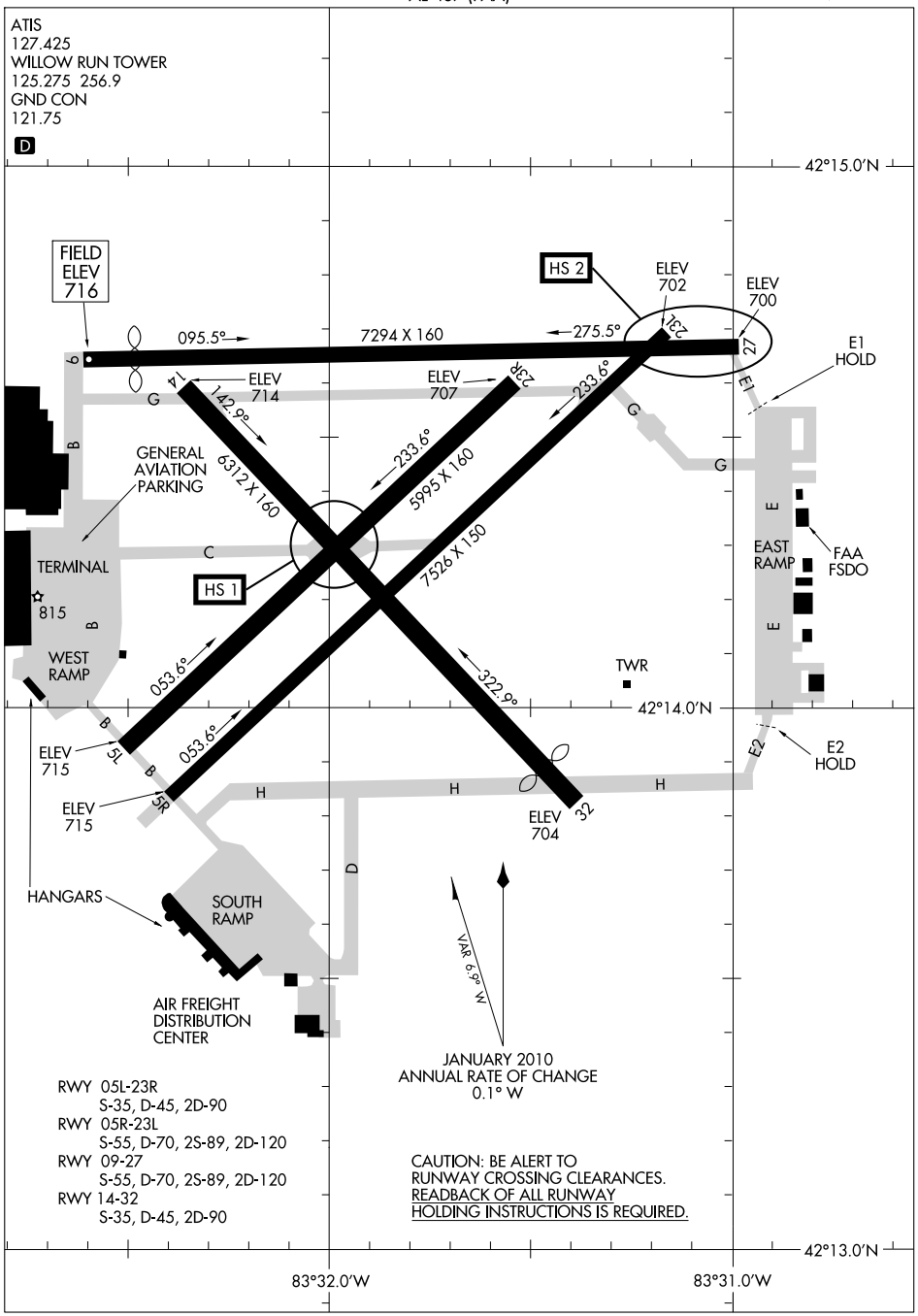
From over HNN VORTAC via R-356 to COLTZ INT (MEA FL390), then via YQG R-173 to AQQUA INT (MEA FL180), then via CRL R-141 TO WEEDA INT (MEA 12000) then via SVM R-153 TO SVM VORTAC (MEA 4000). Expect radar vectors to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-467 (FAA)

DETROIT/ WILLOW RUN (YIP)
DETROIT, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DETROIT, MICHIGAN
DETROIT/ WILLOW RUN (YIP)

10266

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

CARLETON (H) VORTAC 115.7 CRL Chan 104 N42°02.88′ W83°27.45′ 028° 10.9 NM to fld. 629/3W. **HIWAS.**

(H) VORW/DME 113.4 DXO Chan 81 N42°12.79′ W83°22.00′ at fld. 638/6W. NOTAM FILE DTW. DME unusable byd 30 NM below 2900′.

REVUP NDB (LOM) 388 DT N42°07.21′ W83°25.90′ 038° 6.6 NM to fld. Unmonitored. SHUTDOWN.

SPENC NDB (LOM) 223 DM N42°13.20′ W83°12.20′ 272° 6.7 NM to fld.

ILS/DME 111.95 I–HJT Chan 56Y Rwy 04L. Class IIIE. DME also serves Rwy 22R.

ILS/DME 110.7 I–DTW Chan 44 Rwy 04R. LOM REVUP NDB. OM unmonitored. LOM SHUTDOWN.

ILS/DME 110.7 I–DWC Chan 44 Rwy 22L. Class IE.

ILS/DME 111.95 I–JKI Chan 56Y Rwy 22R. Class IE. DME also serves Rwy 04R.

ILS/DME 111.5 I–HUU Chan 52 Rwy 03R.

ILS/DME 111.5 I–EJR Chan 52 Rwy 21L.

ILS 108.5 I–DMI Rwy 27R. LOM SPENC NDB.

ILS 110.15 I–EPA Rwy 27L. Class IE.

COMM/NAV/WEATHER REMARKS: Dual VHF communications required for Simultaneous Close Parallel ILS PRM Approaches. Rwy 04L and Rwy 22R Monitor 127.05, Rwy 04R and Rwy 22L Monitor 135.775 and Rwy 03R and Rwy 21L Monitor 128.35.

WILLOW RUN (YIP) 24 SW UTC−5(−4DT) N42°14.36′ W83°31.86′ DETROIT

716 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA ARFF Index—See Remarks NOTAM FILE YIP **COPTER**

RWY 05R–23L: H7526X150 (ASPH) S–55, D–70, 2S–89, 2D–120 HIRL **H–10G, L–28J, A**

RWY 05R: MALSR. Tree. **IAP, AD**

RWY 23L: MALSR. VASI(V4L)—GA 3.0° TCH 56′.

RWY 09–27: H7294X160 (ASPH–GRVD) S–55, D–70, 2S–89, 2D–120 MIRL

RWY 09: Thld dsplcd 574′. Railroad.

RWY 14–32: H6312X160 (ASPH–GRVD) S–35, D–45, 2D–90 MIRL

RWY 14: Antenna.

RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 45′. Thld dsplcd 525′. Ground.

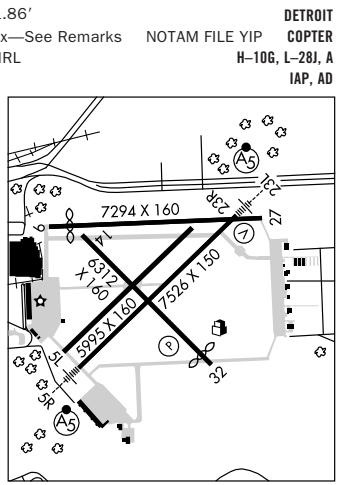
RWY 05L–23R: H5995X160 (ASPH–GRVD) S–35, D–45, 2D–90 MIRL

RWY 05L: Trees. **RWY 23R:** Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05L: TORA–5995 TODA–5995 ASDA–5995 LDA–5995

RWY 23R: TORA–5995 TODA–5995 ASDA–5995 LDA–5995



AIRPORT REMARKS: Attended continuously. Helicopter tkf and ldg on the south ramp prohibited, taxi only. Birds on and invof arpt. Rwys 09–27 , only the 80′ center portion is grvd. Class IV, ARFF Index A. ARFF Index E svc avbl on req call 734–485–6660. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats requiring Index C or greater call arpt manager 734–485–6670. Flight Notification Service (ADCUS) avbl call 734–942–9000. Customs avbl 24 hrs, Mon–Fri and on call from Detroit Metropolitan Wayne Co arpt on weekend. U.S. customs user fee arpt. All billing thru Wayne Co. Arpt Authority; For customs clearance 1 hr minimum advance notification rqr. Pilots must ctc U.S. customs on 313–226–3140. Req for customs svc by FAA flight plan is not accepted. Ldg fee. Ldg fee is based on acft gross weight.

WEATHER DATA SOURCES: ASOS 132.350 (734) 485–9056. LAWRS.

COMMUNICATIONS: ATIS 127.425 (734) 482–6590

Ⓡ **DETROIT APP/DEP CON** 118.95

TOWER 125.275 **GND CON** 121.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DTW.

DETROIT (H) VORW/DME 113.4 DXO Chan 81 N42°12.79′ W83°22.00′ 288° 7.5 NM to fld. 638/6W.

YIPPS NDB (LOM) 359 YI N42°10.45′ W83°37.29′ 052° 5.6 NM to fld. Unmonitored.

ILS/DME 109.5 I–YIP Chan 32 Rwy 05R. Class IE. LOM YIPPS NDB.

ILS/DME 109.5 I–LSW Chan 32 Rwy 23L. Class IE.

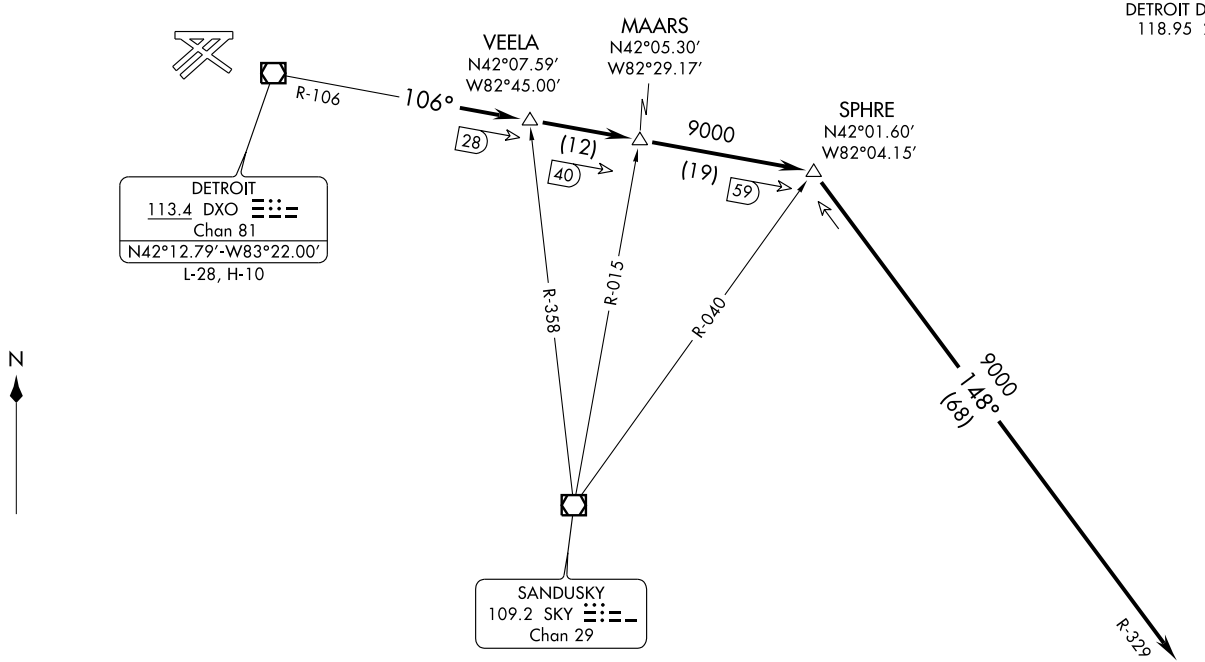
COMM/NAV/WEATHER REMARKS: Emerg frequencies not avbl at twr.

AKRON TWO DEPARTURE (ACO2.ACO) 10154

DETROIT, MICHIGAN
DETROIT/WILLOW RUN (YIP)

TAKE-OFF MINIMUMS
Rwys 5L, 5R, 9, 14, 23L, 23R, 32: Standard.
Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(ACO2.ACO) 10154
AKRON TWO DEPARTURE
SI-467 (FAA)
DETROIT/WILLOW RUN (YIP)
DETROIT, MICHIGAN

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 5L: Multiple Trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.

Rwy 5R: Multiple Trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.

Rwy 9R: Multiple Trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.

Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL.
Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.

Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.

Rwy 27L: Multiple Trees and Pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.

Rwy 27: Railroad and Lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL.
Tree and Lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL.
Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.

Rwy 32: Multiple Trees and Poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL.
Multiple Trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

ERRTH TWO DEPARTURE

(ERRTH2.ERRTH) 10154

DETROIT, MICHIGAN

DETROIT /WILLOW RUN (YIP)

ERRTH TWO DEPARTURE

(ERRTH2.ERRTH) 10154

DETROIT, MICHIGAN

DETROIT /WILLOW RUN (YIP)

SL-467 (FAA)

(NARRATIVE ON FOLLOWING PAGE)

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275

PECK
114.0 ECK
Chan 87

WINDSOR
113.8 YQG
Chan 85

AYLMER
114.2 YQO
Chan 89

TRACE
N42°07.31′
W81°02.45′

JAMESTOWN
114.7 JHW
Chan 94

ERIE
109.4 ERI
Chan 31

DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′

RICPO
N42°13.35′
W82°41.63′

OCTAS
N42°13.50′
W82°26.93′

ERRTH
N42°11.37′
W81°56.15′

DORET
N41°48.10′
W80°35.08′
FL180

SLATE RUN
113.9 SLT
Chan 86
N41°30.77′
W77°58.21′
L-30, H-10-12

MIGET
N41°17.67′
W78°51.86′

CHARDON
112.7 CXR
Chan 74
N41°31.02′
W81°09.79′
L-30, H-10

KEATING
116.0 ETG
Chan 107
N41°12.90′
W78°08.57′
L-30, H-10-12

SANDUSKY
109.2 SKY
Chan 29

R-095
R-101
R-139
R-287
R-174
R-002
R-015
R-039
R-014
R-175
R-325
R-289

14500
101°
(40)

FL180
139°
(28)

FL180
107°
(119)

8000
145°
(53)

FL180
102°
(104)

J146

FL180
109°
(33)

N

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate fix and route.

NOTE: RADAR Required.

NOTE: DME Required for SLATE RUN transition.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 9, 14, 23L, 23R, 32: Standard.
Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

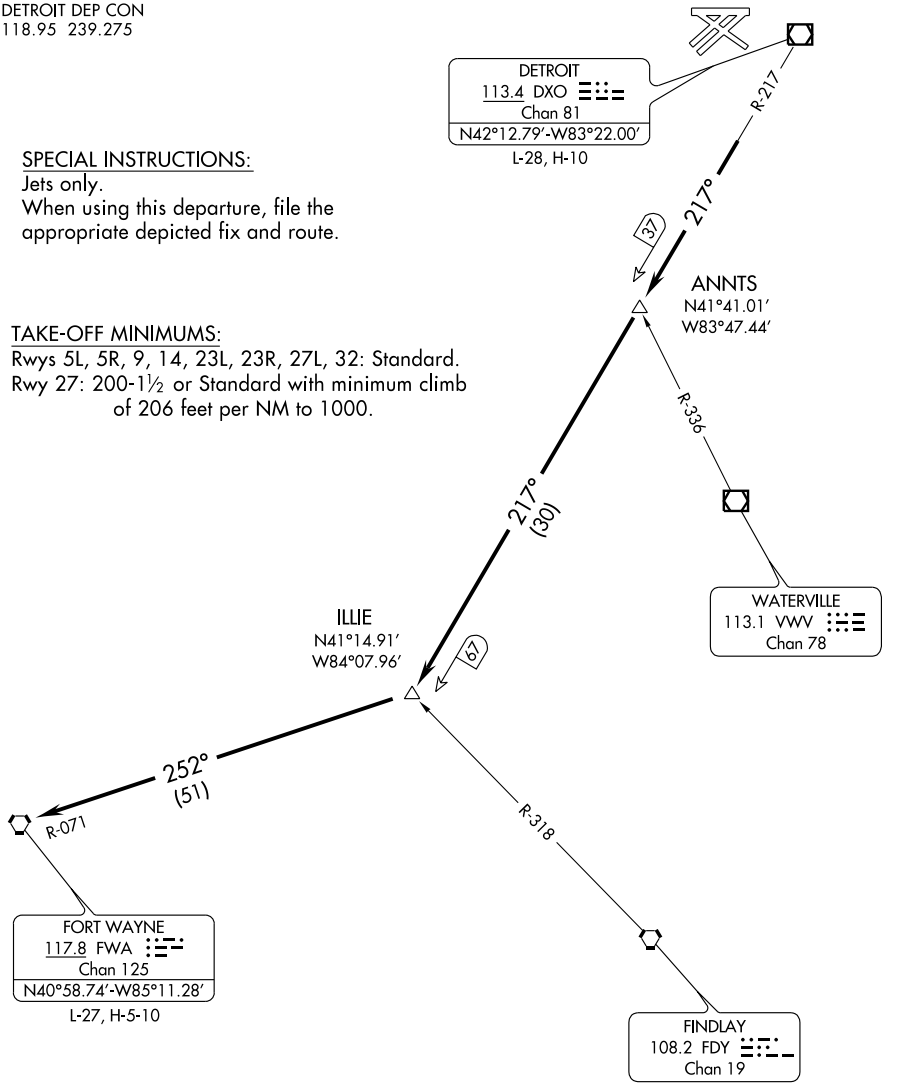
TAKE-OFF OBSTACLES:

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.
Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.
Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.
Rwy 23L Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL. Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.
Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.
Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.
Rwy 27: Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL. Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL. Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.
Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL. Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

FORT WAYNE THREE DEPARTURE

SL-467 (FAA)

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 9, 14, 23L, 23R, 27L, 32: Standard.
Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 5L: Multiple trees beginning 1438' to 2887' from DER, from 119' to 438' left of centerline, up to 79' AGL/785' MSL.

Rwy 5R: Multiple trees beginning 1877' to 2472' from DER, from 134' to 922' left and right of centerline, up to 78' AGL/777' MSL.

Rwy 9R: Multiple trees beginning 827' to 2598' from DER, from 432' to 600' left and right of centerline, up to 77' AGL/780' MSL.

Rwy 23L: Tree 1304' from DER, 438' right of centerline, 42' AGL/757' MSL.
Tree 2457' from DER, 720' left of centerline, 66' AGL/781' MSL.

Rwy 23R: Multiple trees and road beginning 587' to 1333' from DER, from 282' to 814' left and right of centerline, up to 77' AGL/793' MSL.

Rwy 27L: Multiple trees and pole beginning 1273' to 2024' from DER, from 47' to 769' left and right of centerline, up to 90' AGL/805' MSL.

Rwy 27: Railroad and lights beginning 564' to 1565' from DER, from 4' to 333' left of centerline, up to 54' AGL/770' MSL.
Tree and lights beginning 102' to 1257' from DER, from 10' to 485' right of centerline, up to 55' AGL/771' MSL.
Tower 7161' from DER, 502' left of centerline, 162' AGL/900' MSL.

Rwy 32: Multiple trees and poles beginning 701' to 1884' from DER, from 78' to 750' left of centerline, up to 84' AGL/798' MSL.
Multiple trees 1157' to 1893' from DER, from 126' to 475' right of centerline, up to 66' AGL/780' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL

DETROIT, MICHIGAN

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL
(GOHMA.GOHMA1) 09351
DETROIT, MICHIGAN

LOC/DME I-YIP	APP CRS		5R	5L
109.5	053°	Rwy Idg	7526	5995
Chan 32		TDZE	715	716
		Apt Elev	716	716

ILS or LOC RWY 5R

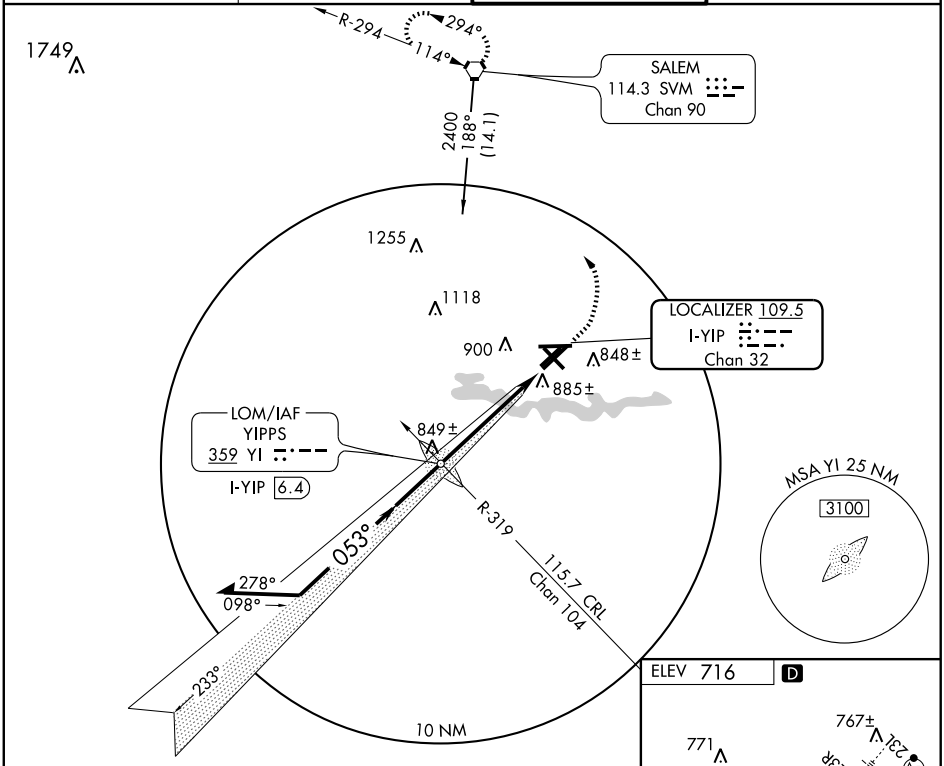
DETROIT/ WILLOW RUN (YIP)

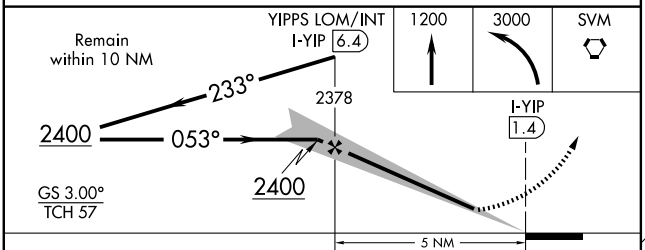
For inoperative MALSR increase S-LOC-5R Cat A and B; visibility to RVR 5000.
Inoperative table does not apply to S-ILS all cats.

MALSR

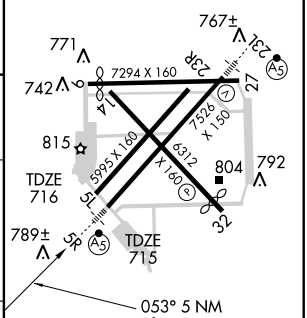
MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75





ELEV 716 D



CATEGORY	A	B	C	D
S-ILS 5R	965/40 250 (300-¾)			
S-LOC 5R	1120/40 405 (500-¾)			
CIRCLING	1200-1 484 (500-1)		1200 -1½ 484 (500-1½)	1280-2 564 (600-2)
SIDESTEP RWY 5L	1120-1 404 (500-1)		1120-1½ 404 (500-1½)	1120-2 404 (500-2)

HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 23L

DETROIT/ WILLOW RUN (YIP)

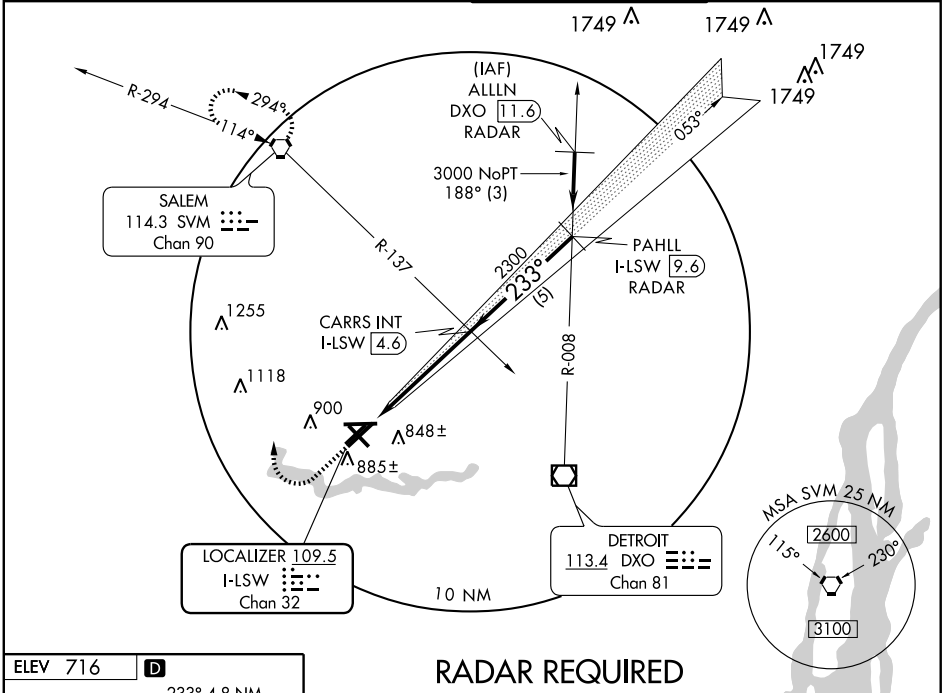
LOC/DME I-LSW	APP CRS	Rwy Idg	7526
109.5	233°	TDZE	708
Chan 32		Apt Elev	716

Inoperative table does not apply to S-ILS 23L. For inoperative MALSR, increase S-LOC 23 Cat A and B visibility to 1.

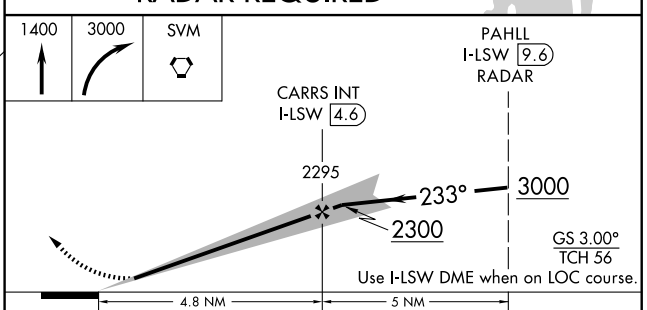
MALSR

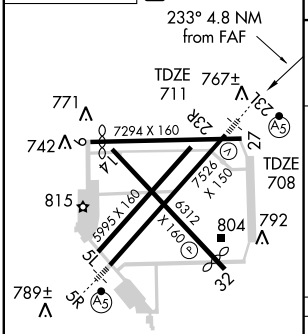
MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75



RADAR REQUIRED





HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32, 5L-23R, and 9-27

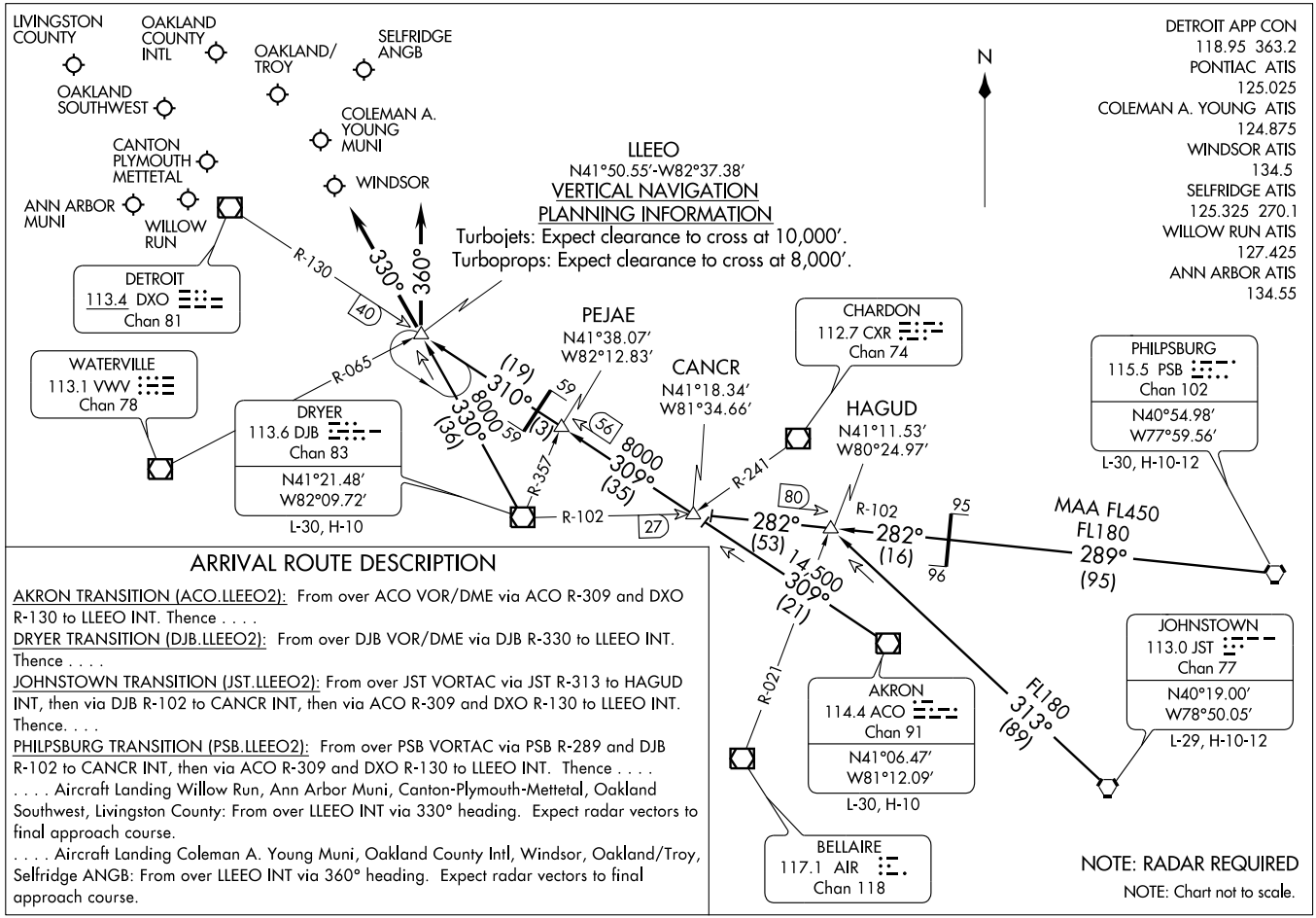
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 23L	958-¾ 250 (300-¾)			
S-LOC 23L	1140-¾ 432 (500-¾)			1140-1 432 (500-1)
SIDESTEP RWY 23R	1140-1 429 (500-1)		1140-1½ 429 (500-1½)	1140-2 429 (500-2)
CIRCLING	1200-1 484 (500-1)		1200-1½ 484 (500-1½)	1280-2 564 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

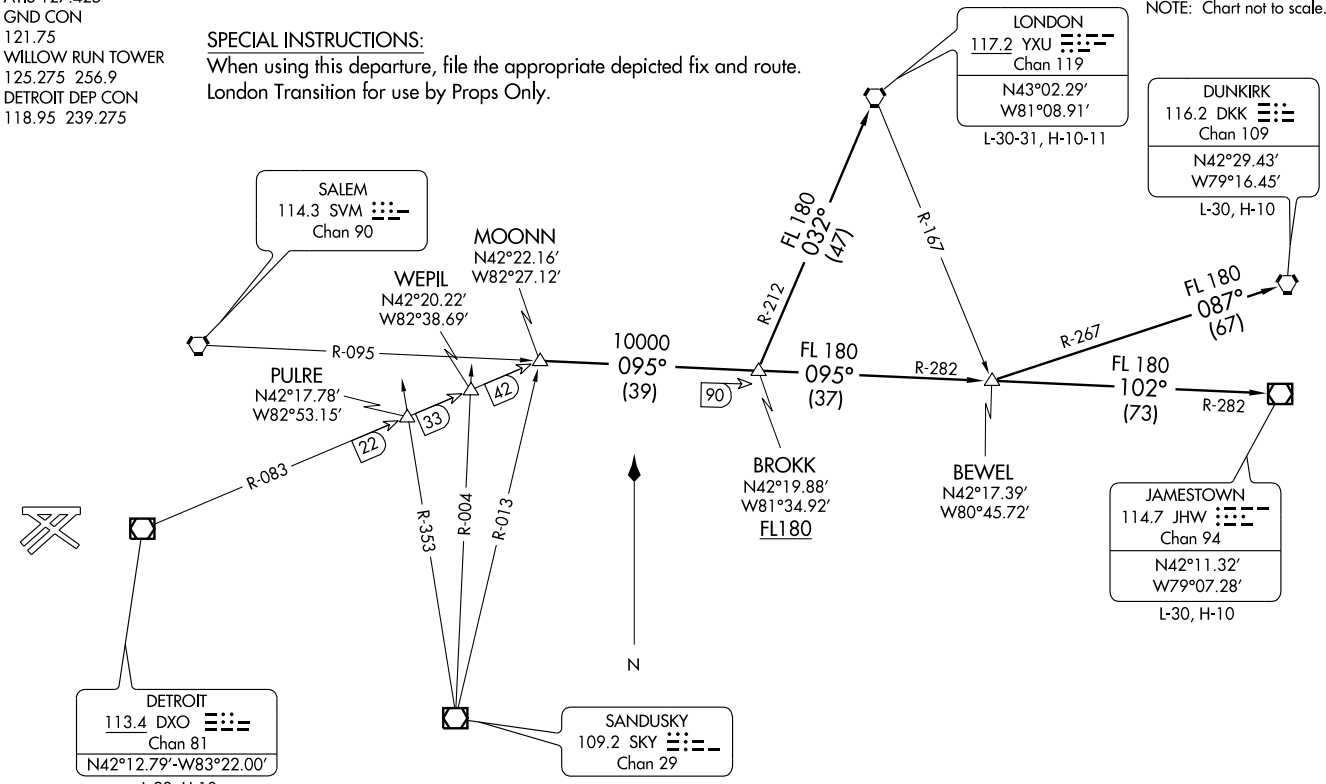
MOONN TWO DEPARTURE
(MOONN2.MOONN) 10154

DETROIT, MICHIGAN
DETROIT /WILLOW RUN (YIP)

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 9, 14, 23L, 23R, 32: Standard.
Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

(MOONN2.MOONN) 10154
MOONN TWO DEPARTURE
SL-467 (FAA)
DETROIT /WILLOW RUN (YIP)
DETROIT, MICHIGAN

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/ flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER,
from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.
Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER,
from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.
Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER,
from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.
Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL.
Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.
Rwy 23R: Multiple trees and road beginning 587′ to 1333′ from DER,
from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.
Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER,
from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.
Rwy 27: Railroad and lights beginning 564′ to 1565′ from DER,
from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL.
Tree and lights beginning 102′ to 1257′ from DER,
from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL.
Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.
Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER,
from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL.
Multiple trees 1157′ to 1893′ from DER,
from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

PALACE THREE DEPARTURE

(PALCE3.DXO) 10154

DETROIT, MICHIGAN

DETROIT /WILLOW RUN (YIP)

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: RADAR Required.

SAGINAW
112.9 MBS
Chan 76
N43°31.90'-W84°04.64'
L-28, H-10-11

DIRKS
N43°29.96'
W83°38.88'
L-28-31, H-10-11

SUANN
N43°15.13'
W83°38.33'
L-28

BNNET
N43°04.60'
W83°22.00'
L-28

EJOYS
N43°15.20'
W83°29.02'
L-28, H-10-11

PECK
114.0 ECK
Chan 87
N43°15.35'
W82°43.08'
L-28, H-10-11

FLINT
116.9 FNT
Chan 116
N42°58.01'
W83°44.82'
L-28, H-10-11

LANSING
110.8 LAN
Chan 45
N42°43.04'
W84°41.85'
L-28, H-5-10

HANKY
N42°57.73'
W83°22.00'
L-28

LAYNE
N42°54.80'
W83°22.00'
L-28

PULLMAN
112.1 PMM
Chan 58
N42°27.96'
W86°06.29'
L-28, H-5-10

DUNKS
N42°25.64'
W84°11.65'
L-28

LESSY
N42°26.22'
W84°33.05'
L-28

EARVN
N42°31.23'
W84°11.41'

SALEM
114.3 SVM
Chan 90
N42°24.53'-W83°35.65'
L-28, H-10

WINDSOR
113.8 YQG
Chan 85
N42°14.99'
W82°49.73'
L-30, H-10

JACKSON
109.6 JXN
Chan 33
N42°15.55'
W84°27.51'
L-28, H-10

HARWL
N42°15.84'
W84°11.65'
L-28

KALAMAZOO
109.0 AZO
Chan 27
N42°14.22'
W85°33.19'
L-28

LEROY
N42°14.30'
W85°20.50'
L-28

ECKDO
N42°14.41'
W84°44.82'
L-28

LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'
W84°45.91'
L-28, H-5-10

RUZZL
N41°52.50'
W83°57.31'
L-28

DETROIT
113.4 DXO
Chan 81
N42°12.79'-W83°22.00'
L-28, H-10

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF MINIMUMS:
Rwy 5L, 5R, 9, 14, 23L, 23R, 32: Standard.
Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overflying Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL. Aircraft over HARWL must file FL220 and below.

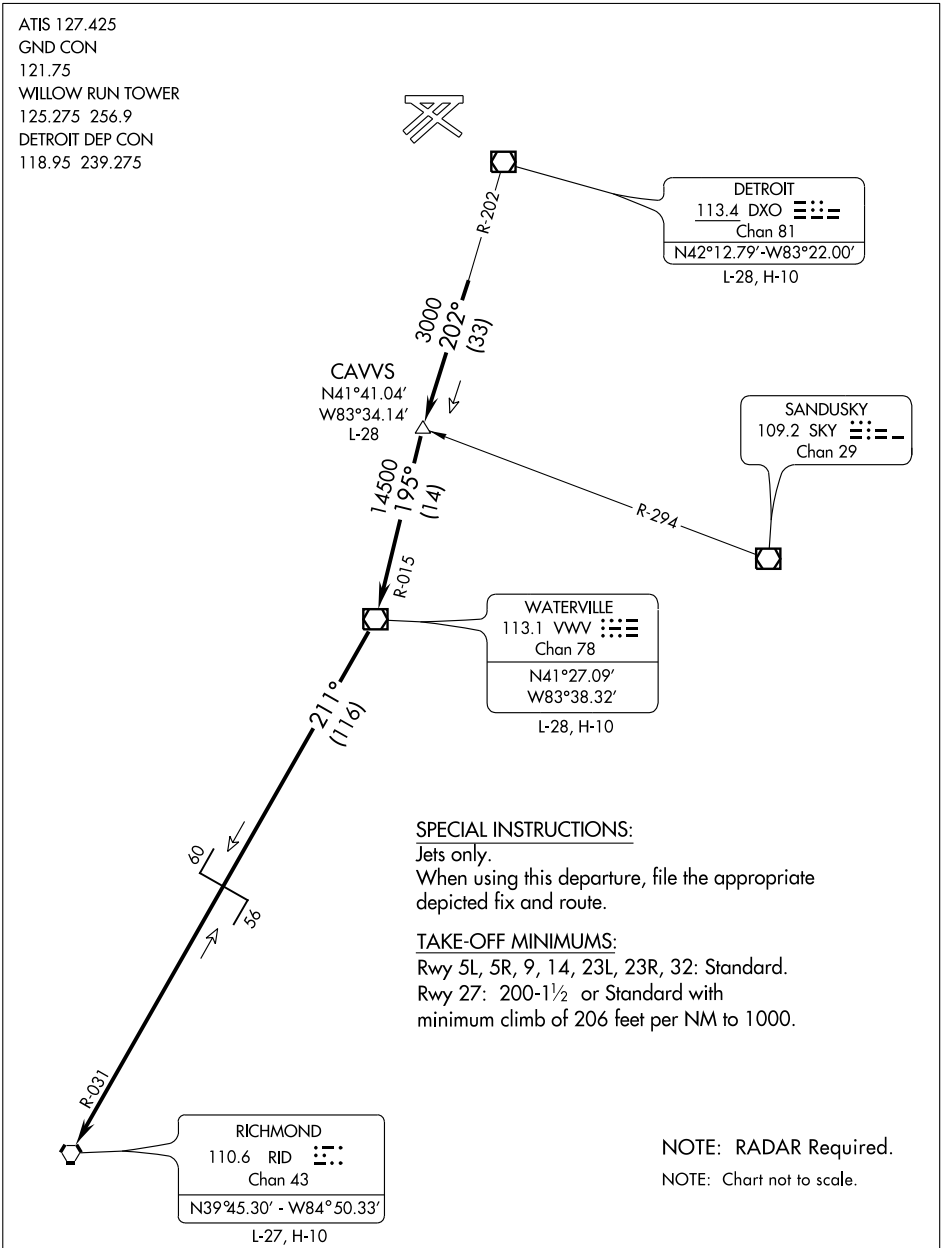
TAKE-OFF OBSTACLES:

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.
Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.
Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.
Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL. Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.
Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.
Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.
Rwy 27: Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL. Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL. Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.
Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL. Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

RICHMOND FOUR DEPARTURE

SL-467 (FAA)



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwy 5L, 5R, 9, 14, 23L, 23R, 32: Standard.
Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . . To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.

Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.

Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.

Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL. Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.

Rwy 23R: Multiple trees and road beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.

Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.

Rwy 27: Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL. Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL. Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.

Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL. Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5995
053°	TDZE	716
	Apt Elev	716

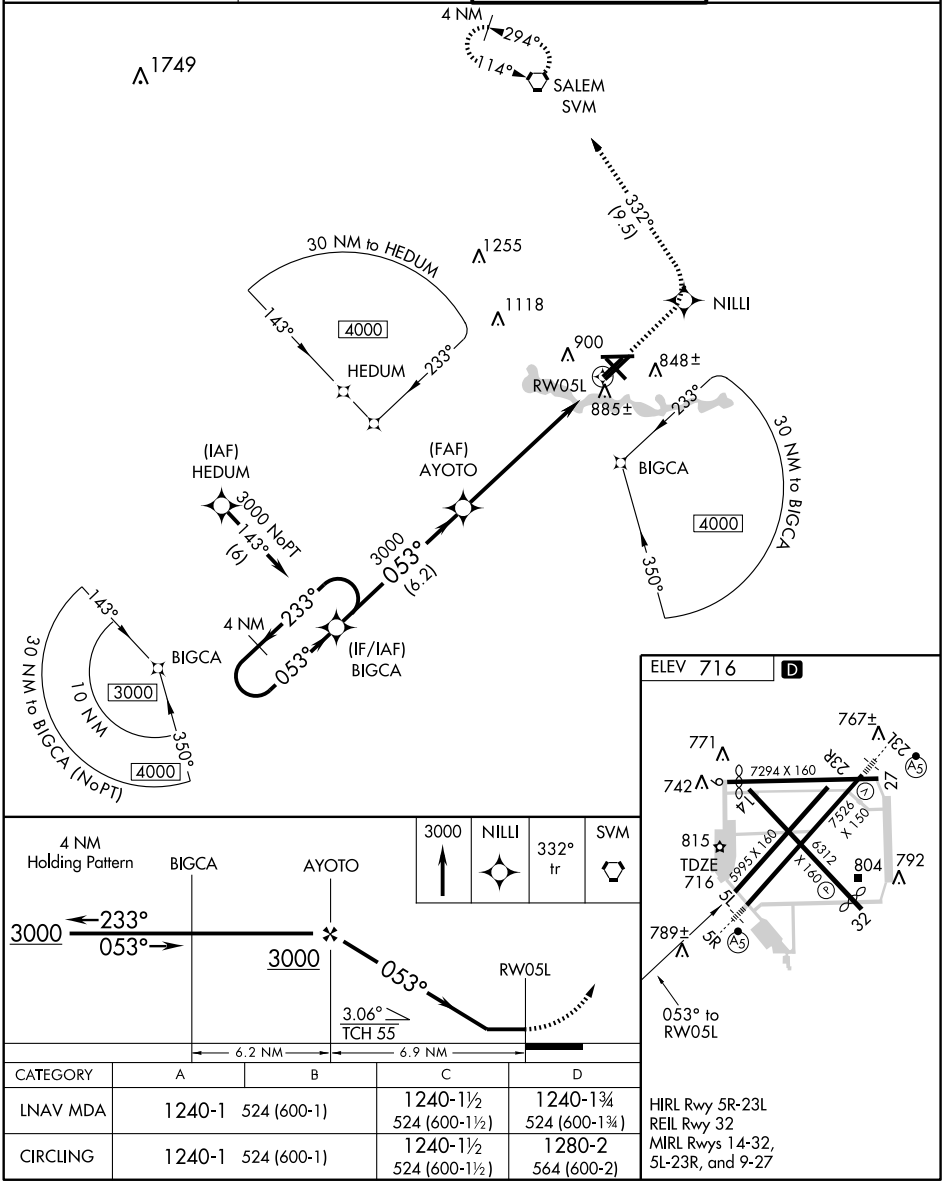
RNAV (GPS) RWY 5L

DETROIT/WILLOW RUN (YIP)

Circling NA at night to RWY 09L, 14, 23R.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in/Circling NA at night to Rwy 05L.

MISSED APPROACH: Climb to 3000 direct NILLI WP and via 332° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75



CATEGORY	A	B	C	D
LNAV MDA	1240-1 524 (600-1)		1240-1½ 524 (600-1½)	1240-1¾ 524 (600-1¾)
CIRCLING	1240-1 524 (600-1)		1240-1½ 524 (600-1½)	1280-2 564 (600-2)

HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32, 5L-23R, and 9-27

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7526
CH 97718	053°	TDZE	715
W05A		Apt Elev	716

RNAV (GPS) RWY 5R

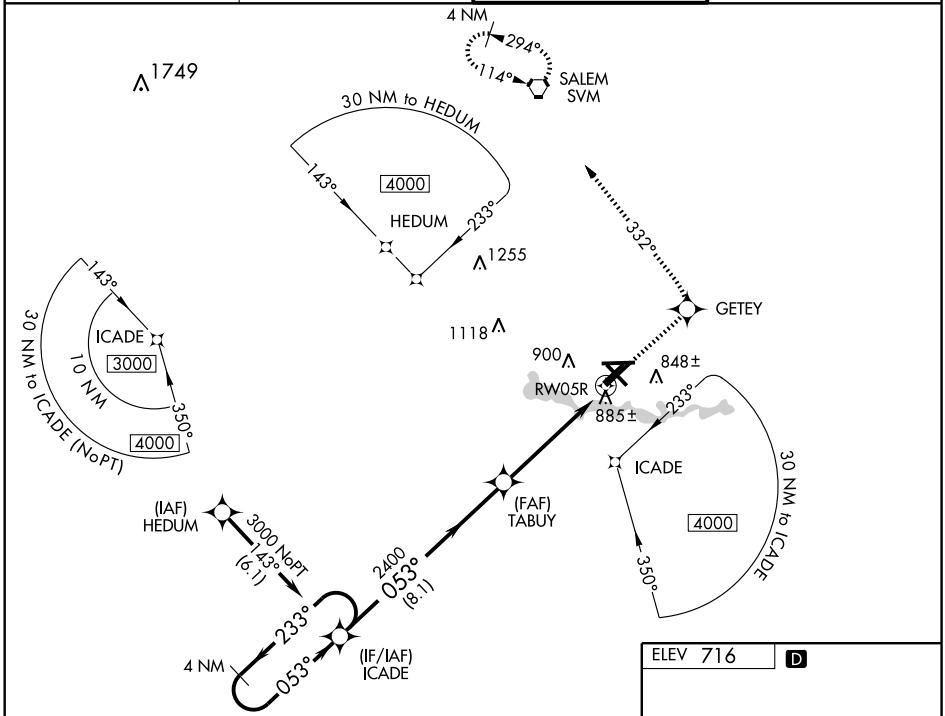
DETROIT/ WILLOW RUN (YIP)

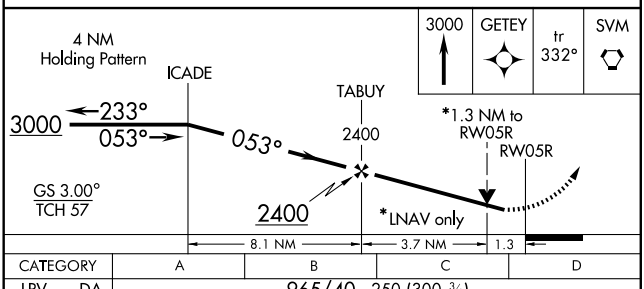
Circling to Rwy 5L, 9, 14, 23R NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A/B visibilty to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

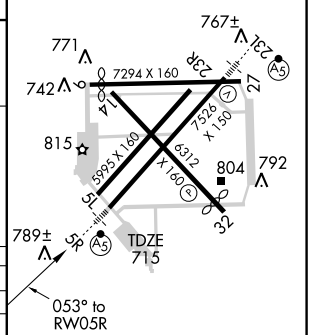
MALSR

MISSED APPROACH: Climb to 3000 direct GETEY and on track 332° to SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75







CATEGORY	A	B	C	D
LPV DA	965/40 250 (300-¾)			
LNAV/ VNAV DA	1185/50 470 (500-1)			
LNAV MDA	1200/40 485 (500-¾)			1200/50 485 (500-1)
CIRCLING	1200-1 484 (500-1)		1200-1½ 484 (500-1½)	1280-2 564 (600-2)

HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32, 5L-23R, and 9-27

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6718
094°	TDZE	715
	Apt Elev	716

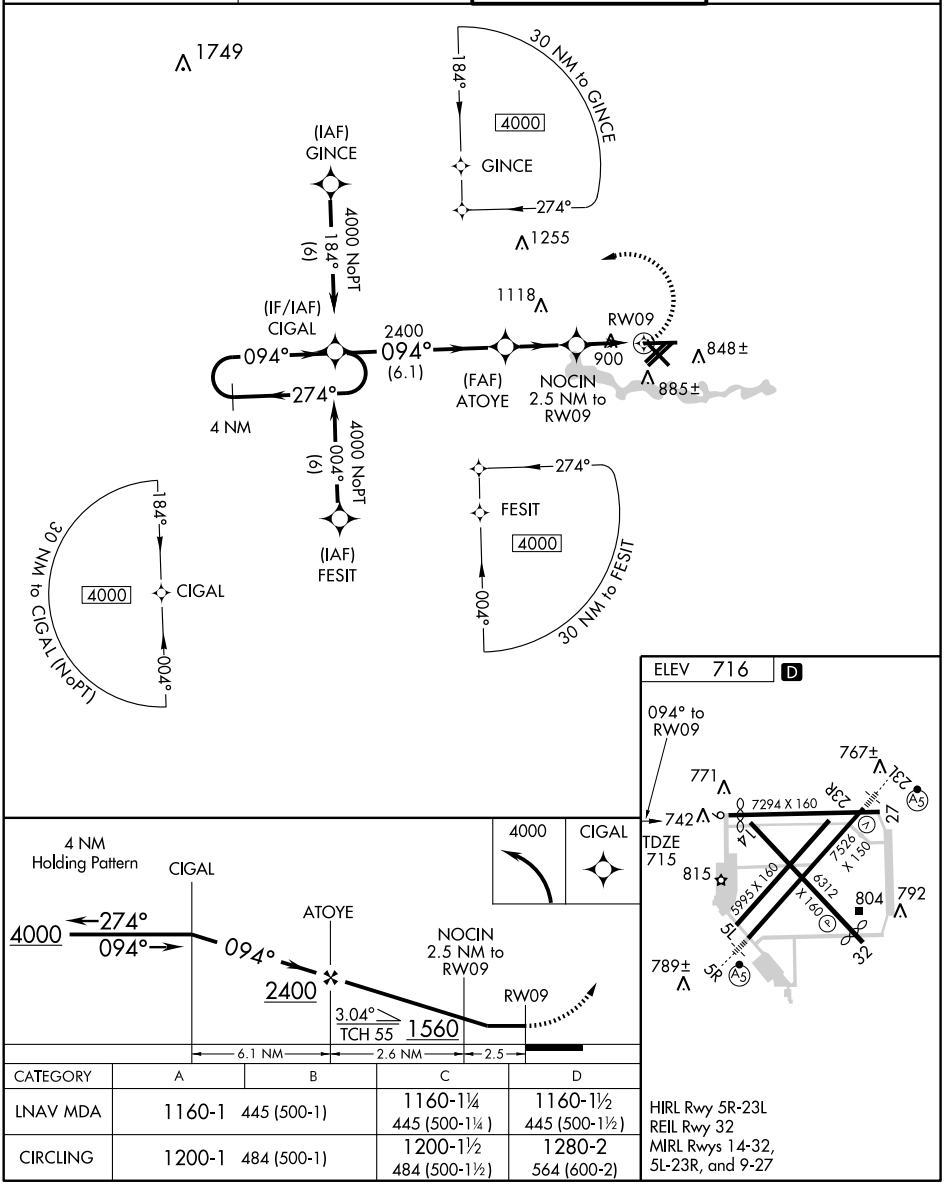
RNAV (GPS) RWY 9

DETROIT/WILLOW RUN (YIP)

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct CIGAL and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75



CATEGORY	A	B	C	D
LNAV MDA	1160-1 445 (500-1)		1160-1¼ 445 (500-1¼)	1160-1½ 445 (500-1½)
CIRCLING	1200-1 484 (500-1)		1200-1½ 484 (500-1½)	1280-2 564 (600-2)

HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32,
5L-23R, and 9-27

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6511
094°	TDZE	715
	Apt Elev	716

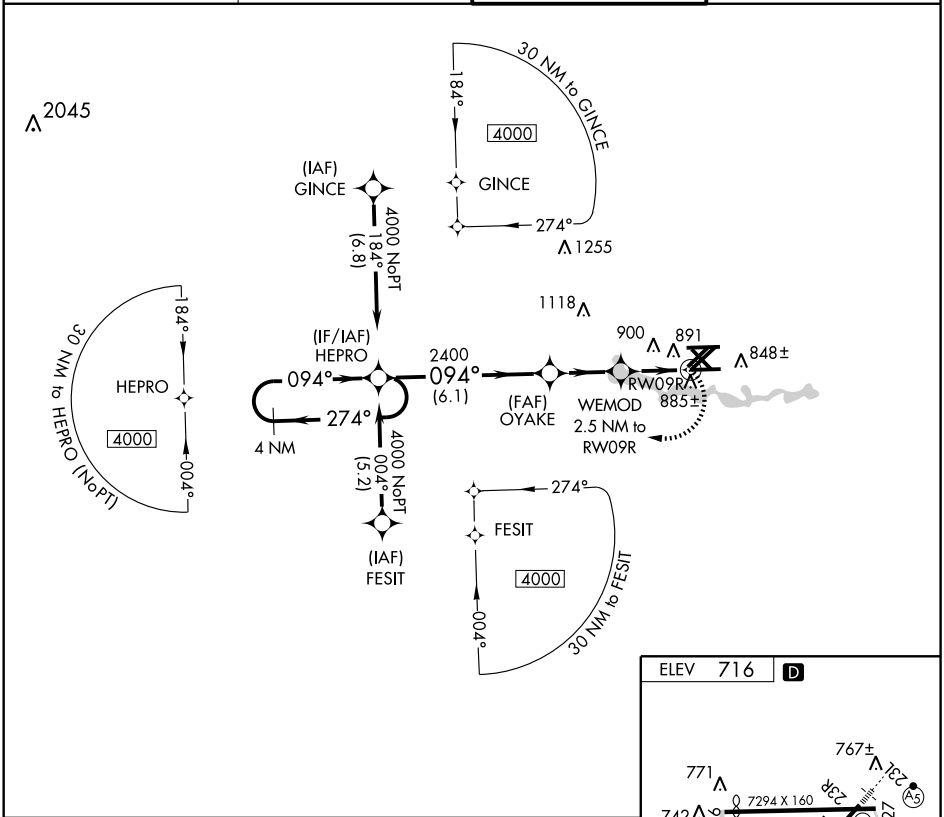
RNAV (GPS) RWY 9R

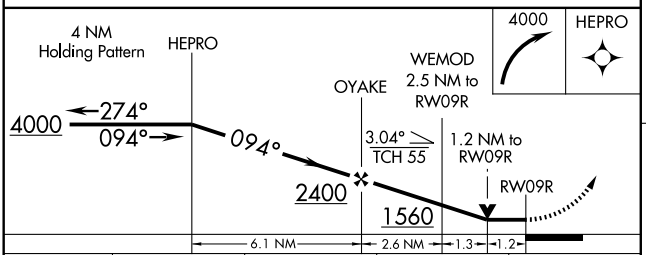
DETROIT/WILLOW RUN (YIP)

Circling to Rwy 5L, 9L, 14, 23R NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

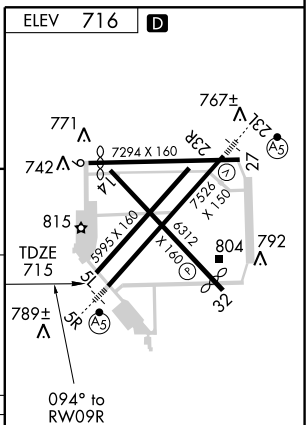
MISSED APPROACH: Climbing right turn to 4000 direct HEPRO and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75





CATEGORY	A	B	C	D
LNAV MDA	1160-1 445 (500-1)		1160-1¼ 445 (500-1¼)	1160-1½ 445 (500-1½)
CIRCLING	1200-1 484 (500-1)		1200-1½ 484 (500-1½)	1280-2 564 (600-2)



HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32, 5L-23R, and 9-27

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6312
142°	TDZE	714
	Apt Elev	716

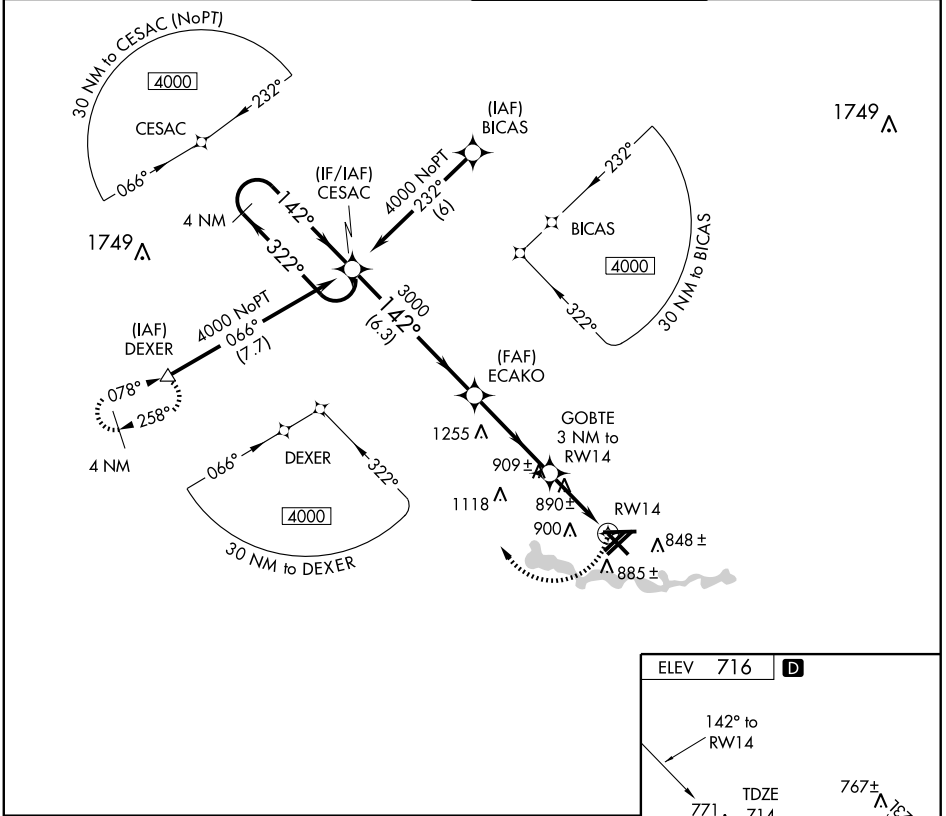
RNAV (GPS) RWY 14

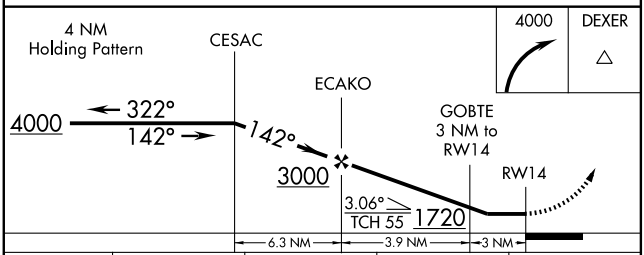
DETROIT/ WILLOW RUN (YIP)

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

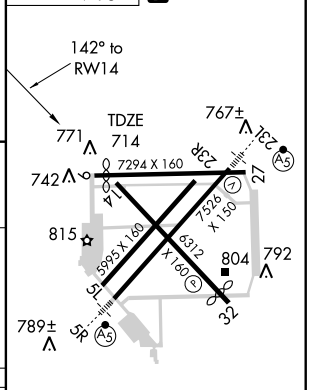
MISSED APPROACH: Climbing right turn to 4000 direct DEXER and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75





CATEGORY	A	B	C	D
LNAV MDA	1140-1	426 (500-1)	1140-1¼	426 (500-1¼)
CIRCLING	1200-1	484 (500-1)	1200-1½ 484 (500-1½)	1280-2 564 (600-2)



HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32,
5L-23R, and 9-27

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7526
CH 81910	233°	TDZE	708
W23A		Apt Elev	716

RNAV (GPS) RWY 23L

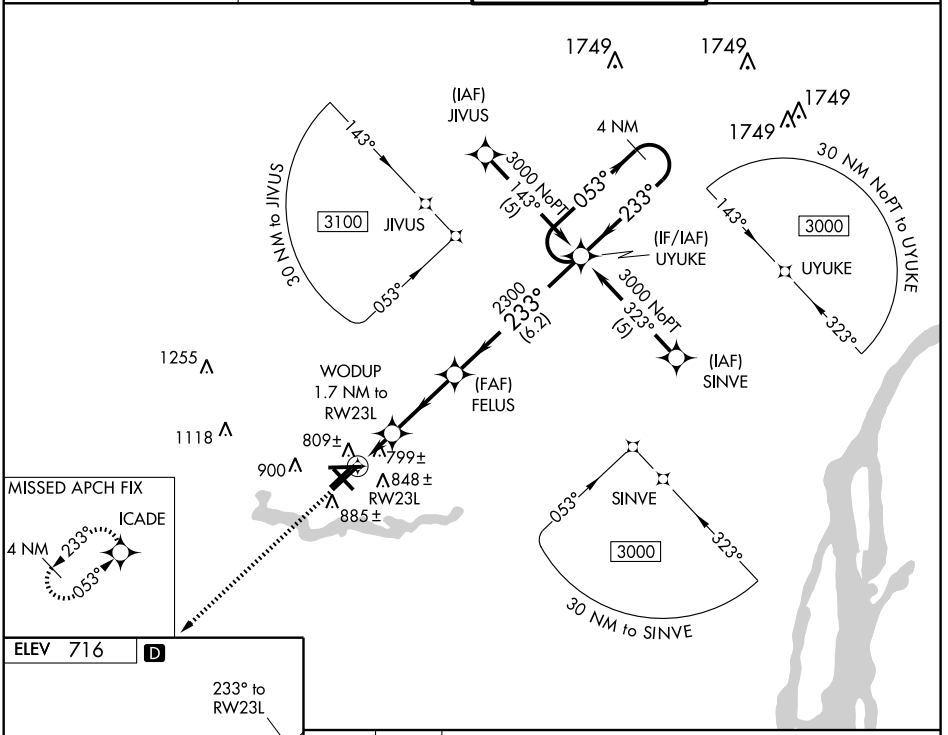
DETROIT/ WILLOW RUN (YIP)

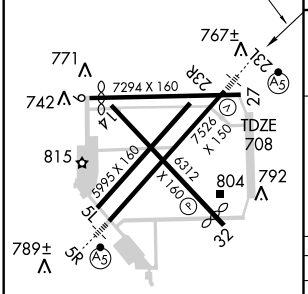
Circling to Rwy 5L, 9L, 14, 23R NA at night. For inoperative MALSR, increase LNAV Cats. A, B, & C visibility to 1 mile, Cat. D to 1¼ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

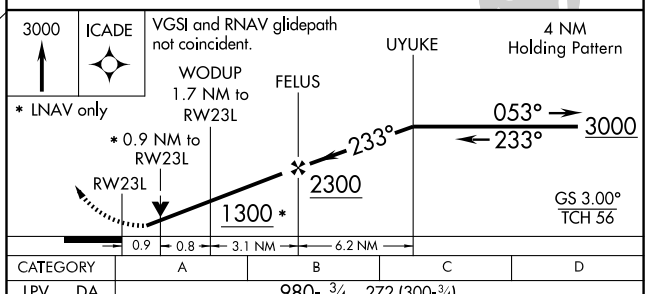
MALSR

MISSED APPROACH: Climb to 3000 direct ICADE and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75







CATEGORY	A	B	C	D
LPV DA	980- ¾ 272 (300-¾)			
LNAV/VNAV DA	1096- ¾ 388 (400-¾)			
LNAV MDA	1060- ¾ 352 (400-¾)			1060-1 352 (400-1)
CIRCLING	1200-1 484 (500-1)		1200-1½ 484 (500-1½)	1280-2 564 (600-2)

HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32, 5L-23R, and 9-27

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5995
233°	TDZE	711
	Apt Elev	716

RNAV (GPS) RWY 23R

DETROIT/ WILLOW RUN (YIP)

DME/DME RNP-0.3 NA.
Straight-in/Circling to Rwy 23R NA at night.
Circling NA at night to Rwy 5L, 9L, 14.

NA

MISSED APPROACH: Climb to 3000 direct FATOT WP and via 302° track to DEXER WP and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75

Procedure NA for arrivals on SVM VORTAC airway radials 085 CW 142.

SALEM SVM 3000 097° (10.5)

4 NM 1749 1749 1749

036° 216° 3000 NoPT 262° (13.3) (IAF) DELOW

(IF/IAF) ALLLN

2300 217° (7.5)

Procedure NA for arrivals at DELOW on V221-464 northeast bound.

DEXER 078° 258° 4 NM

869 (FAF) DAPAY

1255 1118 781± 233° RW23R 848± 885±

900 302° (16.4) FATOT

4000 018° (21.9) CARLETON CRL

MSA RW23R 25 NM 3100

ELEV 716 D

233° to RW23R

TDZE 711 767±

771 742 815 804 792 789±

7294 X 160 23R 14 7 5 32 5R 23L A5

7326 X 150 6312 X 150 5995 X 150

3000 | FATOT | 302° tr | DEXER

ALLLN 4 NM Holding Pattern

DAPAY 036° 216° 3000 217° 233° 2300 3.04° TCH 55 RW23R

4.8 NM 7.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1120 - 1	409 (500-1)	1120-1¼	409 (500-1¼)
CIRCLING	1200 - 1	484 (500-1)	1200 - 1½ 484 (500-1½)	1280 - 2 564 (600-2)

HIRL Rwy 5R-23L
REIL Rwy 32
MIRL Rwys 14-32, 5L-23R, and 9-27

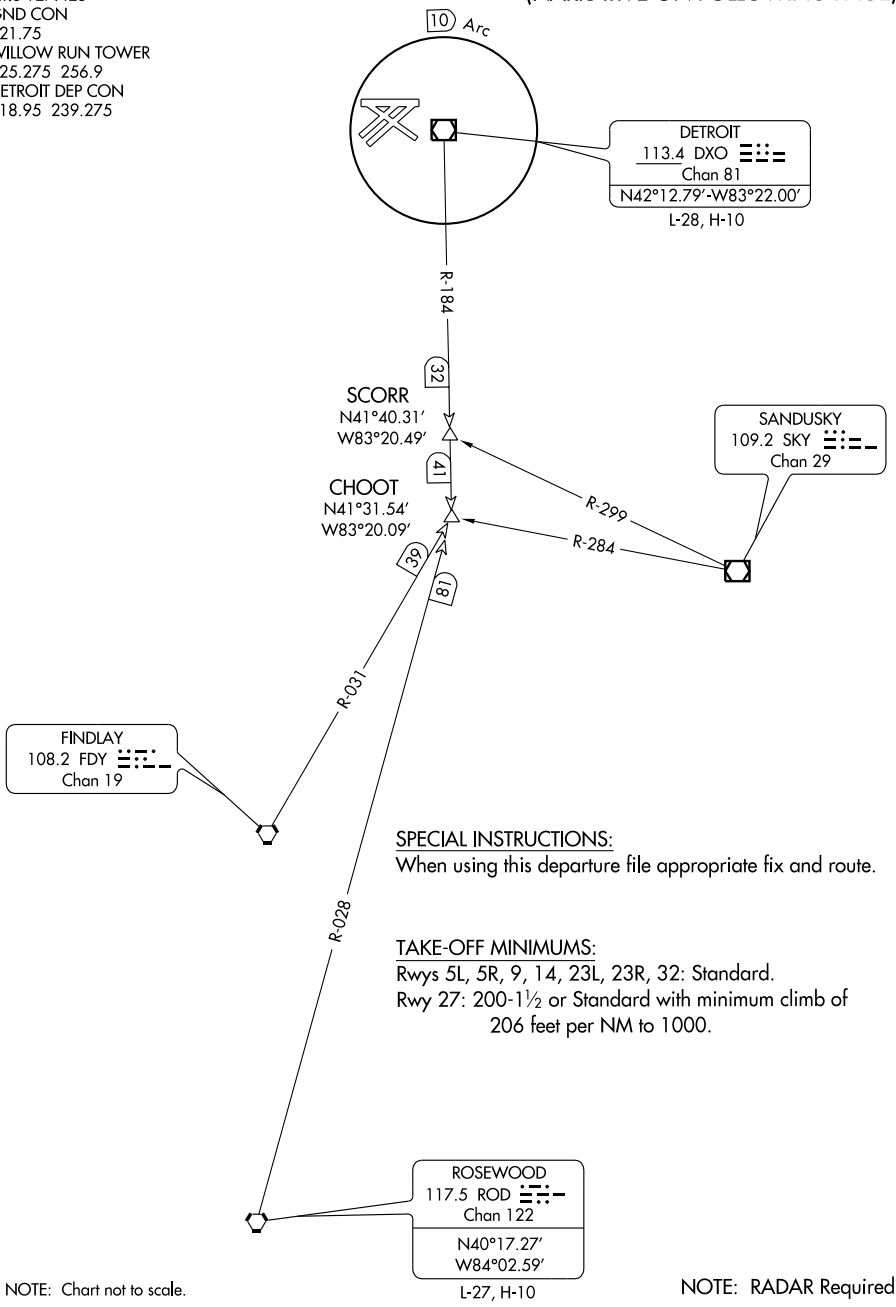
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ROSEWOOD TWO DEPARTURE

SL-467 (FAA)

(NARRATIVE ON FOLLOWING PAGE)

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 9, 14, 23L, 23R, 32: Standard.
Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

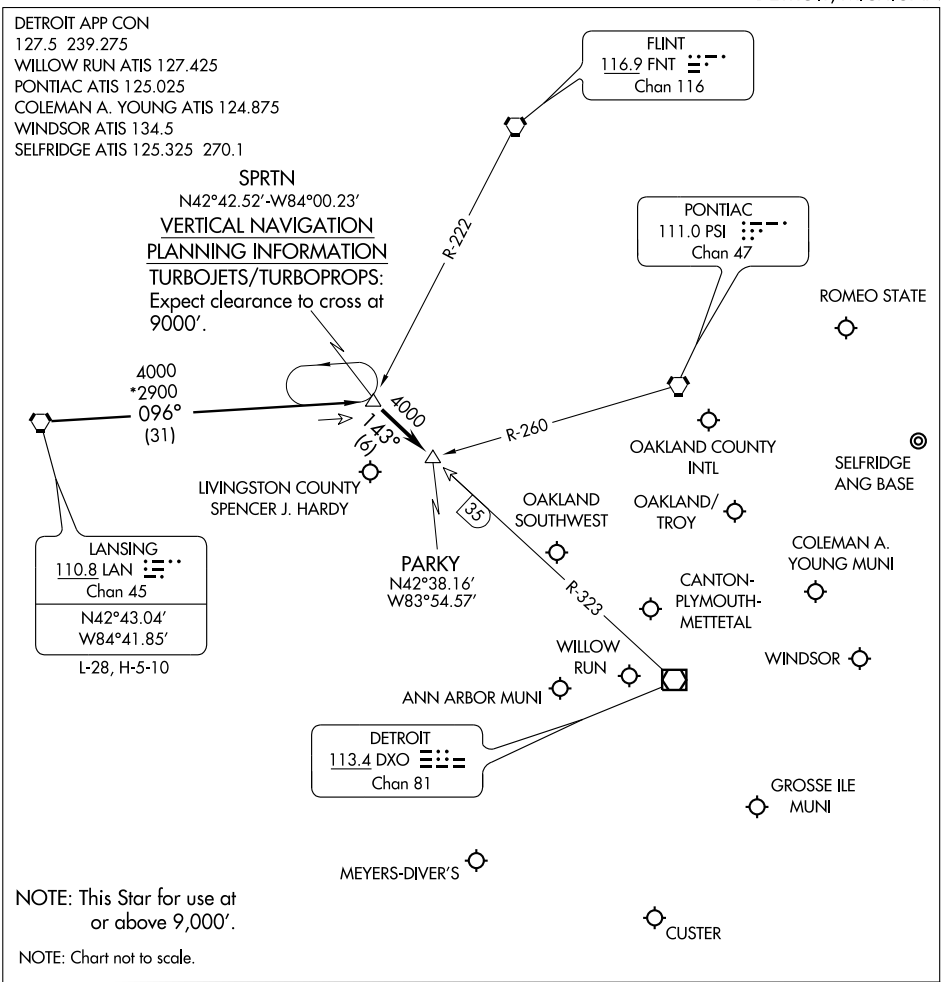
TAKE-OFF OBSTACLES

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER,
from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.
Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER,
from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.
Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER,
from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.
Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL.
Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.
Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER,
from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.
Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER,
from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.
Rwy 27: Railroad and lights beginning 564′ to 1565′ from DER,
from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL.
Tree and lights beginning 102′ to 1257′ from DER,
from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL.
Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.
Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER,
from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL.
Multiple trees 1157′ to 1893′ from DER,
from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

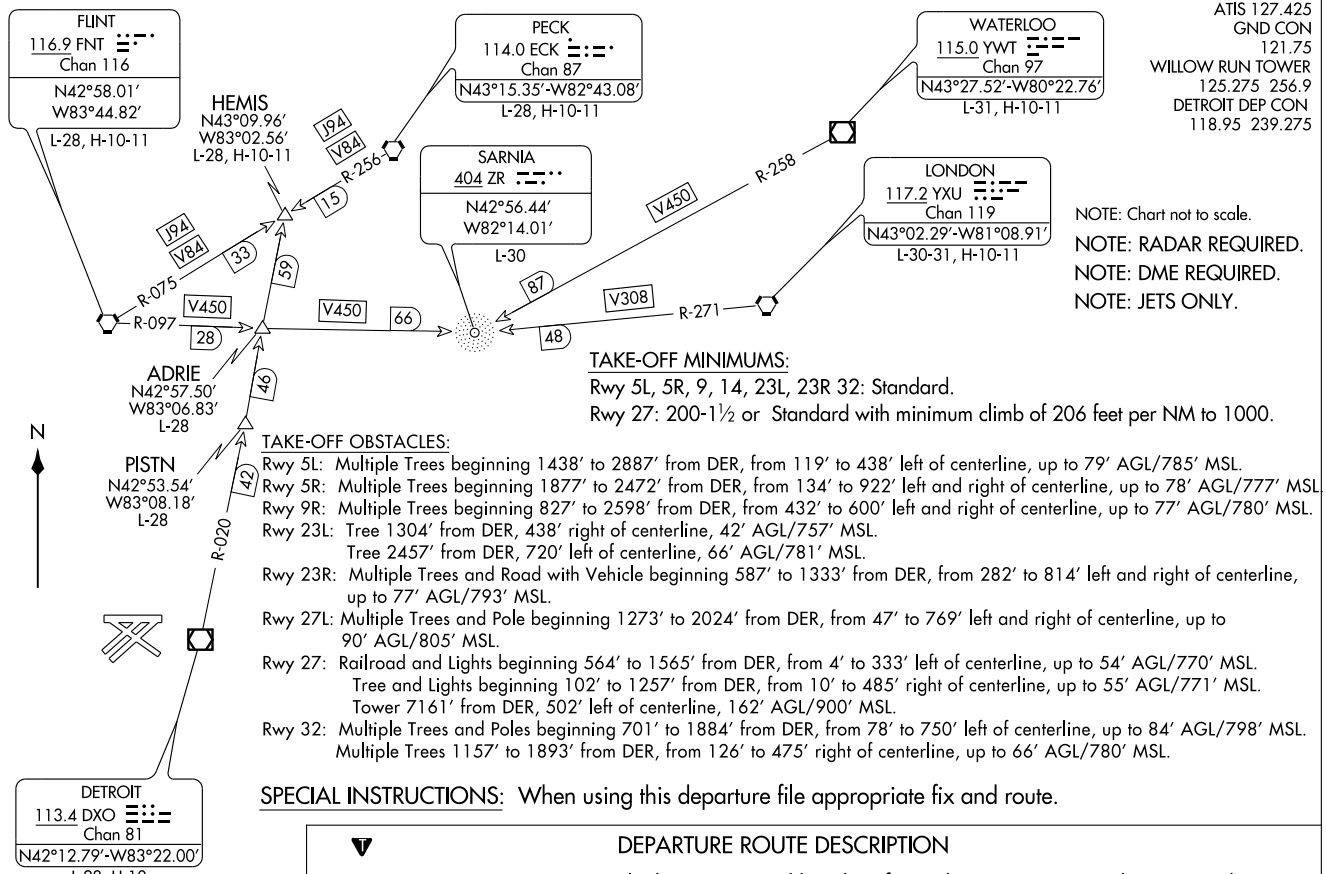
ST. CLAIR THREE DEPARTURE

(STCLR3.DXO) 10154

DETROIT, MICHIGAN

DETROIT/ WILLOW RUN (YIP)

SL-467 (FAA)



ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:

Rwy 5L, 5R, 9, 14, 23L, 23R 32: Standard.

Rwy 27: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

TAKE-OFF OBSTACLES:

Rwy 5L: Multiple Trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.

Rwy 5R: Multiple Trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.

Rwy 9R: Multiple Trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.

Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL.
Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.

Rwy 23R: Multiple Trees and Road with Vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.

Rwy 27L: Multiple Trees and Pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.

Rwy 27: Railroad and Lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL.
Tree and Lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL.
Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.

Rwy 32: Multiple Trees and Poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL.
Multiple Trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

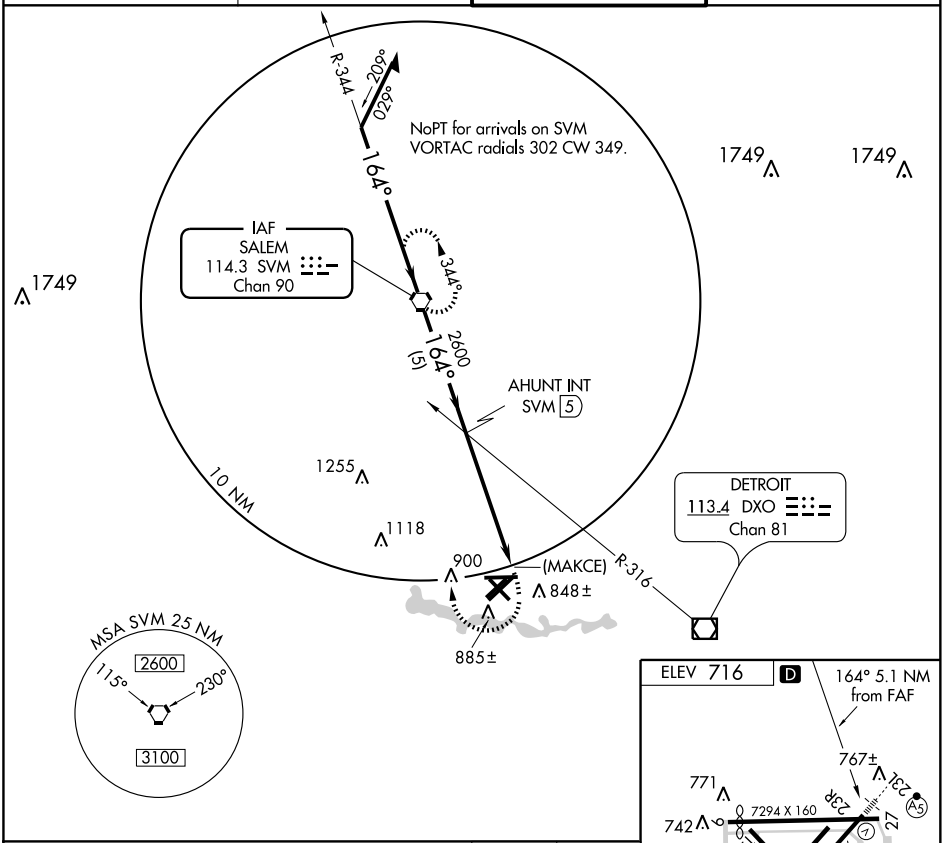
VORTAC SVM	APP CRS	Rwy Idg N/A
114.3	164°	TDZE N/A
Chan 90		Apt Elev 716

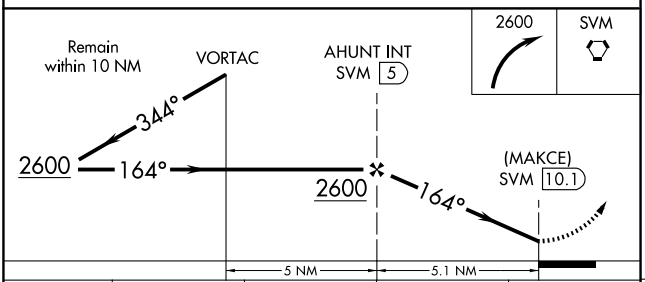
VOR or GPS-A

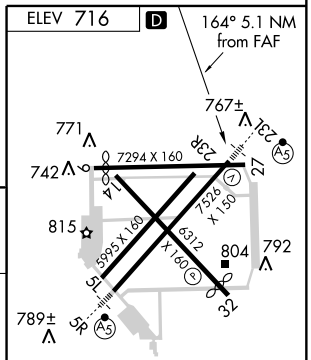
DETROIT/ WILLOW RUN (YIP)

MISSED APPROACH: Climbing right turn to 2600 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75







CATEGORY	A	B	C	D
CIRCLING	1420-1 704 (800-1)		1420-2 704 (800-2)	1420-2¼ 704 (800-2¼)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL

DETROIT, MICHIGAN

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

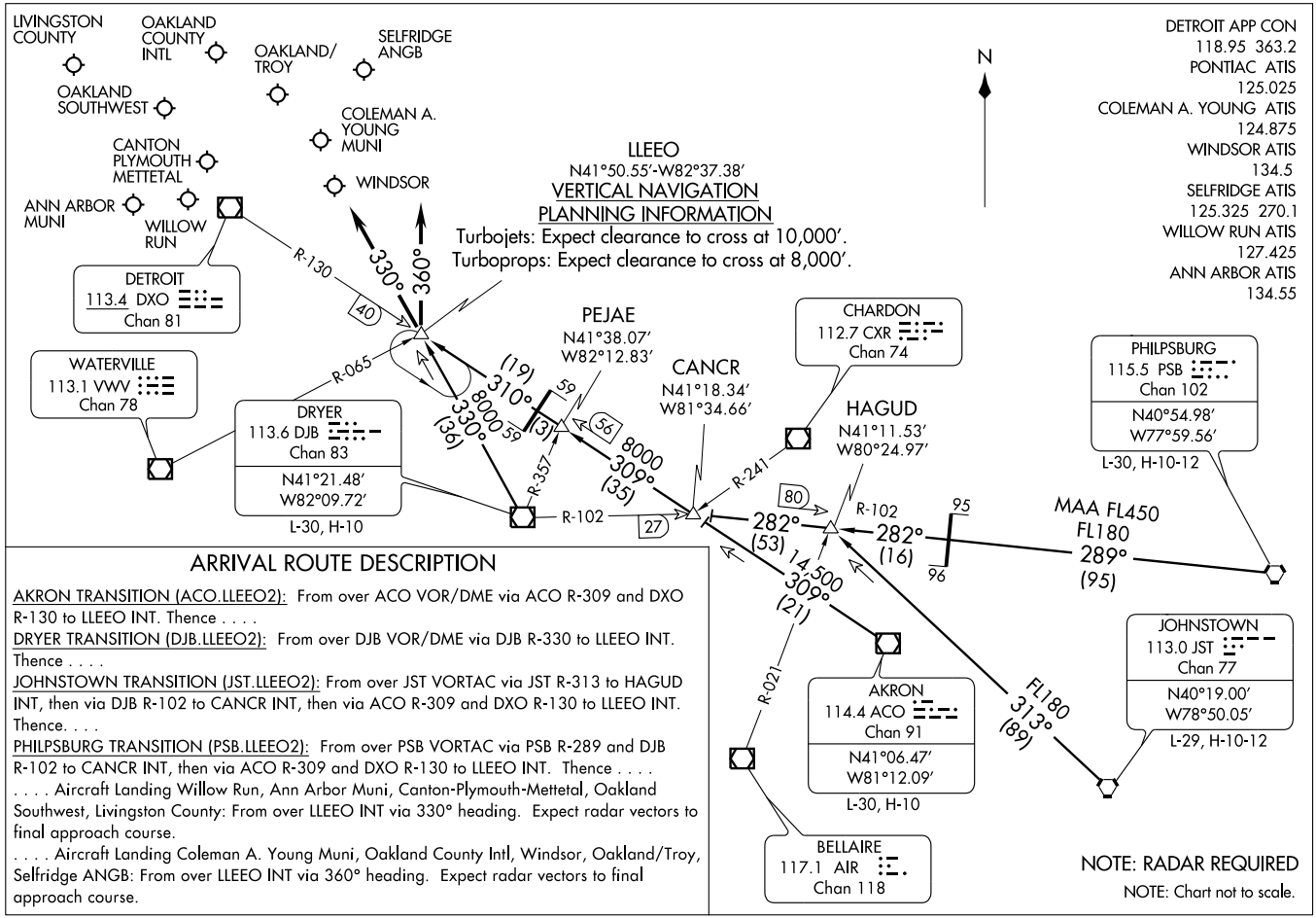
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL
(GOHMA.GOHMA1) 09351
DETROIT, MICHIGAN

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

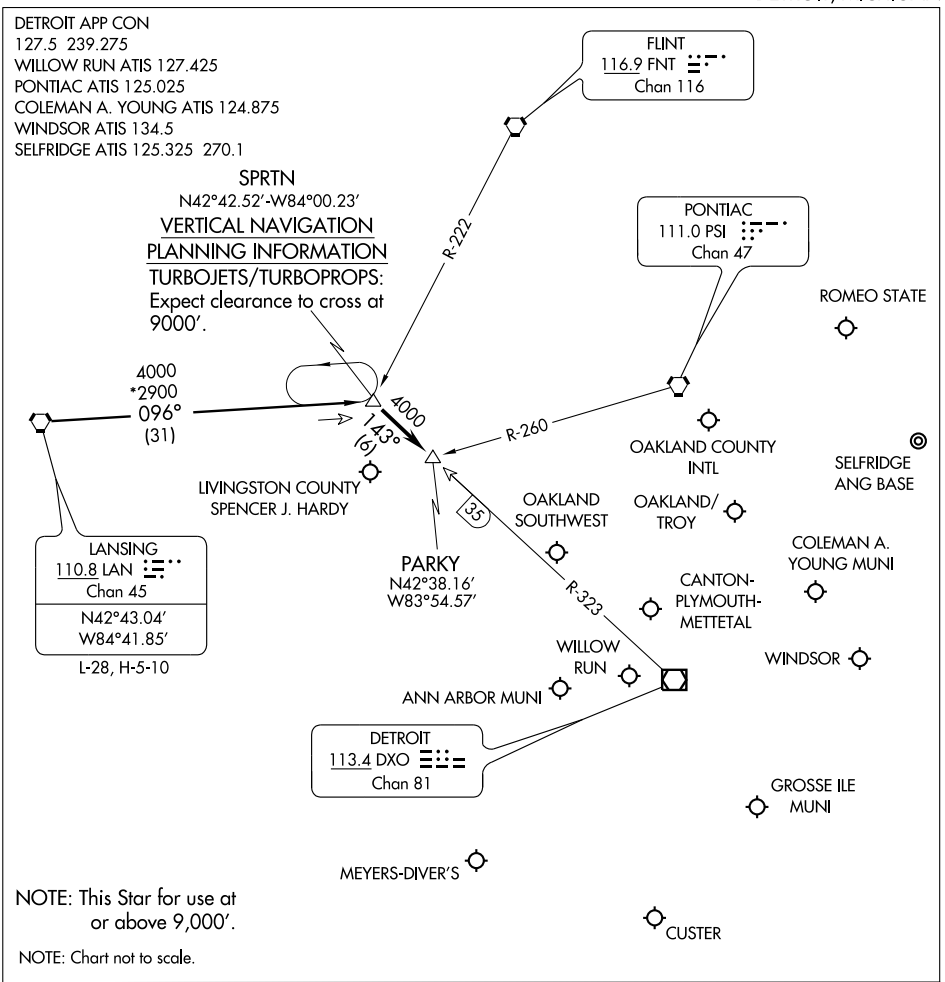
LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

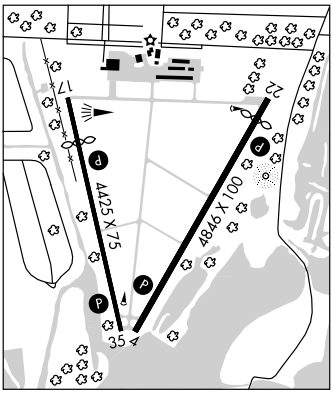
(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

DETROIT/GROSSE ILE

GROSSE ILE MUNI (ONZ) 2 S UTC−5(−4DT) N42°05.94′ W83°09.69′ **DETROIT COPTER**
591 B S4 **FUEL** 100LL, JET A TPA—1591(1000) NOTAM FILE ONZ **L–28J, A IAP**

RWY 04–22: H4846X100 (CONC) S–66, D–83, 2D–105 MIRL 0.3% up NE
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Rgt tfc.
RWY 22: REIL. PAPI (P4L)—GA 3.0° TCH 38′. Thld dsplcd 428′. Trees.
RWY 17–35: H4425X75 (CONC) S–40, D–55, 2D–90 MIRL
RWY 17: PAPI(P4L)—GA 3.0° TCH 26′. Thld dsplcd 675′. Trees.
RWY 35: PAPI(P4L)—GA 3.0° TCH 20′. Brush. Rgt tfc.



AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sat 1300–2200Z‡. Birds and deer on and invof arpt. Arpt CLOSED to air carrier ops with more than 30 passenger seats except PPR, call arpt manager 734–675–0155. Rwy 04 PAPI OTS indef. Rwy 04 REIL OTS indef. MIRL Rwys 04–22 and 17–35 preset low ints dusk–0400Z‡; to increase ints and ACTIVATE after 0400Z‡—CTAF. ACTIVATE REIL Rwy 04 and PAPI Rwy 17 and Rwy 35 and Rwy 22 and Rwy 04—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (734) 692–9686
COMMUNICATIONS: CTAF/UNICOM 123.0
CARLETON RCO 122.1R 115.7T (LANSING RADIO)
Ⓡ **DETROIT APP/DEP CON** 134.3 **GCO** 121.725 (DETROIT CLNC and LANSING FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
CARLETON (H) VORTAC 115.7 CRL Chan 104 N42°02.88′ W83°27.45′ 080° 13.6 NM to fld. 629/3W. HIWAS.
NDB (MHW) 419 RYS N42°06.07′ W83°09.18′ at fld. NOTAM FILE ONZ.

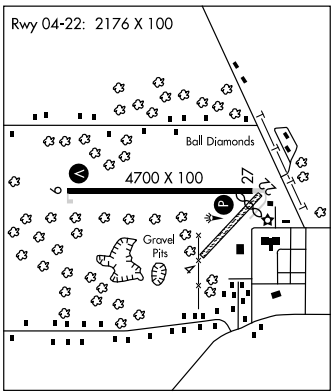
DEXTER

CACKLEBERRY (2E8) 5 NW UTC−5(−4DT) N42°25.50′ W83°52.16′ **DETROIT COPTER**
890 NOTAM FILE LAN
RWY 06–24: 2113X100 (TURF)
RWY 06: Thld dsplcd 315′. Trees. **RWY 24:** Thld dsplcd 300′. Tree.
AIRPORT REMARKS: Attended irregularly. Snow removal limited, check rwy condition prior to use winter months. Rwy 06–24 marked with cones; dsplcd thlds marked with two cones each side. Rwy 06–24 NSTD LIRL due to color and configuration; not for public use.
COMMUNICATIONS: CTAF 122.9

DOUBLE JJ RESORT RANCH (See ROTHBURY)

DOWAGIAC MUNI (C91) 1 NW UTC−5(−4DT) N41°59.58′ W86°07.70′ **CHICAGO L–28I IAP**
747 B **FUEL** 100LL TPA—1548(800) NOTAM FILE LAN

RWY 09–27: H4700X100 (ASPH) S–30, D–60 MIRL
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees. Rgt tfc.
RWY 04–22: 2176X100 (TURF)
RWY 04: Trees. **RWY 22:** Thld dsplcd 388′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1300Z‡–dusk. Self svc fuel avbl 24 hrs. Numerous ultralights and acft with no radio on and invof arpt. Deer on and invof arpt. Model radio ctl acft opr E side of Rwy 04–22. ACTIVATE MIRL Rwy 09–27; VASI Rwy 09 and PAPI Rwy 27; and REIL Rwys 09 and 27—122.8. Rwy 04–22 and dspl thld marked with 3′ yellow cones.
COMMUNICATIONS: CTAF/UNICOM 122.8
KEELER RCO 122.1R116.6T (LANSING RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z, Sat 1030–0445Z), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
KEELER (L) VOR/DME 116.6 ELX Chan 113 N42°08.66′ W86°07.36′ 182° 9.1 NM to fld. 795/00E.

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

NDB RYS	APP CRS	Rwy Idg	4846
419	044°	TDZE	590
		Apt Elev	591

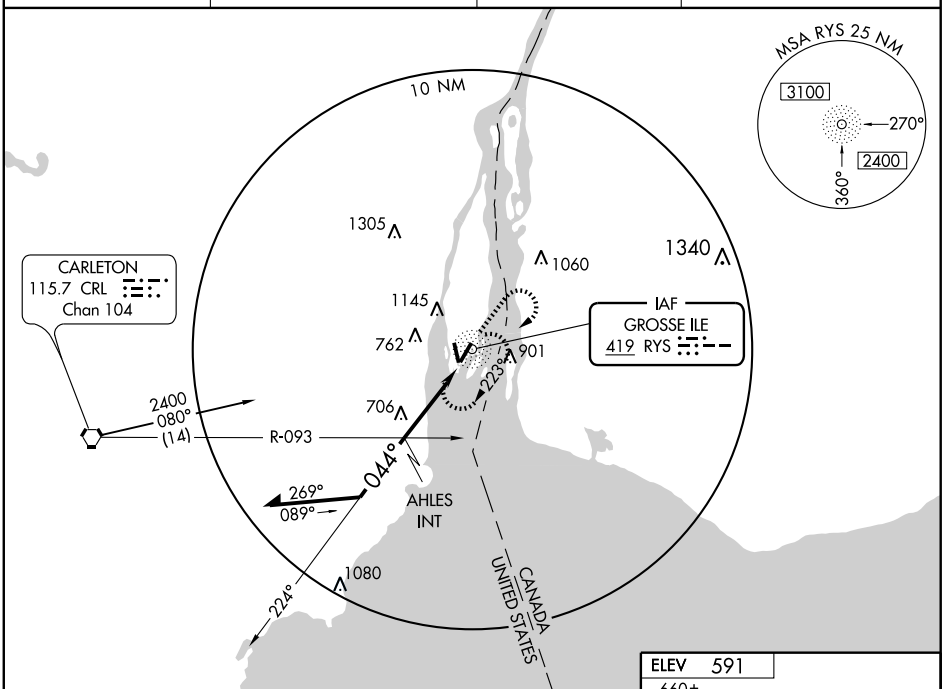
NDB RWY 4

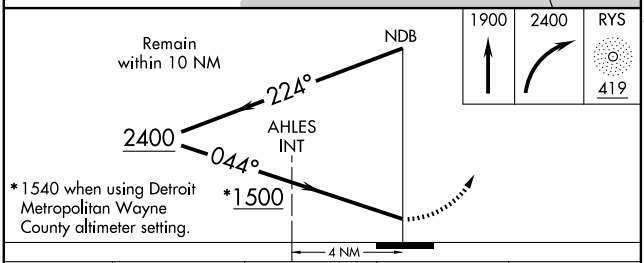
DETROIT / GROSSE ILE MUNI (ONZ)

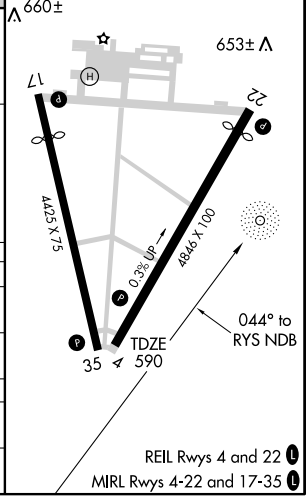
Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet. Increase AHLES fix minimums Circling Cat A, C, and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1900 then climbing right turn to 2400 direct RYS NDB and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1500-1¼ 910 (1000-1¼)		1500 - 2¾ 910 (1000-2¾)	1500 - 3 910 (1000-3)
CIRCLING	1500-1¼ 909 (1000-1¼)		1500 - 2¾ 909 (1000-2¾)	1500 - 3 909 (1000-3)
	AHLES FIX MINIMUMS			
S-4	1140 - 1 550 (600-1)		1140 - 1½ 550 (600-1½)	1140 - 1¾ 550 (600-1¾)
CIRCLING	1460 - 1 869 (900-1)	1460 - 1¼ 869 (900-1¼)	1460 - 2½ 869 (900-2½)	1460 - 2¾ 869 (900-2¾)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4846
037°	TDZE	590
	Apt Elev	591

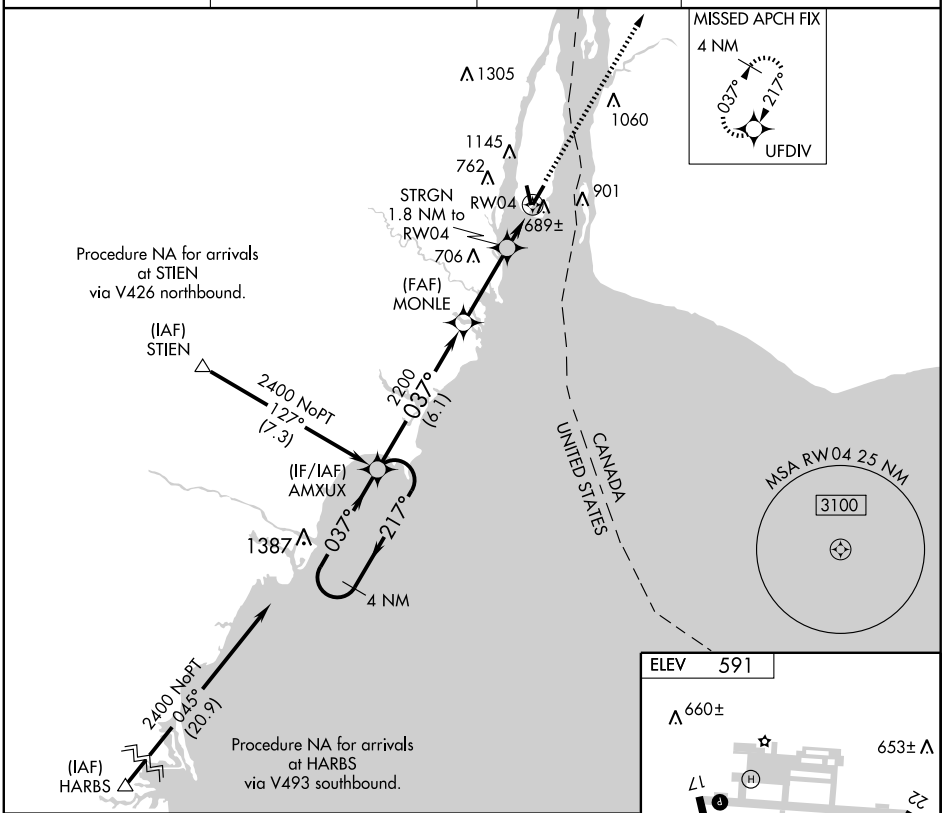
RNAV (GPS) RWY 4

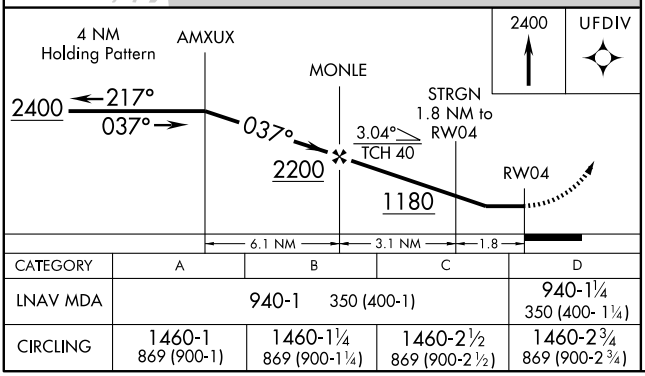
DETROIT / GROSSE ILE MUNI (ONZ)

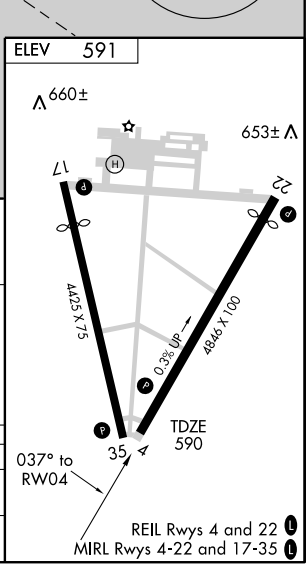
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet and Circling visibilities Cat A, C, and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct UFDIV and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 350 (400-1)			940-1¼ 350 (400- 1¼)
CIRCLING	1460-1 869 (900-1)	1460-1¼ 869 (900-1¼)	1460-2½ 869 (900-2½)	1460-2¾ 869 (900-2¾)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

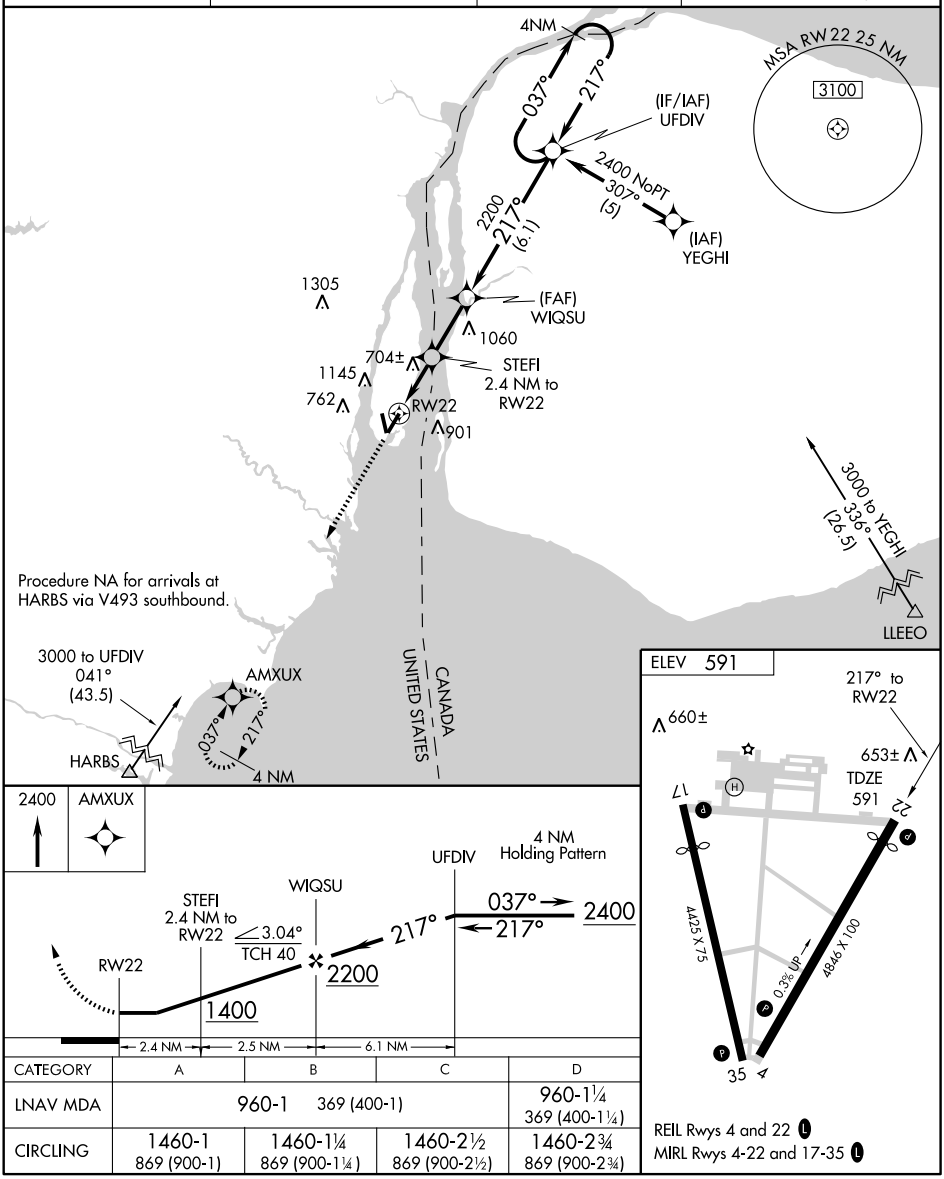
DETROIT / GROSSE ILE MUNI (ONZ)

APP CRS	Rwy ldg	4418
217°	TDZE	591
	Apt Elev	591

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and Circling Cat A, C, and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 direct AMXUX and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L



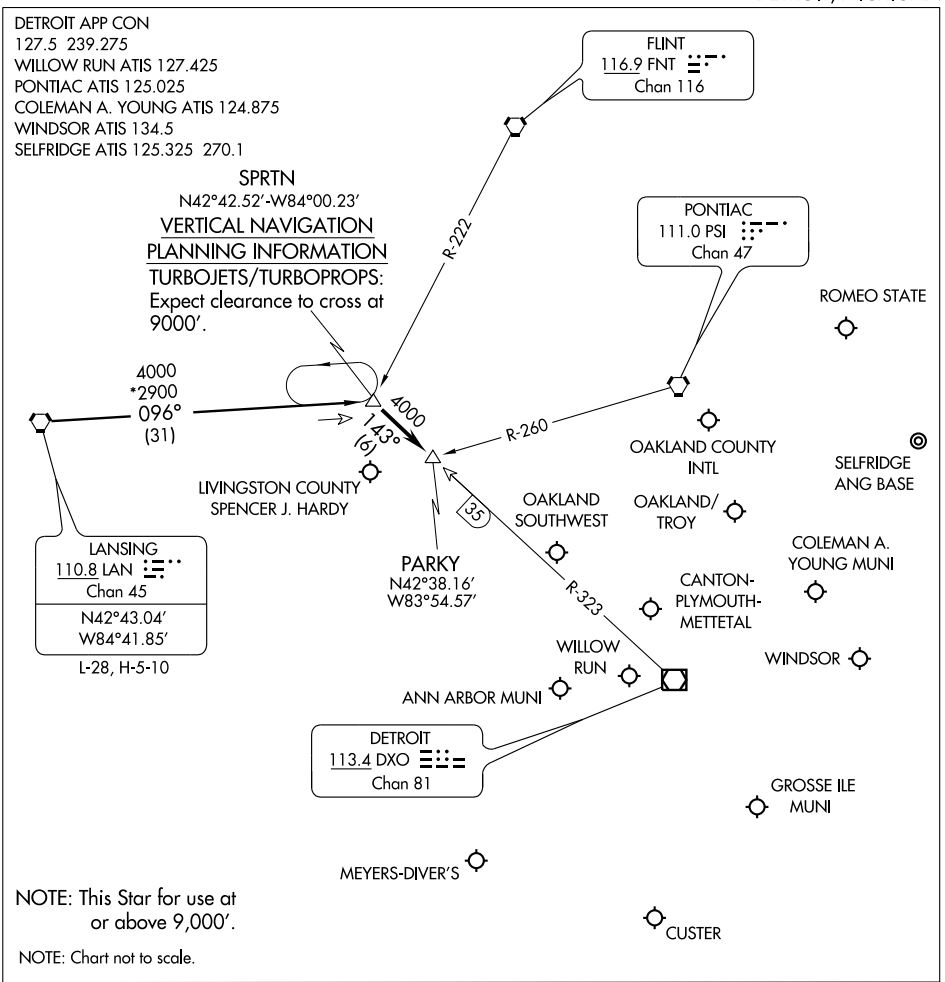
CATEGORY	A	B	C	D
LNAV MDA	960-1 369 (400-1)			960-1¼ 369 (400-1¼)
CIRCLING	1460-1 869 (900-1)	1460-1¼ 869 (900-1¼)	1460-2½ 869 (900-2½)	1460-2¾ 869 (900-2¾)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CRL 115.7 Chan 104	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 591

VOR-A

DETROIT / GROSSE ILE MUNI (ONZ)

When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet and Cat A, C, and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 direct CRL VORTAC and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L

EC-1, 21 OCT 2010 to 18 NOV 2010

1391

RADAR REQUIRED

IF/IAF
CARLETON
115.7 CRL
Chan 104

2200
080°
(8)

ROOKS
CRL 8
RADAR

R-260 080° 260°

Procedure NA for arrivals at CRL VORTAC via V10-176-188 westbound.

10 NM

1305 1060 1145 762 901

CANADA
UNITED STATES

MSA CRL 25 NM
3100

ELEV 591
660±
653±
17
22
4425 X 75
4846 X 100
0.3% UP
080° 5.4 NM from FAF
35
REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 17-35 L

VORTAC
ROOKS CRL 8 RADAR
2200 080°
2200 080°
CRL 13.4
8 NM
5.4 NM

2400 CRL 115.7

CATEGORY	A	B	C	D
CIRCLING	1460 - 1 869 (900-1)	1460 - 1¼ 869 (900-1¼)	1460 - 2½ 869 (900-2½)	1460 - 2¾ 869 (900-2¾)

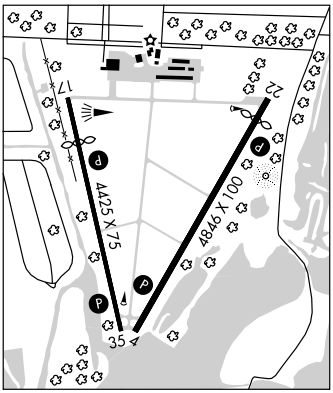
FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

DETROIT/GROSSE ILE

GROSSE ILE MUNI (ONZ) 2 S UTC−5(−4DT) N42°05.94′ W83°09.69′ **DETROIT COPTER**
591 B S4 **FUEL** 100LL, JET A TPA—1591(1000) NOTAM FILE ONZ **L–28J, A IAP**

RWY 04–22: H4846X100 (CONC) S–66, D–83, 2D–105 MIRL 0.3% up NE
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Rgt tfc.
RWY 22: REIL. PAPI (P4L)—GA 3.0° TCH 38′. Thld dsplcd 428′. Trees.
RWY 17–35: H4425X75 (CONC) S–40, D–55, 2D–90 MIRL
RWY 17: PAPI(P4L)—GA 3.0° TCH 26′. Thld dsplcd 675′. Trees.
RWY 35: PAPI(P4L)—GA 3.0° TCH 20′. Brush. Rgt tfc.



AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sat 1300–2200Z‡. Birds and deer on and invof arpt. Arpt CLOSED to air carrier ops with more than 30 passenger seats except PPR, call arpt manager 734–675–0155. Rwy 04 PAPI OTS indef. Rwy 04 REIL OTS indef. MIRL Rwys 04–22 and 17–35 preset low ints dusk–0400Z‡; to increase ints and ACTIVATE after 0400Z‡—CTAF. ACTIVATE REIL Rwy 04 and PAPI Rwy 17 and Rwy 35 and Rwy 22 and Rwy 04—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (734) 692–9686
COMMUNICATIONS: CTAF/UNICOM 123.0
CARLETON RCO 122.1R 115.7T (LANSING RADIO)
Ⓡ **DETROIT APP/DEP CON** 134.3 **GCO** 121.725 (DETROIT CLNC and LANSING FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
CARLETON (H) VORTAC 115.7 CRL Chan 104 N42°02.88′ W83°27.45′ 080° 13.6 NM to fld. 629/3W. HIWAS.
NDB (MHW) 419 RYS N42°06.07′ W83°09.18′ at fld. NOTAM FILE ONZ.

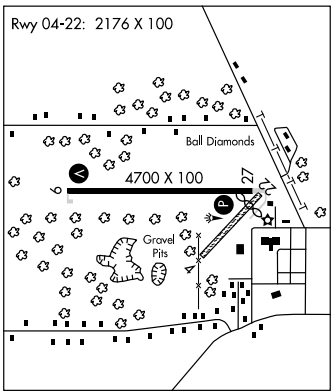
DEXTER

CACKLEBERRY (2E8) 5 NW UTC−5(−4DT) N42°25.50′ W83°52.16′ **DETROIT COPTER**
890 NOTAM FILE LAN
RWY 06–24: 2113X100 (TURF)
RWY 06: Thld dsplcd 315′. Trees. **RWY 24:** Thld dsplcd 300′. Tree.
AIRPORT REMARKS: Attended irregularly. Snow removal limited, check rwy condition prior to use winter months. Rwy 06–24 marked with cones; dsplcd thlds marked with two cones each side. Rwy 06–24 NSTD LIRL due to color and configuration; not for public use.
COMMUNICATIONS: CTAF 122.9

DOUBLE JJ RESORT RANCH (See ROTHBURY)

DOWAGIAC MUNI (C91) 1 NW UTC−5(−4DT) N41°59.58′ W86°07.70′ **CHICAGO L–28I IAP**
747 B **FUEL** 100LL TPA—1548(800) NOTAM FILE LAN

RWY 09–27: H4700X100 (ASPH) S–30, D–60 MIRL
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees. Rgt tfc.
RWY 04–22: 2176X100 (TURF)
RWY 04: Trees. **RWY 22:** Thld dsplcd 388′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1300Z‡–dusk. Self svc fuel avbl 24 hrs. Numerous ultralights and acft with no radio on and invof arpt. Deer on and invof arpt. Model radio ctl acft opr E side of Rwy 04–22. ACTIVATE MIRL Rwy 09–27; VASI Rwy 09 and PAPI Rwy 27; and REIL Rwys 09 and 27—122.8. Rwy 04–22 and dspl thld marked with 3′ yellow cones.
COMMUNICATIONS: CTAF/UNICOM 122.8
KEELER RCO 122.1R116.6T (LANSING RADIO)
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z, Sat 1030–0445Z), other times ctc Ⓡ**CHICAGO CENTER APP/DEP CON** 127.55
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
KEELER (L) VOR/DME 116.6 ELX Chan 113 N42°08.66′ W86°07.36′ 182° 9.1 NM to fld. 795/00E.

APP CRS	Rwy Idg	4700
095°	TDZE	740
	Apt Elev	747

RNAV (GPS) RWY 9

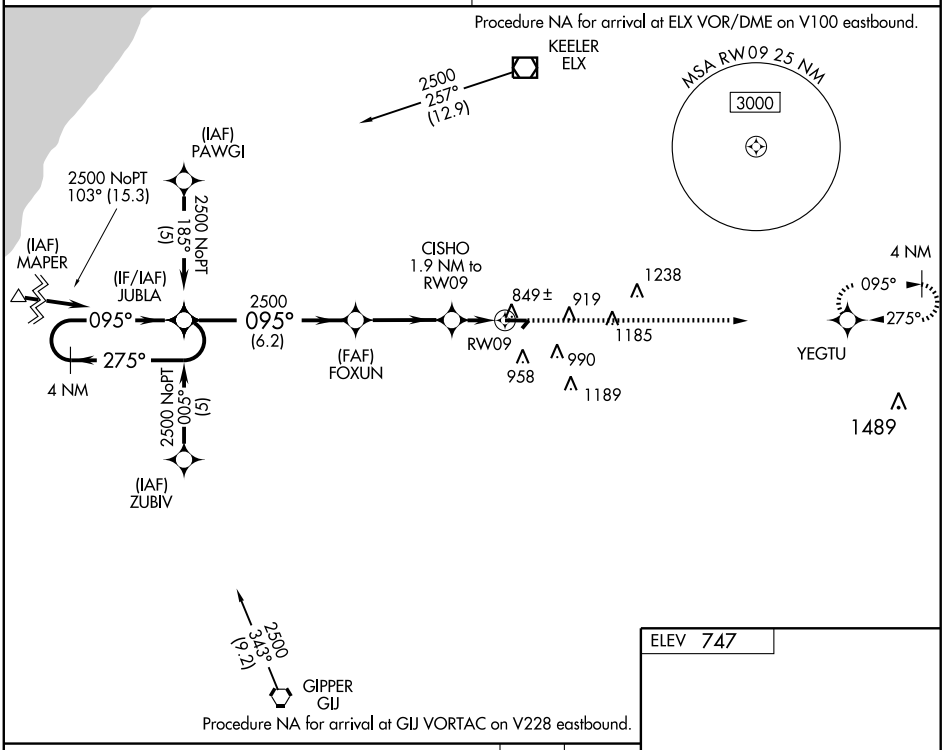
DOWAGIAC MUNI (C91)

DME/DME RNP-0.3 NA. Procedure NA at night.
NA Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF, when not received, use Elkhart altimeter setting and increase all MDA 60 feet; increase LNAV and circling Cat C visibility ¼ mile.

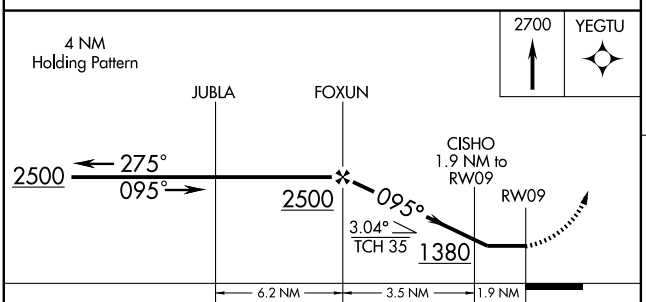
MISSED APPROACH: Climb to 2700 direct YEGTU and hold.

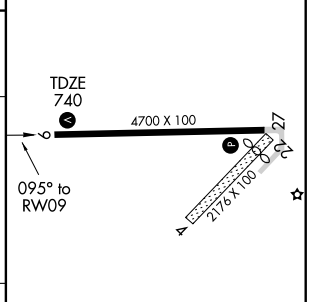
SOUTH BEND APP CON ★	UNICOM
118.55 257.8	122.8 (CTAF) L

Procedure NA for arrival at ELX VOR/DME on V100 eastbound.



Procedure NA for arrival at GIJ VORTAC on V228 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	1100-1 360 (400-1)			1100-1¼ 360 (400-1¼)
CIRCLING	1320-1 573 (600-1)		1340-1½ 593 (600-1½)	1340-2 593 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

DOWAGIAC MUNI (C91)

APP CRS	Rwy Idg	4700
275°	TDZE	747
	Apt Elev	747

NA

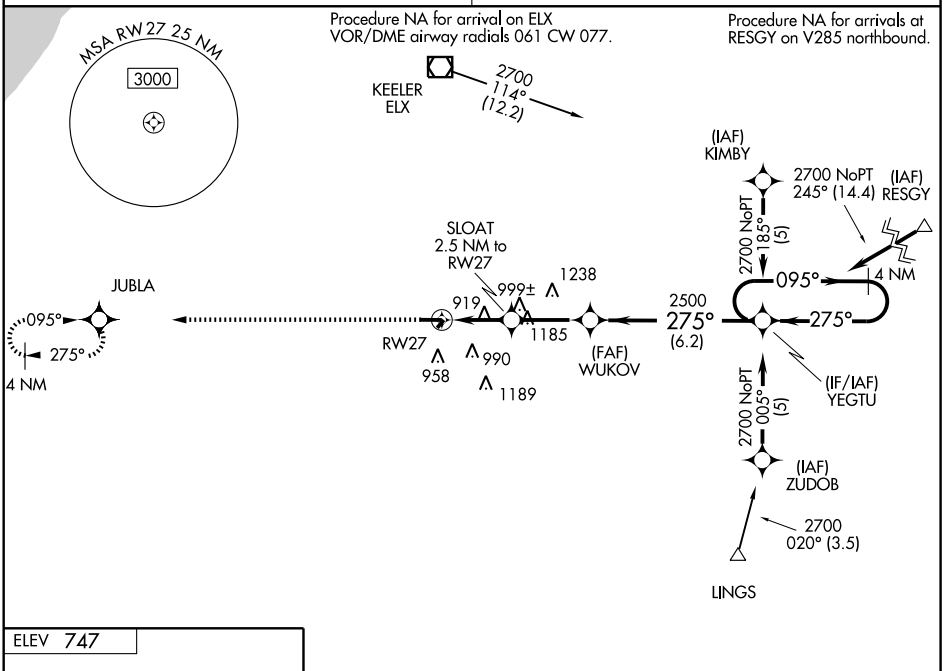
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF, when not received, use Elkhart altimeter setting and increase all MDA 60 feet; increase circling Cat C visibility ¼ mile.

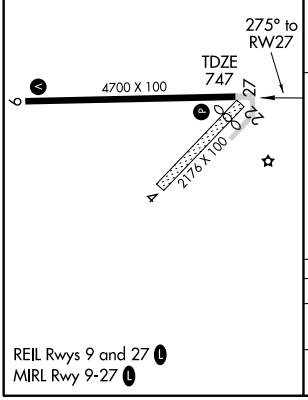
MISSED APPROACH: Climb to 2500 direct JUBLA and hold.

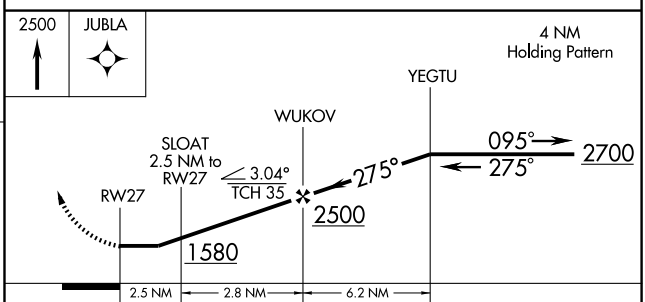
SOUTH BEND APP CON ★	UNICOM
118.55 257.8	122.8 (CTAF) L

Procedure NA for arrival on ELX VOR/DME airway radials 061 CW 077.

Procedure NA for arrivals at RESGY on V285 northbound.







CATEGORY	A	B	C	D
LNAV MDA	1260-1 513 (600-1)		1260-1½ 513 (600-1½)	1260-1¾ 513 (600-1¾)
CIRCLING	1320-1 573 (600-1)		1340-1½ 593 (600-1½)	1340-2 593 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ELX	APP CRS	Rwy Idg	N/A
116.6	181°	TDZE	N/A
Chan 113		Apt Elev	747

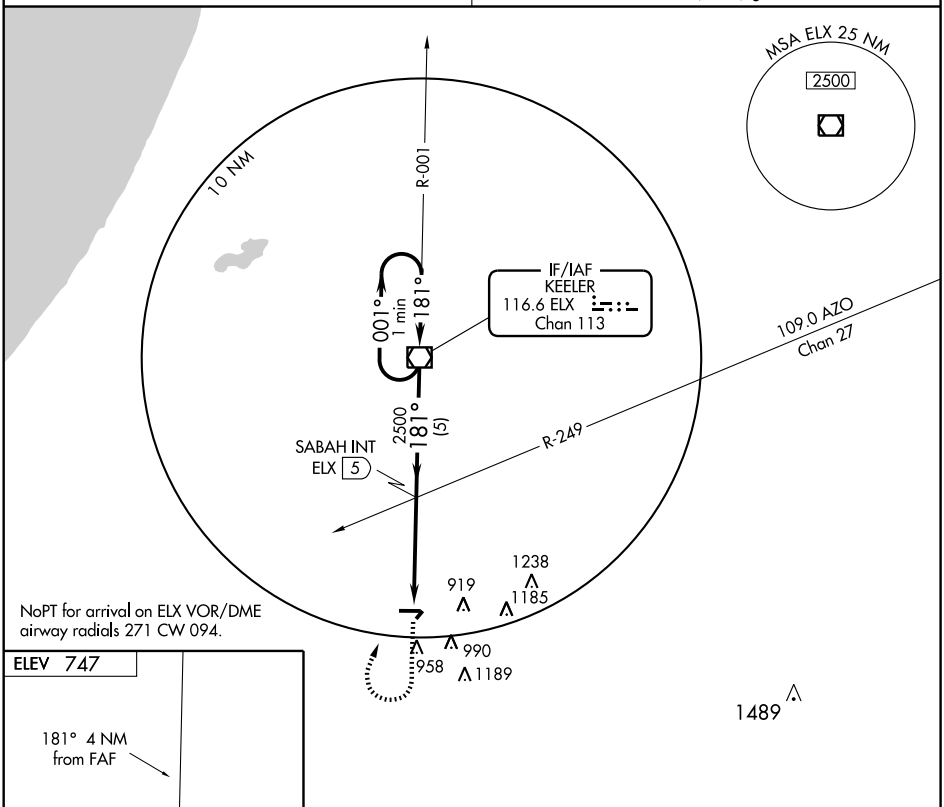
VOR-A

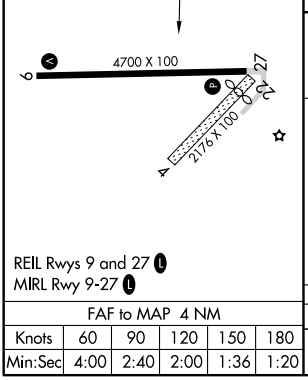
DOWAGIAC MUNI (C91)

Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Elkhart altimeter setting and increase all MDA 60 feet; increase circling Cat C visibility ¼ mile.

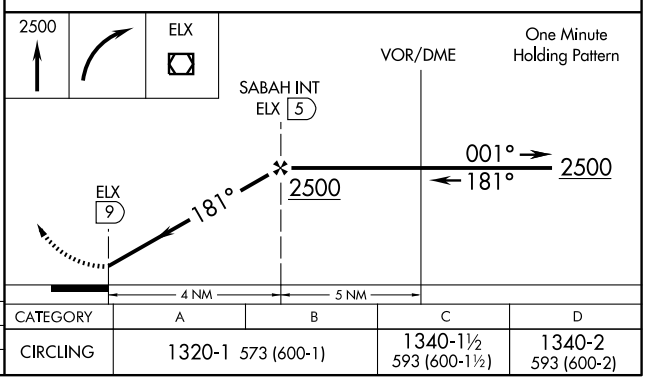
MISSED APPROACH: Climb to 2500 then right turn direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★	UNICOM
118.55 257.8	122.8 (CTAF) L





REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

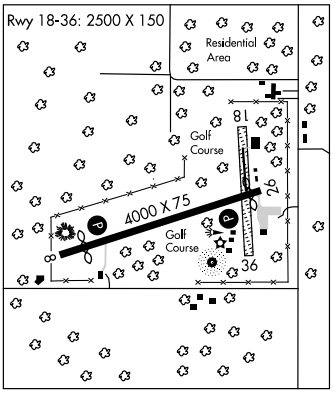


FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	1320-1 573 (600-1)		1340-1½ 593 (600-1½)	1340-2 593 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DRUMMOND ISLAND (DRM) 1 SW UTC−5(−4DT) N46°00.56′ W83°44.64′ **LAKE HURON**
668 B S4 **FUEL** 100LL, JET A, MOGAS OX 1, 3 LRA NOTAM FILE DRM **L–31C**
RWY 08–26: H4000X75 (ASPH) MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 35′. Thld dsplcd 650′. Trees.
RWY 26: PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 170′. Road.
RWY 18–36: 2500X150 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. Birds and deer invof arpt. Occasional golf carts and pedestrians crossing Rwy 08–26 due to golf course on both sides. Rwy 18–36 marked with 3′ yellow cones. Rwy 18–36 center 20′ portion of rwy from intersection Rwy 18–36 N to the hangar line is asph; remainder of rwy turf. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and 26—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 118.325 (906) 493–6410.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TORONTO CENTER APP/DEP CON** 132.65
RADIO AIDS TO NAVIGATION: NOTAM FILE CIU.
SAULT STE MARIE (H) VOR/DME 112.2 SSM Chan 59 N46°24.73′ W84°18.89′ 139° 33.9 NM to fld. 687/4W.
NDB (MHW) 218 DRM N46°00.44′ W83°44.53′ at fld. NOTAM FILE DRM. Unmonitored.



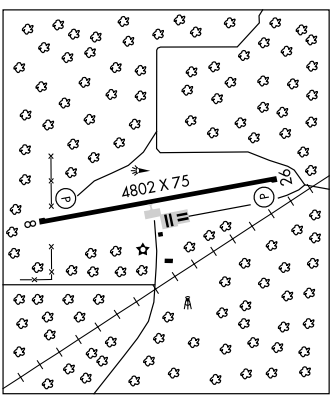
DUFORD FLD (See GENESSEE)

DUPONT–LAPEER (See LAPEER)

EAST JORDAN CITY (Y94) 2 SE UTC−5(−4DT) N45°07.81′ W85°06.40′ **GREEN BAY**
642 NOTAM FILE LAN **L–31B**
RWY 09–27: H3250X50 (ASPH) MIRL
RWY 09: Road. **RWY 27:** VASI(V2L)—GA 4.0° TCH 32′. Thld dsplcd 125′. Road.
RWY 18–36: 1800X120 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 18–36 CLOSED indef. 1670′ MSL tower 3 NM NE. Rwy 18–36 marked with 3′ yellow cones. Rwy 18–36 surface rough with bare spots. N–S twy rough with sand and bare spots. ACTIVATE MIRL Rwy 9–27 and VASI Rwy 27—122.8.
COMMUNICATIONS: CTAF 122.9
GAYLORD RCO 122.55 (LANSING RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GAYLORD (L) VORW/DME 109.2 GLR Chan 29 N45°00.75′ W84°42.26′ 299° 18.5 NM to fld. 1318/4W.

EAST TAWAS

IOSCO CO (6D9) 3 NE UTC−5(−4DT) N44°18.77′ W83°25.34′ **LAKE HURON**
606 B S4 **FUEL** 100LL NOTAM FILE LAN **L–31C**
RWY 08–26: H4802X75 (ASPH) S–12 MIRL **IAP**
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sundays on call 989–362–4515. For airframe repairs call 989–362–4515. Parachute Jumping. Numerous deer on and invof arpt. ACTIVATE MIRL Rwy 08–26—122.85.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.475
RADIO AIDS TO NAVIGATION: NOTAM FILE OSC.
AU SABLE (H) VORW/DME 116.1 ASP Chan 108 N44°26.95′ W83°23.66′ 195° 8.3 NM to fld. 625/7W.



NDB DRM	APP CRS	Rwy Idg	3830
218	250°	TDZE	661
		Apt Elev	668

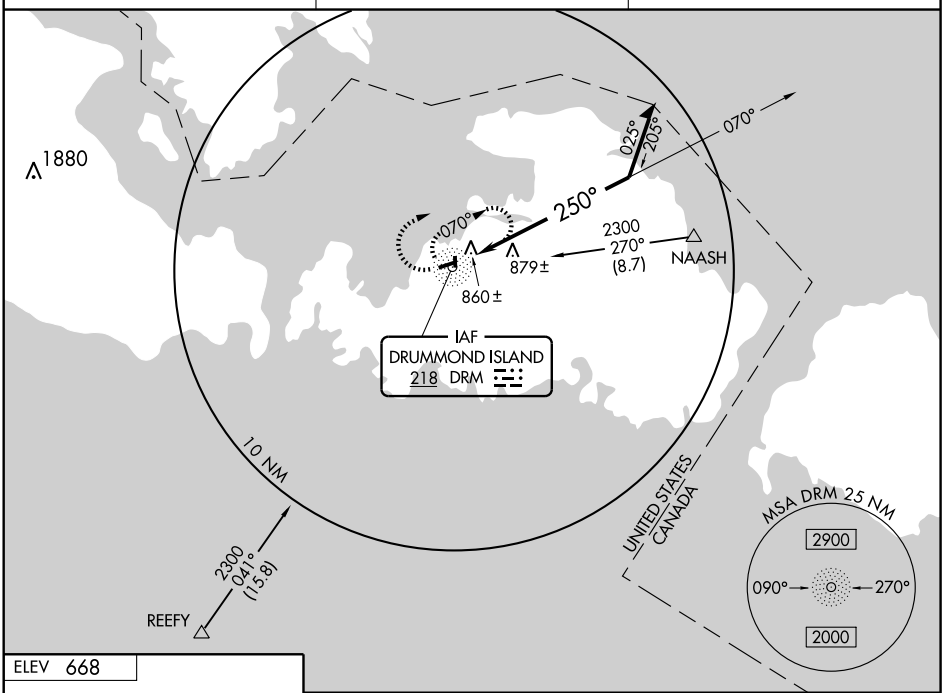
NDB RWY 26
DRUMMOND ISLAND (DRM)

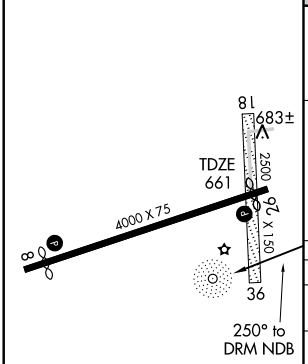
Obtain local altimeter setting on CTAF; when not received, use Sault Ste Marie Chippewa County Intl altimeter setting.

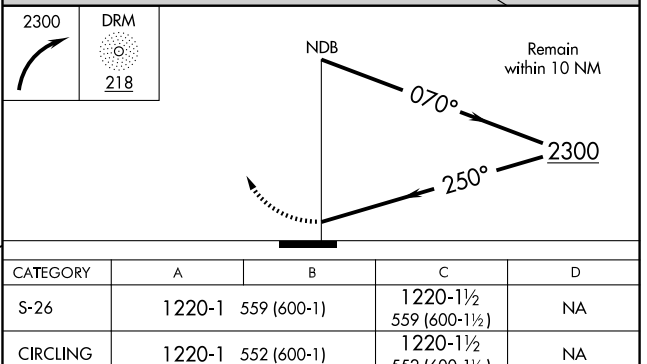
NA

MISSED APPROACH: Climbing right turn to 2300 in DRM NDB holding pattern.

AWOS-3	TORONTO CENTER	UNICOM
118.325	132.65 344.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1220-1	559 (600-1)	1220-1½ 559 (600-1½)	NA
CIRCLING	1220-1	552 (600-1)	1220-1½ 552 (600-1½)	NA
SAULT STE MARIE CHIPPEWA CO INTL ALTIMETER MINIMA				
S-26	1320-1	659 (700-1)	1320-1¾ 659 (700-1¾)	NA
CIRCLING	1320-1	652 (700-1)	1320-1¾ 652 (700-1¾)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 8

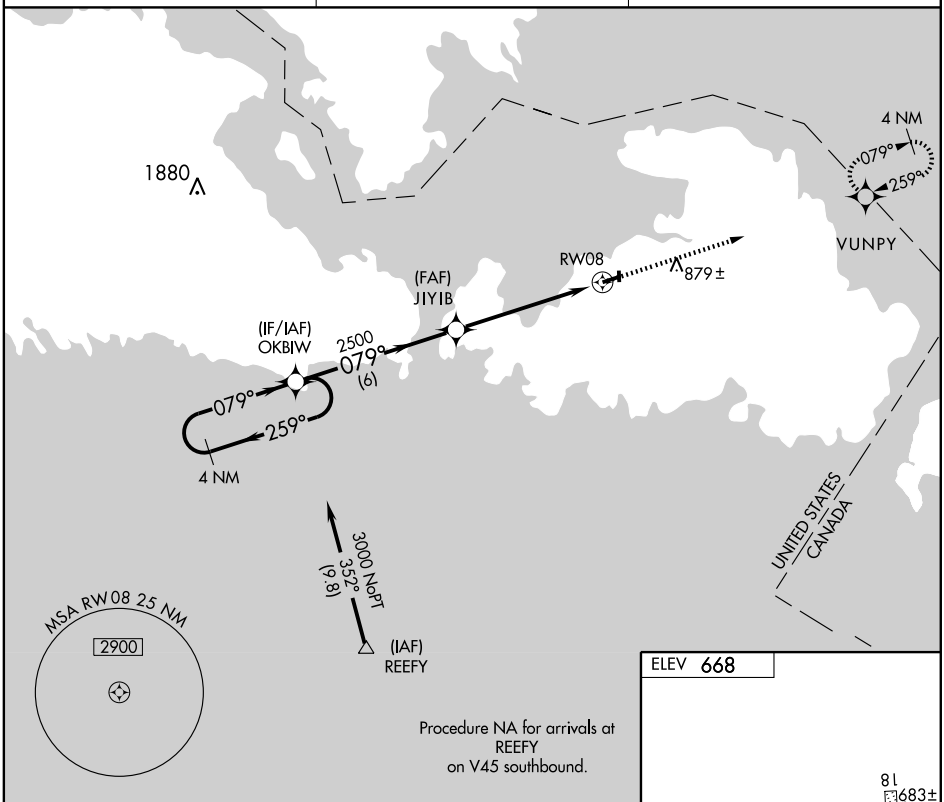
DRUMMOND ISLAND (DRM)

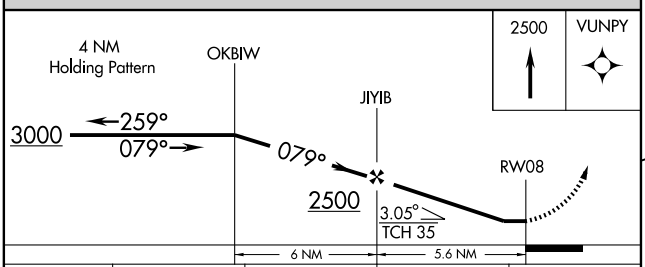
APP CRS	Rwy Idg	3350
079°	TDZE	661
	Apt Elev	668

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 18-36 NA. When local altimeter setting not received, use Sault Ste Marie altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile.

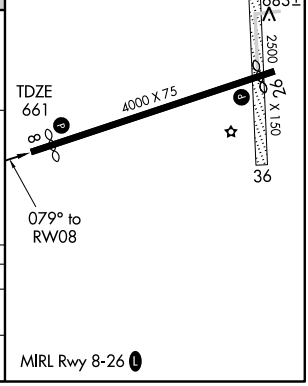
MISSED APPROACH: Climb to 2500 direct VUNPY and hold.

AWOS-3	TORONTO CENTER	UNICOM
118.325	132.65 344.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1120-1 459 (500-1)		1120-1¼ 459 (500-1¼)	NA
CIRCLING	1160-1 492 (500-1)		1160-1½ 492 (500-1½)	NA



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

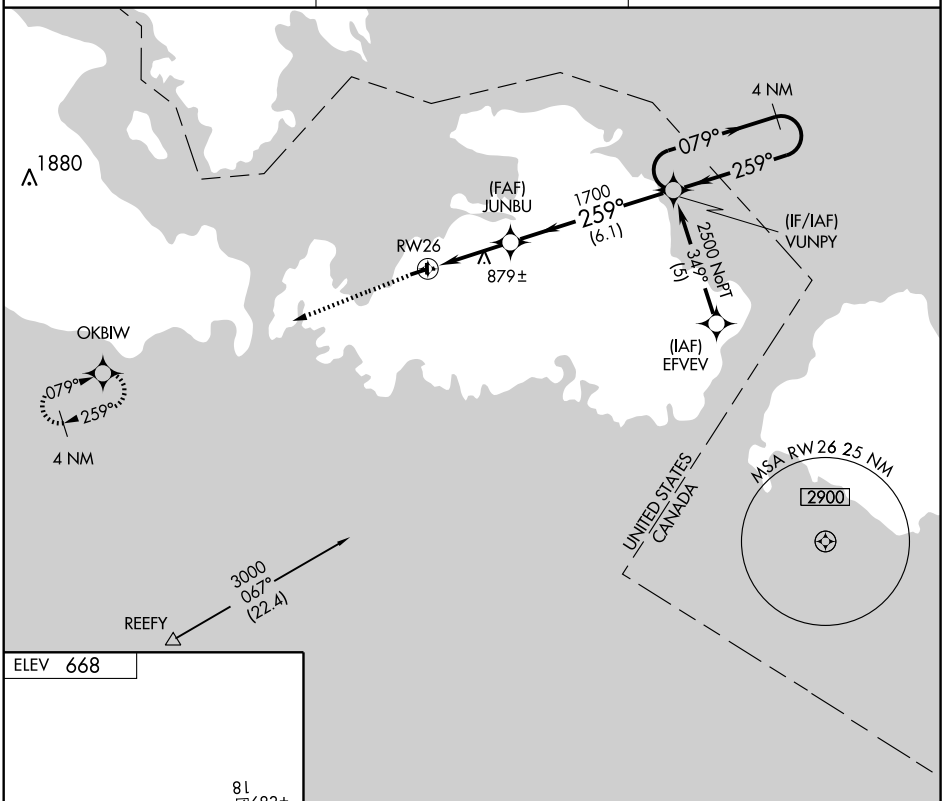
DRUMMOND ISLAND (DRM)

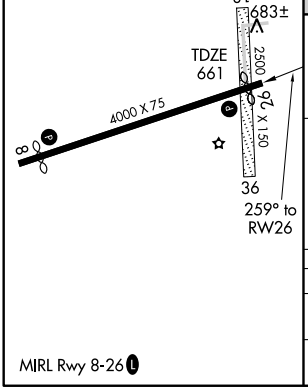
APP CRS	Rwy Idg	3830
259°	TDZE	661
	Apt Elev	668

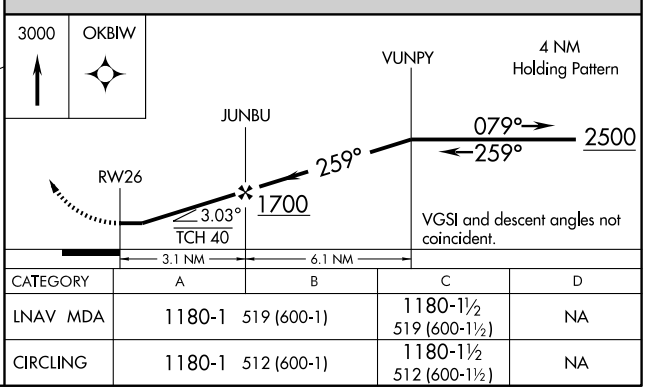
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 18-36 NA. When local altimeter setting not received, use Sault Ste Marie altimeter setting and increase all MDA 100 feet and increase LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OKBIW and hold.

AWOS-3	TORONTO CENTER	UNICOM
118.325	132.65 344.5	122.8 (CTAF) L



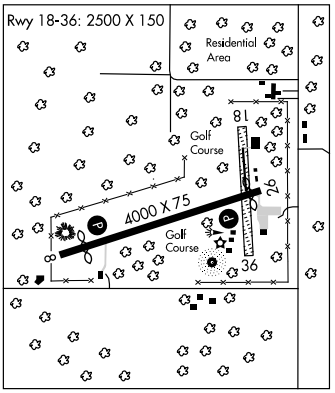




CATEGORY	A	B	C	D
LNAV MDA	1180-1	519 (600-1)	1180-1½ 519 (600-1½)	NA
CIRCLING	1180-1	512 (600-1)	1180-1½ 512 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DRUMMOND ISLAND (DRM) 1 SW UTC−5(−4DT) N46°00.56′ W83°44.64′ **LAKE HURON**
668 B S4 **FUEL** 100LL, JET A, MOGAS OX 1, 3 LRA NOTAM FILE DRM **L–31C**
RWY 08–26: H4000X75 (ASPH) MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 35′. Thld dsplcd 650′. Trees.
RWY 26: PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 170′. Road.
RWY 18–36: 2500X150 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. Birds and deer invof arpt. Occasional golf carts and pedestrians crossing Rwy 08–26 due to golf course on both sides. Rwy 18–36 marked with 3′ yellow cones. Rwy 18–36 center 20′ portion of rwy from intersection Rwy 18–36 N to the hangar line is asph; remainder of rwy turf. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and 26—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 118.325 (906) 493–6410.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TORONTO CENTER APP/DEP CON** 132.65
RADIO AIDS TO NAVIGATION: NOTAM FILE CIU.
SAULT STE MARIE (H) VOR/DME 112.2 SSM Chan 59 N46°24.73′ W84°18.89′ 139° 33.9 NM to fld. 687/4W.
NDB (MHW) 218 DRM N46°00.44′ W83°44.53′ at fld. NOTAM FILE DRM. Unmonitored.



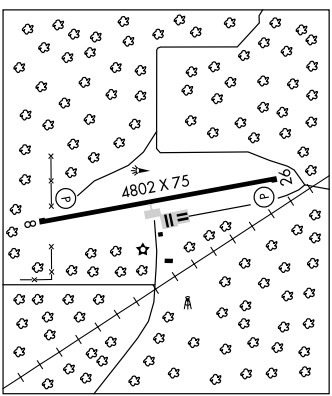
DUFORD FLD (See GENESSEE)

DUPONT–LAPEER (See LAPEER)

EAST JORDAN CITY (Y94) 2 SE UTC−5(−4DT) N45°07.81′ W85°06.40′ **GREEN BAY**
642 NOTAM FILE LAN **L–31B**
RWY 09–27: H3250X50 (ASPH) MIRL
RWY 09: Road. **RWY 27:** VASI(V2L)—GA 4.0° TCH 32′. Thld dsplcd 125′. Road.
RWY 18–36: 1800X120 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 18–36 CLOSED indef. 1670′ MSL tower 3 NM NE. Rwy 18–36 marked with 3′ yellow cones. Rwy 18–36 surface rough with bare spots. N–S twy rough with sand and bare spots. ACTIVATE MIRL Rwy 9–27 and VASI Rwy 27—122.8.
COMMUNICATIONS: CTAF 122.9
GAYLORD RCO 122.55 (LANSING RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GAYLORD (L) VORW/DME 109.2 GLR Chan 29 N45°00.75′ W84°42.26′ 299° 18.5 NM to fld. 1318/4W.

EAST TAWAS

IOSCO CO (6D9) 3 NE UTC−5(−4DT) N44°18.77′ W83°25.34′ **LAKE HURON**
606 B S4 **FUEL** 100LL NOTAM FILE LAN **L–31C**
RWY 08–26: H4802X75 (ASPH) S–12 MIRL **IAP**
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sundays on call 989–362–4515. For airframe repairs call 989–362–4515. Parachute Jumping. Numerous deer on and invof arpt. ACTIVATE MIRL Rwy 08–26—122.85.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.475
RADIO AIDS TO NAVIGATION: NOTAM FILE OSC.
AU SABLE (H) VORW/DME 116.1 ASP Chan 108 N44°26.95′ W83°23.66′ 195° 8.3 NM to fld. 625/7W.



VOR/DME ASP	APP CRS	Rwy Idg	N/A
116.1	194°	TDZE	N/A
Chan 108		Apt Elev	606

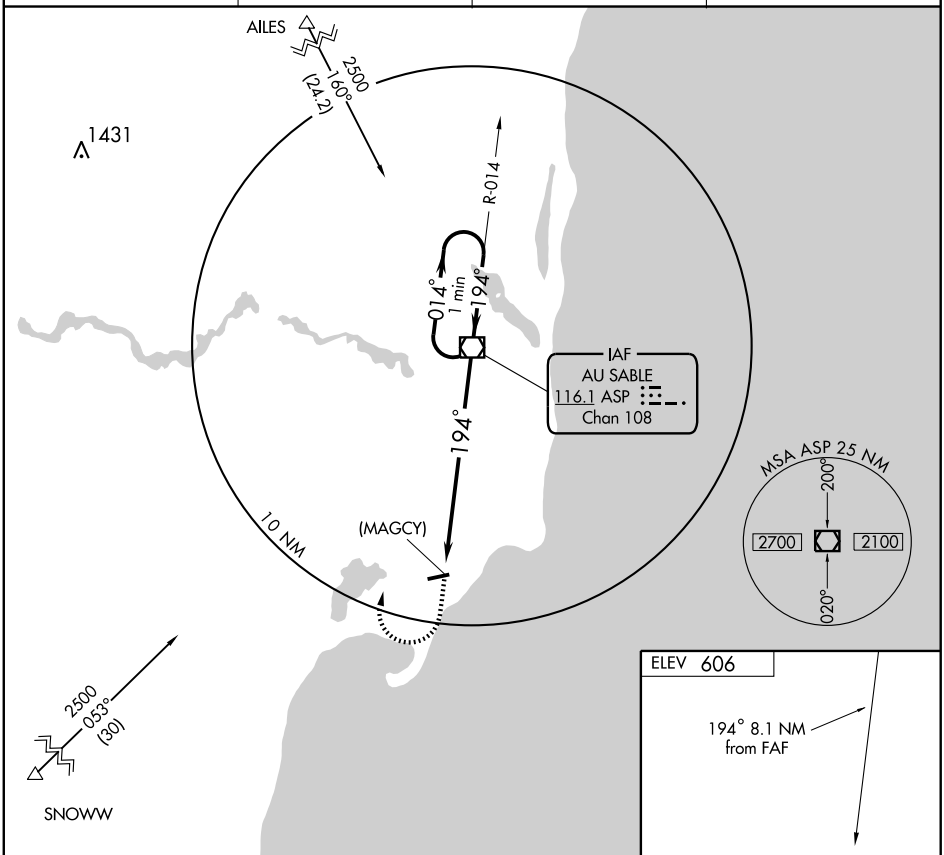
VOR or GPS-A

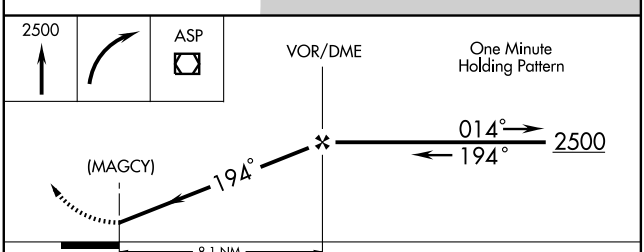
EAST TAWAS/ IOSCO COUNTY (6D9)

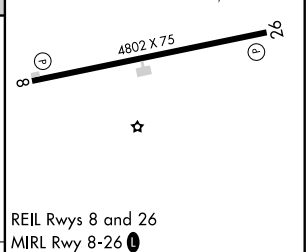
T
A NA — Use Oscoda-Wurtsmith altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct ASP VOR/DME and hold.

OSCODA-WURTSMITH AWOS-3	MINNEAPOLIS CENTER	UNICOM	
116.1	125.475 269.45	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
CIRCLING	1120 - 1	514 (600-1)	1120 - 1½ 514 (600-1½)	1280 - 2¼ 674 (700-2¼)

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

EASTPORT

TORCHPORT (59M) 3 S UTC−5(−4DT) N45°03.35′ W85°21.36′ **GREEN BAY**

640 NOTAM FILE LAN

RWY 09–27: 3300X100 (TURF)

RWY 09: Road. **RWY 27:** Thld dsplcd 1200′. Trees.

RWY 04–22: 2600X100 (TURF)

RWY 04: Tree. **RWY 22:** Thld dsplcd 600′. Road.

AIRPORT REMARKS: Unattended. No snow removal; 110 V outlets for ski equipped acft. Rwy 09–27 and Rwy 04–22 dsplcd thlds marked with cones. Rwy 09 uneven rolling terrain.

COMMUNICATIONS: CTAF: 122.9

EATON RAPIDS

SKYWAY ESTATES (6ØG) 4 N UTC−5(−4DT) N42°35.02′ W84°39.08′ **DETROIT**

931 B NOTAM FILE LAN **L–28J**

RWY 08–26: 2653X100 (TURF) MIRL **IAP**

RWY 08: Thld dsplcd 685′. Trees.

RWY 26: Thld dsplcd 200′. Trees.

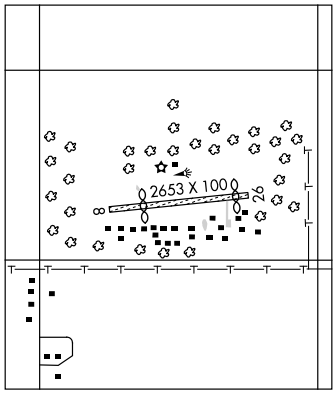
AIRPORT REMARKS: Unattended. Verify arpt condition during winter and spring; call 517–663–2471. Aerobatic box N of Rwy 08–26. Aerobatic practice area in 3 NM radius of arpt during dalgt hrs; 1500′ AGL to 6000′ MSL. Check with Lansing twr. Rwy 26 also, apch ratio 12:1 over 28′ tree, 345′ distance, 15′ left. ACTIVATE MIRL Rwy 08–26—CTAF. Rwy 08–26 and dsplcd thlds marked with 3′ yellow cones. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF 122.9

LANSING APP/DEP CON 118.65

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 171° 8.3 NM to fld. 887/5W.



EDWARD F JOHNSON (See ISHPEMING)

ELK RAPIDS

YUBA (34U) 4 S UTC−5(−4DT) N44°50.33′ W85°25.87′ **GREEN BAY**

645 NOTAM FILE LAN

RWY 18–36: 2975X100 (TURF)

RWY 18: Trees. **RWY 36:** P–line.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov thru Apr. Deer and birds invof arpt. Rwy rough, uneven, rolling, grass may not be mowed. Trucks parked on rwy edge south end. Orchard/crops both sides of rwy. Rwy slopes down from S to N.

COMMUNICATIONS: CTAF 122.9

ELWELL

HAMP (68R) 3 W UTC−5(−4DT) N43°23.97′ W84°48.05′ **DETROIT**

825 S4 NOTAM FILE LAN

RWY 09–27: 2580X100 (TURF)

RWY 09: Thld dsplcd 1180′. Pole. **Rwy 27:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 09–27 rolling terrain. Rwy 09–27 and dsplcd thlds marked with 3′ yellow cones. NSTD rwy lighting, for local use only.

COMMUNICATIONS: CTAF 122.9

EMMETT

SHARPE'S STRIP (2E2) 2 N UTC−5(−4DT) N42°57.10′ W82°46.56′ **DETROIT**

810 NOTAM FILE LAN

RWY 18–36: 2700X90 (TURF)

RWY 18: Thld dsplcd 700′. P–line. **Rwy 36:** Trees.

AIRPORT REMARKS: Attended irregularly. Deer and turkeys invof arpt. Rwy 18 and Rwy 36 and dsplcd thld marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

VORTAC LAN 110.8 Chan 45	APP CRS 171°	Rwy Idg N/A TDZE N/A Apt Elev 931

VOR or GPS-A

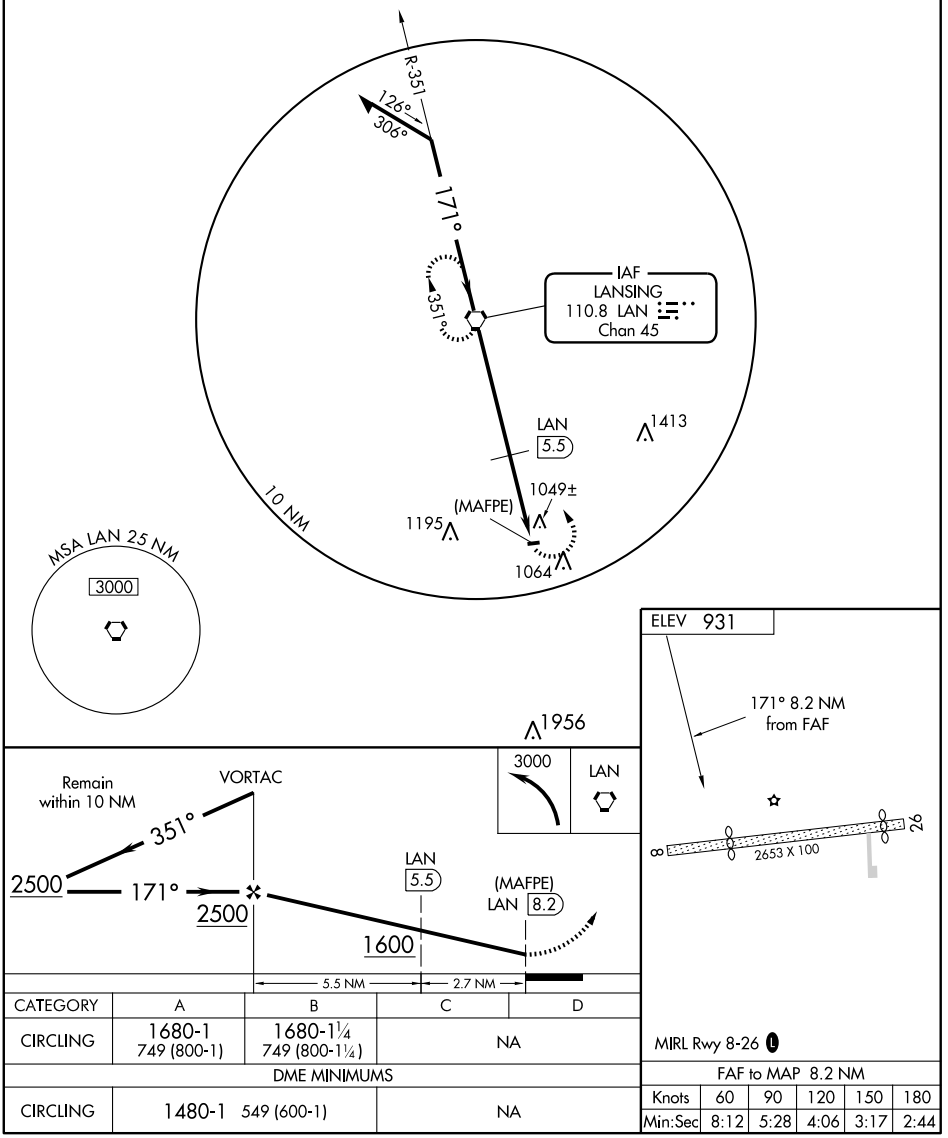
EATON RAPIDS / SKYWAY ESTATES (6ØG)

NA

Use Lansing altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct LAN VORTAC and hold.

LANSING APP CON	CTAF
118.65 226.4	122.9 L



CATEGORY	A	B	C	D
CIRCLING	1680-1 749 (800-1)	1680-1¼ 749 (800-1¼)	NA	
DME MINIMUMS				
CIRCLING	1480-1 549 (600-1)		NA	

MIRL Rwy 8-26 L

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

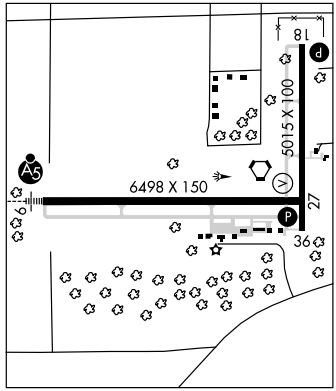
EMPIRE (Y87) 3 SE UTC−5(−4DT) N44°47.25′ W86°00.26′ **GREEN BAY**
944 NOTAM FILE LAN
RWY 17–35: H2600X50 (ASPH) S–12.5 LIRL
RWY 17: Thld dsplcd 718′. Trees. **RWY 35:** Thld dsplcd 182′. Trees.
RWY 09–27: 2275X150 (TURF)
RWY 09: Thld dsplcd 200′. Trees. **RWY 27:** Thld dsplcd 280′. Road.
AIRPORT REMARKS: Unattended. Rwy 09–27 CLOSED Dec thru Mar and when snow covered, no snow removal. Ultralight and radio control activity on and invof arpt. Rwy 17–35 loose stones on rwy. Rwy 09–27 uneven rolling terrain. Campground adjacent to arpt; call 231–326–5285. Rwy 09–27 and dsplcd thlds marked with 3′ yellow cones. Rwy 35 windsock 110′ E of rwy centerline. LIRL Rwy 17–35 inoperative Nov–May. ACTIVATE LIRL Rwy 17–35 Jun–Oct—CTAF.
COMMUNICATIONS: CTAF 122.9

ERIE AERODROME (M84) 1 SW UTC−5(−4DT) N41°46.96′ W83°31.07′ **DETROIT COPTER**
605 NOTAM FILE LAN
RWY 18–36: 2670X80 (TURF)
RWY 18: Trees. **RWY 36:** Thld dsplcd 760. P–line.
AIRPORT REMARKS: Unattended. −5′ ditch N of Rwy 18; 55′ left and right of centerline. Rwy 36, +34′ power line 50′ distance, marked with orange balls. Rwy 18 and Rwy 36 thlds and Rwy 36 dsplcd thld marked with 3′ cones.
COMMUNICATIONS: CTAF 122.9

ESCANABA N45°43.36′ W87°05.38′ NOTAM FILE ESC. **GREEN BAY L–31B**
(L) VORW/DME 110.8 ESC Chan 45 at Delta Co. 594/00E. **HIWAS.**
RCO 122.3 (GREEN BAY RADIO)

ESCANABA

DELTA CO (ESC) 2 SW UTC−5(−4DT) N45°43.36′ W87°05.62′ **GREEN BAY**
609 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE ESC **H–2K, L–31B**
RWY 09–27: H6498X150 (ASPH–PFC) S–80, D–120, 2S–152, 2D–210 HIRL **IAP**
RWY 09: MALSR. Trees.
RWY 27: REIL. VASI(V4R)—GA 3.0° TCH 53′. Trees.
RWY 18–36: H5015X100 (ASPH–PFC) S–40, D–60 MIRL
0.3% up N
RWY 18: PAPI(P4L)—GA 3.0° TCH 42′. Trees.
RWY 36: REIL. PAPI(P4L) —GA 3.0° TCH 27′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6498 TODA–6498 ASDA–6498 LDA–6498
RWY 18: TORA–5015 TODA–5015 ASDA–5015 LDA–5015
RWY 27: TORA–6498 TODA–6498 ASDA–6498 LDA–6498
RWY 36: TORA–5015 TODA–5015 ASDA–5015 LDA–5015
AIRPORT REMARKS: Attended 1100–0400Z‡. PPR other times call 906–420–1591. Waterfowl and birds on and invof arpt. Deer on and invof arpt. ACTIVATE HIRL Rwy 09–27; MIRL Rwy 18–36; PAPI Rwys 18 and 36; REIL Rwy 36 and MALSR Rwy 09—CTAF. Fee for multi engine acft.
WEATHER DATA SOURCES: AWOS–3 121.425 (906) 786–9001.
HIWAS 110.8 ESC.
COMMUNICATIONS: CTAF/UNICOM 122.8
ESCANABA RCO 122.3 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.65
RADIO AIDS TO NAVIGATION: NOTAM FILE ESC.
ESCANABA (L) VORW/DME 110.8 ESC Chan 45 N45°43.36′ W87°05.38′ at fld. 594/00E. **HIWAS.**
PIKLE NDB (LOM) 344 ES N45°43.36′ W87°13.49′ 087° 5.5 NM to fld.
ILS 109.3 I–ESC Rwy 09. Class IE. LOM PIKLE NDB.



LOC I-ESC	APP CRS	Rwy Idg	6498
109.3	094°	TDZE	609
		Apt Elev	609

ILS or LOC RWY 9

ESCANABA / DELTA COUNTY (ESC)

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 2500 direct ESC VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L

ADF or DME REQUIRED

CAUTION: Magnetic disturbances of as much as 14° exist at ground level at Escanaba.

(IAF) VNZNT ESC 12

2500 NoPT to Rebon Int 140° (3.3) and LOC 094° (4.1)

2500 NoPT ESC 12 Arc

R-342

1154

1168

940

915

759

730

2500 to LOM 270° (5.7)

(IAF) VUKFI

REBON ESC 12

LR-280 2200

1348±

274°

094° (6.3)

907±

086°

266°

049°

229°

LR-260

(ZIXUB)

ESCANABA 110.8 ESC Chan 45

Procedure NA for arrivals at VUKFI via V7 northbound.

LOM/IAF PIKLE 344 ES ESC 5.7

LOCALIZER 109.3 I-ESC

R-216

2500 NoPT ESC 12 Arc

10 NM

(IAF) MAARC ESC 12

MSA ES 25 NM

130° 240° 025°

3100

2600

2200

PIKLE LOM ESC 5.7

Remain within 10 NM

274°

094°

2500

2198

2200

GS 3.00° TCH 56

VOR/DME

4.8 NM

2100	2500	ESC 110.8

ELEV 609 D

094° 4.8 NM from FAF

625

672

632

5015 X 100

0.3% UP

6498 X 150

TDZE 609

649

18

27

36

HIRL Rwy 9-27 L

MIRL Rwy 18-36 L

REIL Rwy 36 L

CATEGORY	A	B	C	D
S-ILS 9	809-½ 200 (200-½)			
S-LOC 9	1160-½ 551 (600-½)		1160-1 551 (600-1)	1160-1¼ 551 (600-1¼)
CIRCLING	1160-1 551 (600-1)		1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-ESC	APP CRS	Rwy Idg	6498
109.3	274°	TDZE	596
		Apt Elev	609

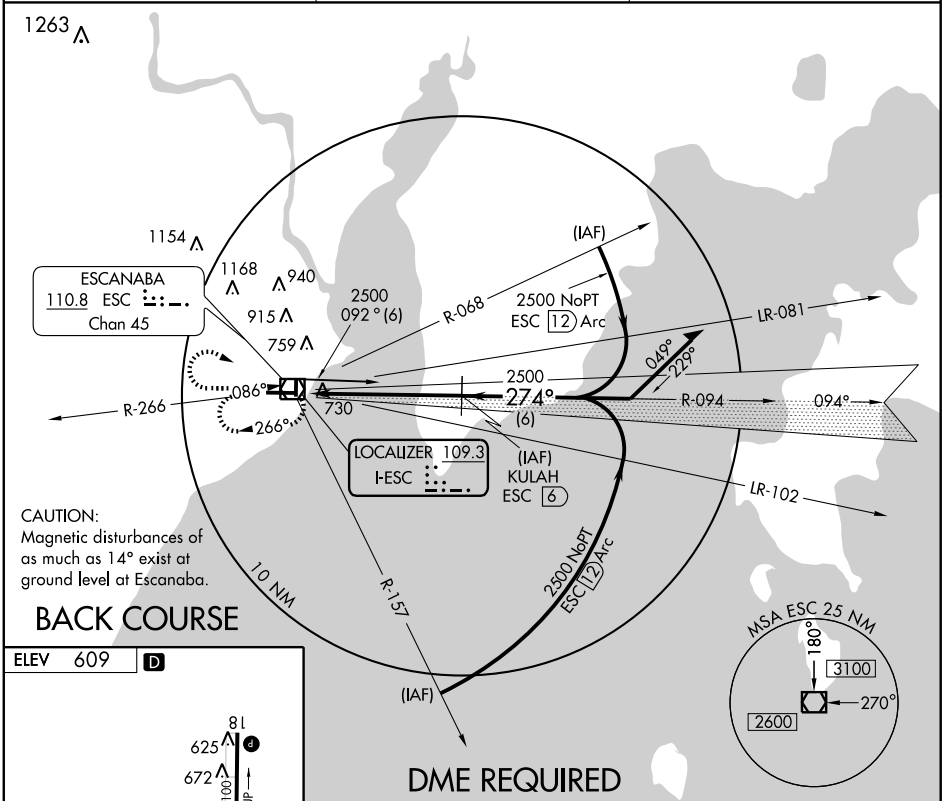
LOC BC RWY 27

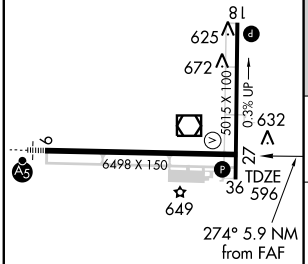
ESCANABA / DELTA COUNTY (ESC)

DME from ESC VOR/DME.
Simultaneous reception of I-ESC and ESC DME required.

MISSED APPROACH: Climb to 2500 then right turn direct ESC VOR/DME and hold.

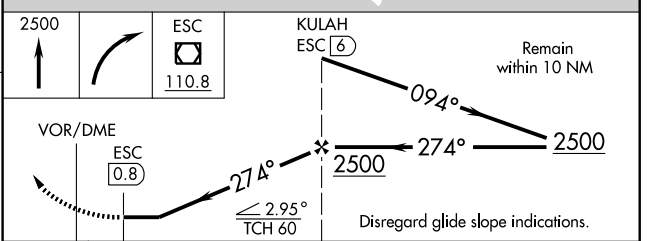
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-27	980-1 384 (400-1)			980-1¼ 384 (400-1¼)
CIRCLING	1060-1 451 (500-1)	1100-1 491 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70511 W09A	APP CRS 094°	Rwy Idg 6498 TDZE 609 Apt Elev 609

AL-5123 (FAA)

RNAV (GPS) RWY 9

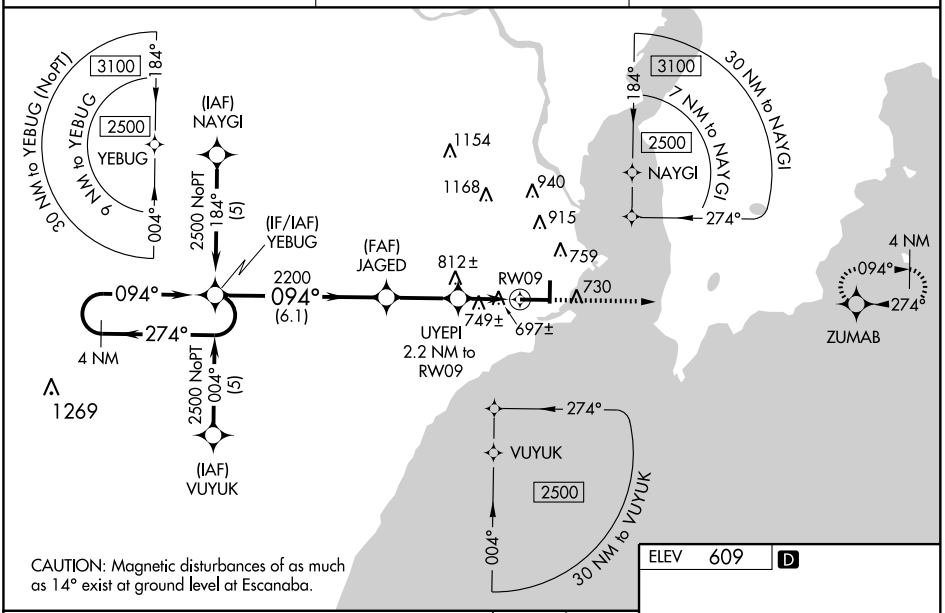
ESCANABA / DELTA COUNTY (ESC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sawyer Intl altimeter setting and increase LPV DA to 987, LNAV/VNAV DA to 1145, increase all MDA 180 feet, increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile, increase Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For inoperative MALSR, when using Sawyer Intl altimeter setting, increase LPV all Cats visibility to 1¼. VDP NA when using Sawyer Intl altimeter setting. Baro-VNAV NA when using Sawyer Intl altimeter setting.

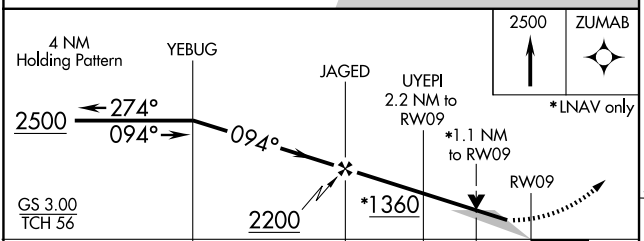
MALSR

MISSED APPROACH: Climb to 2500 direct ZUMAB and hold.

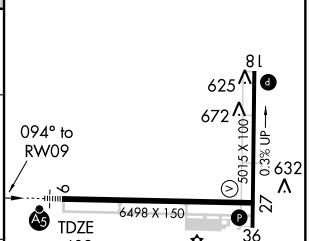
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L



CAUTION: Magnetic disturbances of as much as 14° exist at ground level at Escanaba.



CATEGORY	A	B	C	D
LPV DA	809-½	200 (200-½)		
LNAV/VNAV DA	967-¾	358 (400-¾)		
LNAV MDA	1000-½	391 (400-½)		1000-1 391 (400-1)
CIRCLING	1060-1 451 (500-1)		1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-1¼)



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6498
274°	TDZE	596
	Apt Elev	609

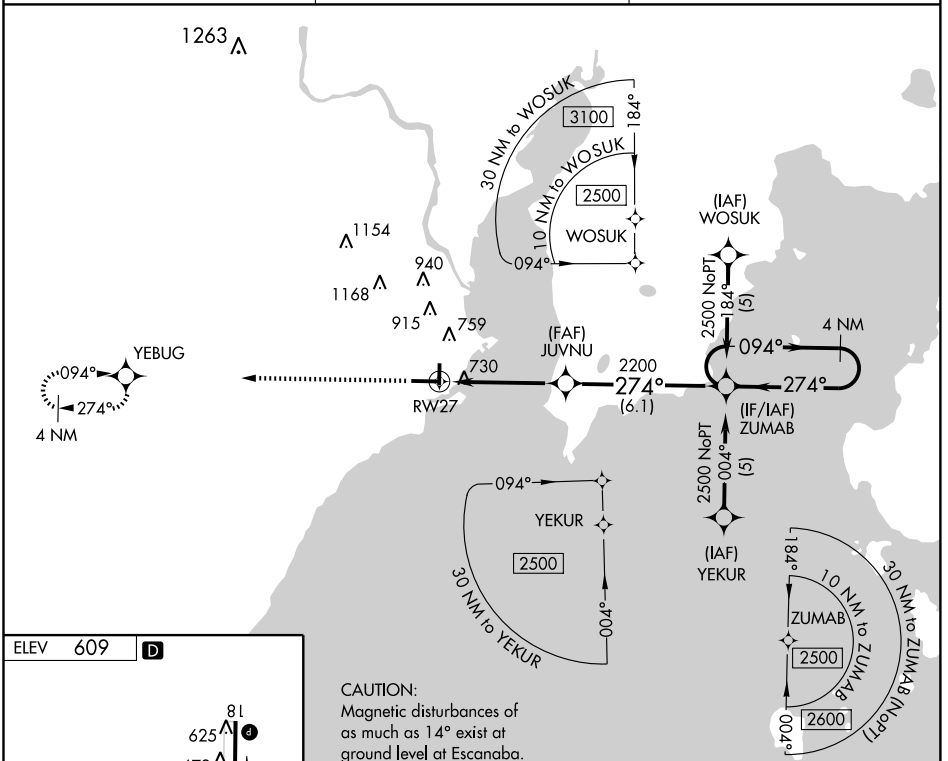
RNAV (GPS) RWY 27

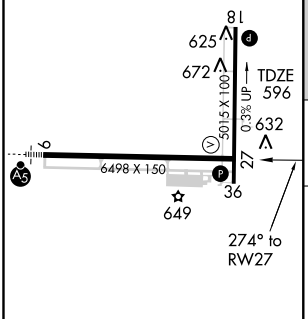
ESCANABA / DELTA COUNTY (ESC)

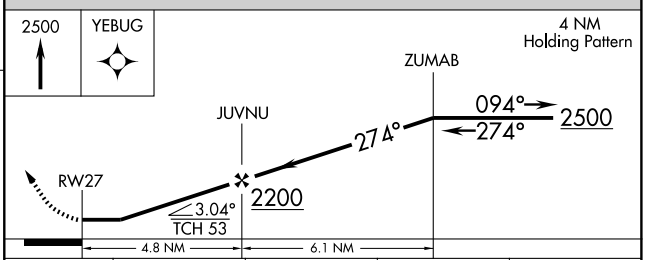
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sawyer Intl altimeter setting and increase all MDA 180 feet, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct YEBUG and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1	444 (500-1)	1040-1¼ 444 (500-1¼)	1040-1½ 444 (500-1½)
CIRCLING	1060-1	451 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 21 OCT 2010 to 18 NOV 2010

AL-5123 (FAA)

VOR/DME ESC	APP CRS	Rwy ldg	6498
110.8	086°	TDZE	609
Chan 45		Apt Elev	609

VOR RWY 9

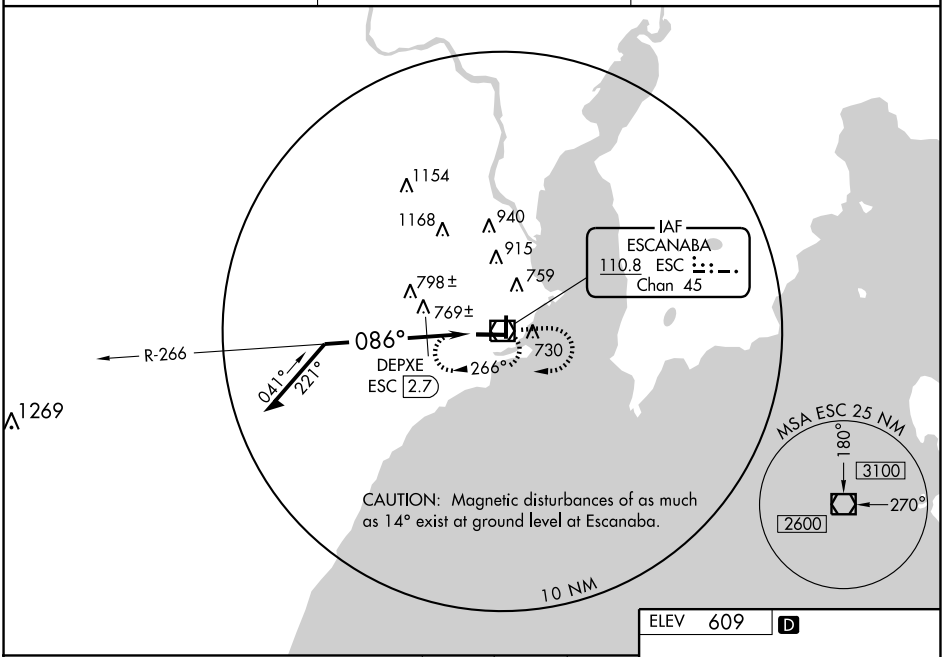
ESCANABA / DELTA COUNTY (ESC)

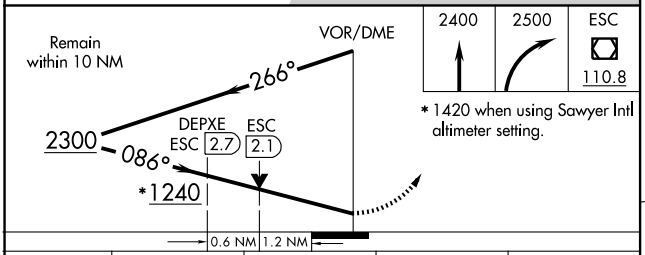
T A When local altimeter setting not received, use Sawyer Intl altimeter setting and increase all MDA 180 feet, increase S-9 Cat B visibility ¼ mile, Cats C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C visibility ¾ mile, Cat D visibility ½ mile, increase DEPXE fix minimums S-9 Cats C and D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. VDP NA when using Sawyer Intl altimeter setting.

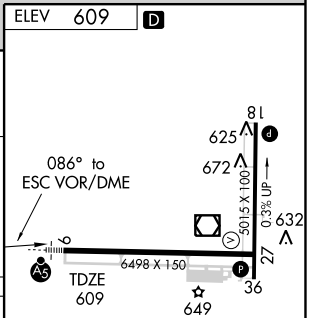
MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 2500 direct ESC VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1240-½ 631 (700-½)		1240-1¼ 631 (700-1¼)	1240-1½ 631 (700-1½)
CIRCLING	1240-1 631 (700-1)		1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)
DEPXE FIX MINIMUMS				
S-9	1040 -½ 431 (500-½)		1040-¾ 431 (500-¾)	1040-1 431 (500-1)
CIRCLING	1060 -1 451 (500-1)		1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ESC 110.8 Chan 45	APP CRS 282°	Rwy ldg 6498 TDZE 596 Apt Elev 609

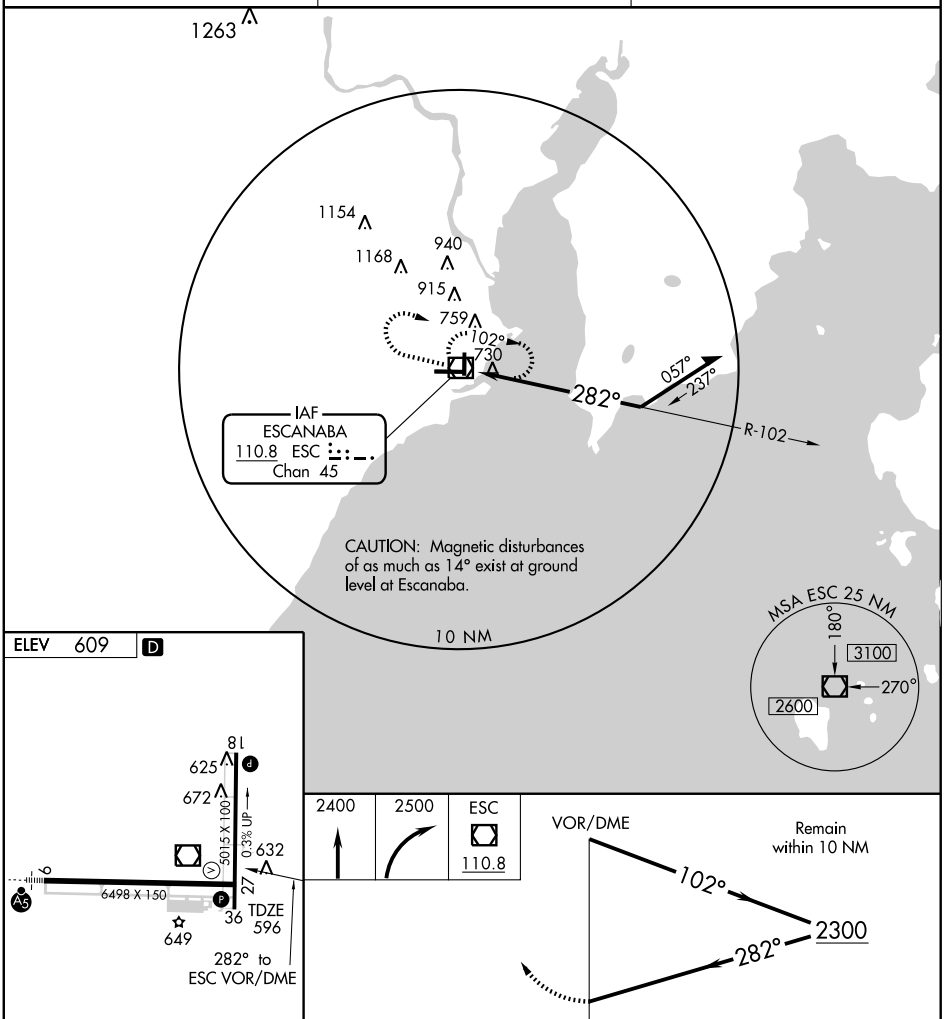
VOR RWY 27

ESCANABA / DELTA COUNTY (ESC)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sawyer Intl altimeter setting and increase all MDA 180 feet, increase S-9 Cat C and D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile.

MISSED APPROACH:Climb to 2400 then climbing right turn to 2500 direct ESC VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-27	1080 -1	484 (500-1)	1080 -1¼ 484 (500-1¼)	1080 -1½ 484 (500-1½)
CIRCLING	1080 -1	471 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

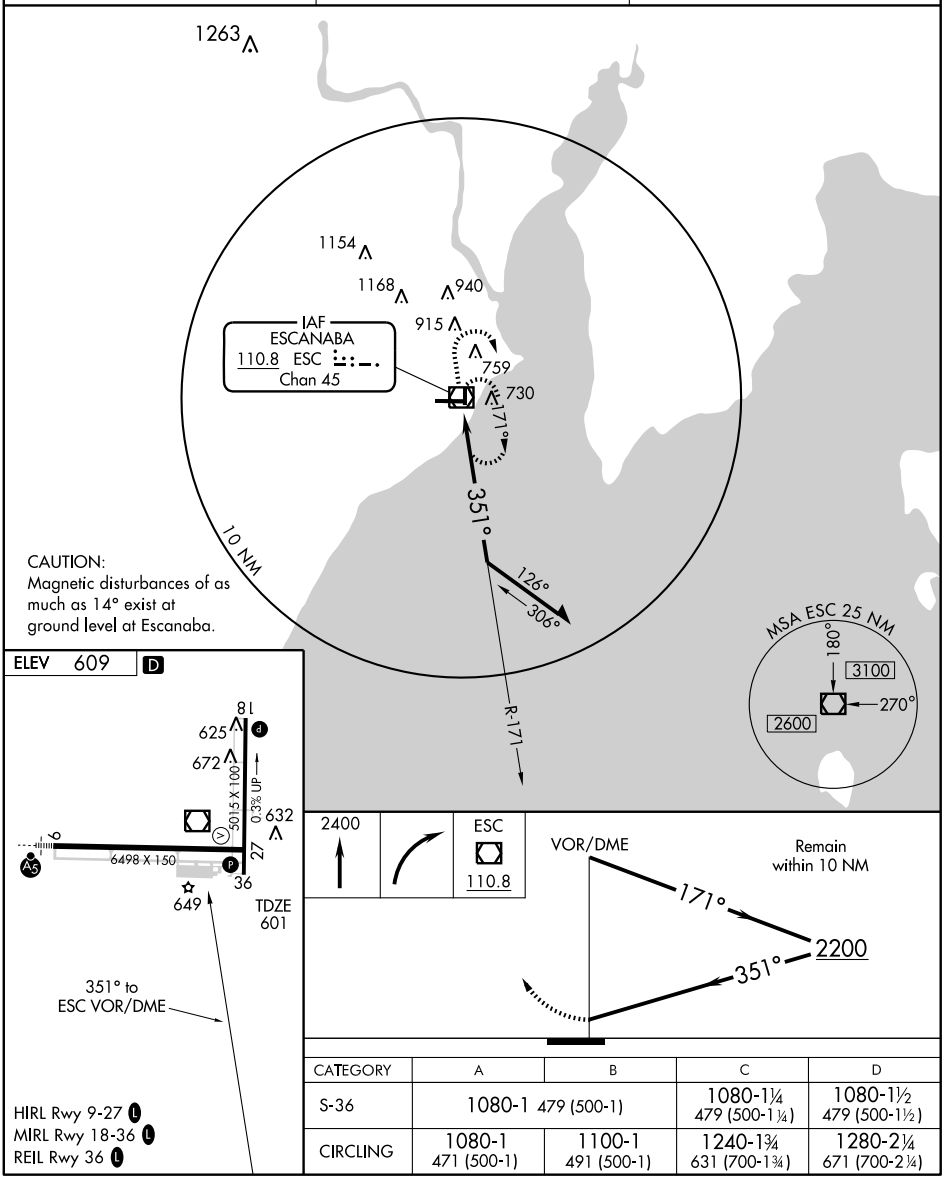
VOR/DME ESC 110.8 Chan 45	APP CRS 351°	Rwy ldg 5015 TDZE 601 Apt Elev 609

VOR RWY 36

ESCANABA / DELTA COUNTY (ESC)

MISSED APPROACH: Climb to 2400, then right turn direct ESC VOR/DME and hold.

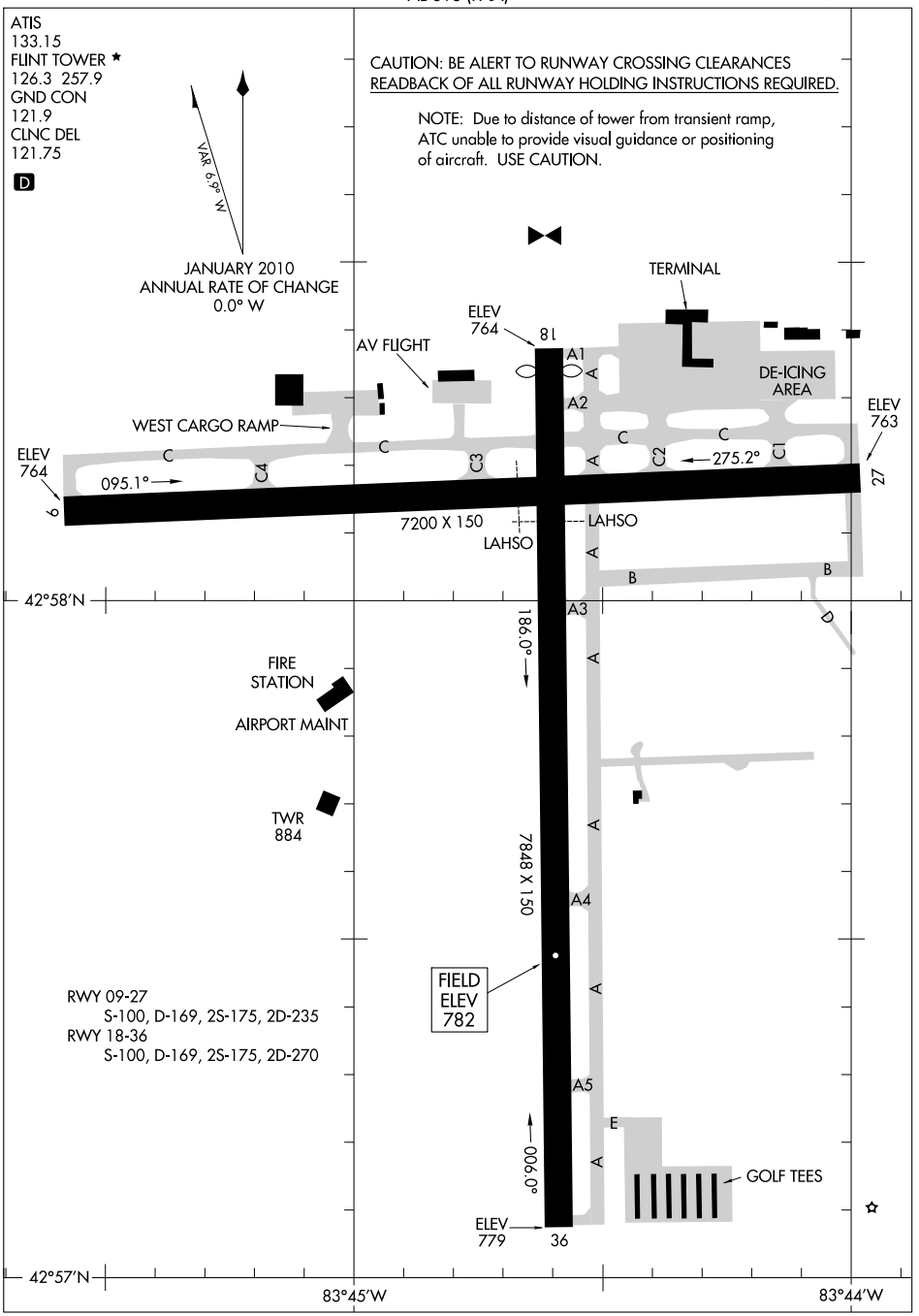
AWOS-3 121.425	MINNEAPOLIS CENTER 127.65	UNICOM 122.8 (CTAF) L



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

CATEGORY	A	B	C	D
S-36	1080-1 479 (500-1)		1080-1¼ 479 (500-1¼)	1080-1½ 479 (500-1½)
CIRCLING	1080-1 471 (500-1)	1100-1 491 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

FLINT

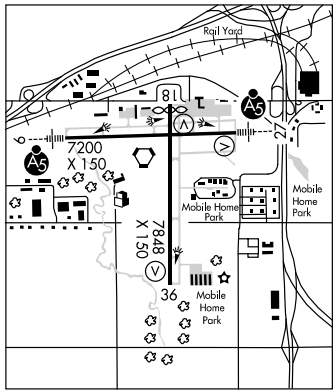
BISHOP INTL (FNT) 3 SW UTC−5(−4DT) N42°57.93′ W83°44.62′ **DETROIT**
782 B S4 **FUEL** 100LL, JET A TPA—See Remarks AOE Class I, ARFF Index B **H–10G, 11A, L–28J**
NOTAM FILE FNT **IAP, AD**

RWY 18–36: H7848X150 (ASPH–PFC) S–100, D–169, 2S–175, 2D–270 HIRL
RWY 18: VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 200′. Tree.
RWY 36: VASI(V4L)—GA 3.0° TCH 54′. Tree.
RWY 09–27: H7200X150 (ASPH–PFC) S–100, D–169, 2S–175, 2D–235 HIRL
RWY 09: MALSR. Trees. **RWY 27:** MALSR. VASI(V4L)—GA 3.0° TCH 56′. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18–36	4100
RWY 36	09–27	6300

RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–7848 TODA–7848 ASDA–7848 LDA–7648
RWY 36: TORA–7848 TODA–7848 ASDA–7648 LDA–7648



AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. TPA—1582(800) single–engine, 1982(1200) multi–engine acft. ACTIVATE MALSR Rwy 09–27—CTAF. Rwy lgts preset—no ints change avbl when twr clsd.
WEATHER DATA SOURCES: ASOS (810) 232–4477.
COMMUNICATIONS: CTAF 126.3 **ATIS** 133.15 **UNICOM** 122.95
FLINT RCO 122.3 (LANSING RADIO)
Ⓡ **FLINT APP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) 133.8 (1045–0430Z‡)
CLEVELAND CENTER APP/DEP CON 126.75 (0430–1045Z‡)
FLINT TOWER 126.3 (1045–0430Z‡) **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc 1045–0430Z‡ ctc **APP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FNT.
FLINT (H) VORTACW 116.9 FNT Chan 116 N42°58.01′ W83°44.82′ at fld. 772/6W.
PETLI NDB (LOM) 269 FN N42°58.09′ W83°53.41′ 097° 6.5 NM to fld.
ILS 109.9 I–FNT Rwy 09. LOM PETLI NDB.
ILS 109.9 I–TUN Rwy 27. Class IB.
ASR (1045–0430Z‡)
COMM/NAV/WEATHER REMARKS: Emerg frequencies not avbl at twr. ILS Rwys 09, 27 and NDB unmonitored when twr clsd.

FLUSHING

DALTON (3DA) 2 E UTC−5(−4DT) N43°03.15′ W83°48.29′ **DETROIT**
733 B **FUEL:** 100LL NOTAM FILE LAN
RWY 18–36: H2510X50 (ASPH) LIRL
RWY 18: Thld dsplcd 771′. Tree. **RWY 36:** Thld dsplcd 771′. Trees.
RWY 09–27: 1633X130 (TURF)
RWY 09: Tree. **RWY 27:** Thld dsplcd 293′. Road.
AIRPORT REMARKS: Attended irregularly. Fuel available by credit card. Rwy 09–27 CLOSED Oct through Mar. Rwy 09–27 CLOSED to transient acft permanently. Rwy 09–27 marked with 3′ yellow cones. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8

FLYING–A–RANCH (See FRUITPORT)

FLYING M RANCH (See LINCOLN)

FORD (See IRON MOUNTAIN/KINGSFORD)

ILS or LOC RWY 9

FLINT / BISHOP INTL (FNT)

LOC I-FNT	APP CRS	Rwy Idg / TDZE / Apt Elev
109.9	094°	7200 / 771 / 782

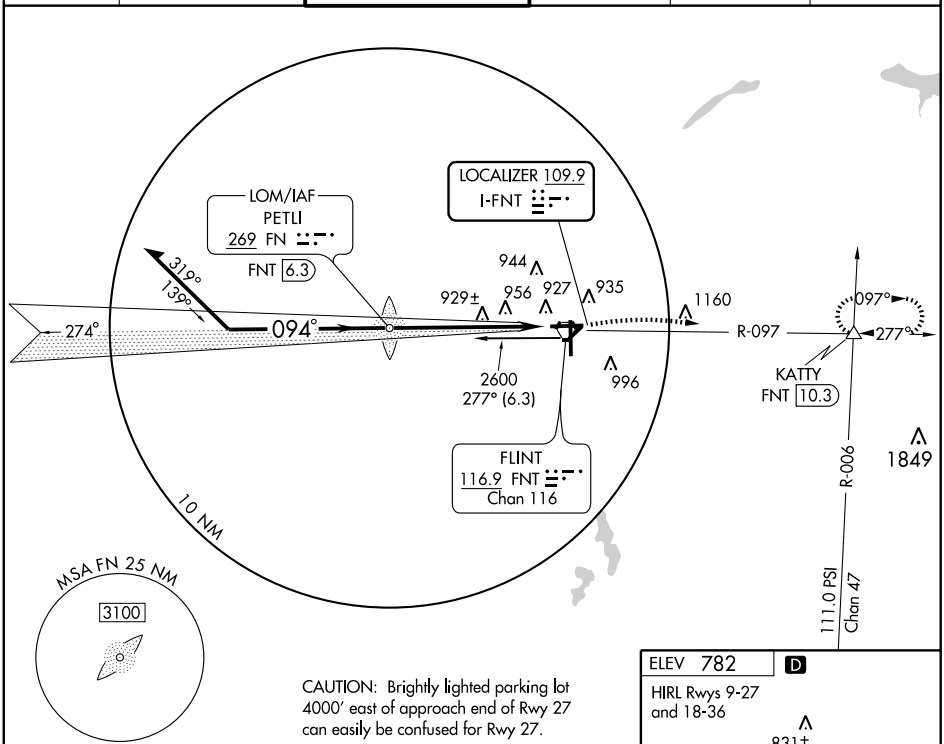
ASR

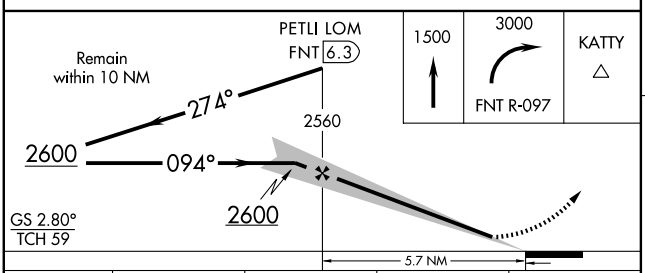
RVR 1800 authorized with the use of FD or AP or HUD to DA.

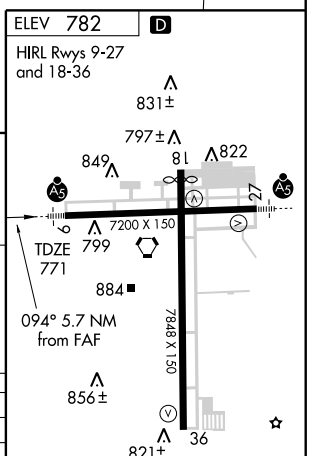
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via FNT R-097 to KATTY INT/FNT 10.3 DME and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-ILS 9	971/24 200 (200-½)			
S-LOC 9	1180/24 409 (400-½)		1180/40 409 (400-¾)	
CIRCLING	1300 - 1 518 (600-1)		1300 - 1½ 518 (600-1½)	1340-2 558 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-TUN	APP CRS	Rwy Idg / TDZE / Apt Elev
109.9	274°	7200 / 770 / 782

ILS or LOC RWY 27

FLINT/BISHOP INTL (FNT)

When local altimeter setting not received, use Owosso altimeter setting and increase all DA 47 feet and all MDA 60 feet, and S-LOC 27 visibilities Cat C/D ¼ mile.

ASR

MALSR

MISSED APPROACH: Climb to 2800 direct PETLI LOM and hold or as directed by ATC.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95

ADF REQUIRED

LOCALIZER 109.9 I-TUN

DORTT OM FNT 4.2

LOM PETLI 269 FN

FLINT 116.9 FNT Chan 116

2800 to HARRO INT 093° (10)

(IF/IAF) HARRO INT FNT 10

1849

094° 1 min 274° (5.8) 274° 094°

CLIOO FNT 10.1

112.9 MBS Chan 76

110.8 LAN Chan 45

116.9 FNT Chan 116

ALTERNATE MISSED APCH FIX

MSA FNT 25 NM 3100

10 NM

R-005

PONTIAC 111.0 PSI Chan 47

CAUTION: Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.

ELEV 782 D

HIRL Rwys 9-27 and 18-36

274° 3.5 NM from FAF

7200 X 150

7848 X 150

TDZE 770

2800 FN

HARRO INT FNT 10

DORTT OM FNT 4.2

One Minute Holding Pattern

1958 2000 274° 094° 274° 2800

GS 3.00° TCH 56

3.5 NM 5.8 NM

CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1260-½ 490 (500-½)		1260-¾ 490 (500-¾)	1260-1 490 (500-1)
CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1½ 518 (600-1½)	1340-2 558 (600-2)

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 7200
CH 45714	094°	TDZE 771
W09A		Apt Elev 782

RNAV (GPS) RWY 9

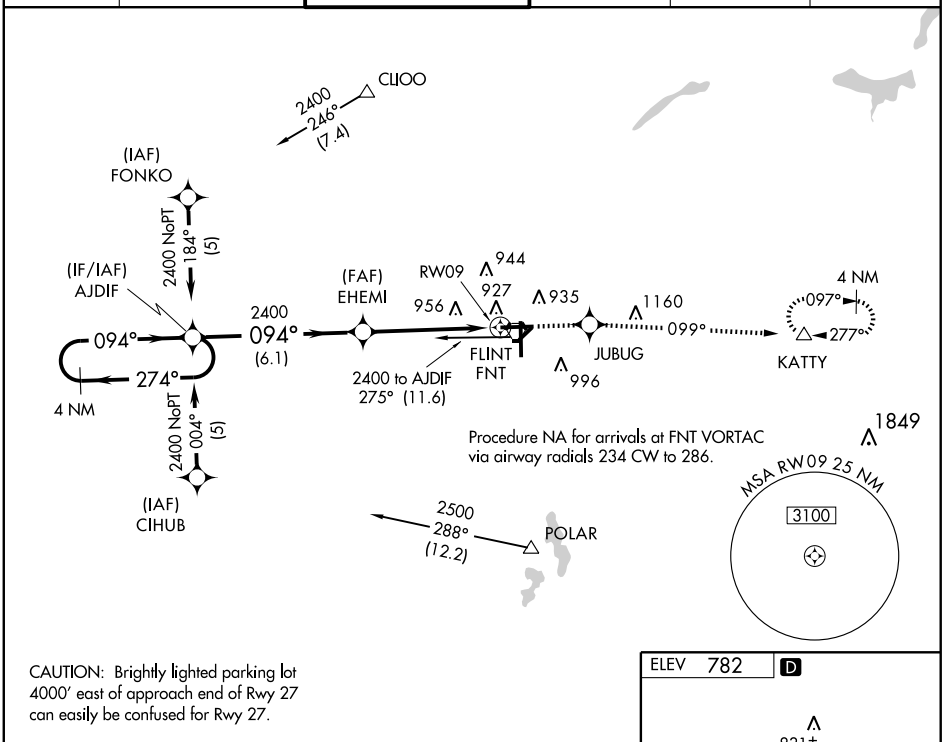
FLINT / BISHOP INTL (FNT)

ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

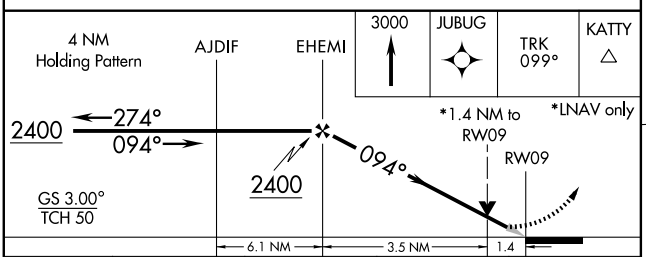
MALSR

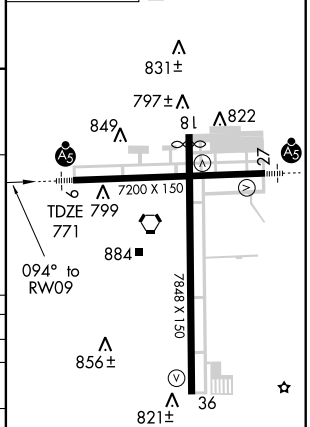
MISSED APPROACH: Climb to 3000 direct JUBUG and via track 099° to KATTY and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) Ⓛ 257.9	121.9	121.75	122.95



CAUTION: Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.





CATEGORY	A	B	C	D
LPV DA	971/24 200 (200-½)			
LNAV/VNAV DA	1227/50 456 (500-1)			
LNAV MDA	1260/24 489 (500-½)		1260/40 489 (500-¾)	1260/50 489 (500-1)
CIRCLING	1300-1 518 (600-1)		1300-1½ 518 (600-1½)	1340-2 558 (600-2)

HIRL Rwy 9-27 and 18-36

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	7648
CH 99514	185°	TDZE	776
W18A		Apt Elev	782

RNAV (GPS) RWY 18

FLINT / BISHOP INTL (FNT)

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HAGEM and via track 182° to POLAR and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95

Procedure NA for arrivals at BIRRS via V320 northwest bound.

(IAF) BIRRS — 3100 NoPT 179° (11.2)

4 NM — 2013 — 185° — (IF/IAF) JUBER

(IAF) NUPUE — 3100 NoPT 095° (5) — 005° — 3100 NoPT 275° (5) — (IAF) FIBIN

2400 — 185° (6.1)

CAUTION: Brightly lighted parking lot 4000′ east of approach end of Rwy 27 can easily be confused for Rwy 27.

3100 284° (18.4) — KITNS

Procedure NA for arrivals at KITNS via V84 eastbound.

Procedure NA for arrivals at OWOSO via V450 westbound.

3100 057° (13.5) — OWOSO

(FAF) CODAG — EVNEW 2.6 NM to RW18

944 — 948 — 956 — 927 — 935 — 1160 — RW18 — 996

MSA RW18 25 NM — 3100

MISSED APCH FIX

POLAR 163° 343° 4 NM

HAGEM — 182°

3000	HAGEM	TRK 182°	POLAR

4 NM Holding Pattern — JUBER — 3100 — 005° — 185° — 185° — CODAG — EVNEW 2.6 NM to RW18 — *LNAV only — *1.2 NM to RW18 — RW18

GS 3.00° TCH 42

2400 — *1640

6.1 NM — 2.3 NM — 1.4 — 1.2

CATEGORY	A	B	C	D
LPV DA	1109-1¼ 333 (400-1¼)			
LNAV/VNAV DA	1253-1¾ 477 (500-1¾)			
LNAV MDA	1200-1 424 (500-1)		1200-1¼ 424 (500-1¼)	
CIRCLING	1300-1 518 (600-1)		1300-1½ 518 (600-1½)	1340-2 558 (600-2)

ELEV 782 D

185° to RW18

831± — TDZE 776 — 797± — 822 — 849 — 818

27 — 9 — 7200 X 150 — 799 — 884 — 7848 X 150 — 856± — 821± — 36

HIRL Rwy 9-27 and 18-36

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72810 W27A	APP CRS 274°	Rwy Idg 7200 / TDZE 770 / Apt Elev 782

RNAV (GPS) RWY 27

FLINT / BISHOP INTL (FNT)

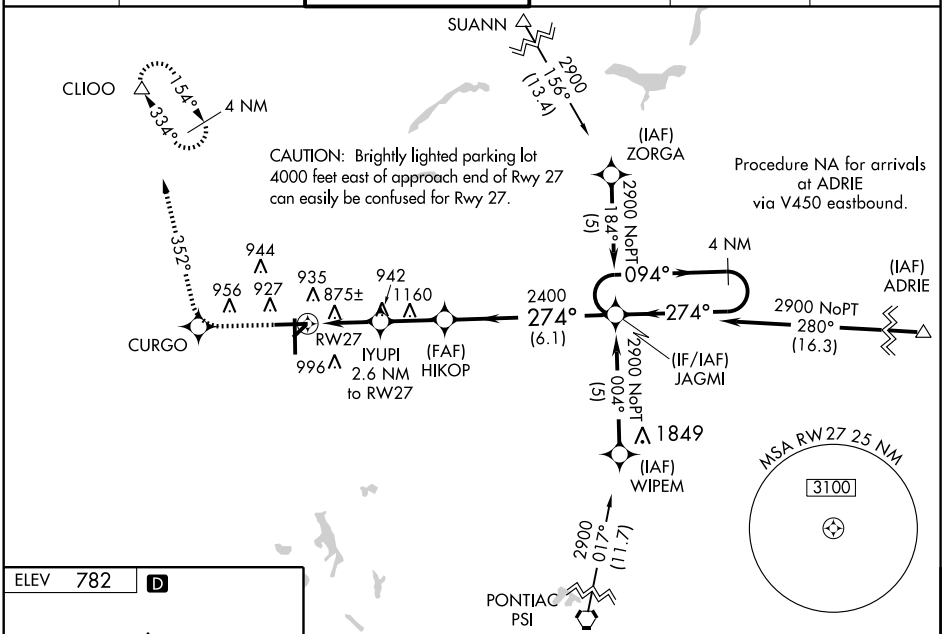
ASR

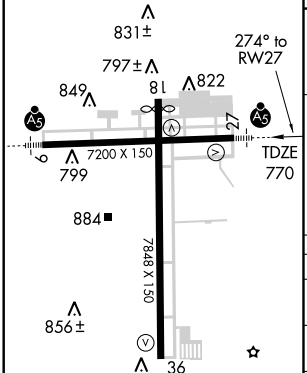
When local altimeter setting not received, use Owosso altimeter setting and increase all DA 47 feet, and all MDA 60 feet; and LNAV visibilities Cat C/D ¼ mile. VDP NA when using Owosso altimeter setting. Baro-VNAV NA when using Owosso altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1¼. DME/DME RNP-0.3 NA.

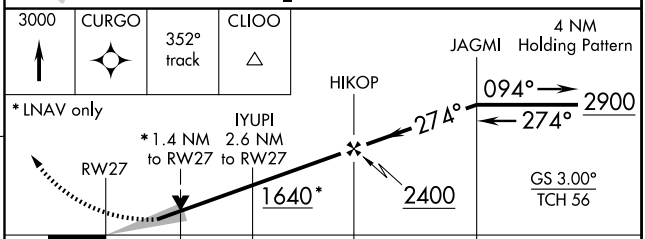
MALSR

MISSED APPROACH: Climb to 3000 direct CURGO and via 352° track to CLIOO and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	1098 - ¾ 328 (400-¾)			
LNAV/VNAV DA	1240 - 1¼ 470 (500-1¼)			
LNAV MDA	1260 - ½ 490 (500-½)		1260 - ¾ 490 (500-¾)	1260 - 1 490 (500-1)
CIRCLING	1260 - 1 478 (500-1)	1300 - 1 518 (600-1)	1300 - 1½ 518 (600-1½)	1340 - 2 558 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7648
CH 65914	005°	TDZE	782
W36A		Apt Elev	782

RNAV (GPS) RWY 36

FLINT / BISHOP INTL (FNT)

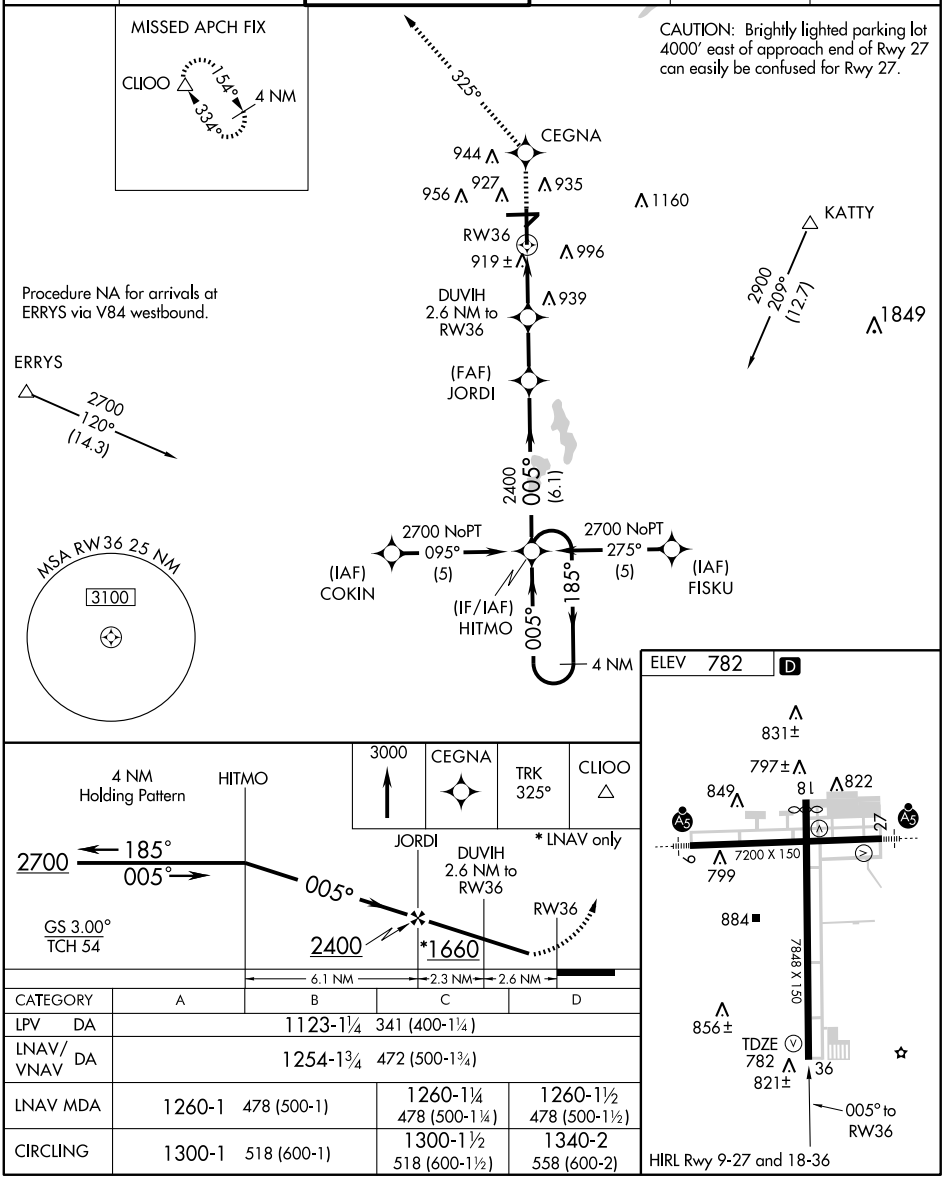
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CEGNA and via track 325° to CLIOO and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) Ⓛ 257.9	121.9	121.75	122.95

EC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	1123-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1254-1¾ 472 (500-1¾)			
LNAV MDA	1260-1 478 (500-1)		1260-1¼ 478 (500-1¼)	1260-1½ 478 (500-1½)
CIRCLING	1300-1 518 (600-1)		1300-1½ 518 (600-1½)	1340-2 558 (600-2)

VORTAC FNT 116.9 Chan 116	APP CRS 102°	Rwy Idg 7200 TDZE 771 Apt Elev 782

VOR RWY 9

FLINT / BISHOP INTL (FNT)

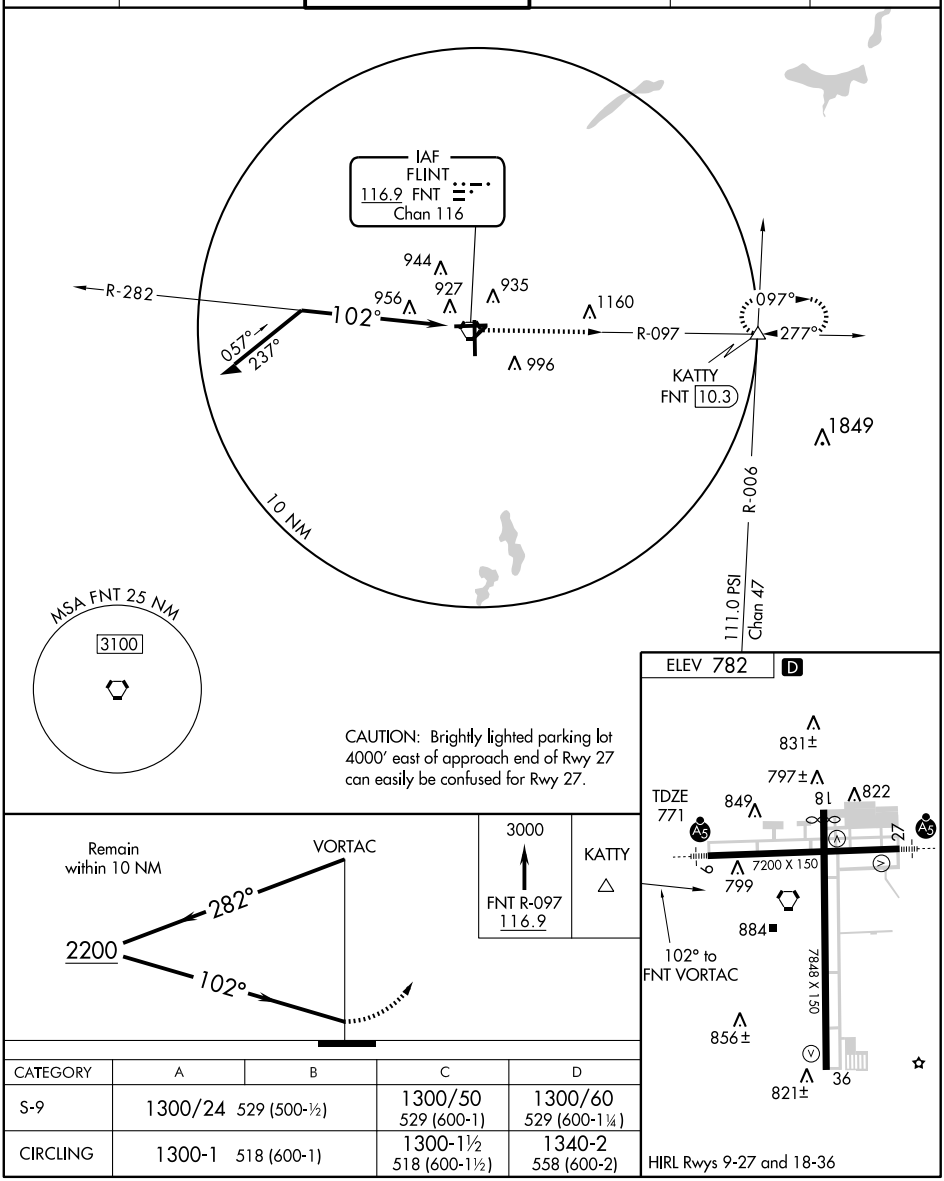
ASR

MALSR

MISSED APPROACH: Climb to 3000 via FNT R-097 to KATTY INT/FNT 10.3 DME and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) Ⓛ 257.9	121.9	121.75	122.95

EC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-9	1300/24	529 (500-½)	1300/50 529 (600-1)	1300/60 529 (600-1¼)
CIRCLING	1300-1	518 (600-1)	1300-1½ 518 (600-1½)	1340-2 558 (600-2)

VORTAC FNT 116.9 Chan 116	APP CRS 196°	Rwy Idg 7648 TDZE 779 Apt Elev 782

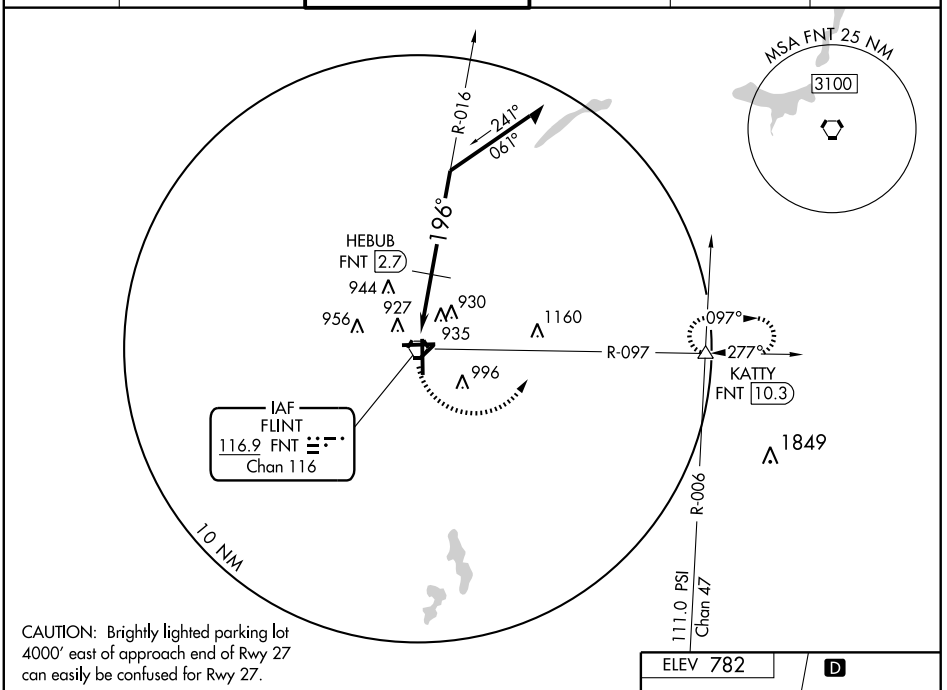
VOR RWY 18

FLINT / BISHOP INTL (FNT)

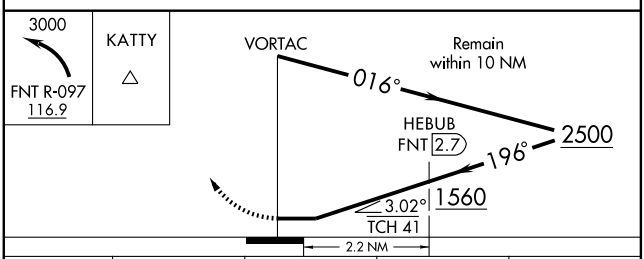
ASR

MISSED APPROACH: Climbing left turn to 3000 via FNT R-097 to KATTY INT and hold.

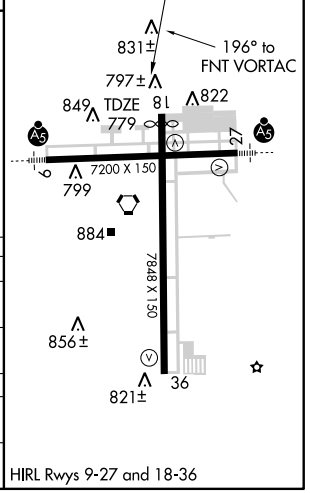
ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95



CAUTION: Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.



CATEGORY	A	B	C	D
S-18	1560 - 1 781 (800-1)	1560 - 1¼ 781 (800-1¼)	1560 - 2¼ 781 (800-2¼)	1560 - 2½ 781 (800-2½)
CIRCLING	1560 - 1 778 (800-1)	1560 - 1¼ 778 (800-1¼)	1560 - 2¼ 778 (800-2¼)	1560 - 2½ 778 (800-2½)
DME MINIMUMS				
S-18	1300 - 1 523 (600-1)		1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300 - 1 518 (600-1)	1300 - 1 518 (600-1)	1300-1½ 518 (600-1½)	1340-2 558 (600-2)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 27

FLINT / BISHOP INTL (FNT)

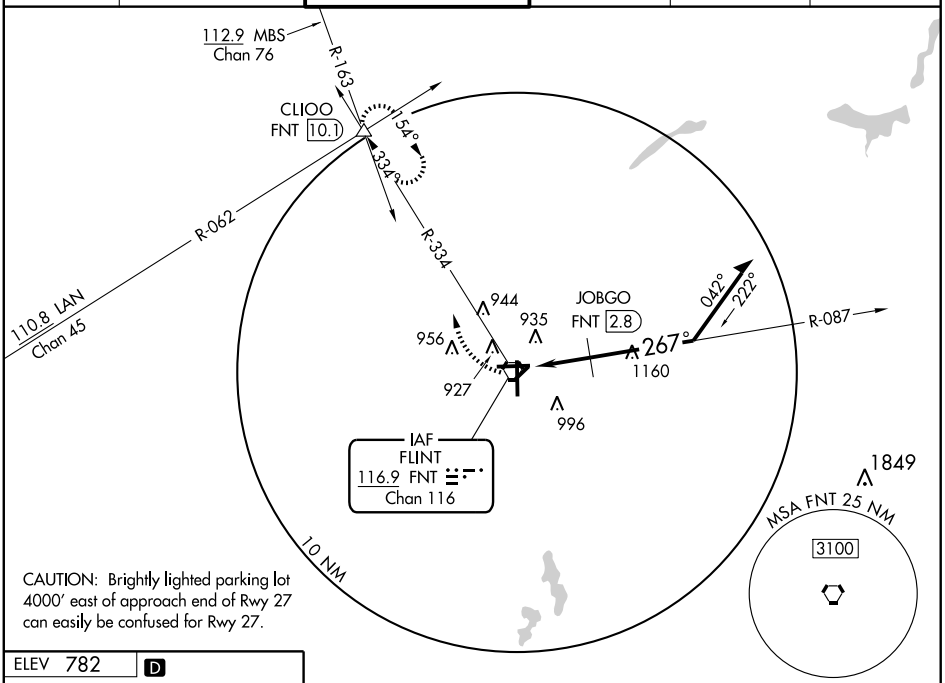
VORTAC FNT 116.9 Chan 116	APP CRS 267°	Rwy ldg 7200 TDZE 770 Apt Elev 782

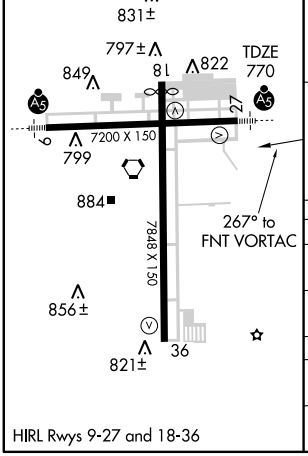
ASR

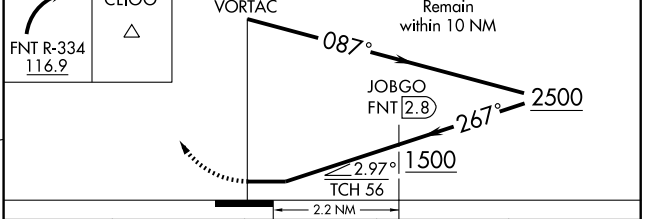
MALSR

MISSED APPROACH: Climbing right turn to 3000 via FNT R-334 to CLIOO INT and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-27	1500 - ½ 730 (800-½)		1500 - 1½ 730 (800-1½)	1500 - 1¾ 730 (800-1¾)
CIRCLING	1500 - 1 718 (800-1)		1500 - 2 718 (800-2)	1500 - 2¼ 718 (800-2¼)
DME MINIMUMS				
S-27	1260 - ½ 490 (500-½)		1260 - ¾ 490 (500-¾)	1260 - 1 490 (500-1)
CIRCLING	1280 - 1 498 (500-1)	1300 - 1 518 (600-1)	1300 - 1½ 518 (600-1½)	1340-2 558 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FNT 116.9 Chan 116	APP CRS 359°	Rwy Idg 7648 TDZE 782 Apt Elev 782

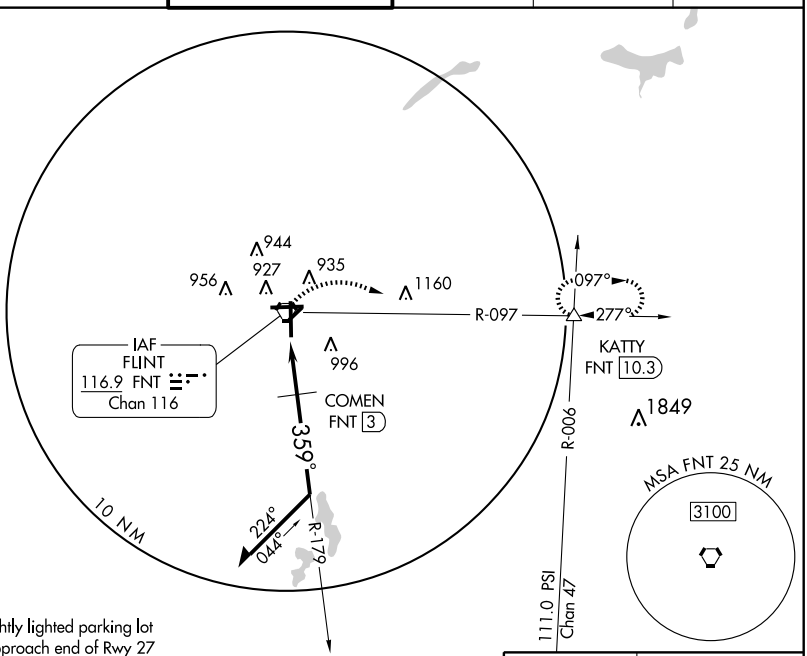
VOR RWY 36

FLINT / BISHOP INTL (FNT)

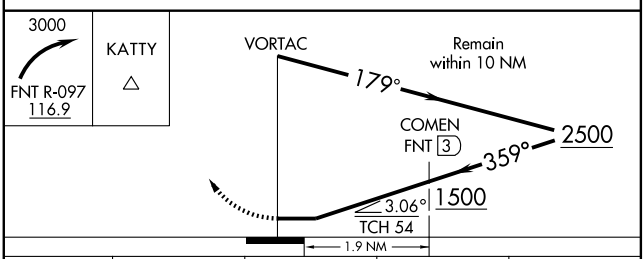
ASR

MISSED APPROACH: Climbing right turn to 3000 via FNT R-097 to KATTY INT/10.3 DME and hold.

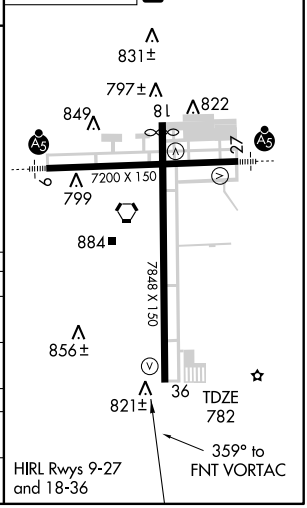
ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) Ⓛ 257.9	121.9	121.75	122.95



CAUTION: Brightly lighted parking lot 4000′ east of approach end of Rwy 27 can easily be confused for Rwy 27.



CATEGORY	A	B	C	D
S-36	1500 - 1	718 (800-1)	1500 - 2 718 (800-2)	1500 - 2¼ 718 (800-2¼)
CIRCLING	1500 - 1	718 (800-1)	1500 - 2 718 (800-2)	1500 - 2¼ 718 (800-2¼)
DME MINIMUMS				
S-36	1200 - 1	418 (500-1)	1200-1¼	418 (500-1¼)
CIRCLING	1280 - 1 498 (500-1)	1300 - 1 518 (600-1)	1300 - 1½ 518 (600-1½)	1340-2 558 (600-2)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

FOWLERVILLE

MAPLE GROVE (65G) 3 N UTC−5(−4DT) N42°43.04′ W84°03.75′ DETROIT COPTER

908 S4 **FUEL** 100LL NOTAM FILE LAN

RWY 09–27: 3050X110 (TURF) LIRL

RWY 09: Thld dsplcd 200′. Ground. **RWY 27:** Thld dsplcd 300′. Road.

RWY 18–36: 2000X113 (TURF)

RWY 18: Thld dsplcd 550′. P–line. **RWY 36:** Thld dsplcd 275′. Road.

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Maple Grove Arpt is collocated with Maple Grove Heliport, be alert for rotary wing acft. Extensive acft training, two–way radio communications rgr. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09–27 marked with 8 by 12 inch reflective cylinders and 3′ cones; dsplcd thld marked with three 3′ yellow cones. Rwy 09–27 and Rwy 18–36 and dsplcd thlds marked with cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

MAPLE GROVE HELIPORT (E66) 4 N UTC−5(−4DT) N42°43.03′ W84°03.72′ DETROIT COPTER

908 S4 NOTAM FILE LAN

HELIPAD H1: H32X32 (TURF)

HELIPAD H2: H12X12 (CONC)

HELIPAD H3: H20X20 (MATS)

HELIPORT REMARKS: Attended 1400–2200Z‡. Maple Grove Heliport is collocated with Maple Grove Arpt, be alert for fixed wing acft. Extensive aircraft training, two–way communications required. Helipad H2 marked with cones. H1 gnd level helipad. H2 gnd level helipad. H3 raised level helipad. Max gross weight 3000 lbs. ACTIVATE H2 and H3 perimeter lgts and NSTD TRCV–123.025. H1, H2 and H3 FATO 70′x70′. Helipad H2 TRCV shines E. Helipad H3 TRCV shine N. Helipad H1 perimeter lgts. Helipad H2 and Helipad H3 NSTD TRCV.

COMMUNICATIONS: CTAF 122.8

FRANKENMUTH

WM "TINY" ZEHNDER FLD (66G) 2 SE UTC−5(−4DT) N43°18.84′ W83°42.58′ DETROIT

645 NOTAM FILE LAN

RWY 09–27: 2530X100 (TURF)

RWY 09: Thld dsplcd 400′. Road. **RWY 27:** P–line.

AIRPORT REMARKS: Attended irregularly. Snow removal intermittent; verify condition call 989–652–3652 or 989–652–9371. Rwy 09–27 soft in spring and after heavy rain. Rwy 09, 7′ ditch 60′ from thld. Rwy 09–27 marked with 3′ yellow cones including Rwy 09 dsplcd thld. Rwy 09–27 LIRL not for public use.

COMMUNICATIONS: CTAF 122.9

FRANKFORT DOW MEMORIAL FIELD (FKS) 2 SE UTC−5(−4DT) N44°37.51′ W86°12.05′ GREEN BAY L–31B IAP

633 B **FUEL** 100LL NOTAM FILE LAN

RWY 15–33: H4050X75 (ASPH) S–25 MIRL 0.7% up NW

RWY 15: Thld dsplcd 1094′. Road.

RWY 33: REIL. PAPI(P2R)—GA 3.0° TCH 25′ . Thld dsplcd 111′. Trees.

AIRPORT REMARKS: Unattended. Fuel self–service with major credit card. Extensive soaring activity and glider towing ops W of rwy. Radio controlled model acft opr W of rwy. Deer and birds on and invof arpt. Arpt bcn located on hill 1.25 miles NW of arpt. ACTIVATE MIRL Rwy 15–33; REIL Rwy 33; PAPI Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.325 (231) 352–7573.

COMMUNICATIONS: CTAF/UNICOM 123.05

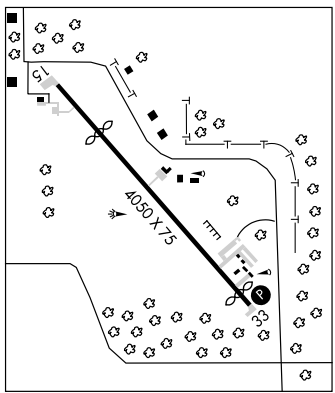
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.9

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MBL.

MANISTEE (L) VOR/DME 111.4 MBL Chan 51 N44°16.24′ W86°15.24′ 011° 21.4 NM to fld. 618/5W.

COMM/NAV/WEATHER REMARKS: AWOS–3 wind unreliable.



APP CRS	Rwy ldg	2956
128°	TDZE	623
	Apt Elev	633

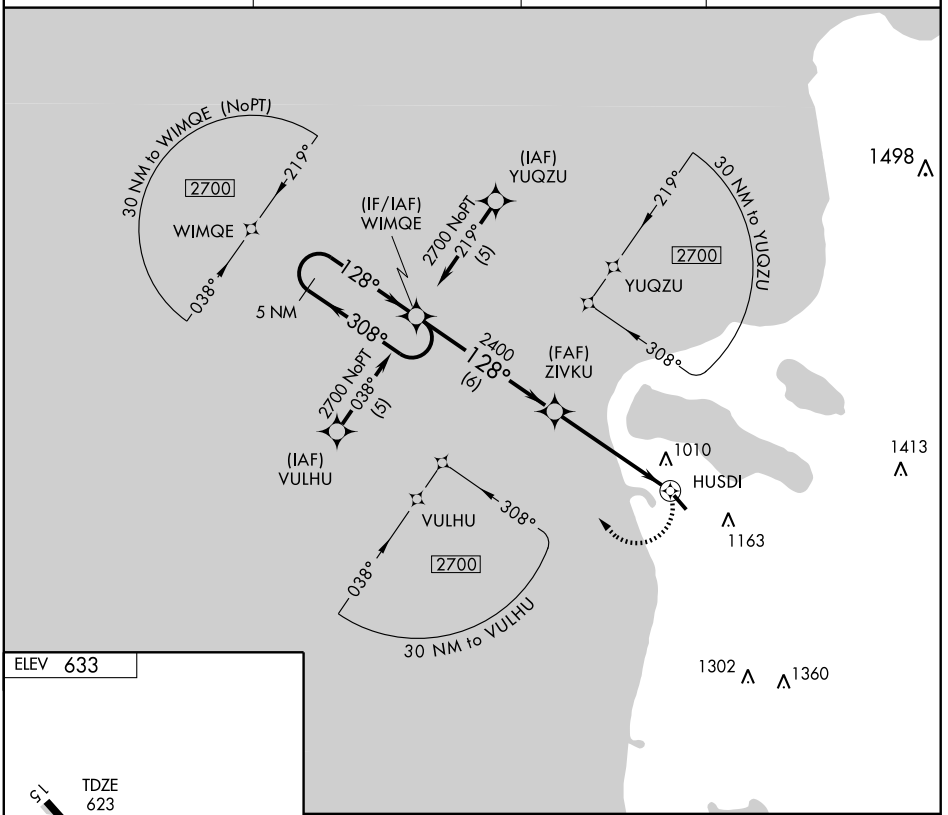
RNAV (GPS) RWY 15

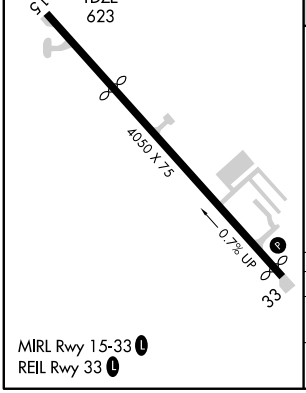
FRANKFORT DOW MEMORIAL FIELD (FKS)

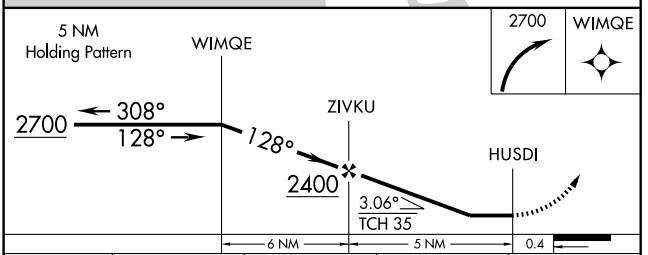
If local altimeter setting not received, use Manistee altimeter setting and increase all MDA's 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct WIMQE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	132.9 338.3	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1	597 (600-1)	1220-1½ 597 (600-1½)	NA
CIRCLING	1320-1	687 (700-1)	1520-2¾ 887 (900-2¾)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3939
338°	TDZE	606
	Apt Elev	633

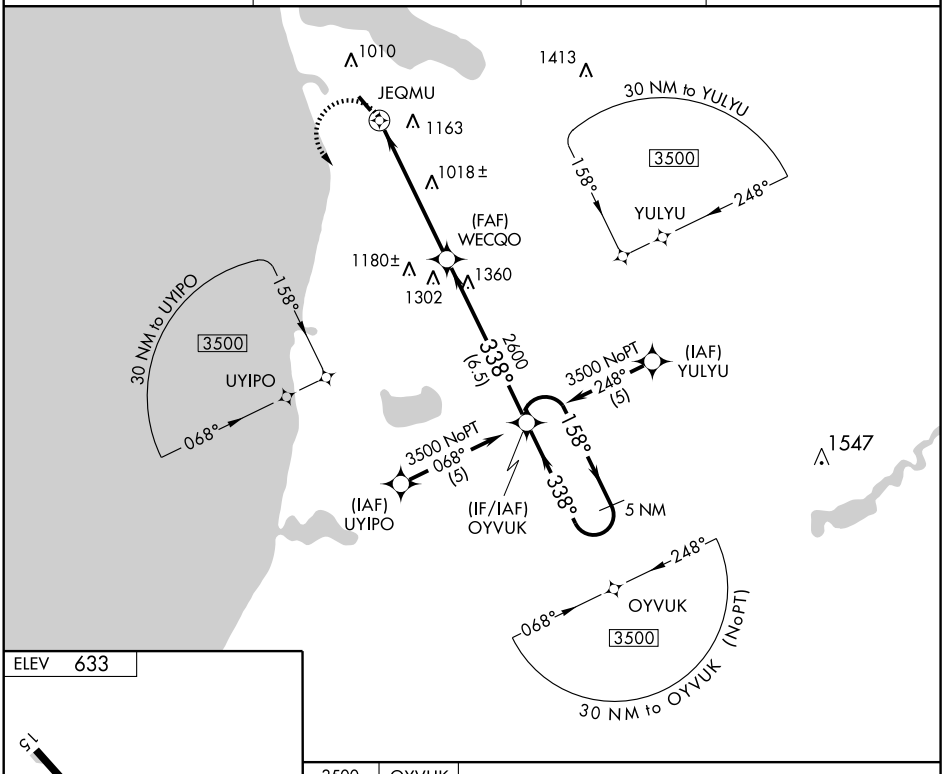
RNAV (GPS) RWY 33

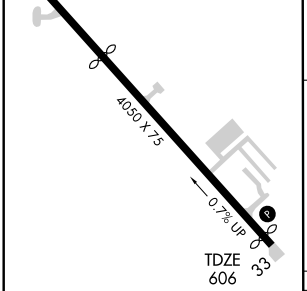
FRANKFORT DOW MEMORIAL FIELD (FKS)

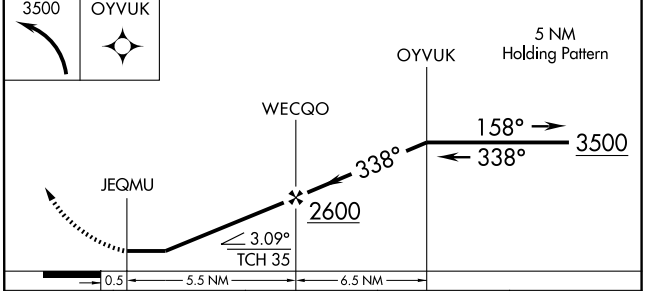
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Manistee altimeter setting and increase all MDA's 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3500 direct OYVUK and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	132.9 338.3	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 714 (800-1)		1320-2 714 (700-2)	NA
CIRCLING	1320-1 687 (700-1)		1520-2¾ 887 (900-2¾)	NA

MIRL Rwy 15-33 L
REIL Rwy 33 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBL	APP CRS	Rwy ldg	N/A
111.4	011°	TDZE	N/A
Chan 51		Apt Elev	633

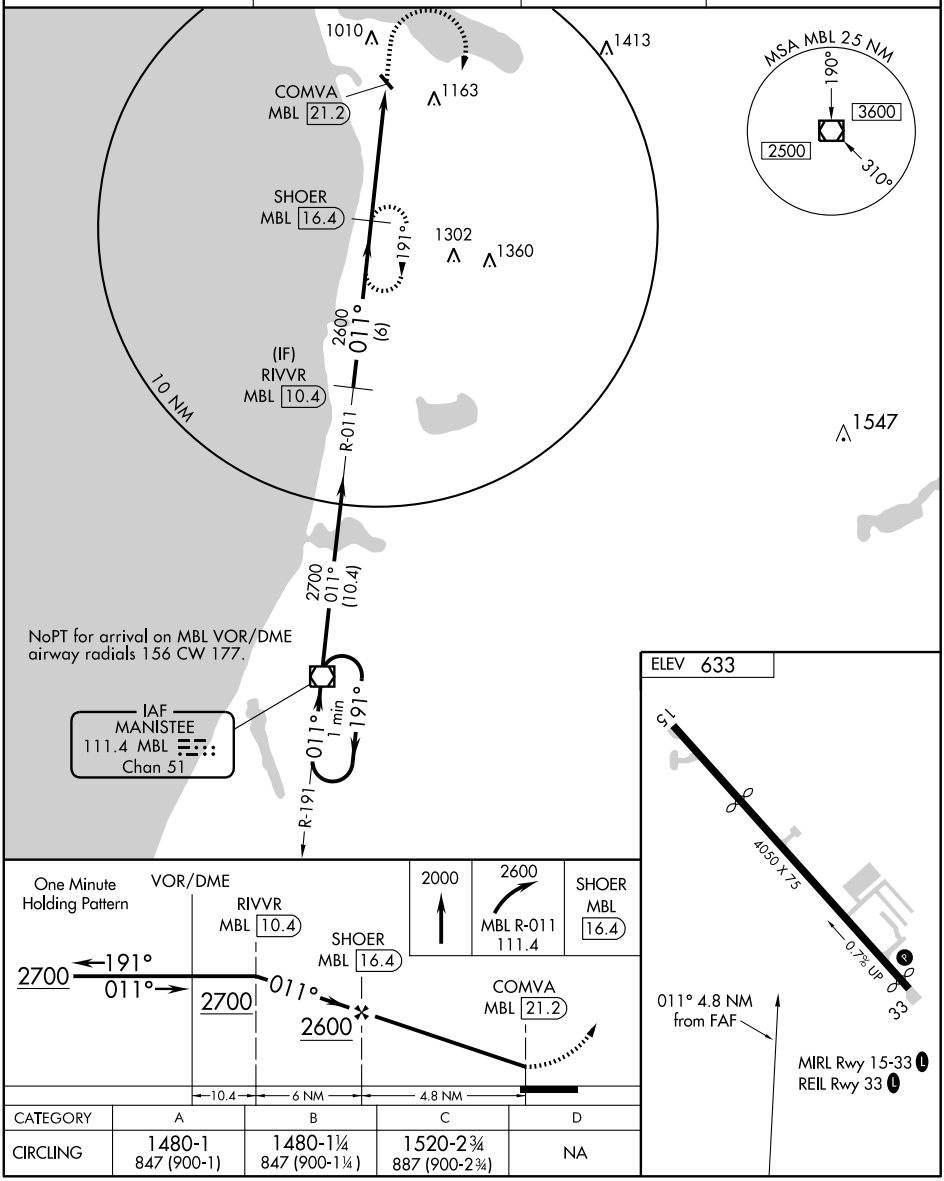
VOR/DME-A

FRANKFORT DOW MEMORIAL FIELD (FKS)

If local altimeter setting not received, use Manistee altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via MBL R-011 to SHOER/MBL 16.4 DME and hold.

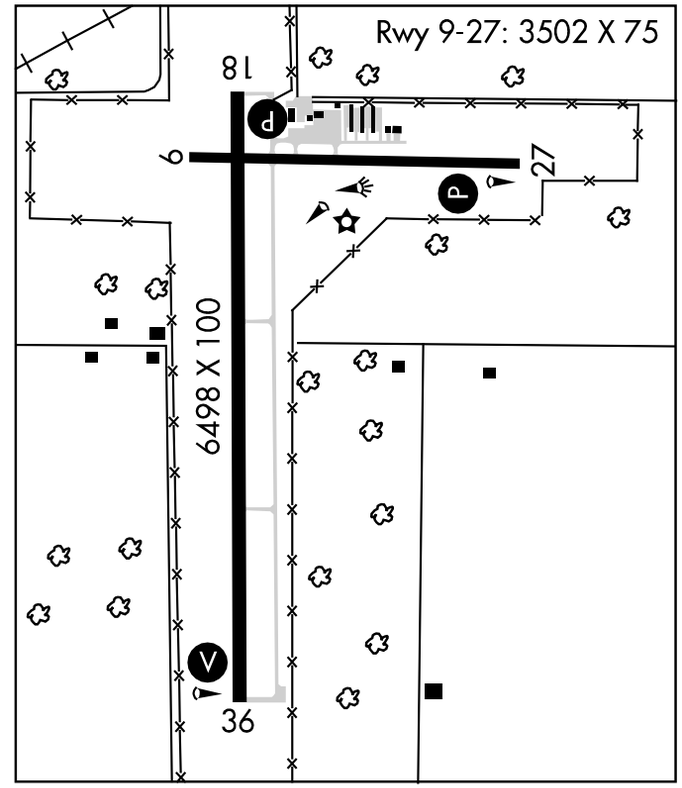
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	132.9 338.3	121.725	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1 847 (900-1)	1480-1¼ 847 (900-1¼)	1520-2¾ 887 (900-2¾)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

FREMONT MUNI (FFX) 3 SW UTC−5(−4DT) N43°26.36′ W85°59.69′ **CHICAGO**
772 B S4 **FUEL** 100LL, JET A NOTAM FILE LAN **H–2L, 10F, L–28I**
RWY 18–36: H6498X100 (ASPH) S–30 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 25′. P–line.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 45′. Tree.
RWY 09–27: H3502X75 (ASPH) S–16 MIRL
RWY 27: PAPI(P4L)—GA 3.7° TCH 25′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. For svc after hrs call 231–821–0494. Parachute Jumping. Skydiving activity summer months, weekends SR–SS, occasional weekdays noon–SS. Seaplane activity on adjacent lake .5 mile NE of arpt. Rwy 18–36 pavement cracking and loose stones on pavement. +8′ crops adjacent to rwys during growing season. PAPI Rwy 18 OTS indef. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36, REIL Rwy 18 and Rwy 36, VASI Rwy 36 and PAPI Rwy 18 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (231) 928–0715.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MUSKEGON APP/DEP CON** 119.8 (1100–0400Z‡) **CLNC DEL** 118.25
Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKG.
MUSKEGON (L) VORTACW 115.2 MKG Chan 99 N43°10.16′ W86°02.36′ 008° 16.3 NM to fld. 659/1W. **HIWAS.**



FRUITPORT

FLYING–A–RANCH (39Z) 2 SE UTC−5(−4DT) N43°06.30′ W86°07.42′ **CHICAGO**
630 S4 TPA—1430(800) NOTAM FILE LAN
RWY 09–27: 1925X70 (TURF)
RWY 09: Thld dsplcd 327′. Trees. **RWY 27:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Arpt is CLOSED Nov–Mar. No snow removal. Fuel avbl for emerg use only. Rwy 09–27 and dsplcd thld marked with 3′ yellow cones. Rwy 09–27 LIRL not for public use.
COMMUNICATIONS: CTAF 122.9

GALEY N47°06.94′ W88°24.07′ NOTAM FILE CMX. **GREEN BAY**
NDB (MHW/LOM) 275 CM 313° 4.8 NM to Houghton Co Mem. Unmonitored. **L–14J**

GARLAND (See LEWISTON)

GAVAGAN FLD (See YALE)

GAYLORD N45°00.75′ W84°42.26′ NOTAM FILE LAN. **LAKE HURON**
(L) VORW/DME 109.2 GLR Chan 29 at Gaylord Rgnl. 1318/4W. **L–31C**
VOR portion unusable 182°–195°. DME unusable byd 30 NM blo 3500′.
RCO 122.55 (LANSING RADIO)

WAAS Chan **82405** **W18A**	APP CRS **184°**	Rwy Idg **6498** TDZE **770** Apt Elev **772**

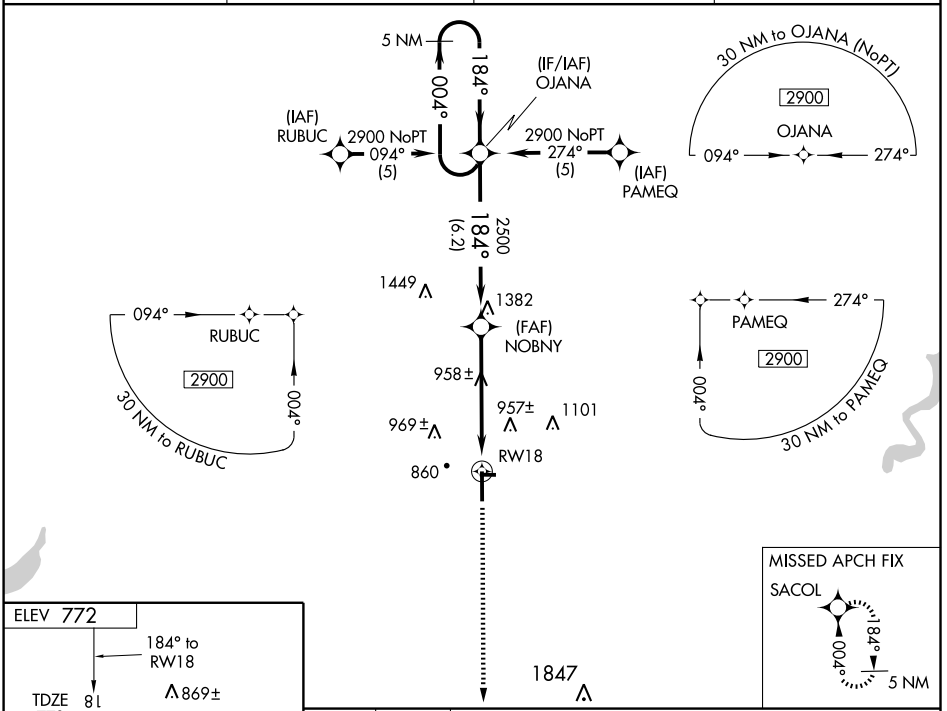
RNAV (GPS) RWY 18

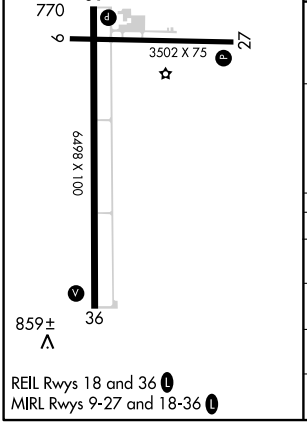
FREMONT MUNI (FFX)

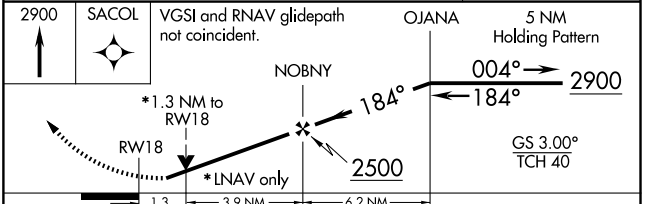
When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 65 feet, and all visibilities ¼ mile, increase all MDA 80 feet, and Cat C/D visibilities ¼ mile. VDP NA when using Muskegon altimeter setting. Baro-VNAV NA when using Muskegon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 direct SACOL and hold.

AWOS-3	MUSKEGON APP CON ★	CLNC DEL	UNICOM
118.775	**119.8** **339.1**	**118.25**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1075-1 305 (400-1)			
LNAV/VNAV DA	1169-1½ 399 (400-1½)			
LNAV MDA	1220-1 450 (500-1)		1220-1¼ 450 (500-1¼)	1220-1½ 450 (500-1½)
CIRCLING	1260-1 488 (500-1)		1260-1½ 488 (500-1½)	1340-2 568 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

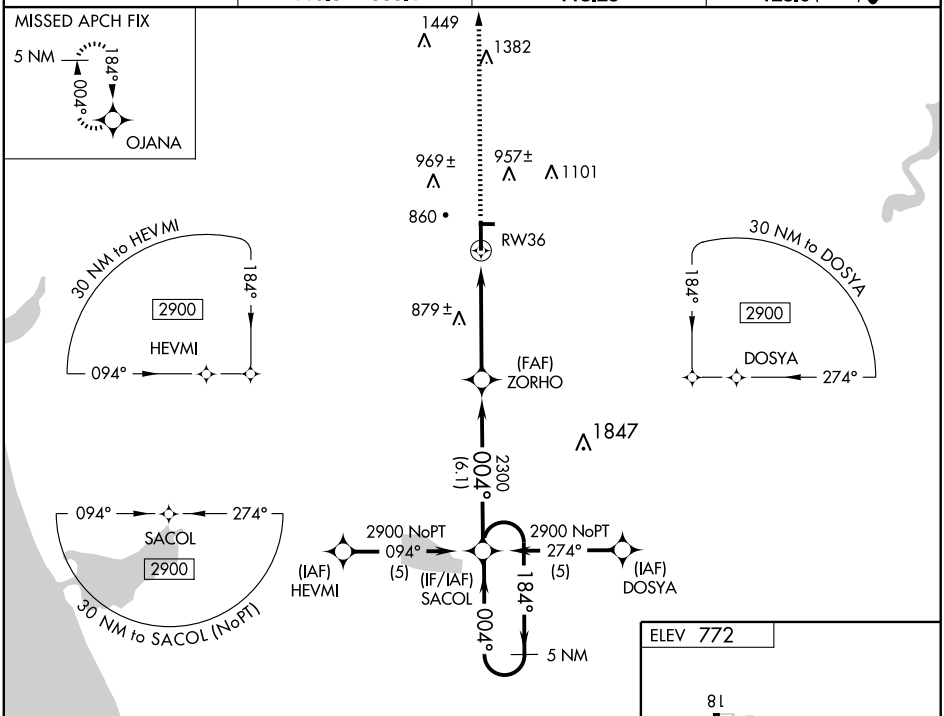
WAAS Chan **56505** **W36A**	APP CRS **004°**	Rwy Idg **6498** TDZE **760** Apt Elev **772**

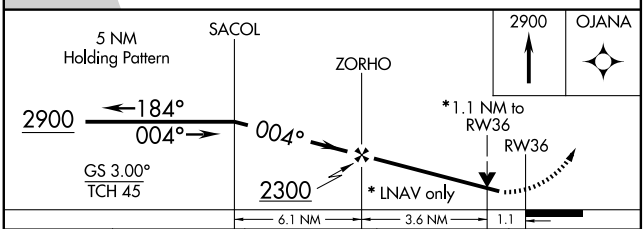
RNAV (GPS) RWY 36
FREMONT MUNI (FFX)

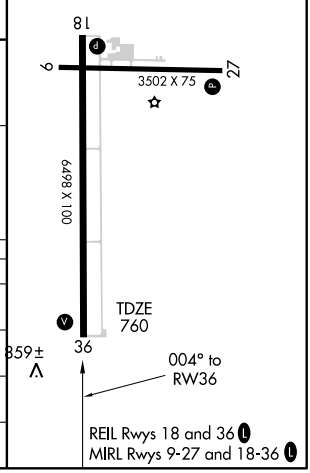
When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 65 feet, and all visibilities ¼ mile, increase all MDA 80 feet, and Cat C/D visibilities ¼ mile. VDP NA when using Muskegon altimeter setting. Baro-VNAV NA when using Muskegon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 direct OJANA and hold.

AWOS-3	MUSKEGON APP CON ★	CLNC DEL	UNICOM
118.775	**119.8** **339.1**	**118.25**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1036-1 276 (300-1)			
LNAV/VNAV DA	1129-1¼ 369 (400-1¼)			
LNAV MDA	1140-1 380 (400-1)			1140-1¼ 380 (400-1¼)
CIRCLING	1260-1 488 (500-1)		1260-1½ 488 (500-1½)	1340-2 568 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MKG	APP CRS	Rwy Idg	6498
115.2	187°	TDZE	770
Chan 99		Apt Elev	772

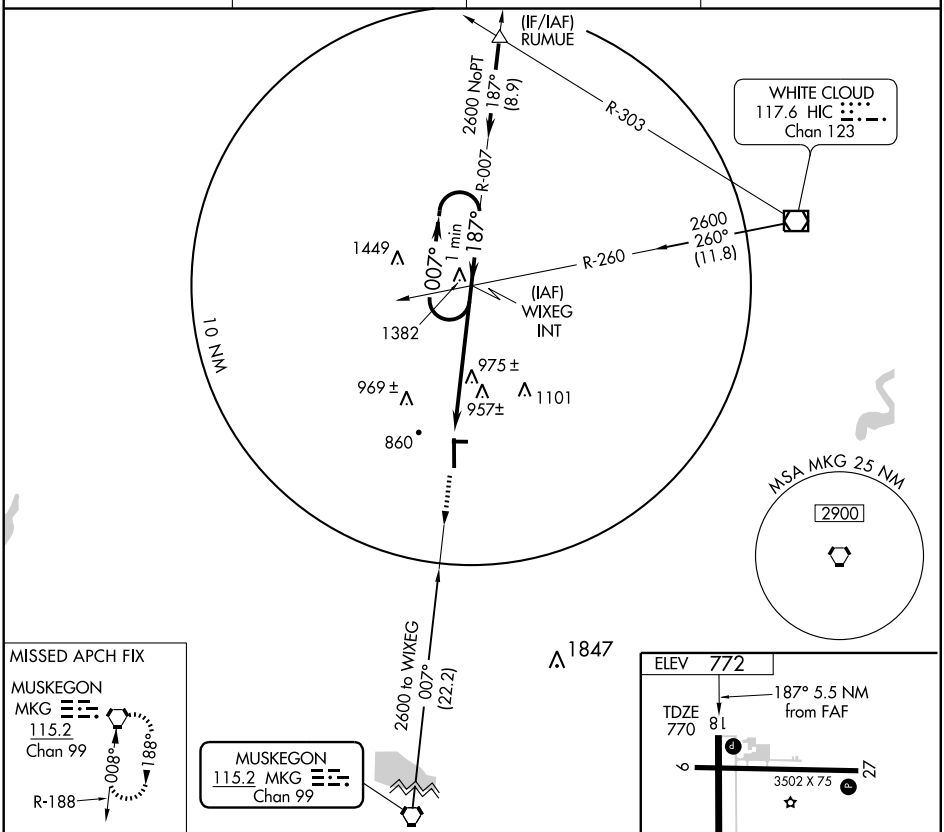
VOR RWY 18

FREMONT MUNI (FFX)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon altimeter setting and increase all MDA 80 feet and increase S-18 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct MKG VORTAC and hold.

AWOS-3	MUSKEGON APP CON ★		CLNC DEL	UNICOM
118.775	119.8	339.1	118.25	123.0 (CTAF) L



REIL Rwys 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

CATEGORY	A	B	C	D
S-18	1280-1 510 (600-1)		1280-1½ 510 (600-1½)	
CIRCLING	1280-1 508 (600-1)		1280-1½ 508 (600-1½)	1340-2 568 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MKG	APP CRS	Rwy Idg	6498
115.2	008°	TDZE	760
Chan 99		Apt Elev	772

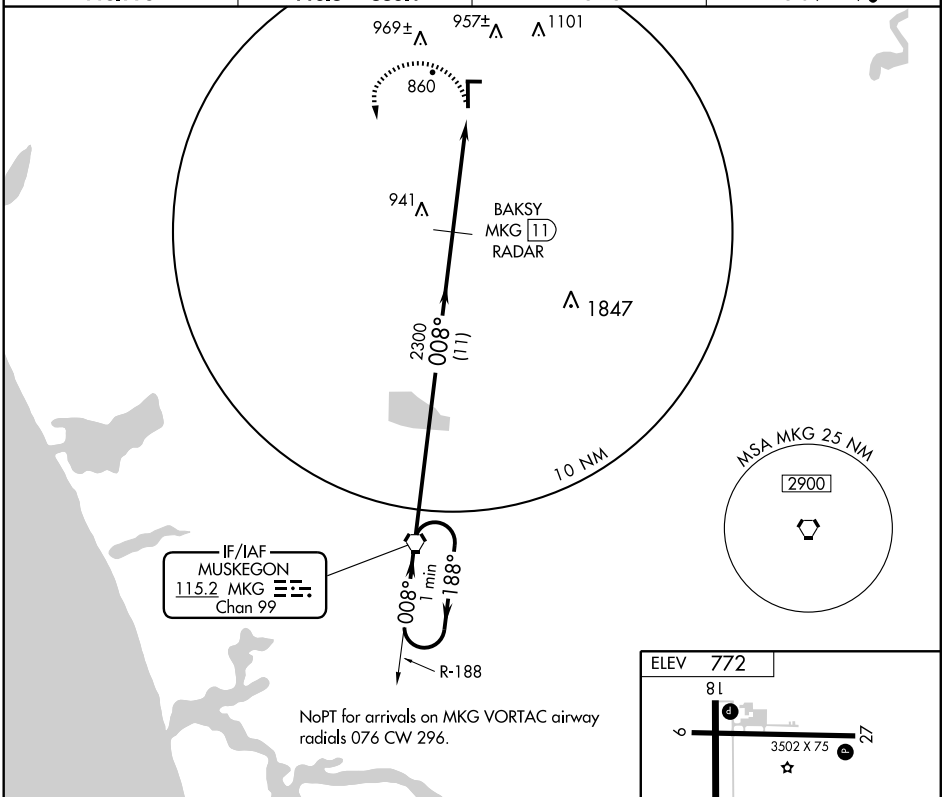
VOR RWY 36

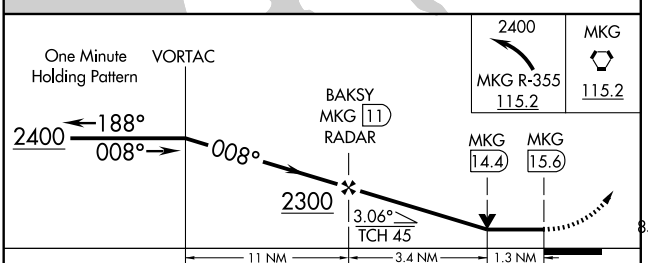
FREMONT MUNI (FFX)

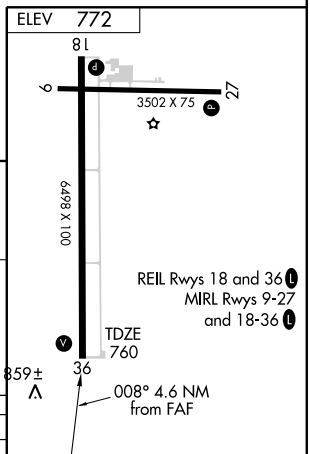
DME or RADAR required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon altimeter setting and increase all S-36 MDA 80 feet, and Circling Cats A/B/C MDA 80 feet; increase S-36 Cat D visibility ¼ mile. VDP NA when using Muskegon altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 via MKG VORTAC R-355 to MKG VORTAC and hold.

AWOS-3	MUSKEGON APP CON ★	CLNC DEL	UNICOM
118.775	119.8 339.1	118.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	1200-1 440 (500-1)		1200-1¼ 440 (500-1¼)	1200-1½ 440 (500-1½)
CIRCLING	1260-1 488 (500-1)		1260-1½ 488 (500-1½)	1340-2 568 (600-2)

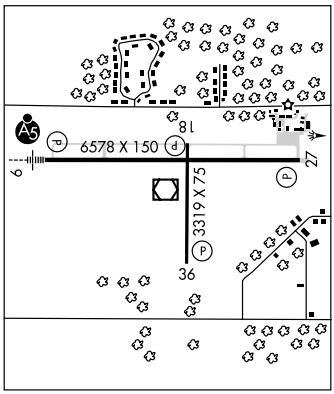
FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

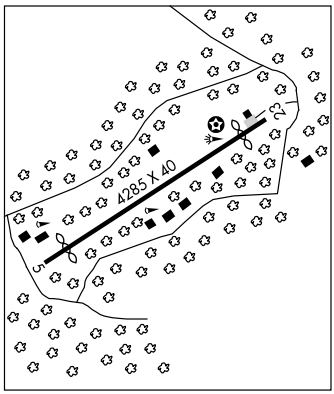
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GAYLORD RGNL (GLR) 1 SW UTC−5(−4DT) N45°00.82′ W84°42.22′ LAKE HURON
1328 B S4 **FUEL** 100LL, JET A NOTAM FILE GLR H–2L, L–31C
RWY 09–27: H6578X150 (ASPH) D–100, 2S–127 HIRL IAP
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 18–36: H3319X75 (ASPH) S–12.5 MIRL
RWY 18: PAPI(P4R)—GA 3.0° TCH 40′. Trees.
RWY 36: PAPI(P4R)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat–Sun 1300–0100Z‡. For attendant after hours call 989–732–4218 during attended hours. After hours call 989–370–9484 (manager cell). Unattended Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 18–36 extensive cracking in pavement. Landing fee for turbines, jets and twins. Landing fee waived with minimum fuel purchase. Overnight parking fee. Military training activity invof arpt associated with Restricted Area R4201A/B. ACTIVATE HIRL Rwy 09–27 and MIRL Rwy 18–36; REIL Rwy 27 and MALSR Rwy 09—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (989) 732–1571.
COMMUNICATIONS: CTAF/UNICOM 122.8
GAYLORD RCO 122.55 (LANSING RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GAYLORD (L) VORW/DME 109.2 GLR Chan 29 N45°00.75′ W84°42.26′ at fld. 1318/4W.
BANGU NDB (LOM) 375 GL N45°00.88′ W84°48.48′ 097° 4.4 NM to fld.
ILS 111.1 I–GLR Rwy 09. Class IE. LOM BANGU NDB Unmonitored.



LAKES OF THE NORTH (4Y4) 11 SW UTC−5(−4DT) N44°54.75′ W84°52.59′ LAKE HURON
1286 B NOTAM FILE LAN L–31B
RWY 05–23: H4285X40 (ASPH) LIRL
RWY 05: Thld dsplcd 400′. Road.
RWY 23: Thld dsplcd 450′. Road.
AIRPORT REMARKS: Attended 1400–2200Z‡, Sat 1400–1800Z‡. Deer on and invof arpt. Rwy 05–23 sfc rough and uneven, extensive cracks in pavement. Rwy slopes upward from E to W. West end approximately 20′ higher than E end. Acft parking in primary sfc, N side, E end. ACTIVATE arpt beacon and LIRL Rwy 05–23—CTAF.
COMMUNICATIONS: CTAF 122.9
GAYLORD RCO 122.55 (LANSING RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GAYLORD (L) VORW/DME 109.2 GLR Chan 29 N45°00.75′ W84°42.26′ 237° 9.5 NM to fld. 1318/4W.



GENESEE

DUFORD FLD (68G) 1 NW UTC−5(−4DT) N43°07.50′ W83°37.58′ DETROIT
773 NOTAM FILE LAN
RWY 18–36: 3068X100 (TURF)
RWY 18: Thld dsplcd 200′. Trees. **RWY 36:** Thld dsplcd 1020′. Tree.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 sfc rough with irregular mowing. Rwy 18–36 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

GERALD R FORD INTL (See GRAND RAPIDS)

GIPPER N41°46.12′ W86°19.11′. NOTAM FILE LAN. CHICAGO
(H) VORTACW 115.4 GIJ Chan 101 179° 3.6 NM to South Bend Rgnl. H–5E, 10F, L–28I
804/0E. **HIWAS.**
VOR portion unusable 199°–219° blo 17,500′ and between 25 and 36 NM.

LOC I-GLR	APP CRS	Rwy Idg	6578
111.1	096°	TDZE	1321
		Apt Elev	1328

ILS or LOC RWY 9

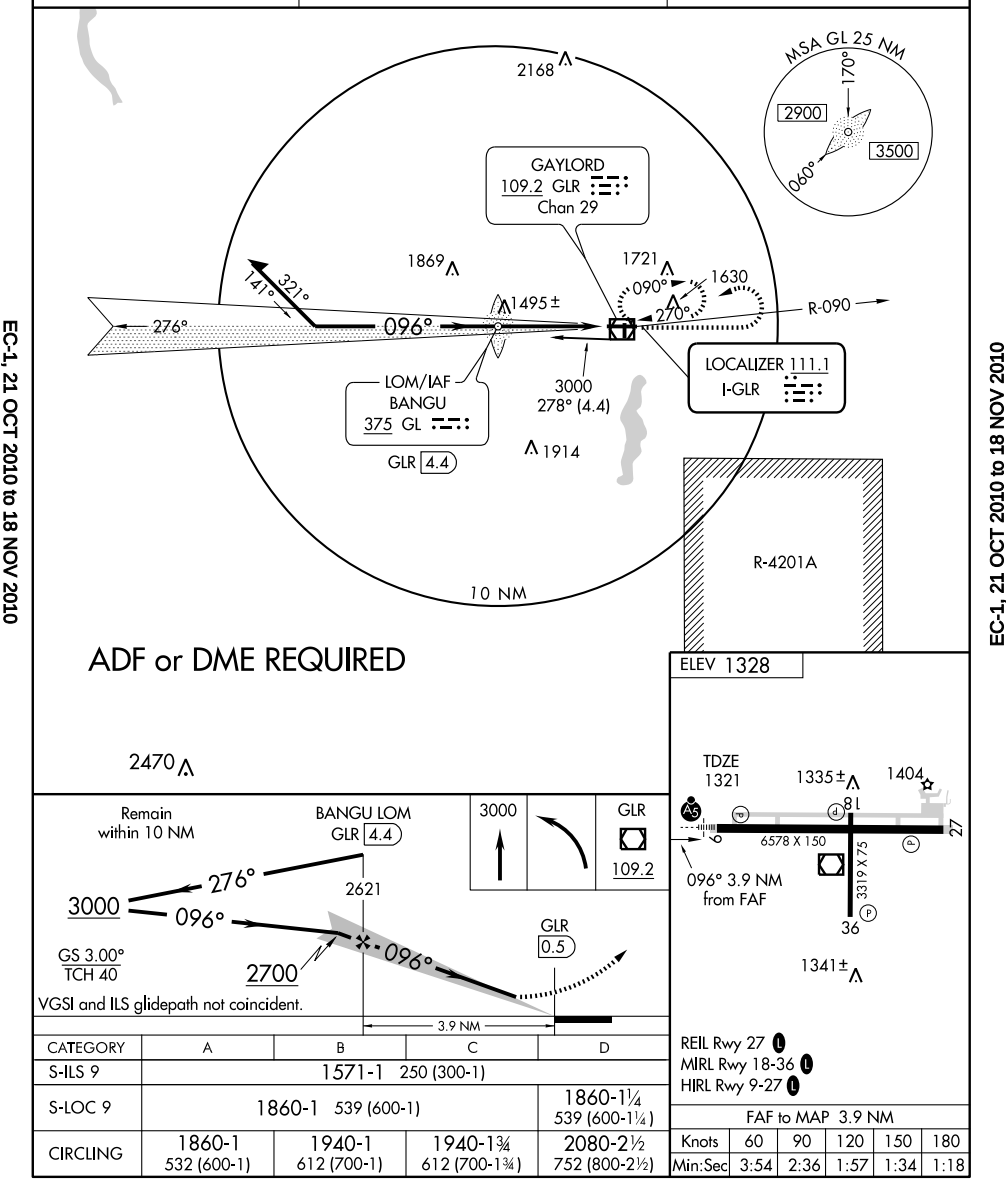
GAYLORD RGNL (GLR)

Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 9 and S-LOC 9 Cats A/B.

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct GLR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	134.6 354.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 9	1571-1 250 (300-1)			
S-LOC 9	1860-1 539 (600-1)			1860-1¼ 539 (600-1¼)
CIRCLING	1860-1 532 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOM GL	APP CRS	Rwy Idg	6578
375	096°	TDZE	1319
		Apt Elev	1328

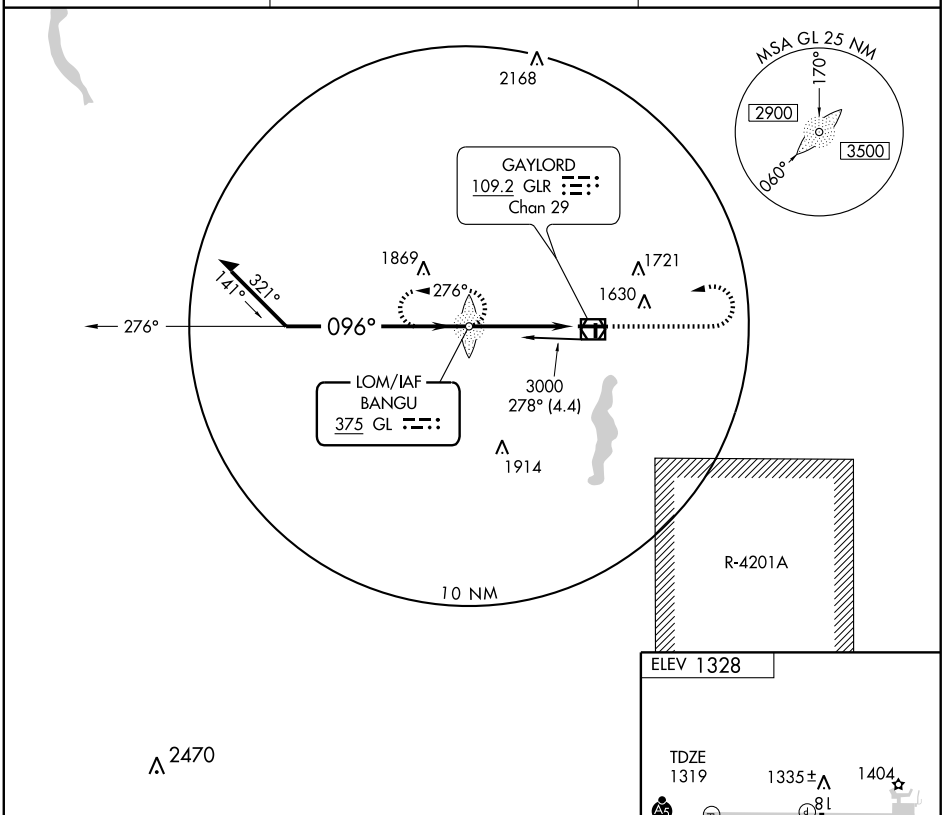
NDB RWY 9
GAYLORD RGNL (GLR)

NA

MALSR

MISSED APPROACH: Climb to 3000, then left turn direct GL LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	134.6 354.05	122.8 (CTAF) L



REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1780-¾ 461 (500-¾)			1780-1¼ 461 (500-1¼)
CIRCLING	1840-1 512 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GLR 109.2 Chan 29	APP CRS 104°	Rwy Idg 6578 TDZE 1319 Apt Elev 1328

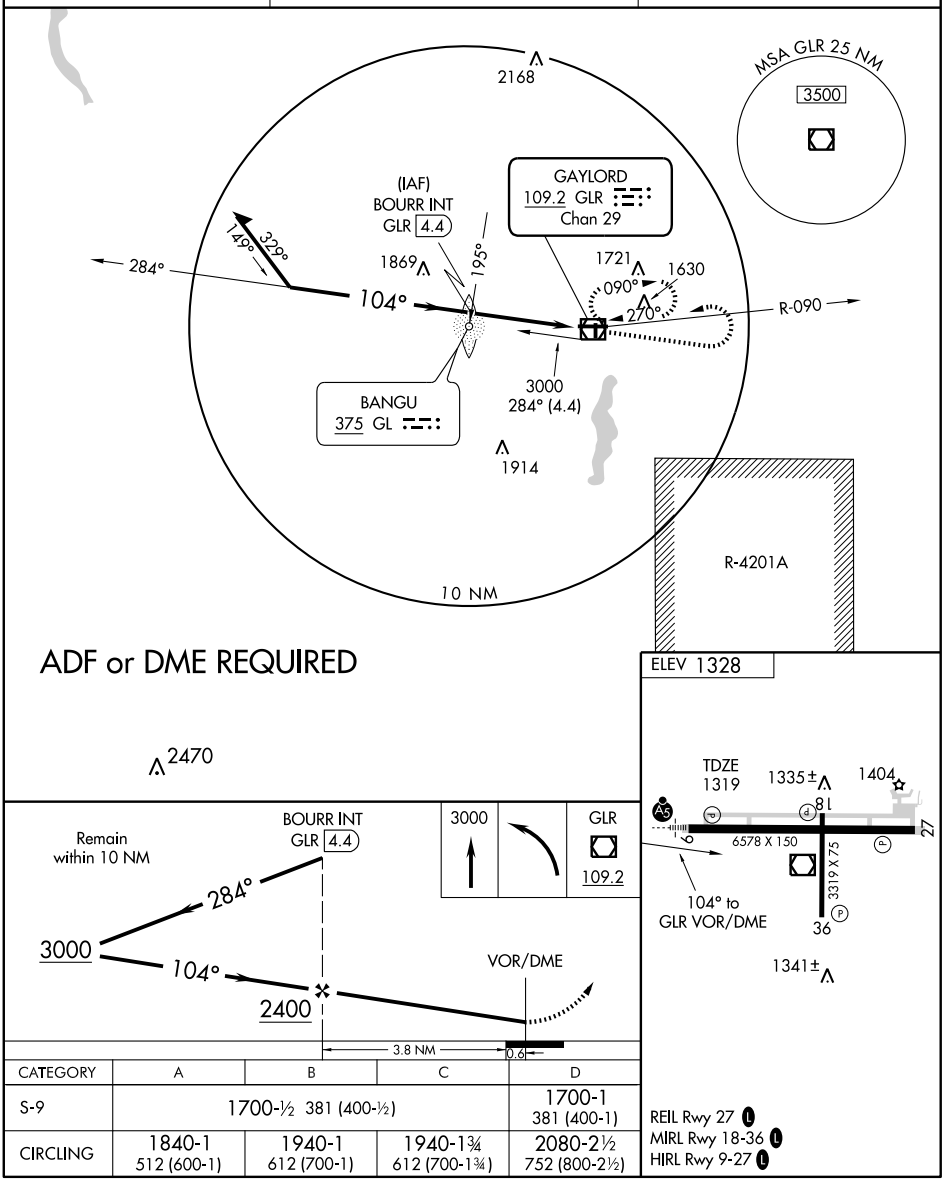
VOR or GPS RWY 9

GAYLORD RGNL (GLR)

MALSR

MISSED APPROACH: Climb to 3000, then left turn direct GLR VOR/DME and hold.

ASOS 118.375	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	1700-½ 381 (400-½)			1700-1 381 (400-1)
CIRCLING	1840-1 512 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

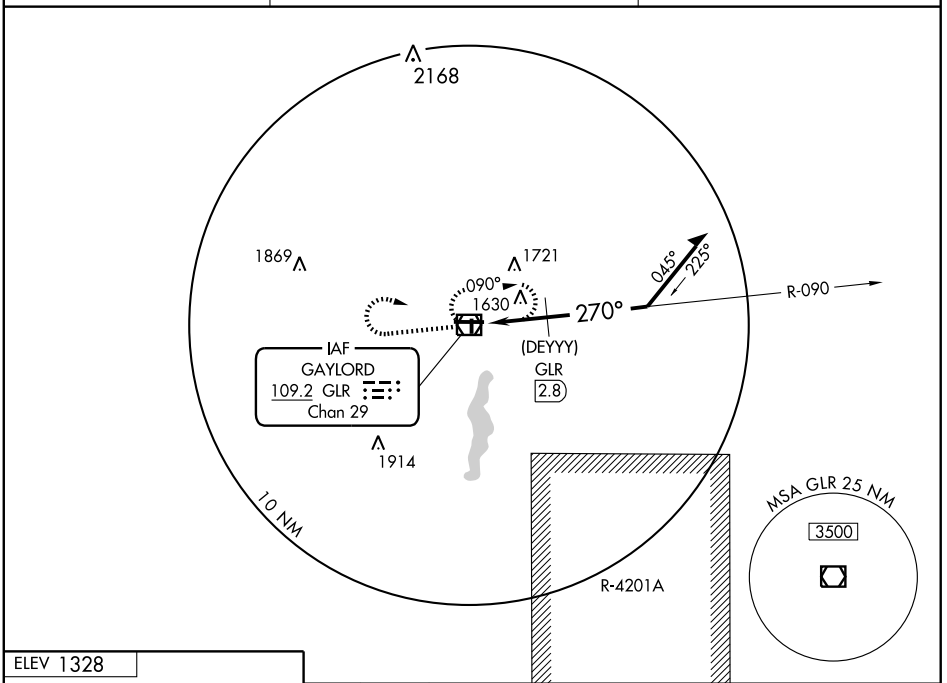
VOR/DME GLR	APP CRS	Rwy Idg	6578
109.2	270°	TDZE	1328
Chan 29		Apt Elev	1328

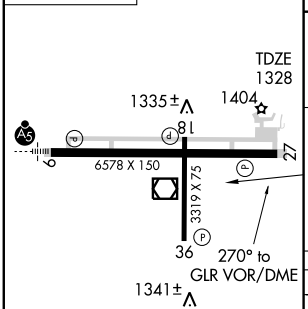
VOR or GPS RWY 27

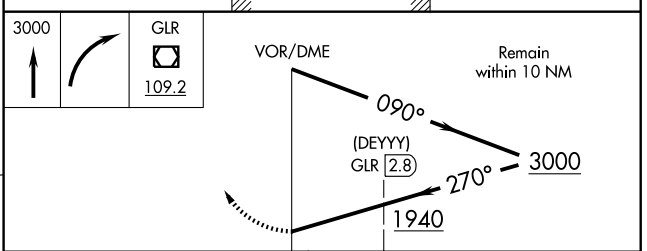
GAYLORD RGNL (GLR)

MISSED APPROACH: Climb to 3000, then right turn direct GLR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	134.6 354.05	122.8 (CTAF) L





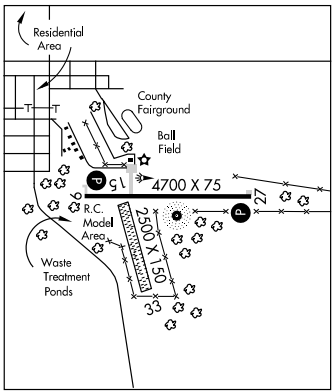


CATEGORY	A	B	C	D
S-27	1940-1 612 (700-1)		1940-1¾ 612 (700-1¾)	1940-2 612 (700-2)
CIRCLING	1940-1 612 (700-1)		1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)
DME MINIMUMS				
S-27	1880-1 552 (600-1)		1880-1½ 552 (600-1½)	1880-1¾ 552 (600-1¾)
CIRCLING	1880-1 552 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

GLADWIN ZETTEL MEML (GDW) 1 SE UTC−5(−4DT) N43°58.24′ W84°28.50′ **DETROIT**
776 B **FUEL** 100LL, JET A TPA—1776(1000) NOTAM FILE LAN **L–28J, 31C**
RWY 09–27: H4700X75 (ASPH) S–44, D–60, 2D–90 MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0°. Trees.
RWY 27: REIL. PAPI(P2L). Trees.
RWY 15–33: 2500X150 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Except Christmas; New Years; Thanksgiving and Easter; for attendant and after hrs call 989–578–2174. Rwy 15–33 CLOSED when snow covered except ski–equipped acft. Rwy 15–33 marked with 3′ yellow cones. Deer activity on and invof arpt. Radio Control acft ops near W side of Rwy 15–33. ACTIVATE MIRL Rwy 09–27; PAPI and REIL Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 330° 31.5 NM to fld. 663/3W. **HIWAS.**
WIGGINS NDB (MHW) 209 GDW N43°58.20′ W84°28.50′ at fld. NOTAM FILE LAN.

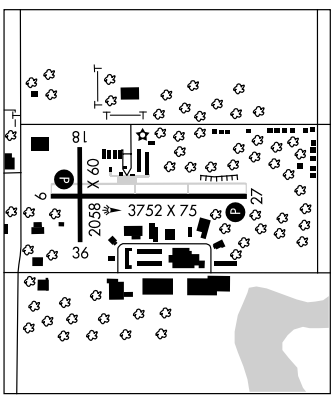


GLOWACKI (See ST JOHNS)

GOGEBIC–IRON CO (See IRONWOOD)

GRADOLPH FLD (See PETERSBURG)

GRAND HAVEN MEML AIRPARK (3GM) 2 SE UTC−5(−4DT) N43°02.04′ W86°11.89′ **CHICAGO**
604 B S4 **FUEL** 100LL NOTAM FILE LAN **L–28I**
RWY 09–27: H3752X75 (ASPH) S–8 MIRL 0.3% up W **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 32′. Tree.
RWY 27: REIL. PAPI(P2L)—GA 4.0° TCH 54′. Trees.
RWY 18–36: H2058X60 (ASPH) S–8 MIRL 0.3 up N
RWY 18: Road. **RWY 36:** Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Radio control acft flying area NW side of Rwy 18. ACTIVATE MIRL Rwys 09–27 and 18–36; REIL and PAPI Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MUSKEGON APP/DEP CON** 119.8 (1100–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKG.
MUSKEGON (L) VORTACW 115.2 MKG Chan 99 N43°10.16′ W86°02.36′ 222° 10.7 NM to fld. 659/1W.
HIWAS.



NDB GDW	APP CRS	Rwy ldg	4700
209	265°	TDZE	773
		Apt Elev	776

NDB or GPS RWY 27

GLADWIN ZETTEL MEMORIAL (GDW)

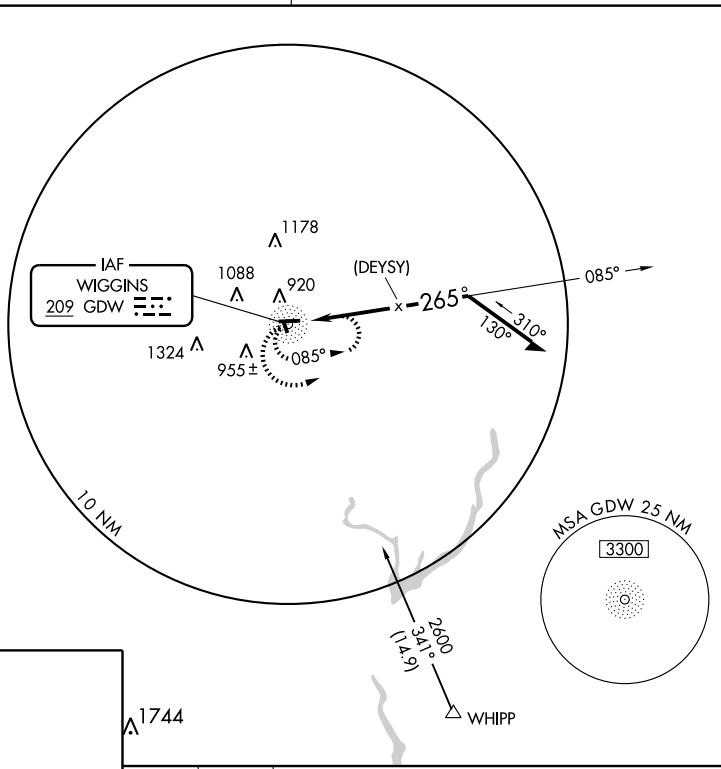
T
NA

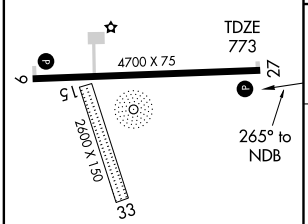
Use Saginaw, MI altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 in GDW NDB holding pattern.

SAGINAW APP CON ★
126.45 236.625

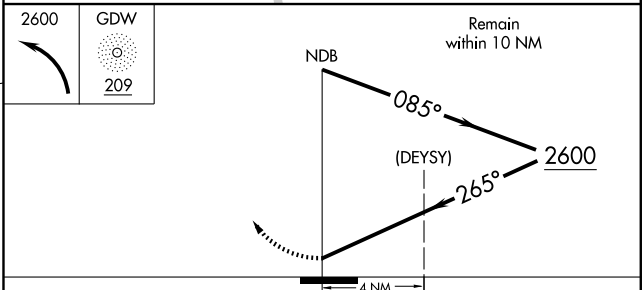
UNICOM
122.8 (CTAF) L





MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

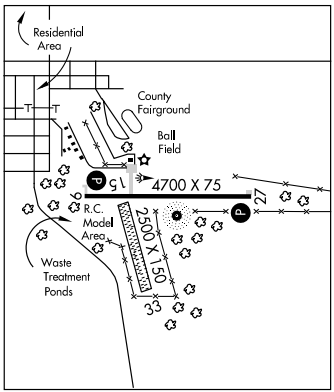
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1420-1 647 (700-1)		1420-1¾ 647 (700-1¾)	1420-2 647 (700-2)
CIRCLING	1440-1 664 (700-1)	1520-1¼ 744 (800-1¼)	1520-2¼ 744 (800-2¼)	1520-2½ 744 (800-2½)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

GLADWIN ZETTEL MEML (GDW) 1 SE UTC−5(−4DT) N43°58.24′ W84°28.50′ **DETROIT**
776 B **FUEL** 100LL, JET A TPA—1776(1000) NOTAM FILE LAN **L–28J, 31C**
RWY 09–27: H4700X75 (ASPH) S–44, D–60, 2D–90 MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0°. Trees.
RWY 27: REIL. PAPI(P2L). Trees.
RWY 15–33: 2500X150 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Except Christmas; New Years; Thanksgiving and Easter; for attendant and after hrs call 989–578–2174. Rwy 15–33 CLOSED when snow covered except ski–equipped acft. Rwy 15–33 marked with 3′ yellow cones. Deer activity on and invof arpt. Radio Control acft ops near W side of Rwy 15–33. ACTIVATE MIRL Rwy 09–27; PAPI and REIL Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 330° 31.5 NM to fld. 663/3W. **HIWAS.**
WIGGINS NDB (MHW) 209 GDW N43°58.20′ W84°28.50′ at fld. NOTAM FILE LAN.

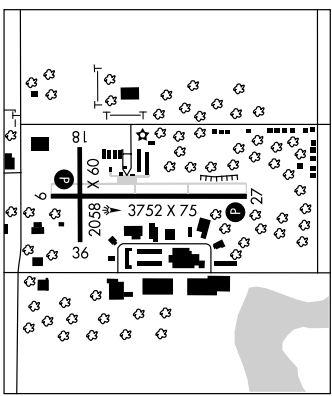


GLOWACKI (See ST JOHNS)

GOGEBIC–IRON CO (See IRONWOOD)

GRADOLPH FLD (See PETERSBURG)

GRAND HAVEN MEML AIRPARK (3GM) 2 SE UTC−5(−4DT) N43°02.04′ W86°11.89′ **CHICAGO**
604 B S4 **FUEL** 100LL NOTAM FILE LAN **L–28I**
RWY 09–27: H3752X75 (ASPH) S–8 MIRL 0.3% up W **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 32′. Tree.
RWY 27: REIL. PAPI(P2L)—GA 4.0° TCH 54′. Trees.
RWY 18–36: H2058X60 (ASPH) S–8 MIRL 0.3 up N
RWY 18: Road. **RWY 36:** Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Radio control acft flying area NW side of Rwy 18. ACTIVATE MIRL Rwys 09–27 and 18–36; REIL and PAPI Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MUSKEGON APP/DEP CON** 119.8 (1100–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKG.
MUSKEGON (L) VORTACW 115.2 MKG Chan 99 N43°10.16′ W86°02.36′ 222° 10.7 NM to fld. 659/1W.
HIWAS.



APP CRS		
095°	Rwy Idg	3752
	TDZE	602
	Apt Elev	604

RNAV (GPS) RWY 9

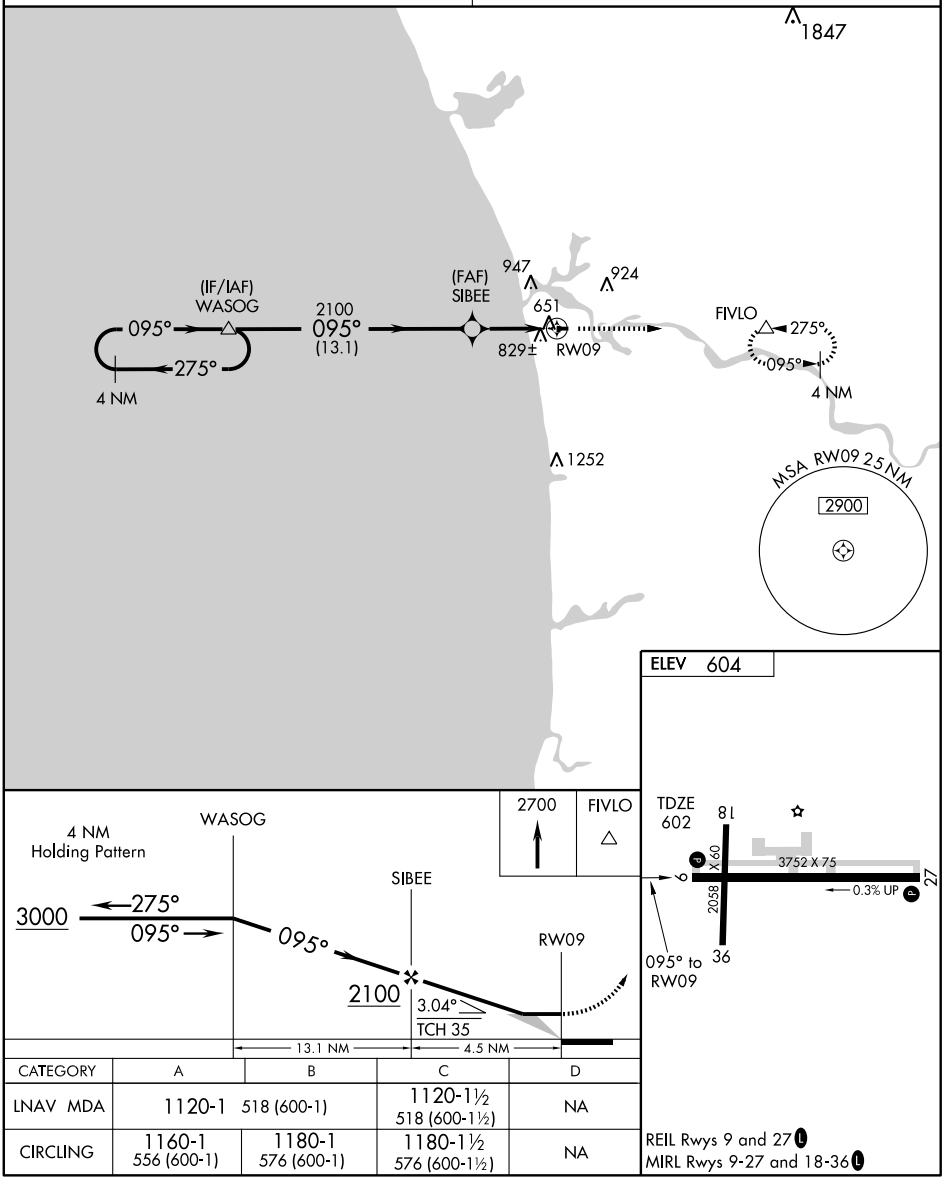
GRAND HAVEN MEMORIAL AIRPARK (3GM)

DME/DME RNP-0.3 NA.
Use Muskegon altimeter setting.
Circling NA at night to Rwys 18/36.

MISSED APPROACH: Climb to 2700 direct FIVLO and hold.

MUSKEGON APP CON ★
119.8 339.1

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1120-1 518 (600-1)		1120-1½ 518 (600-1½)	NA
CIRCLING	1160-1 556 (600-1)	1180-1 576 (600-1)	1180-1½ 576 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3752
275°	TDZE	602
	Apt Elev	604

RNAV(GPS) RWY 27

GRAND HAVEN MEMORIAL AIRPARK (3GM)

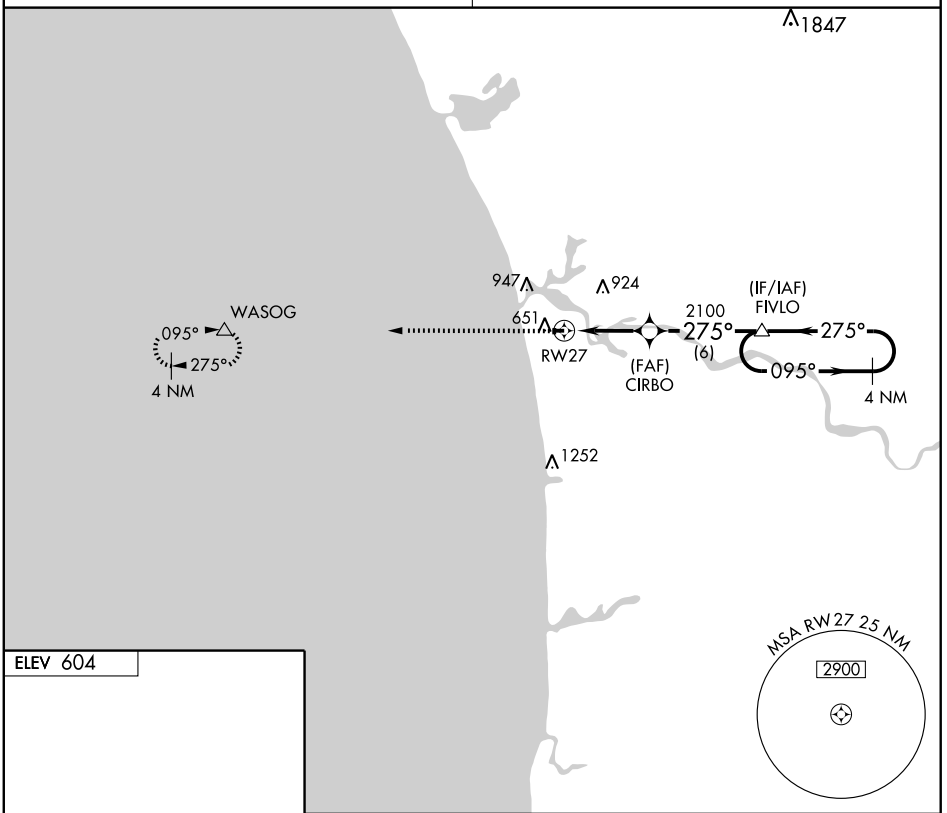
DME/DME RNP-0.3 NA.
Use Muskegon altimeter setting.
Circling NA at night rwys 18/36.

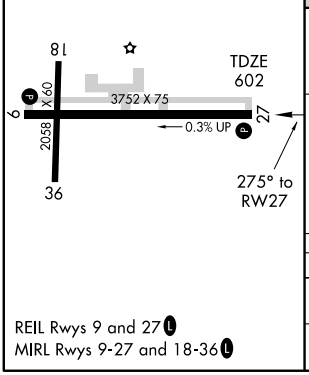
NA

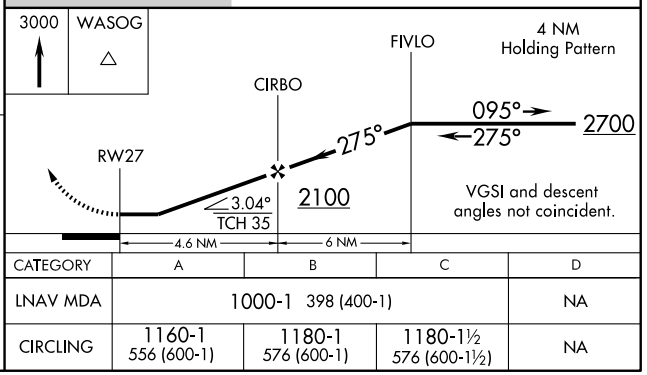
MISSED APPROACH: Climb to 3000 direct WASOG and hold.

MUSKEGON APP CON ★
119.8 339.1

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1000-1 398 (400-1)			NA
CIRCLING	1160-1 556 (600-1)	1180-1 576 (600-1)	1180-1½ 576 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MKG	APP CRS	Rwy Idg	N/A
115.2	222°	TDZE	N/A
Chan 99		Apt Elev	604

VOR-A

GRAND HAVEN MEMORIAL AIRPARK (3GM)

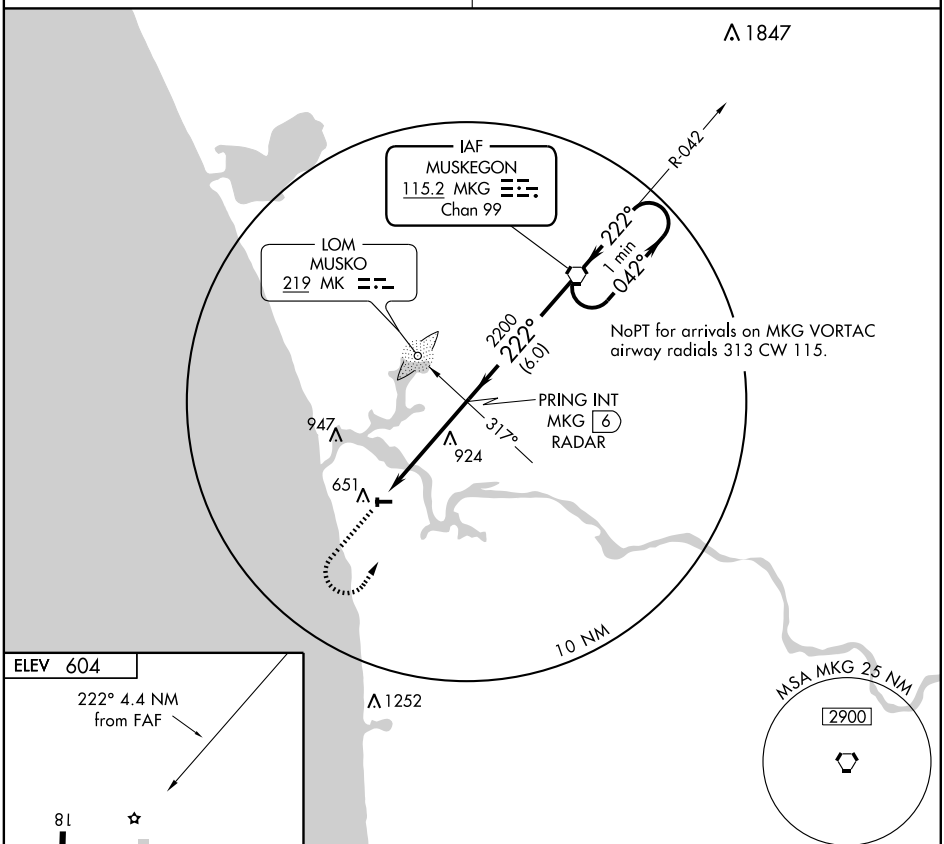
Use Muskegon altimeter setting.
ADF, DME or RADAR REQUIRED

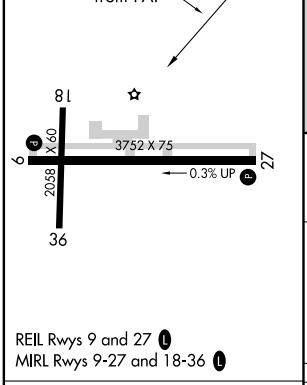
NA

MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

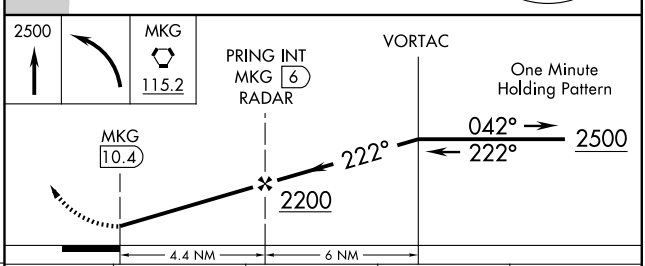
MUSKEGON APP CON ★
119.8 339.1

UNICOM
122.7 (CTAF) L





REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	1260-1 656 (700-1)		1260-1¾ 656 (700-1¾)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GRAND LEDGE

ABRAMS MUNI (4DØ) P (ARNG) 2 N UTC−5(−4DT) N42°46.45′ W84°43.99′ **DETROIT**

842 B S4 **FUEL** 100LL TPA–See Remarks NOTAM FILE LAN **L–28J**

IAP, DIAP

RWY 09–27: H3200X75 (ASPH) MIRL 0.3% up E

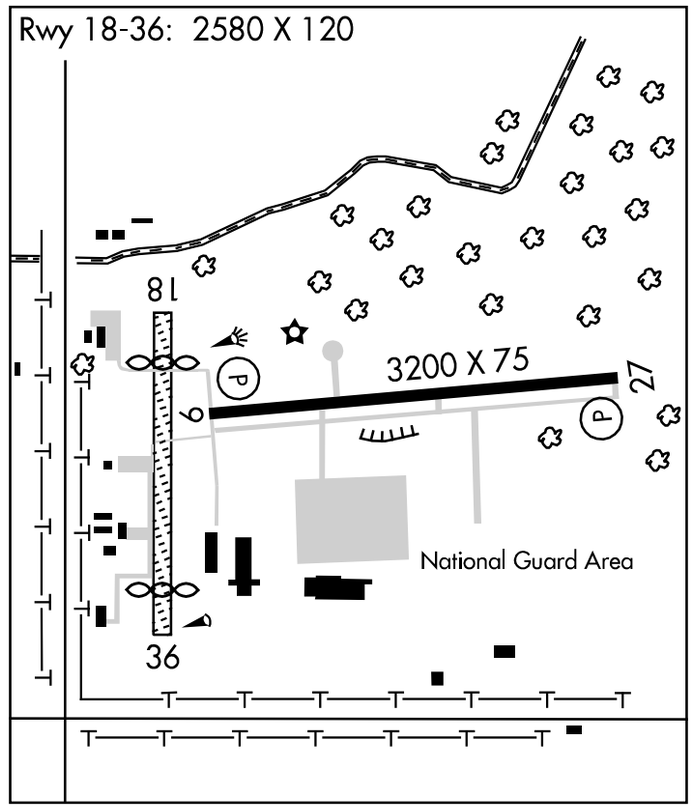
RWY 09: PAPI(P4L)—GA 3.0° TCH 25′. Tree.

RWY 27: REIL. PAPI(P2L)–GA 4.0° TCH 25′. Tree.

RWY 18–36: 2580X120 (TURF)

RWY 18: Thld dsplcd 400′. Trees.

RWY 36: Thld dsplcd 397′. Road.



MILITARY SERVICE: FUEL 100LL, J4. PPR, ctc OPS DSN 623–0671/2/3, C517–483–5671/2/3.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 18–36 CLOSED to fixed wing acft Nov–Apr, soft in spring. Intensive National Guard helicopter training on and invof arpt. No fixed wing and limited rotary parking on national guard ramp. Rwy 18–36 and dsplcd thld marked with 3′ yellow cones. Rwy 36 dsplcd thld marked with 3 yellow cones. Exit Rwy 18–36 only at twys. TPA–For helicopters 1700 (858) fixed wing TPA–1900(1058). ACTIVATE MIRL Rwy 09–27; REIL Rwy 27—CTAF.

MILITARY REMARKS: CAUTION Avoid over flight of Grand Ledge blo 2000′. Night training conducted using night vision devices.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **LANSING APP/DEP CON** 118.65 226.4 **ARNG OPS** 41.85 122.7 241.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 340° 3.8 NM to fld. 887/5W.

GRAND MARAIS (Y98) 3 SE UTC−5(−4DT) N46°37.25′ W85°55.01′ **GREEN BAY**

838 NOTAM FILE GRB

RWY 14–32: 2800X100 (TURF)

RWY 14: Trees. **RWY 32:** Trees.

RWY 05–23: 2600X150 (TURF)

RWY 05: Trees. **RWY 23:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 15–May 15. Rwys not plowed winters. Rwy 05–23 marked with 3′ yellow cones. Rwy 14–32 marked with 3′ yellow cones. Rwy 05–23 and Rwy 14–32 surface rough.

COMMUNICATIONS: CTAF/UNICOM 122.7

GRAND RAPIDS N42°47.20′ W85°29.82′. NOTAM FILE GRR. **CHICAGO**

(H) VOR/DME 115.95 GRR Chan 106(Y) 353° 5.8 NM to Gerald R Ford Intl. 803/4W. **H–5E, 10F, L–28I**

DME unmonitored.

DME unusable byd 30 NM blo 3000′.

RCO 122.25 (LANSING RADIO)

COPTER VOR 345°

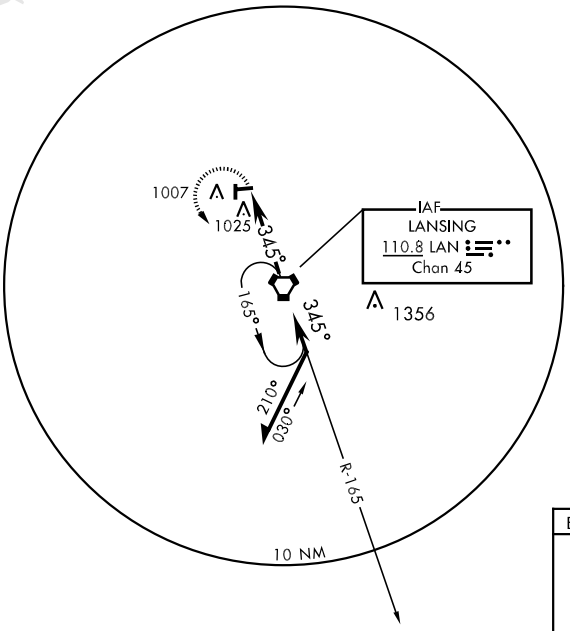
LAN VORTAC	APCH CRS	Rwy ldg	NA
110.8	345°	TDZE	NA
Chan 45		Arpt Elev	842

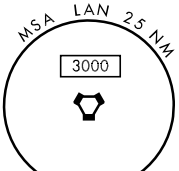
AL-6349 [USA] GRAND LEDGE/ABRAMS MUNI (4D0)

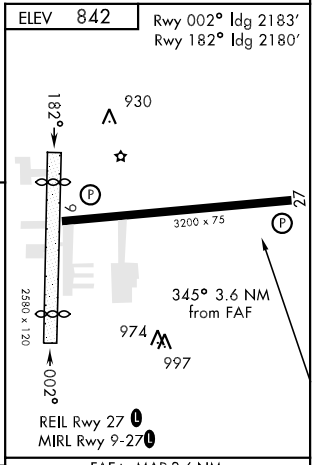
NA Use Lansing altimeter setting.

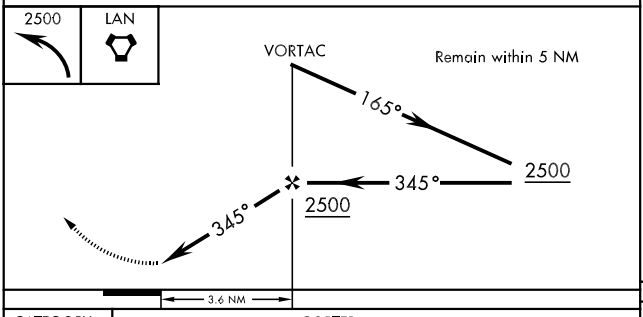
MISSED APPROACH: Climbing left turn to 2500 direct LAN VORTAC and hold.

LANSING APP CON	UNICOM (NG OPS)
118.65 226.4	122.7 L









FAF to MAP 3.6 NM

Knots	45	60	75	90	105
Min:Sec	4:48	3:36	2:51	2:24	2:03

CATEGORY	COPTER
H-345°	1360-½ 518 (600-½)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LAN 110.8 Chan 45	APP CRS 345°	Rwy ldg N/A TDZE N/A Apt Elev 842

VOR or GPS-A

GRAND LEDGE / ABRAMS MUNI (4DØ)

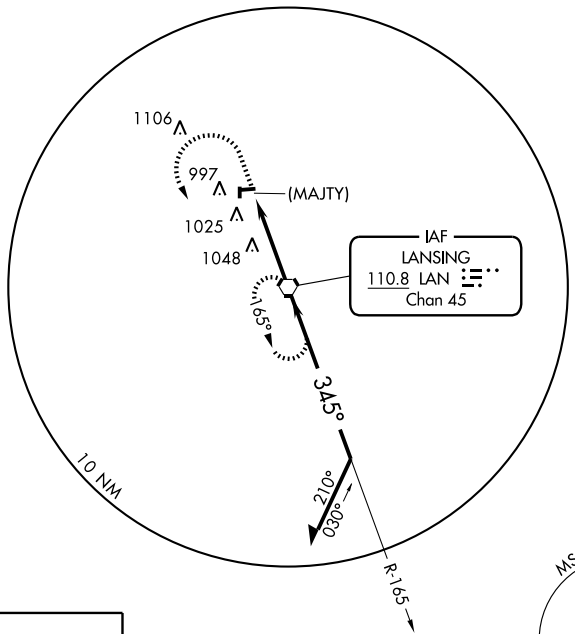
NA

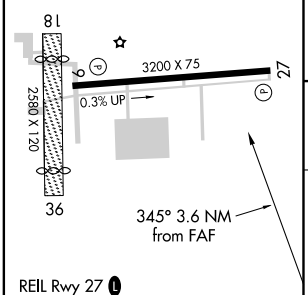
Use Lansing altimeter setting.

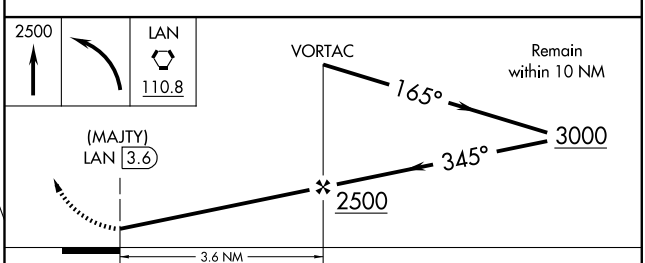
MISSED APPROACH: Climb to 2500, then turn left direct LAN VORTAC and hold.

LANSING APP CON
118.65 226.4

UNICOM
122.7 (CTAF) L







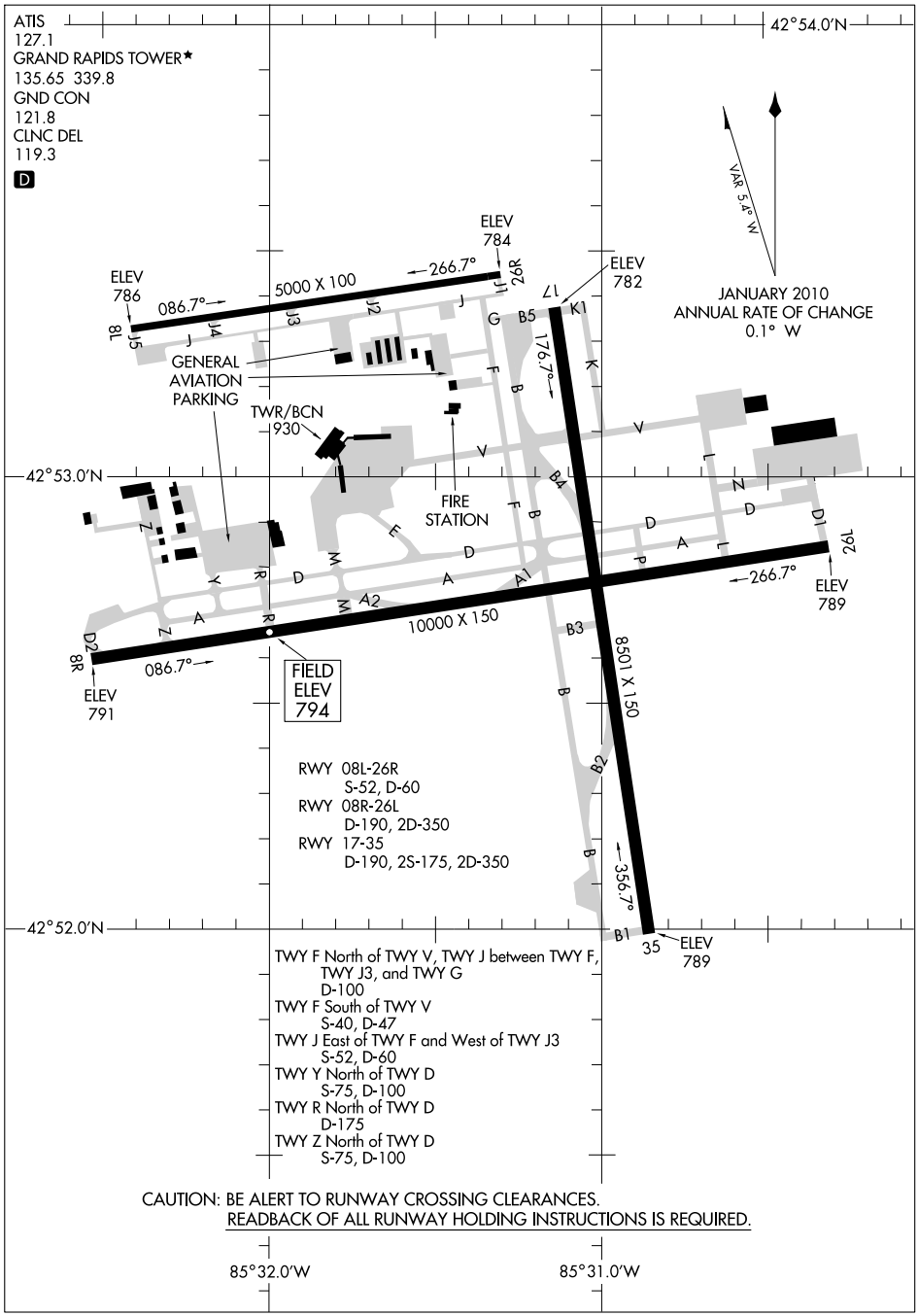
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
CIRCLING	1400-1 558 (600-1)		1400-1½ 558 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GRAND RAPIDS / GERALD R. FORD INTL (GRR)
AL-5184 (FAA)
GRAND RAPIDS, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GRAND RAPIDS, MICHIGAN
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

10210

GRAND RAPIDS

GERALD R FORD INTL (GRR) 6 SE UTC−5(−4DT) N42°52.85′ W85°31.37′ **CHICAGO**

794 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA Class I, ARFF Index C NOTAM FILE GRR **H–5E, 10F, L–28I**

IAP, AD

RWY 08R–26L: H10000X150 (CONC–GRVD) D–190, 2D–350 HIRL

RWY 08R: MALSR.

RWY 26L: MALSR. PAPI(P4L)—GA 3.0′ TCH 73′.

RWY 17–35: H8501X150 (CONC–GRVD) D–190, 2S–175, 2D–350 HIRL

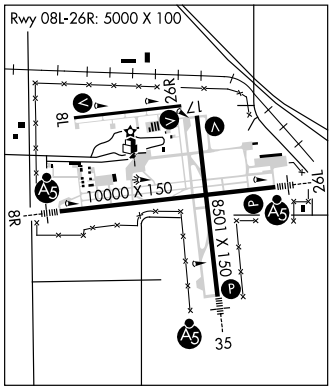
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 38′.

RWY 35: MALSR. PAPI(P4R)—GA 3.0′ TCH 74′.

RWY 08L–26R: H5000X100 (CONC–GRVD) S–52, D–60 MIRL

RWY 08L: REIL. VASI(V4L)—GA 3.0° TCH 33′.

RWY 26R: REIL. VASI(V4L)—GA 3.0° TCH 33′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 08R: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

RWY 17: TORA–8501 TODA–8501 ASDA–8501 LDA–8501

RWY 26L: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

RWY 26R: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 35: TORA–8501 TODA–8501 ASDA–8501 LDA–8501

AIRPORT REMARKS: Attended continuously. PPR for acft with 171′ wingspan or larger. Birds on and invof arpt. Noise abatement procedures: Rwy 08R depart on rwy heading until reaching the highway E of arpt; Rwy 26L on apch to arpt turn final at highway E of arpt. Rwy 08L–26R for apch Cat C acft, wingspan must be less than 79′. Apch Cat D and E acft prohibited. Pushback advisories on the terminal ramp are not provided by ATC. When twr closed ACTIVATE HIRL Rwy 08R–26L; Rwy 17–35; MIRL Rwys 08L–26R; VASI Rwy 08L; Rwy 17 and Rwy 26R; PAPI Rwy 26L and Rwy 35; REIL Rwy 08L; Rwy 17 and Rwy 26R and MALSR Rwy 08R; 26L and 35—CTAF. Twy F north of Twy V, Twy J btn Twy F and Twy J3 and Twy G clsd to acft over 100000 lbs; Twy F, south of Twy V and remaining sections of Twy J clsd to acft over 47000 lbs; Twy Y 400′ north of Twy D clsd to acft over 100,000 lbs; Twy R north of Twy D clsd to acft over 175000 lbs. Twy R north of Twy D, Twy Y north of Twy D, Twy Z north of Twy D and Twy N are non–movement areas. Rwy 08R and 26L touchdown and rollout runway visual range avbl. Rwy 35 touchdown runway visual range avbl. Snow removal personnel will monitor CTAF when twr is clsd. LRA: Mon–Fri 2 hours PPR for customs call 616–942–5245, pager 616–249–5380. Call prior to 2100Z‡ on preceding Friday for after hours service.

WEATHER DATA SOURCES: ASOS (616) 956–3224. WSP.

COMMUNICATIONS: CTAF 135.65 **ATIS** 127.1 616–336–4755 **UNICOM** 122.95

GRAND RAPIDS RCO 122.25 (LANSING RADIO)

Ⓡ **GRAND RAPIDS APP/DEP CON** 124.6 (North) 128.4 (South) (1030–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 128.4 (0500–1030Z‡)

GRAND RAPIDS TOWER 135.65 (1030–0500Z‡) **GND CON** 121.8 **CLNC DEL** 119.3

AIRSPACE: CLASS C svc 1030–0500Z‡ ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GRR.

GRAND RAPIDS (H) VOR/DME 115.95 GRR Chan 106(Y) N42°47.20′ W85°29.82′ 353° 5.8 NM to fld. 803/4W. DME unmonitored.

KNOBS NDB (LOM) 263 GR N42°53.74′ W85°22.71′ 266° 6.4 NM to fld.

ILS 109.7 I–GRR Rwy 26L. Class IB. LOM KNOBS NDB. LOC unusable 25° right of course. Unmonitored when twr clsd.

ILS 108.3 I–CYZ Rwy 08R. Unmonitored when twr clsd.

ILS 111.9 I–DVS Rwy 35. ILS unmonitored when twr clsd.

ASR (1030–0500Z‡)

GRANT (Ø1C) 2 NE UTC−5(−4DT) N43°20.50′ W85°46.50′ **CHICAGO**

815 NOTAM FILE LAN

RWY 09–27: 2517X120 (TURF) LIRL

RWY 09: Thld dsplcd 387′. Trees. **RWY 27:** Thld dsplcd 580′. Trees.

AIRPORT REMARKS: Attended irregularly. 100LL fuel avbl for emergencies only. Rwy 09–27 and dsplcd thlds marked with 3′ yellow cones. Arpt lgts opr dusk–0500Z‡. ACTIVATE LIRL Rwy 09–27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

GRATIOT COMMUNITY (See ALMA)

LOC I-CYZ	APP CRS	Rwy Idg	10000
108.3	085°	TDZE	794
		Apt Elev	794

ILS or LOC RWY 8R

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

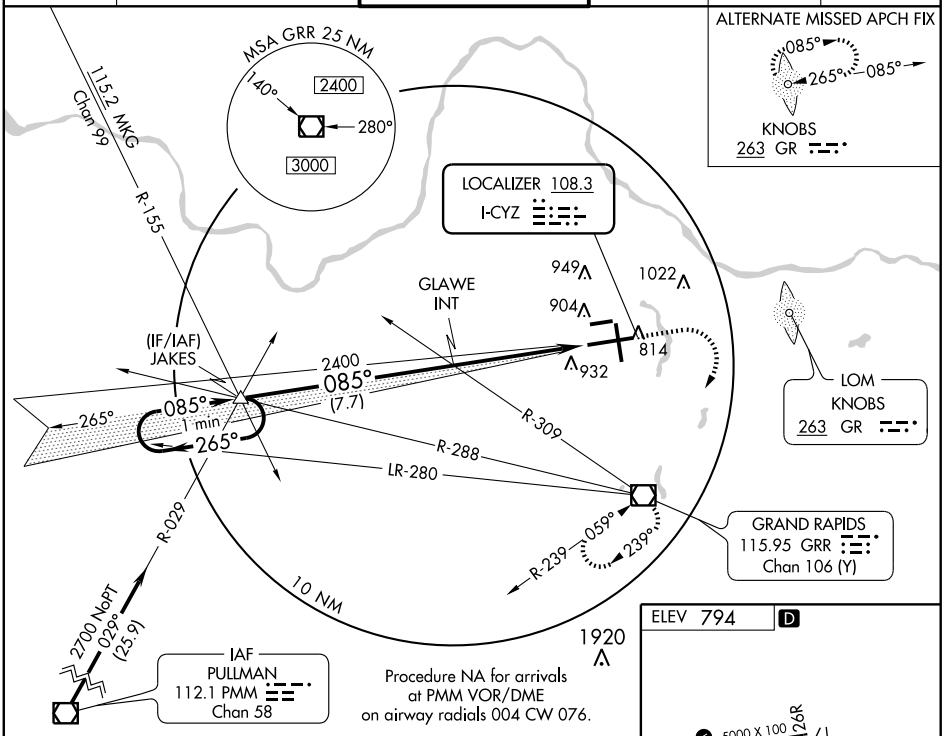
ASR

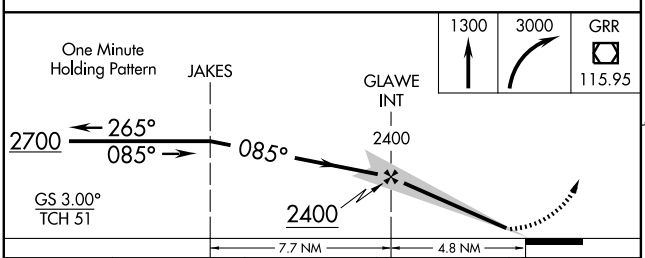
*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase S-LOC 8R Cat C visibility to RVR 5000, and Cat D to RVR 6000. For inoperative MALSR when using Holland altimeter setting, increase S-ILS 8R all Cats visibility to RVR 5000.

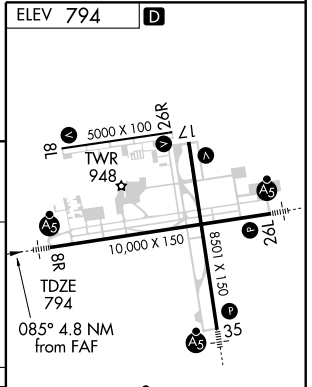
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GRR VOR/DME and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
S-ILS 8R		* 994/24 200 (200-½)		
S-LOC 8R	1240/24 446 (500-½)		1240/40 446 (500-¾)	1240/50 446 (500-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-GRR	APP CRS	Rwy Idg	10000
109.7	265°	TDZE	790
		Apt Elev	794

ILS or LOC RWY 26L

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

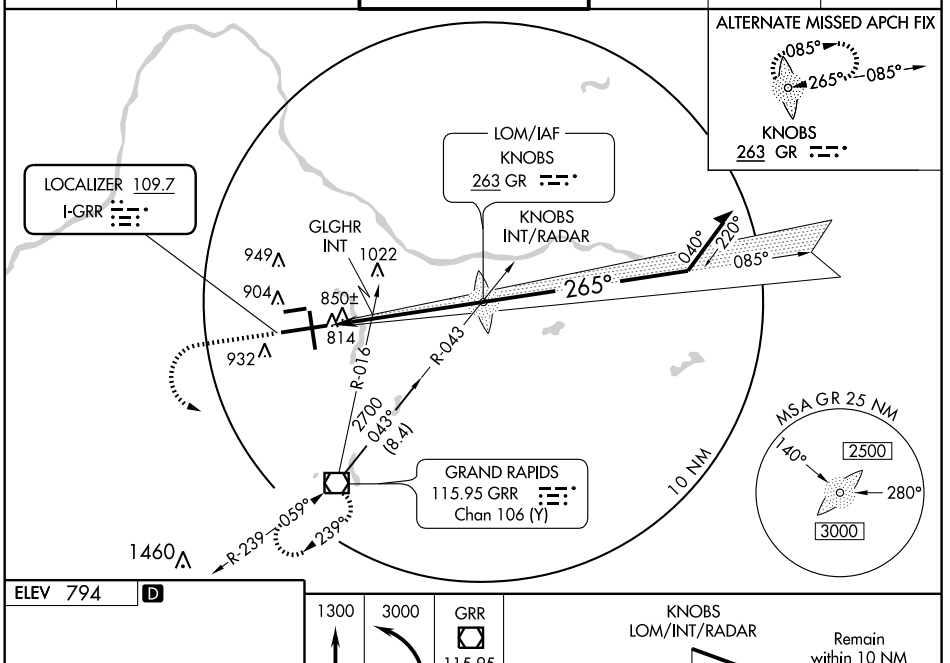
▼ ▲ ASR

When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase S-LOC 26L Cat C visibility to RVR 6000, Cat D to 1½ miles, Circling Cat C to 1¾ miles, GLGHR INT minimums S-LOC 26L Cat C to RVR 4000. For inoperative MALSR when using GLGHR INT minimums, increase S-LOC 26L Cat D visibility to RVR 5000. For inoperative MALSR when using Holland altimeter setting, increase S-ILS 26L all Cats visibility to RVR 5000.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GRR VOR/DME and hold.

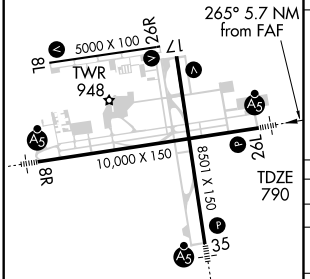
ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95



EC-1, 21 OCT 2010 to 18 NOV 2010

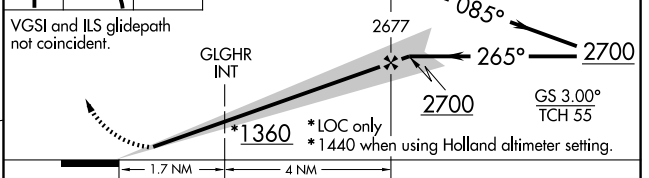
EC-1, 21 OCT 2010 to 18 NOV 2010

ELEV 794 D



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 26L	** 990/24 200 (200-½)			
S-LOC 26L	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
CIRCLING	1360-1 566 (600-1)		1360-1½ 566 (600-1½)	1360-2 566 (600-2)
GLGHR INT MINIMUMS				
S-LOC 26L	1120/24 330 (400-½)			1120/40 330 (400-¾)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

LOC I-DVS	APP CRS	Rwy Idg	8501
111.9	355°	TDZE	790
		Apt Elev	794

ILS or LOC RWY 35

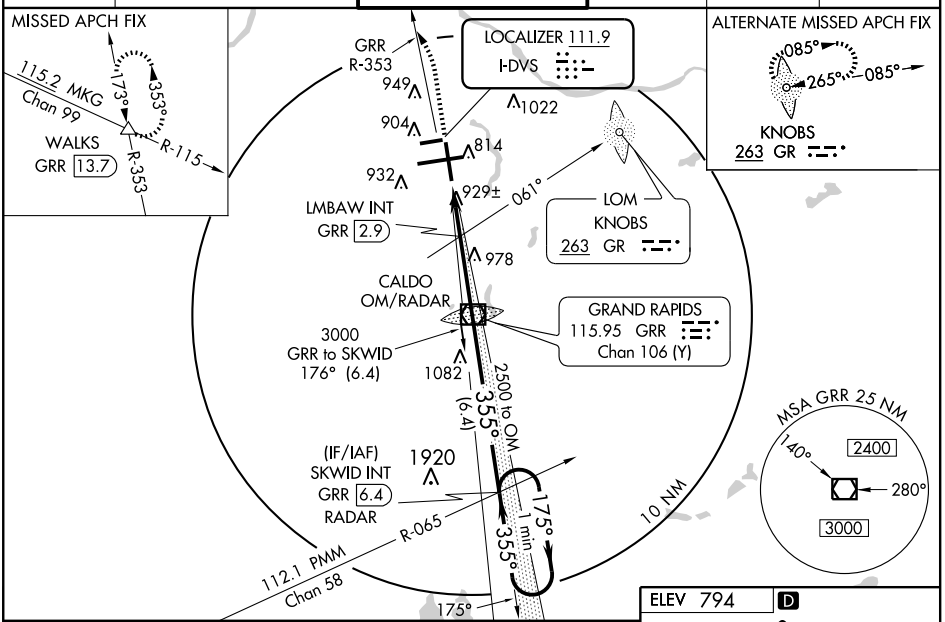
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

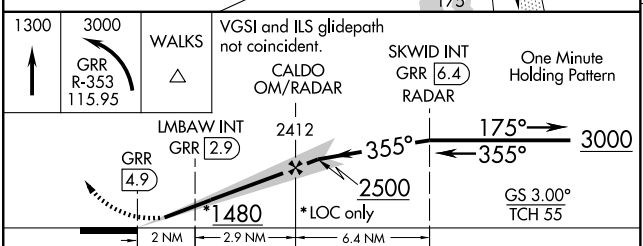
T A ASR — When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC 35 Cat B visibility to RVR 4000 and Cat C/D visibility ¼ mile. Increase Cat B/C/D Circling visibility ¼ mile.
LMBAW INT MINIMUMS: Increase S-LOC 35 Cat C visibility to RVR 4000 and Cat D to RVR 5000. For inoperative MALSR when using Holland altimeter setting, increase S-ILS 35 all Cats visibility to RVR 5000.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

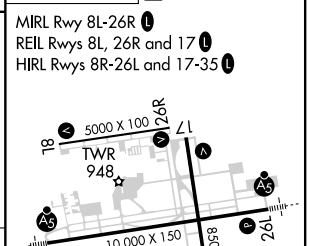
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via GRR VOR/DME R-353 to WALKS INT/GRR 13.7 DME and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
S-ILS 35	** 990/24 200 (200-½)			
S-LOC 35	1480/24 690 (700-½)		1480-1½ 690 (700-1½)	1480-1¾ 690 (700-1¾)
CIRCLING	1480-1 686 (700-1)		1480-2 686 (700-2)	1480-2¼ 686 (700-2¼)
LMBAW FIX MINIMUMS				
S-LOC 35	1180/24 390 (400-½)			1180/40 390 (400-¾)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5000
CH 40213	085°	TDZE	787
W08A		Apt Elev	794

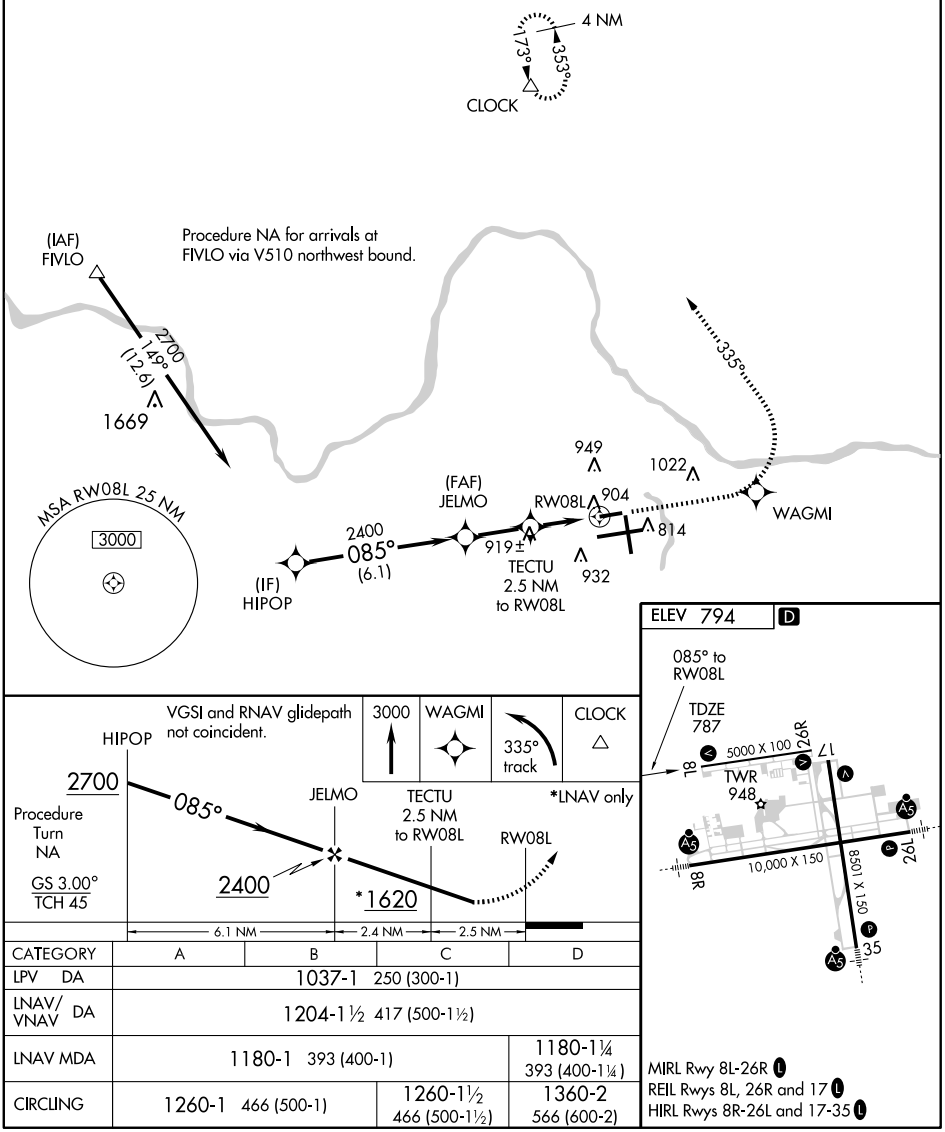
RNAV (GPS) RWY 8L

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

Baro-VNAV NA when using Holland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
ASR Visibility reduction by helicopters NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAGMI and left turn via track 335° to CLOCK and hold.

ATIS	GRAND RAPIDS APP CON★	GRAND RAPIDS TOWER★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95



CATEGORY	A	B	C	D
LPV DA	1037-1 250 (300-1)			
LNAV/VNAV DA	1204-1½ 417 (500-1½)			
LNAV MDA	1180-1 393 (400-1)			1180-1¼ 393 (400-1¼)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 40113	085°	TDZE	794
W08B		Apt Elev	794

RNAV (GPS) RWY 8R

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

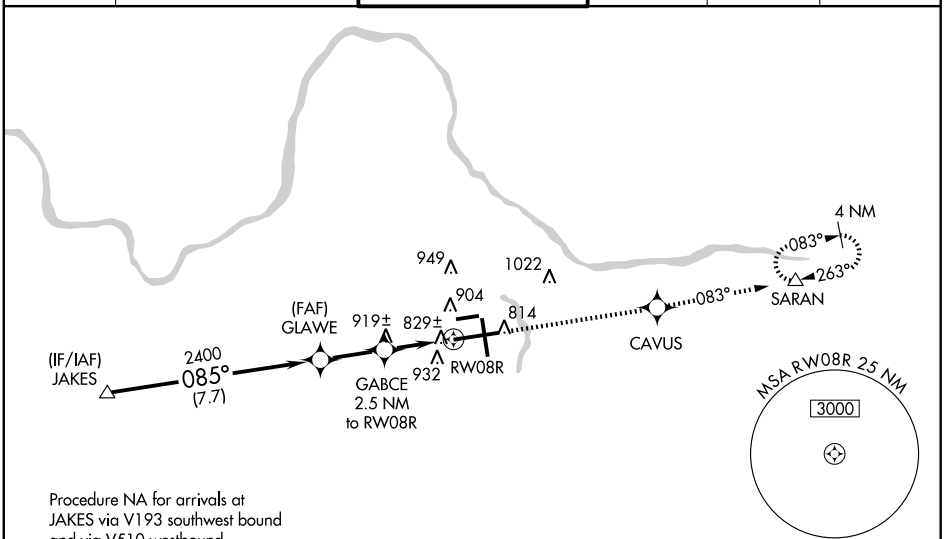
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Holland altimeter setting. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat C to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Holland altimeter setting, increase LPV all Cats visbility to RVR 5000.

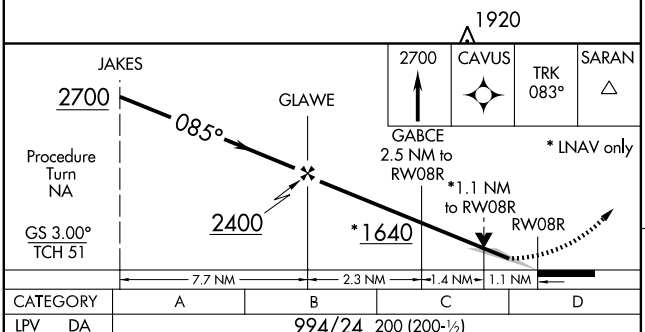
ASR

MALSR

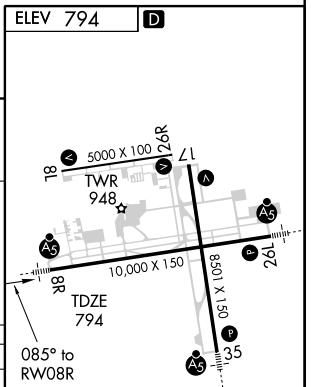
MISSED APPROACH: Climb to 2700 direct CAVUS and via track 083° to SARAN and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95





CATEGORY	A	B	C	D
LPV DA	994/24 200 (200-½)			
LNAV/VNAV DA	1213/50 419 (500-1)			
LNAV MDA	1180/24 386 (400-½)			1180/50 386 (400-1)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	8501
CH 93912	175°	TDZE	789
W17A		Apt Elev	794

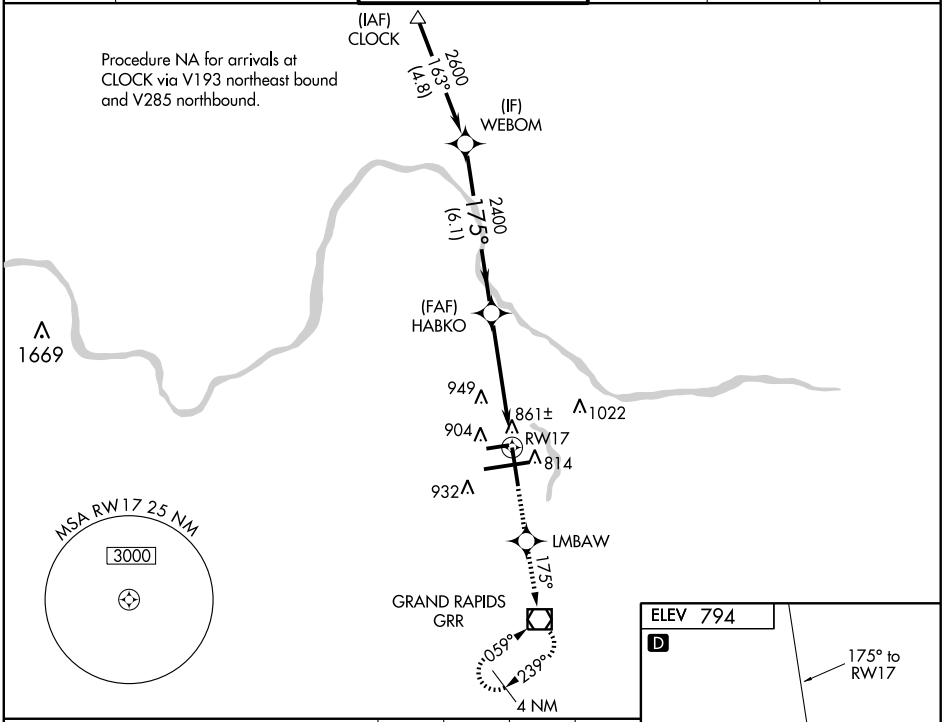
RNAV (GPS) RWY 17

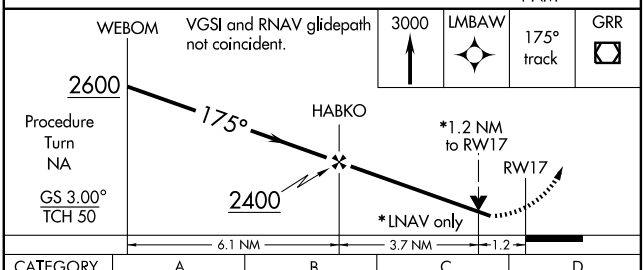
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LPV visibility ½ mile all Cats and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Holland altimeter setting.

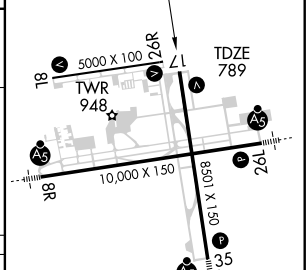
MISSED APPROACH: Climb to 3000 direct LMBAW and via track 175° to GRR VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95





CATEGORY	A	B	C	D
LPV DA	1108-1 319 (400-1)			
LNAV/VNAV DA	1259-1¾ 470 (500-1¾)			
LNAV MDA	1200-1 411 (500-1)		1200-1¼ 411 (500-1¼)	
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	10000
CH 86713	265°	TDZE	790
W26B		Apt Elev	794

RNAV (GPS) RWY 26L

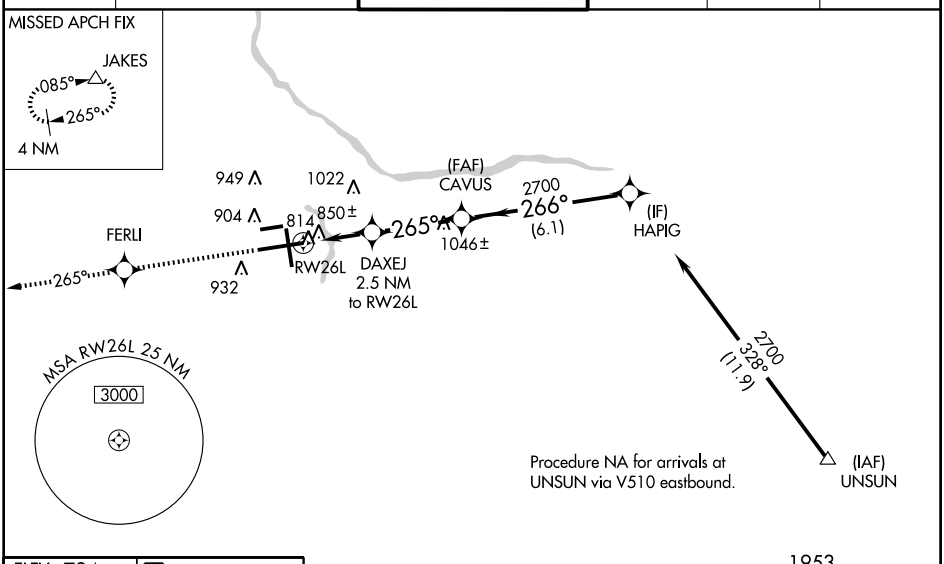
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

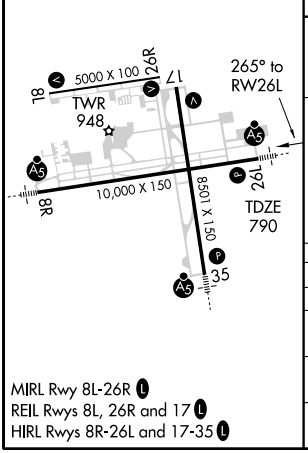
T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Holland altimeter setting. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, LNAV/VNAV Cats A/B/C visibility to RVR 4000, LNAV Cat C to RVR 5000, Cat D to RVR 6000. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For inoperative MALSR when using Holland altimeter setting, increase LPV all Cats visbility to RVR 5000.

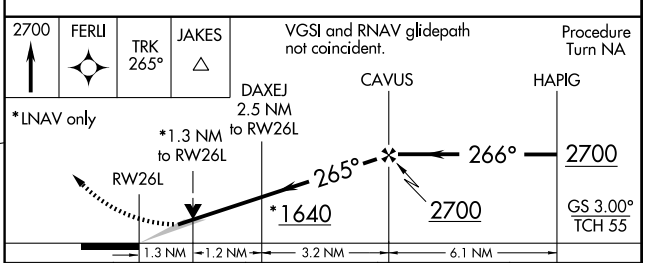
MALSR (A5)

MISSED APPROACH: Climb to 2700 direct FERLI and via 265° track to JAKES and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
LPV DA	990/24 200 (200-½)			
LNAV/VNAV DA	1114/24 324 (400-½)			1114/40 324 (400-¾)
LNAV MDA	1280/24 490 (500-½)		1280/40 490 (500-¾)	1280/50 490 (500-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82413	265°	TDZE	787
W26A		Apt Elev	794

RNAV (GPS) RWY 26R

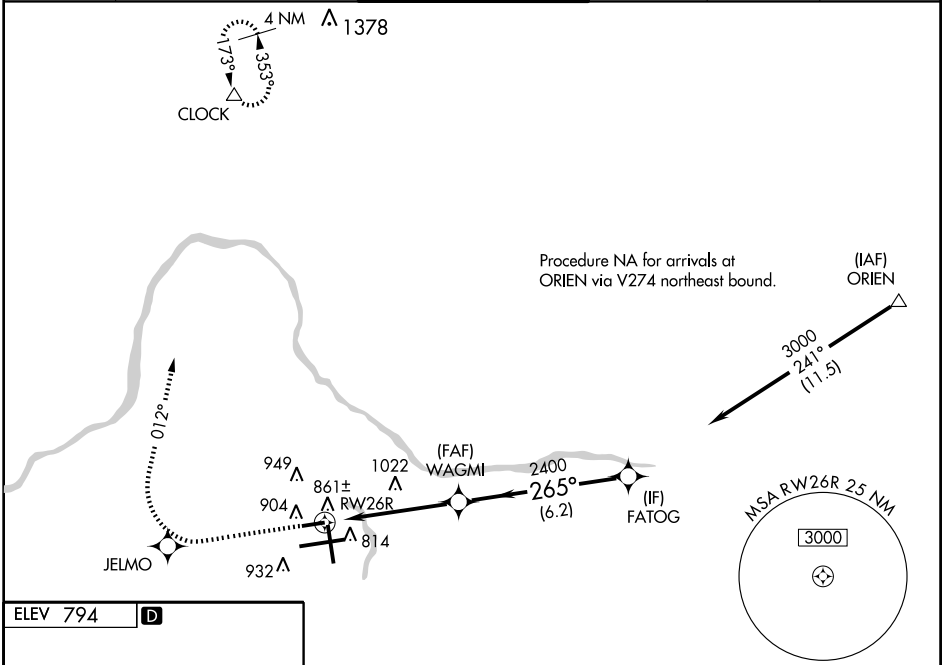
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

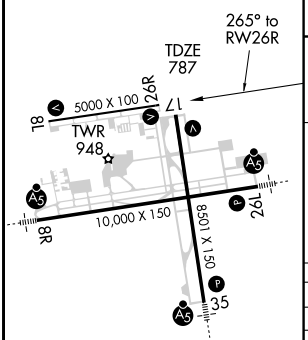
Baro-VNAV NA when using Holland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

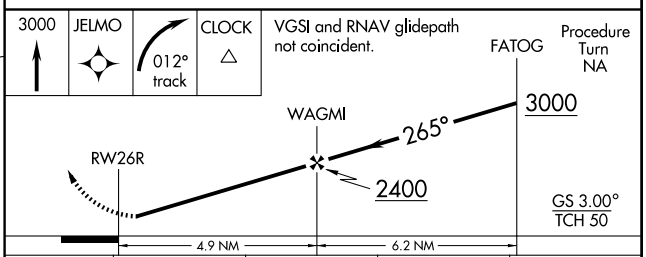
ASR Visibility reduction by helicopters NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D ¼ mile.

MISSED APPROACH: Climb to 3000 direct JELMO and right turn via track 012° to CLOCK and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
LPV DA	1037-1 250 (300-1)			
LNAV/VNAV DA	1216-1½ 429 (500-1½)			
LNAV MDA	1280-1 493 (500-1)		1280-1¼ 493 (500-1¼)	1280-1½ 493 (500-1½)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8501
CH 87112	355°	TDZE	790
W35A		Apt Elev	794

RNAV (GPS) RWY 35

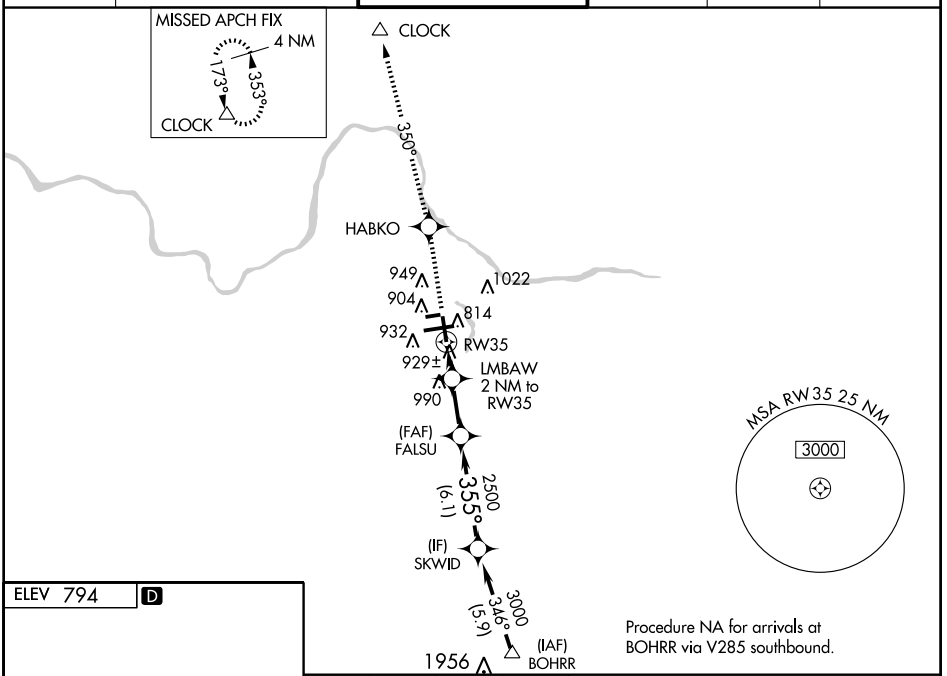
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

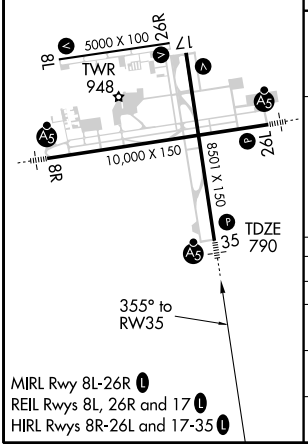
V A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Holland altimeter setting increase LPV all Cats visbility to RVR 5000. Baro-VNAV and VDP NA when using Holland altimeter setting.

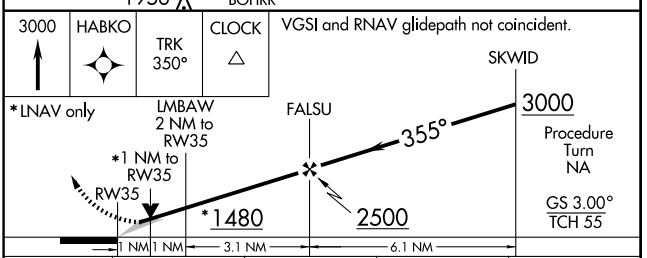
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct HABKO and via track 350° to CLOCK and hold.

ATIS	GRAND RAPIDS APP CON★	GRAND RAPIDS TOWER★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
LPV DA	990/24 200 (200-½)			
LNAV/VNAV DA	1236/50 446 (500-1)			
LNAV MDA	1180/24 390 (400-½)			1180/50 390 (400-1)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GRR	APP CRS	Rwy Idg	8501
115.95	175°	TDZE	789
Chan 106 (Y)		Apt Elev	794

VOR RWY 17

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

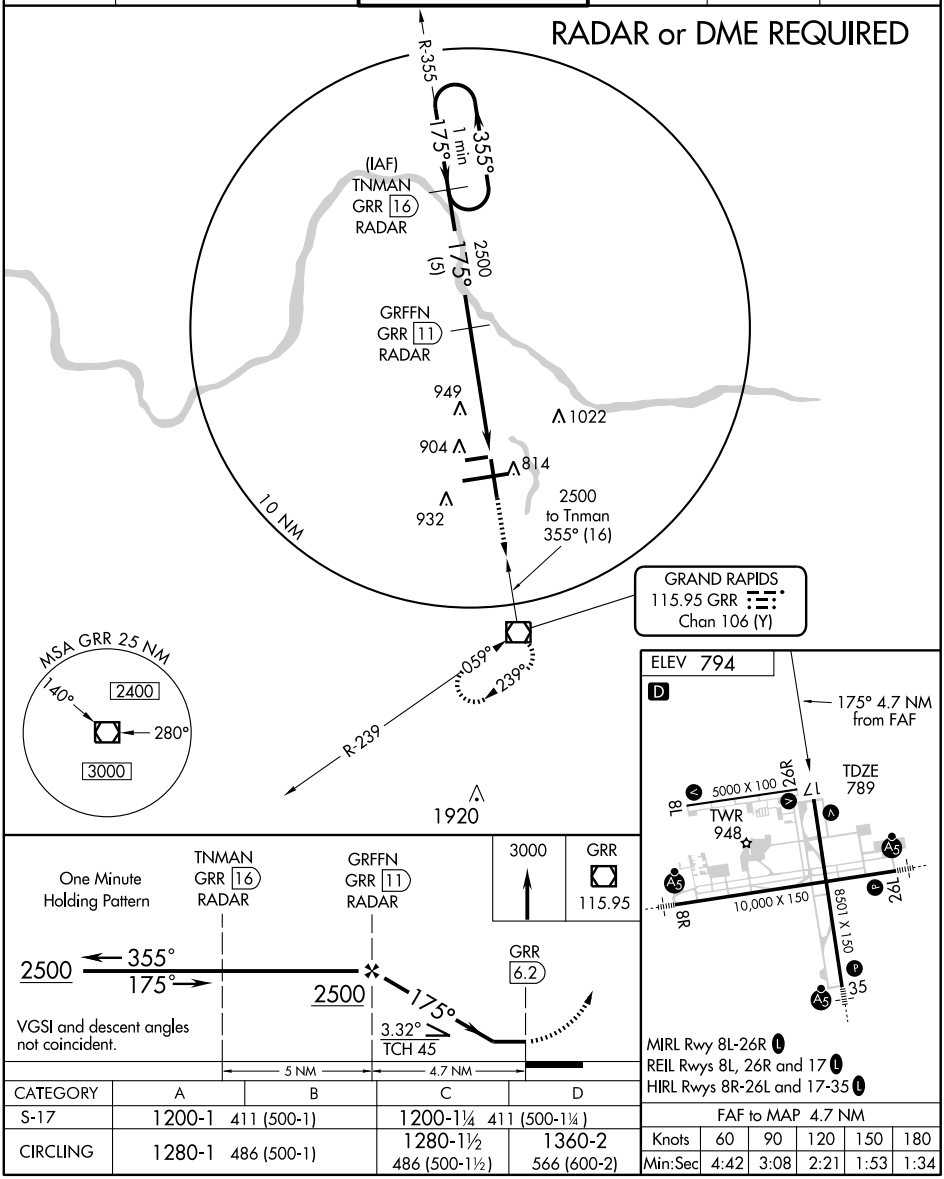
ASR

MISSED APPROACH: Climb to 3000 direct GRR VOR/DME and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95

EC-1, 21 OCT 2010 to 18 NOV 2010

RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-17	1200-1 411 (500-1)		1200-1¼ 411 (500-1¼)	
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

VOR/DME GRR	APP CRS	Rwy Idg	8501
115.95	355°	TDZE	790
Chan 106 (Y)		Apt Elev	794

VOR RWY 35

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

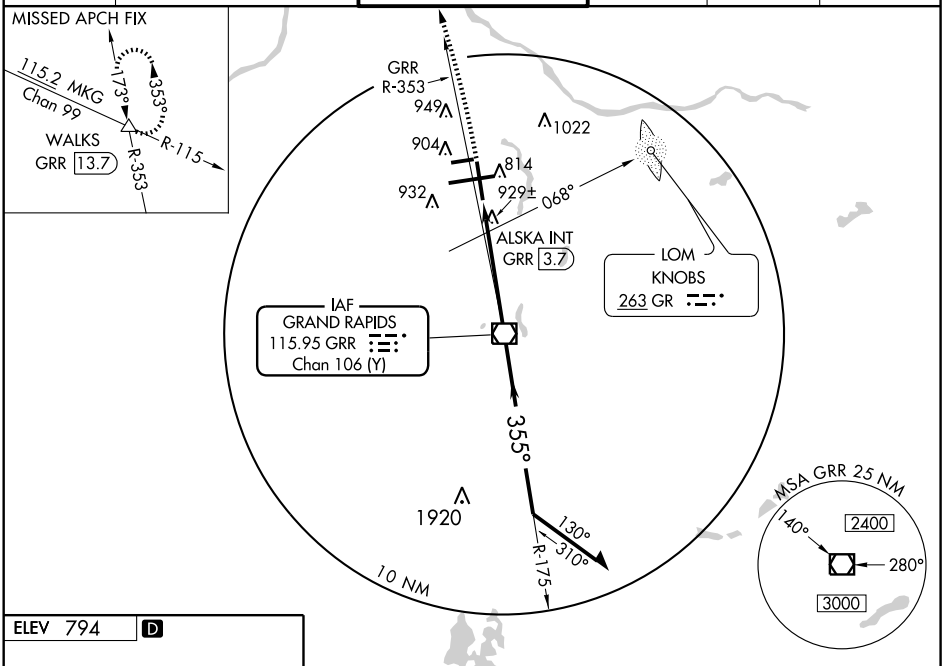
When local altimeter setting not received, use Holland altimeter setting and increase all MDA 80 feet, S-35 Cat C visibility to RVR 5000, Cat D to RVR 6000, ALSKA INT minimums S-35 Cat C to RVR 4000. For inoperative MALSR, increase ALSKA INT minimums S-35 Cat D visibility to RVR 6000.

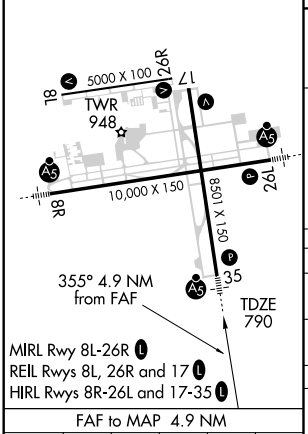
ASR

MALSR

MISSED APPROACH: Climb to 3000 via GRR VOR/DME R-353 to WALKS INT/GRR 13.7 DME and hold.

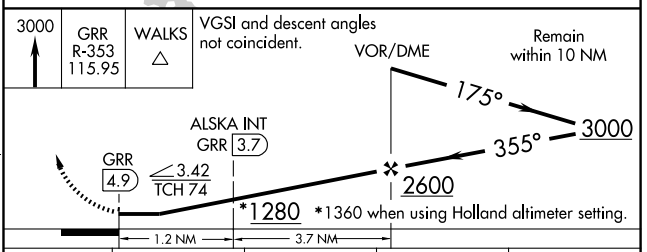
ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95





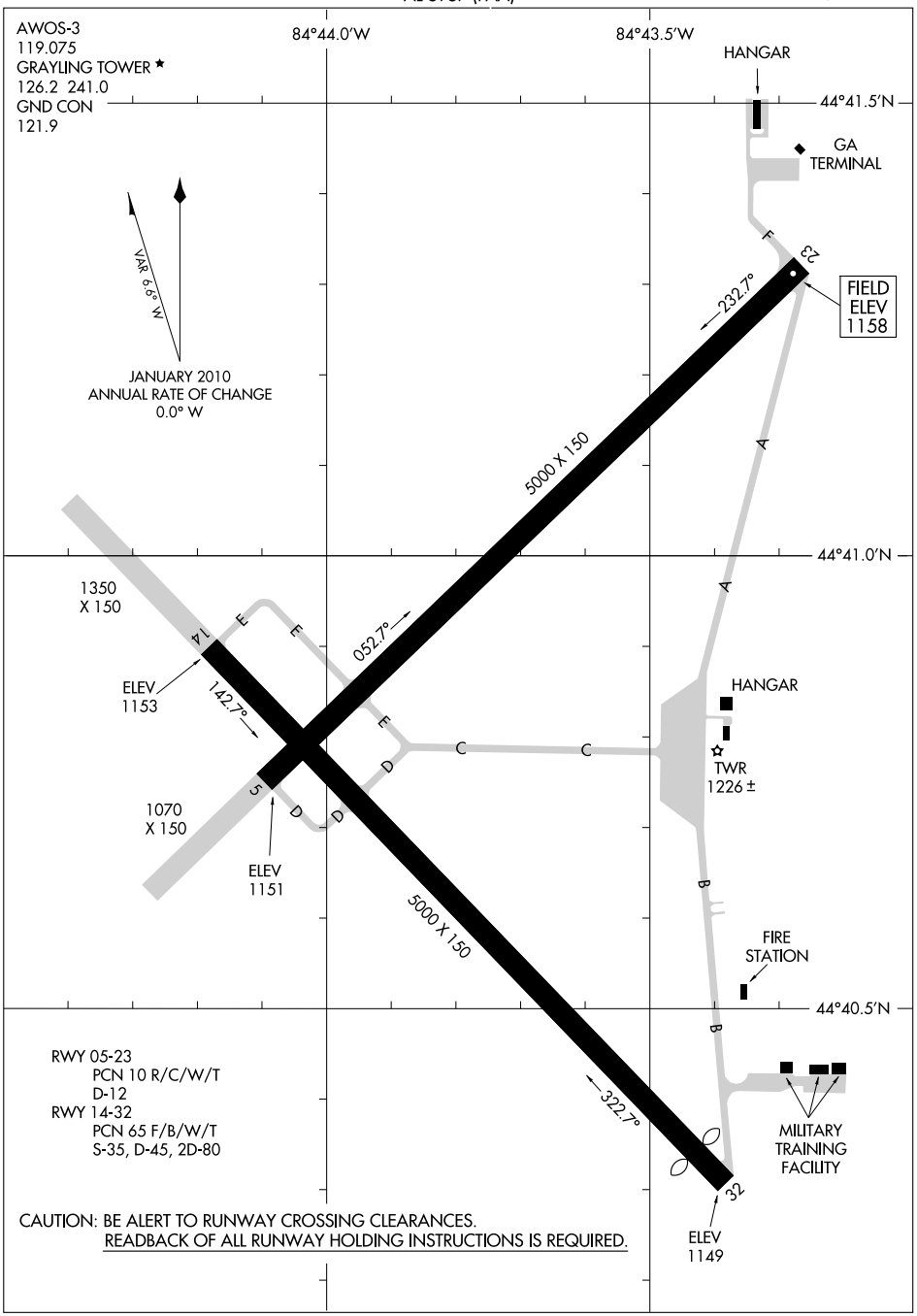
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-35	1280/24 490 (500-½)		1280/40 490 (500-¾)	1280/50 490 (500-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)
ALSKA INT MINIMUMS				
S-35	1180/24 390 (400-½)			1180/50 390 (400-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010



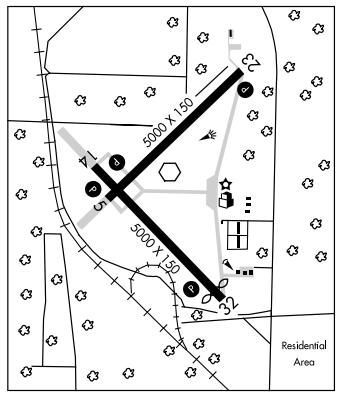
RWY 05-23
PCN 10 R/C/W/T
D-12
RWY 14-32
PCN 65 F/B/W/T
S-35, D-45, 2D-80

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-1, 21 OCT 2010 to 18 NOV 2010

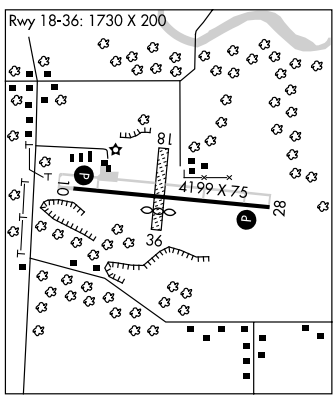
EC-1, 21 OCT 2010 to 18 NOV 2010

GRAYLING AAF (GOV)(KGOV) CIV/MIL 1 NW UTC−5(−4DT) N44°40.82′ W84°43.73′ **LAKE HURON**
1158 B TPA—See Remarks NOTAM FILE GOV **H–2L, L–31C**
RWY 05–23: H5000X150 (CONC) D–12 PCN 10 R/C/W/T MIRL **IAP, AD**
RWY 05: REIL. PAPI(P4L)—GA 4.0° TCH 41′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 14–32: H5000X150 (ASPH) S–35, D–45, 2D–80
PCN 65 F/B/W/T MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Tree.
RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 34′. Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended dawn–dusk. Wildlife on and invof arpt. Extensive military helicopter tfc Jun thru Aug. ACTIVATE MIRL Rwy 14–32 and Rwy 05–23, REIL Rwy 05, Rwy 23, Rwy 14 and Rwy 32 and PAPI Rwy 05, Rwy 23, Rwy 14 and Rwy 32—CTAF. Rwy 05–23, Twy A, Twy D and Twy E CLOSED winter months, no snow removal.
MILITARY REMARKS: TFC PAT—Rotary wing 2000(842), fixed wing 2200(1042). **MISC** Ctc Base OPS DSN 623–3301, C989–344–4301 or C517–648–5339.
WEATHER DATA SOURCES: AWOS–3 119.075 (989) 348–3127.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 132.9 338.3
TOWER 126.2 241.0 (by NOTAM) **GND CON** 121.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TVC.
TRAVERSE CITY (H) VORTACW 114.6 TVC Chan 93 N44°40.07′ W85°33.00′ 091° 35.2 NM to fld. 912/2W. **HIWAS.**
(T) VORW 109.8 CGG N44°40.90′ W84°43.74′. at fld. NOTAM FILE GOV. Unmonitored.
NDB (MHW) 359 GYG N44°45.00′ W84°49.70′ 140° 6 NM to fld. NOTAM FILE GOV.



GREEN LAKE (See INTERLOCHEN)

GREENVILLE MUNI (6D6) 3 S UTC−5(−4DT) N43°08.53′ W85°15.23′ **CHICAGO**
855 B S4 **FUEL** 100LL NOTAM FILE LAN **L–28I**
RWY 10–28: H4199X75 (ASPH) S–23 MIRL 0.4% up W **IAP**
RWY 10: PAPI(P4L)–GA 3.5° TCH 27′. Trees.
RWY 28: REIL. PAPI(P4L)–GA 3.0° TCH 32′. Trees.
RWY 18–36: 1730X200 (TURF)
RWY 18: Trees. **RWY 36:** Thld dsplcd 378′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–2200Z‡, Nov–Mar 1300–0000Z‡. Deer on and invof arpt. Snow removal Rwy 10–28 only. Rwy 18–36 no plowing, verify conditions prior to landing. Rwy 18–36 and dsplcd thld marked with 3′ yellow cones. ACTIVATE MIRL Rwy 10–28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND RAPIDS APP/DEP CON** 124.6 (1030–0500Z‡)
Ⓡ **CHICAGO CENTER/APP DEP CON** 124.6 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRR.
GRAND RAPIDS (H) VOR/DME 115.95 GRR Chan 106(Y) N42°47.20′ W85°29.82′ 031° 23.9 NM to fld. 803/4W. DME unmonitored.



NDB GYG 359	APP CRS 142°	Rwy Idg 5000 TDZE 1151 Apt Elev 1156

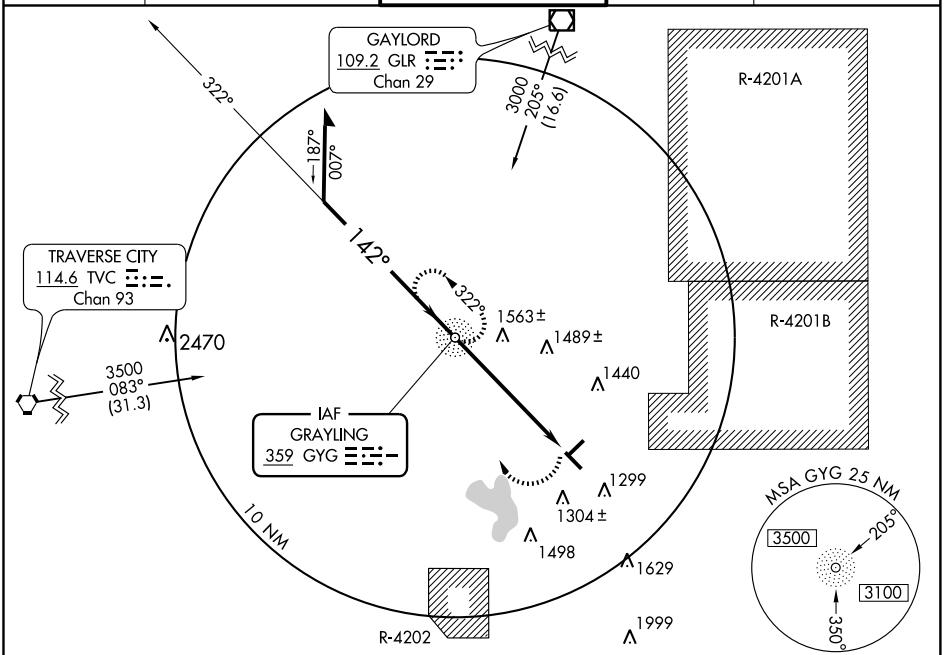
NDB RWY 14

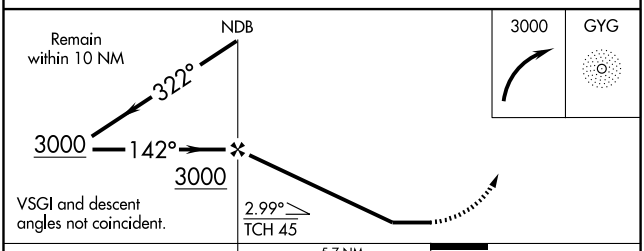
GRAYLING AAF (GOV)

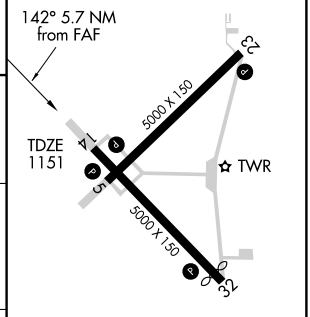
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 60 feet and S-14 and Circling Cat B, C, and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GYG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GRAYLING TOWER ★	GND CON	UNICOM
119.075	132.9 338.3	126.2 241.0	121.9	122.8 (CTAF) L







REIL Rwys 5, 23, 14 and 32 L
MIRL Rwy 5-23 and 14-32 L

CATEGORY	A	B	C	D
S-14	1880-1	729 (800-1)	1880-2 729 (800-2)	1880-2¼ 729 (800-2¼)
CIRCLING	1880-1	724 (800-1)	1880-2 724 (800-2)	1880-2¼ 724 (800-2¼)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

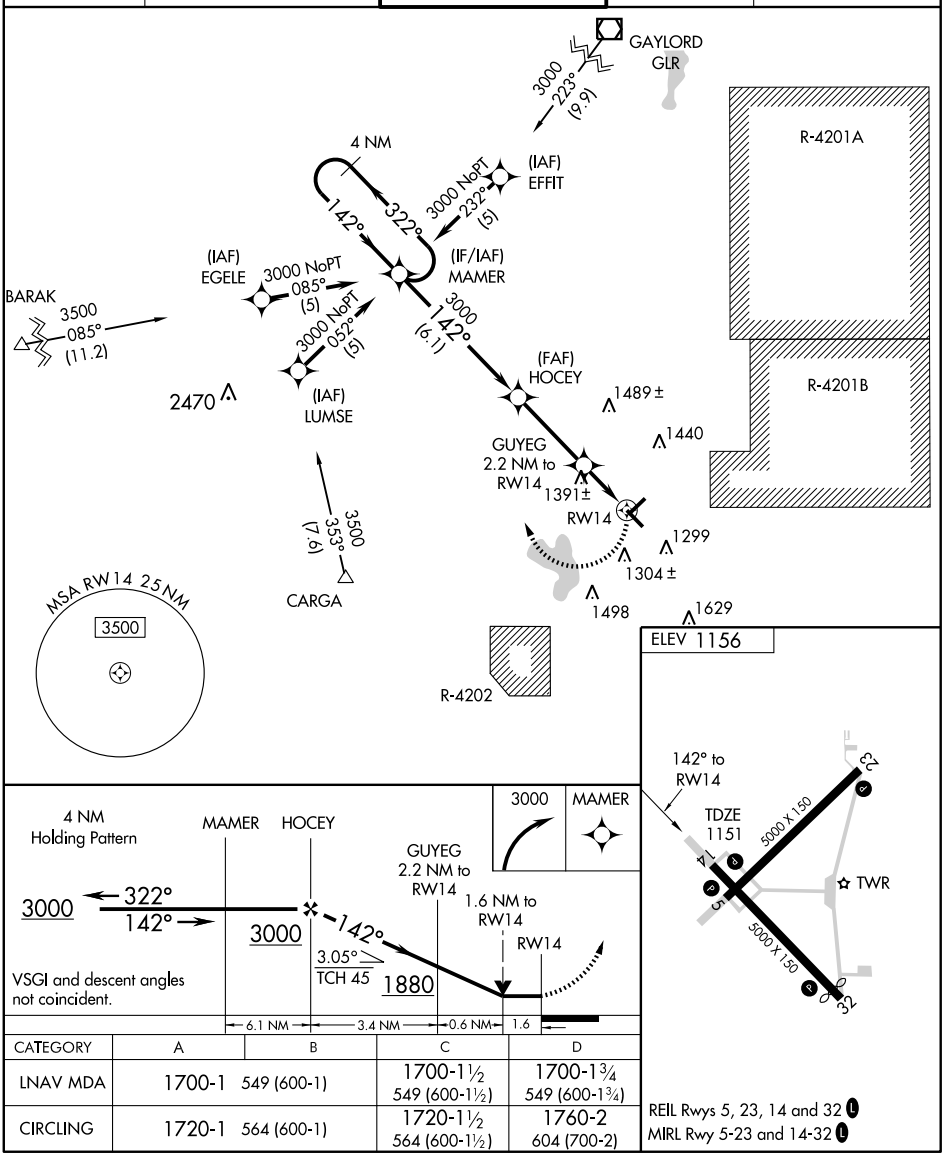
APP CRS	Rwy Idg	5000
142°	TDZE	1151
	Apt Elev	1156

RNAV (GPS) RWY 14
GRAYLING AAF (GOV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Houghton Lake altimeter setting.
When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MAMER and hold.

AWOS-3	MINNEAPOLIS CENTER	GRAYLING TOWER ★	GND CON	UNICOM
119.075	132.9 338.3	126.2 241.0	121.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1700-1 549 (600-1)		1700-1½ 549 (600-1½)	1700-1¾ 549 (600-1¾)
CIRCLING	1720-1 564 (600-1)		1720-1½ 564 (600-1½)	1760-2 604 (700-2)

REIL Rwys 5, 23, 14 and 32 L
MIRL Rwy 5-23 and 14-32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

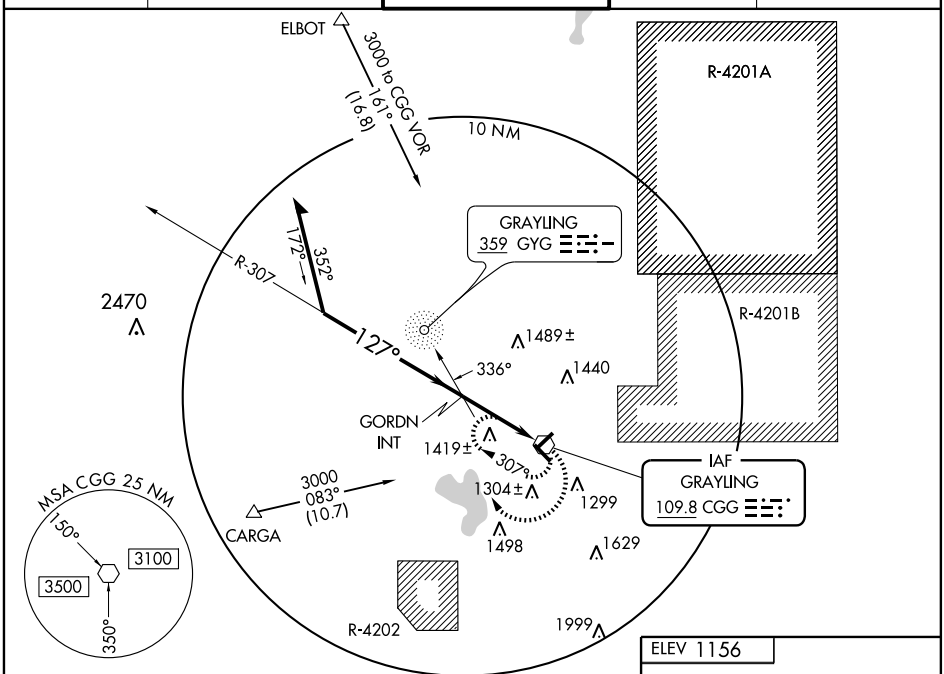
VOR CGG 109.8	APP CRS 127°	Rwy Idg 5000 TDZE 1151 Apt Elev 1156

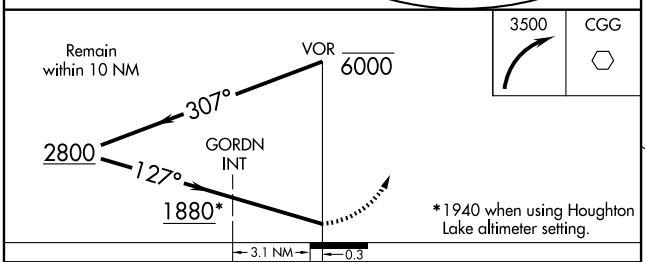
VOR RWY 14
GRAYLING AAF (GOV)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 60 feet, increase S-14 and Circling Cat B, C, and D and GORDN Fix minimums S-14 Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3500 in CGG VOR holding pattern.

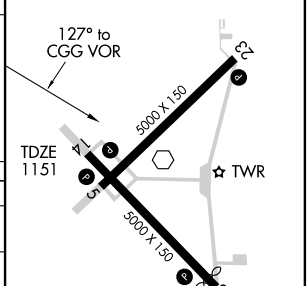
AWOS-3	MINNEAPOLIS CENTER	GRAYLING TOWER ★	GND CON	UNICOM
119.075	132.9 338.3	126.2 241.0	121.9	122.8 (CTAF) L





*1940 when using Houghton Lake altimeter setting.

CATEGORY	A	B	C	D
S-14	1880-1	729 (800-1)	1880-2 729 (800-2)	1880-2¼ 729 (800-2¼)
CIRCLING	1880-1	724 (800-1)	1880-2 724 (800-2)	1880-2¼ 724 (800-2¼)
GORDN FIX MINIMUMS				
S-14	1720-1	569 (600-1)	1720-1½ 569 (600-1½)	1720-1¾ 569 (600-1¾)
CIRCLING	1720-1	564 (600-1)	1720-1½ 564 (600-1½)	1760-2 604 (700-2)

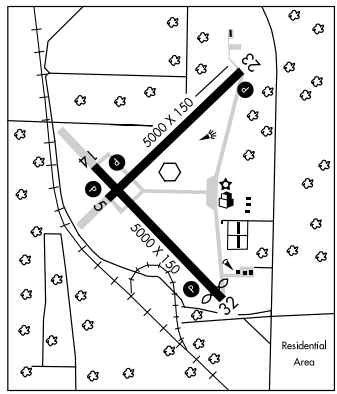


REIL Rwys 5, 23, 14 and 32 L
MIRL Rwy 5-23 and 14-32 L

EC-1, 21 OCT 2010 to 18 NOV 2010

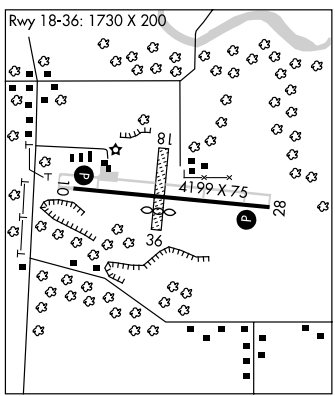
EC-1, 21 OCT 2010 to 18 NOV 2010

GRAYLING AAF (GOV)(KGOV) CIV/MIL 1 NW UTC−5(−4DT) N44°40.82′ W84°43.73′ **LAKE HURON**
1158 B TPA—See Remarks NOTAM FILE GOV **H–2L, L–31C**
RWY 05–23: H5000X150 (CONC) D–12 PCN 10 R/C/W/T MIRL **IAP, AD**
RWY 05: REIL. PAPI(P4L)—GA 4.0° TCH 41′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 14–32: H5000X150 (ASPH) S–35, D–45, 2D–80
PCN 65 F/B/W/T MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Tree.
RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 34′. Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended dawn–dusk. Wildlife on and invof arpt. Extensive military helicopter tfc Jun thru Aug. ACTIVATE MIRL Rwy 14–32 and Rwy 05–23, REIL Rwy 05, Rwy 23, Rwy 14 and Rwy 32 and PAPI Rwy 05, Rwy 23, Rwy 14 and Rwy 32—CTAF. Rwy 05–23, Twy A, Twy D and Twy E CLOSED winter months, no snow removal.
MILITARY REMARKS: TFC PAT—Rotary wing 2000(842), fixed wing 2200(1042). **MISC** Ctc Base OPS DSN 623–3301, C989–344–4301 or C517–648–5339.
WEATHER DATA SOURCES: AWOS–3 119.075 (989) 348–3127.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 132.9 338.3
TOWER 126.2 241.0 (by NOTAM) **GND CON** 121.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TVC.
TRAVERSE CITY (H) VORTACW 114.6 TVC Chan 93 N44°40.07′ W85°33.00′ 091° 35.2 NM to fld. 912/2W. **HIWAS.**
(T) VORW 109.8 CGG N44°40.90′ W84°43.74′. at fld. NOTAM FILE GOV. Unmonitored.
NDB (MHW) 359 GYG N44°45.00′ W84°49.70′ 140° 6 NM to fld. NOTAM FILE GOV.



GREEN LAKE (See INTERLOCHEN)

GREENVILLE MUNI (6D6) 3 S UTC−5(−4DT) N43°08.53′ W85°15.23′ **CHICAGO**
855 B S4 **FUEL** 100LL NOTAM FILE LAN **L–28I**
RWY 10–28: H4199X75 (ASPH) S–23 MIRL 0.4% up W **IAP**
RWY 10: PAPI(P4L)–GA 3.5° TCH 27′. Trees.
RWY 28: REIL. PAPI(P4L)–GA 3.0° TCH 32′. Trees.
RWY 18–36: 1730X200 (TURF)
RWY 18: Trees. **RWY 36:** Thld dsplcd 378′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–2200Z‡, Nov–Mar 1300–0000Z‡. Deer on and invof arpt. Snow removal Rwy 10–28 only. Rwy 18–36 no plowing, verify conditions prior to landing. Rwy 18–36 and dsplcd thld marked with 3′ yellow cones. ACTIVATE MIRL Rwy 10–28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND RAPIDS APP/DEP CON** 124.6 (1030–0500Z‡)
Ⓡ **CHICAGO CENTER/APP DEP CON** 124.6 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRR.
GRAND RAPIDS (H) VOR/DME 115.95 GRR Chan 106(Y) N42°47.20′ W85°29.82′ 031° 23.9 NM to fld. 803/4W. DME unmonitored.



APP CRS	Rwy Idg	4199
099°	TDZE	855
	Apt Elev	855

RNAV (GPS) RWY 10

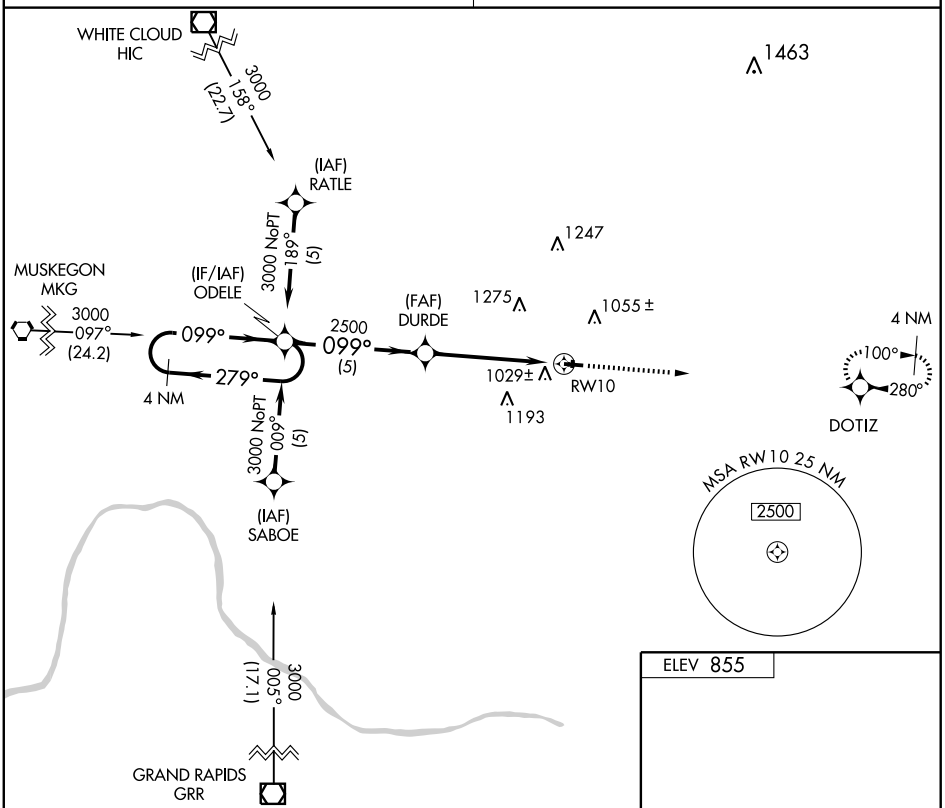
GREENVILLE MUNI (6D6)

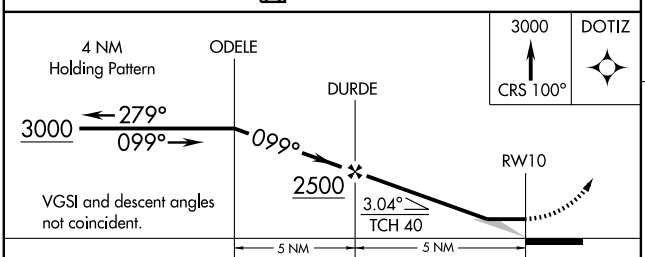
Use Grand Rapids/Gerald R. Ford Intl altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

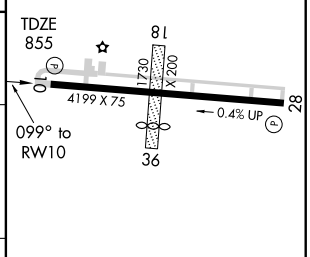
MISSED APPROACH: Climb to 3000 via 100° course to DOTIZ WP and hold.

GRAND RAPIDS APP CON ★
124.6 257.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	485 (500-1)	1340-1¼ 485 (500-1¼)	NA
CIRCLING	1400-1	545 (600-1)	1420-1½ 565 (600-1½)	NA

REIL Rwy 28
MIRL Rwy 10-28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

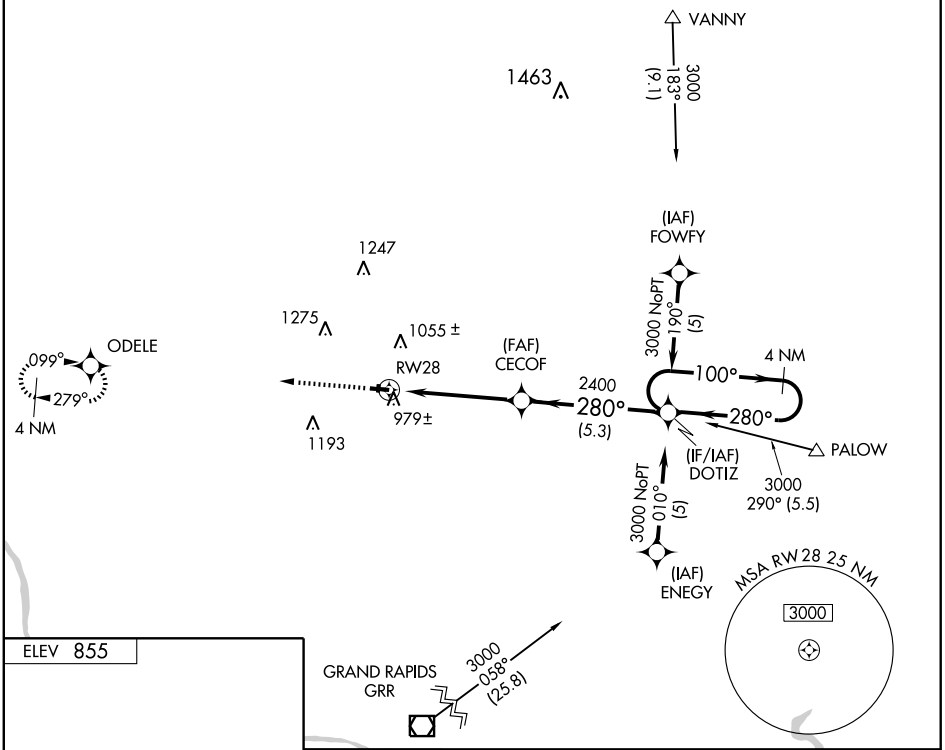
APP CRS	Rwy Idg	4199
280°	TDZE	847
	Apt Elev	855

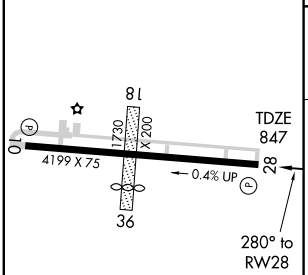
RNAV (GPS) RWY 28
GREENVILLE MUNI (6D6)

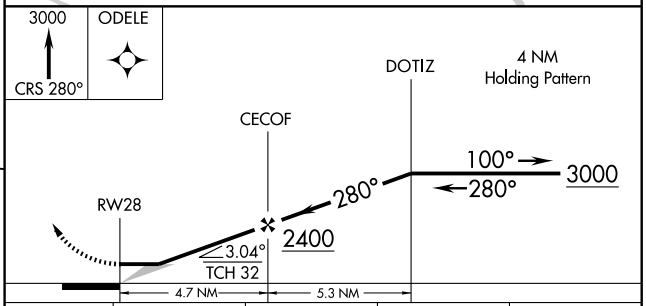
Use Grand Rapids/Gerald R. Ford Intl altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 280° course to ODELE WP and hold.

GRAND RAPIDS APP CON ★	UNICOM
124.6 257.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	453 (500-1)	1300-1¼ 453 (500-1¼)	NA
CIRCLING	1400-1	545 (600-1)	1420-1½ 565 (600-1½)	NA

REIL Rwy 28
MIRL Rwy 10-28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GRR	APP CRS	Rwy Idg	N/A
115.95	031°	TDZE	N/A
Chan 106 (Y)		Apt Elev	855

VOR/DME-A

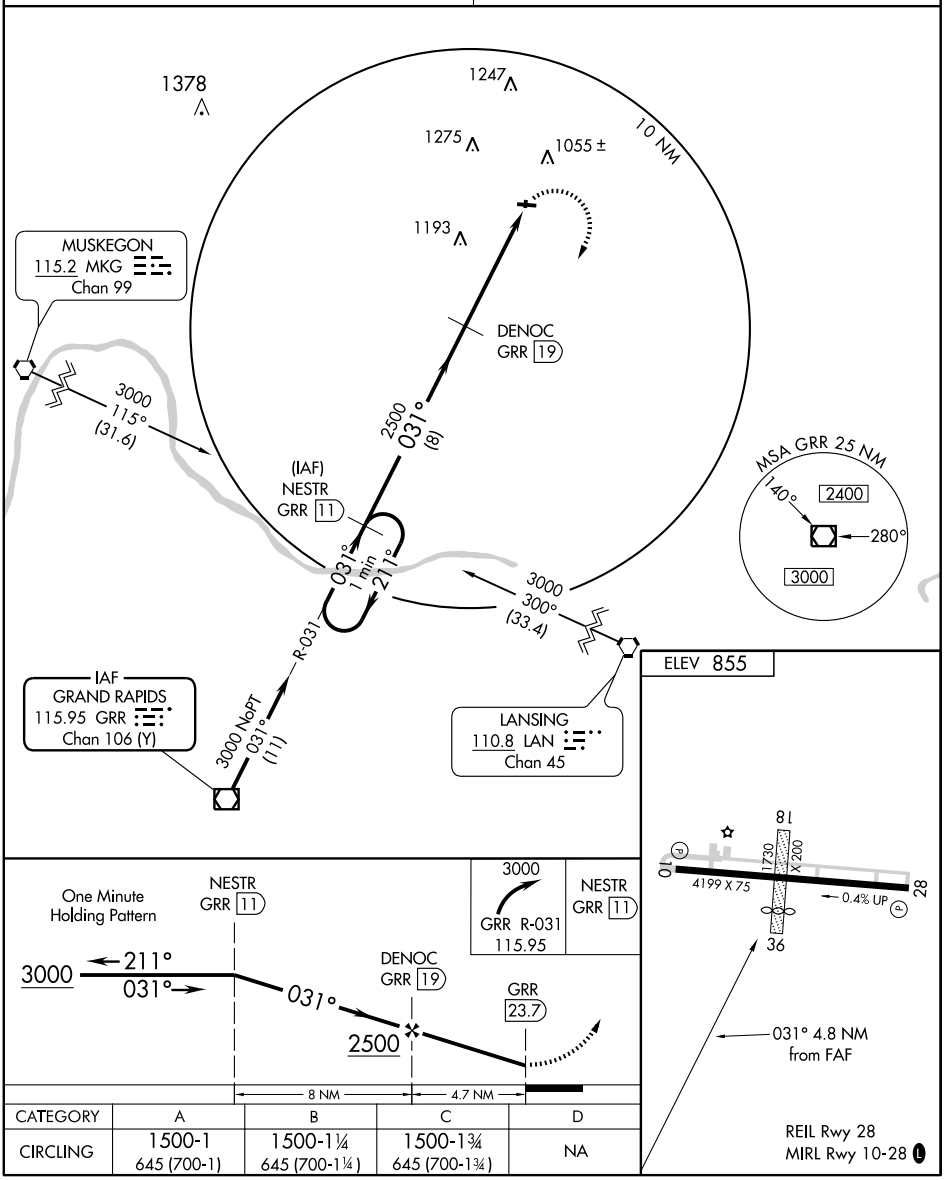
GREENVILLE MUNI (6D6)

NA

Use Grand Rapids/Gerald R. Ford Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via the GRR VOR/DME R-031 to NESTR and hold.

GRAND RAPIDS APP CON ★	UNICOM
124.6 257.6	122.8 (CTAF) L

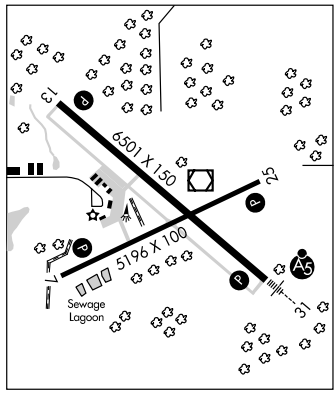


CATEGORY	A	B	C	D
CIRCLING	1500-1 645 (700-1)	1500-1¼ 645 (700-1¼)	1500-1¾ 645 (700-1¾)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HANCOCK

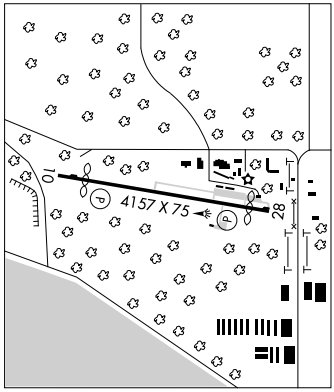
HOUGHTON CO MEM (CMX) 4 NE UTC−5(−4DT) N47°10.11′ W88°29.34′ GREEN BAY
1095 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE CMX H–2K, L–14J
RWY 13–31: H6501X150 (ASPH–GRVD) S–70, D–100, 2S–127, 2D–185 HIRL 0.5% up NW IAP
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Trees.
RWY 31: MALSR. PAPI(P4L)—GA 3,0° TCH 45′.
RWY 07–25: H5196X100 (ASPH–PFC) S–35, D–50 MIRL
0.3% up NE
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5196 TODA–5196 ASDA–5196 LDA–5196
RWY 13: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
RWY 25: TORA–5196 TODA–5196 ASDA–5196 LDA–5196
RWY 31: TORA–6501 TODA–6501 ASDA–6501 LDA–6501



AIRPORT REMARKS: Attended 0900–0500Z‡. PAEW on arpt monitor CTAF. Frequent snow removal ops in progress various times Nov–Apr monitor CTAF. Airframe and power plant repairs avbl Apr 15 thru Nov 15. Arpt CLOSED to unscheduled air carrier opns with more than 30 passenger seats except PPR call arpt manager 906–482–3970. Deer and gulls on and invof arpt. General aviation acft parking permitted in front of air carrier terminal building. Contact Unicom for permission to park in front of terminal. General aviation acft parking on aprons lctd N and S of terminal building. Arpt has dual PCL. ACTIVATE HIRL Rwy 13–31, MIRL Rwy 07–25, PAPI Rwy 13, Rwy 31, Rwy 07, and Rwy 25, REIL Rwy 13, Rwy 07, and Rwy 25, MALSR Rwy 31 and Twy B—CTAF. Airfield guidance signs snow covered in winter. Ldg fee waived with fuel purchase for multi–engine acft only.
WEATHER DATA SOURCES: ASOS 125.675 (906) 482–4248. **HIWAS** 112.8 CMX.
COMMUNICATIONS: CTAF/UNICOM 122.7
HANCOCK RCO 123.65 122.525 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.2
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE CMX.
(L) VORW/DME 112.8 CMX Chan 75 N47°10.22′ W88°29.12′ at fld. 1072/2W. **HIWAS.**
DME unusable 315°–035° byd 30 NM blo 3500′.
GALEY NDB (MHW/LOM) 275 CM N47°06.94′ W88°24.07′ 313° 4.8 NM to fld. Unmonitored.
ILS/DME 110.3 I–CMX Chan 40 Rwy 31. Class IT. LOM GALEY NDB. LOC BC unusable byd 13° left and right of course. LOC BC and BC DME unusable byd 10 NM blo 2600′.

HANLEY FLD (See MUNISING)

HARBOR SPRINGS (MGN) 3 E UTC−5(−4DT) N45°25.53′ W84°54.80′ LAKE HURON
686 B **FUEL** 100LL, JET A NOTAM FILE MGN L–31B
RWY 10–28: H4157X75 (ASPH) S–22, D–30 MIRL IAP
RWY 10: PAPI(P4R)—GA 3.5° TCH 25. Thld dsplcd 445′. Pole.
RWY 28: (NSTD) PAPI(P4L)—GA 4.0° TCH 35. Thld dsplcd 445′. Trees.



AIRPORT REMARKS: Attended 1300–dusk. Parachute Jumping. Birds and deer on and invof arpt. Rwy 28 +46′ antenna 186′ from dsplcd thld 234′ right. Noise abatement procedures; no turbojet/turbofan acft departures from 0400 to 1200Z‡, no low flight over surrounding community, all acft departing to the W turn S over the water as soon as practical. ACTIVATE MIRL Rwy 10–28—CTAF. Lgts extinguish with 3 clicks during daytime ops. Landing fee waived with minimum fuel purchase.
WEATHER DATA SOURCES: AWOS–3 119.925 (231) 347–5231.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 227° 16.2 NM to fld. 840/6W.
HIWAS.
COMM/NAV/WEATHER REMARKS: AWOS–3 Wind unreliable btn 260°–280°.

LOC/DME I-CMX	APP CRS	Rwy Idg	6501
110.3	313°	TDZE	1070
Chan 40		Apt Elev	1095

ILS or LOC RWY 31

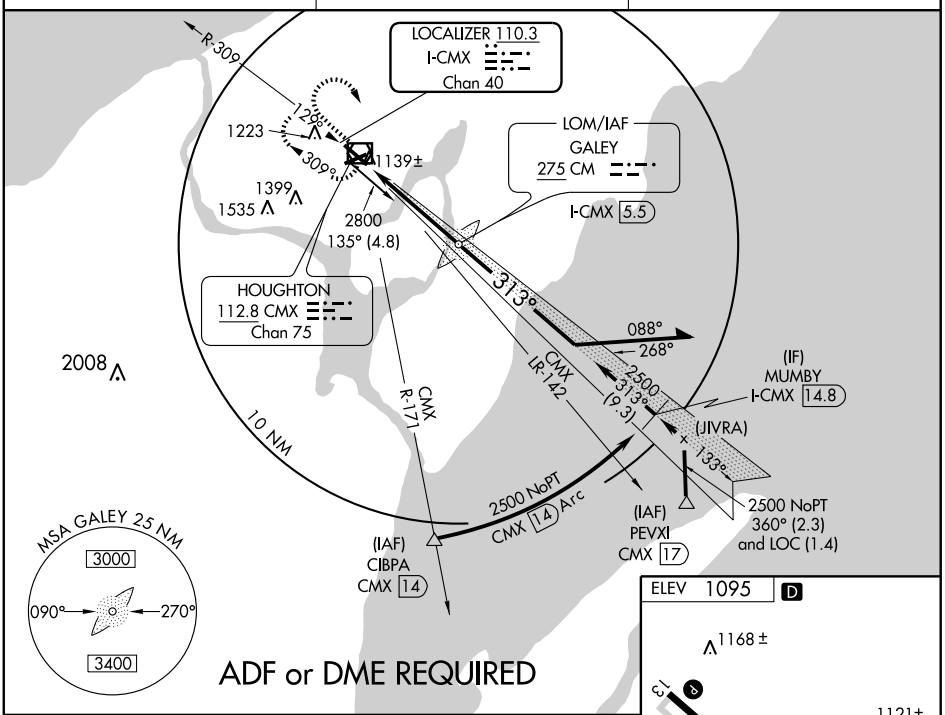
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

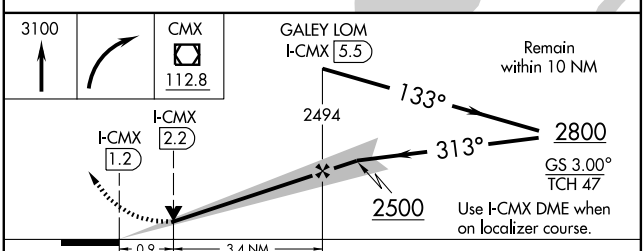
T For inoperative MALSR, increase S-LOC 31 Cat D visibility to 1 mile.
A When local altimeter setting not received use Marquette altimeter setting and increase DA to 1441 and S-ILS 31 visibility to ¾, increase all MDA 180' and S-LOC 31 visibility Cat C to ¾ mile, Cat D to 1 mile. Increase Circling Cat C visibility to 1¾ mile, Cat D visibility to 2½ mile. For inoperative MALSR when using Marquette altimeter setting increase S-ILS 31 visibility all Cats to 1¼ mile.
VDP NA when using Marquette altimeter setting. Request MIRL Rwy 7-25 CTAF.

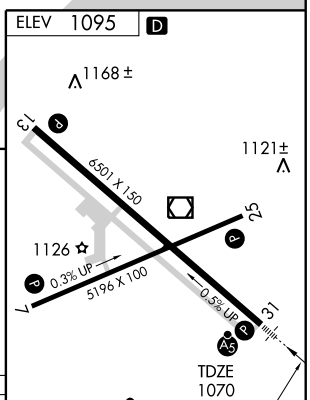
MALSR

MISSED APPROACH: Climb to 3100 then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1270-½ 200 (200-½)			
S-LOC 31	1400-½ 330 (400-½)			1400-¾ 330 (400-¾)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L
313° 4.3 NM from FAF

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CMX	APP CRS	Rwy Idg	6501
110.3	133°	TDZE	1095
Chan 40		Apt Elev	1095

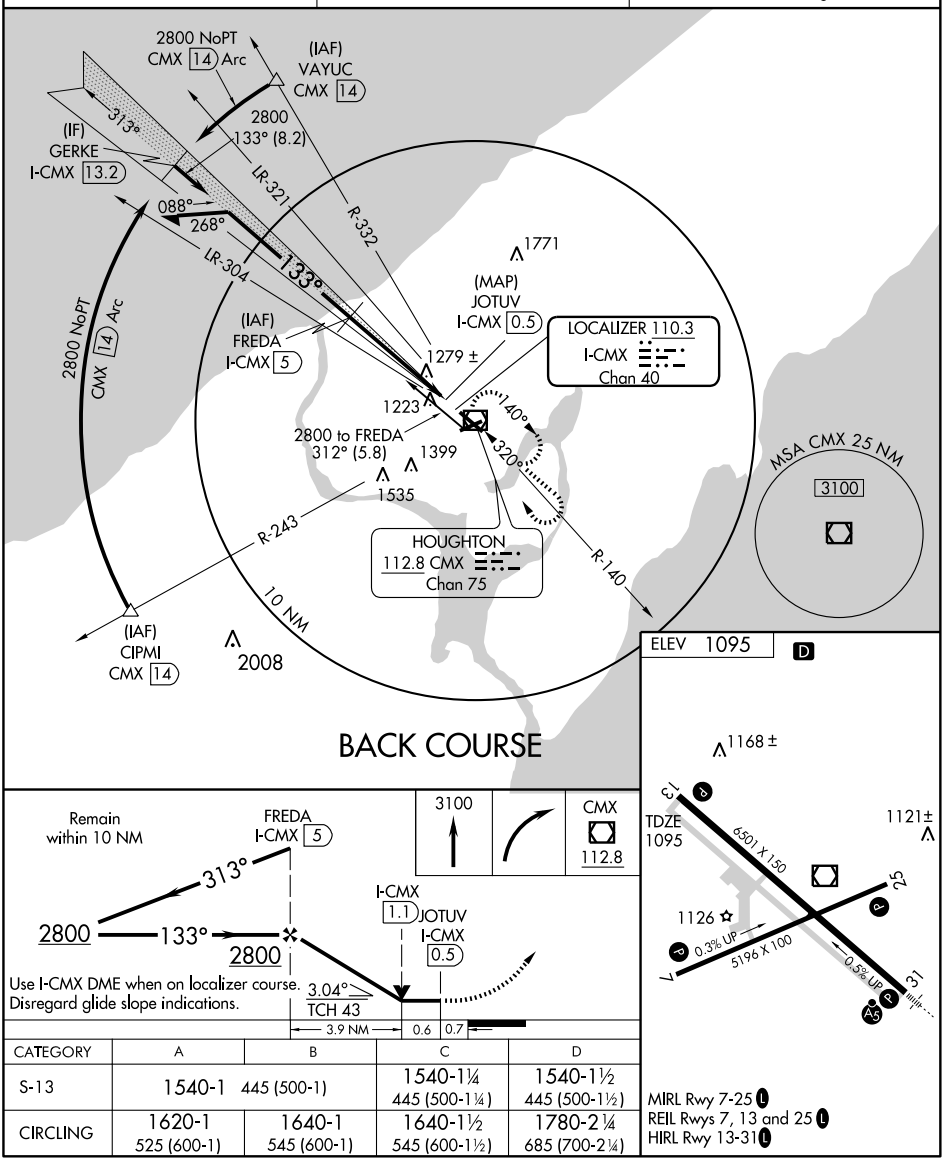
LOC/DME BC RWY 13

HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

Request MIRL Rwy 7-25 CTAF.
When local altimeter setting not received use Marquette altimeter setting and increase all MDA 180 feet and S-13 Cat C and D visibility ½ mile, increase Circling visibility Cat C and D ¼ mile.
VDP NA when using Marquette altimeter setting.

MISSED APPROACH: Climb to 3100 then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-13	1540-1 445 (500-1)		1540-1¼ 445 (500-1¼)	1540-1½ 445 (500-1½)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5196
069°	TDZE	1067
	Apt Elev	1095

RNAV (GPS) RWY 7

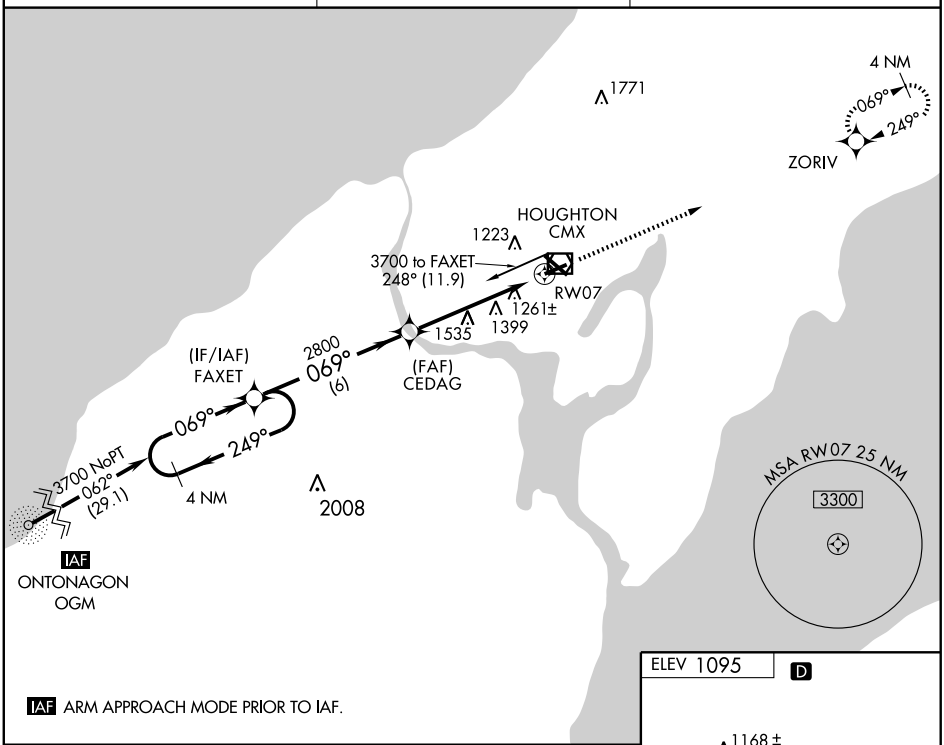
HANCOCK/ HOUGHTON COUNTY MEMORIAL (CMX)

Baro-VNAV NA below -17°C (2°F).
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

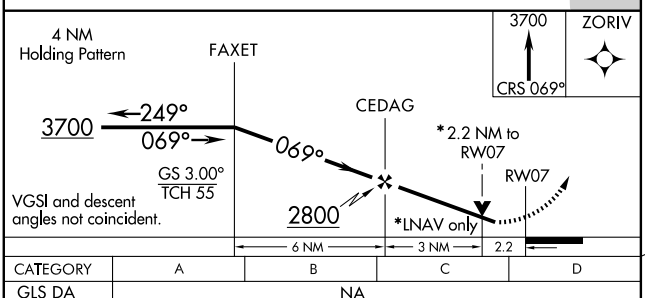
NA

MISSED APPROACH: Climb to 3700 via 069° course to ZORIV WP and hold.

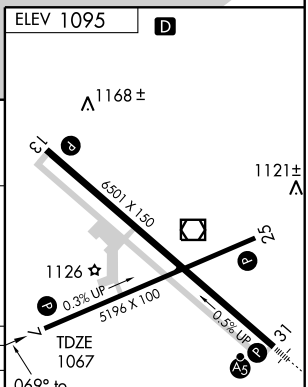
ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L



IAF ARM APPROACH MODE PRIOR TO IAF.



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	1520-1½ 453 (500-1½)			
LNAV MDA	1840-1 773 (800-1)	1840-1¼ 773 (800-1¼)	1840-2¼ 773 (800-2¼)	1840-2½ 773 (800-2½)
CIRCLING	1840-1½ 745 (800-1½)		1840-2¼ 745 (800-2¼)	1840-2½ 745 (800-2½)



MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6501
133°	TDZE	1095
	Apt Elev	1095

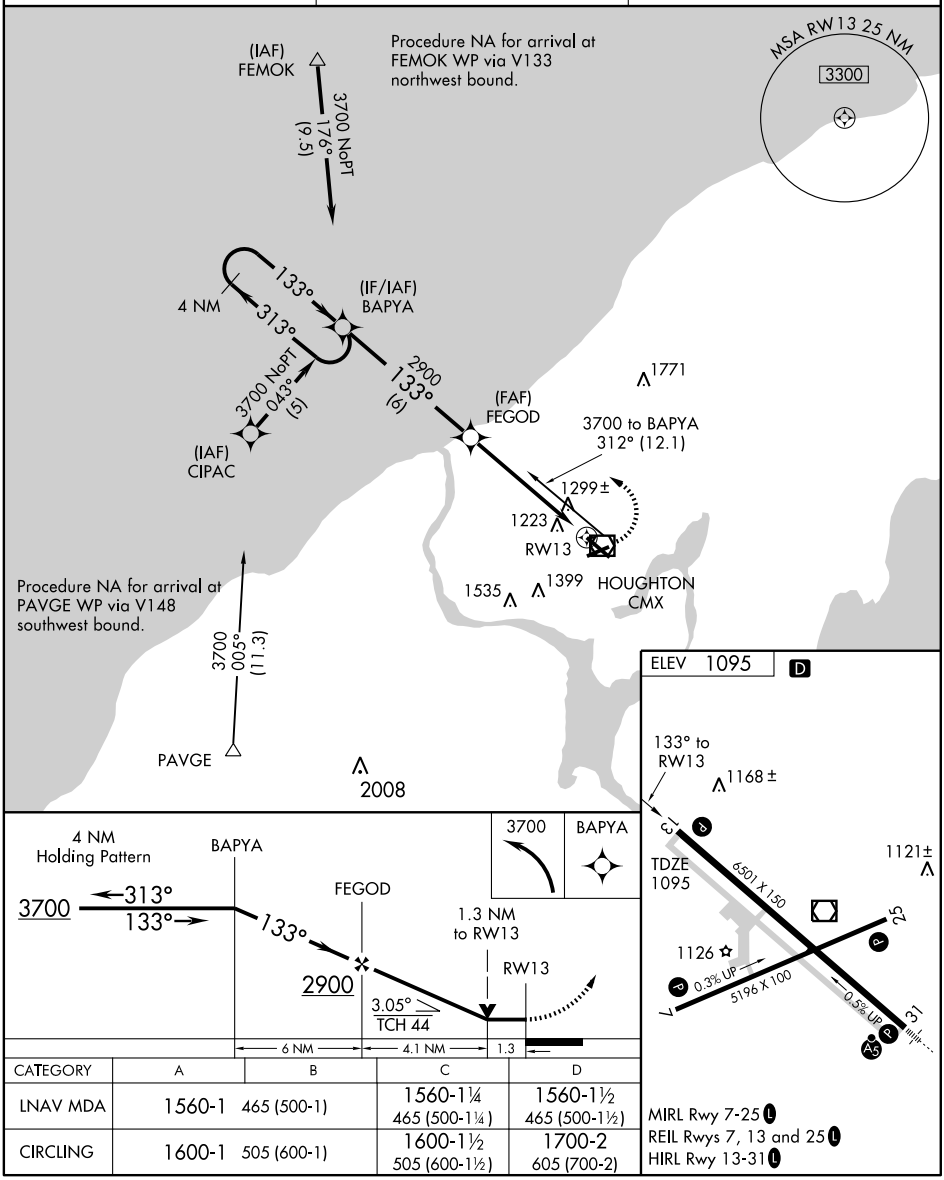
RNAV (GPS) RWY 13

HANCOCK/ HOUGHTON COUNTY MEMORIAL (CMX)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3700 direct BAPYA WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560-1	465 (500-1)	1560-1¼ 465 (500-1¼)	1560-1½ 465 (500-1½)
CIRCLING	1600-1	505 (600-1)	1600-1½ 505 (600-1½)	1700-2 605 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
249°	Rwy Idg	5196
	TDZE	1074
	Apt Elev	1095

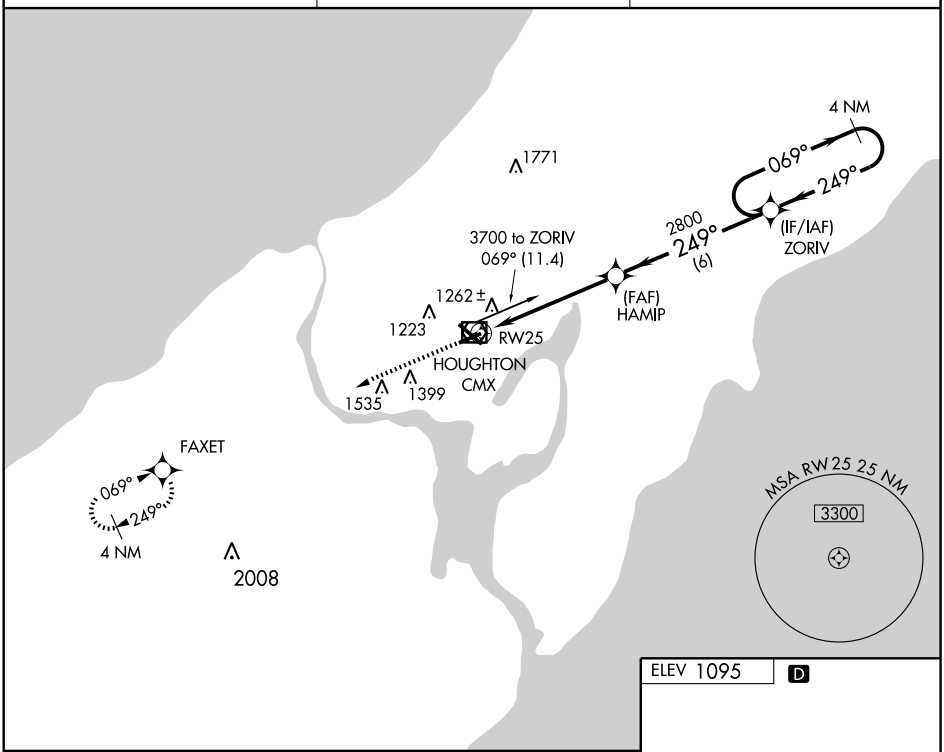
RNAV (GPS) RWY 25

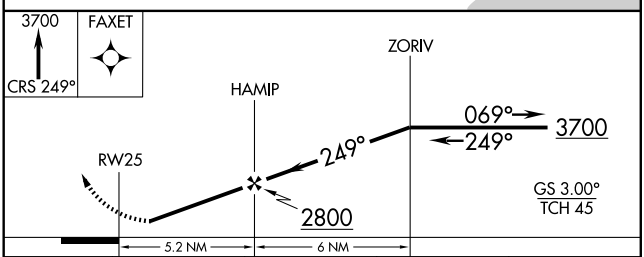
HANCOCK/HOUGHTON COUNTY MEMORIAL (CMX)

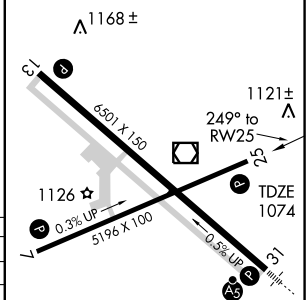
Baro-VNAV NA below -17°C (2°F)
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3700 via 249° course to FAXET WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	1520-1½ 446 (500-1½)			
LNAV MDA	1520-1 446 (500-1)		1520-1¼ 446 (500-1¼)	1520-1½ 446 (500-1½)
CIRCLING	1580-1½ 485 (500-1½)			1700-2 605 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45809 W31A	APP CRS 313°	Rwy Idg 6501 TDZE 1070 Apt Elev 1095

RNAV (GPS) RWY 31

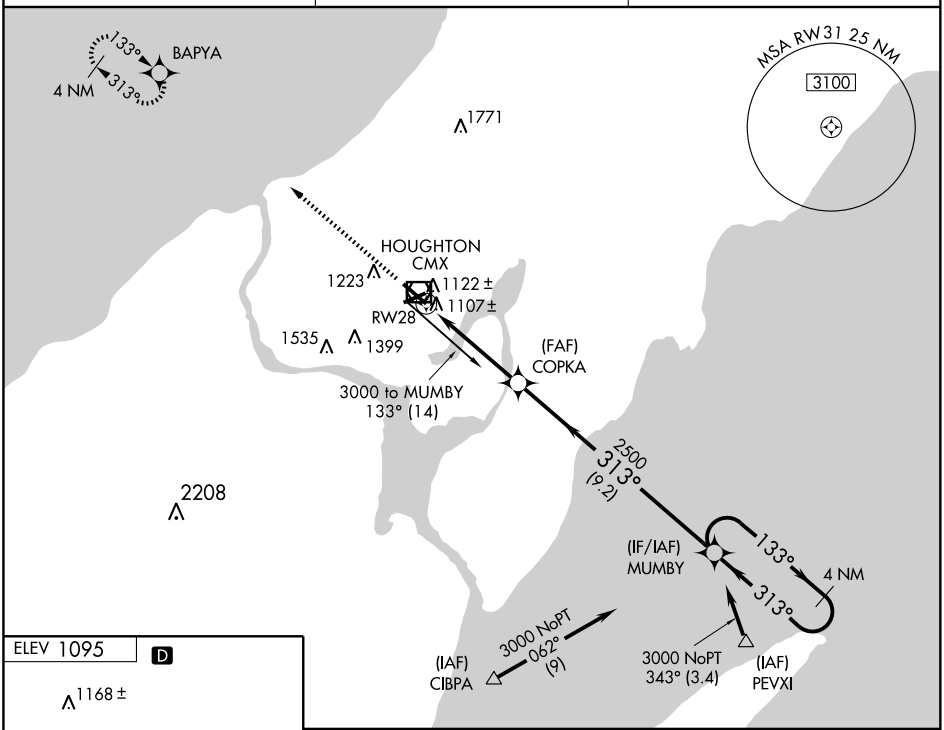
HANCOCK/HOUGHTON COUNTY MEMORIAL (CMX)

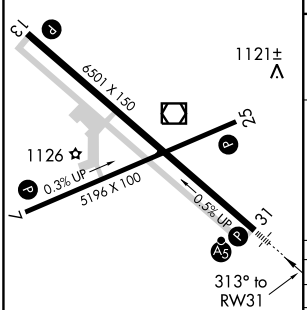
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to 1 mile, increase LNAV/VNAV Cat D visibility to 1 mile. Inoperative table does not apply to LNAV Cat D.

MALSR

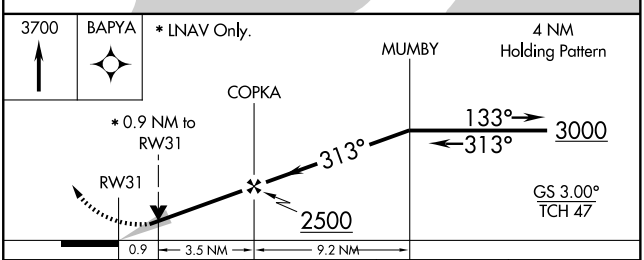
MISSED APPROACH: Climb to 3700 direct BAPYA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L





MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1320-½ 250 (300-½)			
LNAV/VNAV DA	1367-½ 297 (300-½)			1367-¾ 297 (300-¾)
LNAV MDA	1380-½ 310 (300-½)			1380-1 310 (300-1)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME CMX	APP CRS	Rwy Idg	6501
112.8	129°	TDZE	1095
Chan 75		Apt Elev	1095

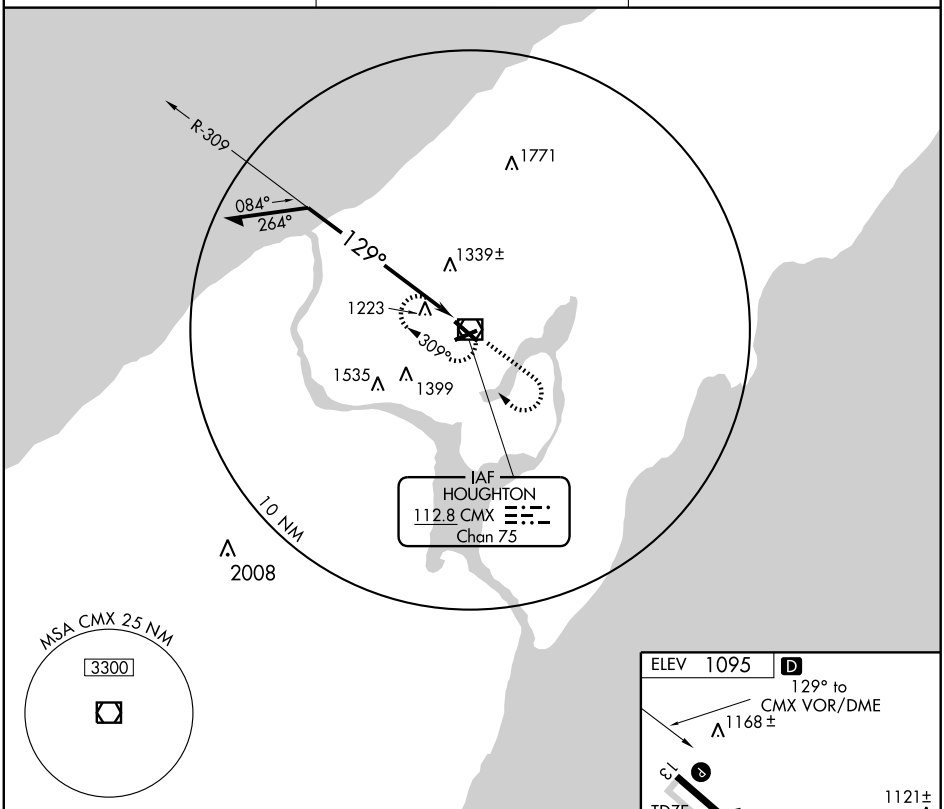
VOR RWY 13

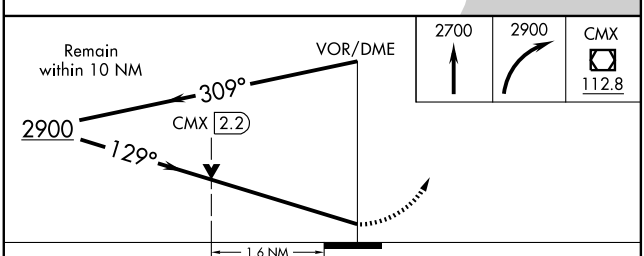
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

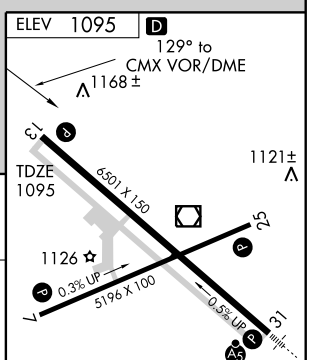
MISSED APPROACH: Climb to 2700, then climbing right turn to 2900 direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L

EC-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-13	1640-1	545 (600-1)	1640-1½ 545 (600-1½)	1640-1¾ 545 (600-1¾)
CIRCLING	1640-1	545 (600-1)	1640-1½ 545 (600-1½)	1700-2 605 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L

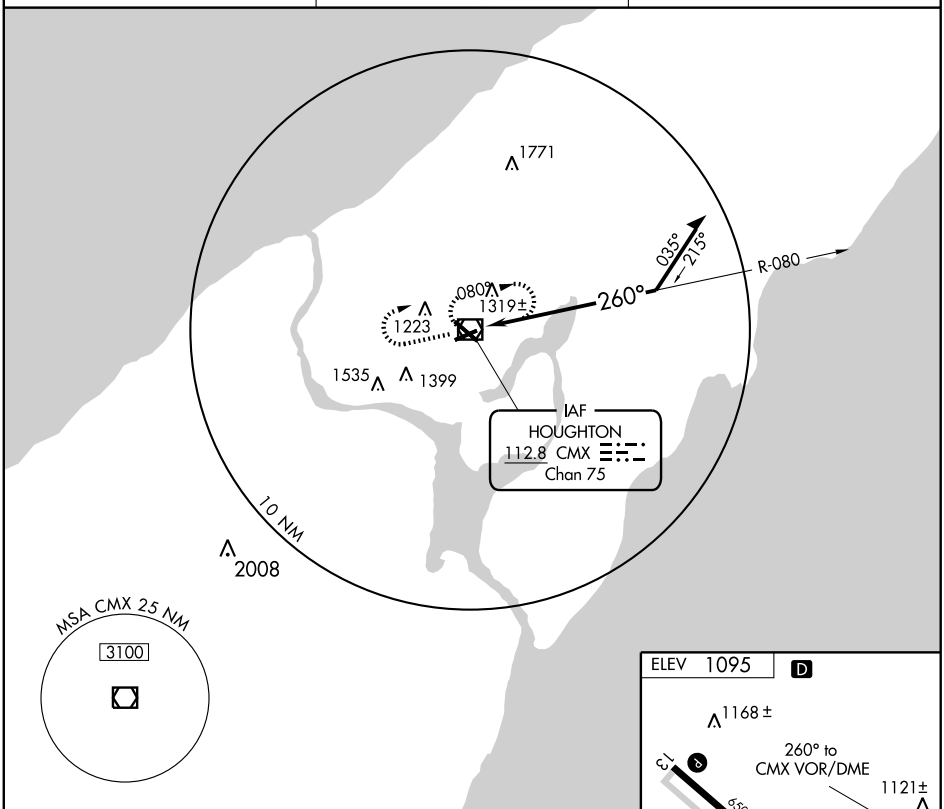
VOR/DME CMX	APP CRS	Rwy Idg	5196
112.8	260°	TDZE	1074
Chan 75		Apt Elev	1095

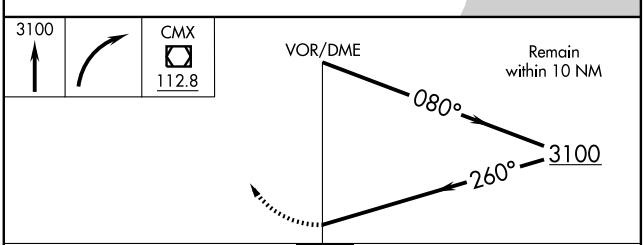
VOR RWY 25

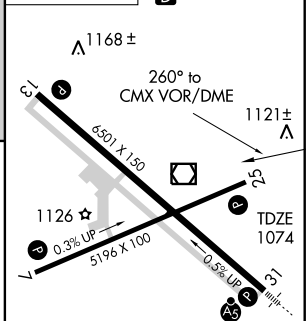
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

MISSED APPROACH: Climb to 3100, then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-25	1620-1 546 (600-1)		1620-1½ 546 (600-1½)	1620 1¾ 546 (600-1¾)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME CMX	APP CRS	Rwy Idg	6501
112.8	320°	TDZE	1070
Chan 75		Apt Elev	1095

VOR RWY 31

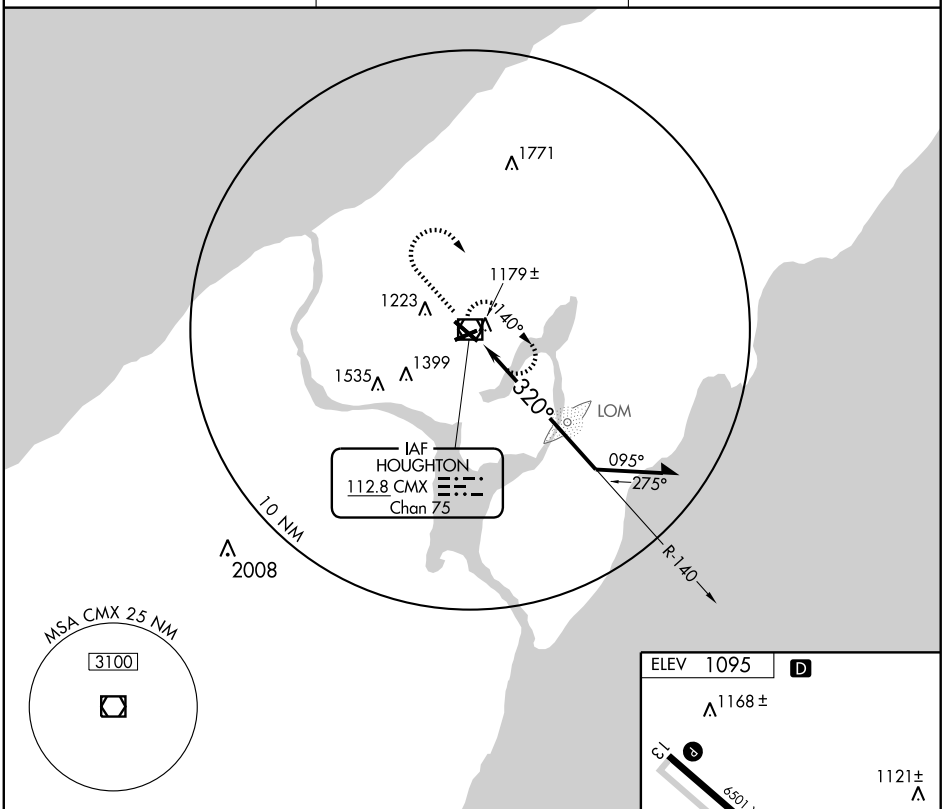
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

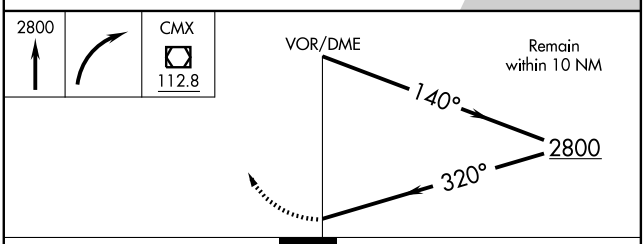
Request MIRL Rwy 7-25 CTAF.

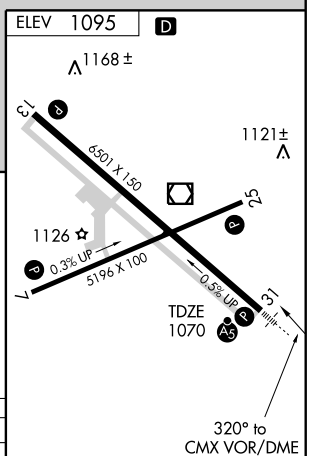
MALSR

MISSED APPROACH: Climb to 2800, then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







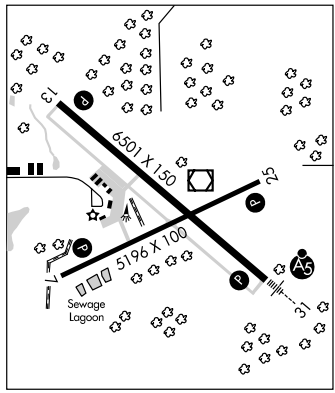
CATEGORY	A	B	C	D
S-31	1500-½ 430 (500-½)		1500-¾ 430 (500-¾)	1500-1 430 (500-1)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7, 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HANCOCK

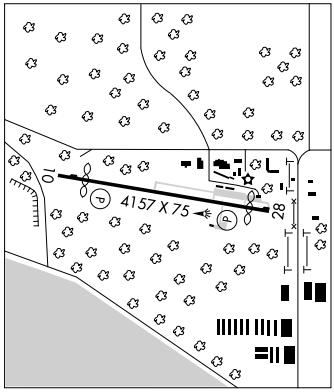
HOUGHTON CO MEM (CMX) 4 NE UTC−5(−4DT) N47°10.11′ W88°29.34′ GREEN BAY
1095 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE CMX H–2K, L–14J
RWY 13–31: H6501X150 (ASPH–GRVD) S–70, D–100, 2S–127, 2D–185 HIRL 0.5% up NW IAP
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Trees.
RWY 31: MALSR. PAPI(P4L)—GA 3,0° TCH 45′.
RWY 07–25: H5196X100 (ASPH–PFC) S–35, D–50 MIRL
0.3% up NE
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5196 TODA–5196 ASDA–5196 LDA–5196
RWY 13: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
RWY 25: TORA–5196 TODA–5196 ASDA–5196 LDA–5196
RWY 31: TORA–6501 TODA–6501 ASDA–6501 LDA–6501



AIRPORT REMARKS: Attended 0900–0500Z‡. PAEW on arpt monitor CTAF. Frequent snow removal ops in progress various times Nov–Apr monitor CTAF. Airframe and power plant repairs avbl Apr 15 thru Nov 15. Arpt CLOSED to unscheduled air carrier opns with more than 30 passenger seats except PPR call arpt manager 906–482–3970. Deer and gulls on and invof arpt. General aviation acft parking permitted in front of air carrier terminal building. Contact Unicom for permission to park in front of terminal. General aviation acft parking on aprons lctd N and S of terminal building. Arpt has dual PCL. ACTIVATE HIRL Rwy 13–31, MIRL Rwy 07–25, PAPI Rwy 13, Rwy 31, Rwy 07, and Rwy 25, REIL Rwy 13, Rwy 07, and Rwy 25, MALSR Rwy 31 and Twy B—CTAF. Airfield guidance signs snow covered in winter. Ldg fee waived with fuel purchase for multi–engine acft only.
WEATHER DATA SOURCES: ASOS 125.675 (906) 482–4248. **HIWAS** 112.8 CMX.
COMMUNICATIONS: CTAF/UNICOM 122.7
HANCOCK RCO 123.65 122.525 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.2
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE CMX.
(L) VORW/DME 112.8 CMX Chan 75 N47°10.22′ W88°29.12′ at fld. 1072/2W. **HIWAS.**
DME unusable 315°–035° byd 30 NM blo 3500′.
GALEY NDB (MHW/LOM) 275 CM N47°06.94′ W88°24.07′ 313° 4.8 NM to fld. Unmonitored.
ILS/DME 110.3 I–CMX Chan 40 Rwy 31. Class IT. LOM GALEY NDB. LOC BC unusable byd 13° left and right of course. LOC BC and BC DME unusable byd 10 NM blo 2600′.

HANLEY FLD (See MUNISING)

HARBOR SPRINGS (MGN) 3 E UTC−5(−4DT) N45°25.53′ W84°54.80′ LAKE HURON
686 B **FUEL** 100LL, JET A NOTAM FILE MGN L–31B
RWY 10–28: H4157X75 (ASPH) S–22, D–30 MIRL IAP
RWY 10: PAPI(P4R)—GA 3.5° TCH 25. Thld dsplcd 445′. Pole.
RWY 28: (NSTD) PAPI(P4L)—GA 4.0° TCH 35. Thld dsplcd 445′. Trees.



AIRPORT REMARKS: Attended 1300–dusk. Parachute Jumping. Birds and deer on and invof arpt. Rwy 28 +46′ antenna 186′ from dsplcd thld 234′ right. Noise abatement procedures; no turbojet/turbofan acft departures from 0400 to 1200Z‡, no low flight over surrounding community, all acft departing to the W turn S over the water as soon as practical. ACTIVATE MIRL Rwy 10–28—CTAF. Lgts extinguish with 3 clicks during daytime ops. Landing fee waived with minimum fuel purchase.
WEATHER DATA SOURCES: AWOS–3 119.925 (231) 347–5231.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 227° 16.2 NM to fld. 840/6W.
HIWAS.
COMM/NAV/WEATHER REMARKS: AWOS–3 Wind unreliable btn 260°–280°.

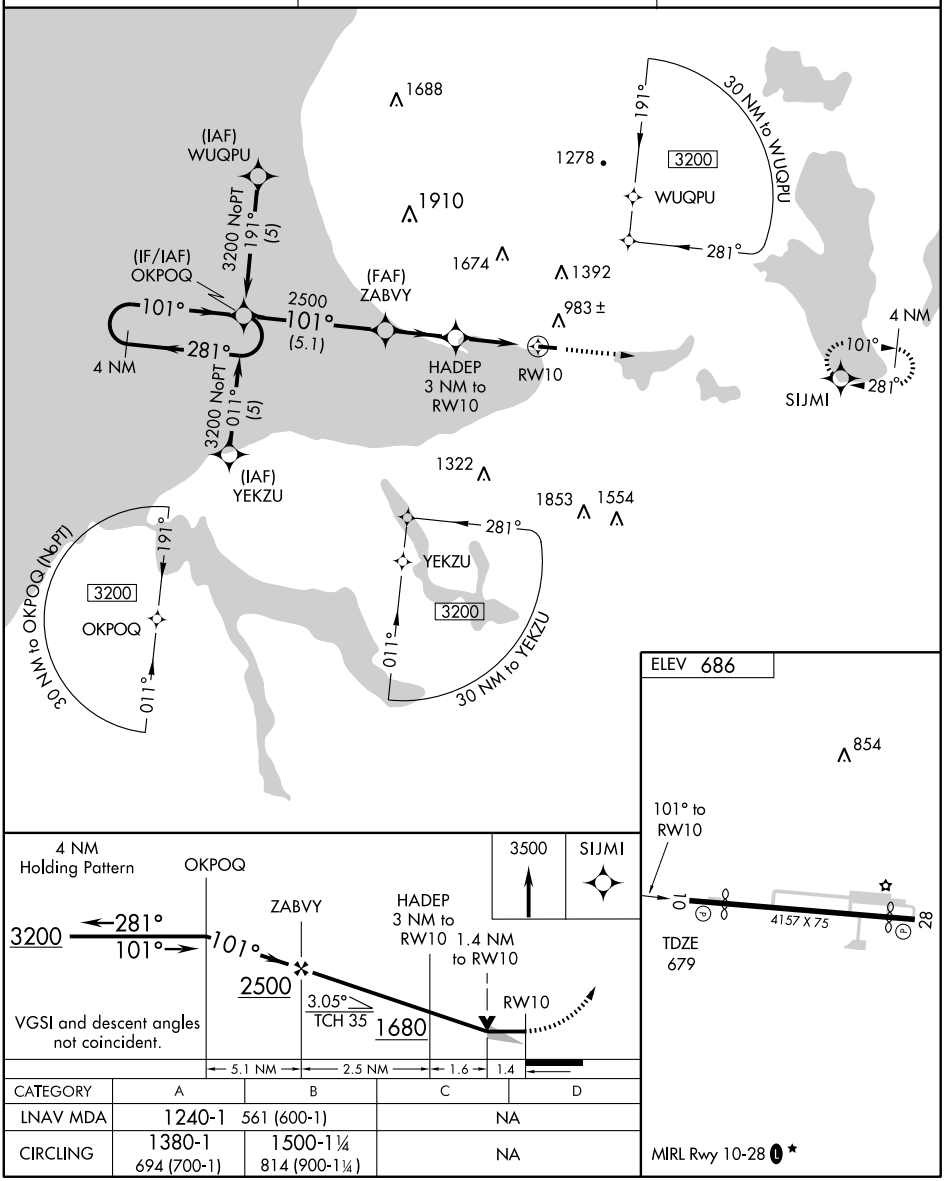
APP CRS	Rwy Idg	3712
101°	TDZE	679
	Apt Elev	686

RNAV (GPS) RWY 10
HARBOR SPRINGS (MGN)

DME/DME RNP-0.3 NA. VDP NA when using Pellston altimeter setting. When local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct SIJMI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.6 354.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	561 (600-1)	NA	
CIRCLING	1380-1 694 (700-1)	1500-1¼ 814 (900-1¼)	NA	

MIRL Rwy 10-28 L ★

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

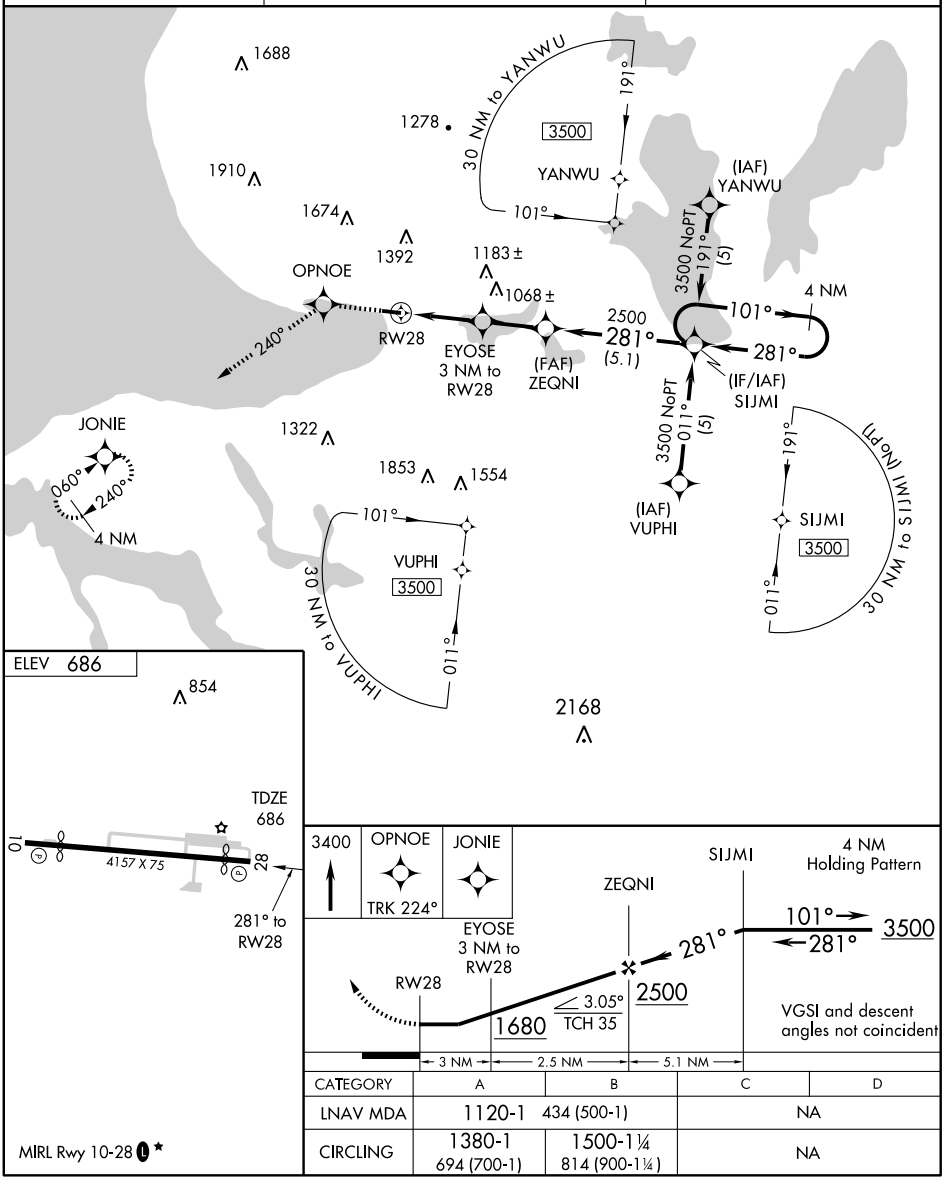
HARBOR SPRINGS (MGN)

APP CRS	Rwy ldg	3712
281°	TDZE	686
	Apt Elev	686

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3400 direct OPNOE and via 240° track to JONIE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.6 354.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1120-1	434 (500-1)	NA	
CIRCLING	1380-1 694 (700-1)	1500-1¼ 814 (900-1¼)	NA	

MIRL Rwy 10-28 L ★

EC-1, 21 OCT 2010 to 18 NOV 2010

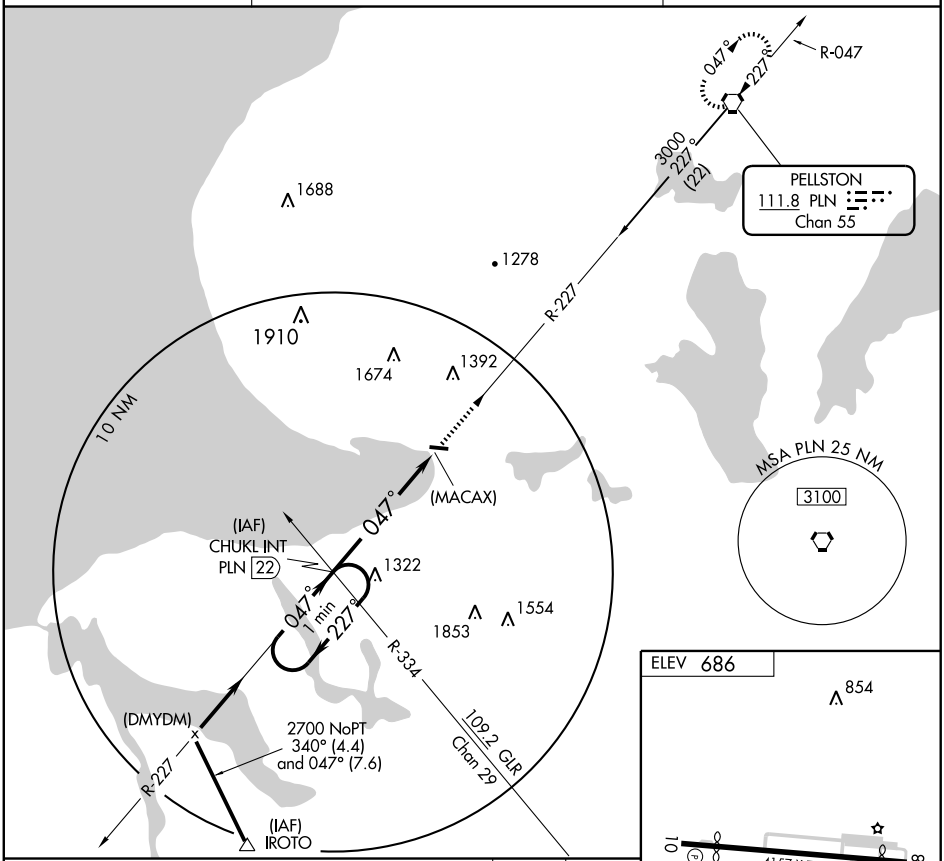
VORTAC PLN 111.8 Chan 55	APP CRS 047°	Rwy Idg N/A TDZE N/A Apt Elev 686

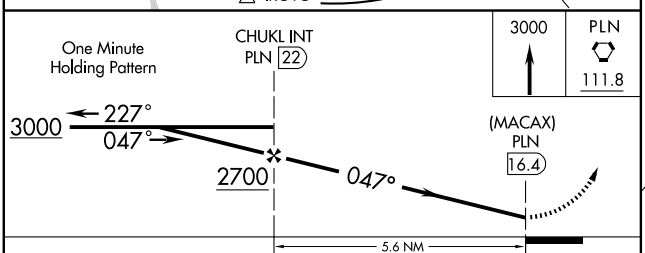
VOR or GPS-A
HARBOR SPRINGS (MGN)

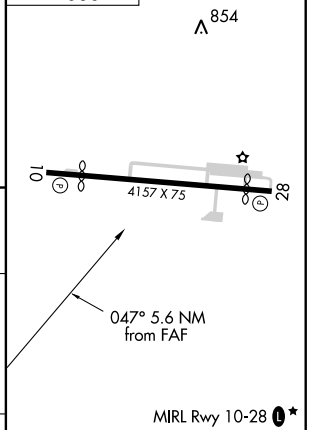
Use Pellston altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 direct PLN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.6 354.05	122.8 (CTAF) L





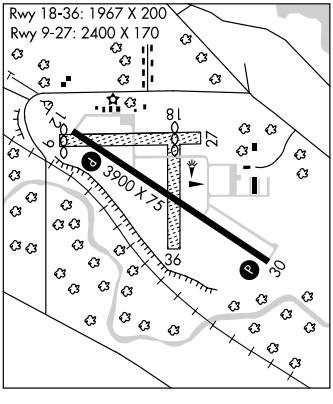


CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 968 (1000-1¼)	1660-1½ 968 (1000-1½)	NA	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-1, 21 OCT 2010 to 18 NOV 2010

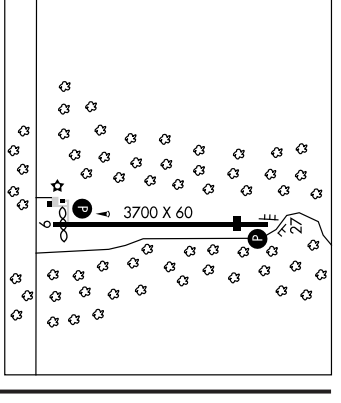
HASTINGS (9D9) 3 W UTC−5(−4DT) N42°39.81′ W85°20.78′ CHICAGO
801 B **FUEL** 100LL TPA—1601(800) NOTAM FILE LAN L–28I
RWY 12–30: H3900X75 (ASPH) S–20 MIRL IAP
RWY 12: REIL. PAPI(P4R)—GA 4.0°. TCH 25′. Trees.
RWY 30: REIL. PAPI(P4L)—GA 4.0° TCH 25′. Tree.
RWY 09–27: 2400X170 (TURF)
RWY 09: Thld dsplcd 185′. Trees.
RWY 27: Thld dsplcd 393′. Trees.
RWY 18–36: 1962X200 (TURF)
RWY 18: Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. ACTIVATE MIRL Rwy 12–30; REILS Rwy 12 and Rwy 30 and PAPI Rwy 12 and Rwy 30—CTAF. Rwy 09–27 and Rwy 18–36 marked with yellow cones.
COMMUNICATIONS: CTAF/UNICOM 123.075.
Ⓡ **GRAND RAPIDS APP/DEP CON** 128.4 (1030–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRR.
GRAND RAPIDS (H) VOR/DME 115.95 GRR Chan 106(Y) N42°47.20′ W 85°29.82′ 142° 10 NM to fld. 803/4W. DME unmonitored.



HAT FIELD (See NUNICA)

HESSEL

ALBERT J. LINDBERG (5Y1) 2 N UTC−5(−4DT) N46°02.15′ W84°25.19′ LAKE HURON
760 B NOTAM FILE GRB L–31B
RWY 09–27: H3700X60 (ASPH) MIRL
RWY 09: PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 200′. Trees.
RWY 27: PAPI(P2L)—3.5° TCH 25′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Arpt manager after hour 1–906–298–0566. ACTIVATE MIRL Rwy 09–27 and PAPI Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 029° 26.4 NM to fld. 840/6W. **HIWAS.**



HIGHLAND

PONDEROSA HELIPORT (13D) 2W UTC−5(4DT) N42°37.75′ W83°40.99′ DETROIT
1017 NOTAM FILE LAN COPTER
HELIPAD H1: H18X18(CONC)
HELIPORT REMARKS: Unattended. Helipad H1 perimeter lgts. ACTIVATE H1 perimeter lgts and VASI—123.025.
COMMUNICATIONS: CTAF 122.9

VOR/DME GRR 115.95 Chan 106 (Y)	APP CRS 142°	Rwy Idg 3900 TDZE 797 Apt Elev 801

VOR RWY 12
HASTINGS (9D9)

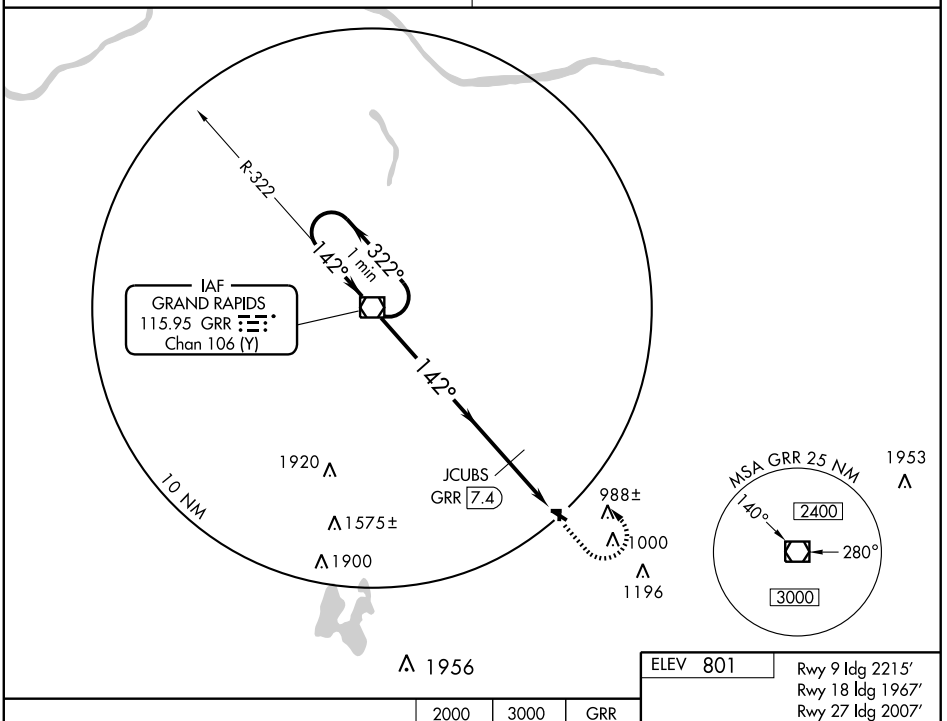
T
A NA

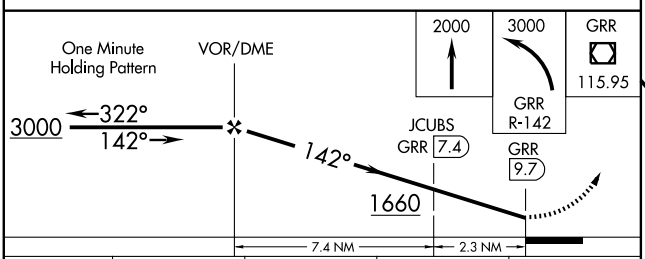
Use Grand Rapids altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via GRR R-142 to GRR VOR/DME and hold.

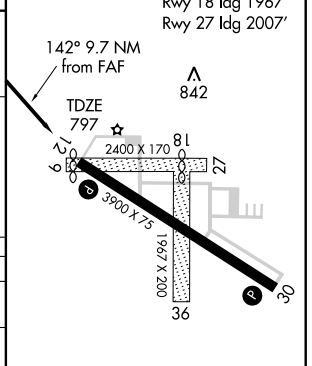
GRAND RAPIDS APP CON ★
128.4 257.6

UNICOM
123.075 (CTAF) L





CATEGORY	A	B	C	D
S-12	1660-1 863 (900-1)	1660-1¼ 863 (900-1¼)	1660-2½ 863 (900-2½)	NA
CIRCLING	1660-1 859 (900-1)	1660-1¼ 859 (900-1¼)	1660-2½ 859 (900-2½)	NA
JCUBS DME MINIMUMS				
S-12	1340-1 543 (600-1)		1340-1½ 543 (600-1½)	NA
CIRCLING	1340-1 539 (600-1)		1340-1½ 539 (600-1½)	NA

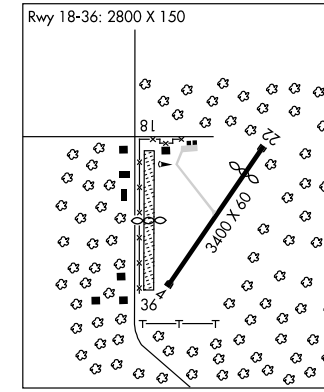


MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

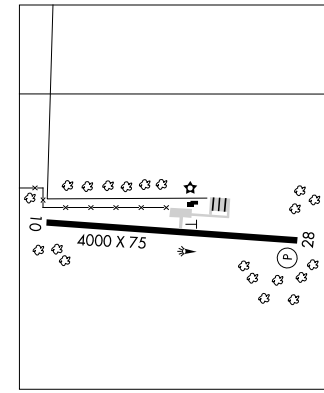
FAF to MAP 9.7 NM					
Knots	60	90	120	150	180
Min:Sec	9:42	6:28	4:51	3:53	3:14

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HILLMAN (Y95) 2 NW UTC−5(−4DT) N45°04.98′ W83°56.04′ LAKE HURON
850 NOTAM FILE LAN L–31C
RWY 04–22: H3400X60 (ASPH) MIRL
RWY 04: Trees. **RWY 22:** Thld dsplcd 760′. Trees.
RWY 18–36: 2800X150 (TURF)
RWY 18: Thld dsplcd 1400′. Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 surface rough and moderately rolling, not mowed. Snow removal second priority, confirm arpt condition before arrival. Rwy 18–36 marked with 3′ yellow cones. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE APN.
ALPENA (L) VORTAC 108.8 APN Chan 25 N45°04.97′ W83°33.42′ 277° 16.0 NM to fld. 677/7W. **HIWAS.**



HILLSDALE MUNI (JYM) 3 E UTC−5(−4DT) N41°55.28′ W84°35.15′ DETROIT
1182 B S4 **FUEL** 100LL, JET A NOTAM FILE JYM L–28J
RWY 10–28: H4000X75 (ASPH) S–16 MIRL 0.5% up E IAP
RWY 10: Tree.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Attended Nov–Mar 1300–2300Z‡, Apr–Oct 1300–0200Z‡. Rwy 28 PAPI OTS indef.
WEATHER DATA SOURCES: AWOS–3 121.025 (517) 437–5638.
COMMUNICATIONS: CTAF/UNICOM 122.8
LITCHFIELD RCO 122.1R, 111.2T (LANSING RADIO)
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATIONS: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 141° 11.7 NM to fld. 1040/05W.



HIRAM CURE (See SUNFIELD)

HOFFMAN'S BLACK MOUNTAIN AERODROME (See Cheboygan)

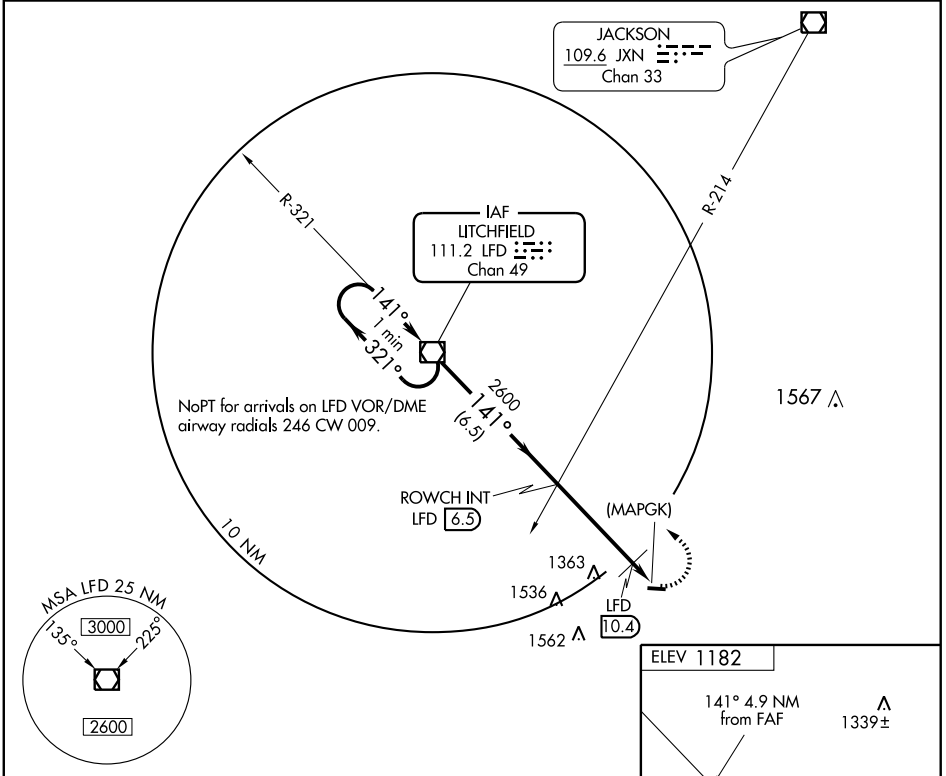
HOLLAND N42°47.79′ W86°09.45′. NOTAM FILE LAN. CHICAGO
NDB (MHW) 233 HLM at Park Township. NDB unusable byd 5.5 NM. L–28I

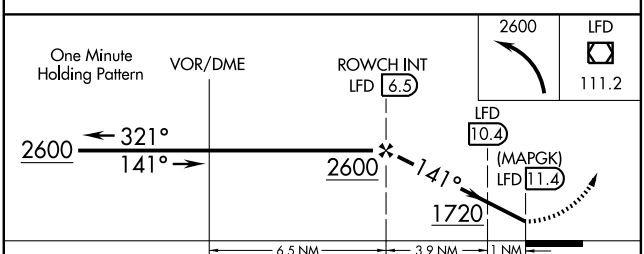
VOR/DME LFD	APP CRS	Rwy Idg	N/A
111.2	141°	TDZE	N/A
Chan 49		Apt Elev	1182

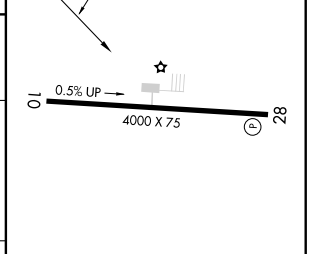
VOR or GPS-A
HILLSDALE MUNI (JYM)

MISSED APPROACH: Climbing left turn to 2600 direct LFD VOR/DME and hold.

AWOS-3	TOLEDO APP CON	UNICOM
121.025	134.35 317.55	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1720-1 538 (600-1)		1720-1½ 538 (600-1½)	NA
DME MINIMUMS				
CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	NA

REIL Rwy 28
MIRL Rwy 10-28

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HOLLAND

PARK TOWNSHIP (HLM) 3 NW UTC−5(−4DT) N42°47.76′ W86°09.72′ **CHICAGO**

603 B **FUEL** 100LL TPA—1403(800) NOTAM FILE LAN

RWY 05–23: H2999X50 (ASPH) MIRL (NSTD)

RWY 05: Thld dsplcd 725′. Road.

RWY 23: Thld dsplcd 1142′. Trees.

RWY 12–30: 2245X90 (TURF)

RWY 12: Thld dsplcd 1019′. Trees.

RWY 30: Thld dsplcd 820 ′. Trees.

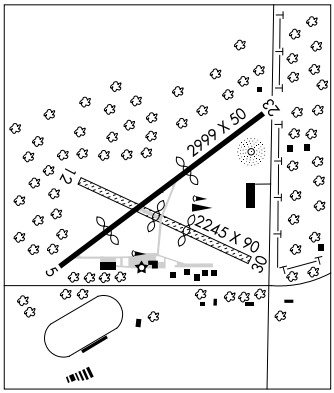
AIRPORT REMARKS: Attended irregularly. Rwy 12–30 CLOSED Nov 1 thru Mar 31 and when snow covered. Departure procedure: Rwys 05 and 23 climb straight–out to 1200′ MSL before turning. Rwy 12–30 and dsplcd thlds marked with 3′ yellow cones. ACTIVATE NSTD MIRL Rwy 05–23—CTAF. Rwy 05–23 NSTD MIRL; lgts 24′ from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.8

PULLMAN RCO 122.1R 112.1T (LANSING RADIO)

RADIO AIDS TO NAVIGATION

HOLLAND NDB 233 HLM N42°47.79′ W86°09.45′ at fld.



TULIP CITY (BIV) 2 S UTC−5(−4DT) N42°44.57′ W86°06.47′ **CHICAGO**

698 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE BIV **H–5E, 10F, L–28I**

RWY 08–26: H6002X100 (ASPH–GRVD) S–75, D–160, 2D–175 HIRL **IAP**

RWY 08: REIL. PAPI (P4L)—GA 3.0° TCH 40′. Rgt tfc.

RWY 26: REIL. MALSR. PAPI (P4L)—GA 3.0° TCH 33′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1100–0300Z‡, Sat and Sun 1200–0200Z‡. For arpt attendant other hrs and during emerg call 616–392–7831. Deer and birds on and invof arpt. Ldg fee. Ldg fee waived with minimum fuel purchase. HIRL Rwy 08–26 presest low ints; to increase inst and ACTIVATE MALSR Rwy 26; REIL Rwy 08; PAPI Rwy 08 and Rwy 26—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (616) 394–0190

COMMUNICATIONS: CTAF/UNICOM 123.05

PULLMAN RCO 122.1R, 112.1T (LANSING RADIO)

Ⓡ **MUSKEGON APP/DEP CON** 119.8 (1100–0400Z‡)

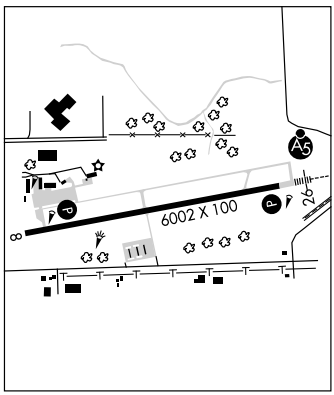
MUSKEGON CLNC DEL 123.95

Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

PULLMAN (H) VOR/DME 112.1 PMM Chan 58 N42°27.96′ W86°06.29′ 360° 16.6 NM to fld. 640/00E.

ILS/DME 110.55 I–BIV Chan 42Y Rwy 26.



HOME ACRES SKY RANCH (See LAKE CITY)

HONEY ACRES (See CLINTON)

HOUGHTON CO MEM (See HANCOCK)

HOUGHTON LAKE HEIGHTS

HOUGHTON LAKE STATE (5Y2) 1 W UTC−5(−4DT) N44°19.75′ W84°47.50′ **LAKE HURON**

1165 NOTAM FILE LAN

RWY 16–34: 2750X104 (TURF)

RWY 16: Thld dsplcd 550′. Brush. **RWY 34:** Thld dsplcd 900′. Trees.

AIRPORT REMARKS: Attended irregularly. Snow removal irregular—confirm condition with arpt manager on 616–540–1324. Rwy 16 has 35′ p–line on centerline 315′ from thld. Rwy 16–24 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

HOUGHTON LAKE N44°21.53′ W84°39.94′ NOTAM FILE HTL. **LAKE HURON**

(T) VORW/DME 111.6 HTL Chan 53 at Roscommon Co–Blodgett Meml. 1145/5W. **ASOS.** **L–31C**

VOR/DME unmonitored dusk to 1300Z‡.

LOC/DME I-BIV	APP CRS	Rwy Idg 6002
110.55	264°	TDZE 686
Chan 42 (Y)		Apt Elev 698

ILS or LOC/DME RWY 26

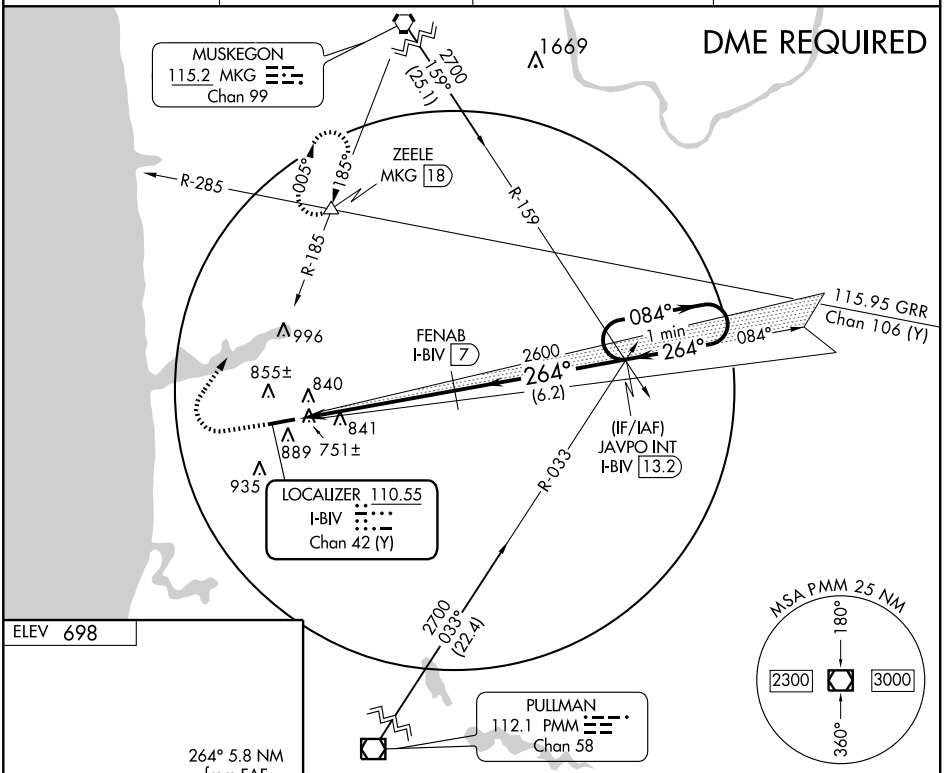
HOLLAND/ TULIP CITY (BIV)

NA — For inoperative MALSR, increase all S-ILS 26 visibility to 1. When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 71 feet, all MDA 80 feet and S-ILS 26 Cats visibility ¼ mile, and all S-LOC 26 Cat C visibility ¼ mile. For inopertive MALSR when using Muskegon altimeter setting, increase S-ILS 26 all Cats visibility to 1¼. VDP NA when using Muskegon altimeter setting.

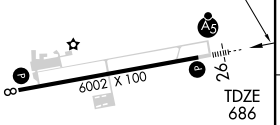
MALSR

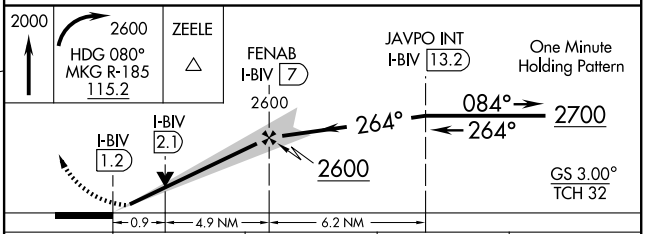
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 080° and MKG R-185 to ZEELE INT/ MKG 18 DME and hold.

ASOS	MUSKEGON APP CON*	MUSKEGON CLNC DEL	UNICOM
119.025	119.8 339.1	123.95	123.05 (CTAF)



ELEV 698





CATEGORY	A	B	C	D
S-ILS 26	936-½ 250 (300-½)			NA
S-LOC 26	1020-½ 334 (400-½)			NA
CIRCLING	1200-1 502 (600-1)		1200-1½ 502 (600-1½)	NA

REIL Rwy 8 and 26 (L)
HIRL Rwy 8-26 (L)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
084°	TDZE	698
	Apt Elev	698

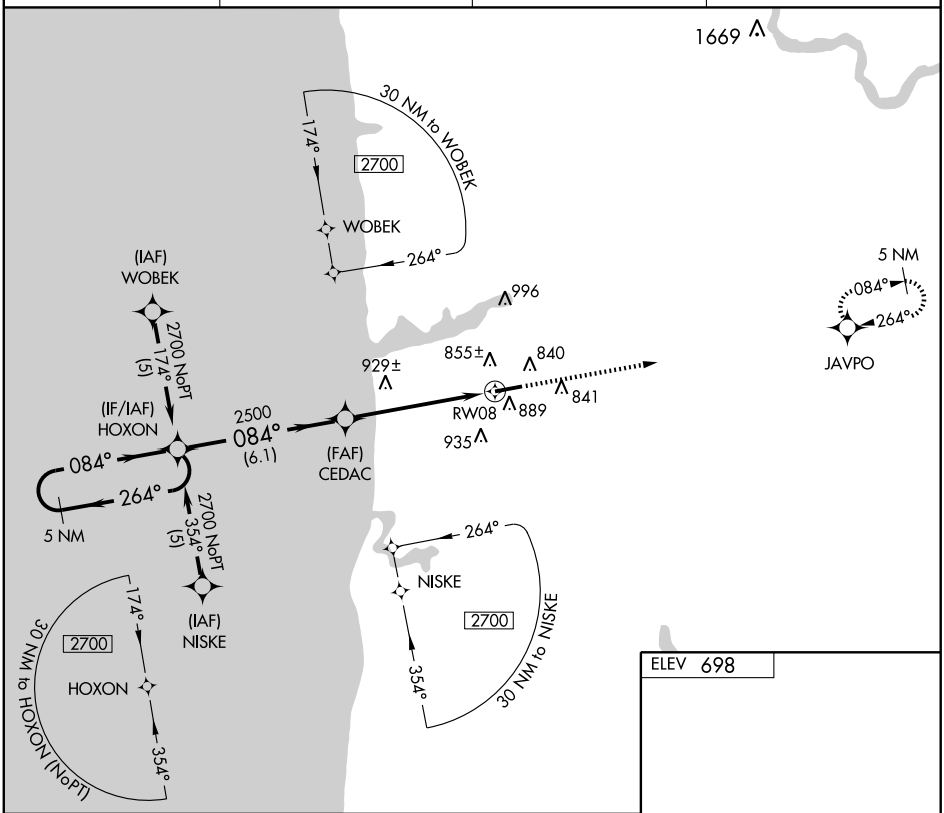
RNAV (GPS) RWY 8

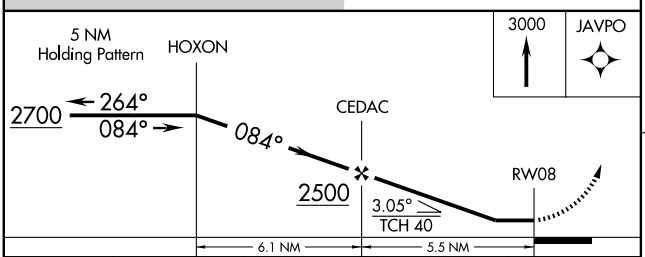
HOLLAND/ TULIP CITY (BIV)

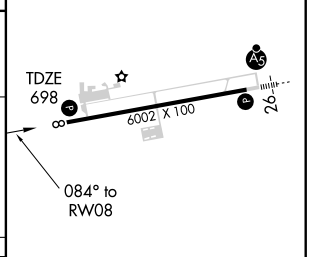
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Muskegon County altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct JAVPO and hold.

ASOS	MUSKEGON APP CON ★	MUSKEGON CLNC DEL	UNICOM
119.025	119.8 339.1	123.95	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1	482 (500-1)	1180-1¼ 482 (500-1¼)	1180-1½ 482 (500-1½)
CIRCLING	1200-1	502 (600-1)	1200-1½ 502 (600-1½)	1260-2 562 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwy 8-26 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6002
CH 53402	264°	TDZE	686
W26A		Apt Elev	698

RNAV (GPS) RWY 26

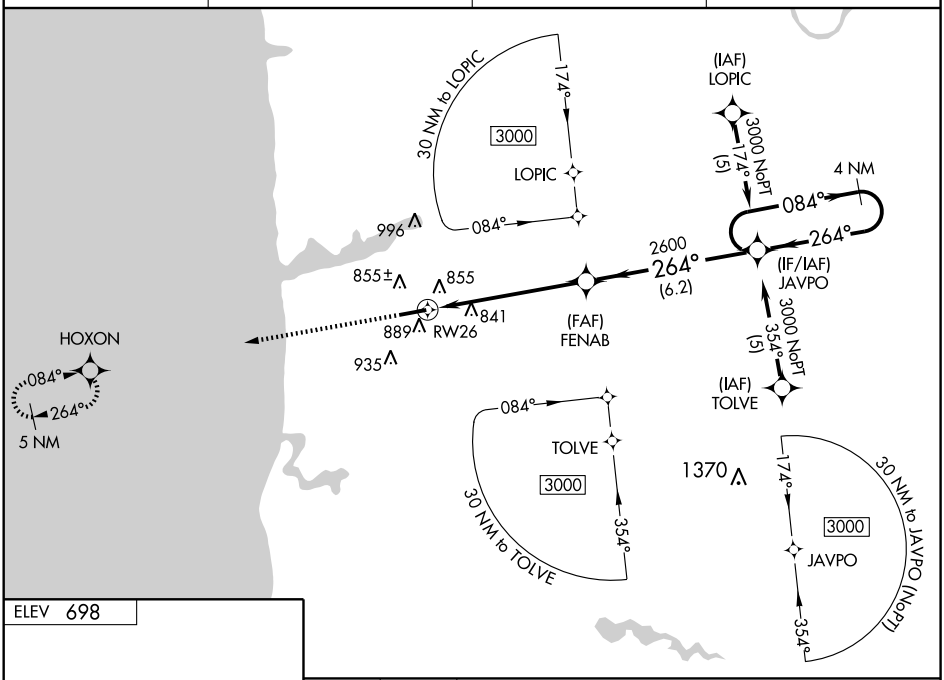
HOLLAND/ TULIP CITY (BIV)

For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Muskegon altimeter setting. When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase all LPV, LNAV-VNAV and LNAV Cat C visibility ¼ mile. For inoperative MALSR, when using Muskegon altimeter setting, increase LPV all Cats visibility to 1¼ .

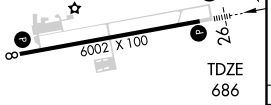
MALSR

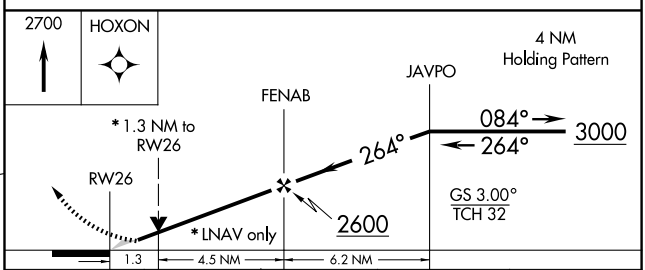
MISSED APPROACH: Climb to 2700 direct HOXON and hold.

ASOS	MUSKEGON APP CON ★	MUSKEGON CLNC DEL	UNICOM
119.025	119.8 339.1	123.95	123.05 (CTAF) L



ELEV 698





CATEGORY	A	B	C	D
LPV DA	951-½ 265 (300-½)			NA
LNAV/ VNAV DA	1175-1¼ 489 (500-1¼)			NA
LNAV MDA	1140-½ 454 (500-½)		1140-¾ 454 (500-¾)	NA
CIRCLING	1200-1 502 (600-1)		1200-1½ 502 (600-1½)	NA

REIL Rwy 8 and 26 L
HIRL Rwy 8-26 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PMM	APP CRS	Rwy Idg	N/A
112.1	360°	TDZE	N/A
Chan 58		Apt Elev	688

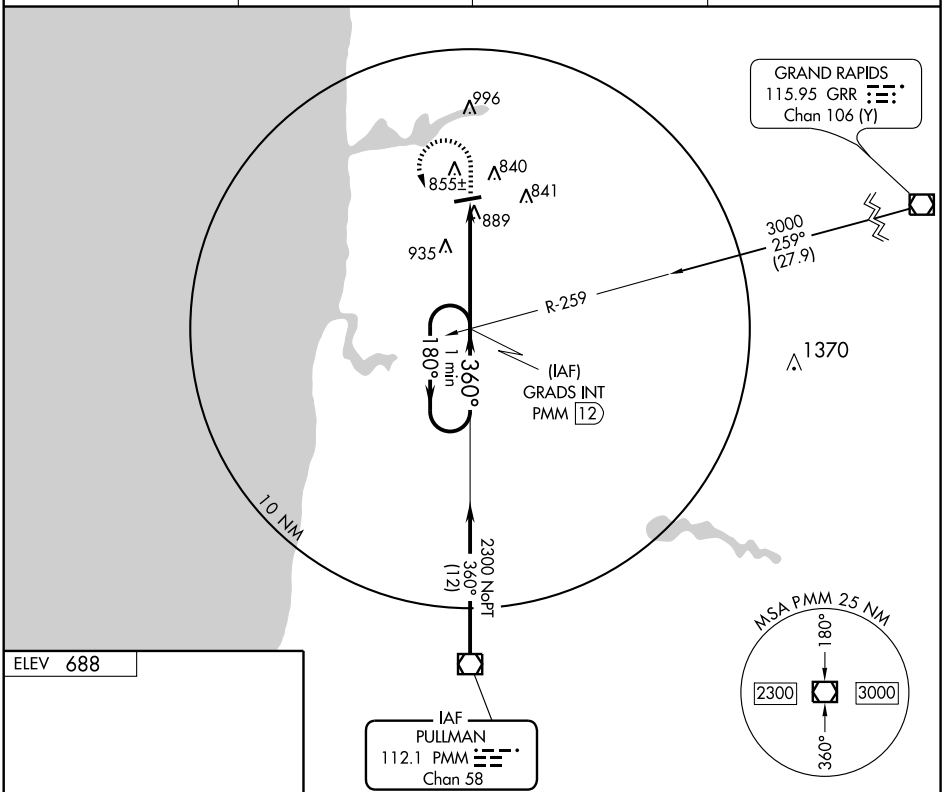
VOR-A

HOLLAND/ TULIP CITY (BIV)

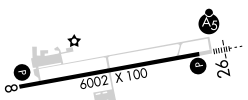
NA

MISSED APPROACH: Climb to 2300 then left turn via PMM R-360 to GRADS INT/PMM 12 DME and hold.

ASOS	MUSKEGON APP CON ★	MUSKEGON CLNC DEL	UNICOM
119.025	119.8 339.1	123.95	123.05 (CTAF) L

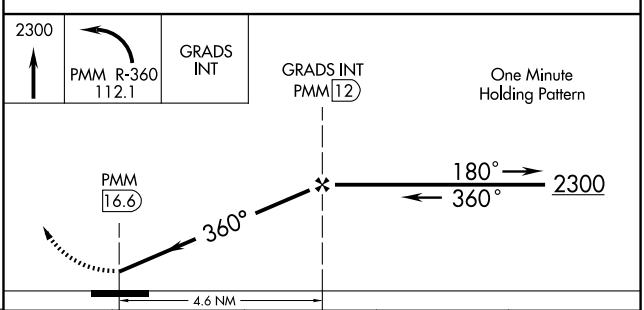


ELEV 688



360° 4.6 NM from FAF

REIL Rwy 8 and 26 L
HIRL Rwy 8-26 L



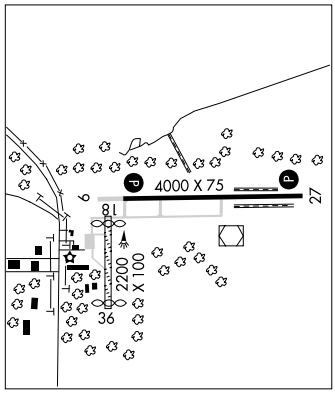
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
CIRCLING	1200-1 512 (600-1)		1200-1½ 512 (600-1½)	1240-2 552 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HOUGHTON LAKE

ROSCOMMON CO–BLODGETT MEML (HTL) 5 NE UTC–5(–4DT) N44°21.59′ W84°40.27′ **LAKE HURON**
1150 B S4 **FUEL** 100LL, JET A NOTAM FILE HTL **L–31C**
RWY 09–27: H4000X75 (ASPH) S–24 HIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 32′. Trees.
RWY 27: REIL. PAPI(P4R)—GA 3.5° TCH 32′. Trees.
RWY 18–36: 2200X100 (TURF)
RWY 18: Thld dsplcd 200′. Trees.
RWY 36: Thld dsplcd 200′. Trees.
AIRPORT REMARKS: Attended 1300–2230Z‡. Arpt unattended Christmas and Thanksgiving. Rwy 18–36 CLOSED when snow covered except for ski–equipped acft. Animals on and invof arpt. Rwy 18–36 marked with 3′ yellow cones. HIRL Rwy 09–27 preset on low ints dusk–0200Z‡; after 0200Z‡ ACTIVATE—CTAF. To increase ints and ACTIVATE REIL and PAPI Rwys 09 and 27—CTAF. 2203′ MSL (883′ AGL) twr 4.2 NM southwest of arpt.
WEATHER DATA SOURCES: ASOS 111.6 HTL (989) 366–4825.
COMMUNICATIONS: CTAF/UNICOM 122.8
WEST BRANCH RCO 122.35 (LANSING RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HTL.
HOUGHTON LAKE (T) VORW/DME 111.6 HTL Chan 53 N44°21.53′ W84°39.94′ at fld. 1145/5W. **ASOS.**



HOUGHTON LAKE STATE (See HOUGHTON LAKE HEIGHTS)

HOWARD NIXON MEML (See CHESANING)

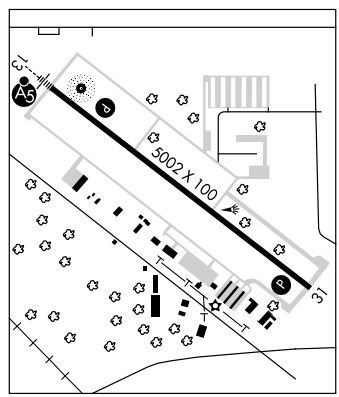
HOWELL N42°38.03′ W83°59.26′. NOTAM FILE OZW. DETROIT

NDB (MHW) 243 OZW at Livingston Co Spencer J. Hardy. **L–28J**

HOWELL

AERONUT PARK BALLOON (13M) 4 E UTC–5(–4DT) N42°36.25′ W83°51.52′ **DETROIT**
980 NOTAM FILE LAN Not insp.
RWY 81: 900X250 (TURF)
AIRPORT REMARKS: Attended irregularly. Contact owner at 517–552–1236 when using for first time. Acft in the vicinity using Rwy 09–27 adjacent to the S at McKenzie's Landing (1MI5). No snow removal. Support vehicles be alert when driving on grass in spring and fall when wet due to possible soft areas.
COMMUNICATIONS: CTAF 122.9

LIVINGSTON CO SPECIFER J. HARDY (OZW) 3 NW UTC–5(–4DT) N42°37.77′ W83°58.93′ **DETROIT**
962 B S4 **FUEL** 100LL, JET A TPA—2001(1039) NOTAM FILE OZW **COPTER**
RWY 13–31: H5002X100 (CONC–GRVD) S–100 HIRL 0.4% up NW **H–10G, L–28J**
RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 47′. Trees. **IAP**
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1300–1700Z‡. For fuel after hrs phone 517–548–4945. Deer and birds on and invof arpt. HIRL Rwy 13–31 ops low ints dusk–0300Z‡; to increase ints and ACTIVATE after 0300Z‡–CTAF. ACTIVATE REIL Rwy 31 and MALSR Rwy 13—CTAF. PAPI Rwy 13 and Rwy 31 ops dawn–dusk, thereafter—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.875 (517) 546–4450.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DETROIT APP/DEP CON** 127.5 **CLNC DEL** 121.725
GCO 121.725 (DETROIT METRO CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
SALEM (L) VORTAC 114.3 SVM Chan 90 N42°24.53′ W83°35.65′ 311° 21.7 NM to fld. 950/3W.
HOWELL NDB (MHW) 243 OZW N42°38.03′ W83°59.26′ at fld. NOTAM FILE OZW.
ILS/DME 108.55 I–OGO Chan 22Y Rwy 13. ILS/DME unmonitored.
COMM/NAV/WEATHER REMARKS: For CLNC DEL key frequency 121.725 4 times. To contact FSS key frequency 121.725 6 times; one second on/one second off; monitor 121.725 while electronic equipment dials Detroit CLNC DEL/Lansing FSS.



APP CRS	Rwy Idg	4000
094°	TDZE	1150
	Apt Elev	1150

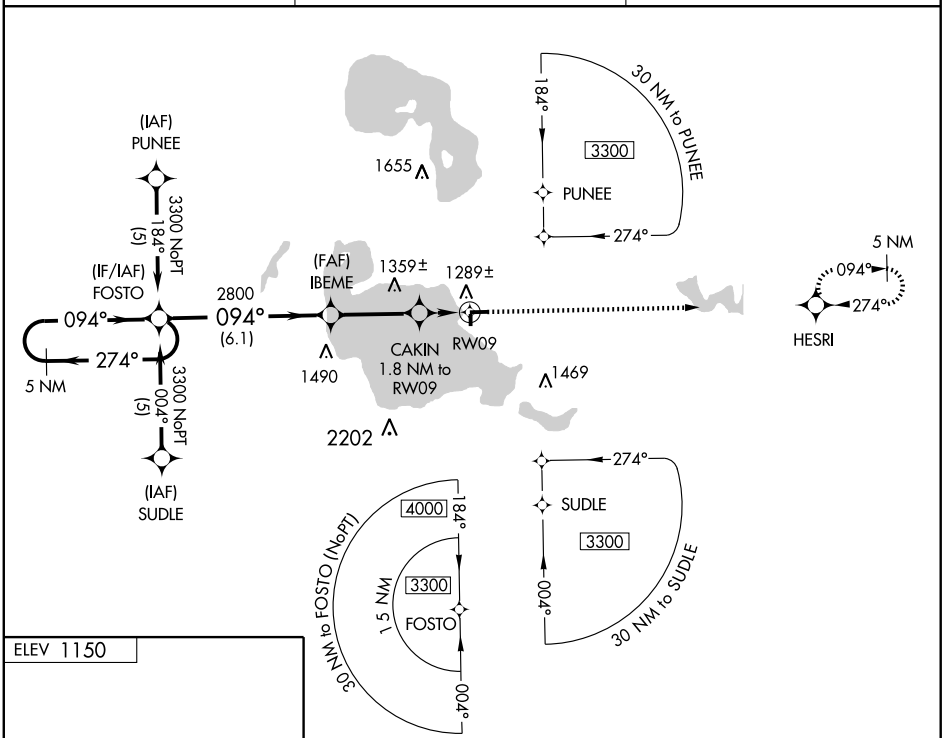
RNAV (GPS) RWY 9

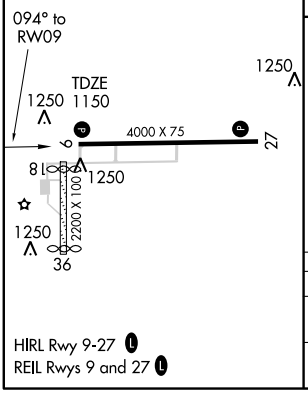
HOUGHTON LAKE/ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

DME/DME RNP-0.3 NA. Circling NA at night.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Gaylord altimeter setting and increase all MDAs 120 feet.

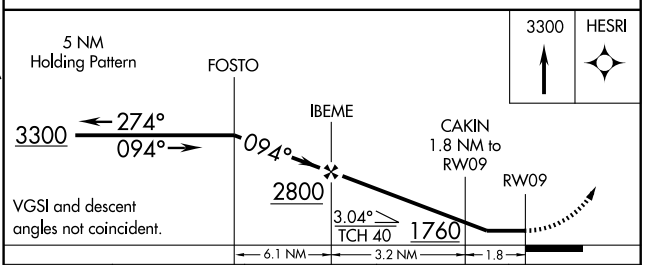
MISSED APPROACH: Climb to 3300 direct HESRI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LNAV MDA	1540-1 390 (400-1)			1540-1¼ 390 (400-1¼)
CIRCLING	1600-1 450 (500-1)		1600-1½ 450 (500-1½)	1700-2 550 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
274°	TDZE	1145
	Apt Elev	1150

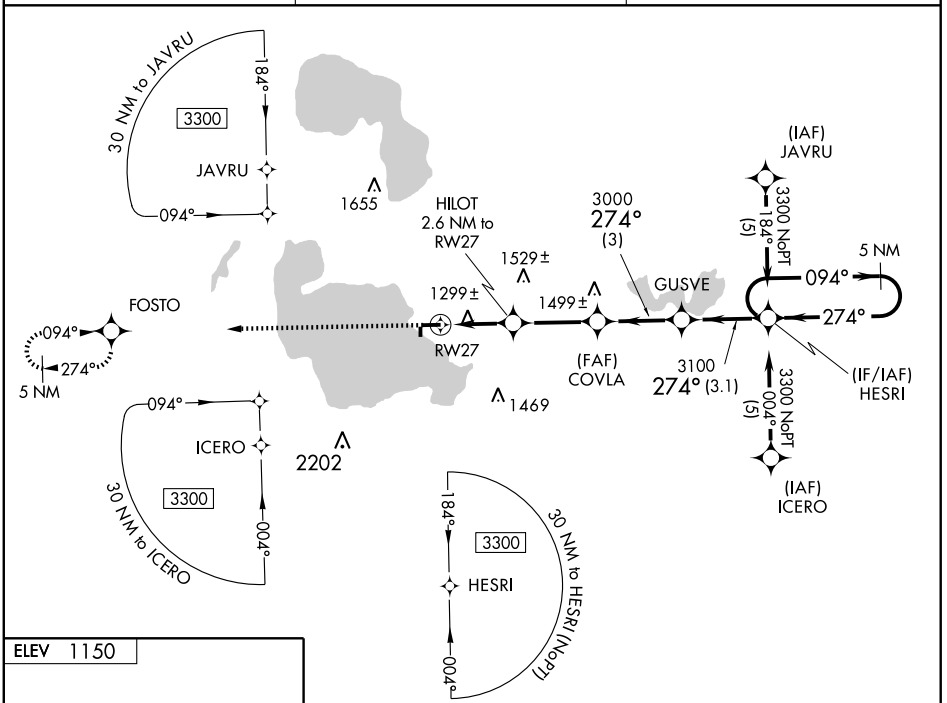
RNAV (GPS) RWY 27

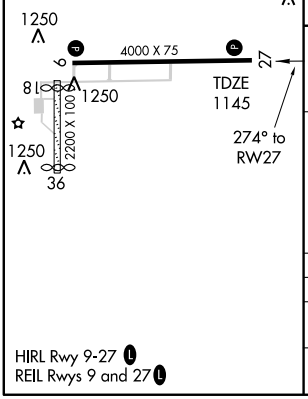
HOUGHTON LAKE/
ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

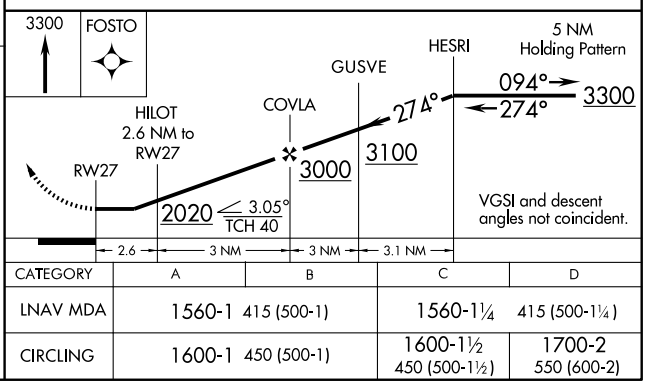
DME/DME RNP-0.3 NA. Circling NA at night.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Gaylord altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3300 direct FOSTO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1 415 (500-1)		1560-1¼	415 (500-1¼)
CIRCLING	1600-1 450 (500-1)		1600-1½ 450 (500-1½)	1700-2 550 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HTL	APP CRS	Rwy Idg	4000
111.6	103°	TDZE	1150
Chan 53		Apt Elev	1150

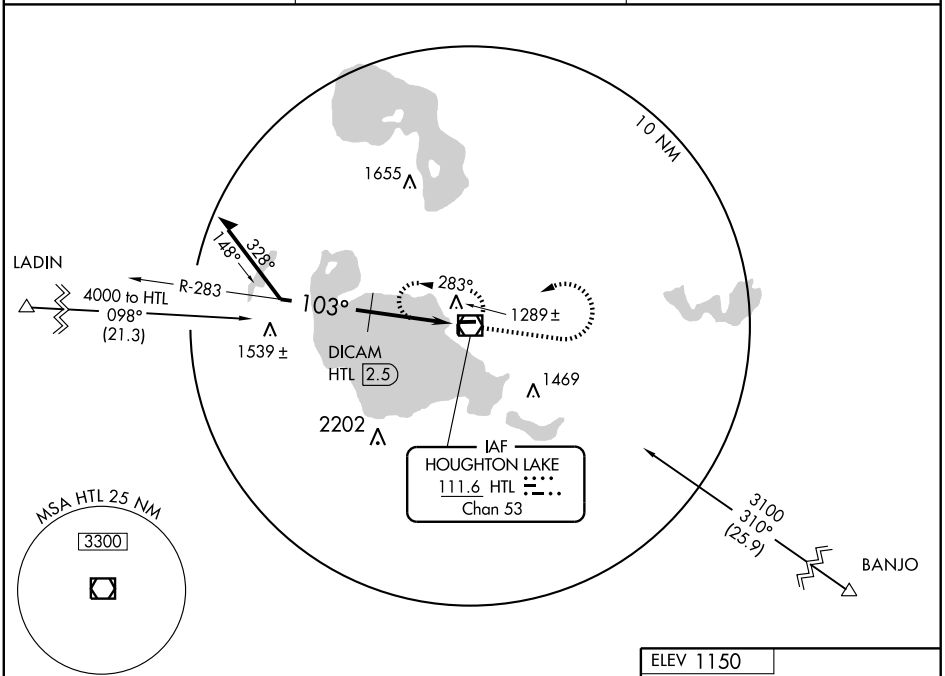
VOR RWY 9

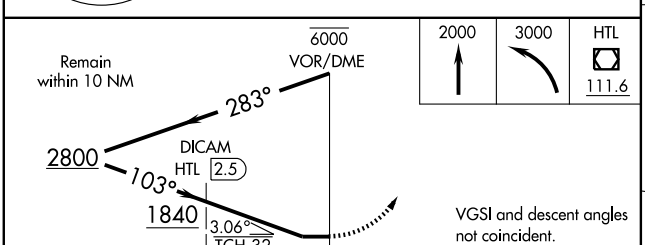
HOUGHTON LAKE/
ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

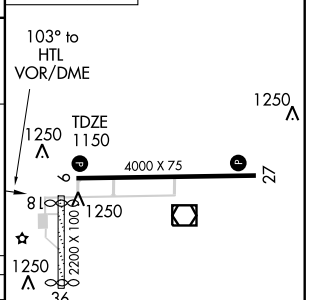
If local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.
NA Circling NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct HTL VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1840-1 690 (700-1)		1840-2 690 (700-2)	1840-2¼ 690 (700-2¼)
CIRCLING	1840-1 690 (700-1)		1840-2 690 (700-2)	1840-2¼ 690 (700-2¼)
DICAM FIX MINIMUMS (DME REQUIRED)				
S-9	1540-1 390 (400-1)			1540-1¼ 390 (400-1¼)
CIRCLING	1600-1 450 (500-1)		1600-1½ 450 (500-1½)	1700-2 550 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HTL	APP CRS	Rwy Idg	4000
111.6	262°	TDZE	1145
Chan 53		Apt Elev	1150

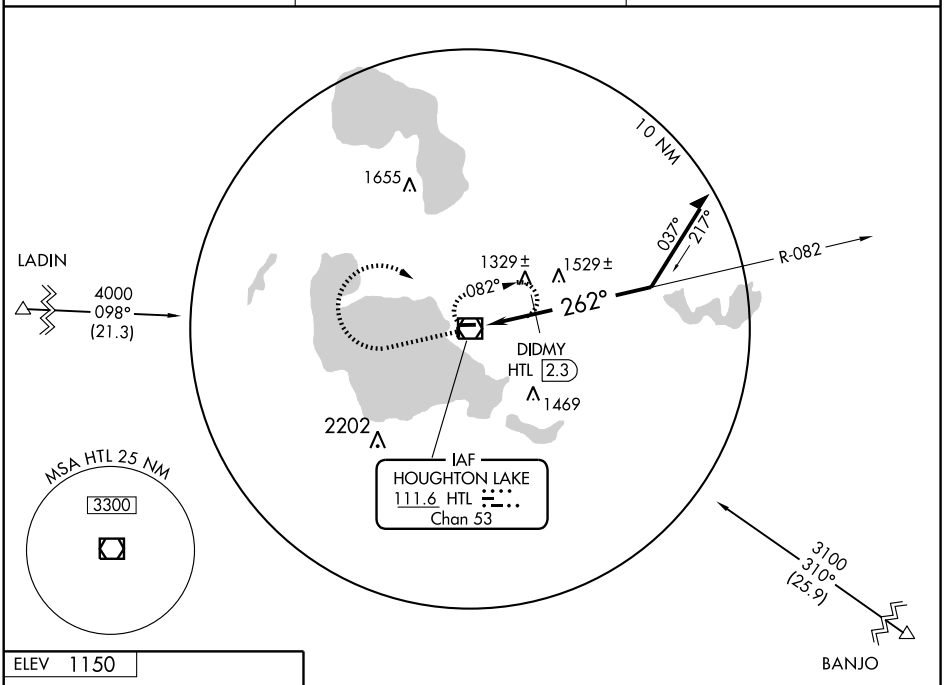
HOUGHTON LAKE/ ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

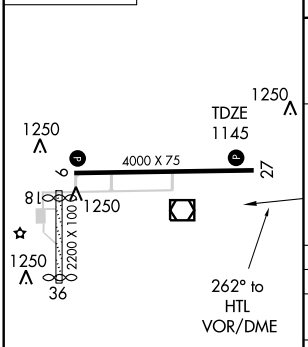
VOR RWY 27

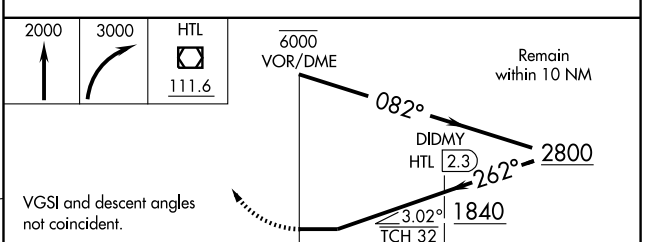
If local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.
Circling NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HTL VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L







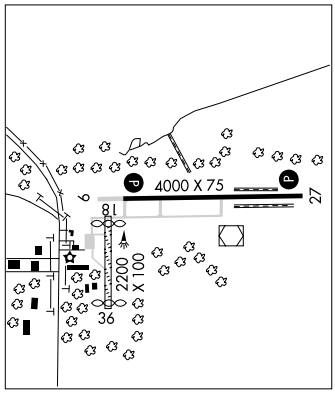
CATEGORY	A	B	C	D
S-27	1840-1	695 (700-1)	1840-2 695 (700-2)	1840-2 ¼ 695 (700-2¼)
CIRCLING	1840-1	690 (700-1)	1840-2 690 (700-2)	1840-2 ¼ 690 (700-2¼)
DIDMY FIX MINIMUMS (DME REQUIRED)				
S-27	1580-1	435 (500-1)	1580-1¼ 435 (500-1¼)	1580-1 ½ 435 (500-1½)
CIRCLING	1600-1	450 (500-1)	1600-1½ 450 (500-1½)	1700-2 550 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HOUGHTON LAKE

ROSCOMMON CO–BLODGETT MEML (HTL) 5 NE UTC–5(–4DT) N44°21.59′ W84°40.27′ **LAKE HURON**
1150 B S4 **FUEL** 100LL, JET A NOTAM FILE HTL **L–31C**
RWY 09–27: H4000X75 (ASPH) S–24 HIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 32′. Trees.
RWY 27: REIL. PAPI(P4R)—GA 3.5° TCH 32′. Trees.
RWY 18–36: 2200X100 (TURF)
RWY 18: Thld dsplcd 200′. Trees.
RWY 36: Thld dsplcd 200′. Trees.
AIRPORT REMARKS: Attended 1300–2230Z‡. Arpt unattended Christmas and Thanksgiving. Rwy 18–36 CLOSED when snow covered except for ski–equipped acft. Animals on and invof arpt. Rwy 18–36 marked with 3′ yellow cones. HIRL Rwy 09–27 preset on low ints dusk–0200Z‡; after 0200Z‡ ACTIVATE—CTAF. To increase ints and ACTIVATE REIL and PAPI Rwys 09 and 27—CTAF. 2203′ MSL (883′ AGL) twr 4.2 NM southwest of arpt.
WEATHER DATA SOURCES: ASOS 111.6 HTL (989) 366–4825.
COMMUNICATIONS: CTAF/UNICOM 122.8
WEST BRANCH RCO 122.35 (LANSING RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HTL.
HOUGHTON LAKE (T) VORW/DME 111.6 HTL Chan 53 N44°21.53′ W84°39.94′ at fld. 1145/5W. **ASOS.**



HOUGHTON LAKE STATE (See HOUGHTON LAKE HEIGHTS)

HOWARD NIXON MEML (See CHESANING)

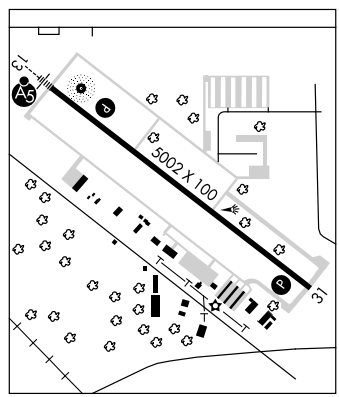
HOWELL N42°38.03′ W83°59.26′. NOTAM FILE OZW. DETROIT

NDB (MHW) 243 OZW at Livingston Co Spencer J. Hardy. **L–28J**

HOWELL

AERONUT PARK BALLOON (13M) 4 E UTC–5(–4DT) N42°36.25′ W83°51.52′ **DETROIT**
980 NOTAM FILE LAN Not insp.
RWY 81: 900X250 (TURF)
AIRPORT REMARKS: Attended irregularly. Contact owner at 517–552–1236 when using for first time. Acft in the vicinity using Rwy 09–27 adjacent to the S at McKenzie's Landing (1MI5). No snow removal. Support vehicles be alert when driving on grass in spring and fall when wet due to possible soft areas.
COMMUNICATIONS: CTAF 122.9

LIVINGSTON CO SPECIFER J. HARDY (OZW) 3 NW UTC–5(–4DT) N42°37.77′ W83°58.93′ **DETROIT**
962 B S4 **FUEL** 100LL, JET A TPA—2001(1039) NOTAM FILE OZW **COPTER**
RWY 13–31: H5002X100 (CONC–GRVD) S–100 HIRL 0.4% up NW **H–10G, L–28J**
RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 47′. Trees. **IAP**
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1300–1700Z‡. For fuel after hrs phone 517–548–4945. Deer and birds on and invof arpt. HIRL Rwy 13–31 ops low ints dusk–0300Z‡; to increase ints and ACTIVATE after 0300Z‡–CTAF. ACTIVATE REIL Rwy 31 and MALSR Rwy 13—CTAF. PAPI Rwy 13 and Rwy 31 ops dawn–dusk, thereafter—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.875 (517) 546–4450.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DETROIT APP/DEP CON** 127.5 **CLNC DEL** 121.725
GCO 121.725 (DETROIT METRO CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
SALEM (L) VORTAC 114.3 SVM Chan 90 N42°24.53′ W83°35.65′ 311° 21.7 NM to fld. 950/3W.
HOWELL NDB (MHW) 243 OZW N42°38.03′ W83°59.26′ at fld. NOTAM FILE OZW.
ILS/DME 108.55 I–OGO Chan 22Y Rwy 13. ILS/DME unmonitored.
COMM/NAV/WEATHER REMARKS: For CLNC DEL key frequency 121.725 4 times. To contact FSS key frequency 121.725 6 times; one second on/one second off; monitor 121.725 while electronic equipment dials Detroit CLNC DEL/Lansing FSS.



DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OGO	APP CRS	Rwy Idg 5002
108.55	132°	TDZE 962
Chan 22 (Y)		Apt Elev 962

ILS or LOC RWY 13

HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

If local altimeter setting not received, use Bishop Intl altimeter setting and increase all DAs/MDAs 80 feet.

NA

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 356° and I-OGO NW course to HUCCY Int/I-OGO 13 DME and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L

Procedure NA for arrivals on LAN VORTAC airway radials 034 CW 115.

IAF
LANSING
110.8 LAN
Chan 45

3000 NoPT
089°
(21.9)

(IF/IAF)
HUCCY INT
I-OGO 13

312°
132°
1 min
312°

R-244

R-229

3000
244°
(23.9)

FLINT
116.9 FNT
Chan 116

2900
132°
(6.2)

LOCALIZER 108.55
I-OGO
Chan 22(Y)

DURGY INT
I-OGO 6.8

1064

1288

1923

MSA SVM 25 NM
2600
115°
230°
3100

1088
1095
1260

10 NM

3000 to Huccy
311°
(34.1)

SALEM
114.3 SVM
Chan 90

ALTERNATE MISSED APCH FIX
R-294
114°
R-050
114.3 SVM
Chan 90
294°
109.6 IXN
Chan 33
BAMBY
SVM 23

ELEV 962

132° 5.8 NM from FAF

1079±

TDZE
962

5002 X 100

960±

0.4% UP

HIRL Rwy 13-31 L
REIL Rwy 31 L

One Minute Holding Pattern

HUCCY INT
I-OGO 13

DURGY INT
I-OGO 6.8

1600

3000

hdg 356°
I-OGO NW
CRS

HUCCY INT
I-OGO 13

3000
312°
132°
132°
2900

I-OGO 2
I-OGO 1

GS 3.00°
TCH 48

2900

6.2 NM
4.8 NM
1 NM

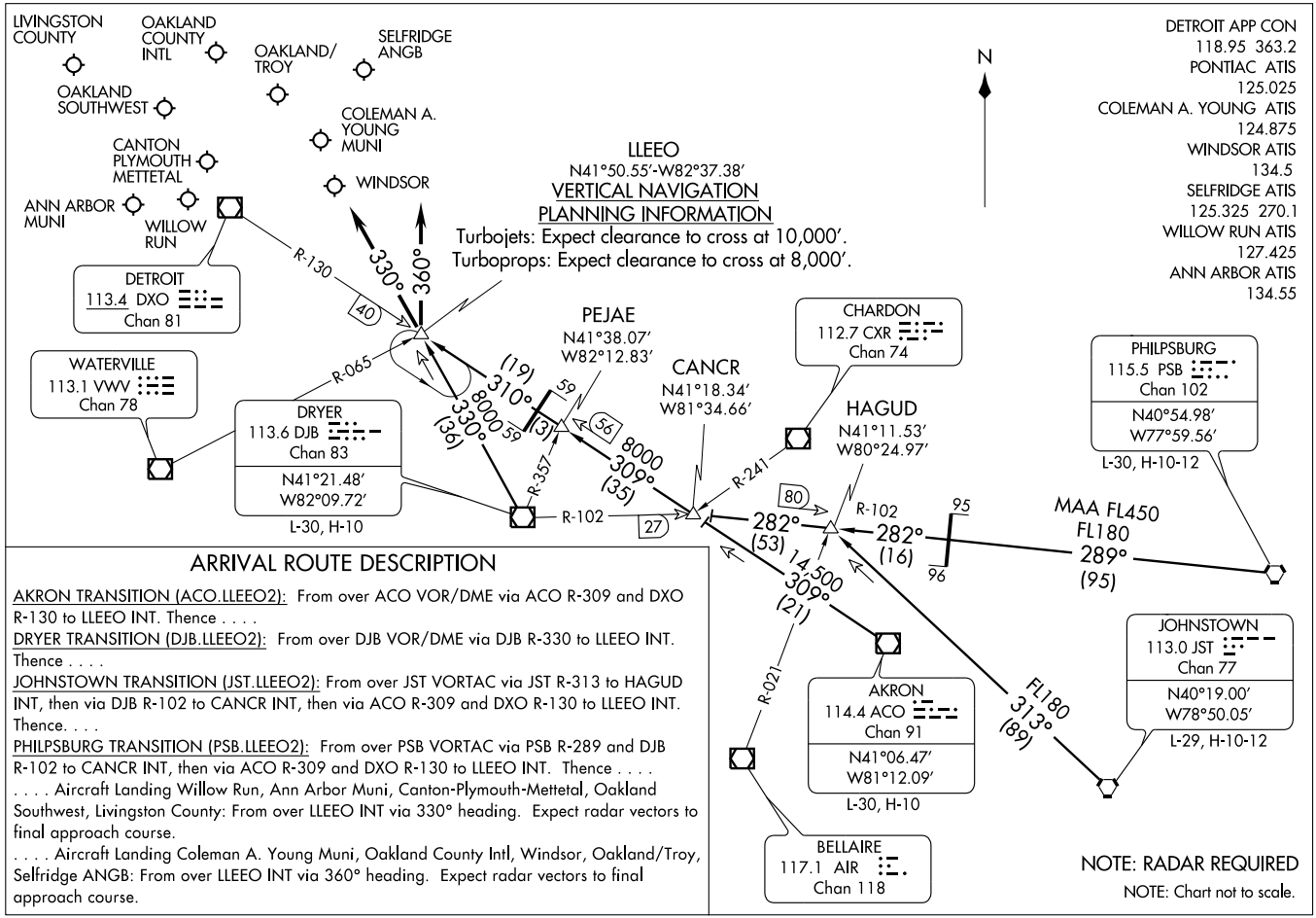
FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 13	1162-½ 200 (200-½)			
S-LOC 13	1320-½ 358 (400-½)			1320-¾ 358 (400-¾)
CIRCLING	1460-1 498 (500-1)		1460-1½ 498 (500-1½)	1520-2 558 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

NDB OZW	APP CRS	Rwy Idg	5002
243	119°	TDZE	962
		Apt Elev	962

NDB RWY 13

HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

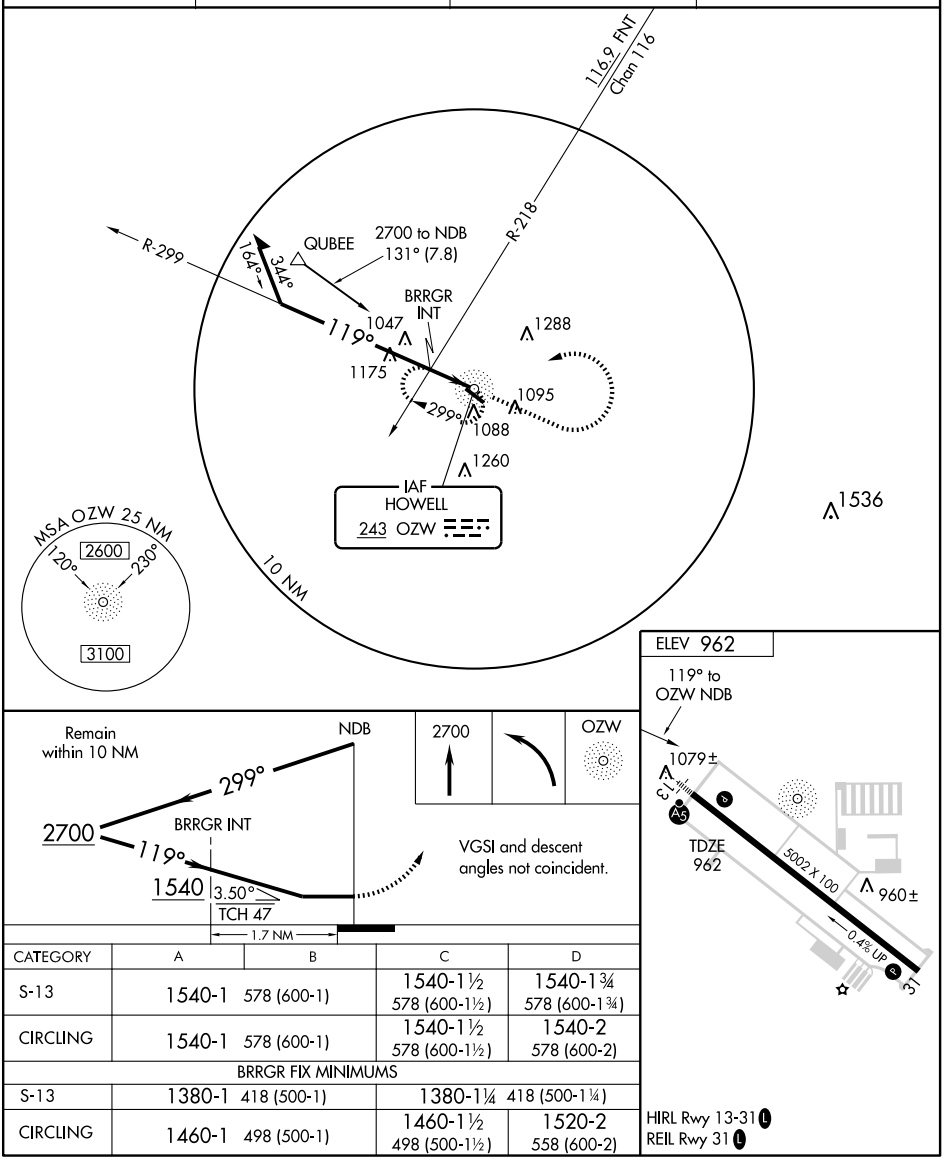
If local altimeter setting not received, use Bishop Intl altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.BRRGR FIX minimums NA when using Bishop Intl altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2700 then left turn direct OZW NDB and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-13	1540-1 578 (600-1)		1540-1½ 578 (600-1½)	1540-1¾ 578 (600-1¾)
CIRCLING	1540-1 578 (600-1)		1540-1½ 578 (600-1½)	1540-2 578 (600-2)
BRRGR FIX MINIMUMS				
S-13	1380-1 418 (500-1)		1380-1¼ 418 (500-1¼)	
CIRCLING	1460-1 498 (500-1)		1460-1½ 498 (500-1½)	1520-2 558 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69601 W13A	APP CRS 132°	Rwy ldg 5002 TDZE 962 Apt Elev 962

RNAV (GPS) RWY 13

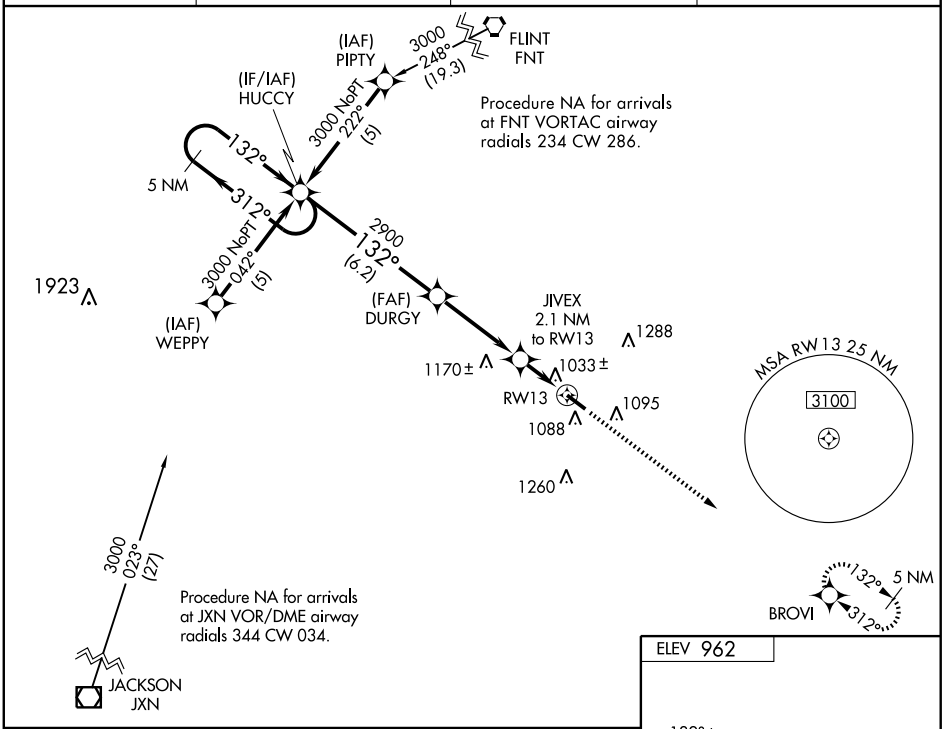
HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

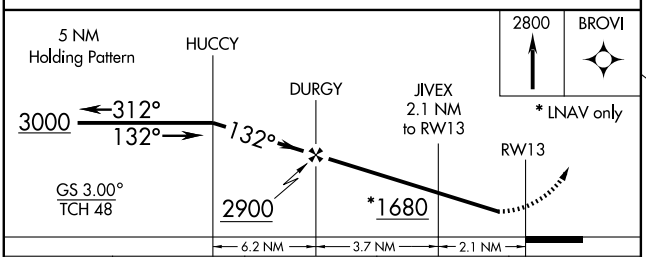
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bishop Intl altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). Visibility reduction by helicopters NA. Baro-VNAV NA when using Bishop Intl altimeter setting.

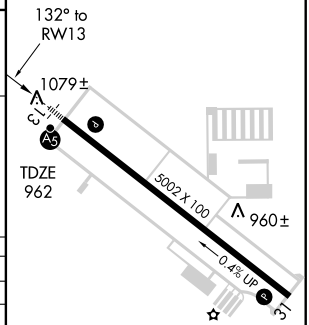
MALSR

MISSED APPROACH: Climb to 2800 direct BROVI and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1244-1 282 (300-1)			
LNAV/VNAV DA	1324-1¼ 362 (400-1¼)			
LNAV MDA	1300-1 338 (400-1)			
CIRCLING	1460-1¼ 498 (500-1¼)		1460-1½ 498 (500-1½)	1520-2 558 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
312°	TDZE	943
	Apt Elev	962

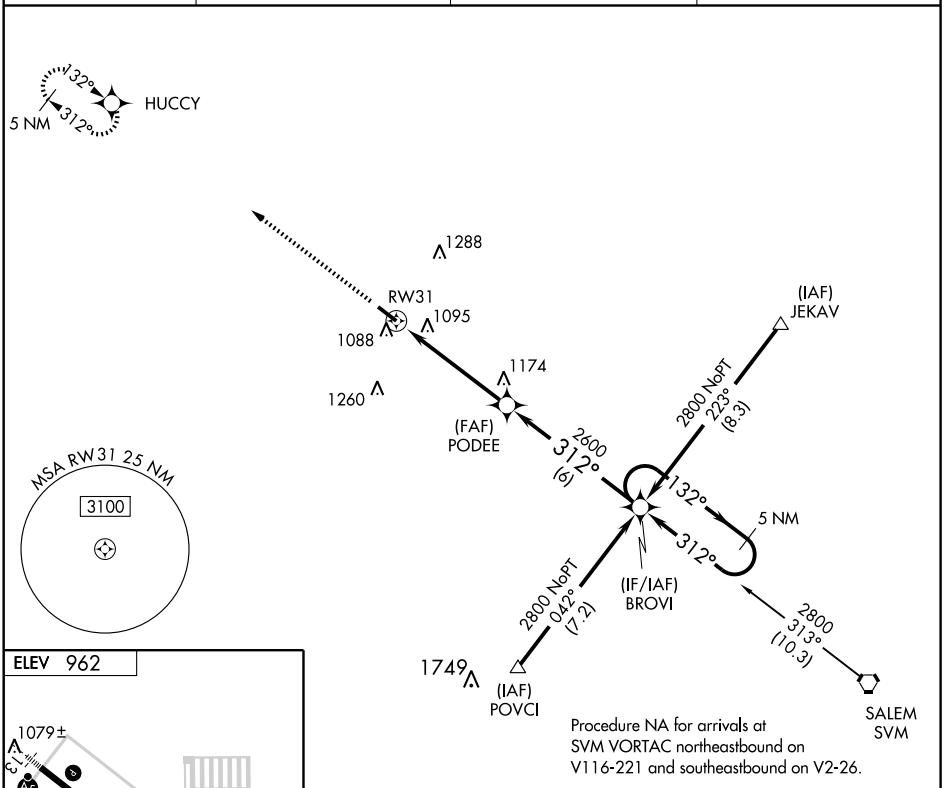
RNAV (GPS) RWY 31

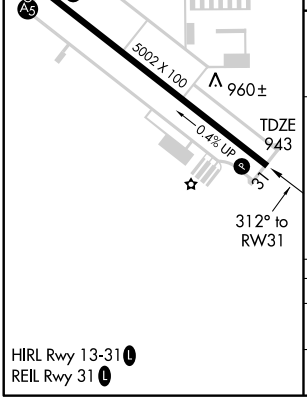
HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

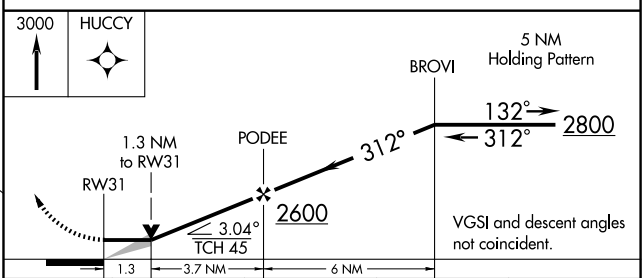
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bishop Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct HUCCY and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L





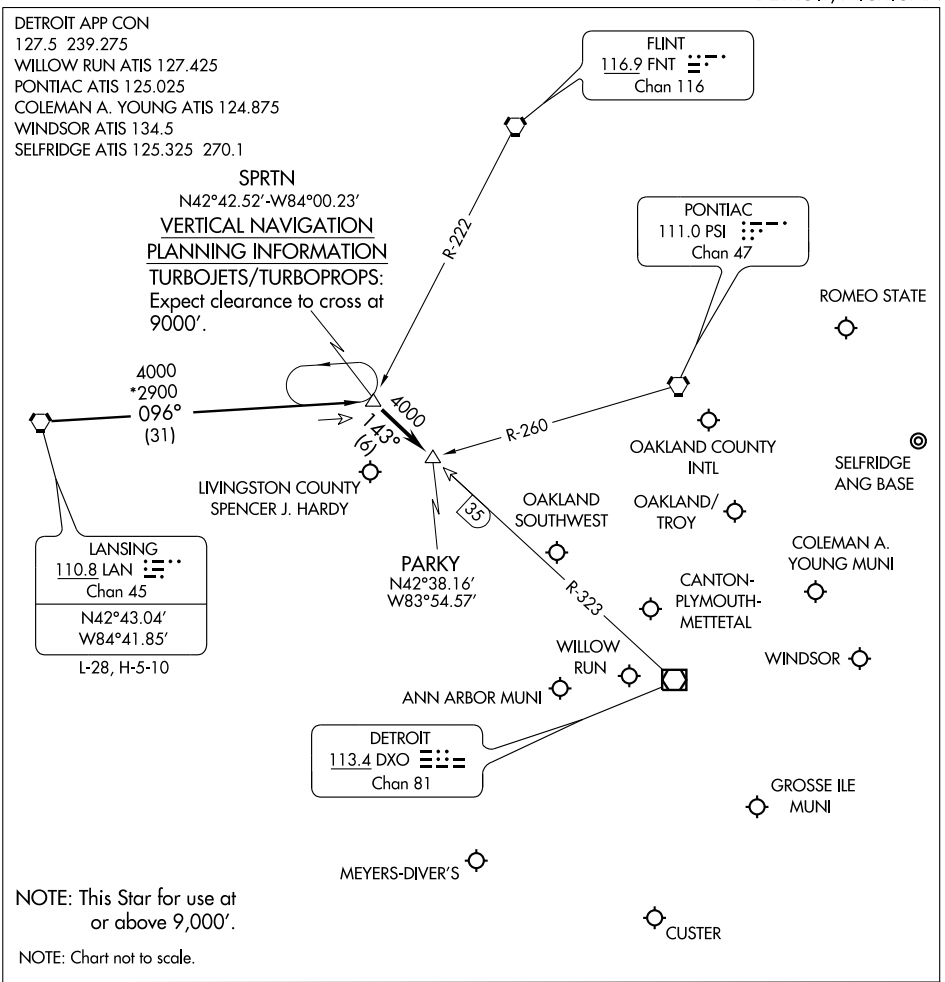


CATEGORY	A	B	C	D
LNAV MDA	1400-1 457 (500-1)		1400-1¼ 457 (500-1¼)	1400-1½ 457 (500-1½)
CIRCLING	1460-1 498 (500-1)		1460-1½ 498 (500-1½)	1520-2 558 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

SWWAN ONE ARRIVAL

PONTIAC, MICHIGAN

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWWAN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT.
Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC SVM 114.3 Chan 90	APP CRS 311°	Rwy Idg 5002 TDZE 943 Apt Elev 962

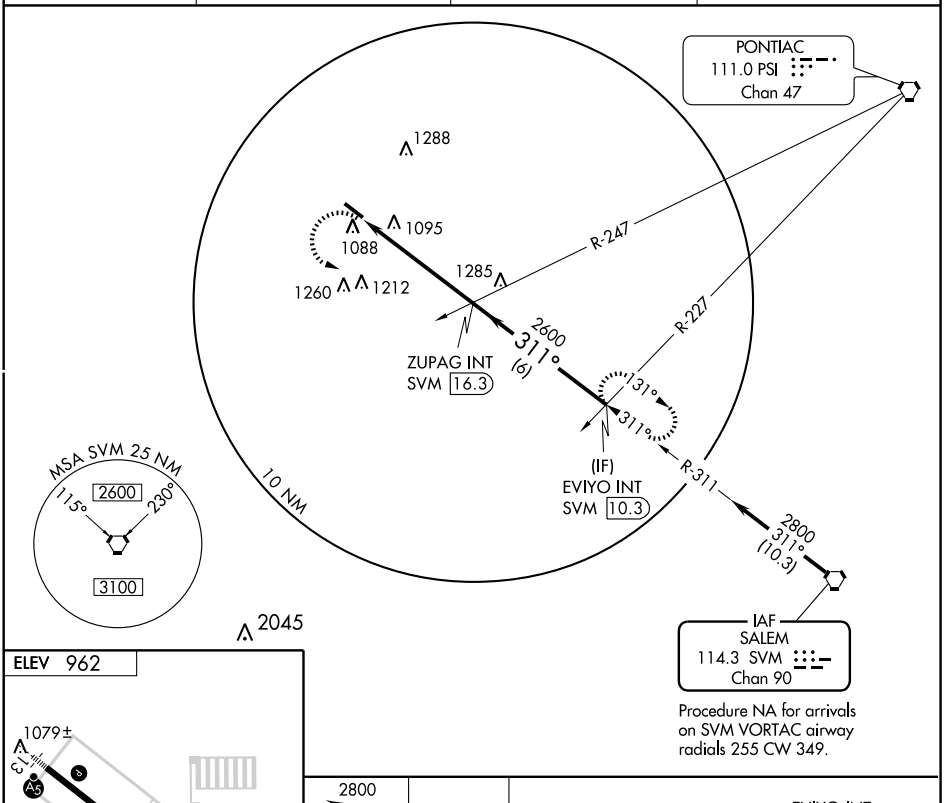
VOR RWY 31

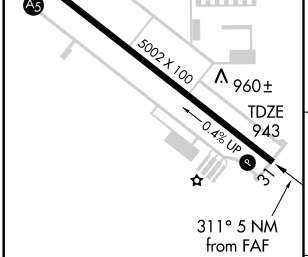
HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

If local altimeter setting not received, use Bishop Intl altimeter setting and increase allMDAs 80 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2800 via heading 090° and SVM R-311 to EVIYO Int/10.30 DME and hold.

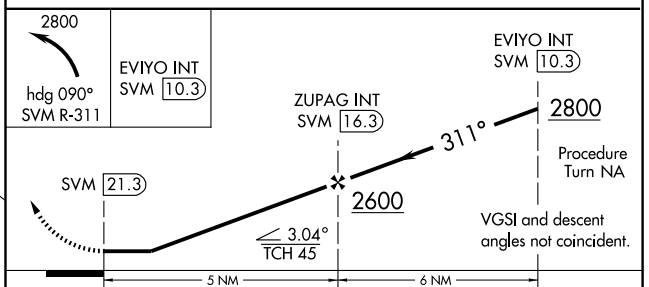
AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L





HIRL Rwy 13-31 L
REIL Rwy 31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	1540-1 597 (600-1)	1540-1¼ 597 (600-1¼)	1540-1½ 597 (600-1½)	1540-1¾ 597 (600-1¾)
CIRCLING	1540-1 578 (600-1)	1540-1¼ 578 (600-1¼)	1540-1½ 578 (600-1½)	1540-2 578 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RAETHER (4Y1) 6 SE UTC−5(−4DT) N42°33.91′ W83°51.38′ **DETROIT COPTER**
982 NOTAM FILE LAN
RWY 17–35: 2206X60 (TURF)
RWY 17: Thld dsplcd 540′. Trees. **RWY 35:** Thld dsplcd 553′. Trees.
AIRPORT REMARKS: Attended irregularly. Deer on and invof rwy. Ultralight activity on and invof arpt. Heavy equipment adjacent to W side of Rwy 35. Rwy 17–35 thld and dsplcd thlds marked with 3′ cones.
COMMUNICATIONS: CTAF 122.9

HURON CO MEM (See BAD AXE)

INDIAN CREEK RANCH (See DECKERVILLE)

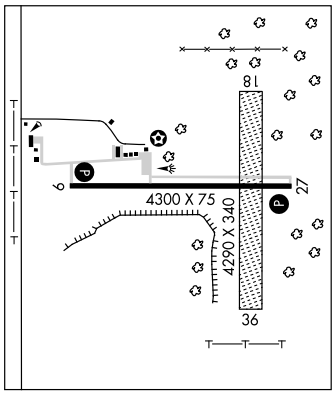
INDIAN RIVER

CALVIN CAMPBELL MUNI (Y65) 1 E UTC−5(−4DT) N45°24.50′ W84°36.00′ **LAKE HURON L–31C**
602 **FUEL** 100LL NOTAM FILE LAN
RWY 10–28: H3006X50 (ASPH) LIRL
RWY 10: Trees. **RWY 28:** Thld dsplcd 600′. Trees.
AIRPORT REMARKS: Attended irregularly. Snow removal intermittent; to verify condition call 231–238–8614. Deer and birds on and invof arpt. ACTIVATE LIRL Rwy 10–28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 175° 13.6 NM to fld. 840/6W. **HIWAS.**

INTERLOCHEN

GREEN LAKE (Y88) 3 S UTC−5(−4DT) N44°36.37′ W85°45.51′ **GREEN BAY**
866 NOTAM FILE LAN
RWY 05–23: 2800X170 (TURF)
RWY 05: Trees. **RWY 23:** Thld dsplcd 600′. Trees.
RWY 16–34: 1700X170 (TURF)
RWY 16: Thld dsplcd 200′. Trees. **RWY 34:** Thld dsplcd 380′. Trees.
AIRPORT REMARKS: Unattended. CLOSED Nov–Mar. Remote control model acft opr area south of Rwy 34 end. 460′ antenna 1.25 NM N of arpt. Noise sensitive area one mile N of arpt. Athletic flds on centerline N end Rwy 16–34; Do not use rwy when in use. Rwy 05–23 and Rwy 16–34 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

IONIA CO (Y7Ø) 3 S UTC−5(−4DT) N42°56.28′ W85°03.63′ **CHICAGO L–28I IAP**
818 B S4 **FUEL** 100LL, JET A NOTAM FILE LAN
RWY 09–27: H4300X75 (ASPH) S–19 MIRL 0.3% up W
RWY 09: PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 22′. Trees.
RWY 18–36: 4290X340 (TURF) 0.3% up S
RWY 18: Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 18–36 CLOSED Nov 15–Apr 15. Glider ops conducted S of Rwy 09–27 and W of Rwy 18–36 use freq 123.3 in practice area. Gliders use 122.8 in tfc pattern. ACTIVATE rotating bcn—122.8. ACTIVATE MIRL Rwy 09–27, PAPI and REIL Rwy 27—122.8. Rwy 18 ends marked with 3′ yellow cones. Acft parked adjacent to Rwy 18–36 and 09–27 during glider operations.
WEATHER DATA SOURCES: AWOS–3 118.9 (616) 523–1852.
COMMUNICATIONS: CTAF/UNICOM 122.8
GRAND RAPIDS RCO 122.1R 115.95 (LANSING RADIO)
Ⓡ **LANSING APP/DEP CON** 118.65
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 315° 20.8 NM to fld. 887/5W.



IOSCO CO (See EAST TAWAS)

IRON CO (See CRYSTAL FALLS)

RNAV (GPS) RWY 27

IONIA COUNTY (Y70)

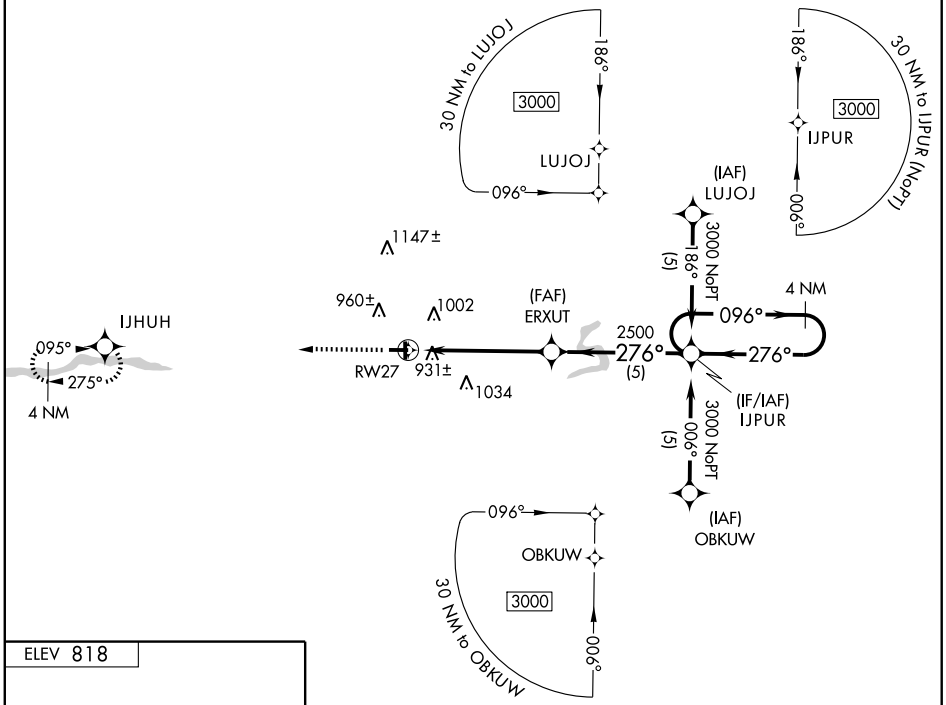
APP CRS	Rwy Idg	4300
276°	TDZE	812
	Apt Elev	818

Use Lansing altimeter setting.
DME/DME RNP-0.3 NA.
GPS or RNP-0.3 required.

NA

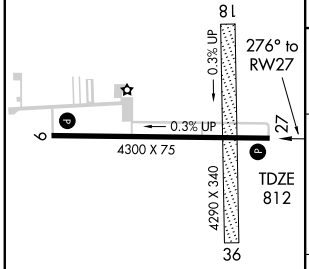
MISSED APPROACH: Climb to 3000 direct IJHUH WP and hold.

AWOS-3	LANSING APP CON	UNICOM
118.9	118.65 226.4	122.8 (CTAF) L



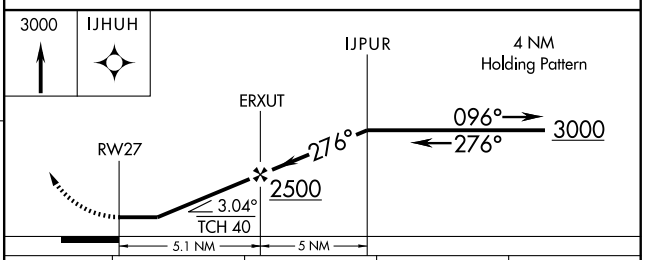
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010



REIL Rwy 27 L
MIRL Rwy 9-27 L

1953



CATEGORY	A	B	C	D
LNAV MDA	1260 - 1	448 (500-1)	1260 - 1¼ 448 (500-1¼)	NA
CIRCLING	1380 - 1	567 (600-1)	1380 - 1½ 567 (600-1½)	NA

VORTAC LAN 110.8 Chan 45	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 818

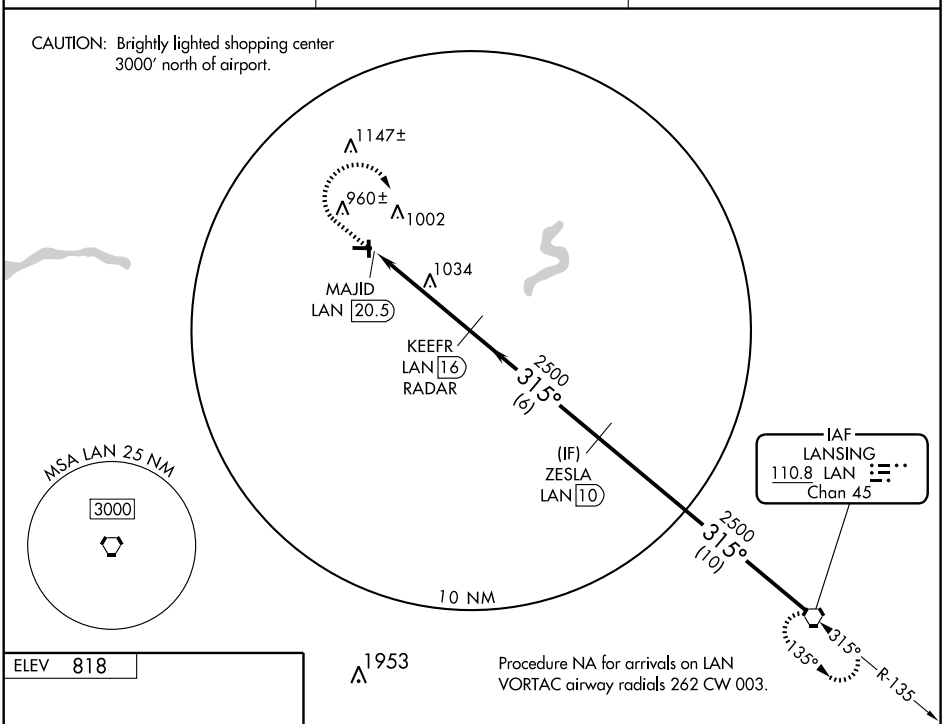
VOR-A
IONIA COUNTY (Y70)

Use Lansing altimeter setting; when not received, use Charlotte altimeter setting and increase all MDAs 20 feet, and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then right turn direct LAN VORTAC and hold.

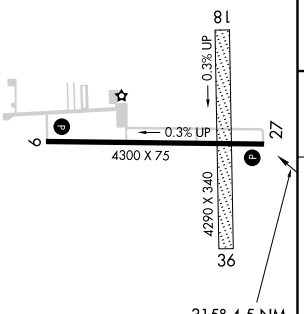
AWOS-3	LANSING APP CON	UNICOM
118.9	118.65 226.4	122.8 (CTAF) L

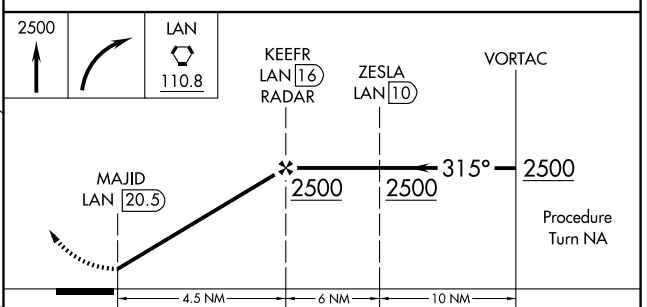
CAUTION: Brightly lighted shopping center 3000' north of airport.



Procedure NA for arrivals on LAN VORTAC airway radials 262 CW 003.

DME or RADAR REQUIRED





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

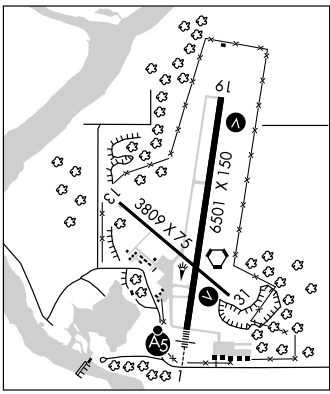
CATEGORY	A	B	C	D
CIRCLING	1400-1 582 (600-1)	1400-1¼ 582 (600-1¼)	1400-1½ 582 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

IRON MOUNTAIN N45°48.96′ W88°06.73′ NOTAM FILE IMT. GREEN BAY
(L) VOR/DME 111.2 IMT Chan 49 at Ford. 1128/2W. L–31A
DME unusable 141°–220° byd 20 NM blo 2900′; 221°–315° byd 15 NM blo 4000′; 316°–019° byd 20 NM blo 5000′, 020°–140° blo 10000′.
RCO 122.1R 111.2T (GREEN BAY RADIO)

IRON MOUNTAIN/KINGSFORD

FORD (IMT) 3 W UTC−6(−5DT) N45°49.10′ W88°06.87′ GREEN BAY
1182 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks Class I, ARFF Index A H–2K, L–31A
NOTAM FILE IMT IAP
RWY 01–19: H6501X150 (ASPH–PFC) S–100, D–100, 2S–127, 2D–190 HIRL 0.8% up N
RWY 01: MALSR. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 42′.
RWY 13–31: H3809X75 (ASPH) S–30, D–50, 2D–80 MIRL
RWY 13: Trees.
RWY 31: REIL. VASI(V4L)—GA 4.0° TCH 40′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
RWY 13: TORA–3809 TODA–3809 ASDA–3809 LDA–3809
RWY 19: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
RWY 31: TORA–3809 TODA–3809 ASDA–3809 LDA–3809



AIRPORT REMARKS: Attended 1130–0530Z‡. Ldg fee. Deer; coyotes and birds on and invof arpt. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call 906–774–4830. Air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival/dep times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to tkf or landing. ARFF crews will be monitoring UNICOM/CTAF during all air carrier ops. Snow removal crew will be monitoring CTAF/UNICOM during all air carrier ops to pass along updated sfc condition reports. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 13–31, VASI Rwy 19 and 31; REIL Rwy 19 and 31; MALSR Rwy 01—CTAF. TPA—1982(800) Jet/Turbo–Jet/Prop over 12,500 lbs 2682(1500).
WEATHER DATA SOURCES: ASOS 119.025 (906) 774–1999.
COMMUNICATIONS: CTAF/UNICOM 122.8
IRON MOUNTAIN RCO 122.1R 111.2T (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 121.25
AIRSPACE: CLASS E svc Mon–Fri 1200–0400Z‡, Sat 1500–0100Z‡, Sun 1500–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IMT.
IRON MOUNTAIN (L) VOR/DME 111.2 IMT Chan 49 N45°48.96′ W88°06.73′ at fld. 1128/2W.
KORDS NDB (LOM) 255 IM N45°43.63′ W088°07.96′ 010° 5.5 NM to fld.
ILS 111.5 I–IMT Rwy 01. Class IC. LOM KORDS NDB.
COMM/NAV/WEATHER REMARKS: UNICOM monitored part–time.

IRON RIVER

STAMBAUGH (Y73) 1 SE UTC−6(−5DT) N46°04.73′ W88°38.13′ GREEN BAY
1622 NOTAM FILE GRB
RWY 17–35: H2000X40 (ASPH) LIRL (NSTD)
RWY 17: Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. 100′ drop off at each rwy end. Rwy 17–35 slopes down from S to N. ACTIVATE LIRL Rwy 17–35—121.9. Rwy 17–35 NSTD LIRL 26′ from rwy edge. Rwy 17–35 NSTD basic marking; does not start at pavement edge. Rwy 17–35 numerous cracks in rwy.
COMMUNICATIONS: CTAF 122.9

IRONWOOD N46°31.94′ W90°07.55′ NOTAM FILE IWD. GREEN BAY
(L) VORTACW 108.8 IWD Chan 25 at Gogebic–Iron Co. 1230/1E. **HIWAS.** L–14I
RCO 122.3 (GREEN BAY RADIO)

LOC I-IMT	APP CRS	Rwy Idg	6501
111.5	010°	TDZE	1133
		Apt Elev	1182

ILS RWY 1

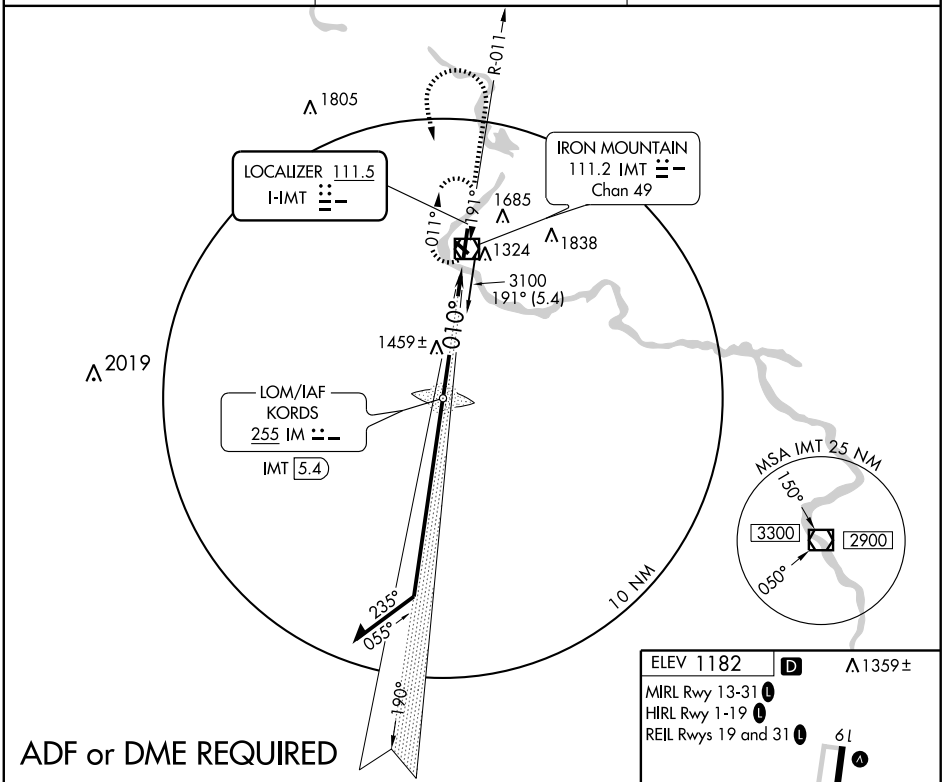
IRON MOUNTAIN/FORD (IMT)

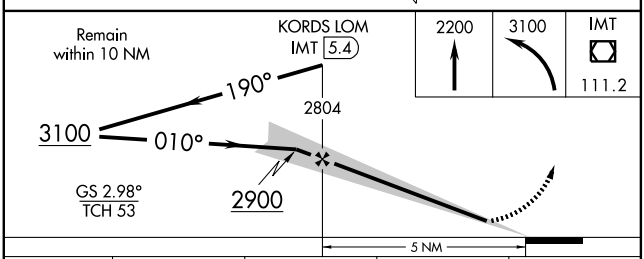
Circling not authorized NE of Rwys 19 and 31.

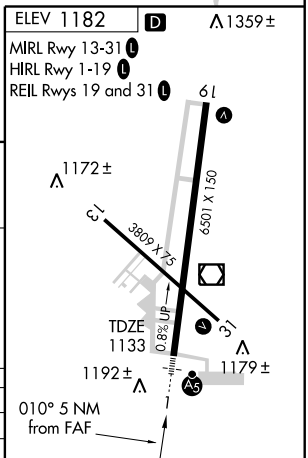
MALSR

MISSED APPROACH: Climb to 2200, then climbing left turn to 3100 direct IMT VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1333-½ 200 (200-½)			
S-LOC 1	1720-½ 587 (600-½)		1720-1 587 (600-1)	1720-1¼ 587 (600-1¼)
CIRCLING	1720-1 538 (600-1)		1780-1½ 598 (600-1½)	1780-2 598 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-IMT	APP CRS	Rwy Idg	6501
111.5	190°	TDZE	1182
		Apt Elev	1182

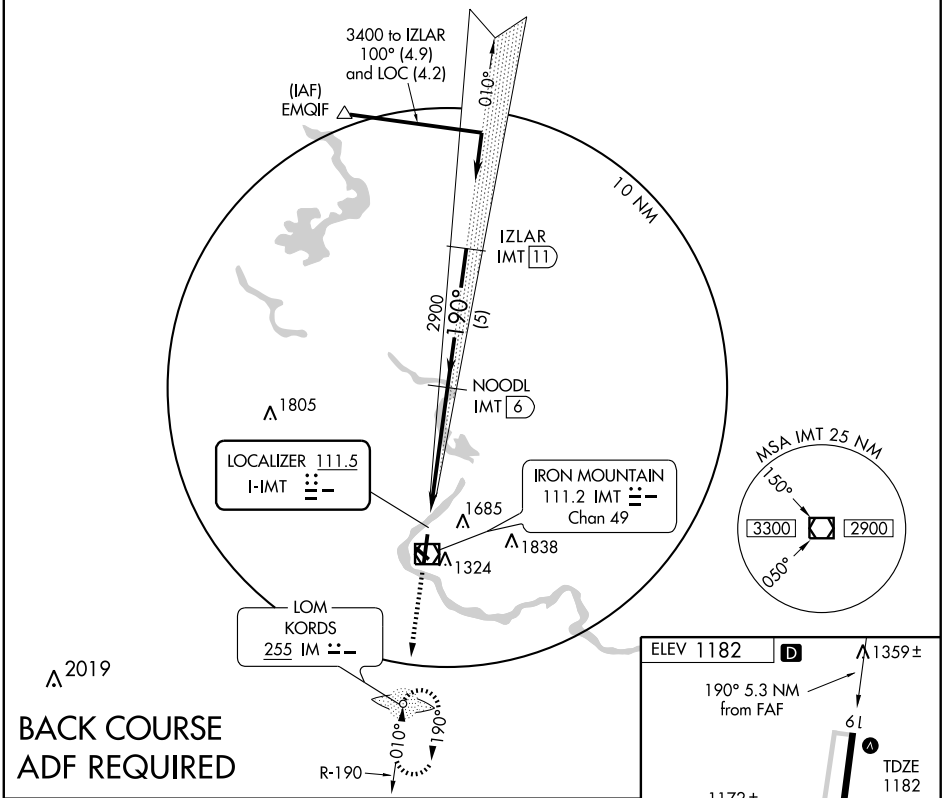
LOC/DME BC RWY 19

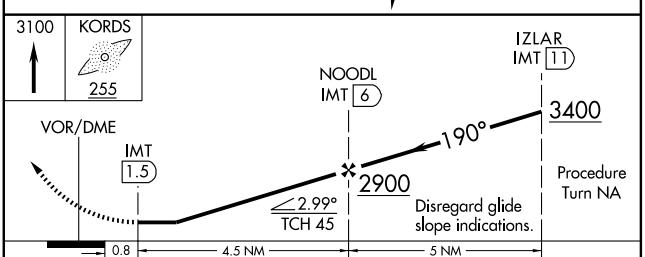
IRON MOUNTAIN/FORD (IMT)

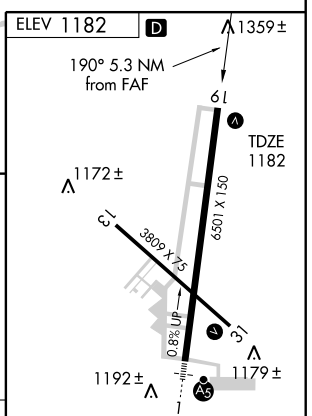
Circling not authorized NE of Rwys 19 and 31.
DME from IMT VOR/DME.
Simultaneous reception of I-IMT and IMT DME required.

MISSED APPROACH: Climb to 3100 direct KORDS LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1660-1 478 (500-1)		1660-1¼ 478 (500-1¼)	1660-1½ 478 (500-1½)
CIRCLING	1660-1 478 (500-1)	1720-1 538 (600-1)	1780-1½ 598 (600-1½)	1780-2 598 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 1-19 L
REIL Rwys 19 and 31 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOM IM	APP CRS	Rwy Idg	6501
255	010°	TDZE	1133
		Apt Elev	1182

NDB RWY 1

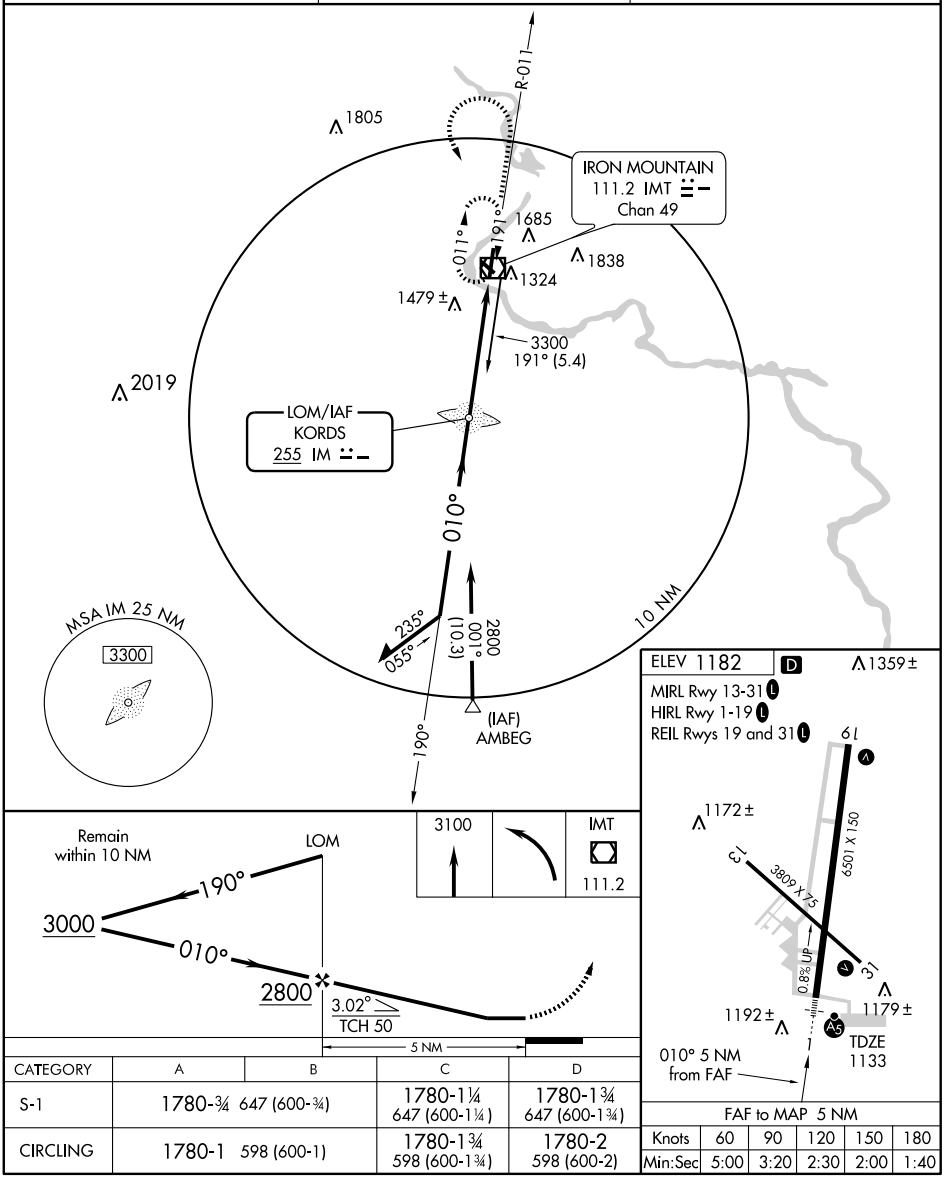
IRON MOUNTAIN/FORD (IMT)

Circling not authorized NE of Rwys 19 and 31.
Circling not authorized at night to Rwy 31.

MALSR

MISSED APPROACH: Climb to 3100, then left turn direct IMT VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L



FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-1	1780-¾ 647 (600-¾)		1780-1¼ 647 (600-1¼)	1780-1¾ 647 (600-1¾)
CIRCLING	1780-1 598 (600-1)		1780-1¾ 598 (600-1¾)	1780-2 598 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 77811	010°	TDZE	1133
W01A		Apt Elev	1182

RNAV (GPS) RWY 1

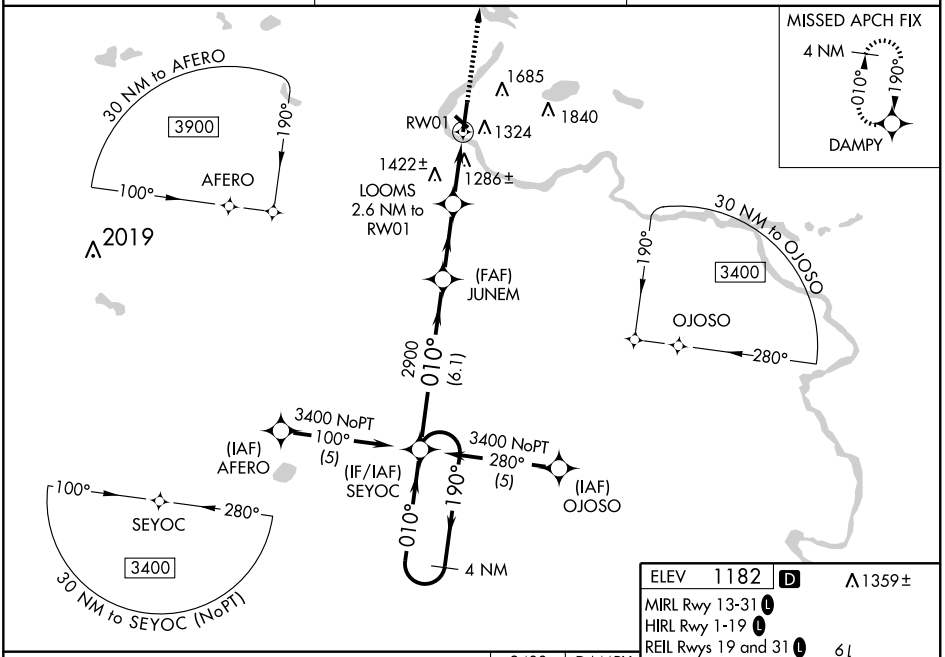
IRON MOUNTAIN/FORD (IMT)

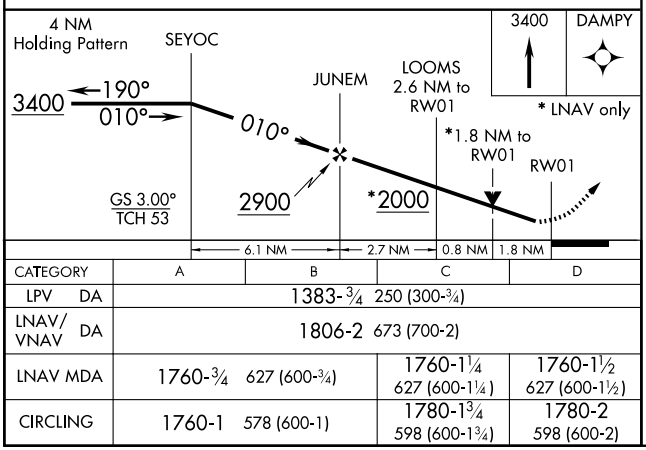
Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Circling NA NE of Rwys 19 and 31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Escanaba altimeter setting and increase all DA/MDA 180 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C and D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. For inoperative MALSR increase visibility LNAV Cat A and B ¼ mile. For Inoperative MALSR when using Escanaba altimeter setting, increase LPV all Cats visibility to 1½ mile, LNAV Cat A visibility to 1 mile. Baro-VNAV and VDP NA when using Escanaba altimeter setting.

MALSR

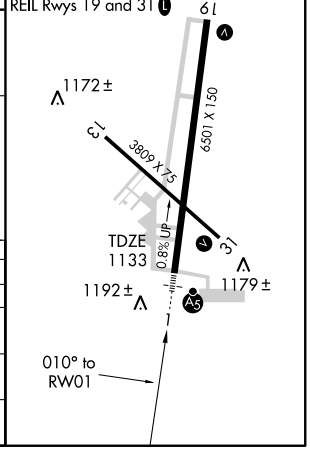
MISSED APPROACH: Climb to 3400 direct DAMPY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1383-¾ 250 (300-¾)			
LNAV/VNAV DA	1806-2 673 (700-2)			
LNAV MDA	1760-¾ 627 (600-¾)		1760-1¼ 627 (600-1¼)	1760-1½ 627 (600-1½)
CIRCLING	1760-1 578 (600-1)		1780-1¾ 598 (600-1¾)	1780-2 598 (600-2)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6501
190°	TDZE	1182
	Apt Elev	1182

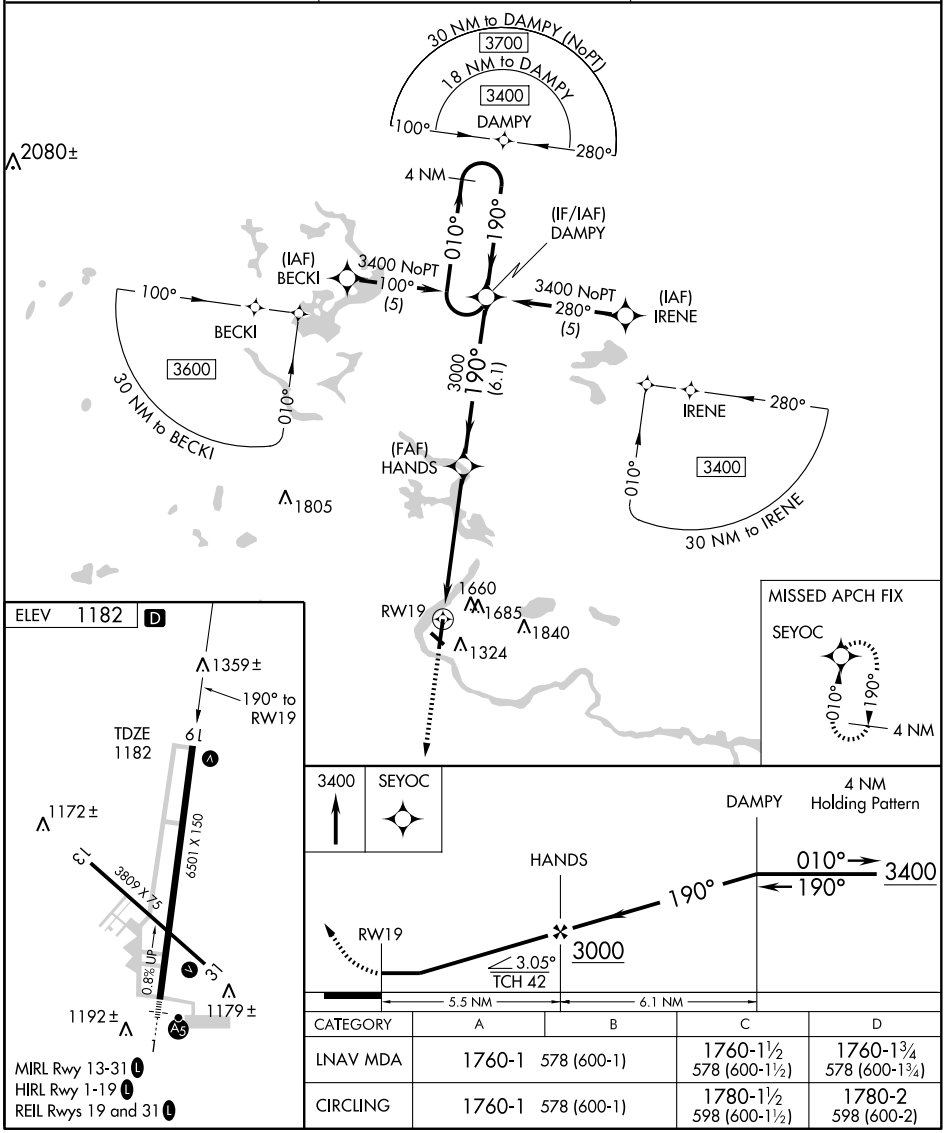
RNAV (GPS) RWY 19

IRON MOUNTAIN/FORD (IMT)

Circling NA northeast of Rwys 19 and 31. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Escanaba altimeter setting and increase all MDA 180 feet, increase LNAV and Circling Cat B visibility ¼ mile, Cats C and D visibility ¾ mile.

MISSED APPROACH: Climb to 3400 direct SEYOC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1760-1 578 (600-1)		1760-1½ 578 (600-1½)	1760-1¾ 578 (600-1¾)
CIRCLING	1760-1 578 (600-1)		1780-1½ 598 (600-1½)	1780-2 598 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME IMT	APP CRS	Rwy Idg	3809
111.2	323°	TDZE	1131
Chan 49		Apt Elev	1182

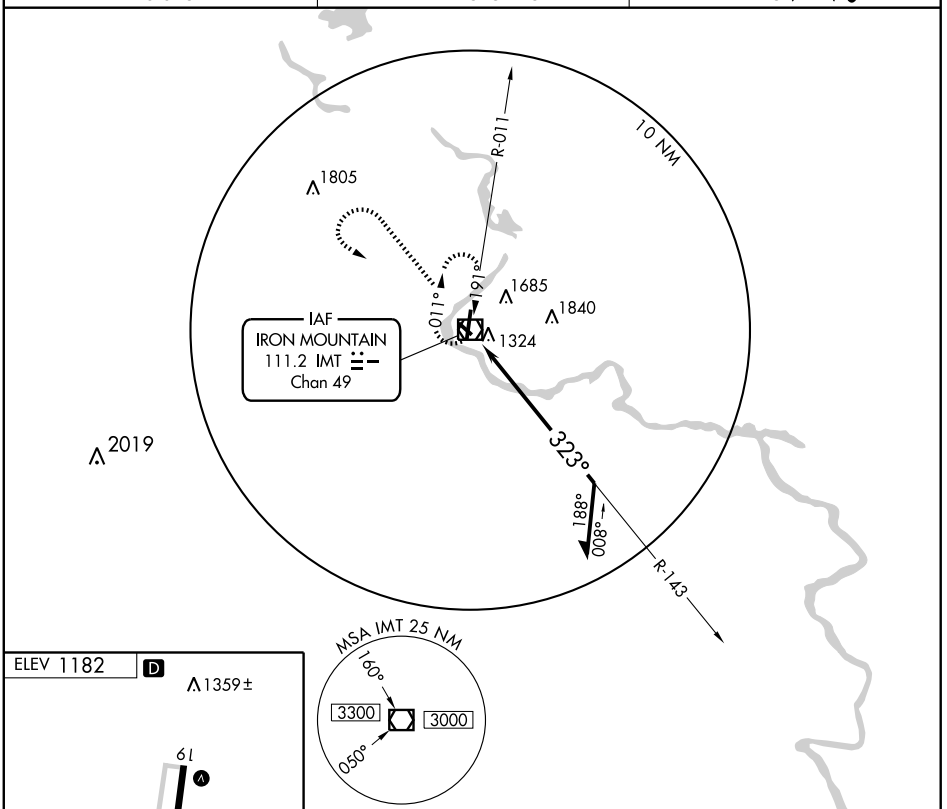
VOR RWY 31

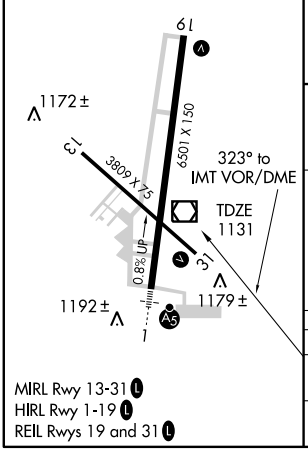
IRON MOUNTAIN/FORD (IMT)

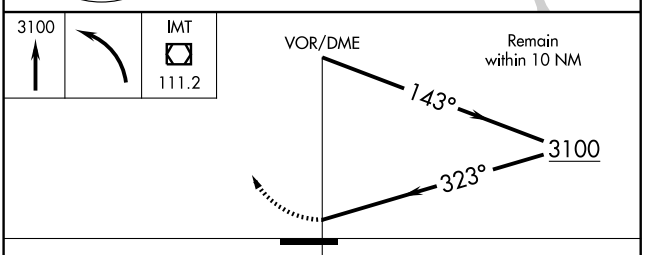
Circling NA NE of Rwys 19 and 31. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Escanaba altimeter setting and increase all MDA 180 feet, and increase S-31 and Circling Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3100 then left turn direct IMT VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1760-1 629 (600-1)		1760-1¾ 629 (600-1¾)	1760-2 629 (600-2)
CIRCLING	1760-1 578 (600-1)		1780-1¾ 598 (600-1¾)	1780-2 598 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

IRONWOOD

GOGEBIC–IRON CO (IWD) 7 NE UTC−6(−5DT) N46°31.65′ W90°07.88′ GREEN BAY

1230 B **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE IWD H–2K, L–14I

RWY 09–27: H6501X130 (ASPH–GRVD) S–85, D–150, 2S–175, 2D–280 HIRL IAP

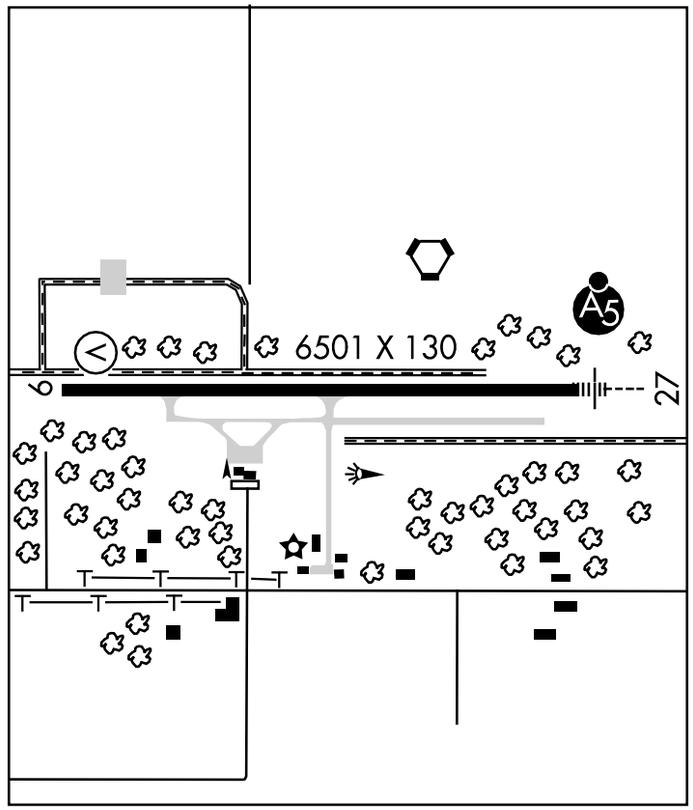
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 47′. Trees.

RWY 27: MALSR. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–6501 TODA–6501 ASDA–6501 LDA–6501

RWY 27: TORA–6501 TODA–6501 ASDA–6501 LDA–6501



AIRPORT REMARKS: Attended 1400–0200Z‡. Be alert for PAEW during snow removal. Arpt signs may be snow covered during winter months. Arpt CLOSED to unscheduled air carrier opns with more than 30 passenger seats except 48 hr PPR call arpt manager 906–932–3121. Various wildlife on and invof arpt. ACTIVATE HIRL Rwy 09–27; REIL Rwy 09; MALSR Rwy 27—CTAF. Ldg fee. Landing fees waived if fuel purchased. Firefighting personnel will be monitoring CTAF during all scheduled air carrier ops. Arpt will be monitoring CTAF during all scheduled air carrier ops to convey latest rwy conditions during winter wx.

WEATHER DATA SOURCES: AWOS–3 125.175 (906) 932–4039.

HIWAS 108.8 IWD.

COMMUNICATIONS: CTAF/UNICOM 122.8

IRONWOOD RCO 122.3 (GREEN BAY RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP** 133.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IWD.

IRONWOOD (L) VORTACW 108.8 IWD Chan 25 N46°31.94′ W90°07.55′ at fld. 1230/1E. **HIWAS.**

ILS 111.5 I–IWD Rwy 27. Class IT. Unmonitored.

ISHPEMING

EDWARD F JOHNSON (M61) 1Ø S UTC−5(−4DT) N46°20.71′ W87°47.31′ GREEN BAY

1446 NOTAM FILE GRB

RWY 18–36: 2200X100 (TURF)

RWY 18: Trees. **RWY 36:** Thld dsplcd 200′. Trees.

AIRPORT REMARKS: Unattended. CLOSED winter months Dec–Apr and when snow covered. Rwy 18–36 rough with sandy areas. Lgtd 419′ AGL twr located 6100′ south of arpt and 600′ right of extended centerline Rwy 18–36. Rwy 18 marked with 3′ yellow cones.

COMMUNICATIONS: CTAF 122.9

JABLONSKI (See NUNICA)

JACK BARSTOW (See MIDLAND)

LOC I-IWD	APP CRS	Rwy Idg	6501
111.5	270°	TDZE	1230
		Apt Elev	1230

ILS or LOC RWY 27

IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

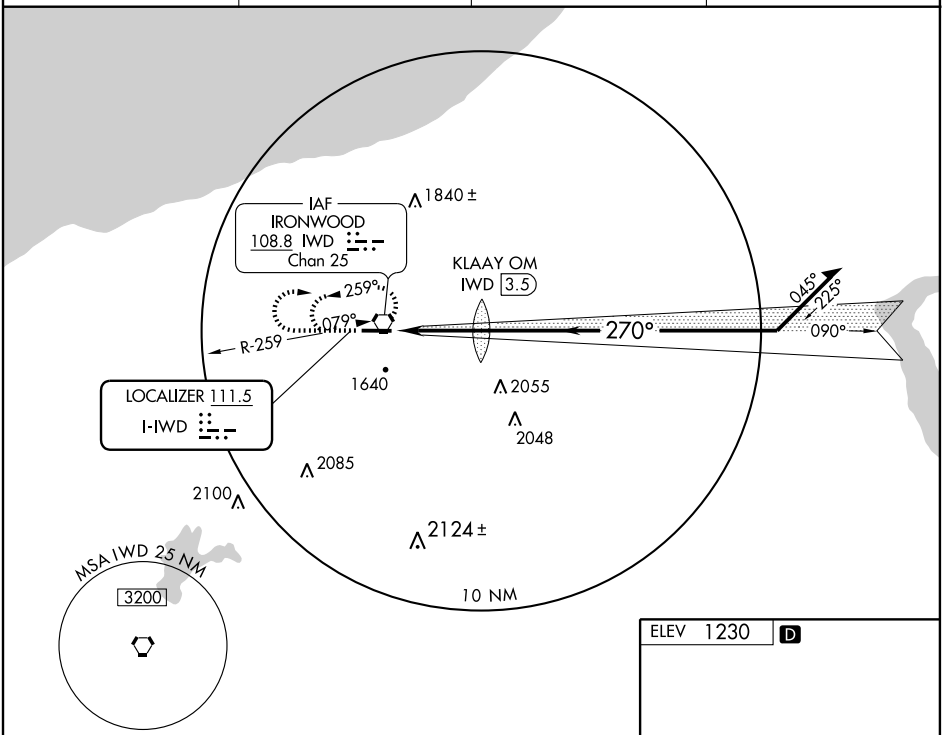
T
NA

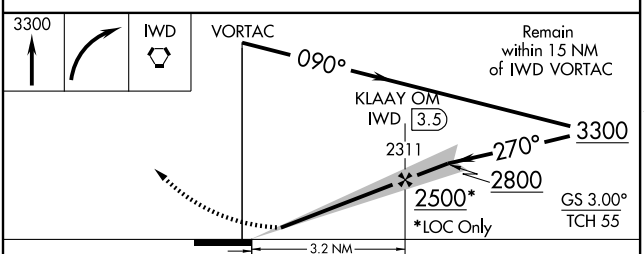
When local altimeter setting not received, use Ashland altimeter setting and increase all DA 132 feet and all MDA 140 feet, increase S-LOC 27 Cat C/D visibility ½ mile, Circling Cat A/B visibility ¼ mile and Circling Cat C ½ mile. For inoperative MALSR, when using Ashland altimeter setting, increase S-ILS 27 all Cats visibility to 1.

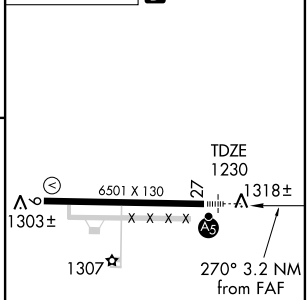
MALSR

MISSED APPROACH: Climb to 3300, then right turn direct IWD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1430-½ 200 (200-½)			
S-LOC-27	1720-½ 490 (500-½)		1720-¾ 490 (500-¾)	1720-1 490 (500-1)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6501
090°	TDZE	1230
	Apt Elev	1230

RNAV (GPS) RWY 9

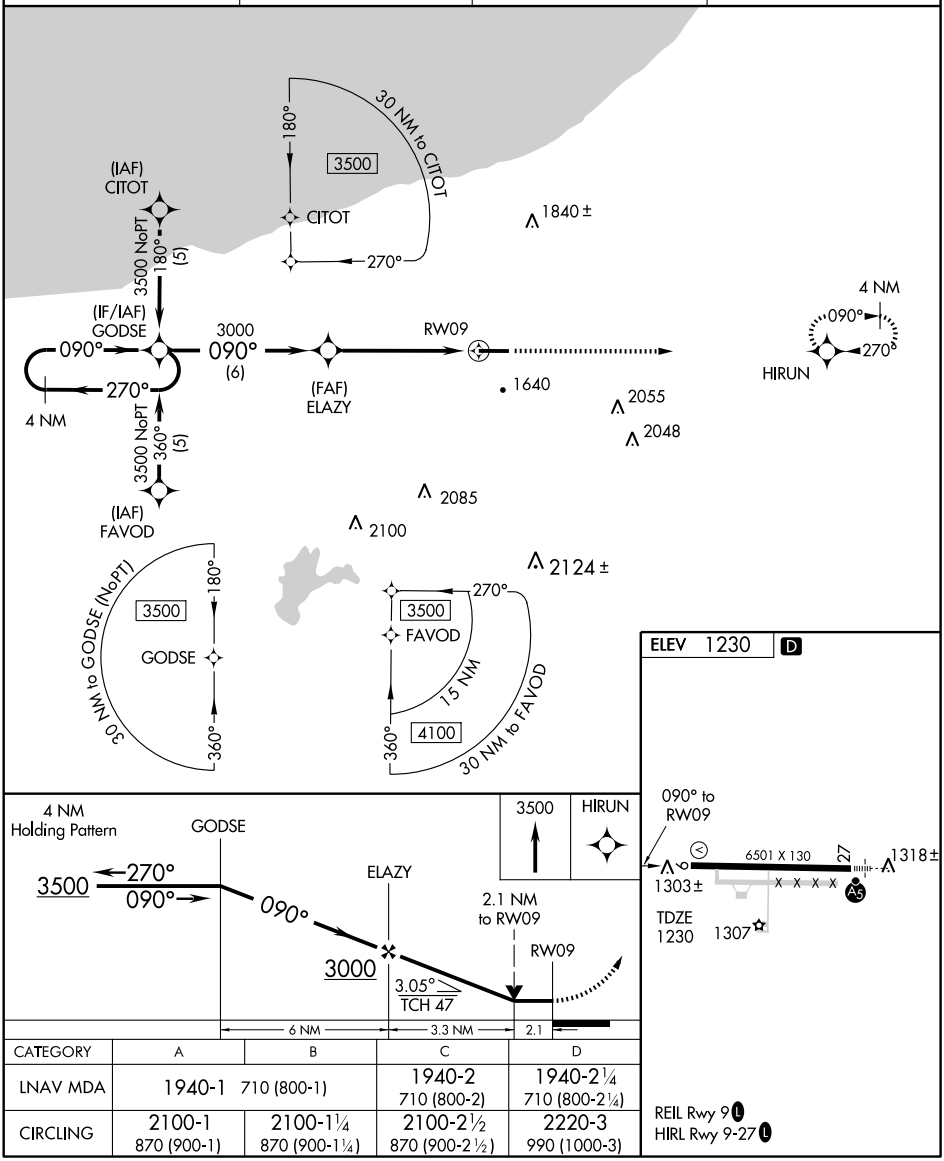
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Ashland altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, Cat C/D ½ mile and increase Circling Cat A/B visibility ¼ mile, Cat C ½ mile.

MISSED APPROACH: Climb to 3500 direct HIRUN and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1940-1 710 (800-1)		1940-2 710 (800-2)	1940-2¼ 710 (800-2¼)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 50212	270°	TDZE	1230
W27A		Apt Elev	1230

RNAV (GPS) RWY 27

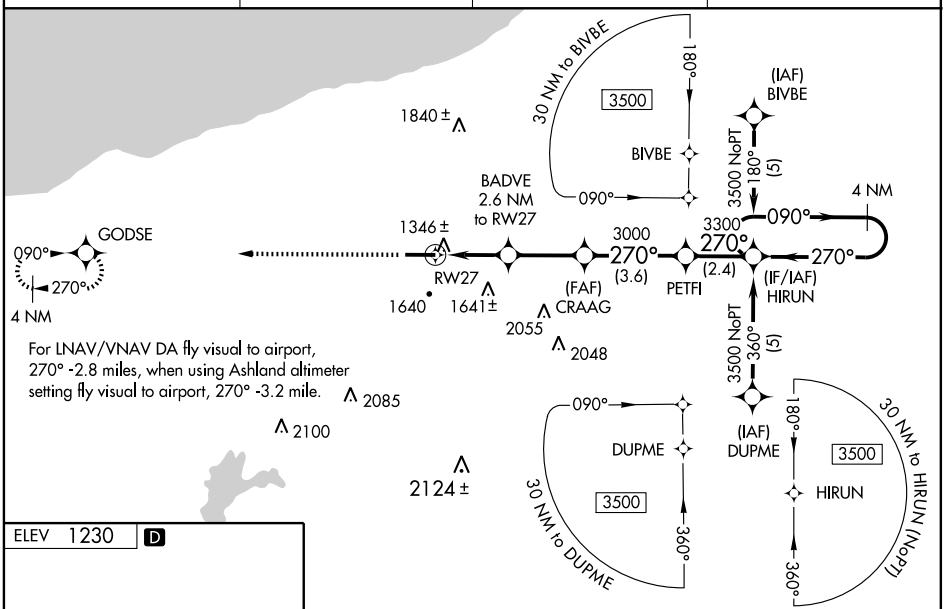
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

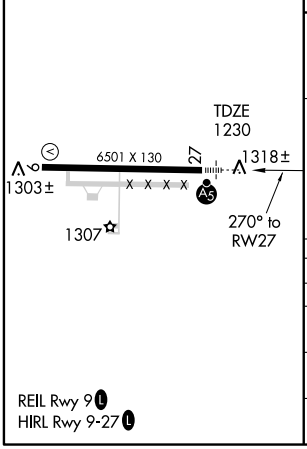
▼ Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When using Ashland altimeter setting: inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat A. When using Ashland altimeter setting: for inoperative MALSR, increase LNAV Cat B visibility to 1¼ mile. Baro-VNAV and VDP NA when using Ashland altimeter setting. When local altimeter setting not received, use Ashland altimeter setting and increase all DA 132 feet and all MDA 140 feet, increase LNAV/VNAV Cat C visibility ¼ mile, LNAV Cat C/D visibility ½ mile, and Circling Cat A/B visibility ¼ mile, Cat C ½ mile.

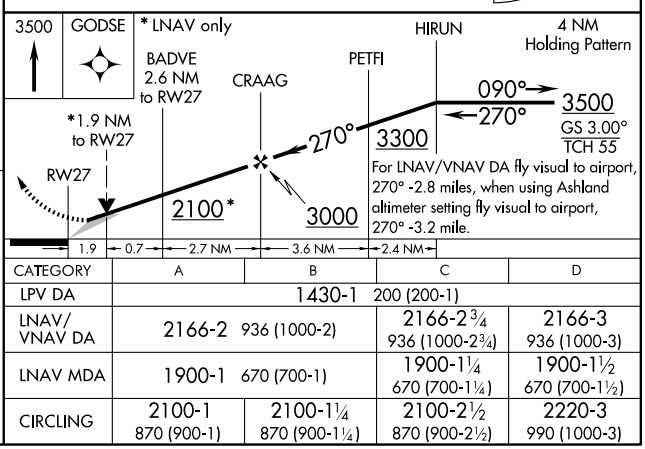
▲ MALSR

MISSED APPROACH: Climb to 3500 direct GODSE and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1430-1 200 (200-1)			
LNAV/VNAV DA	2166-2 936 (1000-2)		2166-2¾ 936 (1000-2¾)	2166-3 936 (1000-3)
LNAV MDA	1900-1 670 (700-1)		1900-1¼ 670 (700-1¼)	1900-1½ 670 (700-1½)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IWD	APP CRS	Rwy Idg 6501
108.8	079°	TDZE 1230
Chan 25		Apt Elev 1230

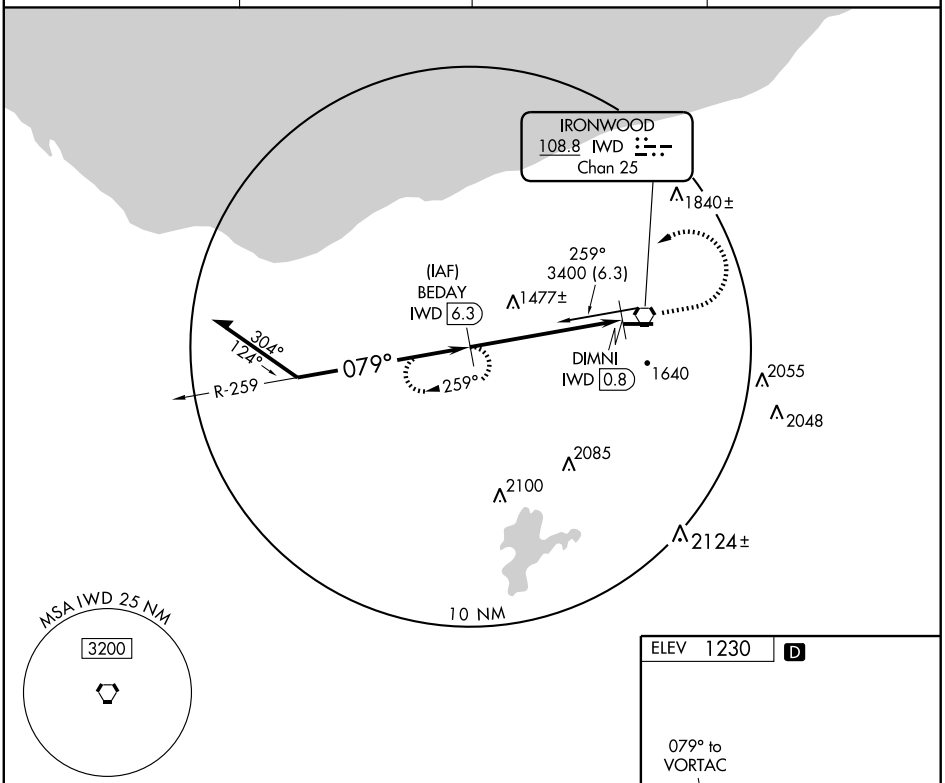
VOR/DME RWY 9

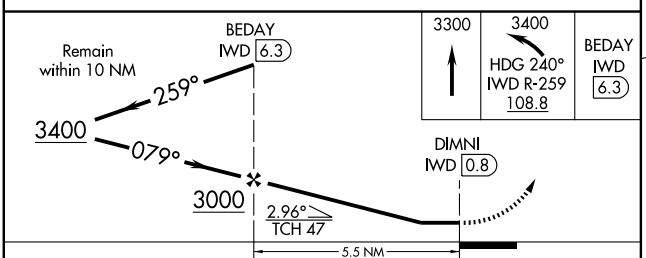
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

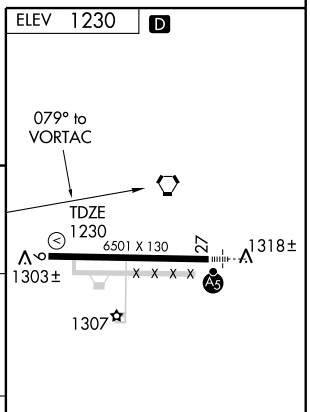
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashland altimeter setting and increase all MDA 140 feet, increase S-9 visibility Cat C ¼ mile, and Cat D ½ mile. Increase Circling visibility Cat A/B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3300 then climbing left turn to 3400 via heading 240° and IWD R-259 to BEDAY/6.3 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1740-1	510 (600-1)	1740-1½	510 (600-1½)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IWD	APP CRS	Rwy Idg	6501
108.8	283°	TDZE	1230
Chan 25		Apt Elev	1230

VOR/DME RWY 27

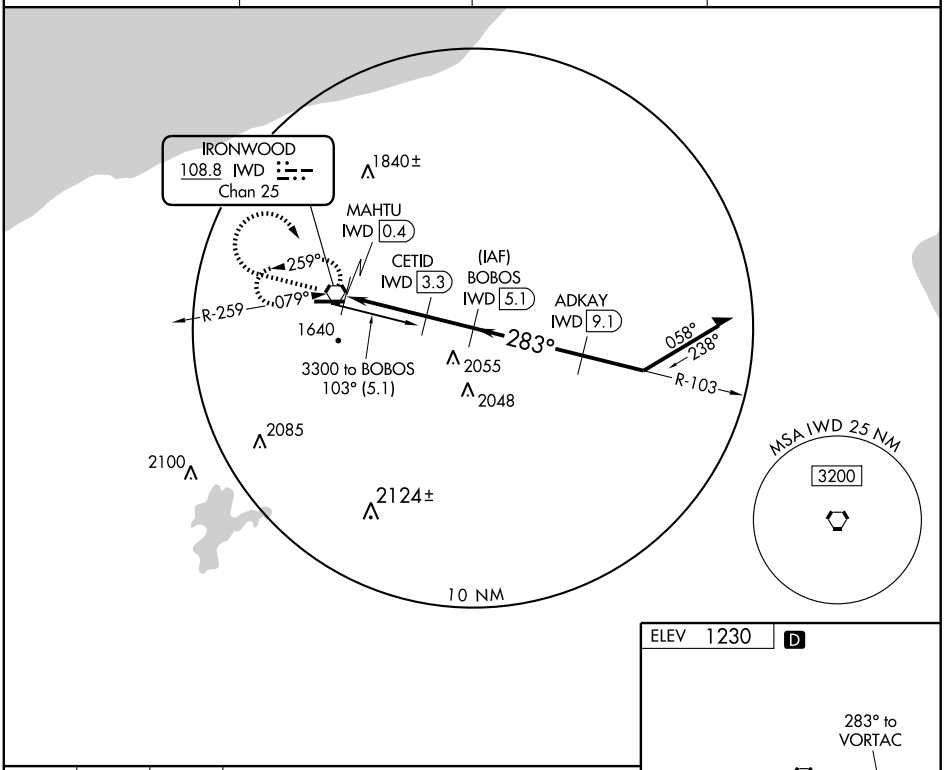
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

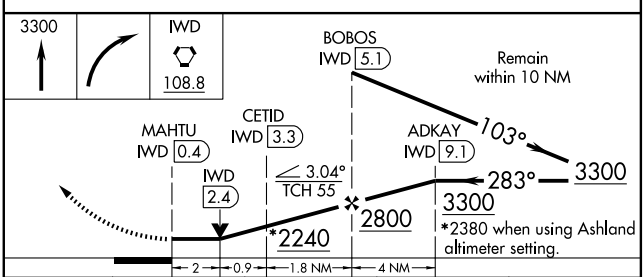
T A For inoperative MALSR when using Ashland altimeter setting, increase S-27 Cat A visibility to 1 mile. When local altimeter setting not received, use Ashland altimeter setting and increase all MDA 140 feet, increase S-27 Cat A/B visibility ¼ mile, Cat C/D ½ mile, increase Circling Cat A/B visibility ¼ mile, Cat C ½ mile.

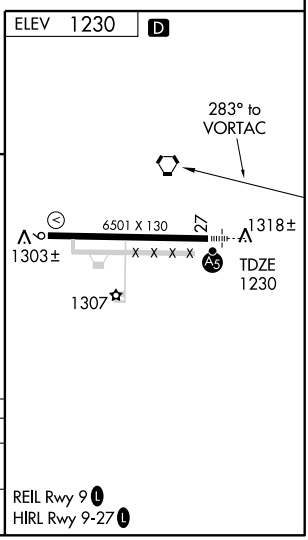
MALSR

MISSED APPROACH: Climb to 3300 then right turn direct IWD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







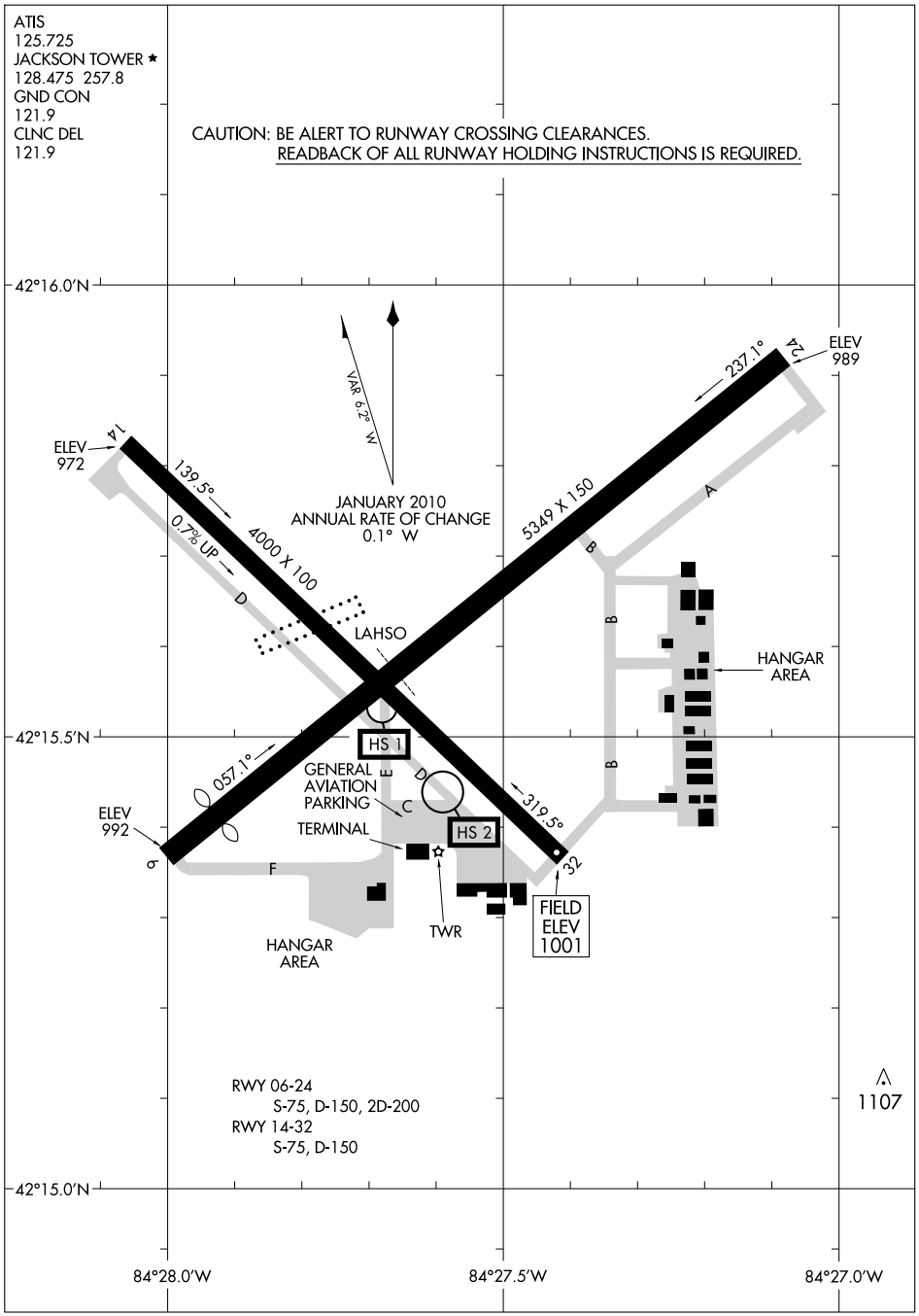
CATEGORY	A	B	C	D
S-27	1940-½ 710 (800-½)		1940-1½ 710 (800-1½)	1940-1¾ 710 (800-1¾)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-861 (FAA)

JACKSON COUNTY-REYNOLDS FIELD (JXN)
JACKSON, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

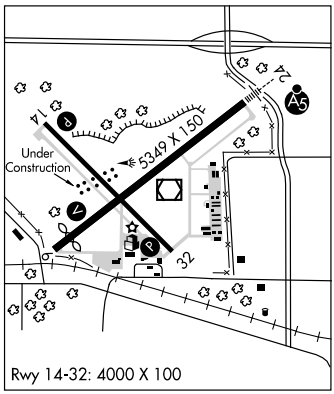
JACKSON, MICHIGAN
JACKSON COUNTY-REYNOLDS FIELD (JXN)

10266

JACKSON CO–REYNOLDS FLD (JXN) 2 W UTC−5(−4DT) N42°15.63′ W84°27.63′ **DETROIT**
1001 B S4 **FUEL** 100LL, JET A NOTAM FILE JXN **H–10G, L–28J**
RWY 06–24: H5349X150 (ASPH – GRVD) S–75, D–150, 2D–200 HIRL **IAP, AD**
RWY 06: VASI(V4L)—GA 3.0° TCH 27′. Thld dsplcd 440′. Railroad.
RWY 24: MALSR. Trees.
RWY 14–32: H4000X100 (ASH–GRVD) S–75, D–150 MIRL
0.3% up SW
RWY 14: PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	14–32	3406

AIRPORT REMARKS: Attended Apr–Oct 1200–0100Z‡, Nov–Mar 1300–2300Z‡. CAUTION: Deer and birds on and invof arpt. Low altitude acft ops prohibited invof prison 4 mi NE. When twr closed ACTIVATE HIRL Rwy 06–24, MIRL Rwy 14–32; VASI Rwy 06, PAPI Rwy 14 and Rwy 32; REIL Rwy 32; MALSR Rwy 24—CTAF.
WEATHER DATA SOURCES: ASOS (517) 768–7506.
COMMUNICATIONS: CTAF 128.475 **ATIS** 125.725
UNICOM 122.95
RCO 122.2 (LANSING RADIO)
Ⓡ **LANSING APP/DEP CON** 127.3
TOWER 128.475 (1200–0200Z‡) **GND CON** 121.9
CLNC DEL 121.9
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE JXN.
(L) VORW/DME 109.6 JXN Chan 33 N42°15.55′ W84°27.51′ at fld. 995/5W.
VOR portion unusable 250°–310° byd 20 NM. DME portion unusable 075°–255° byd 10 NM blo 3000′.
JAKSO NDB (LOM) 212 JX N42°19.07′ W84°21.93′ 236° 5.5 NM to fld.
ILS 109.1 I–JXN Rwy 24 LOM JAKSO NDB. ILS and LOM unmonitored when twr clsd.

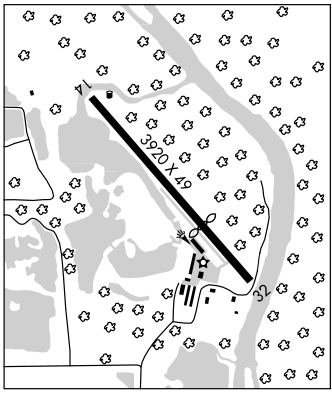


JAKSO N42°19.07′ W84°21.93′ NOTAM FILE JXN. **DETROIT**
NDB (LOM) 212 JX 236° 5.5 NM to Jackson Co–Reynolds Fld. LOM unmonitored when twr clsd.

JAMES CLEMENTS MUNI (See BAY CITY)

JENISON

RIVERVIEW (Ø8C) 3 NW UTC−5(−4DT) N42°56.20′ W85°48.35′ **CHICAGO**
603 B **FUEL** 100LL NOTAM FILE LAN **L–28I**
RWY 14–32: H3920X49 (ASPH) MIRL
RWY 14: Trees. **RWY 32:** Thld dsplcd 1196′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat–Sun irregularly. Fuel 24 hr self serve. Deer and birds on and invof arpt. Rwy 14–32 trees and shrubs in transition zone both sides. ACTIVATE MIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MKG.
MUSKEGON (L) VORTACW 115.2 MKG Chan 99 N43°10.16′ W86°02.36′ 145° 17.3 NM to fld. 659/1W. **HIWAS.**



JERRY TYLER MEML (See NILES)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DETROIT, MI		
DETROIT METROPOLITAN		
WAYNE COUNTY (DTW)	HS 1	Rwy 04R-22L and Rwy 09L-27R.
	HS 2	Rwy 03L-21R and Rwy 09L-27R.
	HS 3	Twy F and Rwy 03L-21R.
DETROIT, MI		
WILLOW RUN (YIP)	HS 1	Complex rwys/twy int.
	HS 2	Twy E1 to Rwy 27 or Rwy 23L wrong rwy departure risk.
JACKSON, MI		
JACKSON COUNTY-		
REYNOLDS FIELD (JXN)	HS 1	Confusing signage.
	HS 2	No signage.
KALAMAZOO, MI		
KALAMAZOO/BATTLE		
CREEK INTL (AZO)	HS 1	Complex rwy/twy int.
	HS 2	Wrong rwy departure risk from Twy C.
	HS 3	Wrong rwy departure risk from Twy F.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-JXN	APP CRS	Rwy Idg	5349
109.1	236°	TDZE	999
		Apt Elev	1001

ILS or LOC RWY 24

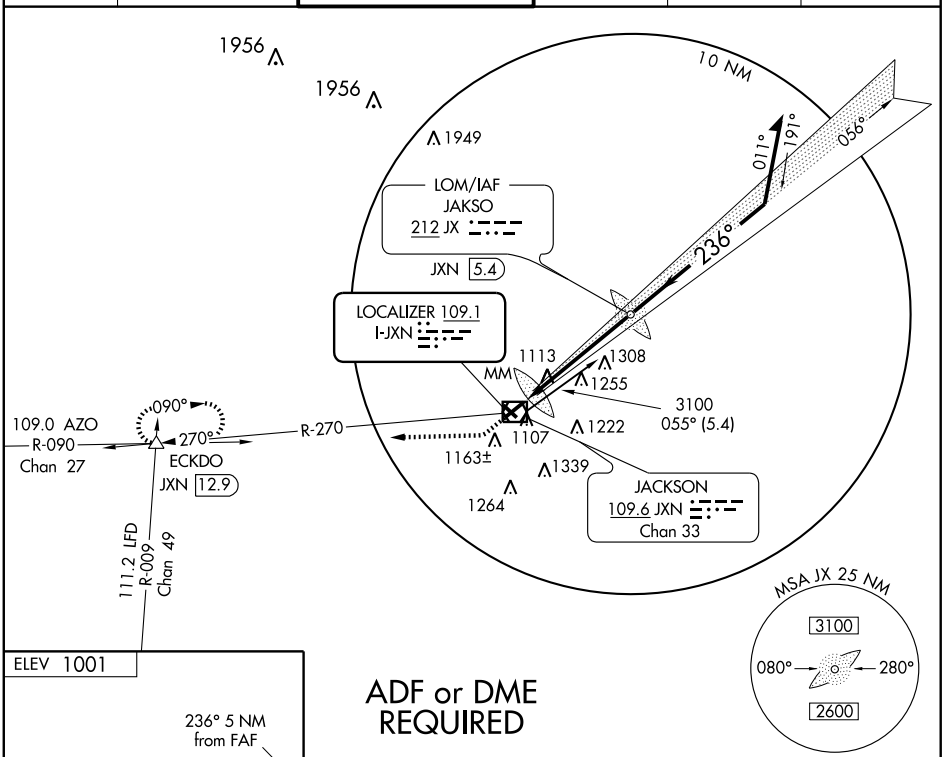
JACKSON COUNTY-REYNOLDS FIELD (JXN)

When local altimeter setting not received, use Mason altimeter setting and increase all DA 54 feet and all MDA 60 feet, increase S-LOC 24 Cat C and Circling Cat D visibility ¼ mile.

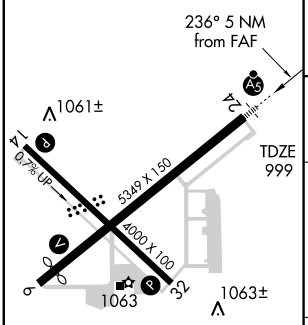
MALSR

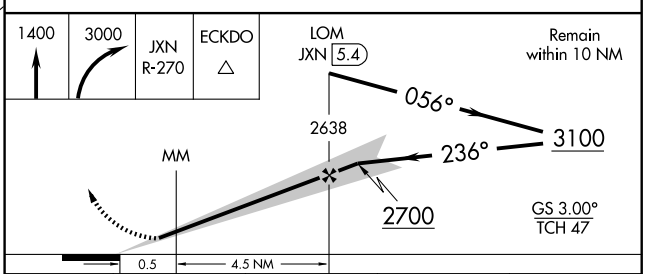
MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95



ADF or DME REQUIRED





HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 24	1199-½ 200 (200-½)			
S-LOC 24	1440-½ 441 (500-½)		1440-¾ 441 (500-¾)	1440-1 441 (500-1)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BATTLE CREEK, MI			
W.K. KELLOGG (BTL)	05	13-31	7,000 feet
DETROIT, MI			
COLEMAN A. YOUNG MUNI (DET)	15	07-25	4,900 feet
FLINT, MI			
BISHOP INTL (FNT)	09	18-36	4,100 feet
	36	09-27	6,300 feet
JACKSON, MI			
JACKSON COUNTY-REYNOLDS FIELD (JXN)	24	14-32	3,406 feet
TRAVERSE CITY, MI			
CHERRY CAPITAL (TVC)	18	10-28	2,850 feet
	28	18-36	5,500 feet
	28	18-36	5,500 feet

21 OCT 2010 to 18 NOV 2010

LOM JX	APP CRS	Rwy Idg	5349
212	236°	TDZE	999
		Apt Elev	1001

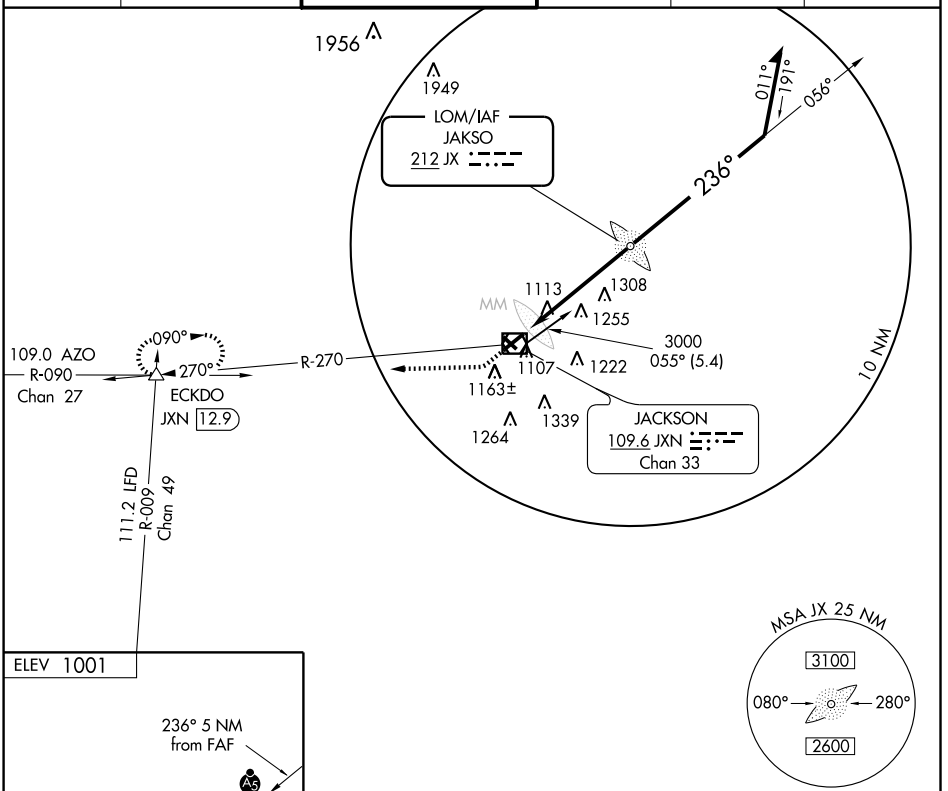
NDB RWY 24

JACKSON COUNTY-REYNOLDS FIELD (JXN)

MALSR

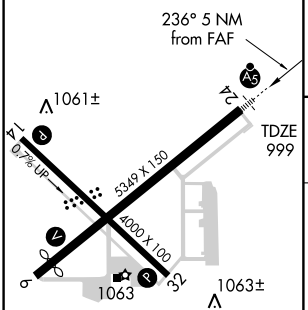
MISSED APPROACH: Climbing right to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95



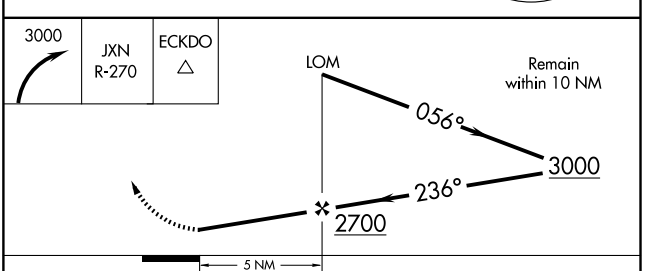
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010



HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-24	1660-¾	661 (700-¾)	1660-1¼ 661 (700-1¼)	1660-1¾ 661 (700-1¾)
CIRCLING	1660-1	659 (700-1)	1660-1¾ 659 (700-1¾)	1660-2 659 (700-2)

RNAV (GPS) RWY 6

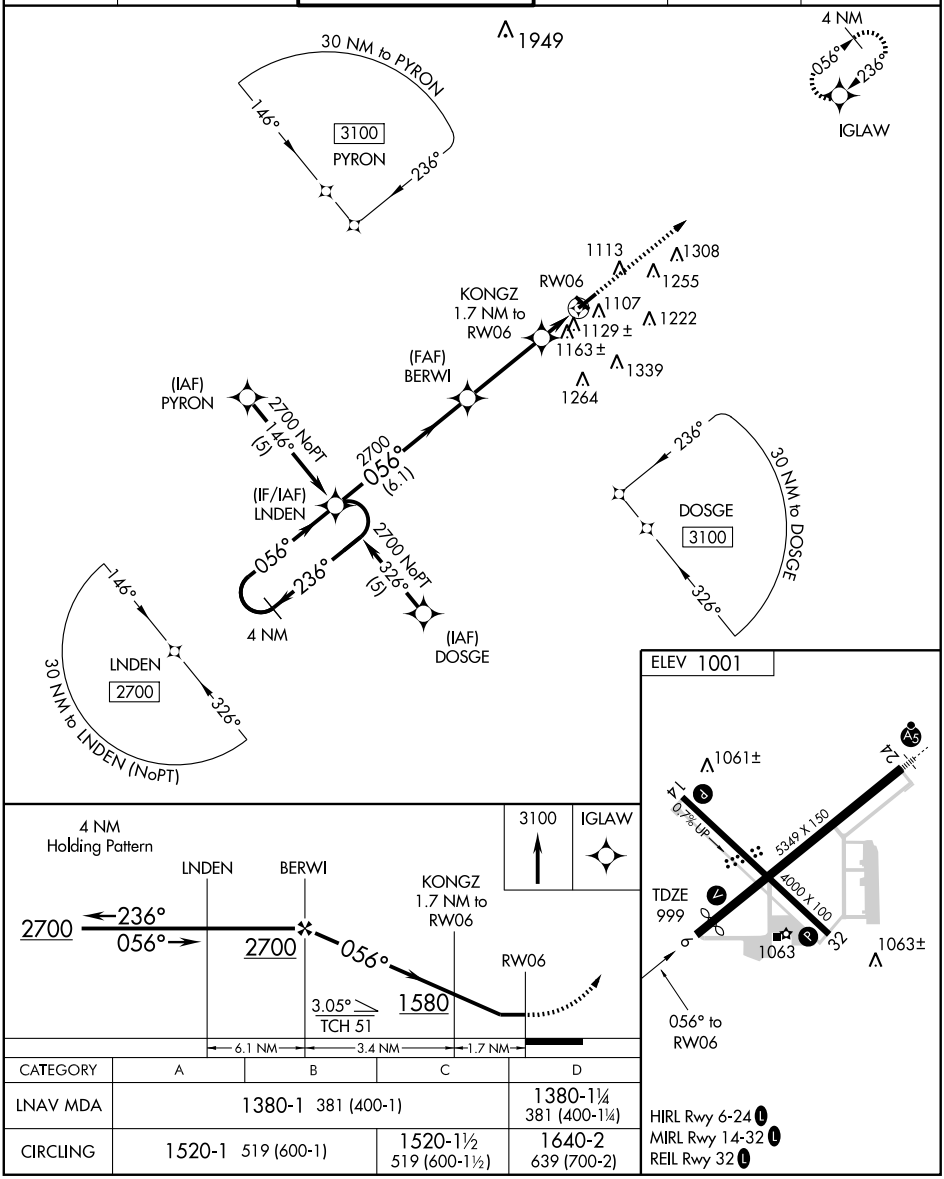
JACKSON COUNTY-REYNOLDS FIELD (JXN)

APP CRS	Rwy Idg	4909
056°	TDZE	999
	Apt Elev	1001

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct IGLAW and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1380-1 381 (400-1)			1380-1¼ 381 (400-1¼)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

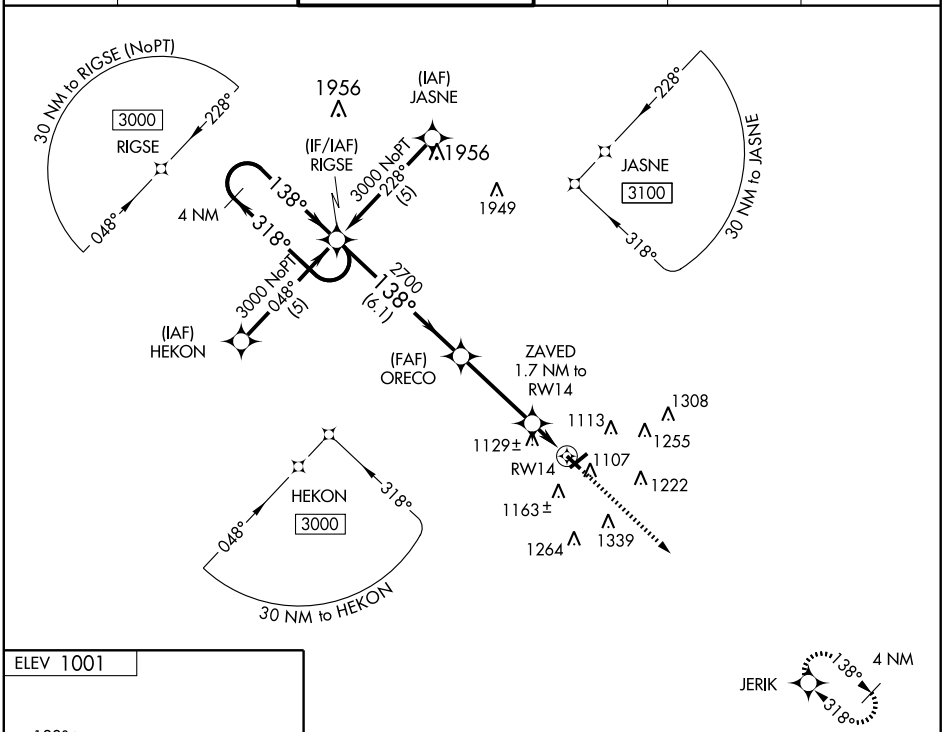
JACKSON COUNTY-REYNOLDS FIELD (JXN)

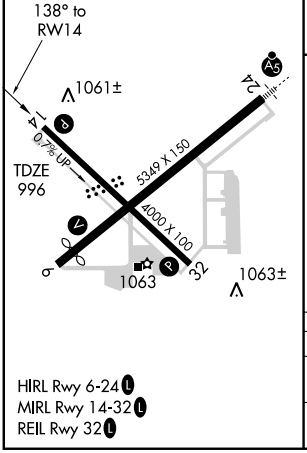
APP CRS	Rwy Idg	TDZE	Apt Elev
138°	4000	996	1001

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

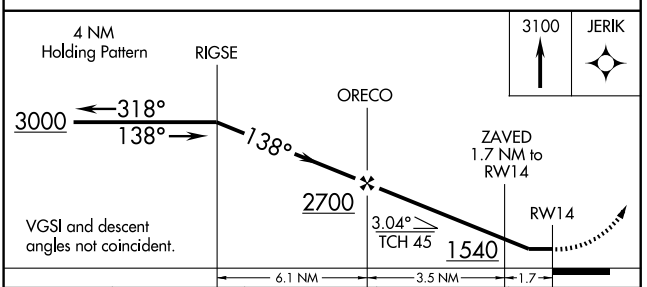
MISSED APPROACH: Climb to 3100 direct JERIK and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95





HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 384 (400-1)			1380-1¼ 384 (400-1¼)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5349
CH 82212	236°	TDZE	999
W24A		Apt Elev	1001

RNAV (GPS) RWY 24

JACKSON COUNTY-REYNOLDS FIELD (JXN)

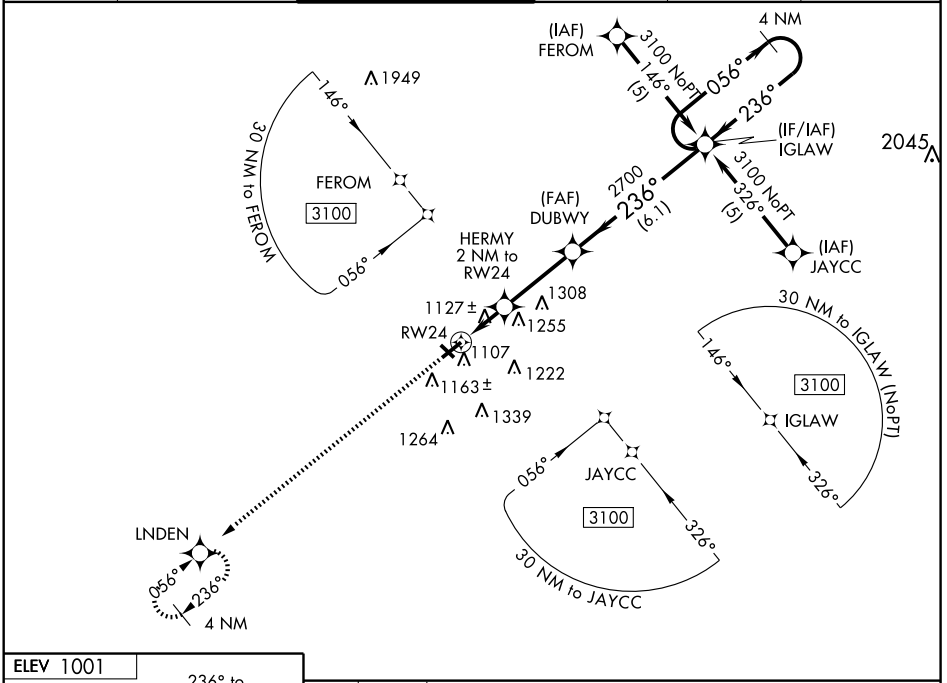
T Baro-VNAV NA when using Mason altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F) DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mason altimeter setting and increase all DA 54 feet, all MDA 60 feet. Increase LNAV/VNAV all Cats, LNAV and circling Cat C/D visibility ¼ mile.

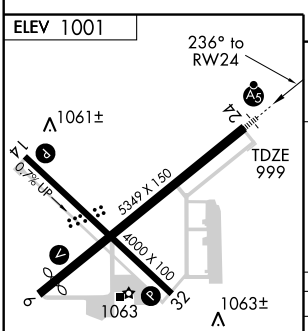
A

MALSR

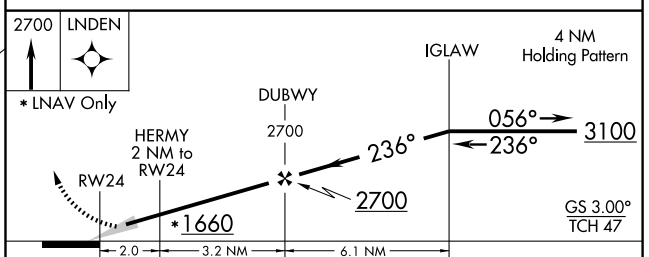
MISSED APPROACH: Climb to 2700 direct LNDEN and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95





HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L



CATEGORY	A	B	C	D
LPV DA	1199-½ 200 (200-½)			
LNAV/VNAV DA	1409-1 410 (500-1)			
LNAV MDA	1560-½ 561 (600-½)		1560-1 561 (600-1)	1560-1¼ 561 (600-1¼)
CIRCLING	1560-1 559 (600-1)		1560-1½ 559 (600-1½)	1640-2 639 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

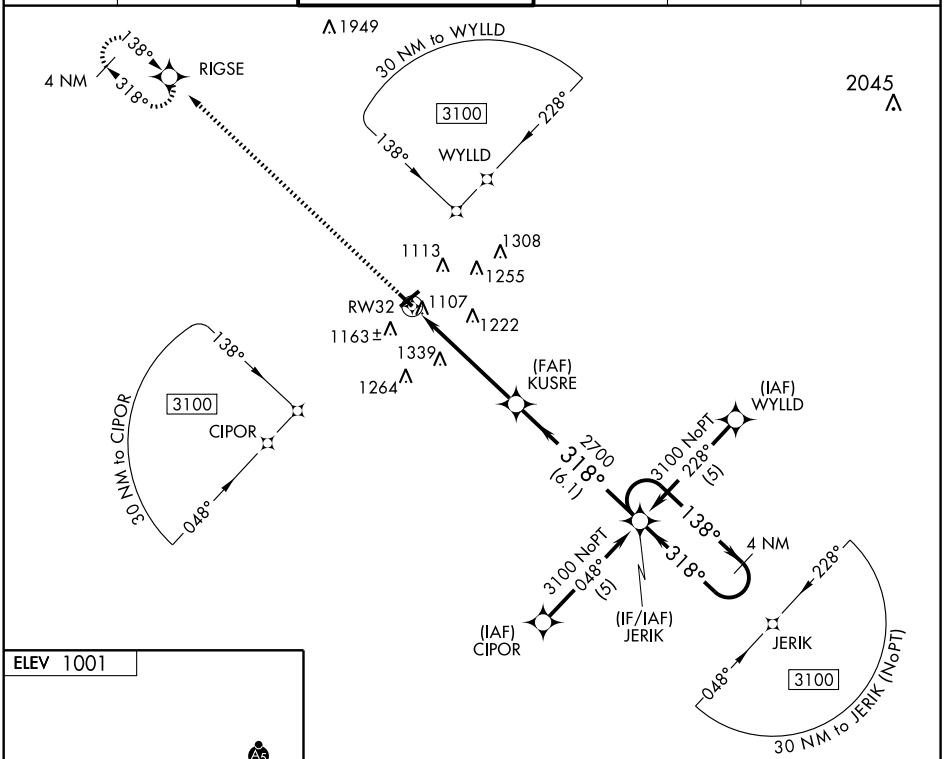
JACKSON COUNTY-REYNOLDS FIELD (JXN)

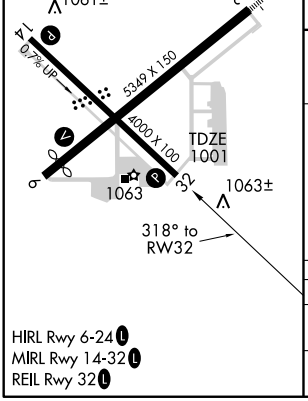
APP CRS	Rwy Idg	4000
318°	TDZE	1001
	Apt Elev	1001

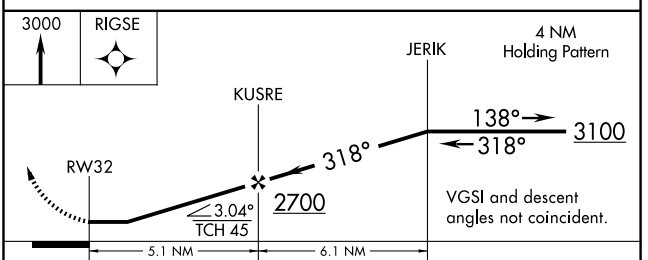
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct RIGSE and hold.

ATIS	LANSING APP CON	JACKSON TOWER★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1560-1 559 (600-1)		1560-1½ 559 (600-1½)	1560-1¾ 559 (600-1¾)
CIRCLING	1560-1 559 (600-1)		1560-1½ 559 (600-1½)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JXN	APP CRS	Rwy Idg	5349
109.6	231°	TDZE	999
Chan 33		Apt Elev	1001

VOR/DME RWY 24

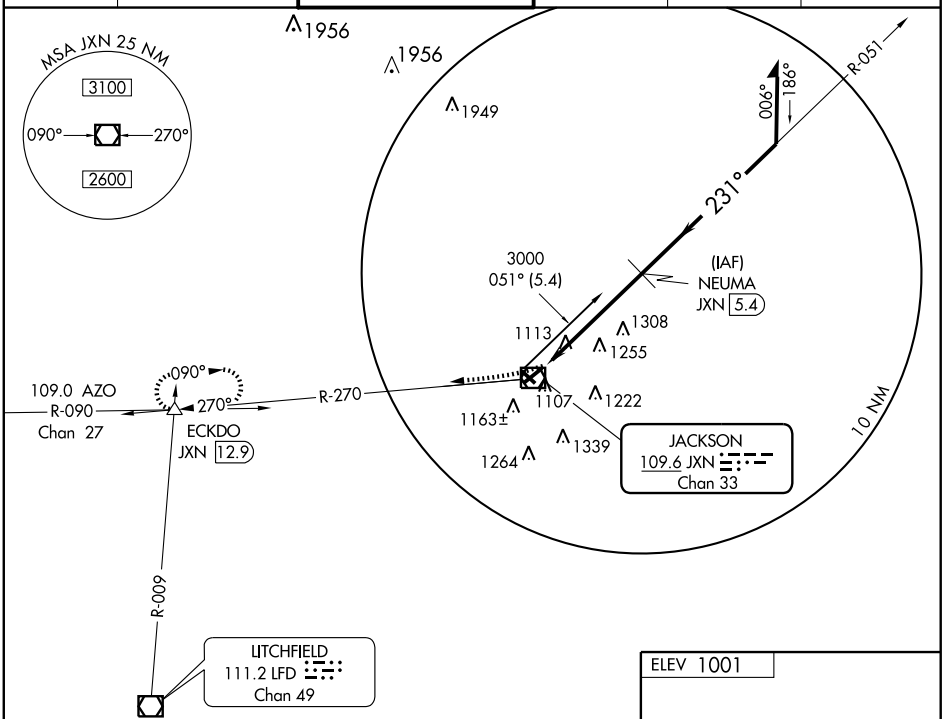
JACKSON COUNTY-REYNOLDS FIELD (JXN)

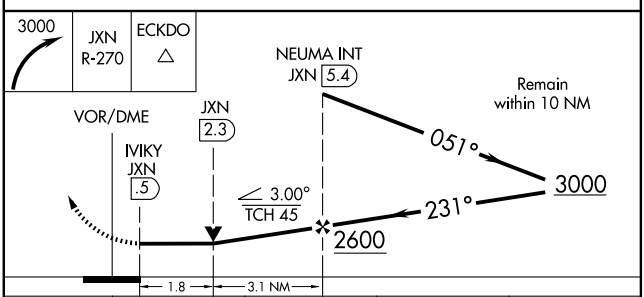
When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile. VDP NA when using Mason altimeter setting.

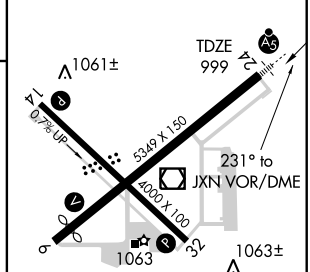
MALSR

MISSED APPROACH: Climbing right turn to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
S-24	1620-½ 621 (700-½)		1620-1¼ 621 (700-1¼)	1620-1½ 621 (700-1)
CIRCLING	1620-1 619 (700-1)		1620-1¾ 619 (700-1¾)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JXN	APP CRS	Rwy Idg	4909
109.6	062°	TDZE	999
Chan 33		Apt Elev	1001

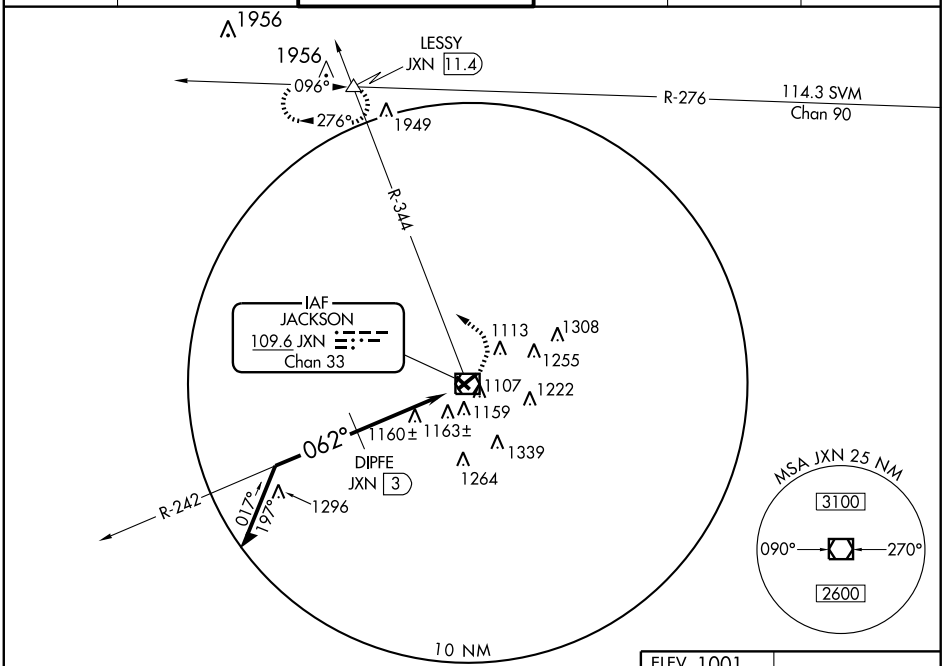
VOR RWY 6

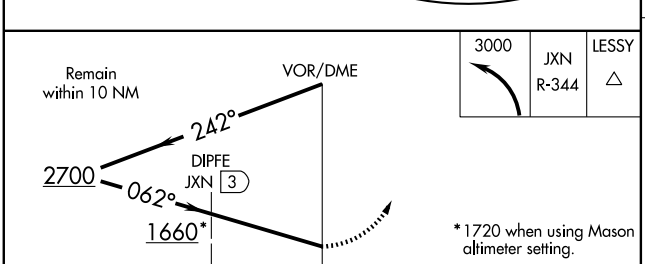
JACKSON COUNTY-REYNOLDS FIELD (JXN)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet. Increase all Cat C/D visibilities ½ mile.

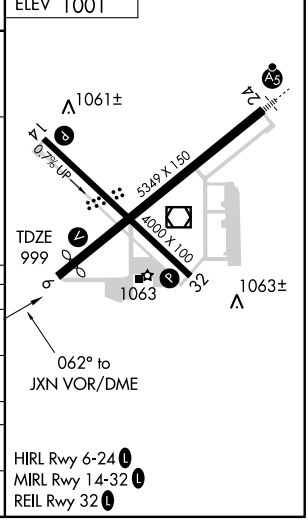
MISSED APPROACH: Climbing left turn to 3000 via JXN R-344 to LESSY Int/JXN 11.4 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-6	1660-1 661 (700-1)		1660-1¾ 661 (700-1¾)	1660-2 661 (700-2)
CIRCLING	1660-1 659 (700-1)		1660-1¾ 659 (700-1¾)	1660-2 659 (700-2)
DIPFE MINIMUMS				
S-6	1460-1 461 (500-1)		1460-1¼ 461 (500-1¼)	1460-1½ 461 (500-1½)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JXN	APP CRS	Rwy Idg	4000
109.6	133°	TDZE	996
Chan 33		Apt Elev	1001

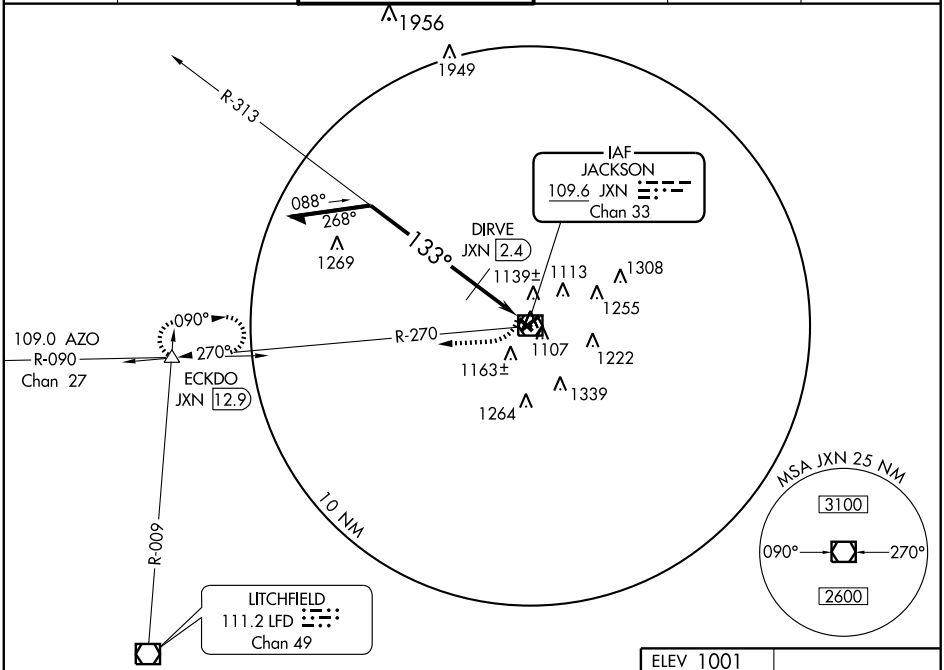
VOR RWY 14

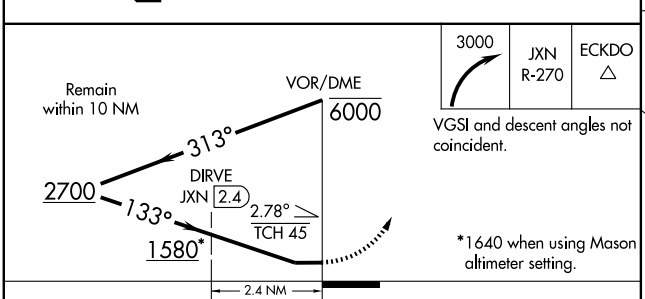
JACKSON COUNTY-REYNOLDS FIELD (JXN)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

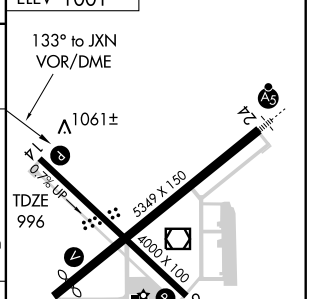
MISSED APPROACH: Climbing right turn to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475(CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-14	1580-1	584 (600-1)	1580-1½ 584 (600-1½)	1580-1¾ 584 (600-1¾)
CIRCLING	1580-1	579 (600-1)	1580-1½ 579 (600-1½)	1640-2 639 (700-2)
DIRVE MINIMUMS				
S-14	1400-1	404 (400-1)	1400-1¼	404 (400-1¼)
CIRCLING	1520-1	519 (600-1)	1520-1½ 519 (600-1½)	1640-2 639 (700-2)



HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JXN	APP CRS	Rwy Idg	4000
109.6	325°	TDZE	1001
Chan 33		Apt Elev	1001

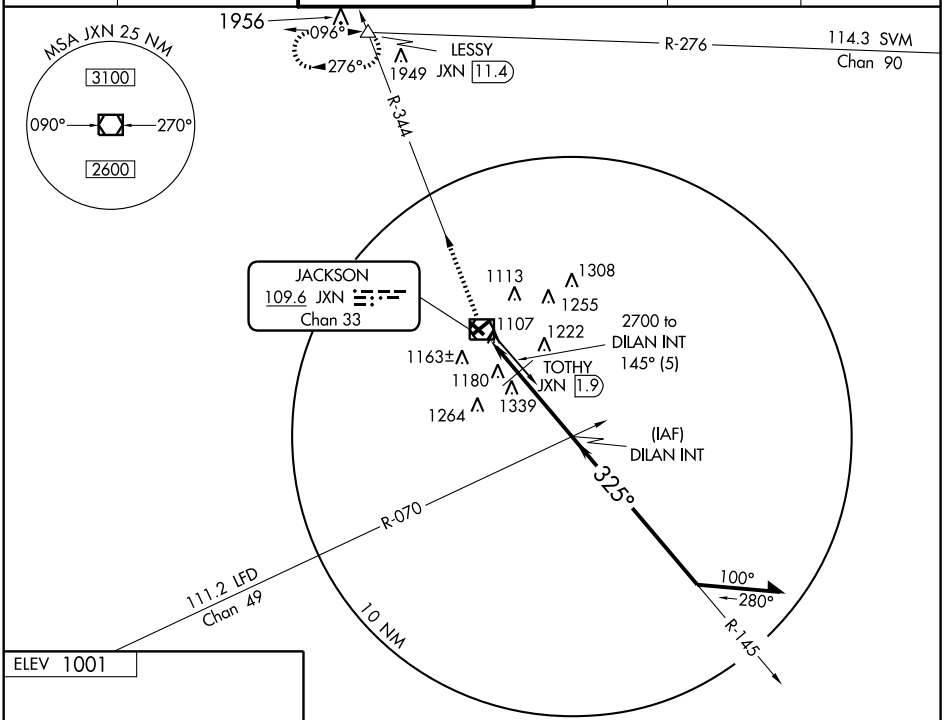
VOR RWY 32

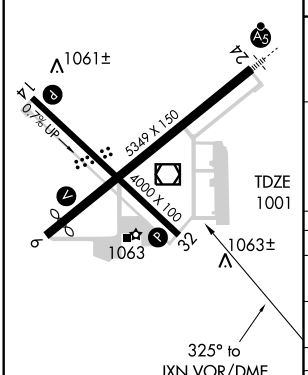
JACKSON COUNTY-REYNOLDS FIELD (JXN)

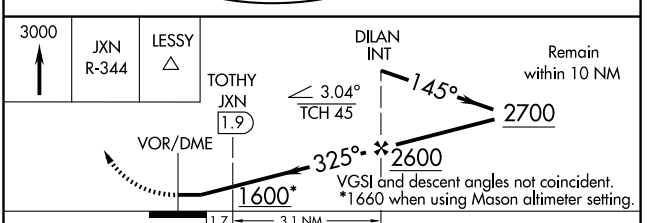
Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 via JXN R-344 to LESSY Int/JXN 11.4 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
S-32	1600-1 599 (600-1)		1600-1½ 599 (600-1½)	1600-1¾ 599 (600-1¾)
CIRCLING	1600-1 599 (600-1)		1600-1½ 599 (600-1½)	1640-2 639 (700-2)
TOTHY MINIMUMS				
S-32	1460-1 459 (500-1)		1460-1¼ 459 (500-1¼)	1460-1½ 459 (500-1½)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

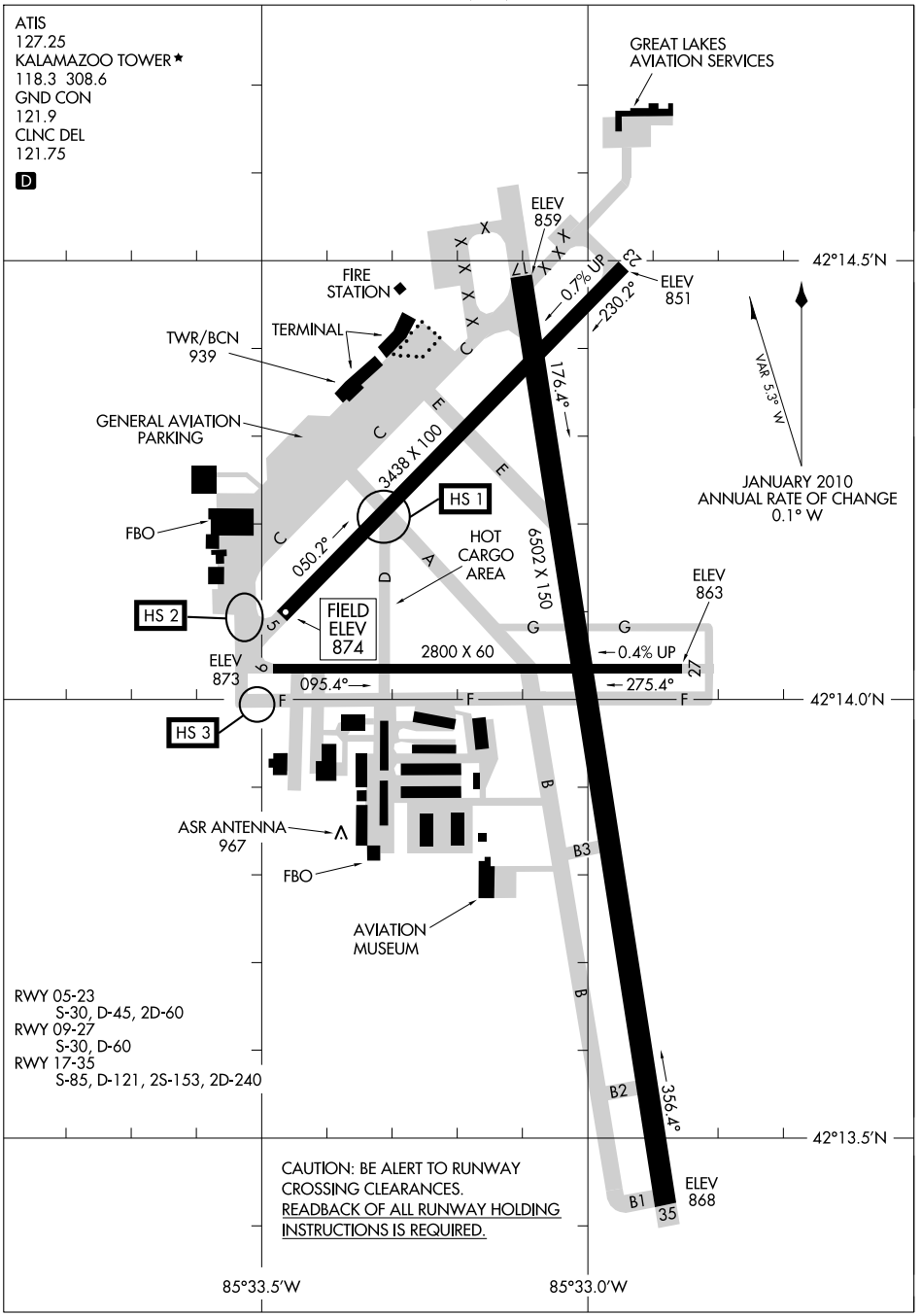
HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-717 (FAA)

KALAMAZOO/ BATTLE CREEK INTL (AZO)
KALAMAZOO, MICHIGAN



RWY 05-23
S-30, D-45, 2D-60
RWY 09-27
S-30, D-60
RWY 17-35
S-85, D-121, 2S-153, 2D-240

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

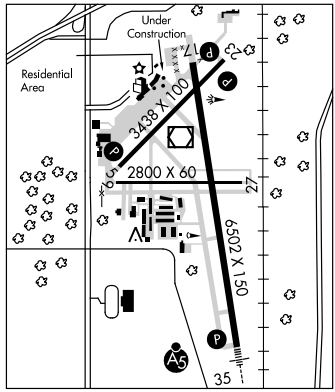
AIRPORT DIAGRAM

KALAMAZOO, MICHIGAN
KALAMAZOO/ BATTLE CREEK INTL (AZO)

10266

KALAMAZOO

KALAMAZOO/BATTLE CREEK INTL (AZO) 3 SE UTC−5(−4DT) N42°14.06′ W85°33.09′ CHICAGO
874 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—1674(800) NOTAM FILE AZO H–5E, 10F, L–28I
LRA Class I, ARFF Index B IAP, AD



RWY 17–35: H6502X150 (ASPH–GRVD) S–85, D–121, 2S–153, 2D–240 HIRL
RWY 17: REIL. PAPI(P4L)—TCH 45′. Trees.
RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Railroad.
RWY 05–23: H3438X100 (ASPH–GRVD) S–30, D–45, 2D–60 MIRL 0.7% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Pole.
RWY 23: REIL. PAPI(P4L)—GA 3.5° TCH 34′. Tree.
RWY 09–27: H2800X60 (ASPH) S–30, D–60 MIRL 0.4% up W
RWY 09: Tree.
RWY 27: Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–3438	TODA–3438	ASDA–3438	LDA–3438
RWY 09:	TORA–2800	TODA–2800	ASDA–2800	LDA–2800
RWY 17:	TORA–6502	TODA–6502	ASDA–6502	LDA–6502
RWY 23:	TORA–3438	TODA–3438	ASDA–3438	LDA–3438
RWY 27:	TORA–2800	TODA–2800	ASDA–2800	LDA–2800
RWY 35:	TORA–6502	TODA–6502	ASDA–6502	LDA–6502

AIRPORT REMARKS: Attended continuously. Rwy 05–23 avbl for air carrier twy only and Rwy 09–27 not avbl for air carrier ops with more than 10 passenger seats. Migratory water fowl roosting area 5500′ apch end Rwy 35. Birds on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 269–388–3668. Rwy 09 and Rwy 05 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. When twr clsd ACTIVATE HIRL Rwy 17–35, MIRL Rwy 05–23 and Rwy 09–27; MALSR Rwy 35; PAPI Rwy 05, Rwy 23, Rwy 17, and Rwy 35; REIL Rwy 05, Rwy 23 and Rwy 17—CTAF. FAR PART 36 noise limits in effect 0400–1130Z‡. For customs call 269–965–3349. Twys F and G east of Rwy 17–35 restricted acft less than 12,500 lbs.
WEATHER DATA SOURCES: ASOS (269) 384–5729. LAWRS.
COMMUNICATIONS: CTAF 118.3 **ATIS** 127.25 **UNICOM** 122.95
RCO 122.1R 109.0T (LANSING RADIO)
Ⓡ **APP/DEP CON** 121.2 (175°–353°) 119.2 (354°–174°) 123.8 (1100–0400Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)
TOWER 118.3 (1100–0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS G.
TRSA svc ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE AZO.
(L) VOR/DME 109.0 AZO Chan 27 N42°14.22′ W85°33.19′ at fld. 870/1W. DME portion unusable byd 35 NM blo 2500′.
AUSTN NDB (LOM) 371 AZ N42°07.86′ W85°31.79′ 354° 6.3 NM to fld. Unmonitored when twr clsd.
ILS 110.9 I–AZO Rwy 35. LOM AUSTN NDB. LOC BC unusable byd 10° left and right of course. LOC BC unusable byd 10 NM. LOC and GS unmonitored when twr closed.
ASR (1100–0400Z‡)

NEWMAN'S (4NØ) 7 W UTC−5(−4DT) N42°17.34′ W85°45.00′ CHICAGO
840 NOTAM FILE LAN
RWY 18–36: 2697X125 (TURF) LIRL
RWY 18: Thld dsplcd 191′. Trees. **RWY 36:** Thld dsplcd 385′. Tree.
AIRPORT REMARKS: Attended irregularly. Deer invof rwy. Rwy 18–36 and dsplcd thlds marked with 3′ yellow cones. ACTIVATE LIRL Rwy 18–36—122.9.
COMMUNICATIONS: CTAF: 122.9

KALKASKA CITY (Y89) 1 SW UTC−5(−4DT) N44°43.51′ W85°12.19′ GREEN BAY
1030 NOTAM FILE LAN L–31B
RWY 10–28: H3500X75 (ASPH) MIRL
RWY 10: PAPI(P2L)—GA 3.0° TCH 24′. Trees. **RWY 28:** PAPI(P2L)—GA 4.0° TCH 32′. Trees.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TVC.
TRAVERSE CITY (H) VORTACW 114.6 TVC Chan 93 N44°40.07′ W85°33.00′ 079° 15.2 NM to fld. 912/2W.
HIWAS

APP CRS	Rwy Idg	3438
049°	TDZE	874
	Apt Elev	874

GPS RWY 5

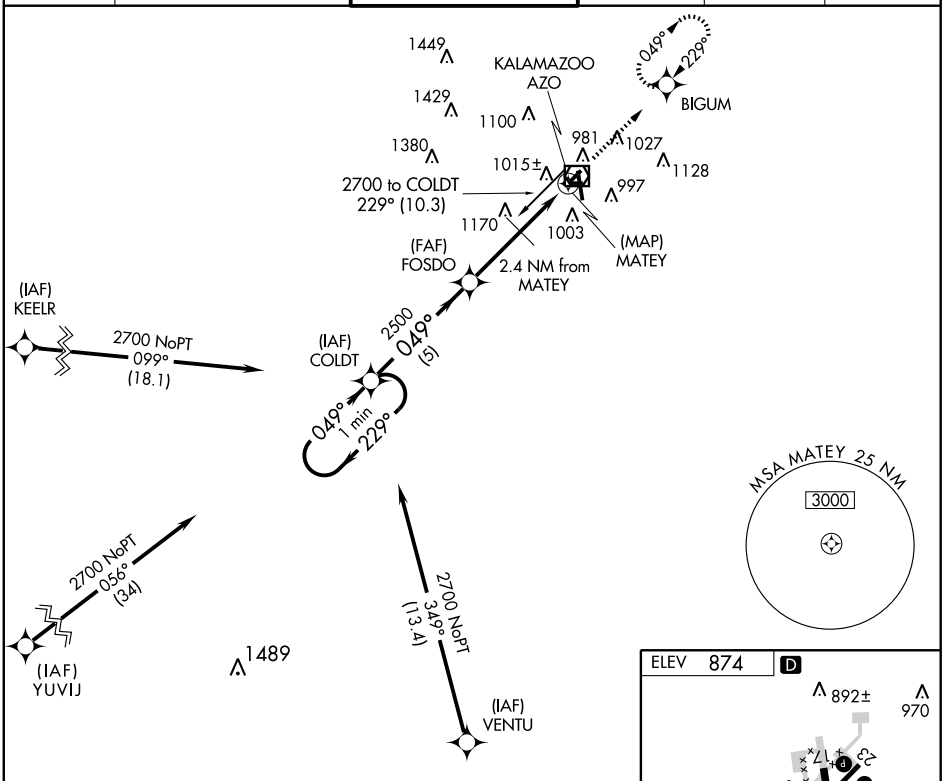
KALAMAZOO/BATTLE CREEK INTL (AZO)

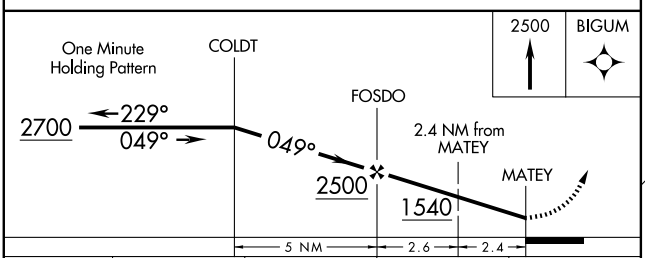
NA ASR

When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 120 feet, increase S-5 and Circling Cat C visibility ¼ mile.

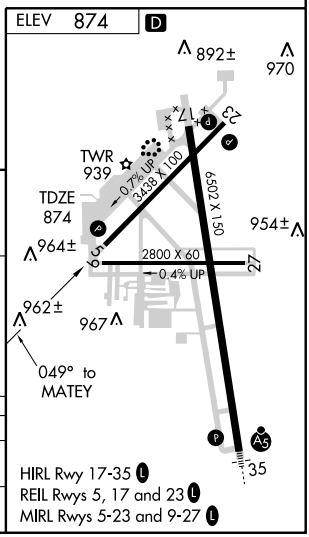
MISSED APPROACH: Climb to 2500 direct BIGUM WP and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





CATEGORY	A	B	C	D
S-5	1320-1	446 (500-1)	1320-1¼ 446 (500-1¼)	NA
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	NA



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EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3438
217°	TDZE	874
	Apt Elev	874

GPS RWY 23

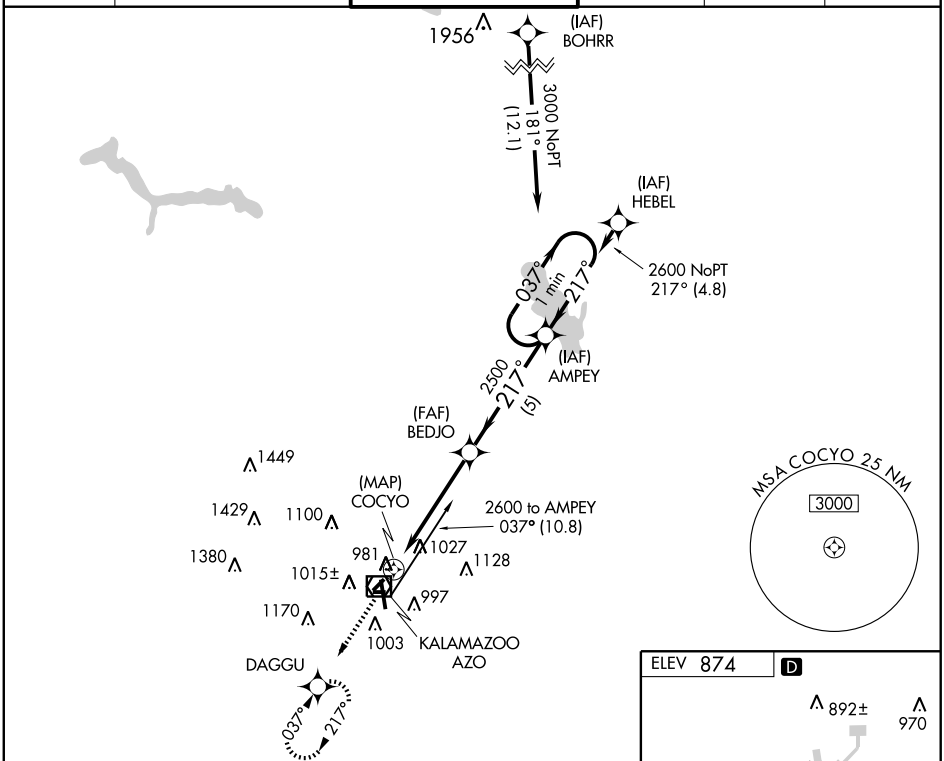
KALAMAZOO/BATTLE CREEK INTL (AZO)

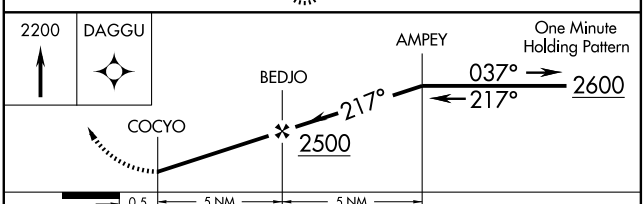
NA
ASR

When local altimeter not received, use Grand Rapids altimeter setting.

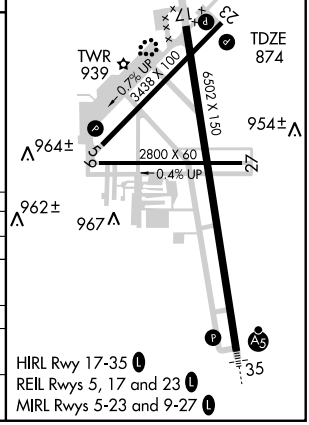
MISSED APPROACH: Climb to 2200 direct DAGGU WP and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





CATEGORY	A	B	C	D
S-23	1300-1	426 (500-1)	1300-1¼	426 (500-1¼)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-23	1400-1	526 (600-1)	1400-1½ 526 (600-1½)	1400-1¾ 526 (600-1¾)
CIRCLING	1480-1	606 (700-1)	1480-1¾ 606 (700-1¾)	1480-2 606 (700-2)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DETROIT, MI		
DETROIT METROPOLITAN		
WAYNE COUNTY (DTW)	HS 1	Rwy 04R-22L and Rwy 09L-27R.
	HS 2	Rwy 03L-21R and Rwy 09L-27R.
	HS 3	Twy F and Rwy 03L-21R.
DETROIT, MI		
WILLOW RUN (YIP)	HS 1	Complex rwys/twy int.
	HS 2	Twy E1 to Rwy 27 or Rwy 23L wrong rwy departure risk.
JACKSON, MI		
JACKSON COUNTY-		
REYNOLDS FIELD (JXN)	HS 1	Confusing signage.
	HS 2	No signage.
KALAMAZOO, MI		
KALAMAZOO/BATTLE		
CREEK INTL (AZO)	HS 1	Complex rwy/twy int.
	HS 2	Wrong rwy departure risk from Twy C.
	HS 3	Wrong rwy departure risk from Twy F.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-AZO	APP CRS	Rwy Idg	6502
110.9	354°	TDZE	868
		Apt Elev	874

ILS or LOC RWY 35

KALAMAZOO/BATTLE CREEK INTL (AZO)

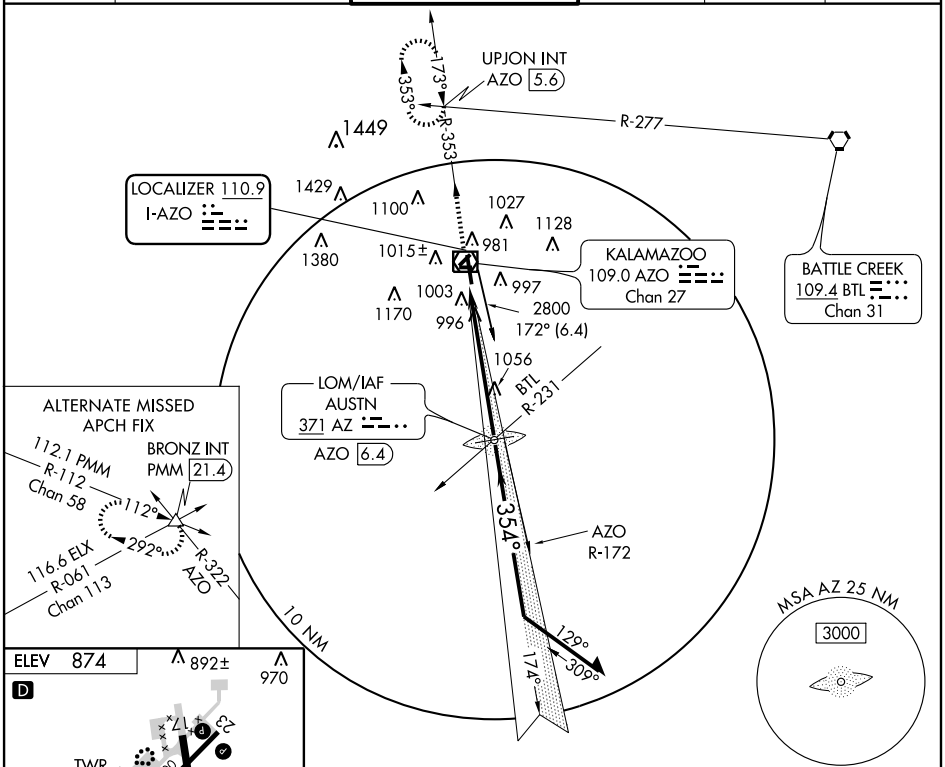
ASR

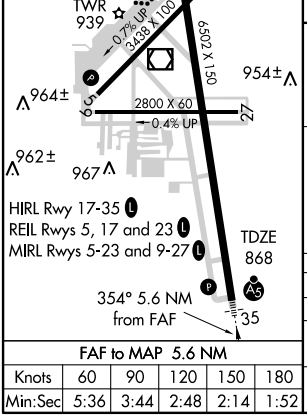
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

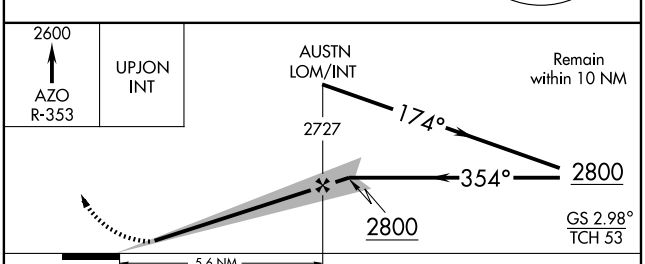
MALSR

MISSED APPROACH: Climb to 2600 via AZO VOR/DME R-353 to UPJON INT/AZO 5.6 DME and hold.

ATIS	KALAMAZOO APP CON *	KALAMAZOO TOWER *	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 35	*1068/24 200 (200-½)			
S-LOC 35	1320/24 452 (500-½)		1320/40 452 (500-¾)	1320/50 452 (500-1)
CIRCLING	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	1440-2 566 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
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LOC I-AZO	APP CRS	Rwy Idg	6502
110.9	174°	TDZE	867
		Apt Elev	874

LOC BC RWY 17

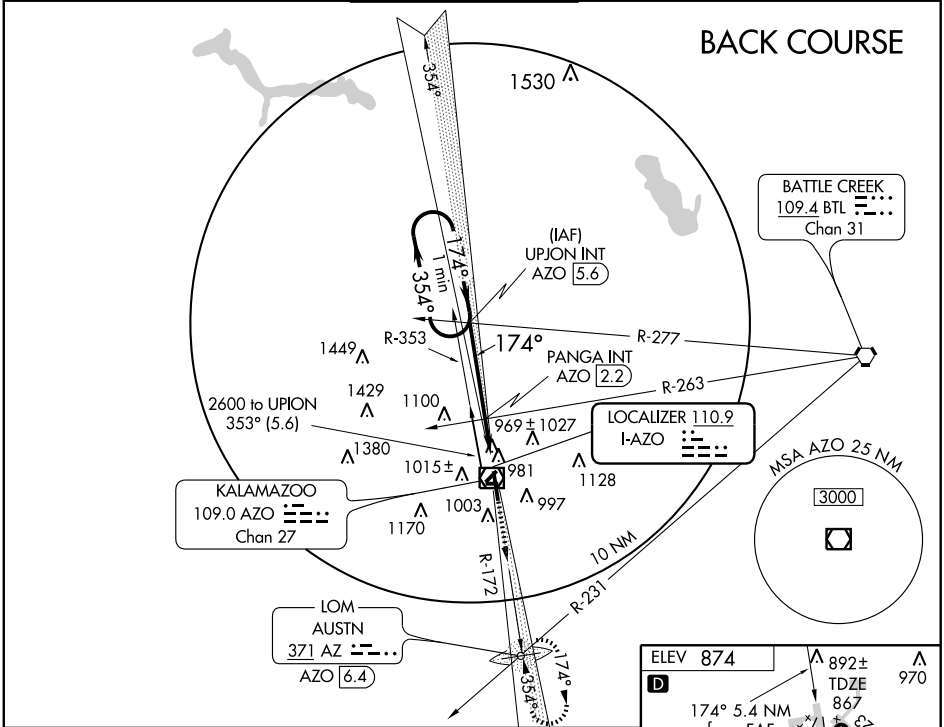
KALAMAZOO/BATTLE CREEK INTL (AZO)

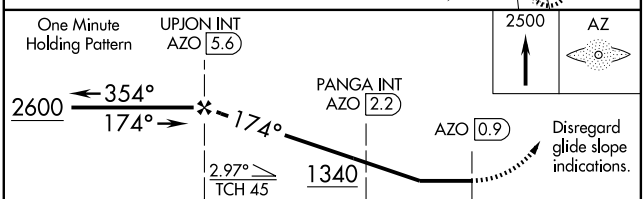
ASR

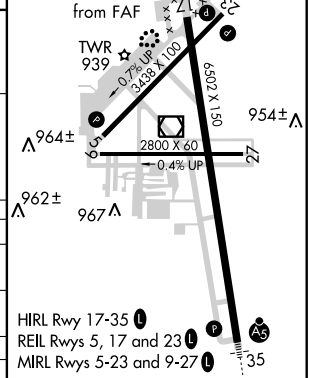
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct AUSTN LOM/Int/AZO 6.4 DME and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-17	1340-1	473 (500-1)	1340-1¼ 473 (500-1¼)	1340-1½ 473 (500-1½)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (600-2)
PANGA FIX MINIMUMS				
S-17	1220-1	353 (400-1)		1220-1¼ 353 (400-1¼)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOM AZ	APP CRS	Rwy Idg	6502
371	355°	TDZE	868
		Apt Elev	874

NDB RWY 35

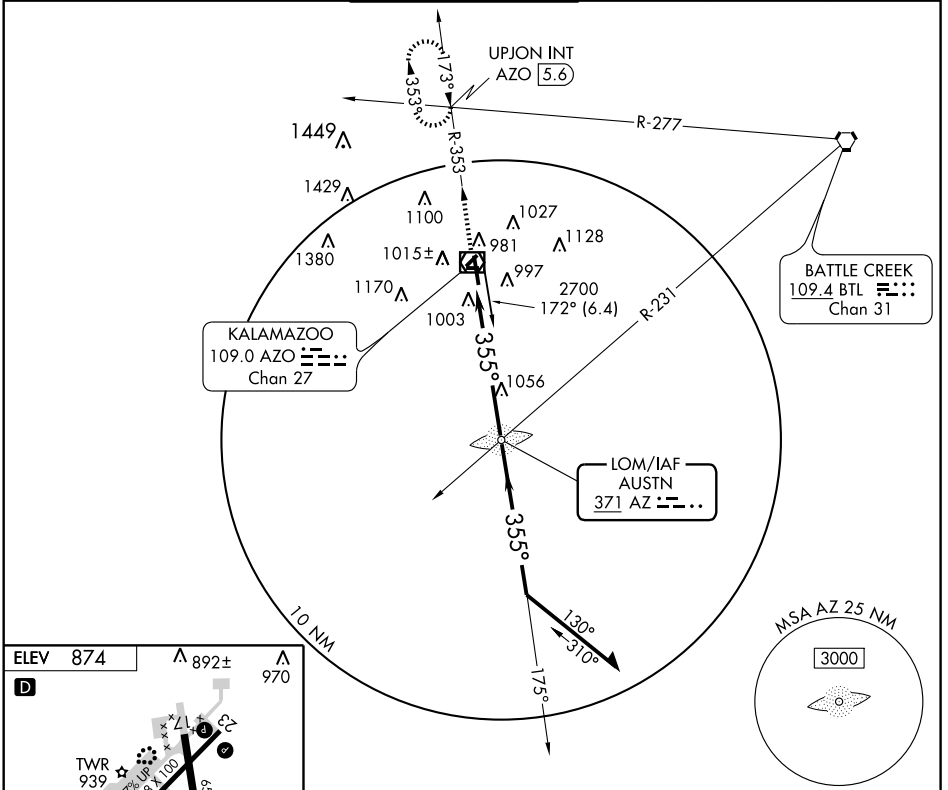
KALAMAZOO/BATTLE CREEK INTL (AZO)

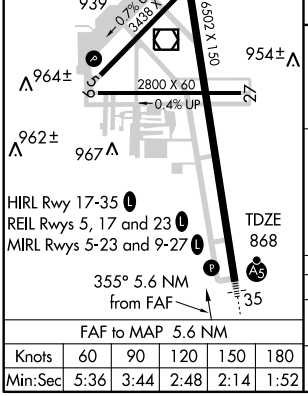
ASR

MALSR

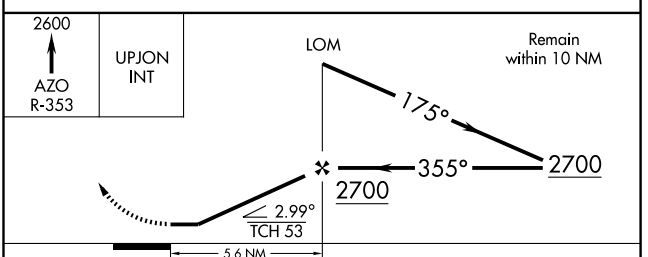
MISSED APPROACH: Climb to 2600 via AZO VOR/DME R-353 to UPJON Int/AZO 5.6 DME and hold.

ATIS	KALAMAZOO APP CON★	KALAMAZOO TOWER★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-35	1360/40 492 (500-¾)			1360/60 492 (500-1¼)
CIRCLING	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	1440-2 566 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6502
174°	TDZE	867
	Apt Elev	874

RNAV (GPS) RWY 17

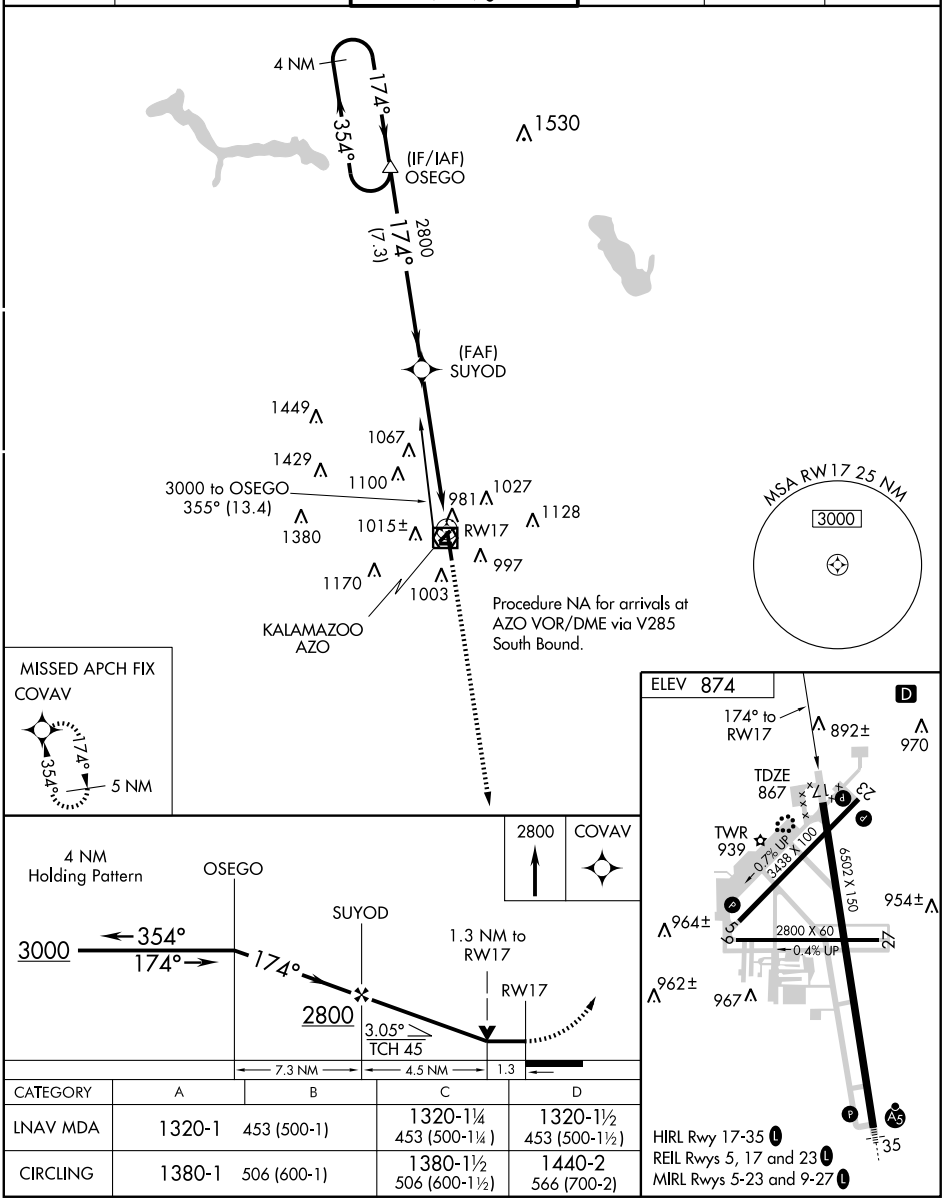
KALAMAZOO/BATTLE CREEK INTL (AZO)

ASR

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct COVAV and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95



CATEGORY	A	B	C	D
LNAV MDA	1320-1	453 (500-1)	1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6502
CH 61102	354°	TDZE	868
W35A		Apt Elev	874

RNAV (GPS) RWY 35

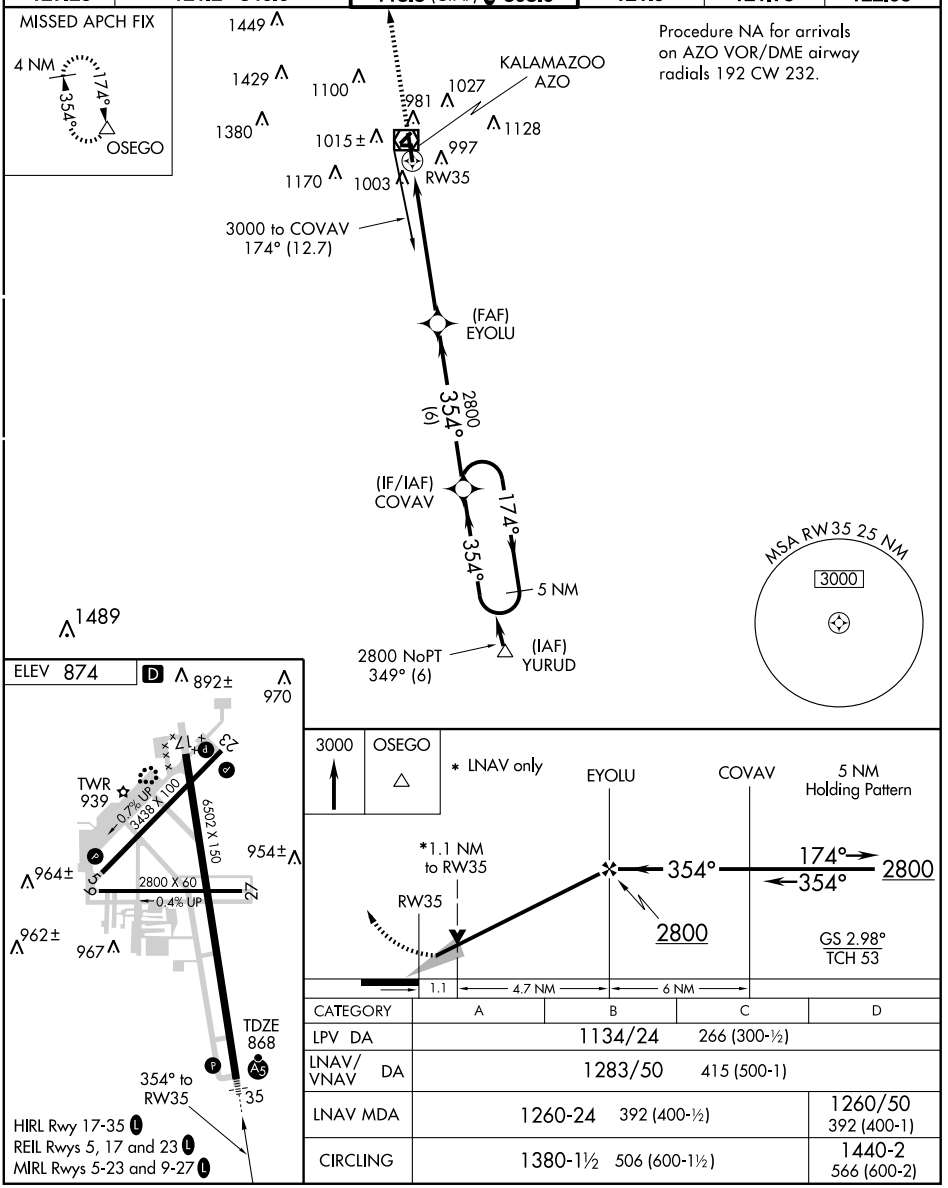
KALAMAZOO/BATTLE CREEK INTL (AZO)

ASR — For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 49°C (121°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct OSEGO and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95



CATEGORY	A	B	C	D
LPV DA	1134/24	266 (300-½)		
LNAV/VNAV DA	1283/50	415 (500-1)		
LNAV MDA	1260-24	392 (400-½)		1260/50 392 (400-1)
CIRCLING	1380-1½	506 (600-1½)		1440-2 566 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AZO	APP CRS	Rwy Idg 3438
109.0 Chan 27	050°	TDZE 874
		Apt Elev 874

VOR RWY 5

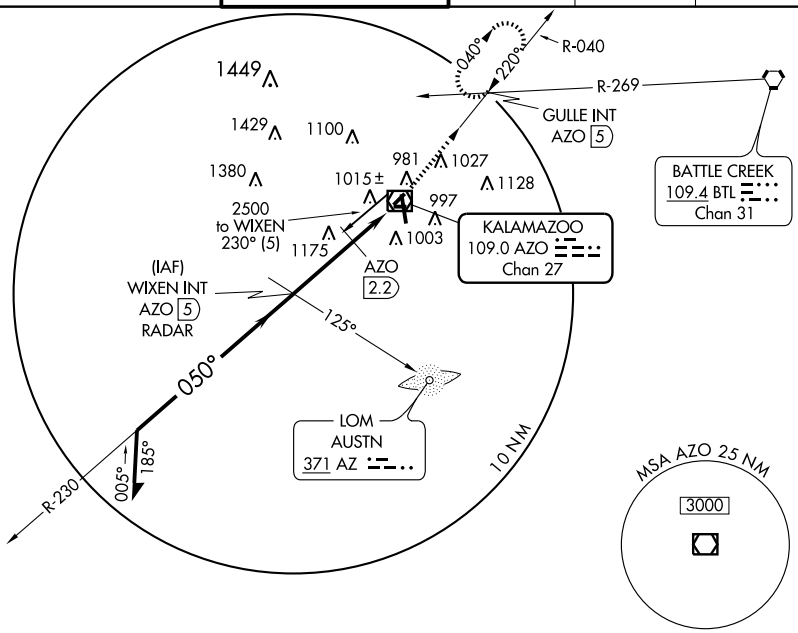
KALAMAZOO/BATTLE CREEK INTL (AZO)

ASR

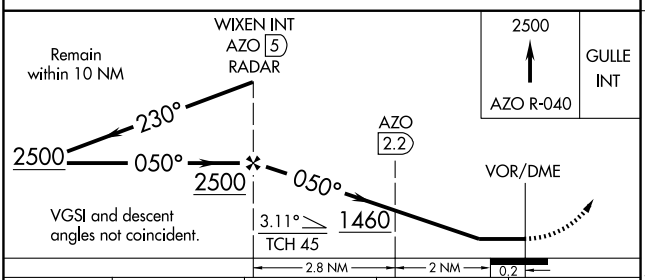
When control tower closed, procedure not authorized.

MISSED APPROACH: Climb to 2500 via AZO R-040 to GULLE Int/AZO 5 DME and hold.

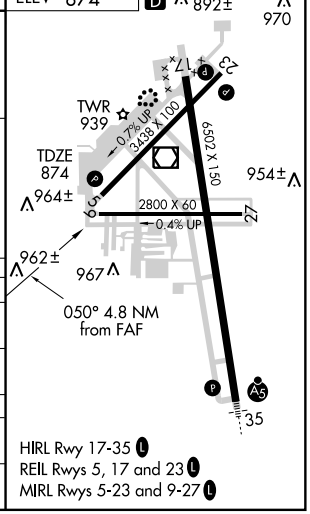
ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95



DME, ADF or AZO ASR REQUIRED



CATEGORY	A	B	C	D
S-5	1460-1	586 (600-1)	1460-1½ 586 (600-1½)	NA
CIRCLING	1460-1	586 (600-1)	1460-1½ 586 (600-1½)	NA
DME MINIMUMS				
S-5	1340-1	466 (500-1)	1340-1¼ 466 (500-1¼)	NA
CIRCLING	1340-1	466 (500-1)	1340-1½ 466 (500-1½)	NA



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AZO	APP CRS	Rwy Idg	6502
109.0	180°	TDZE	867
Chan 27		Apt Elev	874

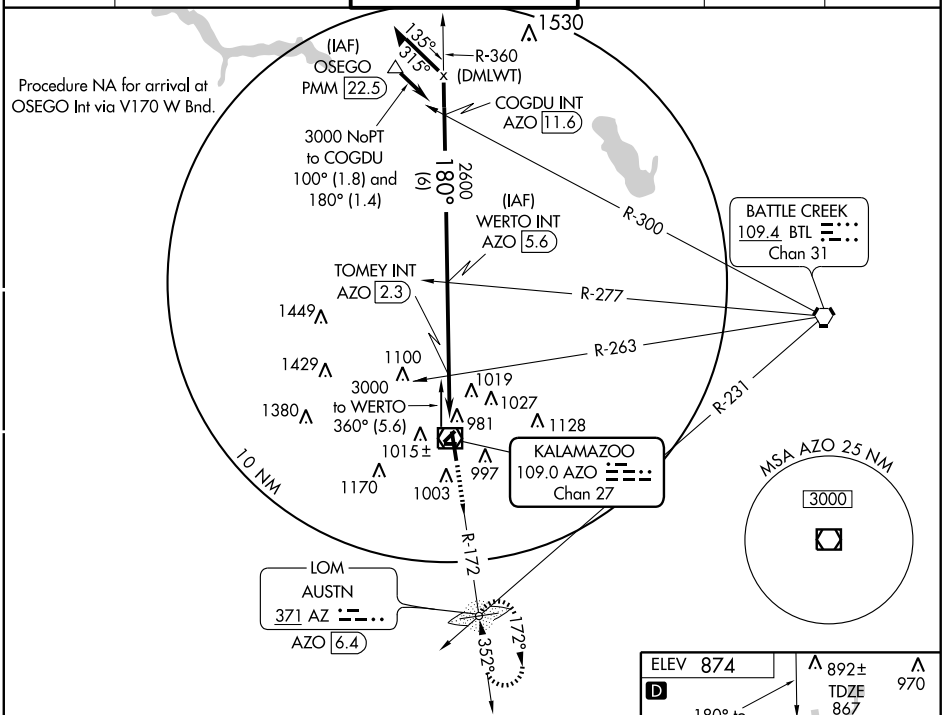
VOR RWY 17

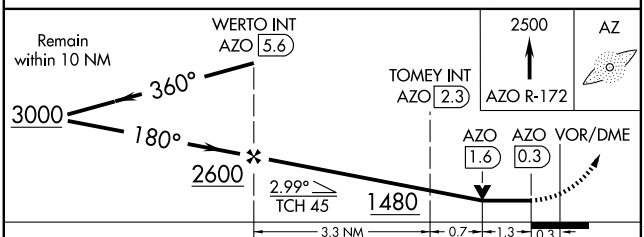
KALAMAZOO/BATTLE CREEK INTL (AZO)

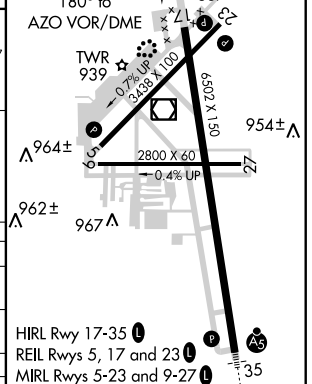
ASR Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 via AZO R-172 to AUSTN LOM/Int/AZO 6.4 DME and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-17	1480-1	613 (700-1)	1480-1¾ 613 (700-1¾)	1480-2 613 (700-2)
CIRCLING	1480-1	606 (700-1)	1480-1¾ 606 (700-1¾)	1480-2 606 (700-2)
TOMEY FIX MINIMUMS				
S-17	1320-1	453 (500-1)	1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AZO	APP CRS	Rwy Idg 3438
109.0	220°	TDZE 873
Chan 27		Apt Elev 874

VOR RWY 23

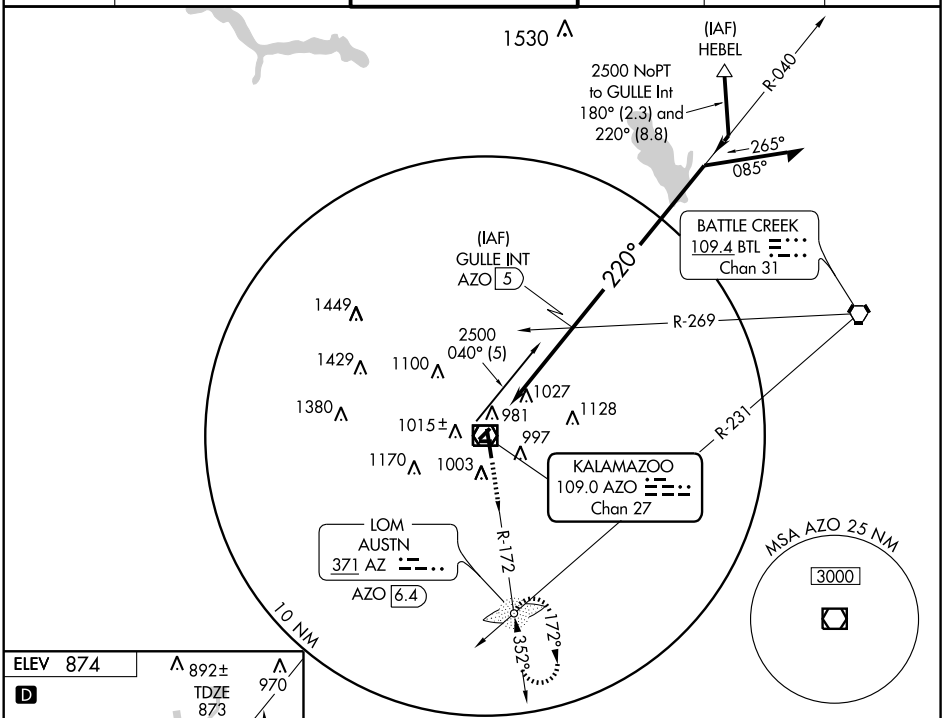
KALAMAZOO/BATTLE CREEK INTL (AZO)

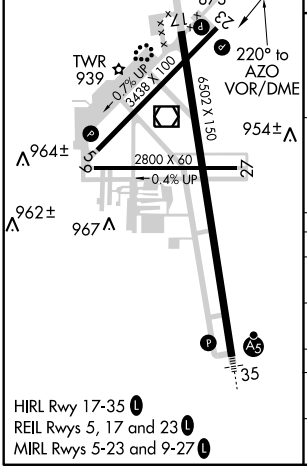
ASR

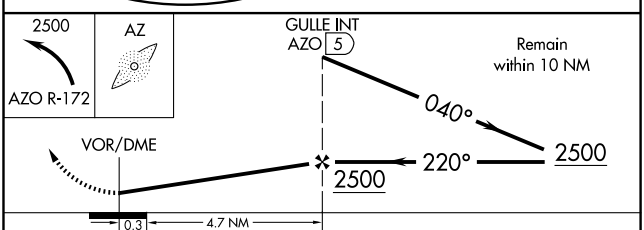
When Control Tower closed, except for operators with approved weather reporting service, use South Bend altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via AZO R-172 to AUSTN LOM/Int/AZO 6.4 DME and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-23	1300-1	427 (500-1)	1300-1¼ 427 (500-1¼)	1300-1½ 427 (500-1½)
CIRCLING	1320-1 446 (500-1)	1340-1 466 (500-1)	1340-1½ 466 (500-1½)	1440-2 566 (600-2)
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-23	1520-1	647 (700-1)	1520-1¾ 647 (700-1¾)	1520-2 647 (700-2)
CIRCLING	1540-1	666 (700-1)	1560-2 686 (700-2)	1640-2½ 766 (800-2½)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AZO	APP CRS	Rwy Idg 6502
109.0	347°	TDZE 868
Chan 27		Apt Elev 874

VOR RWY 35

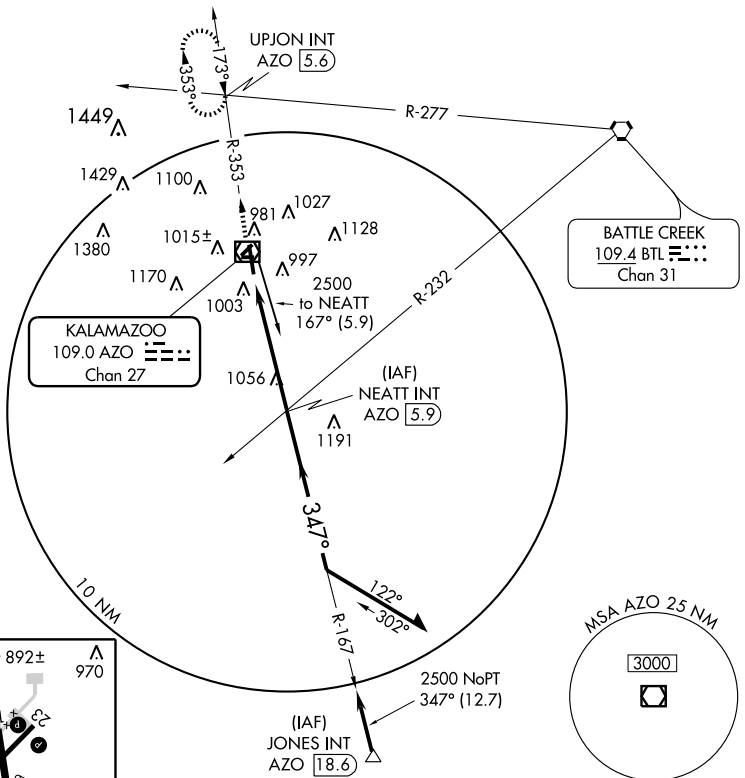
KALAMAZOO/BATTLE CREEK INTL (AZO)

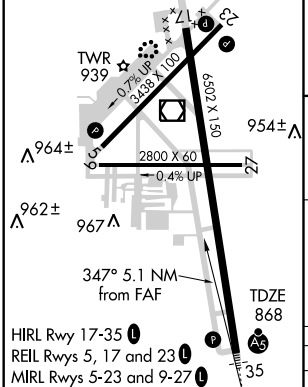
ASR For inoperative MALSR, increase S-35 Cat A and B visibility to RVR 5000.

MALSR

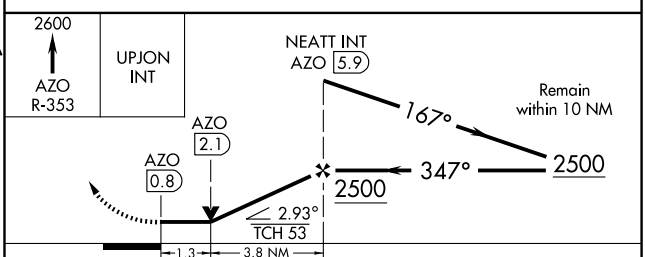
MISSED APPROACH: Climb to 2600 via AZO R-353 to UPJON Int/AZO 5.6 DME and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-35	1320/40 452 (500-¾)			1320/50 452 (500-1)
CIRCLING	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	1440-2 566 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LAKEVIEW ARPT–GRIFFITH FLD (13C) 1 NE UTC−5(−4DT) N43°27.13′ W85°15.89′ CHICAGO L–28I IAP

969 B S4 **FUEL** 100LL NOTAM FILE LAN

RWY 09–27: H3500X75 (ASPH) S–12 MIRL

RWY 09: REIL. PAPI(P2L)–GA 3.0° TCH 40′. Trees.

RWY 27: REIL. PAPI(P2L)–GA 3.0° TCH 50′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. For service after hrs call assistant arpt manager on 616–527–0915. ACTIVATE MIRL Rwy 09–27; PAPI and REIL Rwys 09 and 27—CTAF. Agricultural and Helicopter ops on grass area N of Rwy 09–27.

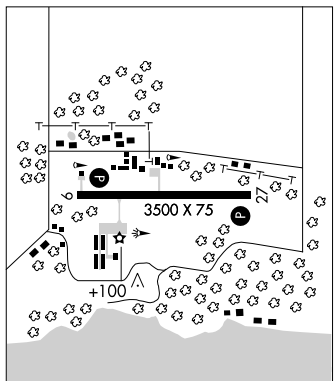
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **GRAND RAPIDS APP/DEP CON** 124.6 (1030–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0500–1030Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

WHITE CLOUD (L) VOR/DME 117.6 HIC Chan 123 N43°34.49′ W85°42.97′ 111° 21 NM to fld. 920/1W.



LAMBERTVILLE

TOLEDO SUBURBAN (DUH) 2 SW UTC−5(−4DT) N41°44.15′ W83°39.35′ DETROIT L–28J IAP

669 B S4 **FUEL** 100LL, JET A NOTAM FILE DUH

RWY 09–27: H4851X50 (ASPH) MIRL

RWY 09: Thld dsplcd 1298′. Trees.

RWY 27: Thld dsplcd 1017′. Road.

AIRPORT REMARKS: Attended May–Sept 1300–0100Z‡, Oct–Apr 1300–2300Z‡. Deer on and invof arpt. Parallel twy CLOSED indef. 4′ fence 110′ N side of rwy. Crops 50′ S side of rwy in primary surface. ACTIVATE NSTD MIRL Rwy 09–27—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.175 (734) 856–1563.

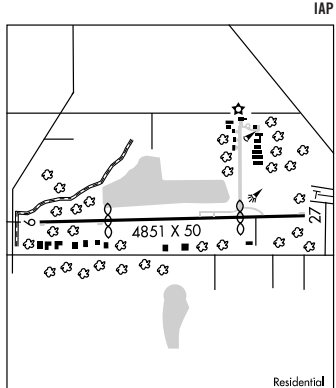
COMMUNICATIONS: CTAF/UNICOM 122.7

WATERVILLE RCO 122.1R 113.1T (CLEVELAND RADIO)

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 359° 17.1 NM to fld. 660/2W.



LANSING N42°43.05′ W84°41.86′ NOTAM FILE LAN. DETROIT H–5E, 10G, L–28J

(L) VORTACW 110.8 LAN Chan 45 340° 3.8 NM to Abrams Muni. 887/5W. VOR unusable 102°–158° blo 5000′.

RCO 122.2 (LANSING RADIO)

APP CRS	Rwy Idg	3500
094°	TDZE	969
	Apt Elev	969

GPS RWY 9

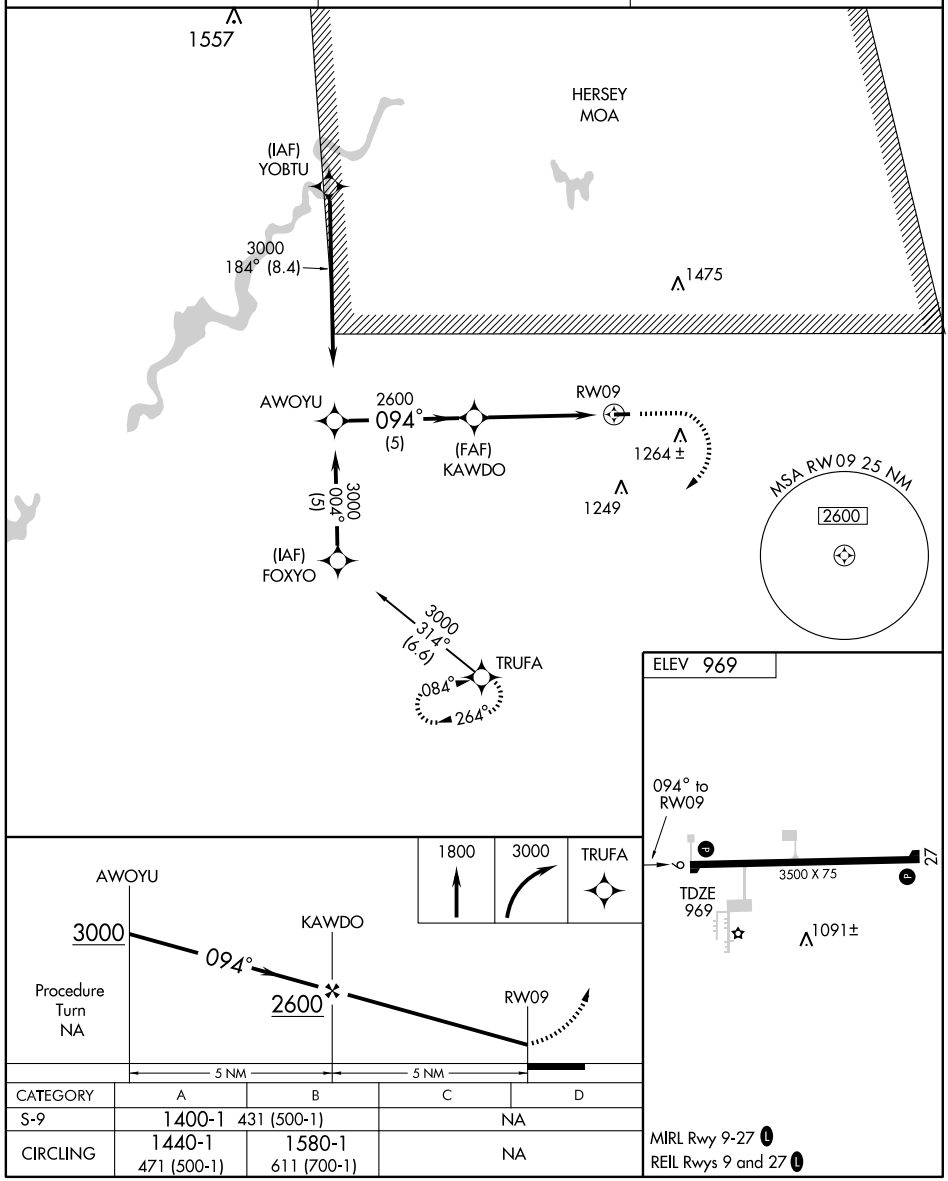
LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)

NA

Use Roben-Hood altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct TRUFA WP and hold.

ROBEN-HOOD AWOS-3	GRAND RAPIDS APP CON ★	UNICOM
121.125	124.6 257.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	1400-1 431 (500-1)		NA	
CIRCLING	1440-1 471 (500-1)	1580-1 611 (700-1)	NA	

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

GPS RWY 27

LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)

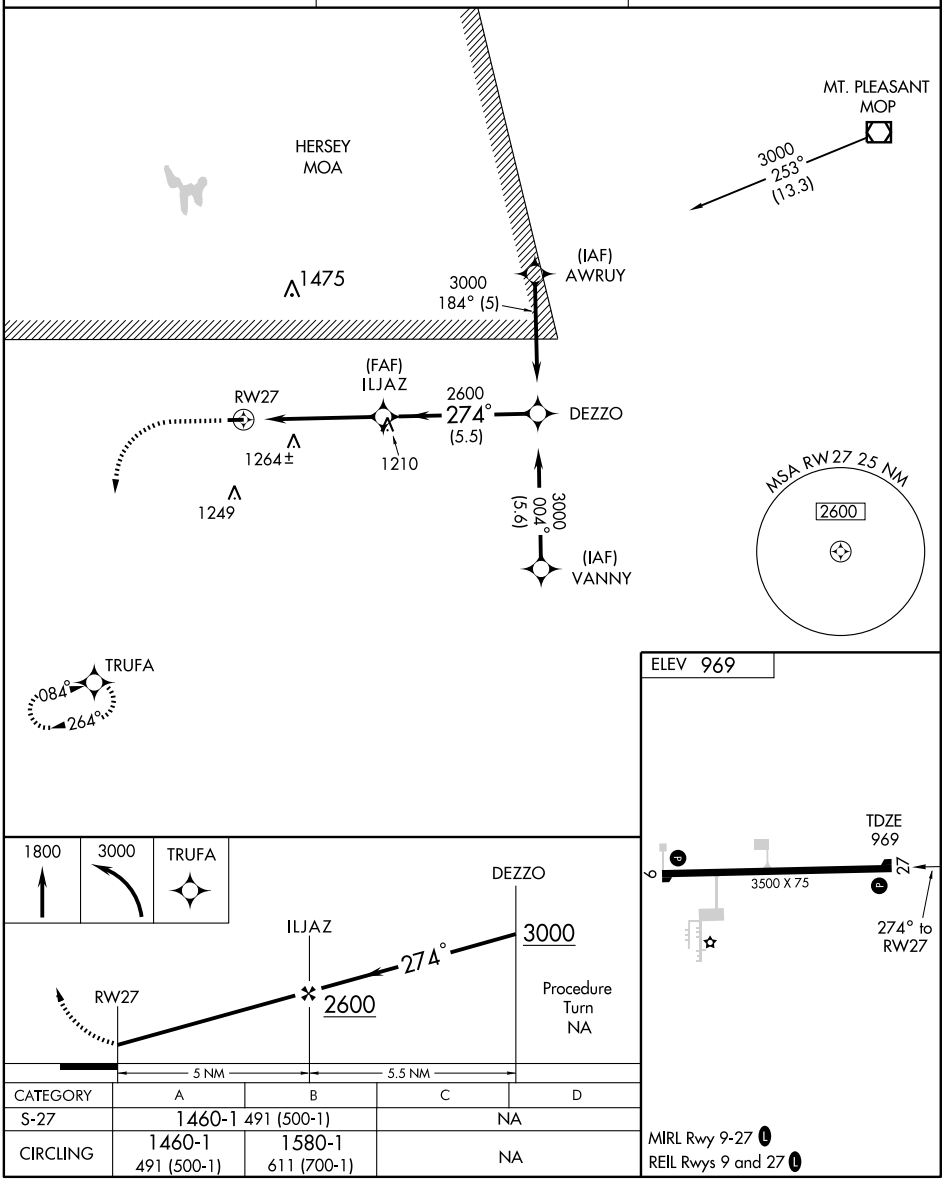
APP CRS	Rwy Idg	3500
274°	TDZE	969
	Apt Elev	969

NA

Use Roben-Hood altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct TRUFA WP and hold.

ROBEN-HOOD AWOS-3	GRAND RAPIDS APP CON ★	UNICOM
121.125	124.6 257.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-27	1460-1 491 (500-1)		NA	
CIRCLING	1460-1 491 (500-1)	1580-1 611 (700-1)	NA	

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HIC 117.6 Chan 123	APP CRS 112°	Rwy Idg 3500 TDZE 969 Apt Elev 969

VOR/DME RWY 9

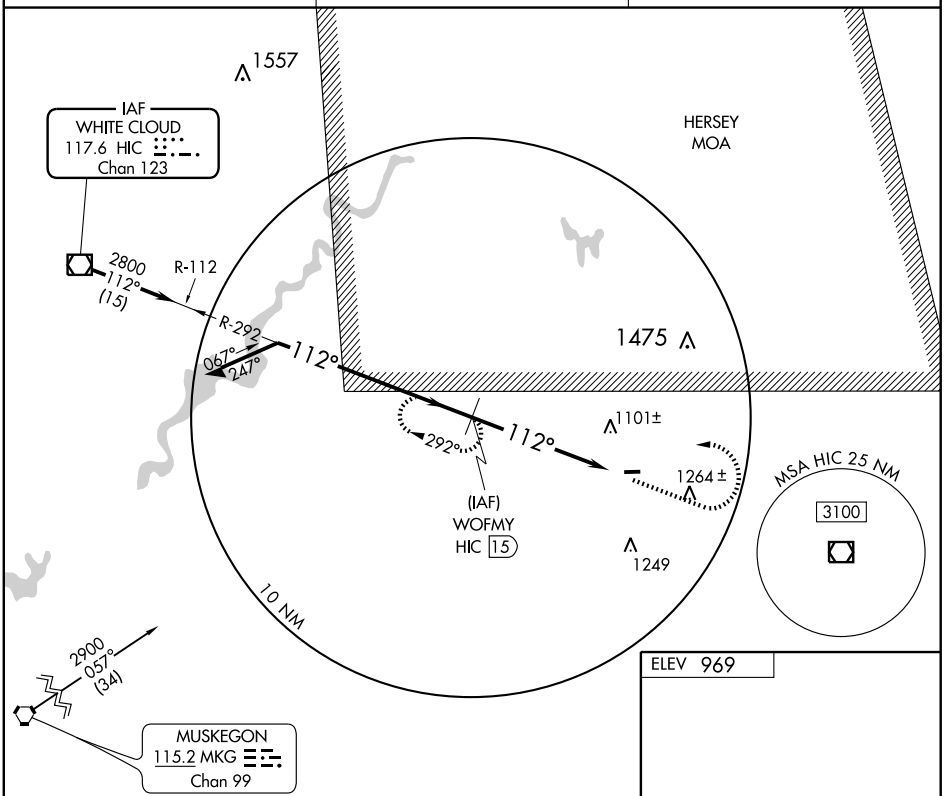
LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)

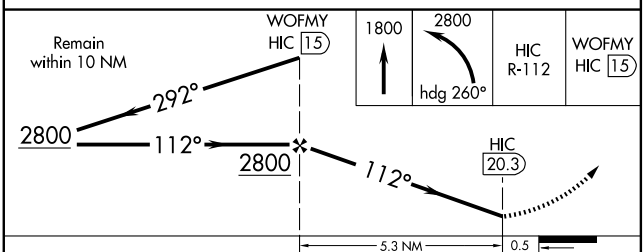
NA

Use Roben-Hood altimeter setting.

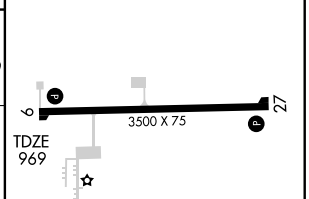
MISSED APPROACH: Climb to 1800, then climbing left turn to 2800 via heading 260° and HIC VOR/DME R-112 to WOFMY and hold.

ROBEN-HOOD AWOS-3	GRAND RAPIDS APP CON ★	UNICOM
121.125	124.6 257.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1600-1 631 (700-1)	1600-1¼ 631 (700-1¼)	NA	
CIRCLING	1600-1 631 (700-1)	1600-1¼ 631 (700-1¼)	NA	



MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LAKEVIEW ARPT–GRIFFITH FLD (13C) 1 NE UTC−5(−4DT) N43°27.13′ W85°15.89′ CHICAGO L–28I IAP

969 B S4 **FUEL** 100LL NOTAM FILE LAN

RWY 09–27: H3500X75 (ASPH) S–12 MIRL

RWY 09: REIL. PAPI(P2L)–GA 3.0° TCH 40′. Trees.

RWY 27: REIL. PAPI(P2L)–GA 3.0° TCH 50′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. For service after hrs call assistant arpt manager on 616–527–0915. ACTIVATE MIRL Rwy 09–27; PAPI and REIL Rwys 09 and 27—CTAF. Agricultural and Helicopter ops on grass area N of Rwy 09–27.

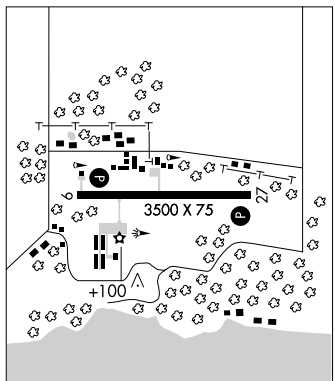
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **GRAND RAPIDS APP/DEP CON** 124.6 (1030–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 128.5 (0500–1030Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

WHITE CLOUD (L) VOR/DME 117.6 HIC Chan 123 N43°34.49′ W85°42.97′ 111° 21 NM to fld. 920/1W.



LAMBERTVILLE

TOLEDO SUBURBAN (DUH) 2 SW UTC−5(−4DT) N41°44.15′ W83°39.35′ DETROIT L–28J IAP

669 B S4 **FUEL** 100LL, JET A NOTAM FILE DUH

RWY 09–27: H4851X50 (ASPH) MIRL

RWY 09: Thld dsplcd 1298′. Trees.

RWY 27: Thld dsplcd 1017′. Road.

AIRPORT REMARKS: Attended May–Sept 1300–0100Z‡, Oct–Apr 1300–2300Z‡. Deer on and invof arpt. Parallel twy CLOSED indef. 4′ fence 110′ N side of rwy. Crops 50′ S side of rwy in primary surface. ACTIVATE NSTD MIRL Rwy 09–27—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.175 (734) 856–1563.

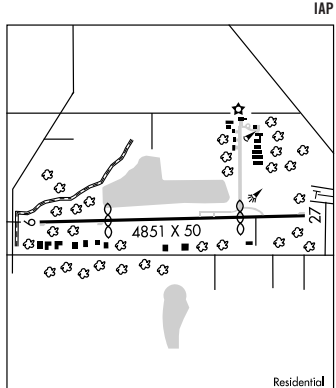
COMMUNICATIONS: CTAF/UNICOM 122.7

WATERVILLE RCO 122.1R 113.1T (CLEVELAND RADIO)

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 359° 17.1 NM to fld. 660/2W.



LANSING N42°43.05′ W84°41.86′ NOTAM FILE LAN. DETROIT H–5E, 10G, L–28J

(L) VORTACW 110.8 LAN Chan 45 340° 3.8 NM to Abrams Muni. 887/5W. VOR unusable 102°–158° blo 5000′.

RCO 122.2 (LANSING RADIO)

VOR/DME VWV 113.1 Chan 78	APP CRS 360°	Rwy Idg N/A TDZE N/A Apt Elev 669

VOR or GPS-A

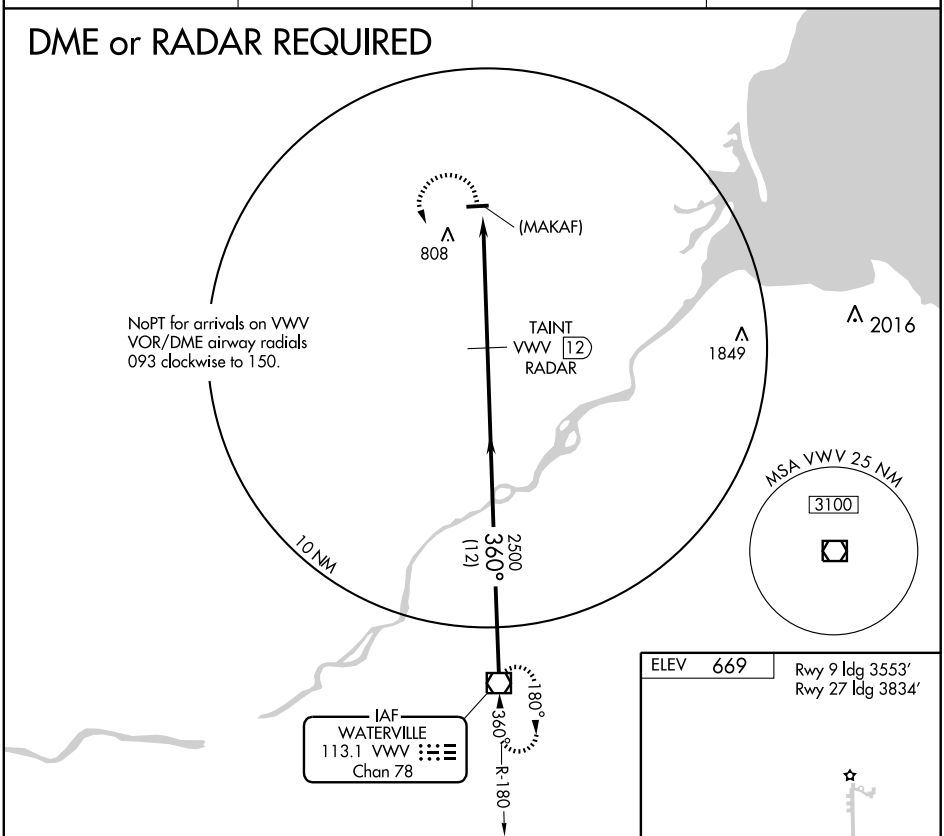
LAMBERTVILLE/ TOLEDO SUBURBAN (DUH)

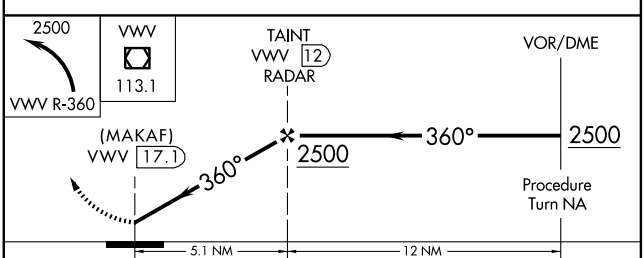
NA — Use Toledo Express altimeter setting.

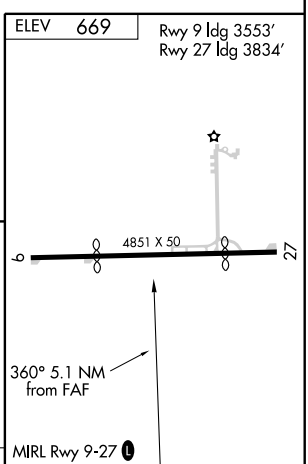
MISSED APPROACH: Climbing left turn to 2500 via VWV R-360 to VWV VOR/DME and hold.

AWOS-3	TOLEDO APP CON	GCO	UNICOM
119.175	134.35 317.55	121.725	122.7 (CTAF) L

DME or RADAR REQUIRED





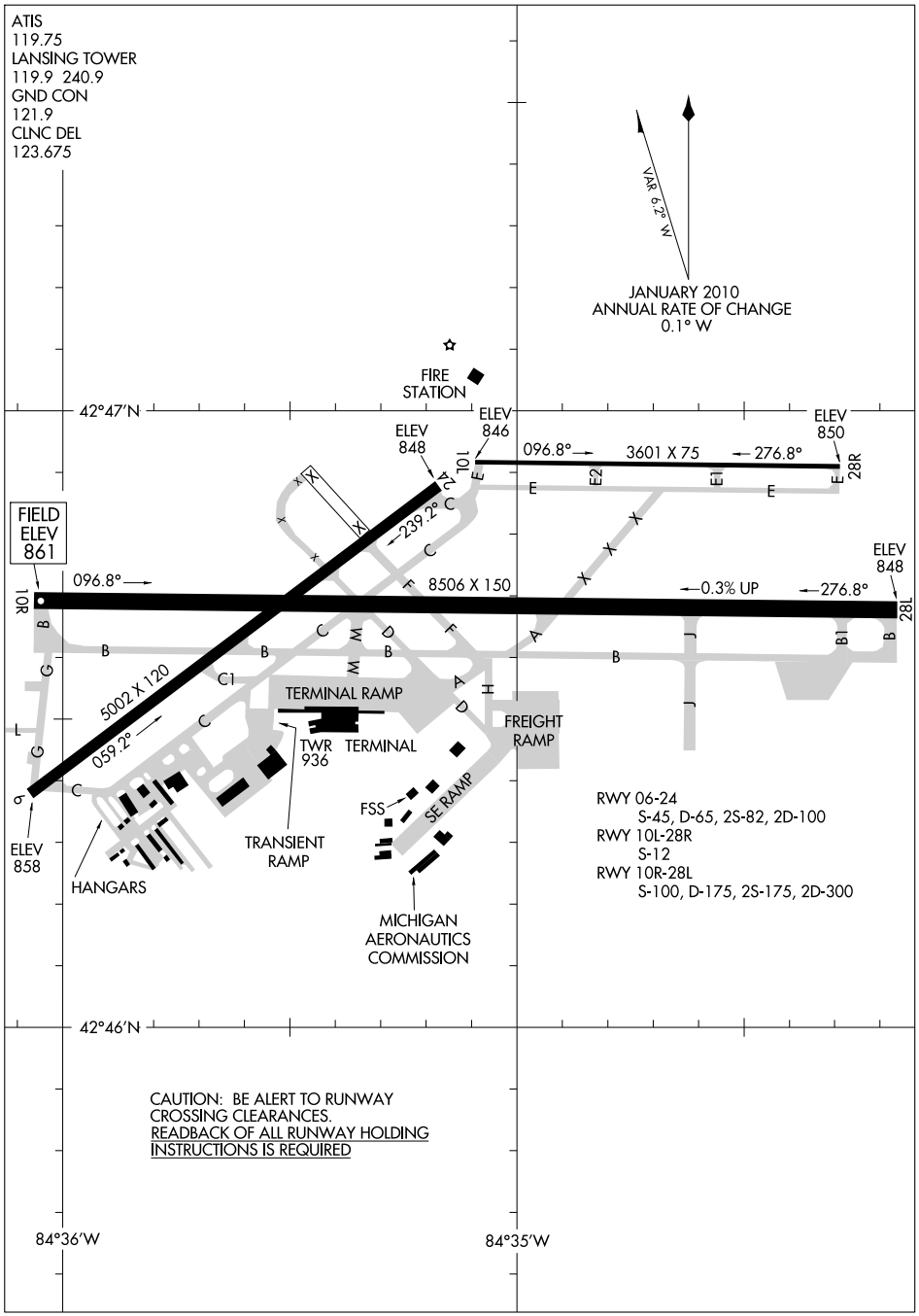


CATEGORY	A	B	C	D
CIRCLING	1160-1 496 (500-1)		1160-1½ 496 (500-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010



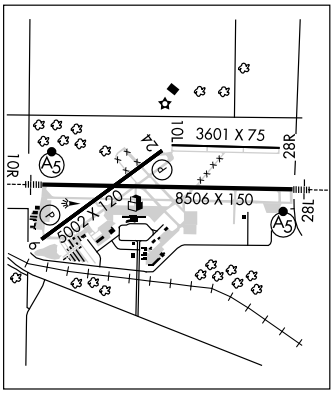
EC-1, 21 OCT 2010 to 18 NOV 2010

LANSING

CAPITAL REGION INTL (LAN) 3 NW UTC−5(−4DT) N42°46.72′ W84°35.17′ DETROIT

861 B S4 **FUEL** 100LL, JET A OX 1 AOE ARFF Index—See Remarks H–5E, 10G, L–28J

NOTAM FILE LAN IAP, AD



RWY 10R–28L: H8506X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL

RWY 10R: MALSR. **RWY 28L:** MALSR.

RWY 06–24: H5002X120 (ASPH) S–45, D–65, 2S–82, 2D–100 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees.

RWY 10L–28R: H3601X75 (ASPH) S–12 MIRL

RWY 10L: Trees. **RWY 28R:** Road.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Class I, ARFF Index B. ARFF index C avbl on request; call arpt manager 517–321–6121. Rwy 10L–28R not avbl to air carrier acft with more than 9 passenger seats. Twy A N of Rwy 28; Twys E and G not avbl to air carrier acft with more than 9 passenger seats. Ldg fee. Acft blo 6500 lbs exempt from ldg fee. Intl arrivals accepted up to 20 passenger seats. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (517) 886–0015. LLWAS.

COMMUNICATIONS: ATIS 119.75 **UNICOM** 122.95

LANSING RCO 122.2 (LANSING RADIO)

Ⓡ **LANSING APP/DEP CON** 133.475 (North) 118.65 (South)

LANSING TOWER 119.9 **GND CON** 121.9 **CLNC DEL** 123.675

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 058° 6.1 NM to fld. 887/5W.

ILS 110.1 I–LAN Rwy 28L.

ILS 111.7 I–CPQ Rwy 10R. Class ID. ILS unusable byd 25° left and right of course.

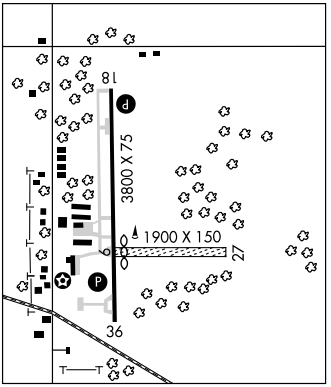
ASR

LAPEER

DUPONT–LAPEER (D95) 2 NE UTC−5(−4DT) N43°03.99′ W83°16.31′ DETROIT

834 B S4 **FUEL** 100LL NOTAM FILE LAN L–28J

RWY 18–36: H3800X75 (ASPH) MIRL IAP



RWY 18: REIL. PAPI(P4L)—GA 4.0° TCH 36′. Trees.

RWY 36: REIL. PAPI (P2L)—GA 4.0° TCH 33′. Trees.

RWY 09–27: 1900X150 (TURF)

RWY 09: Thld dsplcd 500′. Bldg. **RWY 27:** Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended Christmas, New Year's, Easter Sun and Thanksgiving day. Rwy 09–27 CLOSED Nov thru Apr and when snow covered. Two center and S twy connectors clsd indef. Rwy 09–27 and dsplcd thld marked with 3′ yellow cones. Twy lgts OTS indef. Rotating bcn opr dusk–0400Z‡. For rotating bcn after 0400Z‡ ACTIVATE—CTAF. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

FLINT RCO 122.3 (LANSING RADIO)

Ⓡ **FLINT APP/DEP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) (1045–0430Z‡)

CLEVELAND CENTER APP/DEP CON 127.7 (0430–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FNT.

FLINT (H) VORTACW 116.9 FNT Chan 116 N42°58.01′ W83°44.82′ 079° 21.8 NM to fld. 772/6W.

COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Flint rwy usage. APP/DEP CON and CLNC DEL not available on the ground.

LENAWEE CO (See ADRIAN)

LEO E. GOETZ CO (See ONAWAY)

LOC I-CPQ	APP CRS	Rwy Idg	8506
111.7	096°	TDZE	861
		Apt Elev	861

ILS or LOC RWY 10R

LANSING/CAPITAL REGION INTL (LAN)

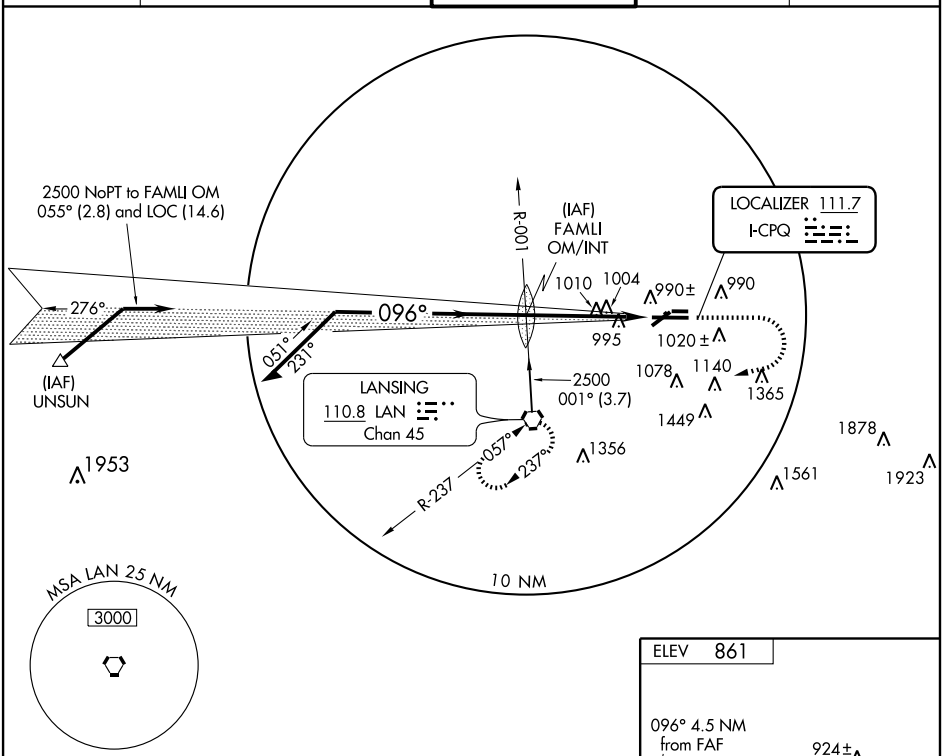
ASR

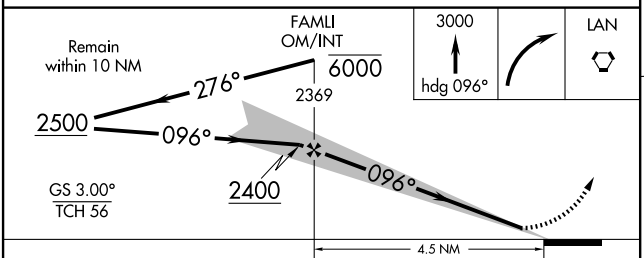
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

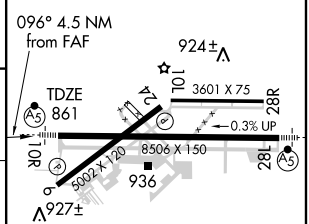
MALSR

MISSED APPROACH: Climb to 3000 via heading 096°, then right turn direct LAN VORTAC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
S-ILS 10R	*1061/24 200 (200-½)			
S-LOC 10R	1320/24 459 (500-½)		1320/40 459 (500-¾)	1320/50 459 (500-1)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LAN	APP CRS	Rwy Idg 8506
110.1	276°	TDZE 851
Chan 38		Apt Elev 861

ILS or LOC RWY 28L

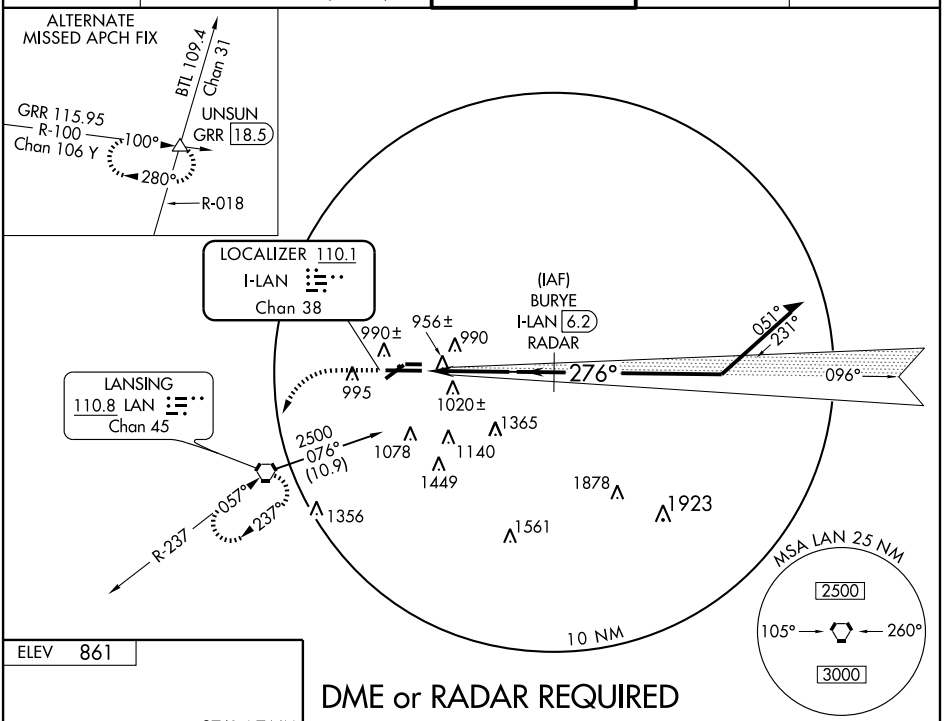
LANSING/CAPITAL REGION INTL (LAN)

ASR DME or RADAR REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

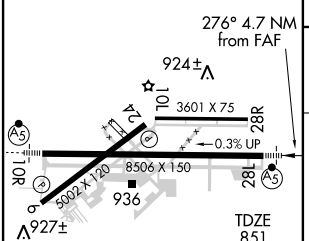
MALSR (A5)

MISSED APPROACH: Climb to 2500, then left turn direct LAN VORTAC and hold.

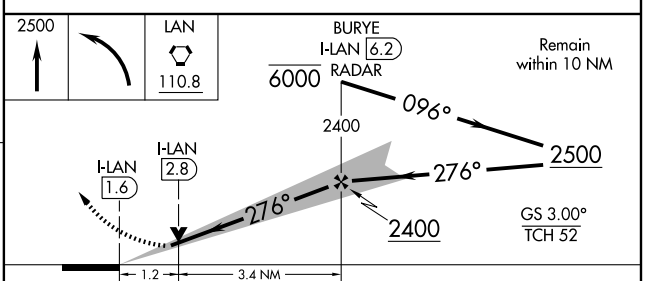
ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675



ELEV 861



DME or RADAR REQUIRED



REIL Rwys 6 and 24
HIRL Rwys 10R-28L
MIRL Rwys 6-24 and 10L-28R

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 28L	*1051/24 200 (200-½)			
S-LOC 28L	1300/24 449 (500-½)		1300/40 519 (600-¾)	1300/50 449 (500-1)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 82118	058°	TDZE	858
W06A		Apt Elev	861

RNAV (GPS) RWY 6

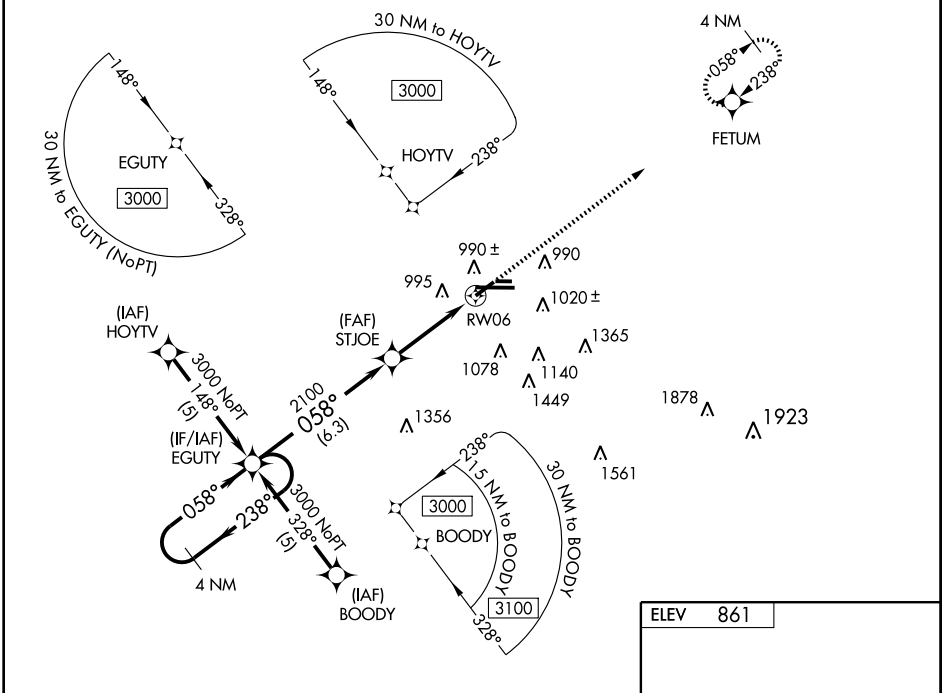
LANSING/CAPITAL REGION INTL (LAN)

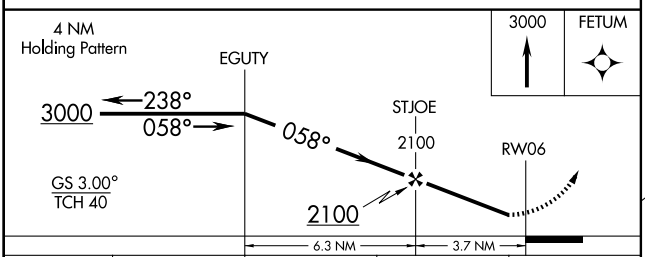
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

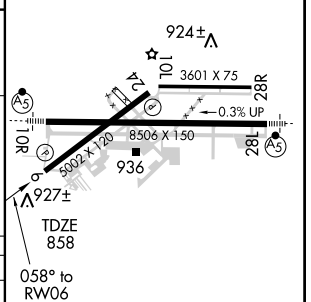
MISSED APPROACH: Climb to 3000 direct FETUM and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675





CATEGORY	A	B	C	D
LPV DA	1140-1 282 (300-1)			
LNAV/VNAV DA	1338-1¾ 480 (500-1¾)			
LNAV MDA	1340-1 482 (500-1)		1340-1¼ 482 (500-1¼)	1340-1½ 482 (500-1½)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)



REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8506
CH 61314	096°	TDZE	861
W10A		Apt Elev	861

RNAV (GPS) RWY 10R

LANSING/CAPITAL REGION INTL (LAN)

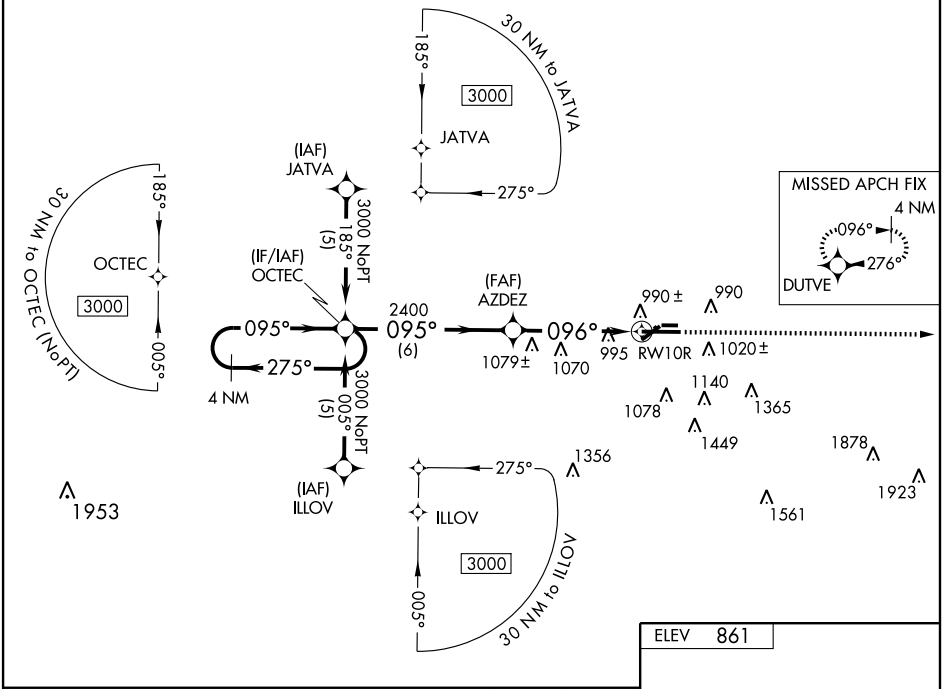
ASR

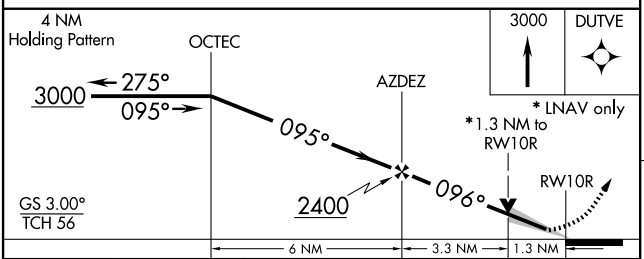
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

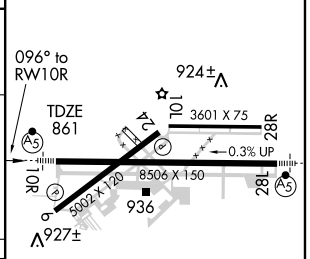
MALSR

MISSED APPROACH: Climb to 3000 direct DUTVE and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
LPV DA	1061/24 200 (200-½)			
LNAV/VNAV DA	1290/50 429 (500-1)			
LNAV MDA	1320/24 459 (500-½)		1320/40 459 (500-¾)	1320/50 459 (500-1)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 50413	238°	TDZE	857
W24A		Apt Elev	861

RNAV (GPS) RWY 24

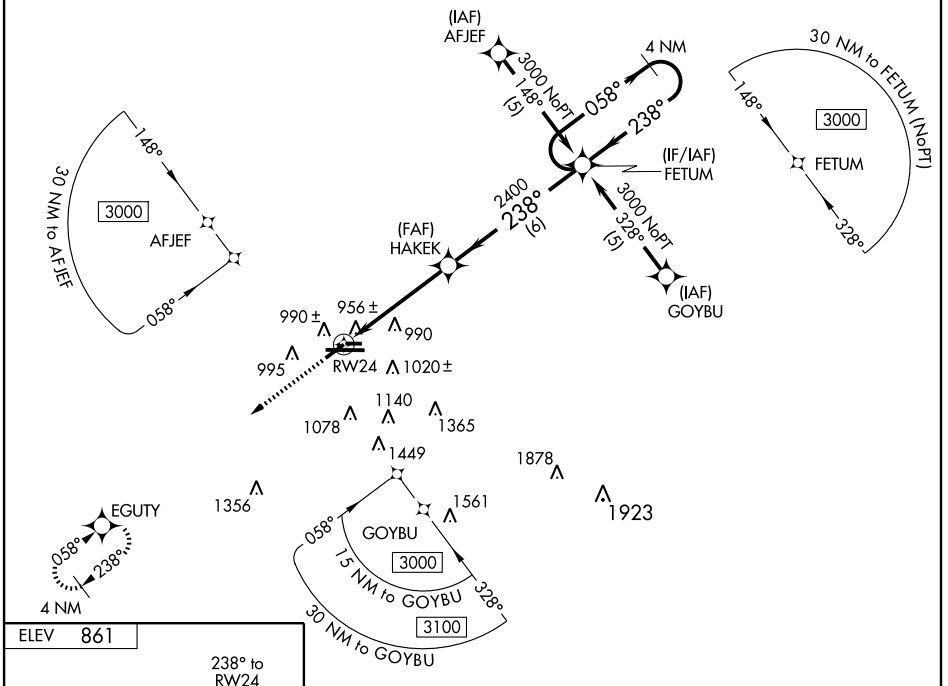
LANSING/CAPITAL REGION INTL (LAN)

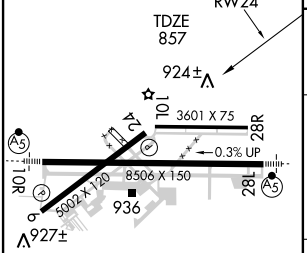
ASR

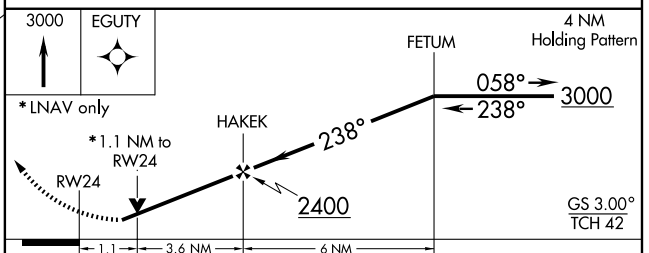
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct EGUTY and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
LPV DA	1215-1¼ 358 (400-1¼)			
LNAV/VNAV DA	1254-1½ 397 (400-1½)			
LNAV MDA	1240-1 383 (400-1)			1240-1¼ 383 (400-1¼)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8506
CH 40414	276°	TDZE	851
W28A		Apt Elev	861

RNAV (GPS) RWY 28L

LANSING/CAPITAL REGION INTL (LAN)

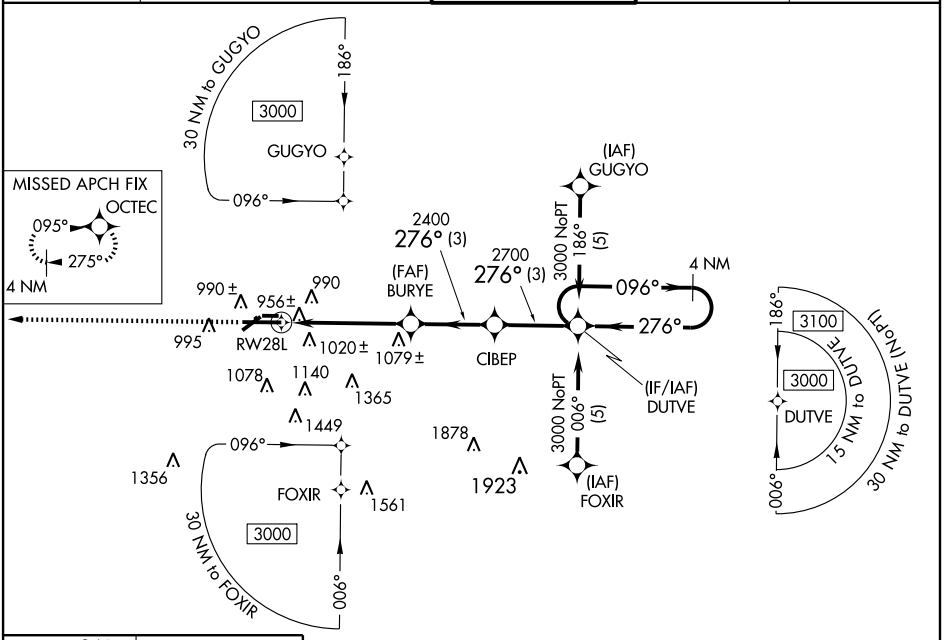
ASR

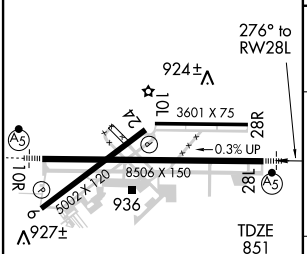
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

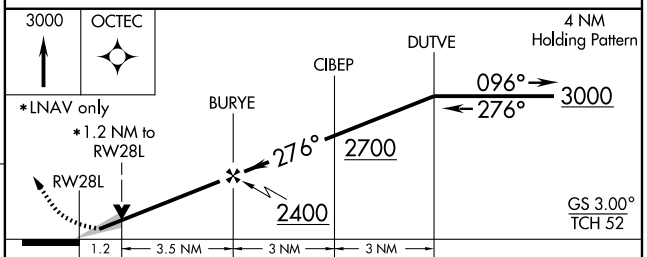
MALSR

MISSED APPROACH: Climb to 3000 direct OCTEC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
LPV DA	1051/24 200 (200-½)			
LNAV/VNAV DA	1370/60 519 (600-1¼)			
LNAV MDA	1280/24 429 (500-½)		1280/40 429 (500-¾)	1280/50 429 (500-1)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LAN	APP CRS	Rwy Idg 5002
110.8	057°	TDZE 858
Chan 45		Apt Elev 861

VOR RWY 6

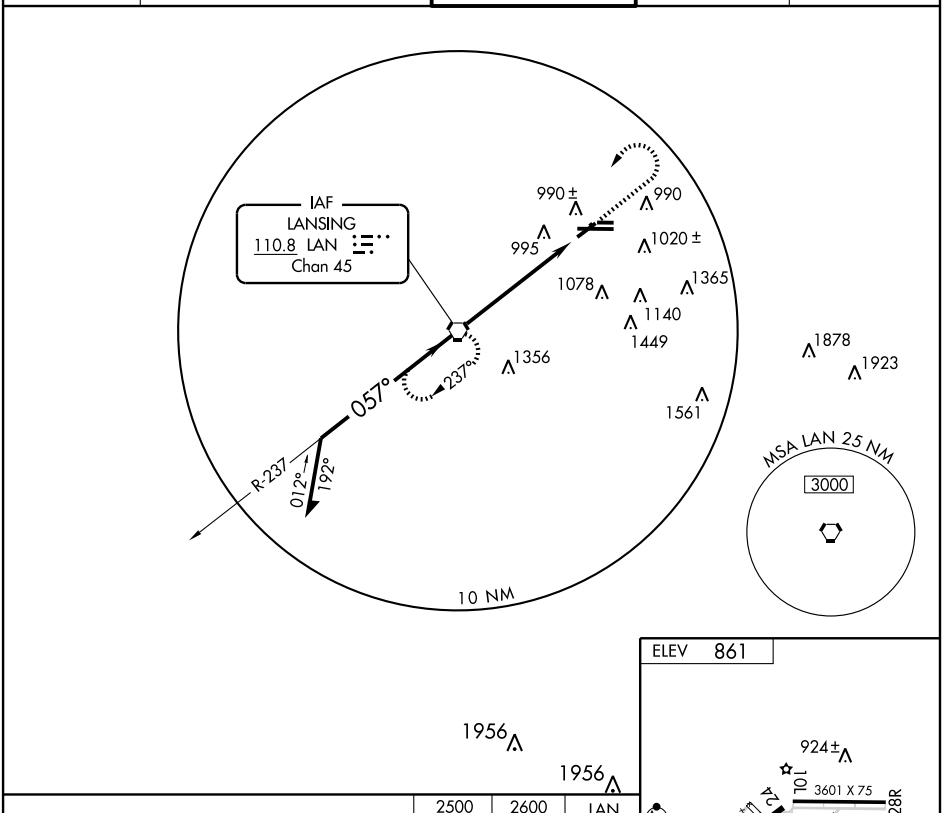
LANSING/CAPITAL REGION INTL (LAN)

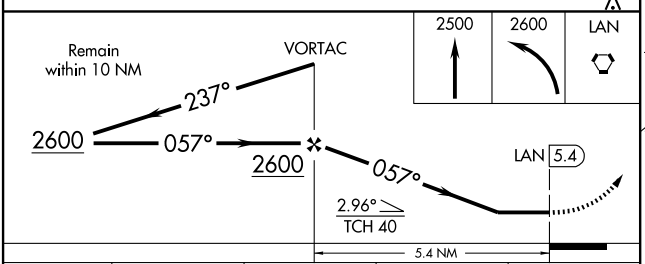
ASR

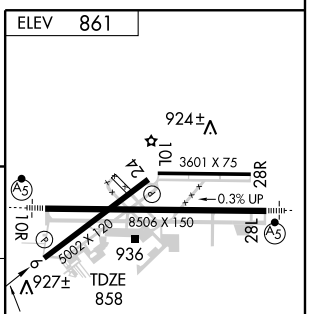
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2600 direct LAN VORTAC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
S-6	1340-1 482 (500-1)		1340-1¼ 482 (500-1¼)	1340-1½ 482 (500-1½)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LAN	APP CRS	Rwy Idg 5002
110.8	237°	TDZE 857
Chan 45		Apt Elev 861

VOR RWY 24

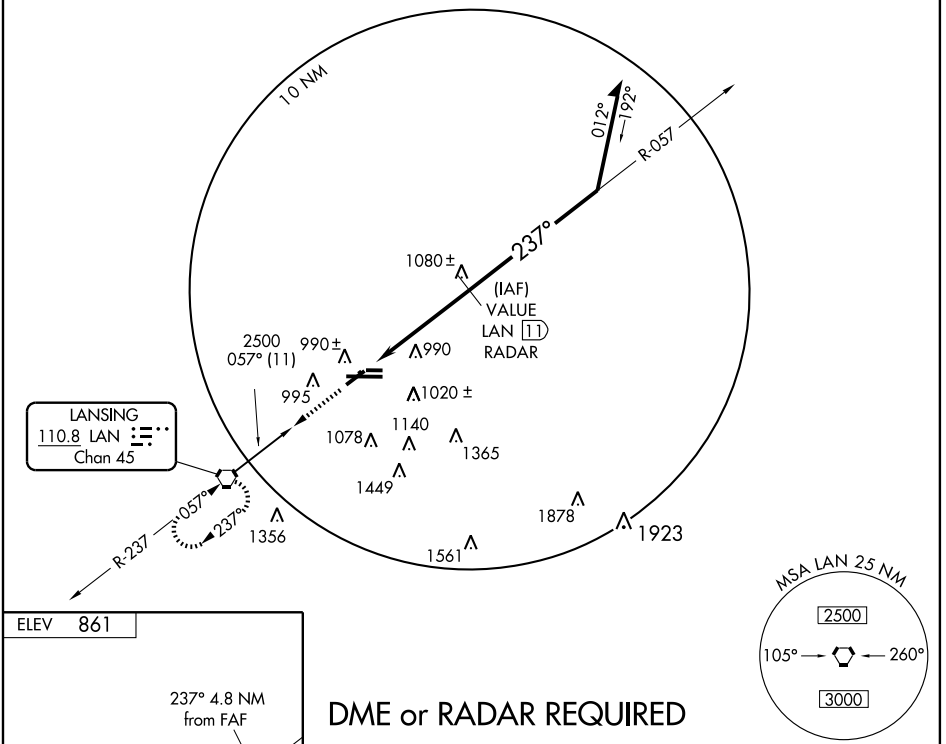
LANSING/CAPITAL REGION INTL (LAN)

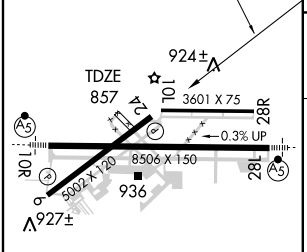
ASR

DME or RADAR Required.
Visibility reduction by helicopters NA.

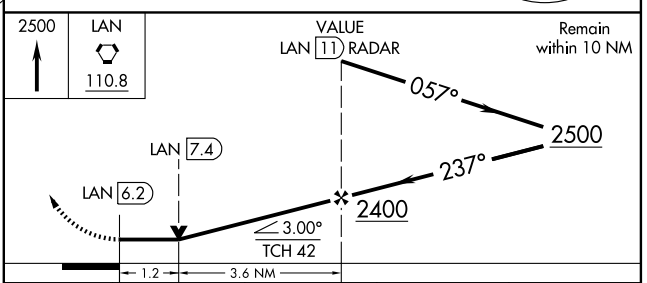
MISSED APPROACH: Climb to 2500 direct LAN VORTAC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675





DME or RADAR REQUIRED



REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-24	1260-1	403 (400-1)	1260-1¼	403 (400-1¼)
CIRCLING	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1440-2 579 (600-2)

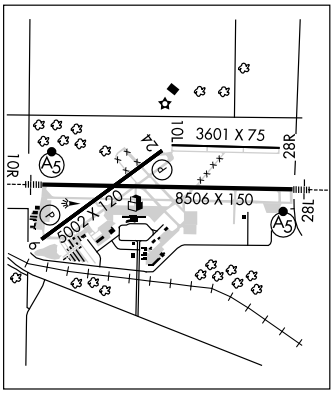
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LANSING

CAPITAL REGION INTL (LAN) 3 NW UTC−5(−4DT) N42°46.72′ W84°35.17′ DETROIT

861 B S4 **FUEL** 100LL, JET A OX 1 AOE ARFF Index—See Remarks H–5E, 10G, L–28J

NOTAM FILE LAN IAP, AD



RWY 10R–28L: H8506X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–300 HIRL

RWY 10R: MALSR. **RWY 28L:** MALSR.

RWY 06–24: H5002X120 (ASPH) S–45, D–65, 2S–82, 2D–100 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees.

RWY 10L–28R: H3601X75 (ASPH) S–12 MIRL

RWY 10L: Trees. **RWY 28R:** Road.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Class I, ARFF Index B. ARFF index C avbl on request; call arpt manager 517–321–6121. Rwy 10L–28R not avbl to air carrier acft with more than 9 passenger seats. Twy A N of Rwy 28; Twys E and G not avbl to air carrier acft with more than 9 passenger seats. Ldg fee. Acft blo 6500 lbs exempt from ldg fee. Intl arrivals accepted up to 20 passenger seats. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (517) 886–0015. LLWAS.

COMMUNICATIONS: ATIS 119.75 **UNICOM** 122.95

LANSING RCO 122.2 (LANSING RADIO)

Ⓡ **LANSING APP/DEP CON** 133.475 (North) 118.65 (South)

LANSING TOWER 119.9 **GND CON** 121.9 **CLNC DEL** 123.675

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 058° 6.1 NM to fld. 887/5W.

ILS 110.1 I–LAN Rwy 28L.

ILS 111.7 I–CPQ Rwy 10R. Class ID. ILS unusable byd 25° left and right of course.

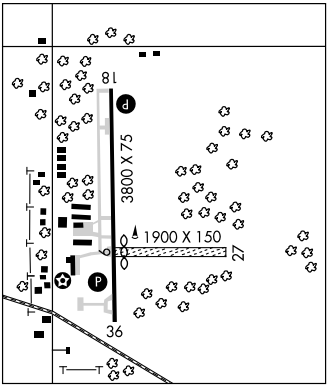
ASR

LAPEER

DUPONT–LAPEER (D95) 2 NE UTC−5(−4DT) N43°03.99′ W83°16.31′ DETROIT

834 B S4 **FUEL** 100LL NOTAM FILE LAN L–28J

RWY 18–36: H3800X75 (ASPH) MIRL IAP



RWY 18: REIL. PAPI(P4L)—GA 4.0° TCH 36′. Trees.

RWY 36: REIL. PAPI (P2L)—GA 4.0° TCH 33′. Trees.

RWY 09–27: 1900X150 (TURF)

RWY 09: Thld dsplcd 500′. Bldg. **RWY 27:** Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended Christmas, New Year's, Easter Sun and Thanksgiving day. Rwy 09–27 CLOSED Nov thru Apr and when snow covered. Two center and S twy connectors clsd indef. Rwy 09–27 and dsplcd thld marked with 3′ yellow cones. Twy lgts OTS indef. Rotating bcn opr dusk–0400Z‡. For rotating bcn after 0400Z‡ ACTIVATE—CTAF. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

FLINT RCO 122.3 (LANSING RADIO)

Ⓡ **FLINT APP/DEP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) (1045–0430Z‡)

CLEVELAND CENTER APP/DEP CON 127.7 (0430–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FNT.

FLINT (H) VORTACW 116.9 FNT Chan 116 N42°58.01′ W83°44.82′ 079° 21.8 NM to fld. 772/6W.

COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Flint rwy usage. APP/DEP CON and CLNC DEL not available on the ground.

LENAWEE CO (See ADRIAN)

LEO E. GOETZ CO (See ONAWAY)

VORTAC FNT 116.9 Chan 116	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 844

VOR-A

LAPEER/ DUPONT-LAPEER (D95)

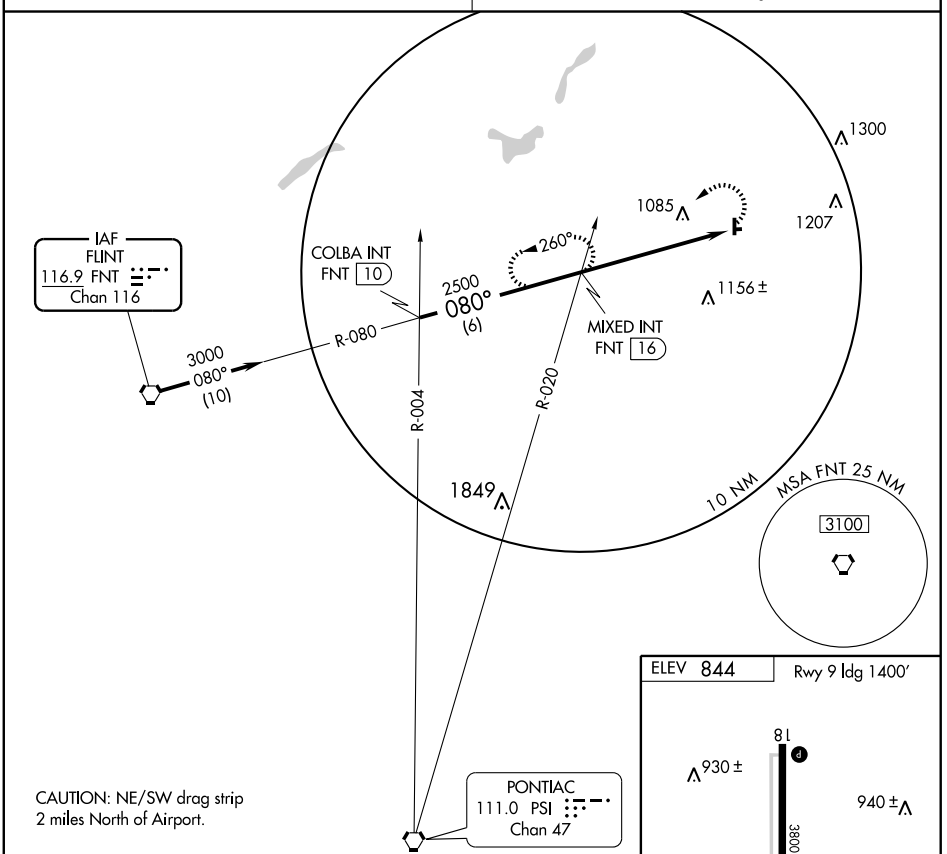
Use Flint altimeter setting.

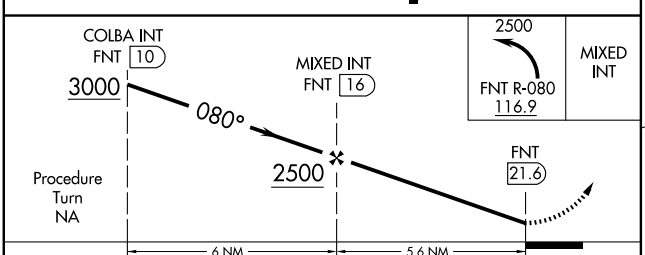
NA

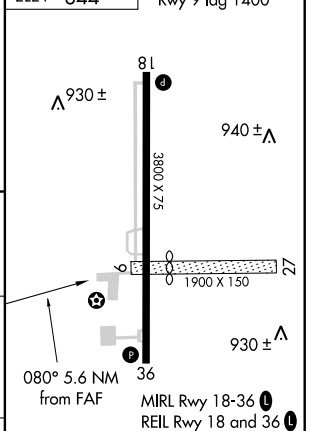
MISSED APPROACH: Climbing left turn to 2500 via FNT R-080 to MIXED INT/FNT 16 DME and hold.

FLINT APP CON ★ 118.8 257.9

UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1460-1 616 (700-1)	1460-1¼ 616 (700-1¼)	1460-1¾ 616 (700-1¾)	NA

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LEWISTON

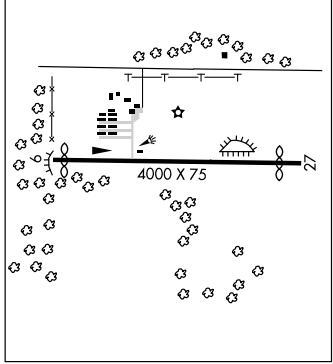
GARLAND (8M8) 5 SE UTC–5(–4DT) N44°48.39′ W84°16.57′ **LAKE HURON**
1218 B NOTAM FILE LAN **H–2L, 11A, L–31C**
RWY 18–36: H5047X75 (ASPH) S–15 MIRL
RWY 18: Trees. **RWY 36:** PAPI(P2L)—GA 3.0° TCH 41′. Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Unattended. Rwy 18–36 sfc large cracks in pavement. Non–aviation related cargo ops on north ramp. No acft parking. Acft use west ramp. Fence around arpt–keep gate clsd. ACTIVATE MIRL Rwy 18–36—CTAF. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
GAYLORD (L) VORW/DME 109.2 GLR Chan 29 N45°00.75′ W84°42.26′ 130° 22NM to fld. 1318/4W.

LINCOLN

FLYING M RANCH (3L7) 3 NE UTC–5(–4DT) N44°44.30′ W83°22.78′ **LAKE HURON**
830 NOTAM FILE LAN
RWY 09–27: 2200X90 (TURF)
RWY 09: Thld dsplcd 600′. P–line. **RWY 27:** Trees.
AIRPORT REMARKS: Attended May–Oct irregularly. Arpt CLOSED Nov–Apr and when snow covered. No snow removal. Occasional deer on rwy. Rwy 09–27 surface slightly rough and irregular on rolling terrain. Rwy slopes down from west to east. Rwy soft in spring. Rwy 09 p–line marked with orange balls.
COMMUNICATIONS: CTAF/UNICOM 123.0

LINDEN

PRICES (9G2) 1 S UTC–5(–4DT) N42°48.46′ W83°46.20′ **DETROIT**
920 B S2 **FUEL** 100LL NOTAM FILE LAN **COPTER**
RWY 09–27: H4000X75 (ASPH) MIRL 0.3% up W **L–28J**
RWY 09: REIL. Thld dsplcd 268′. Trees. **IAP**
RWY 27: Thld dsplcd 800′. Trees.
AIRPORT REMARKS: Attended irregularly. Deer and birds on and invof arpt. Airframe repairs: prior arrangement. ACTIVATE MIRL Rwy 09–27and REIL Rwy 09—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
FLINT RCO 122.3 (LANSING RADIO)
Ⓡ **FLINT APP/DEP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) (1045–0430Z‡)
CLEVELAND CENTER APP/DEP CON 126.75 (0430–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FNT.
FLINT (H) VORTACW 116.9 FNT Chan 116 N42°58.01′ W83°44.82′ 193° 9.6 NM to fld. 772/6W.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Flint rwy usage.



LITCHFIELD N42°03.75′ W84°45.91′ NOTAM FILE LAN. **DETROIT**
(L) VOR/DME 111.2 LFD Chan 49 141° 11.7 NM to Hillsdale Muni. 1040/05W. **H–5E, 10G, L–28J**
DME unusable 110°–165° byd 35 NM below 3000′.
RCO 122.1R 111.2T (LANSING RADIO)

LIVINGSTON CO SPENCER J. HARDY (See HOWELL)

LOST CREEK (See LUZERNE)

RNAV (GPS) RWY 9

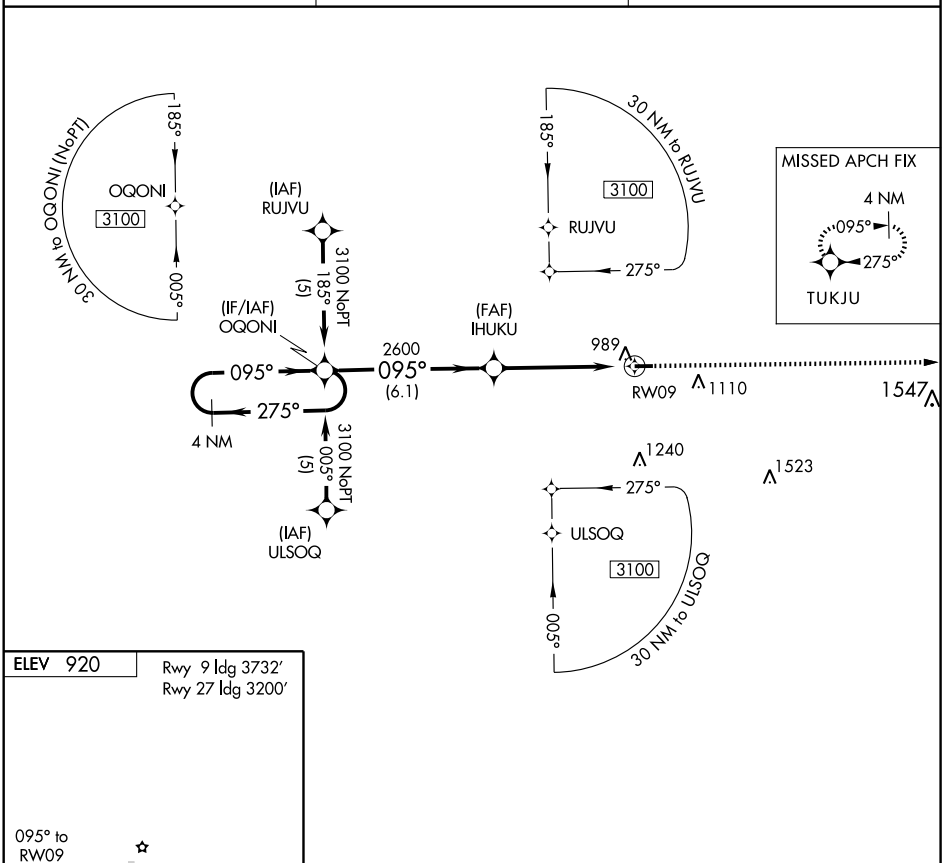
LINDEN/ PRICE'S (9G2)

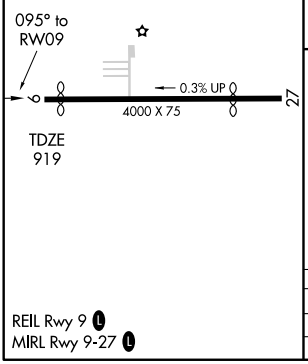
APP CRS	Rwy Idg	3732
095°	TDZE	919
	Apt Elev	920

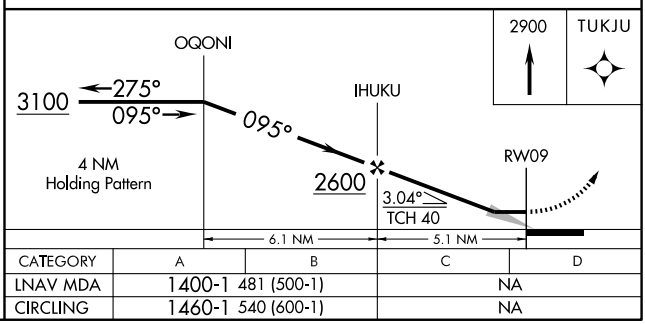
Use Flint altimeter setting; when not received, use Howell altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct TUKJU and hold.

FLINT ASOS	FLINT APP CON ★	UNICOM
133.15	118.8 257.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 481 (500-1)		NA	
CIRCLING	1460-1 540 (600-1)		NA	

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

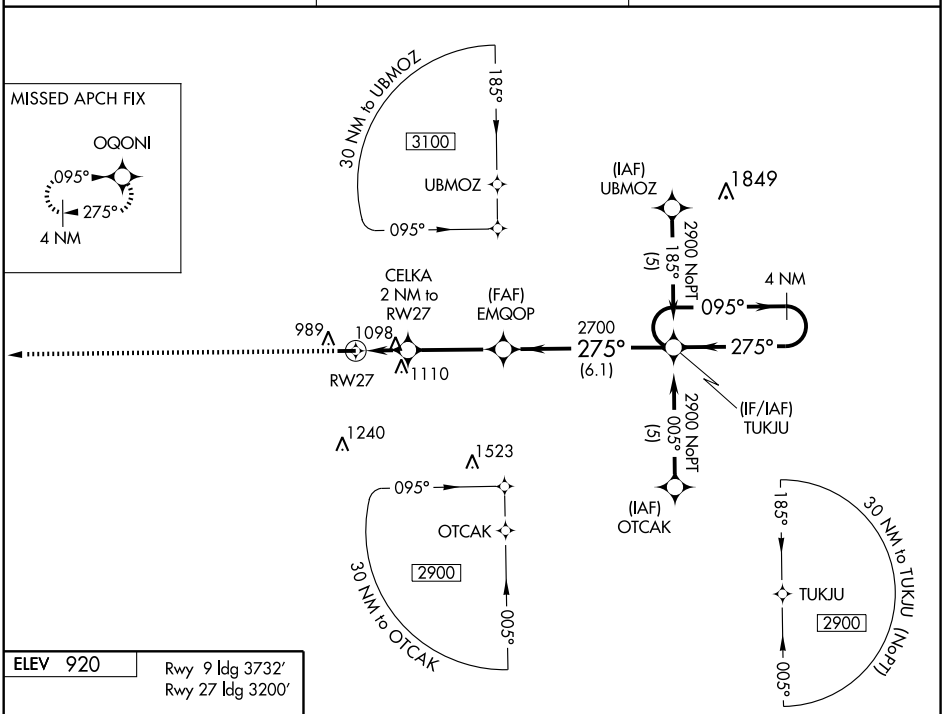
LINDEN/ PRICE'S (9G2)

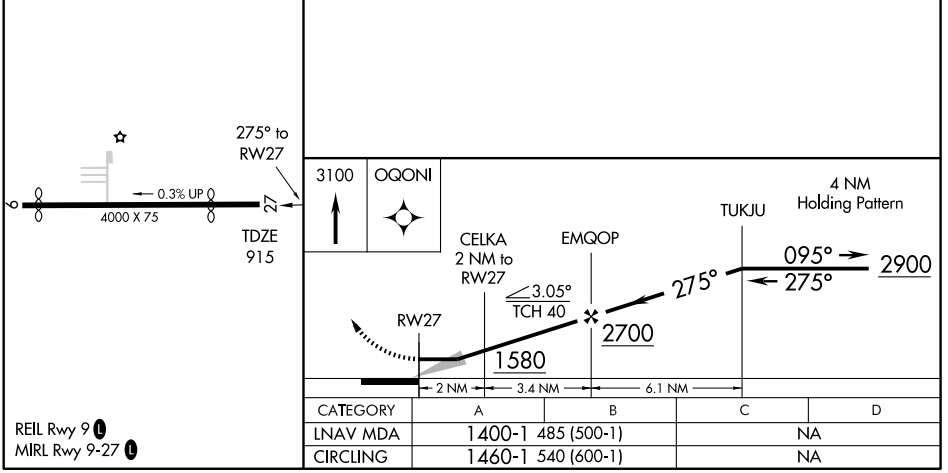
APP CRS	Rwy Idg	3200
275°	TDZE	915
	Apt Elev	920

Use Flint altimeter setting; when not received, use Howell altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct OQONI and hold.

FLINT ASOS	FLINT APP CON ★	UNICOM
133.15	118.8 257.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 485 (500-1)		NA	
CIRCLING	1460-1 540 (600-1)		NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FNT 116.9 Chan 116	APP CRS 192°	Rwy Idg N/A TDZE N/A Apt Elev 920

VOR-A

LINDEN/ PRICE'S (9G2)

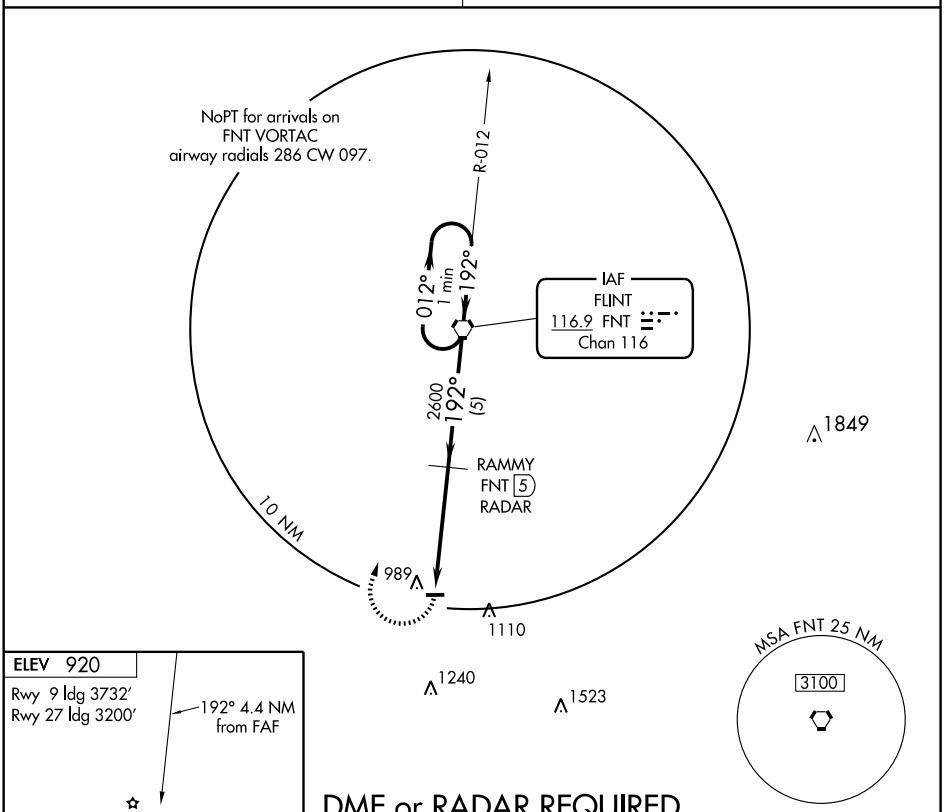
NA

Use Flint altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct FNT VORTAC and hold.

FLINT APP CON* 118.8 257.9

UNICOM 123.0 (CTAF) L



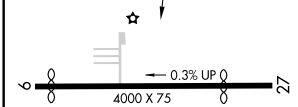
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

ELEV 920

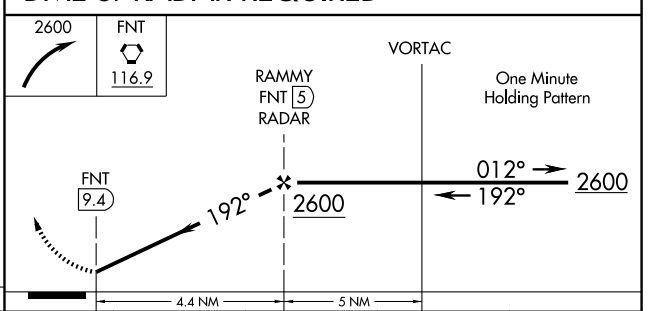
Rwy 9 ldg 3732'
Rwy 27 ldg 3200'

192° 4.4 NM from FAF



REIL Rwy 9 L
MIRL Rwy 9-27 L

DME or RADAR REQUIRED



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	1460-1 540 (600-1)		NA	

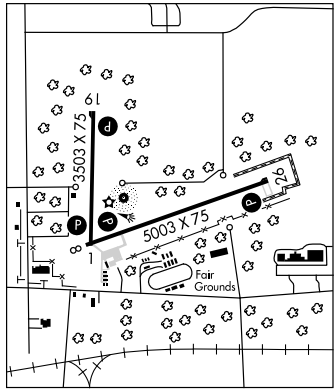
LOWELL CITY (24C) 1 N UTC−5(−4DT) N42°57.24′ W85°20.64′ **CHICAGO**
681 S4 **FUEL** 100LL NOTAM FILE LAN
RWY 06–24: 2700X100 (TURF)
RWY 06: Thld dsplcd 1100′. Trees. **RWY 24:** Thld dsplcd 1200′. Trees.
RWY 12–30: H2394X48 (ASPH) LIRL
RWY 12: Thld dsplcd 603′. Tree. **RWY 30:** Thld dsplcd 597′. Tree.
RWY 15–33: 1940X100 (TURF)
RWY 15: Thld dsplcd 582′. Tree. **RWY 33:** Thld dsplcd 388′. Tree.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1230–2200Z‡, Nov–Mar Mon–Fri 1300–2100Z‡. Snow removal Rwy 12–30 only. Rwy 12–30 extensive cracking length rwy. ACTIVATE LIRL Rwy 12–30—CTAF. Rwy 15–33 and dsplcd thlds marked with three 3′ yellow cones. Rwy 06–24 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF/UNICOM 123.0

LUCE CO (See NEWBERRY)

LUDINGTON N43°57.77′ W86°24.57′ NOTAM FILE LDM. **CHICAGO**
NDB (MHW) 341 LDM at Mason Co. **L–28I**
RCO 122.45 (LANSING RADIO)

LUDINGTON

MASON CO (LDM) 2 NE UTC−5(−4DT) N43°57.75′ W86°24.48′ **CHICAGO**
646 B S4 **FUEL** 100LL, JET A NOTAM FILE LDM **H–2L, L–28I**
RWY 08–26: H5003X75 (ASPH–PFC) S–25 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 28′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 01–19: H3503X75 (ASPH–PFC) S–19 MIRL
RWY 01: PAPI(P2L). **RWY 19:** PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Apr–May 1300–2200Z‡, Oct–Mar Mon–Fri 1400-2200Z‡ and Sat–Sun 1300–2200Z‡, Jun–Aug 1300–0100Z‡, Sep 1300–2200Z‡. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 08–26 and Rwy 01–19 PAPI Rwy 08, Rwy 26, Rwy 01 and Rwy 19, and REIL Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (231) 843–0459.
COMMUNICATIONS: CTAF/UNICOM 123.0
MANISTEE RCO 122.1R 111.4T (LANSING RADIO)
LUDINGTON RCO 122.45 (LANSING RADIO)
MINNEAPOLIS CENTER APP/DEP CON 120.85
RADIO AIDS TO NAVIGATION: NOTAM FILE MBL.
MANISTEE (L) VOR/DME 111.4 MBL Chan 51 N44°16.24′ W86°15.24′ 205° 19.6 NM to fld. 618/5W.
LUDINGTON NDB (MHW) 341 LDM N43°57.77′ W86°24.57′ at fld. NOTAM FILE LDM.



LUZERNE

LOST CREEK (5Y4) 3 NE UTC−5(−4DT) N44°39.60′ W84°14.25′ **LAKE HURON**
1051 NOTAM FILE LAN
RWY 18–36: 2600X100 (TURF)
RWY 18: Thld dsplcd 440′. Trees. **RWY 36:** Thld dsplcd 715′. Trees.
RWY 05–23: 2200X100 (TURF)
RWY 05: Thld dsplcd 200′. Trees. **RWY 23:** Thld dsplcd 415′. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov 14–Apr 15 and when snow covered. Remote ctl model acft ops S end Rwy 05–23. Deer on and invof arpt. Rwy 36 first 200′ soft sand. Rwy 05–23 and Rwy 18–36 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

MACKINAC CO (See ST IGNACE)

NDB LDM	APP CRS	Rwy Idg	5003
341	260°	TDZE	645
		Apt Elev	645

NDB RWY 26

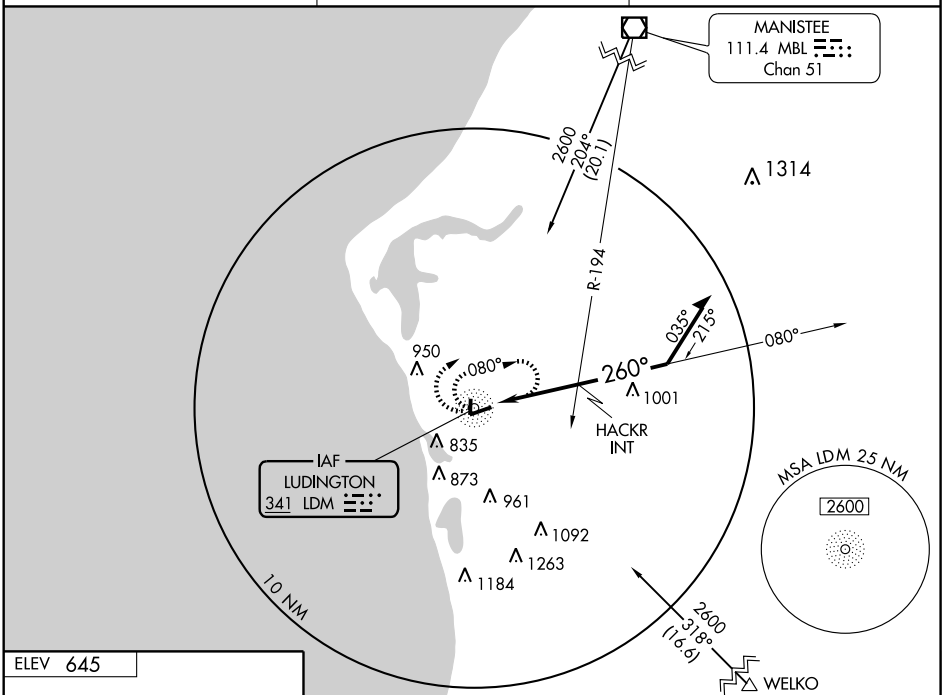
LUDINGTON/MASON COUNTY (LDM)

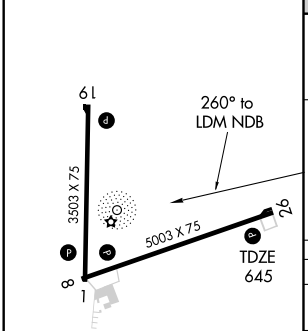
T
A NA

Obtain local altimeter setting on CTAF; when not received, use Muskegon altimeter setting and increase all MDAs 220 feet and all visibilities ¾ of a mile.

MISSED APPROACH: Climbing right turn to 2500 in LDM NDB holding pattern.

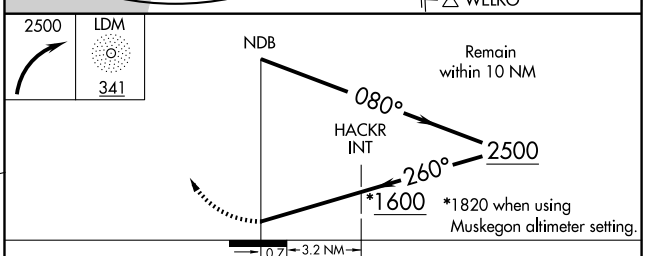
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	120.85 322.35	123.0 (CTAF) L





REIL Rwy 26 L
MIRL Rwys 8-26 and 1-19 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-26	1600-1¼ 955 (1000-1¼)	1600-1½ 955 (1000-1½)	1600-3 955 (1000-3)	
CIRCLING	1600-1¼ 955 (1000-1¼)	1600-1½ 955 (1000-1½)	1600-3 955 (1000-3)	
HACKR FIX MINIMUMS				
S-26	1160-1 515 (600-1)		1160-1½ 515 (600-1½)	1160-1¾ 515 (600-1¾)
CIRCLING	1160-1 515 (600-1)		1200-1½ 555 (600-1½)	1300-2 655 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5003
074°	TDZE	643
	Apt Elev	646

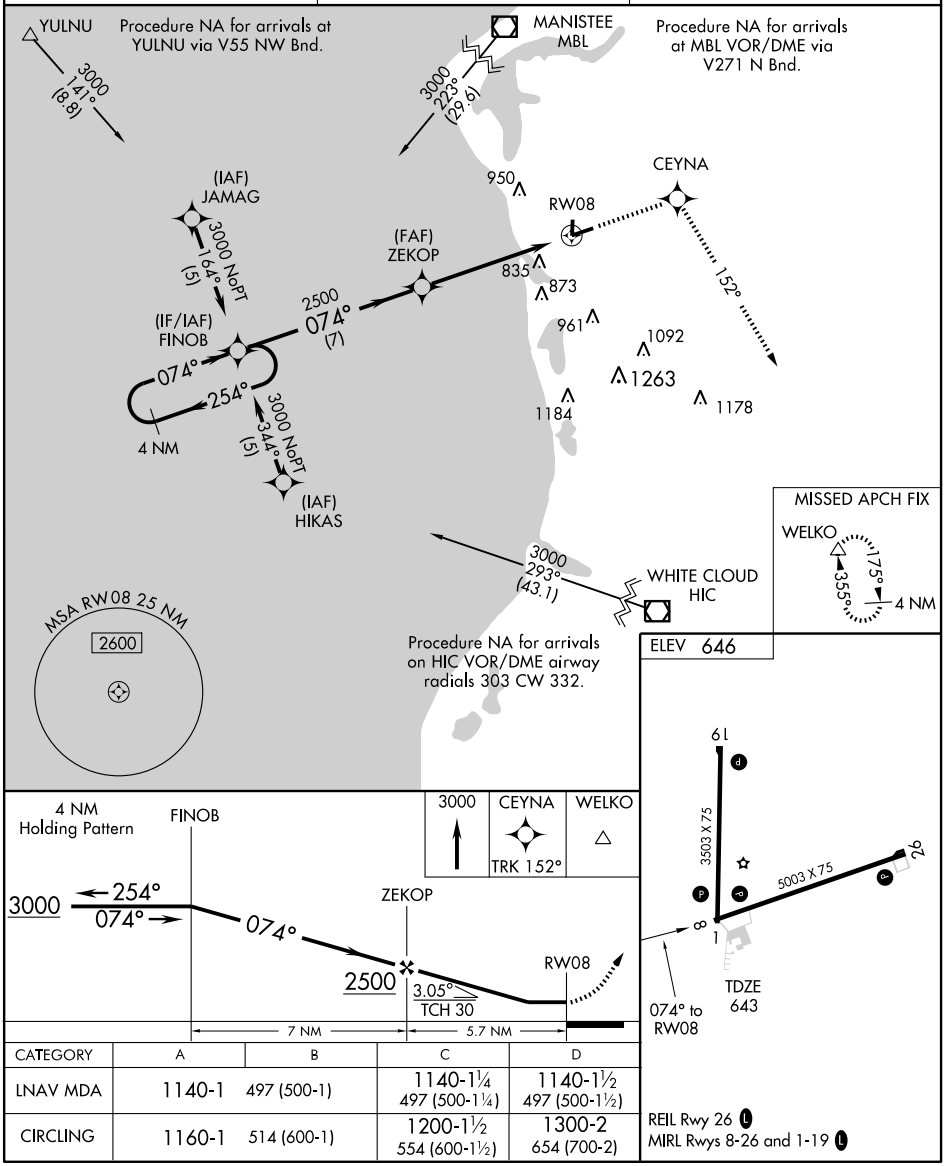
RNAV (GPS) RWY 8

LUDINGTON/MASON COUNTY (LDM)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon County altimeter setting and increase all MDAs 120 feet, increase LNAV and circling visibility Cat C/D ½ mile.

MISSED APPROACH: Climb to 3000 direct CEYNA and via 152° track to WELKO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	120.85 322.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	497 (500-1)	1140-1¼ 497 (500-1¼)	1140-1½ 497 (500-1½)
CIRCLING	1160-1	514 (600-1)	1200-1½ 554 (600-1½)	1300-2 654 (700-2)

REIL Rwy 26 L
MIRL Rwys 8-26 and 1-19 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5003
CH 49206	254°	TDZE	646
W26A		Apt Elev	646

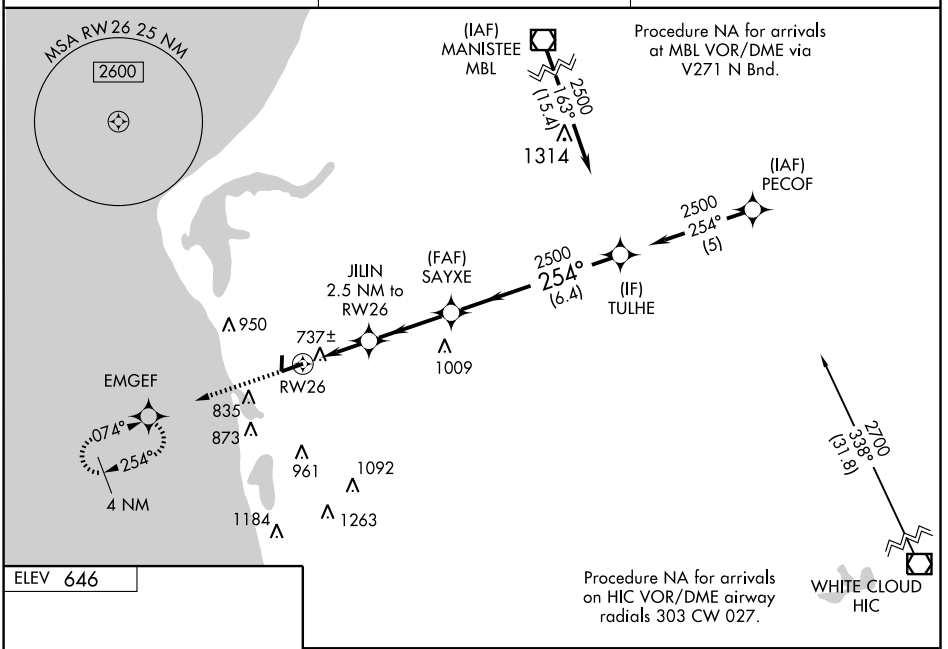
RNAV (GPS) RWY 26

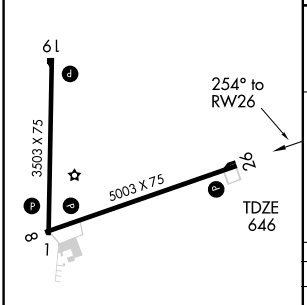
LUDINGTON/ MASON COUNTY (LDM)

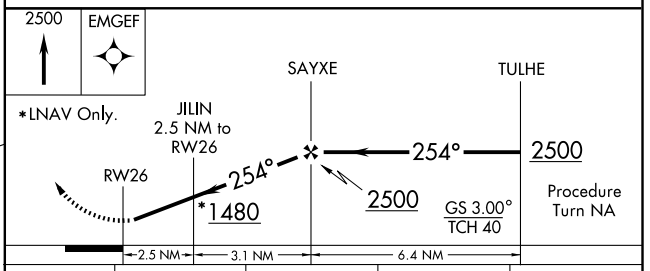
Baro-VNAV NA when using Muskegon altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon County altimeter setting and increase DAs and MDAs 120 feet and increase LPV visibility ¼ mile all Cats, increase LNAV/VNAV visibility ½ mile all Cats, increase LNAV Cat C/D visibility ¼ mile, increase circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct EMGEF and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	120.85 322.35	123.0 (CTAF) L





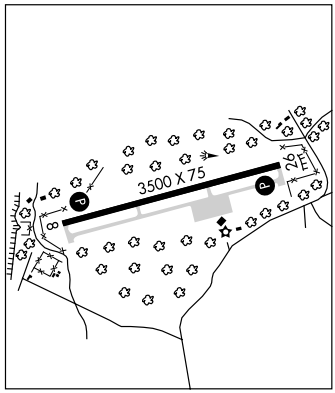


CATEGORY	A	B	C	D
LPV DA	975-1¼ 329 (400-1¼)			
LNAV/ VNAV DA	1020-1¼ 374 (400-1¼)			
LNAV MDA	1000-1 354 (400-1)			1000-1¼ 354 (400-1¼)
CIRCLING	1160-1 514 (600-1)		1200-1½ 554 (600-1½)	1300-2 654 (700-2)

REIL Rwy 26 L
MIRL Rwys 8-26 and 1-19 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MACKINAC ISLAND (MCD) 1 NW UTC−5(−4DT) N45°51.90′ W84°38.24′ — LAKE HURON
739 B TPA—1900 (1159) NOTAM FILE MCD — L–31B
RWY 08–26: H3500X75 (ASPH) S–13 MIRL 0.4% up NE — IAP
RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.5° TCH 34′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Noise abatement procedures: Tfc pattern altitude 1900′ MSL; climb to 1900′ MSL before turning; avoid flight over shore and town; no touch and go ldgs. Birds on and invof arpt. Flocks of seagulls invof landfill 0.3 miles NE. Rwy 08–26 slopes up from E to W. Ldg fee. ACTIVATE MIRL Rwy 08–26 and PAPI Rwys 08 and 26 and REIL Rwys 08 and 26—122.8.
WEATHER DATA SOURCES: AWOS–3 118.275 (906) 847–3778.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 011° 14.1 NM to fld. 840/6W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility unreliable.



MACKINAC ISLAND N45°53.48′ W84°44.09′ — LAKE HURON
RCO 122.35 (GREEN BAY RADIO) at Mackinac Co. — L–31B

MADDS N42°29.69′ W83°05.60′ NOTAM FILE DET. — DETROIT
NDB (LOM) 338 DE 149° 6.3 NM to Coleman A. Young Muni. Unmonitored.

MAIDENS (See WILLIAMSTON)

MALLY N42°07.61′ W86°18.80′ NOTAM FILE BEH. — CHICAGO
NDB (LOM) 397 BE 274° 5.1 NM to Southwest Michigan Rgnl. Unmonitored.

MANCELONA MUNI (D9Ø) 2 N UTC−5(−4DT) N44°55.50′ W85°04.00′ — GREEN BAY
1133 NOTAM FILE LAN
RWY 18–36: 3400X140 (TURF)
RWY 18: Trees. **RWY 36:** Tree.
RWY 10–28: 2050X120 (TURF)
RWY 10: Thld dsplcd 830′. Trees. **RWY 28:** Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED when snow covered and Nov thru Apr 15 rwys not plowed. Rwy 18–36 marked with 3′ yellow cones. Rwy 10–28 marked with tires.
COMMUNICATIONS: CTAF 122.9

MANCHESTER

ROSSETTIE (75G) 3 N UTC−5(−4DT) N42°11.70′ W84°01.85′ — DETROIT COPTER
1005 NOTAM FILE LAN
RWY 18–36: 2480X100 (TURF) LIRL (NSTD)
RWY 18: Trees. **RWY 36:** Thld dsplcd 665′. Road. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Field gets muddy in spring. Rwy on rolling terrain. Rwy 18–36 NSTD LIRL due to spacing. Rwy 18–36 marked with 2′ yellow cones and painted tires.
COMMUNICATIONS: CTAF 122.9

MANISTEE N44°16.24′ W86°15.24′. NOTAM FILE MBL. — GREEN BAY
(L) VOR/DME 111.4 MBL Chan 51 at Manistee Co–Blacker. 618/5W. **AWOS–3.** — L–28I, 31B
VOR unusable 140°–165° byd 20 NM below 5000′. DME unusable 320°–070° byd 20 NM below 3000′.
RCO 122.1R 111.4T (LANSING RADIO)

GPS RWY 26

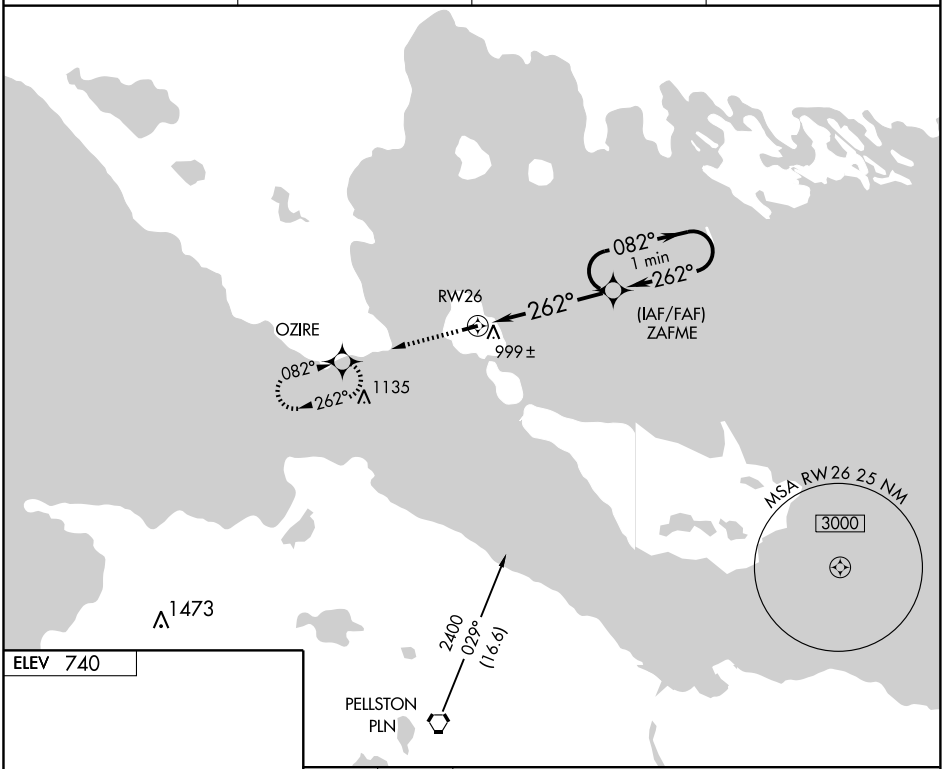
MACKINAC ISLAND (MCD)

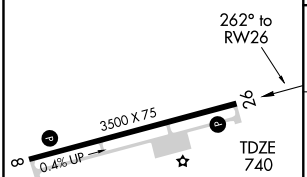
APP CRS		
262°	Rwy Idg	3500
	TDZE	740
	Apt Elev	740

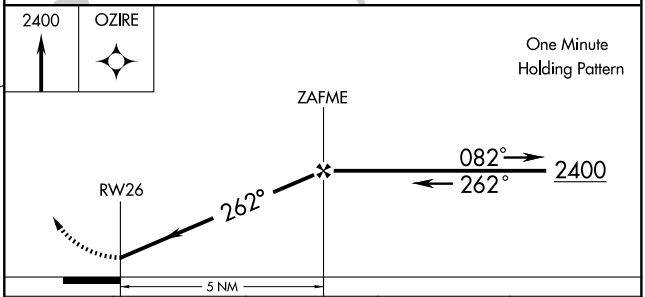
NA

MISSED APPROACH: Climb to 2400 direct OZIRE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.275	134.6 354.05	122.7 (CTAF)	122.8 L







CATEGORY	A	B	C	D
S-26	1260-1	520 (600-1)	1260-1½ 520 (600-1½)	NA
CIRCLING	1320-1	580 (600-1)	1320-1½ 580 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PLN	APP CRS	Rwy Idg	N/A
111.8	012°	TDZE	N/A
Chan 55		Apt Elev	740

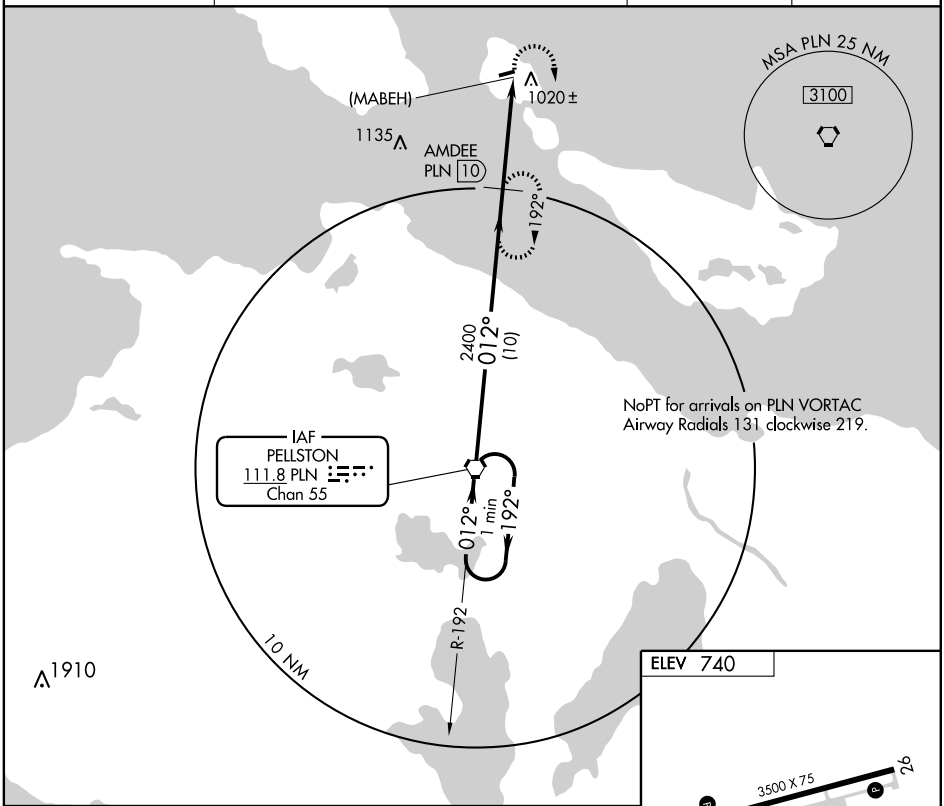
VOR/DME or GPS-A
MACKINAC ISLAND (MCD)

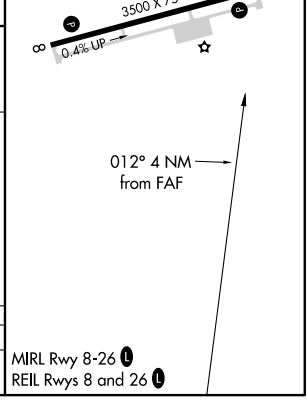
Use Mackinac Island altimeter setting. If not available, use Pellston altimeter setting and increase all MDAs 80 feet; if neither are available, procedure not authorized.

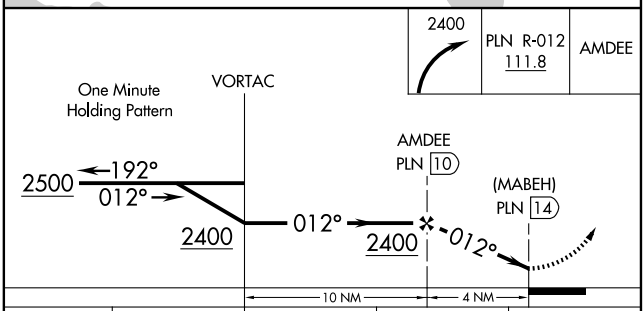
NA

MISSED APPROACH: Climbing right turn to 2400 via PLN R-012 to AMDEE 10 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	122.8 L
118.275	134.6 354.05	122.7 (CTAF)	



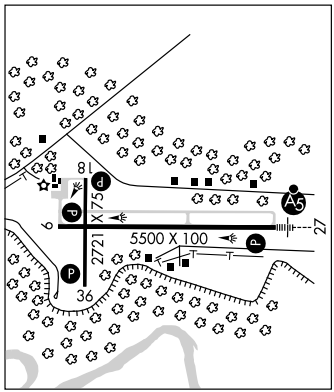




CATEGORY	A	B	C	D
CIRCLING	1320-1 581 (600-1)		1320-1½ 581 (600-1½)	NA

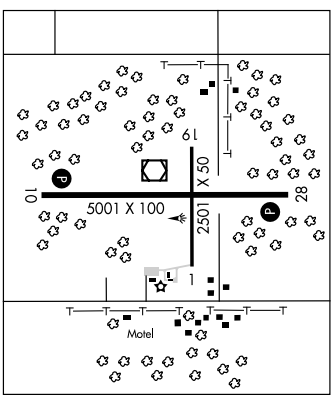
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MANISTEE CO—BLACKER (MBL) 3 NE UTC−5(−4DT) N44°16.35′ W86°14.81′ **GREEN BAY**
621 B S2 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE MBL **H–2L, L–28I, 31B**
RWY 09–27: H5500X100 (ASPH) S–26, D–31 HIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Tree.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 18–36: H2721X75 (ASPH) S–12.5 MIRL
RWY 18: PAPI(P2L)—GA 4.0° TCH 30′. Trees.
RWY 36: PAPI(P2L)—GA 4.0° TCH 26′. Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡ Nov–Mar 1300–2200Z‡. Deer and birds on and invof arpt. ARFF unavbl exc air carrier, others 24 hr PPR 231–723–4351. ARFF monitoring CTAF during air carrier ops. Part 139 certified for scheduled air carriers 10–30 seats only. Unscheduled air carriers over 30 seats not authorized. Maintenance personnel monitoring CTAF during work on twys and rwys. Twys marked with reflectors. ACTIVATE HIRL Rwy 09–27 and MIRL Rwy 18–36, REIL Rwy 09, PAPI Rwys 09, 18, 27 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.4 MBL (231) 723–6073.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.4T (LANSING RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBL.
(L) VOR/DME 111.4 MBL Chan 51 N44°16.24′ W86°15.24′ at fld. 618/5W. **AWOS–3.**
JEPOT NDB (LOM) 254 MB N44°16.25′ W86°08.57′ 276° 4.5NM to fld.
ILS 108.35 I–MBL Rwy 27. LOM JEPOT NDB. Unmonitored 0100–1300Z‡.



MANISTIQUE

SCHOOLCRAFT CO (ISQ) 3 NE UTC−5(−4DT) N45°58.48′ W86°10.31′ **GREEN BAY**
684 B **FUEL** 100LL, JET A NOTAM FILE ISQ **H–2L, L–31B**
RWY 10–28: H5001X100 (ASPH) S–26 D–45 MIRL **IAP**
RWY 10: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 01–19: H2501X50 (ASPH) S–26, D–45
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1330–2300Z‡. For arpt attendance call 906–341–5522 during attendance hrs; or 906–341–0515 after hours (manager residence). Birds and deer on and invof arpt. Rwy 19 100′ unmarked p–line 1 mile north of rwy end. Ramp and twy pavement cracked with grass growing in cracks. Rwy 10 PAPI OTS indef. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and REIL Rwy 28—CTAF. Rwy 28 south side REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 110.4 ISQ (906) 341–8585.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GREEN BAY RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ISQ.
(L) VORW/DME 110.4 ISQ Chan 41 N45°58.58′ W86°10.41′ at fld. 680/5W. **AWOS–3.**



MAPLE GROVE (See FOWLERVILLE)

MARE GROVE HELIPORT (See FOWLERVILLE)

ILS or LOC RWY 27

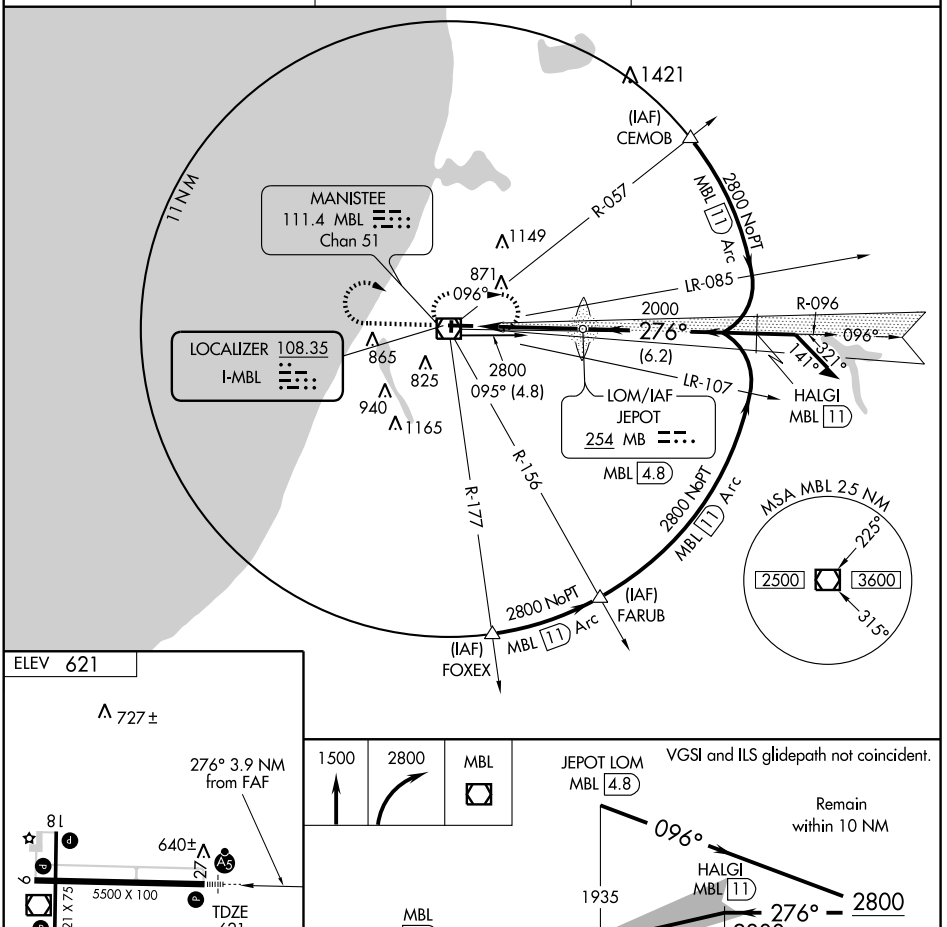
MANISTEE COUNTY-BLACKER (MBL)

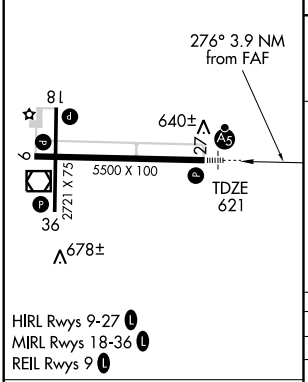
LOC I-MBL	APP CRS	Rwy Idg	5500
108.35	276°	TDZE	621
		Apt Elev	621

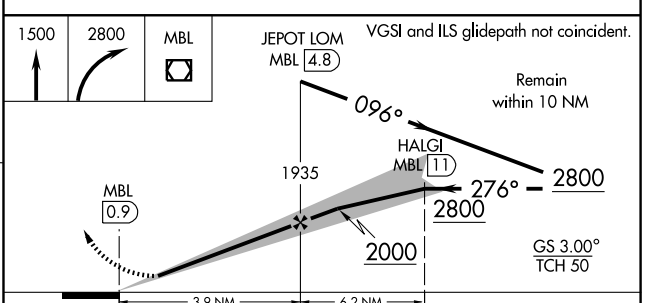
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct MBL VOR/DME and hold.

AWOS-3	LANSING RADIO	UNICOM
111.4	122.1R	122.8 (CTAF) L







HIRL Rwys 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 9 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-ILS 27	821-½ 200 (200-½)			
S-LOC 27	1080-½ 459 (500-½)		1080-¾ 459 (500-¾)	1080-1 459 (500-1)
CIRCLING	1120-1 499 (500-1)	1160-1 539 (600-1)	1180-1½ 559 (600-1½)	1300-2¼ 679 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

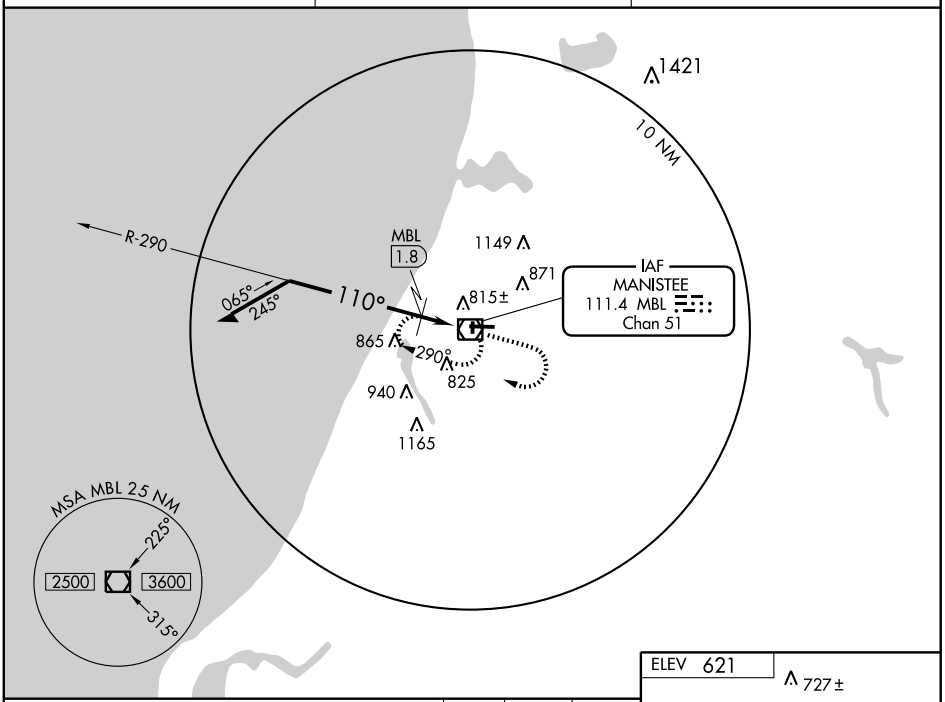
VOR/DME MBL 111.4 Chan 51	APP CRS 110°	Rwy Idg 5500 TDZE 621 Apt Elev 621

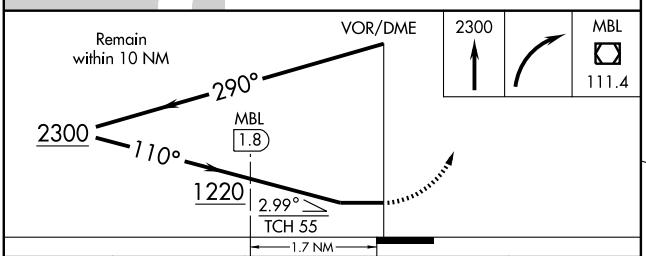
VOR RWY 9

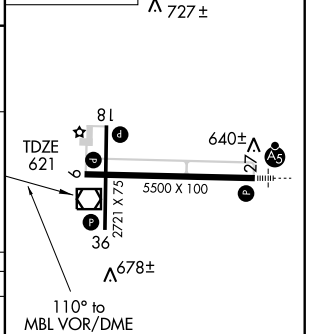
MANISTEE COUNTY-BLACKER (MBL)

MISSED APPROACH: Climb to 2300, then right turn direct MBL VOR/DME and hold.

AWOS-3 111.4	LANSING RADIO 122.1 R	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1220-1 599 (600-1)		1220-1½ 599 (600-1½)	1220-1¾ 599 (600-1¾)
CIRCLING	1220-1 599 (600-1)		1220-1½ 599 (600-1½)	1300-2¼ 679 (700-2¼)
DME MINIMUMS				
S-9	1080-1 459 (500-1)		1080-1¼ 459 (500-1¼)	1080-1½ 459 (500-1½)
CIRCLING	1120-1 499 (500-1)	1160-1 539 (600-1)	1180-1½ 559 (600-1½)	1300-2¼ 679 (700-2¼)

HIRL Rwys 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 9 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBL 111.4 Chan 51	APP CRS 271°	Rwy Idg 5500 TDZE 621 Apt Elev 621

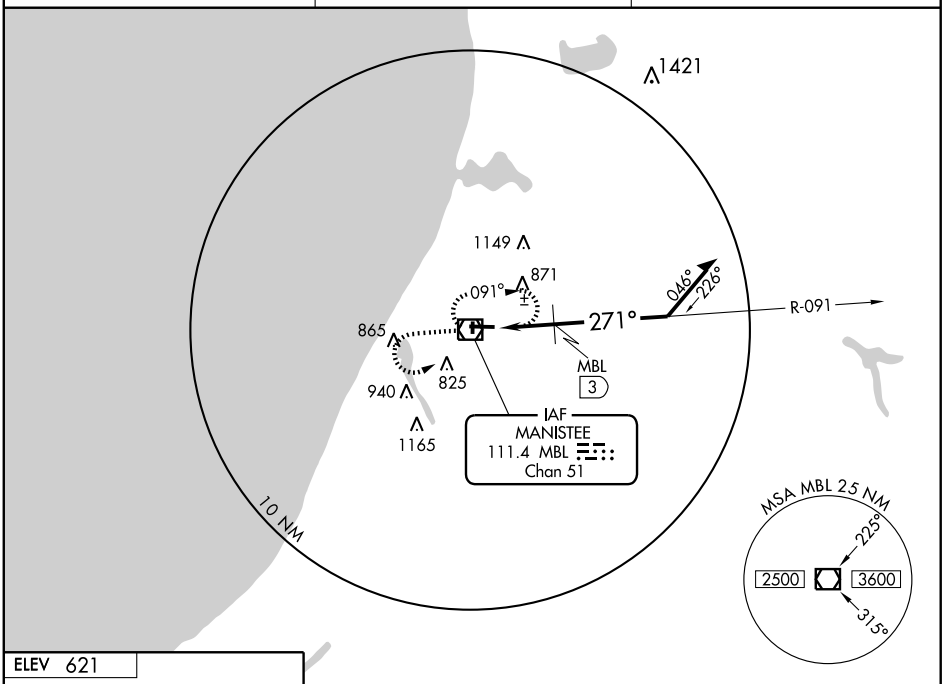
VOR RWY 27

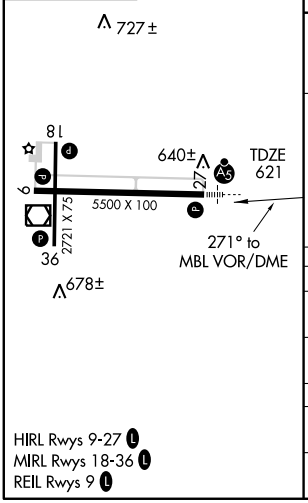
MANISTEE COUNTY-BLACKER (MBL)

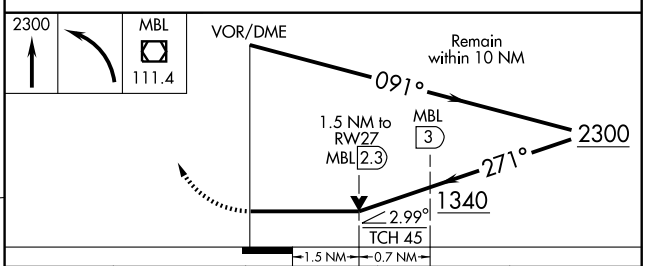
MALSR

MISSED APPROACH: Climb to 2300, then left turn direct MBL VOR/DME and hold.

AWOS-3 111.4	LANSING RADIO 122.1R	UNICOM 122.8 (CTAF) L





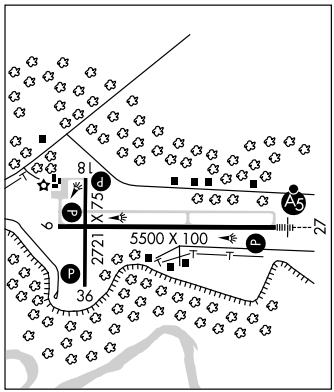


CATEGORY	A	B	C	D
S-27	1340-½ 719 (800-½)		1340-1½ 719 (800-1½)	1340-1¾ 719 (800-1¾)
CIRCLING	1340-1 719 (800-1)		1340-2 719 (800-2)	1340-2¼ 719 (800-2¼)
DME MINIMUMS				
S-27	1140-½ 519 (600-½)		1140-1 519 (600-1)	1140-1¼ 519 (600-1¼)
CIRCLING	1140-1 519 (600-1)	1160-1 539 (600-1)	1180-1½ 559 (600-1½)	1300-2¼ 679 (700-2¼)

HIRL Rwys 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 9 L

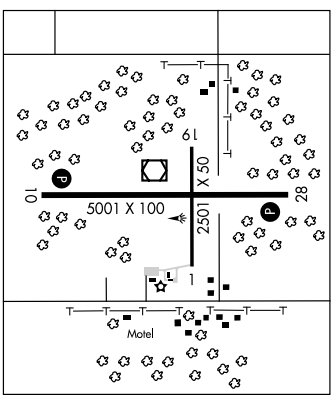
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MANISTEE CO—BLACKER (MBL) 3 NE UTC−5(−4DT) N44°16.35′ W86°14.81′ **GREEN BAY**
621 B S2 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE MBL **H–2L, L–28I, 31B**
RWY 09–27: H5500X100 (ASPH) S–26, D–31 HIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Tree.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 18–36: H2721X75 (ASPH) S–12.5 MIRL
RWY 18: PAPI(P2L)—GA 4.0° TCH 30′. Trees.
RWY 36: PAPI(P2L)—GA 4.0° TCH 26′. Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡ Nov–Mar 1300–2200Z‡. Deer and birds on and invof arpt. ARFF unavbl exc air carrier, others 24 hr PPR 231–723–4351. ARFF monitoring CTAF during air carrier ops. Part 139 certified for scheduled air carriers 10–30 seats only. Unscheduled air carriers over 30 seats not authorized. Maintenance personnel monitoring CTAF during work on twys and rwys. Twys marked with reflectors. ACTIVATE HIRL Rwy 09–27 and MIRL Rwy 18–36, REIL Rwy 09, PAPI Rwys 09, 18, 27 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.4 MBL (231) 723–6073.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.4T (LANSING RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBL.
(L) VOR/DME 111.4 MBL Chan 51 N44°16.24′ W86°15.24′ at fld. 618/5W. **AWOS–3.**
JEPOT NDB (LOM) 254 MB N44°16.25′ W86°08.57′ 276° 4.5NM to fld.
ILS 108.35 I–MBL Rwy 27. LOM JEPOT NDB. Unmonitored 0100–1300Z‡.



MANISTIQUE

SCHOOLCRAFT CO (ISQ) 3 NE UTC−5(−4DT) N45°58.48′ W86°10.31′ **GREEN BAY**
684 B **FUEL** 100LL, JET A NOTAM FILE ISQ **H–2L, L–31B**
RWY 10–28: H5001X100 (ASPH) S–26 D–45 MIRL **IAP**
RWY 10: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 01–19: H2501X50 (ASPH) S–26, D–45
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1330–2300Z‡. For arpt attendance call 906–341–5522 during attendance hrs; or 906–341–0515 after hours (manager residence). Birds and deer on and invof arpt. Rwy 19 100′ unmarked p–line 1 mile north of rwy end. Ramp and twy pavement cracked with grass growing in cracks. Rwy 10 PAPI OTS indef. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and REIL Rwy 28—CTAF. Rwy 28 south side REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 110.4 ISQ (906) 341–8585.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GREEN BAY RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ISQ.
(L) VORW/DME 110.4 ISQ Chan 41 N45°58.58′ W86°10.41′ at fld. 680/5W. **AWOS–3.**



MAPLE GROVE (See FOWLERVILLE)

MARE GROVE HELIPORT (See FOWLERVILLE)

VOR/DME ISQ 110.4 Chan 41	APP CRS 280°	Rwy Idg 5001 TDZE 684 Apt Elev 685

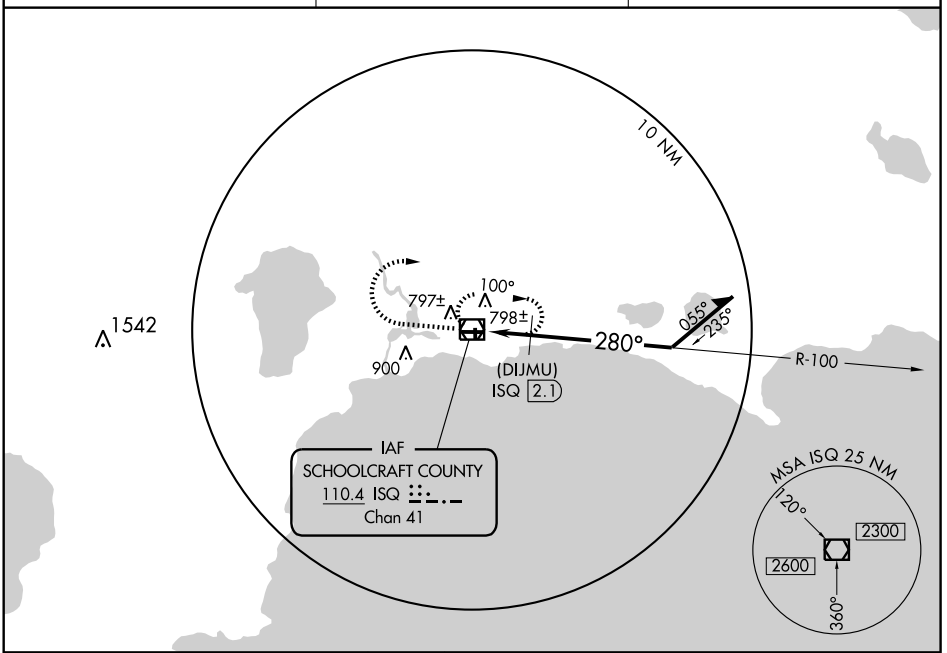
VOR or GPS RWY 28

MANISTIQUE/ SCHOOLCRAFT COUNTY (ISQ)

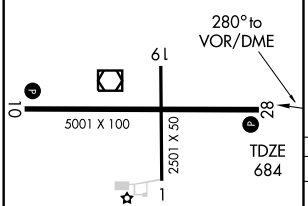
NA Obtain local altimeter setting on CTAF, when not received, use Escanaba altimeter setting and increase all MDA's 100 feet, and visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 2300, then right turn direct ISQ VOR/DME and hold.

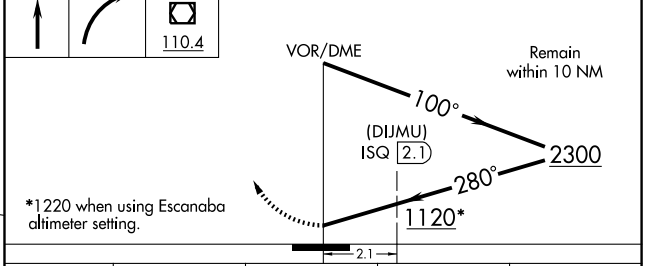
AWOS-3	GREEN BAY RADIO	UNICOM
110.4	122.25	122.8 (CTAF) L



ELEV 685



REIL Rwy 28 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
S-28	1120 - 1 436 (500-1)		1120 - 1¼ 436 (500-1¼)	1120 - 1½ 436 (500-1½)
CIRCLING	1120 - 1 435 (500-1)	1140 - 1 455 (500-1)	1140 - 1½ 455 (500-1½)	1260 - 2 575 (600-2)
	DME MINIMUMS			
S-28	1060 - 1 376 (400-1)			1060 - 1¼ 376 (400-1¼)
CIRCLING	1120 - 1 435 (500-1)	1140 - 1 455 (500-1)	1140 - 1½ 455 (500-1½)	1260 - 2 575 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MARINE CITY (76G) 4 W UTC−5(−4DT) N42°43.25′ W82°35.75′

DETROIT
L–30F

613 B S4 **FUEL** 100LL, JET A TPA—1413(800) NOTAM FILE LAN

RWY 04–22: H3100X60 (ASPH) MIRL (NSTD)

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 25′. P–line.

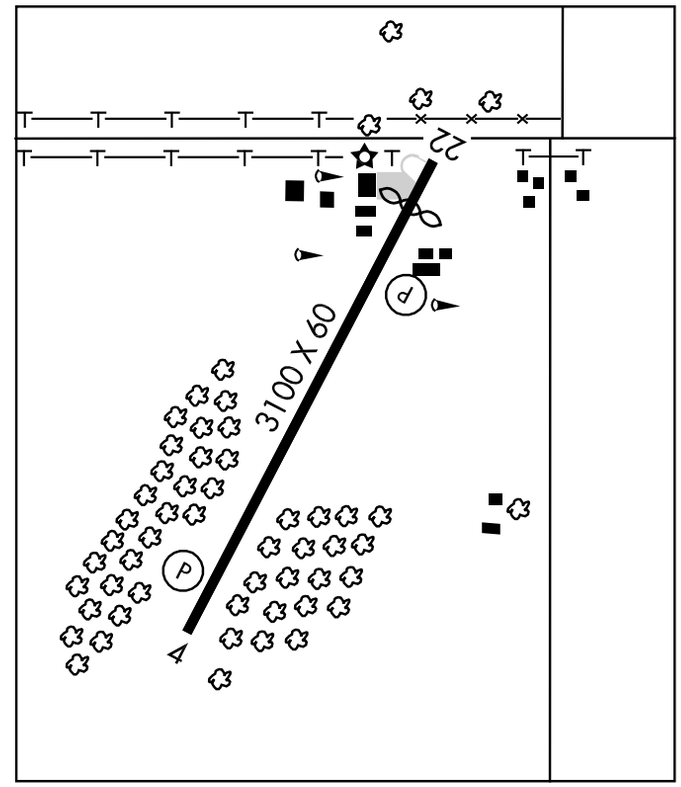
RWY 22: PAPI(P2L)—GA 4.0° TCH 25′. Thld dsplcd 295′. Brush.

AIRPORT REMARKS: Attended continuously. Rwy 04–22 NSTD MIRL lctd 23′ from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

PECK (H) VORTAC 114.0 ECK Chan 87 N43°15.36′ W82°43.08′ 177° 32.5 NM to fld. 810/7W. **HIWAS.**



MARLETTE (77G) 1 SW UTC−5(−4DT) N43°18.71′ W83°05.46′

DETROIT
L–28J
IAP

895 B S4 **FUEL** 100LL NOTAM FILE LAN

RWY 09–27: H3796X75 (ASPH) MIRL (NSTD)

RWY 09: PAPI(P4R)–GA 3.0° TCH 20′. Trees.

RWY 27: REIL. PAPI(P4R)–GA 3.0° TCH 20′. Trees.

RWY 01–19: H3497X75 (ASPH) MIRL 0.7% up N

RWY 01: PAPI(P4L)—GA 3.0° TCH 20′.

RWY 19: PAPI(P4L)—GA 3.0° TCH 20′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Glider ops on and invof arpt. Rwy 09–27 NSTD MIRL; lgts last 2000′ not split amber/white lens. ACTIVATE MIRL Rwy 01–19 and Rwy 09–27; PAPI and REIL Rwy 27—CTAF.

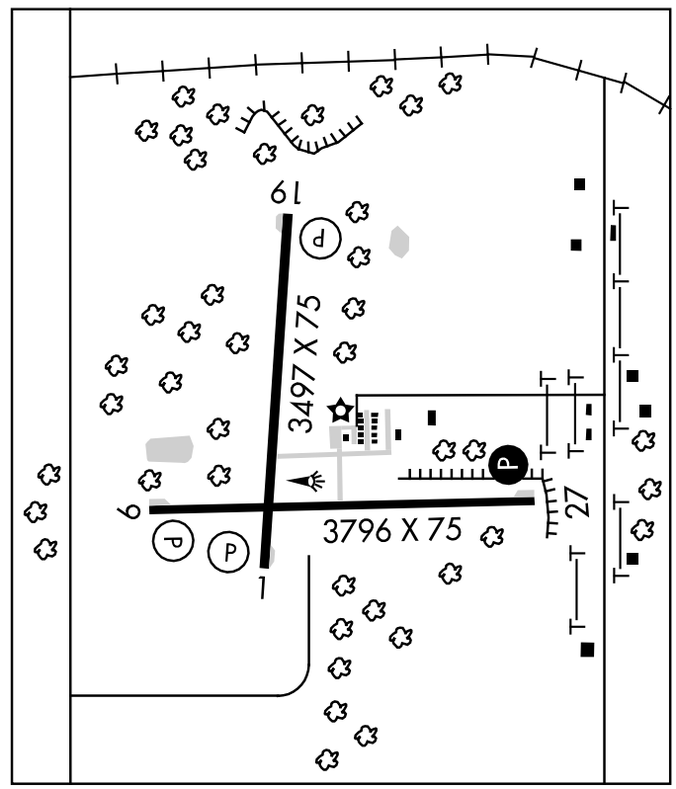
COMMUNICATIONS: CTAF/UNICOM 122.8

PECK RCO 122.1R 114.0T (LANSING RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

PECK (H) VORTAC 114.0 ECK Chan 87 N43°15.35′ W82°43.08′ 289° 16.7 NM to fld. 810/7W. **HIWAS.**



APP CRS	Rwy Idg	3796
094°	TDZE	881
	Apt Elev	895

RNAV (GPS) RWY 9

MARLETTE (77G)

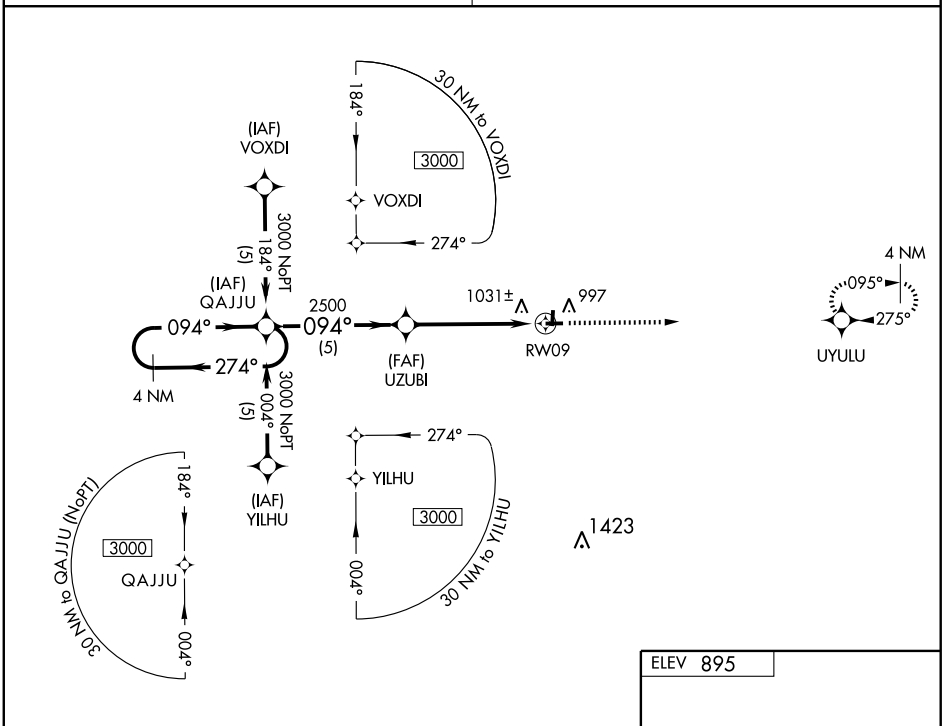
NA

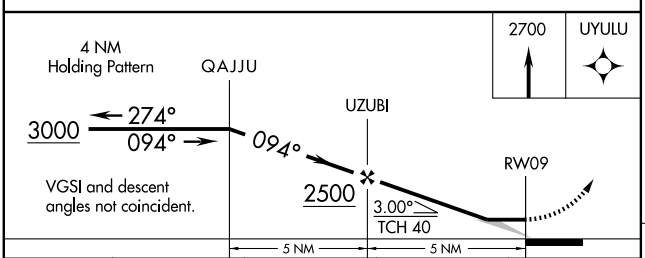
Use Flint altimeter setting.
DME/DME RNP-0.3 NA.

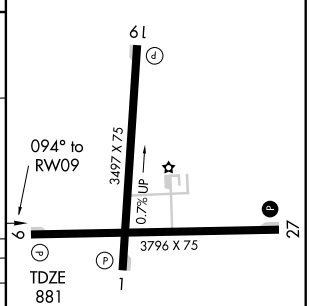
MISSED APPROACH: Climb to 2700 direct UYULU WP and hold.

CLEVELAND CENTER
127.7 307.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1440-1 559 (600-1)		1440-1½ 559 (600-1½)	1440-1¾ 559 (600-1¾)
CIRCLING	1480-1 585 (600-1)		1480-1½ 585 (600-1½)	1480-2 585 (600-2)

REIL Rwy 27 L
MIRL Rwys 1-19 and 9-27 L

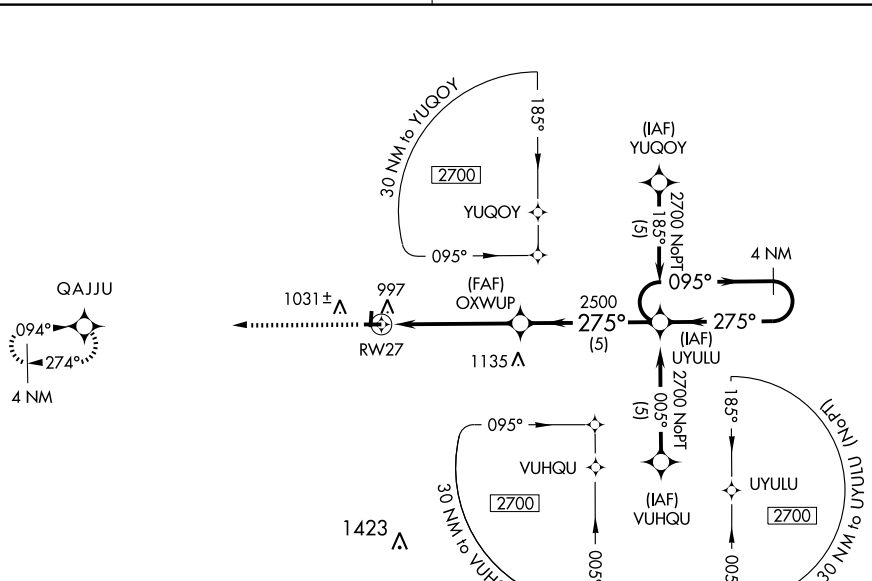
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

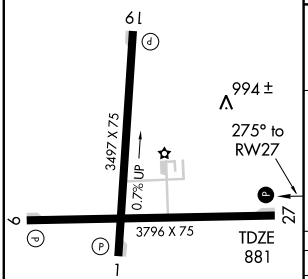
APP CRS	Rwy Idg	3796
275°	TDZE	881
	Apt Elev	895

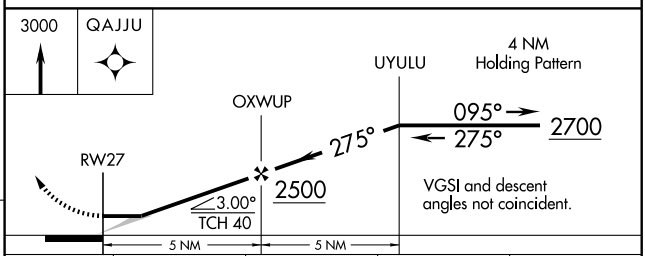
RNAV (GPS) RWY 27

MARLETTE (77G)

NA Use Flint altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct QAJJU WP and hold.
CLEVELAND CENTER 127.7 307.8	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1440-1 559 (600-1)		1440-1½ 559 (600-1½)	1440-1¾ 559 (600-1¾)
CIRCLING	1480-1 585 (600-1)		1480-1½ 585 (600-1½)	1480-2 585 (600-2)

REIL Rwy 27 L
MIRL Rwys 1-19 and 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ECK 114.0 Chan 87	APP CRS 289°	Rwy Idg N/A TDZE N/A Apt Elev 895

VOR/DME or GPS-A

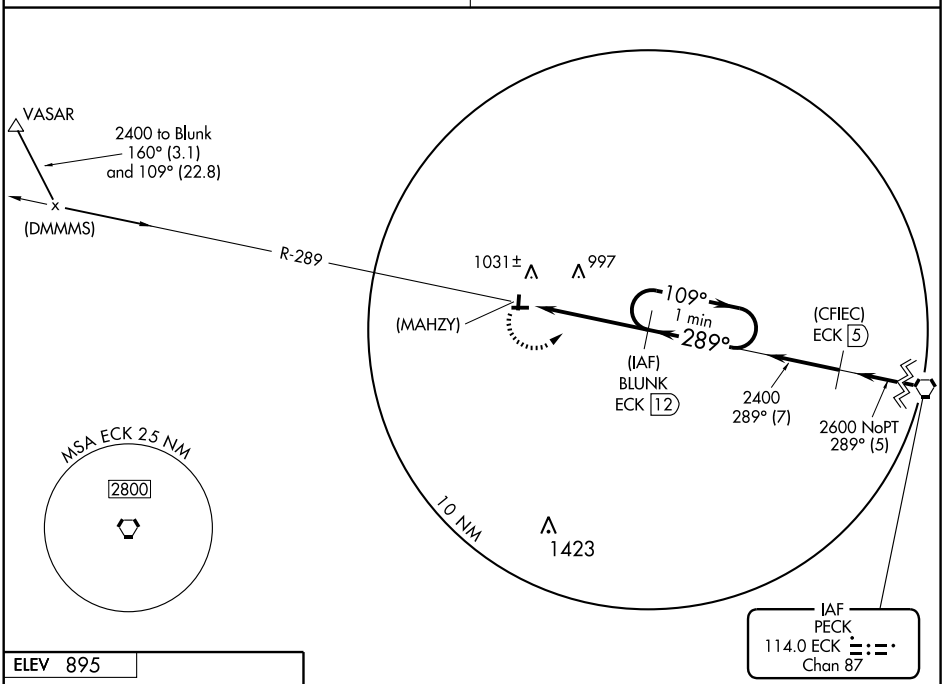
MARLETTE (77G)

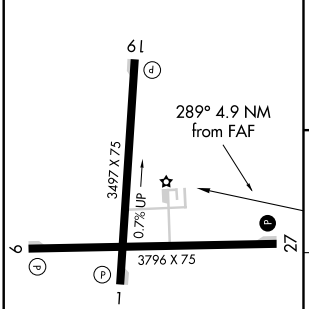
NA — Use Flint altimeter setting.

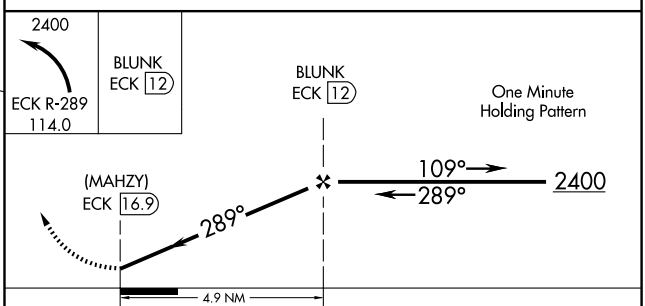
MISSED APPROACH: Climbing left turn to 2400 via ECK R-289 to BLUNK 12 DME and hold.

CLEVELAND CENTER 127.7 307.8

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1500-1 605 (700-1)		1500-1¾ 605 (700-1¾)	1500-2 605 (700-2)

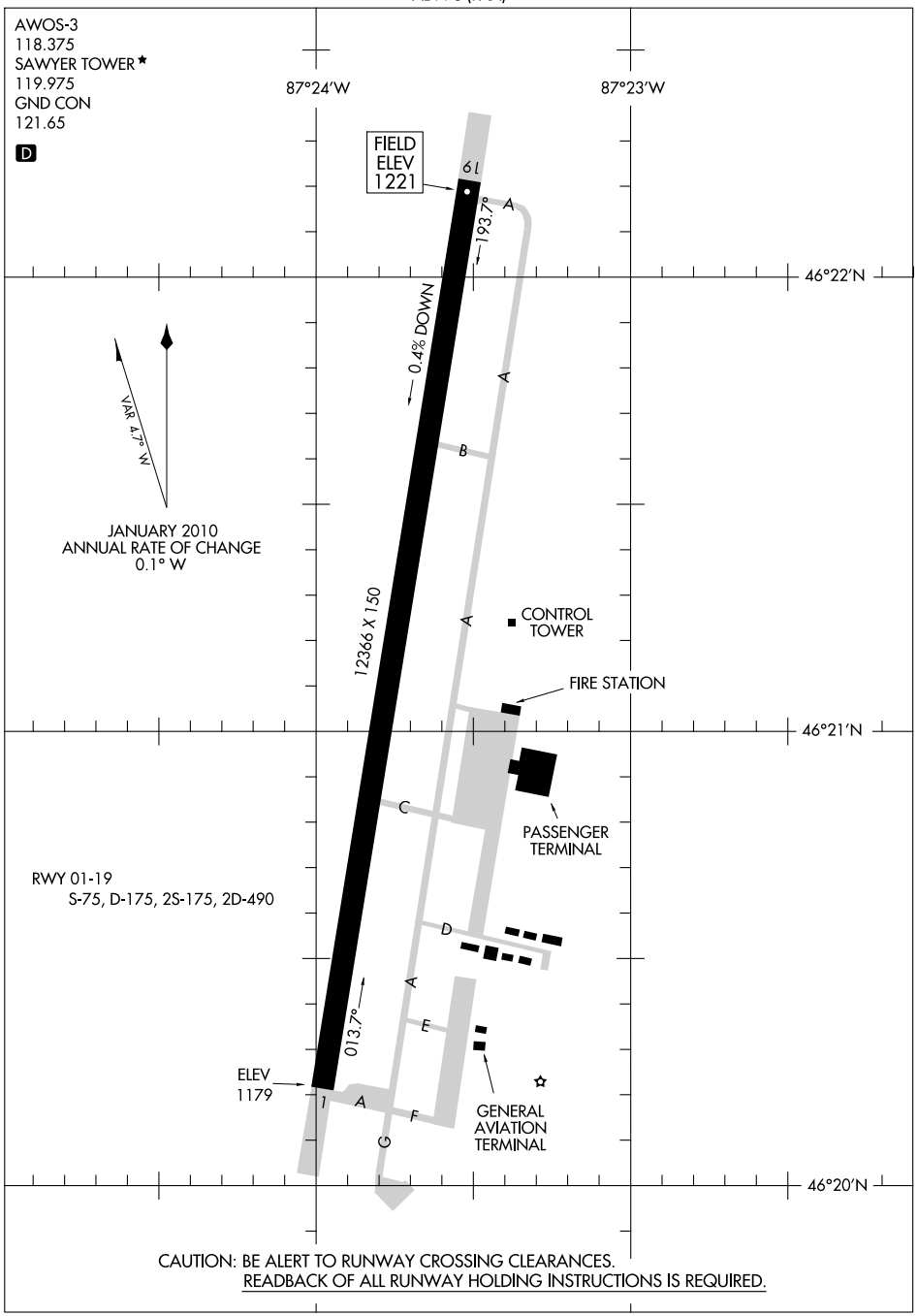
REIL Rwy 27 L
MIRL Rwys 1-19 and 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MARQUETTE/ SAWYER INTL (SAW)
MARQUETTE, MICHIGAN

AL-773 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-1, 21 OCT 2010 to 18 NOV 2010

MARQUETTE

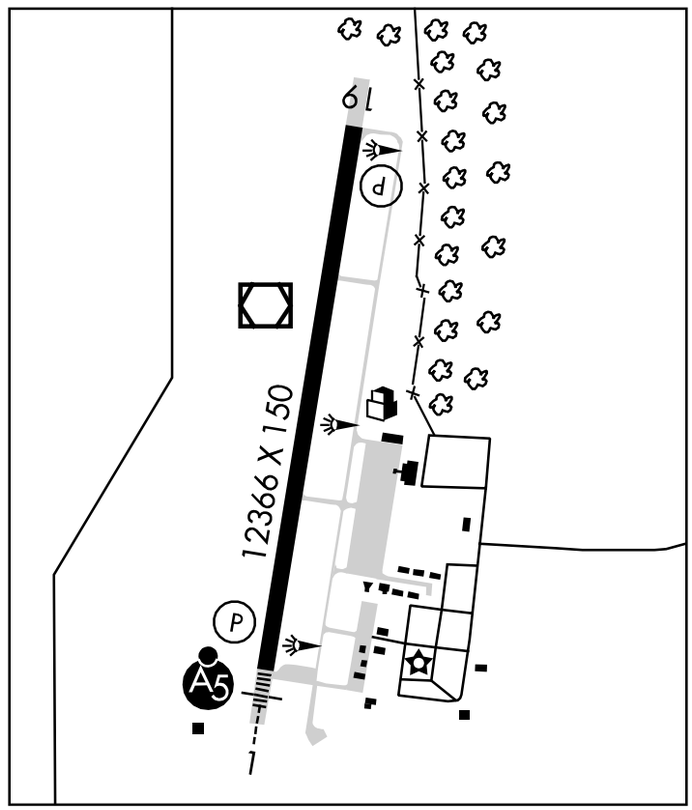
SAWYER INTL (SAW) 17 S UTC−5(−4DT) N46°21.22′ W87°23.72′ GREEN BAY

1221 B S4 **FUEL** 100LL, JET A OX 1,2 LRA ARFF Index—See Remarks NOTAM FILE SAW **H–2K, L–31A**

RWY 01–19: H12366X150 (ASPH–CONC–GRVD) S–75, D–175, 2S–175, 2D–490 HIRL **IAP, AD**

RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 66′.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 62′. 0.4% down.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–12366 TODA–12366 ASDA–12366 LDA–12366

RWY 19: TORA–12366 TODA–12366 ASDA–12366 LDA–12366

AIRPORT REMARKS: Attended 1000–0100Z‡. For svc after hrs call 906–222–3062 (pager). Fuel avbl 24 hrs with credit card, multi–svc and av card. Self svc fuel located adjacent FBO ramp. FBO svc after hrs contact 906–222–3062. Birds and deer on and invof arpt. PAEW on arpt monitor 119.975 (CTAF). Class I, ARFF Index D avbl. Call arpt mgr at 906–458–6336 to confirm availability of personnel and equipment. Air carrier ops involving acft with more than 30 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival/dep times without prior coordination with arpt manager. 48 hrs prior to unscheduled air carrier operations with more than 30 passenger seats call arpt manager 906–458–6336. General aviation and charter acft parking avbl at general aviation terminal only, lctd SE corner of arpt. North entrance to air carrier ramp, south of ARFF/SRE building, closed Nov–Mar. S half of air carrier terminal ramp not plowed Oct–Apr. Frequent snow removal ops in progress various times Oct–Apr. Monitor CTAF. Twy A north of Twy C clsd 15 Nov–15 Apr. Twy B clsd 15 Nov–15 Apr. Twy G clsd 15 Nov–15 Apr. North air carrier ramp entrance/exit clsd 15 Nov–15 Apr. ACTIVATE HIRL Rwy 01–19, MALSR Rwy 01 and REIL Rwy 19—119.975. All lighting pilot controlled CTAF 119.975 when ATCT closed. Rwy 01–19 75′ paved shoulders each side. Ramp fees in effect. Ramp fees may be waived with fuel purchase. FBO svc after hrs ctc 906–222–3062 (pager).

WEATHER DATA SOURCES: AWOS–3 118.375 (906) 346–5126.

COMMUNICATIONS: CTAF 119.975 **UNICOM** 122.7

SAWYER RCO 123.6 (GREEN BAY RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.1

SAWYER TOWER 119.975 (1100–0300Z‡) **GND CON** 121.65

AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAW.

(H) VORW/DME 117.1 SAW Chan 118 N46°21.54′ W87°23.85′ at fld. 1196/4W.
VOR portion unusable 330°–090° byd 10 NM blo 8000′. DME unusable 250°–090° byd 30 NM blo 4500′.

SUOMI NDB (LOM) 410 SO N46°15.71′ W87°24.97′ 013° 5.6NM to fld.

ILS 110.1 I–SOU Rwy 01. Class IE. LOM SOUMI NDB. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: No emergency frequencies at twr.

LOC I-SOU	APP CRS	Rwy Idg	12366
110.1	013°	TDZE	1180
		Apt Elev	1221

ILS or LOC RWY 1

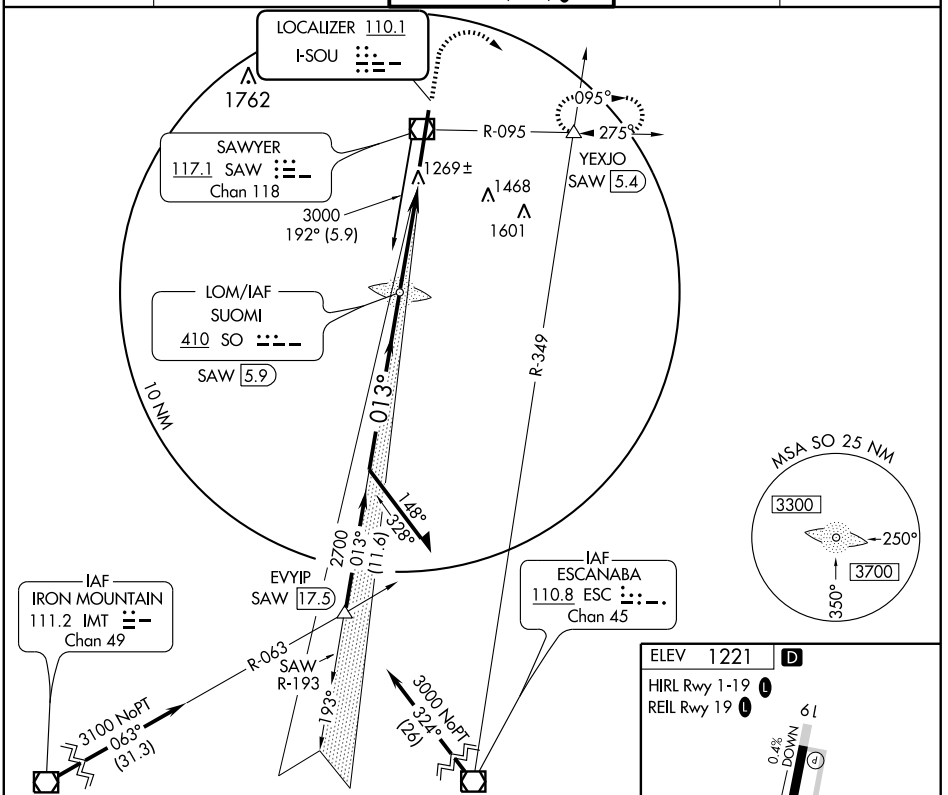
MARQUETTE/ SAWYER INTL (SAW)

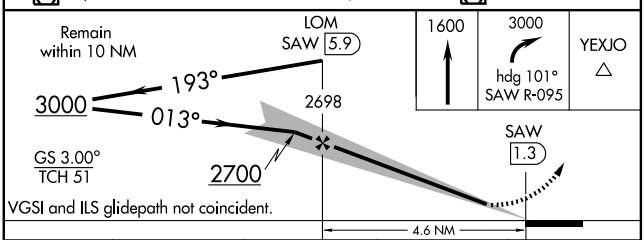
Autopilot coupled approach NA below 1360 MSL. When local altimeter setting not received, use Ford altimeter setting and increase all DA 107 feet and all MDA 120 feet, increase S-LOC 1 and Circling Cat C and D visibility ¼ mile. For inoperative MASLR when using Ford altimeter setting, increase S-ILS 1 visibility all Cats to 1. For inoperative MALSR increase S-LOC 1 CAT D visibility to 1.

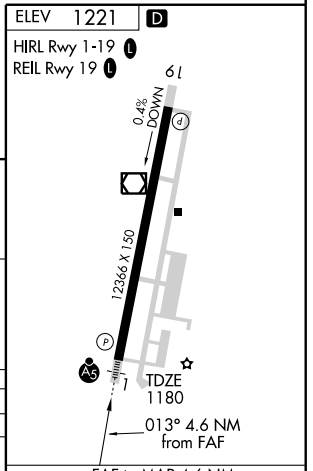
MALSR

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 via heading 101° and SAW R-095 to YEXJO Int and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7







CATEGORY	A	B	C	D
S-ILS 1	1380-½ 200 (200-½)			
S-LOC 1	1520-½ 340 (300-½)			1520-¾ 340 (300-¾)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOM	APP CRS	Rwy Idg	12366
SO		TDZE	1180
410	013°	Apt Elev	1221

NDB RWY 1

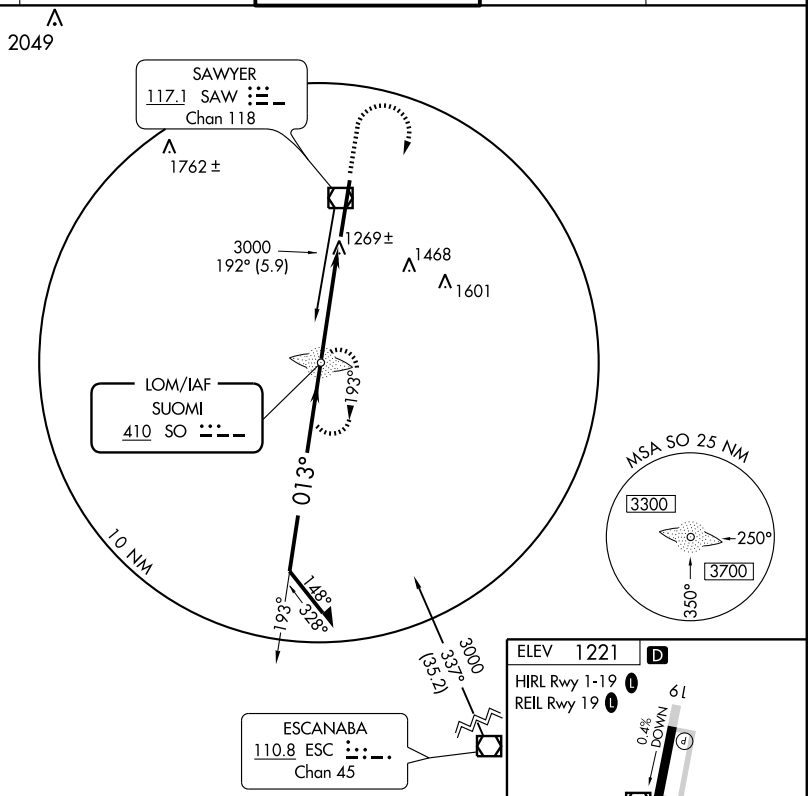
MARQUETTE/ SAWYER INTL (SAW)

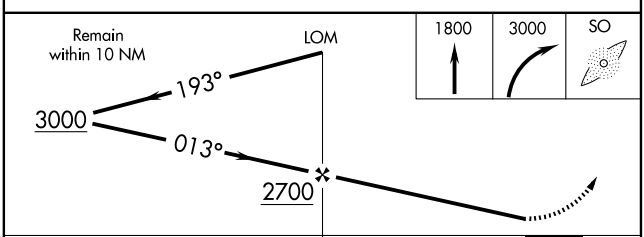
For inoperative MALSR, increase S-1 CAT C visibility to 1. When local altimeter setting not received, use Ford altimeter setting and increase all MDA 120 feet, increase S-1 Cat C visibility ¼ mile and Cat D ½ mile.

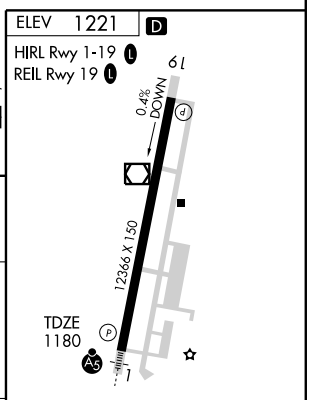
MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct SUOMI LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7







CATEGORY	A	B	C	D
S-1	1580-¾ 400 (400-¾)			1580-1 400 (400-1)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86616 W19A	APP CRS 193°	Rwy Idg 12366 TDZE 1221 Apt Elev 1221

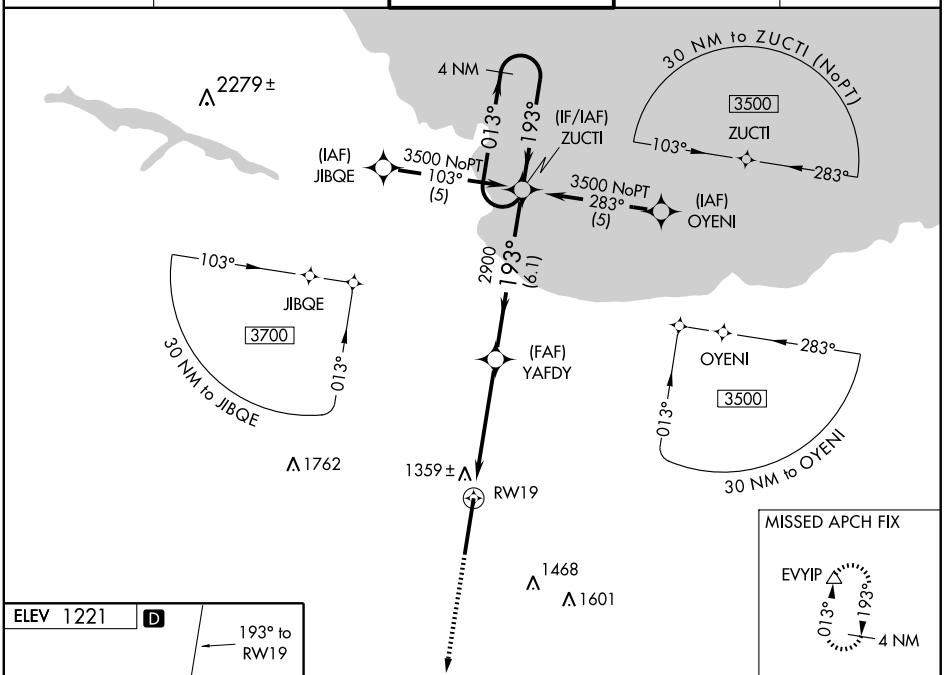
RNAV (GPS) RWY 19

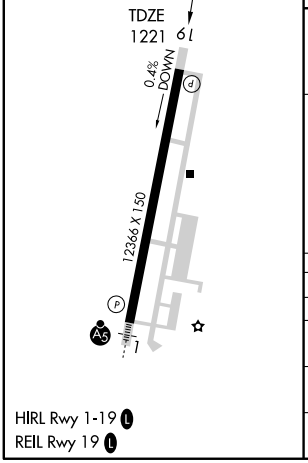
MARQUETTE/ SAWYER INTL (SAW)

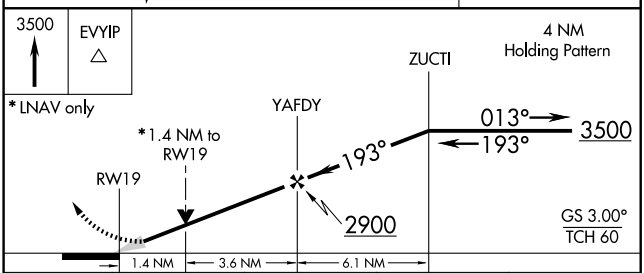
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Ford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). VDP NA when using Ford altimeter setting. When local altimeter setting not received, use Ford altimeter setting and increase all DA 107 feet and all MDA 120 feet, LPV all Cats visibility ¼ mile, LNAV/VNAV and LNAV Cat C and D visibility ½ mile, and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct EVYIP and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7







CATEGORY	A	B	C	D
LPV DA	1421-¾ 200 (200-¾)			
LNAV/ VNAV DA	1665-1½ 444 (500-1½)			
LNAV MDA	1720-1 499 (500-1)		1720-1¼ 499 (500-1¼)	1720-1½ 499 (500-1½)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SAW 117.1 Chan 118	APP CRS 009°	Rwy Idg 12366 TDZE 1180 Apt Elev 1221

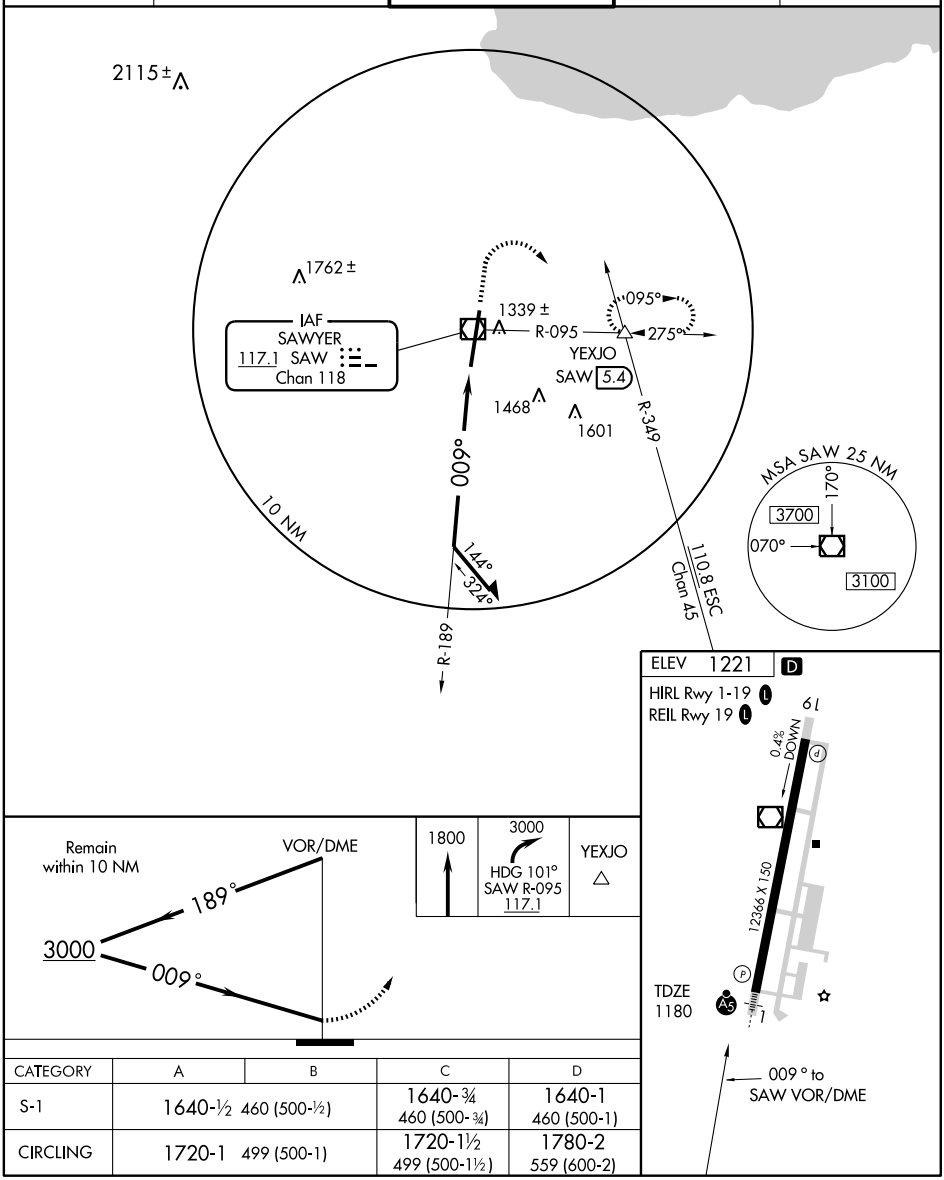
VOR RWY 1

MARQUETTE/ SAWYER INTL (SAW)

MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 via heading 101° and SAW R-095 to YEXJO Int and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7



CATEGORY	A	B	C	D
S-1	1640-½ 460 (500-½)		1640- ¾ 460 (500- ¾)	1640-1 460 (500-1)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

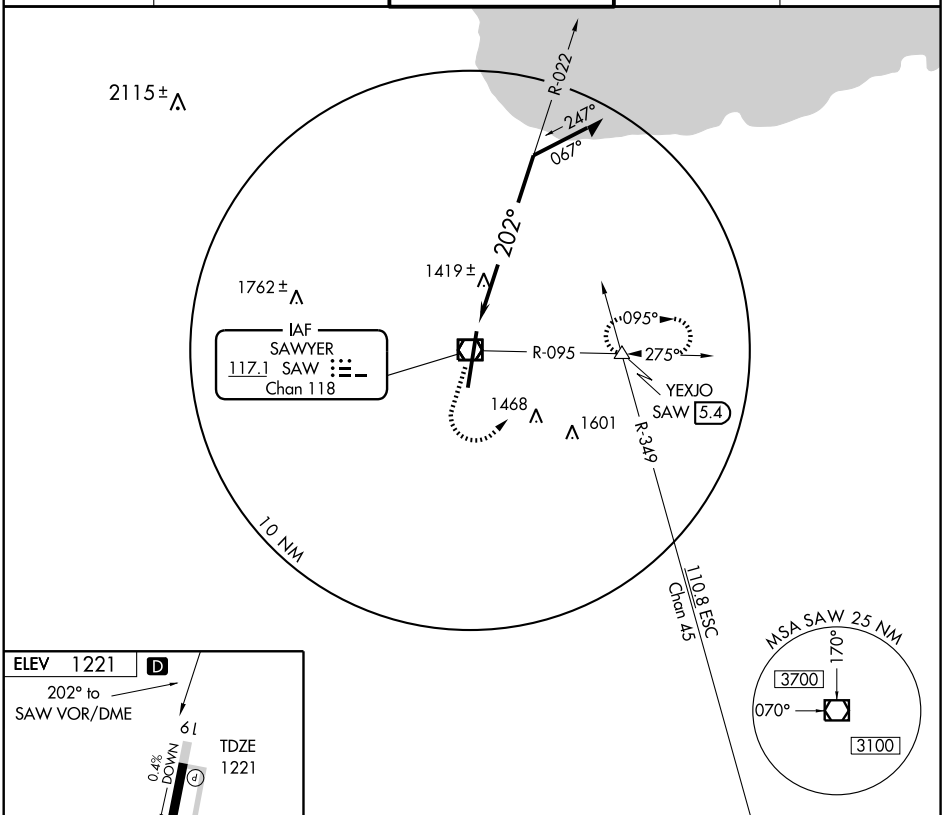
VOR/DME SAW 117.1 Chan 118	APP CRS 202°	Rwy Idg 12366 TDZE 1221 Apt Elev 1221

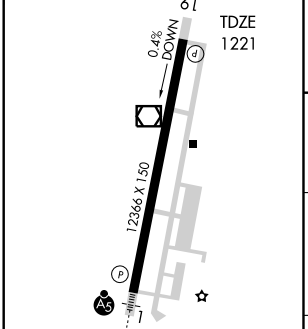
VOR RWY 19

MARQUETTE/ SAWYER INTL (SAW)

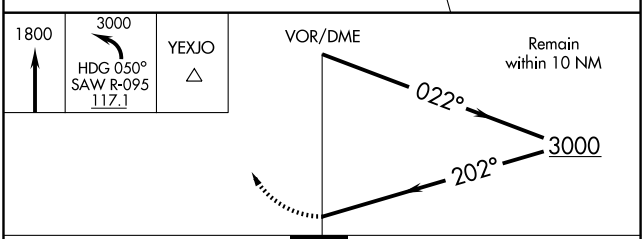
MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 050° and SAW R-095 to YEXJO Int and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7





HIRL Rwy 1-19 L
REIL Rwy 19 L



CATEGORY	A	B	C	D
S-19	1720-1	499 (500-1)	1720-1¼ 499 (500-1¼)	1720-1½ 499 (500-1½)
CIRCLING	1720-1	499 (500-1)	1720-1½ 499 (500-1½)	1780-2 559 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MARSHALL

BROOKS FLD (RMY) 1 S UTC−5(−4DT) N42°15.07′ W84°57.33′ DETROIT

941 B **FUEL** 100LL, TPA—1941(1000) NOTAM FILE RMY L–28J

RWY 10–28: H3501X75 (ASPH) S–20 MIRL IAP

RWY 10: PAPI (P4L)—GA 4.0° TCH 25′. Tree.

RWY 28: PAPI (P4R)—GA 4.0° TCH 36′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk except major holidays. Parachute activity on and invof arpt. Snow removal in progress 15 Nov–15 Apr. Vehicle operators monitor CTAF. Noise abatement procedures in effect ctc arpt manager 269–781–5183 extension 1150. CAUTION: Deer on and invof arpt. Extensive glider and ultralight activity on and invof arpt. Ultralight acft ops south of Rwy 10–28. Ultralight acft fly left hand pattern 500′ AGL, S of Rwy 10–28. MIRL Rwy 10–28 and H1 perimeter lgts preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.025 (269) 781–9070.

COMMUNICATIONS: CTAF/UNICOM 122.8

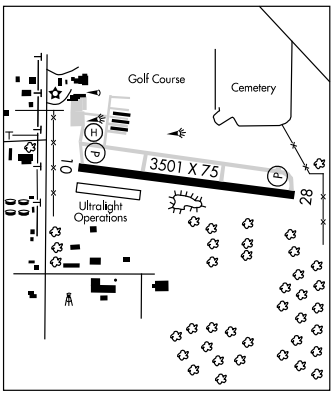
BATTLE CREEK RCO 122.2 (LANSING RADIO)

Ⓡ **KALAMAZOO APP/DEP CON** 119.2 (1100–0400Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTL.

BATTLE CREEK (T) VORTACW 109.4 BTL Chan 31 N42°18.59′ W85°15.14′ 107° 13.7 NM to fld. 922/2W.



HELIPAD H1: H50X50 (CONC) S–12.5 PERIMETER LGTS

HELIPAD H1: Pole.

HELIPORT REMARKS: 150′ lgtd water twr 3000′ south of pad. 21′ lgtd pole 195′ northeast of pad. No snow removal.

MASON JEWETT FLD (TEW) 1 SE UTC−5(−4DT) N42°33.95′ W84°25.39′ DETROIT

920 B **FUEL** 100LL, JET A NOTAM FILE TEW L–28J

RWY 10–28: H4000X75 (ASPH) S–12.5 MIRL IAP

RWY 10: REIL. PAPI(P4L)—GA 4.0° TCH 35′. Antenna. Rgt tfc.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.

AIRPORT REMARKS: Unattended. Powered parachutes prohibited. Deer and birds on and invof arpt. Hangar space as avbl; confirm by prior arrangement. MIRL Rwy 10–28; PAPI and REIL Rwys 10 and 28 and rotating bcn ops SS–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. Rwy 28 PAPI unusable byd 7° right and left of centerline.

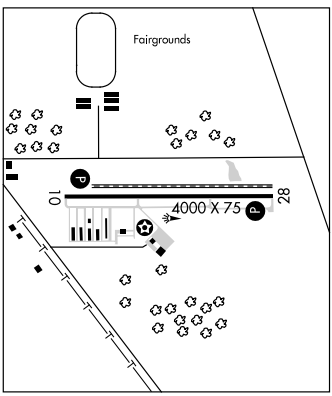
WEATHER DATA SOURCES: AWOS–3 119.425 (517) 676–5607.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **LANSING APP/DEP CON** 118.65

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 132° 15.2 NM to fld. 887/5W.



MASON CO (See LUDINGTON)

MBS INTL (See SAGINAW)

MECOSTA MORTON (27C) 2 W UTC−5(−4DT) N43°37.75′ W85°15.75′ CHICAGO

1022 NOTAM FILE LAN

RWY 09–27: 2027X100 (TURF)

RWY 09: Thld dsplcd 546′. Road. **RWY 27:** Brush.

RWY 03–21: 2010X100 (TURF)

RWY 03: Thld dsplcd 760′. Trees. **RWY 21:** Thld dsplcd 460′. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED when rwys are snow covered or with standing water. No winter snow removal. Model aircraft area east of Rwy 03–21 intersection. Rwy 03–21 and dsplcd thld marked with 18 inch yellow cones. Rwy 09–27 and dsplcd thld marked with 18 inch yellow cones.

COMMUNICATIONS: CTAF 122.9

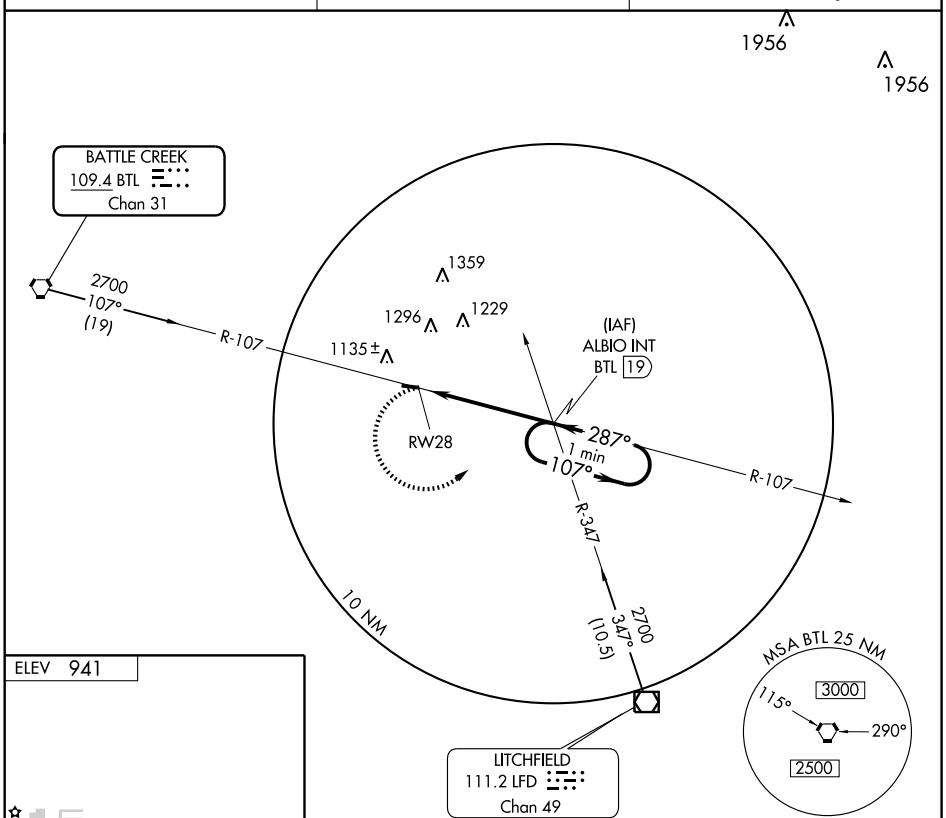
VOR BTL 109.4 Chan 31	APP CRS 287°	Rwy Idg 3501 TDZE 940 Apt Elev 941

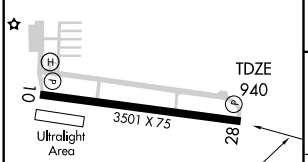
VOR or GPS RWY 28

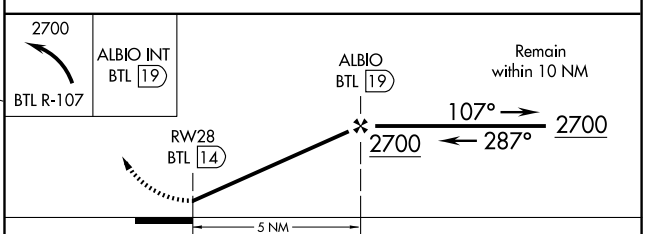
MARSHALL / BROOKS FIELD (RMY)

MISSED APPROACH: Climbing left turn to 2700 via BTL R-107 to ALBIO Int/BTL 19 DME and hold.

AWOS-3	KALAMAZOO APP CON	UNICOM
120.025	119.2 340.9	122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-28	1400-1 460 (500-1)		1400-1¼ 460 (500-1¼)	NA
CIRCLING	1460-1 519 (600-1)		1460-1½ 519 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MARSHALL

BROOKS FLD (RMY) 1 S UTC−5(−4DT) N42°15.07′ W84°57.33′ DETROIT

941 B **FUEL** 100LL, TPA—1941(1000) NOTAM FILE RMY L–28J

RWY 10–28: H3501X75 (ASPH) S–20 MIRL IAP

RWY 10: PAPI (P4L)—GA 4.0° TCH 25′. Tree.

RWY 28: PAPI (P4R)—GA 4.0° TCH 36′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk except major holidays. Parachute activity on and invof arpt. Snow removal in progress 15 Nov–15 Apr. Vehicle operators monitor CTAF. Noise abatement procedures in effect ctc arpt manager 269–781–5183 extension 1150. CAUTION: Deer on and invof arpt. Extensive glider and ultralight activity on and invof arpt. Ultralight acft ops south of Rwy 10–28. Ultralight acft fly left hand pattern 500′ AGL, S of Rwy 10–28. MIRL Rwy 10–28 and H1 perimeter lgts preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.025 (269) 781–9070.

COMMUNICATIONS: CTAF/UNICOM 122.8

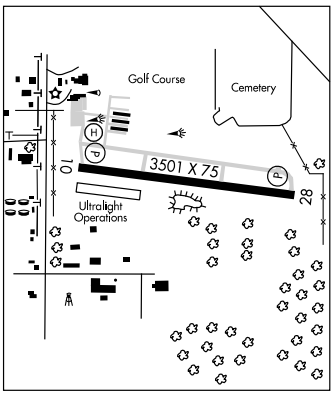
BATTLE CREEK RCO 122.2 (LANSING RADIO)

Ⓡ **KALAMAZOO APP/DEP CON** 119.2 (1100–0400Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTL.

BATTLE CREEK (T) VORTACW 109.4 BTL Chan 31 N42°18.59′ W85°15.14′ 107° 13.7 NM to fld. 922/2W.



HELIPAD H1: H50X50 (CONC) S–12.5 PERIMETER LGTS

HELIPAD H1: Pole.

HELIPORT REMARKS: 150′ lgtd water twr 3000′ south of pad. 21′ lgtd pole 195′ northeast of pad. No snow removal.

MASON JEWETT FLD (TEW) 1 SE UTC−5(−4DT) N42°33.95′ W84°25.39′ DETROIT

920 B **FUEL** 100LL, JET A NOTAM FILE TEW L–28J

RWY 10–28: H4000X75 (ASPH) S–12.5 MIRL IAP

RWY 10: REIL. PAPI(P4L)—GA 4.0° TCH 35′. Antenna. Rgt tfc.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.

AIRPORT REMARKS: Unattended. Powered parachutes prohibited. Deer and birds on and invof arpt. Hangar space as avbl; confirm by prior arrangement. MIRL Rwy 10–28; PAPI and REIL Rwys 10 and 28 and rotating bcn ops SS–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. Rwy 28 PAPI unusable byd 7° right and left of centerline.

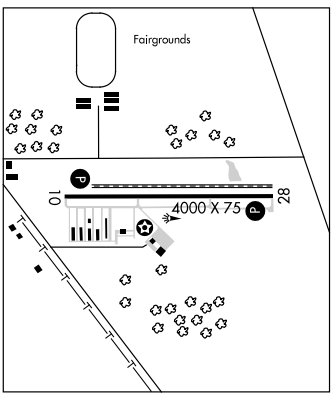
WEATHER DATA SOURCES: AWOS–3 119.425 (517) 676–5607.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **LANSING APP/DEP CON** 118.65

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LANSING (L) VORTACW 110.8 LAN Chan 45 N42°43.04′ W84°41.85′ 132° 15.2 NM to fld. 887/5W.



MASON CO (See LUDINGTON)

MBS INTL (See SAGINAW)

MECOSTA MORTON (27C) 2 W UTC−5(−4DT) N43°37.75′ W85°15.75′ CHICAGO

1022 NOTAM FILE LAN

RWY 09–27: 2027X100 (TURF)

RWY 09: Thld dsplcd 546′. Road. **RWY 27:** Brush.

RWY 03–21: 2010X100 (TURF)

RWY 03: Thld dsplcd 760′. Trees. **RWY 21:** Thld dsplcd 460′. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED when rwys are snow covered or with standing water. No winter snow removal. Model aircraft area east of Rwy 03–21 intersection. Rwy 03–21 and dsplcd thld marked with 18 inch yellow cones. Rwy 09–27 and dsplcd thld marked with 18 inch yellow cones.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4000
275°	TDZE	919
	Apt Elev	919

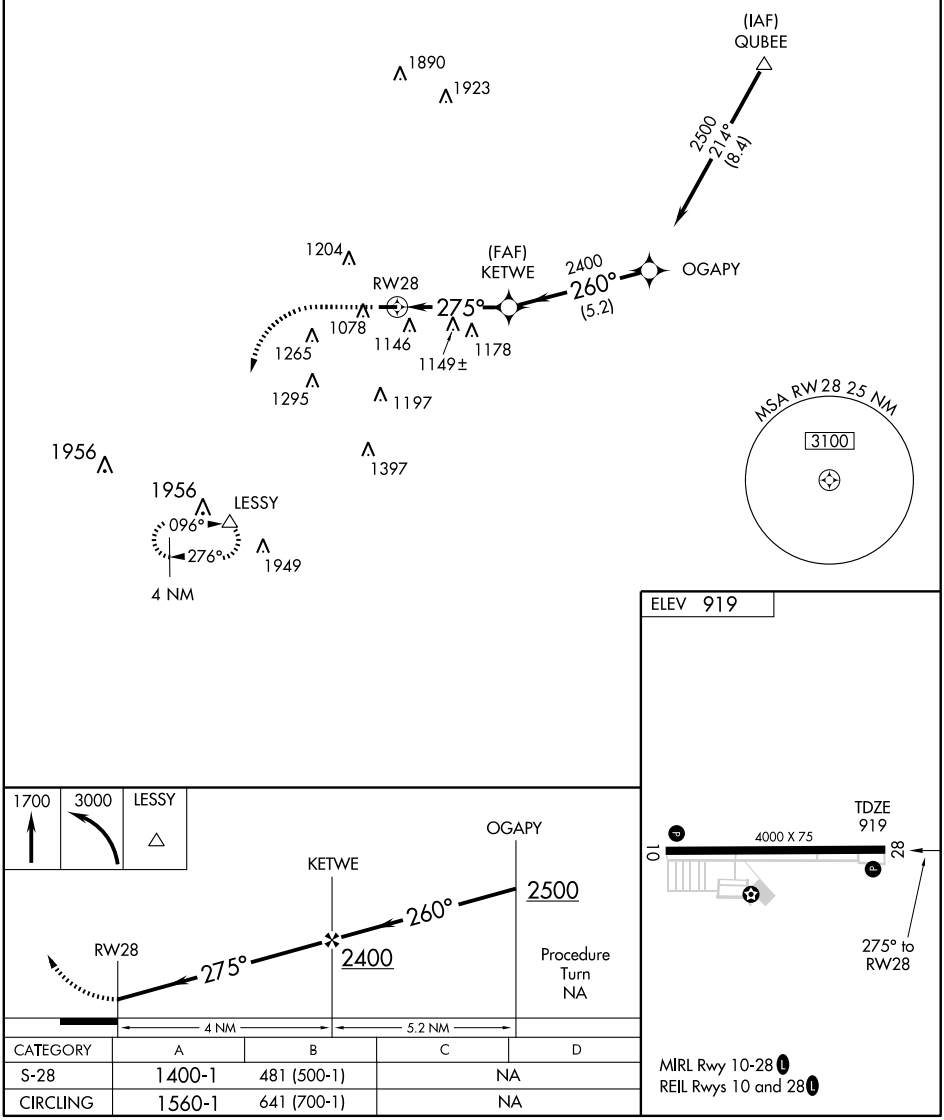
GPS RWY 28
MASON JEWETT FIELD (TEW)

NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct LESSY and hold.

AWOS-3	LANSING APP CON	UNICOM
119.425	118.65 226.40	122.7 (CTAF) L

EC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-28	1400-1	481 (500-1)	NA	
CIRCLING	1560-1	641 (700-1)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LAN 110.8 Chan 45	APP CRS 132°	Rwy Idg N/A TDZE N/A Apt Elev 919

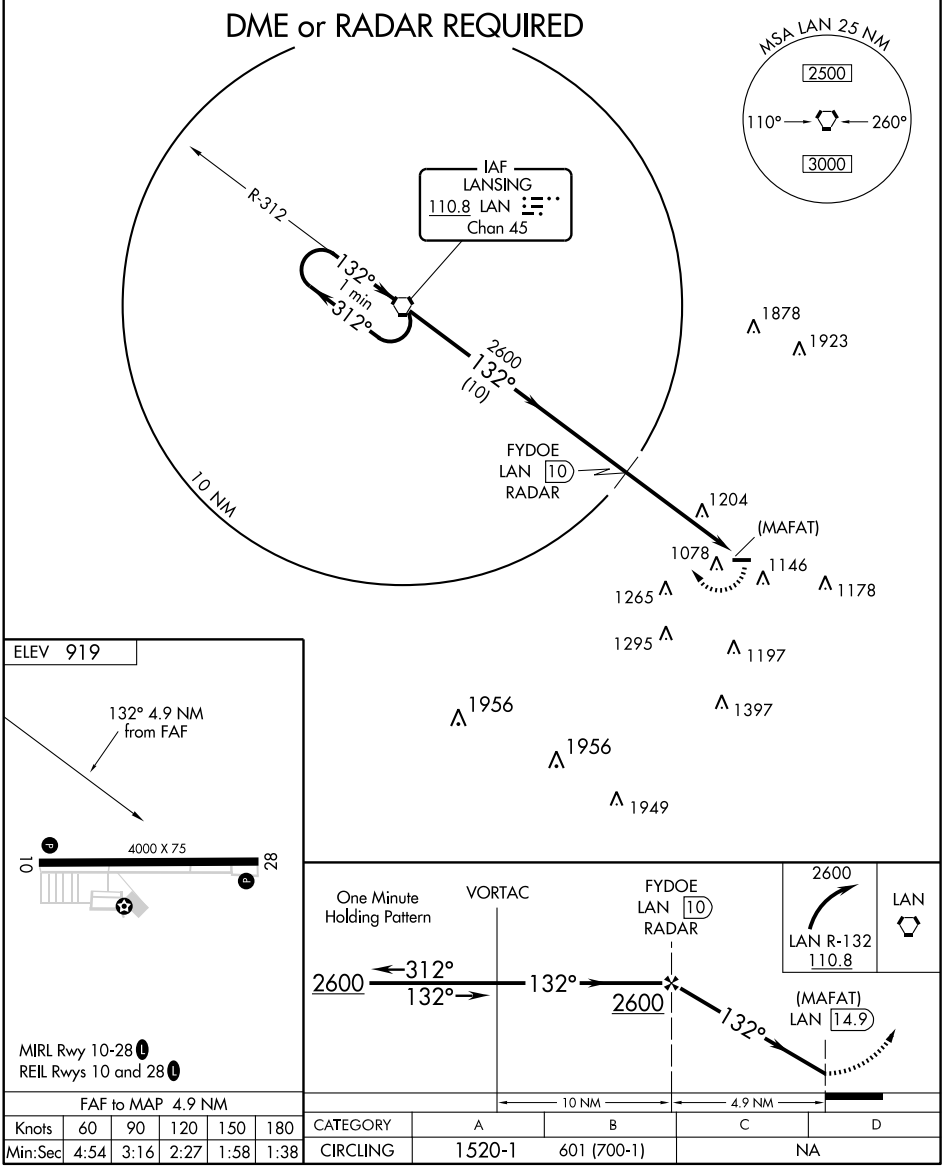
VOR or GPS-A

MASON JEWETT FIELD (TEW)

MISSED APPROACH: Climbing right turn to 2600 via LAN R-132 to LAN VORTAC and hold.

AWOS-3	LANSING APP CON	UNICOM
119.425	118.65 226.40	122.7 (CTAF) L

EC-1, 21 OCT 2010 to 18 NOV 2010

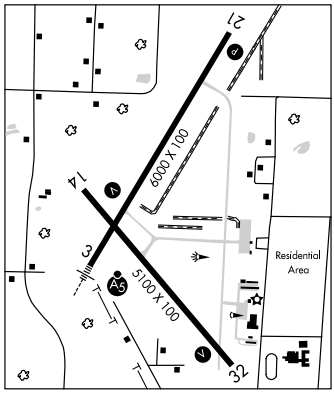


FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
CIRCLING	1520-1	601 (700-1)	NA	

MENOMINEE–MARINETTE TWIN CO (MNM) 1 NW UTC–6(–5DT)
N45°07.60′ W87°38.31′
625 B S2 **FUEL** 100LL, JET A NOTAM FILE MNM
RWY 03–21: H6000X100(ASPH) S–80, D–100, 2S–127, 2D–175 HIRL
RWY 03: MALSR. **RWY 21:** PAPI(P4L)—GA 3.0° TCH 43′.
RWY 14–32: H5100X100 (ASPH–PFC) S–30, D–35, DT–60 MIRL 0.3% up NW
RWY 14: VASI(V4L)—GA 3.0° TCH 41′. Trees.
RWY 32: VASI(V4L)—GA 3.0° TCH 39′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, for attendant after hrs call 715–938–2006 or 906–282–0260. 24 hr self–serve 100LL with major credit card. Deer and gulls on and invof arpt. Avoid over flight of noise sensitive area lctd 7 miles S of arpt. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call 906–863–8408. ACTIVATE HIRL Rwy 03–21, MIRL Rwy 14–32; VASI Rwy 14, and Rwy 32, PAPI Rwy 21; MALSR Rwy 03—CTAF.
WEATHER DATA SOURCES: AWOS–3 109.6 MNM (906) 863–8801.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.6T (GREEN BAY RADIO)
GREEN BAY APP/DEP CON 119.5 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MNM.
(L) VOR/DME 109.6 MNM Chan 33 N45°10.81′ W87°38.83′ 173° 3.2 NM to fld. 650/00E. **AWOS–3.**
TRIBE NDB (LOM) 239 TN N45°03.70′ W87°41.76′ 035° 4.6 NW to fld.
ILS 108.7 I–TNQ Rwy 03. Class IB. LOM TRIBE NDB. ILS unmonitored.

GREEN BAY
H–2K, L–31B
IAP



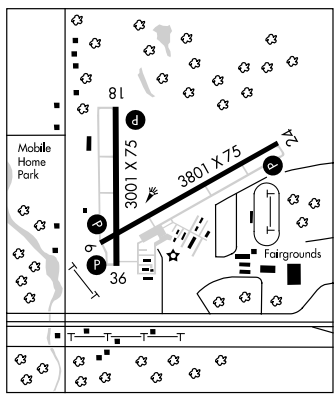
MERILLAT (See TECUMSEH)

MEYERS–DIVER'S (See TECUMSEH)

MIDLAND

JACK BARSTOW (IKW) 3 NW UTC–5(–4DT) N43°39.78′ W84°15.68′
635 B S4 **FUEL** 100LL, JET A NOTAM FILE LAN
RWY 06–24: H3801X75 (ASPH) S–24 MIRL 0.4% up NE
RWY 06: REIL. PAPI(P2L). Road.
RWY 24: REIL. PAPI(P2L). Trees.
RWY 18–36: H3001X75 (ASPH) S–24 MIRL
RWY 18: REIL. PAPI(P2L). Trees.
RWY 36: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–2100Z‡. Arpt unattended major holidays. Deer on and invof arpt. Occasional ultralight activity. Noise sensitive area S of arpt; use preferred Rwy 06–24. MIRL Rwy 06–24 and Rwy 18–36 preset on low ints dusk–0400Z‡. After 0400Z‡ ACTIVATE—CTAF. To increase ints and ACTIVATE PAPI and REIL Rwys 06, 24, 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.525 (989) 835–5841.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7 (0400–1100Z‡)
GCO 121.725 (SAGINAW CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 318° 11.2 NM to fld. 663/3W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: GCO OTS indef.

DETROIT
L–28J, 31C
IAP



LOC I-TNQ	APP CRS	Rwy Idg	6000
108.7	034°	TDZE	624
		Apt Elev	625

ILS or LOC RWY 3

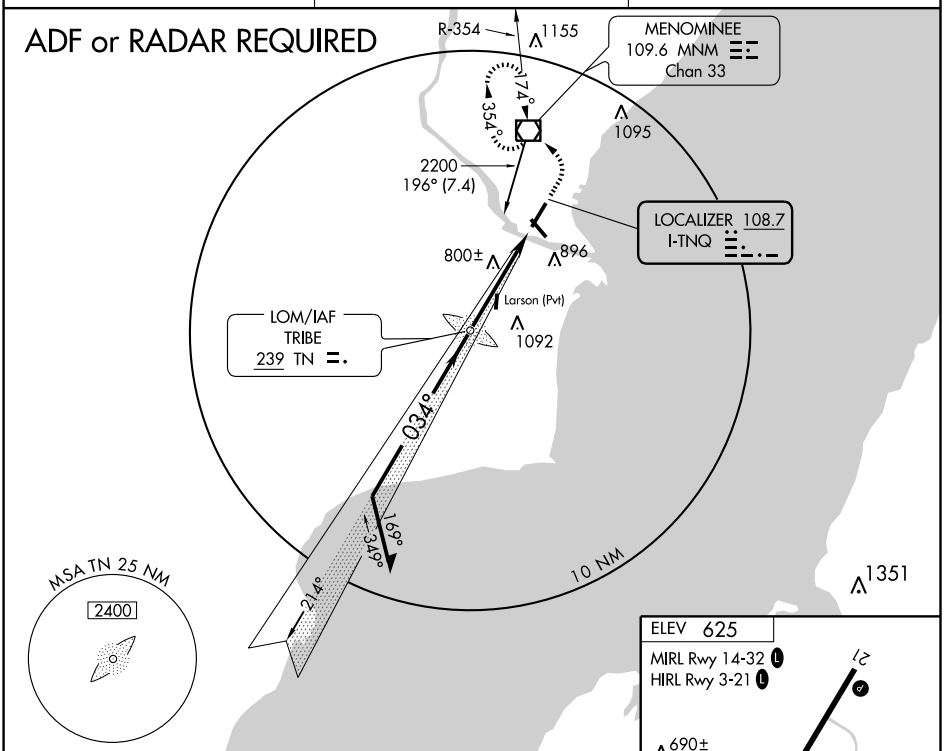
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

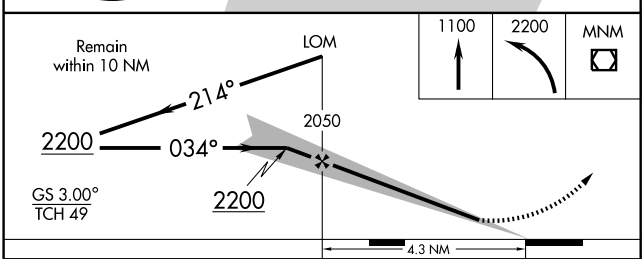
When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all DA/MDA 60 feet, increase S-LOC 3 Cat C/D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Sturgeon Bay altimeter setting, increase S-ILS 3 all Cats visibility to 1 mile.

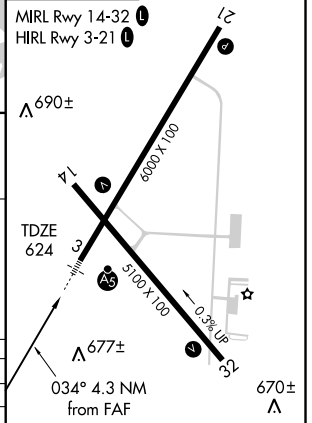
MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 2200 direct MNM VOR/DME and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
109.6	119.5 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 3	824-½ 200 (200-½)			
S-LOC 3	1100-½ 476 (500-½)		1100-¾ 476 (500-¾)	1100-1 476 (500-1)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOM TN	APP CRS	Rwy Idg	6000
239	034°	TDZE	624
		Apt Elev	625

NDB RWY 3

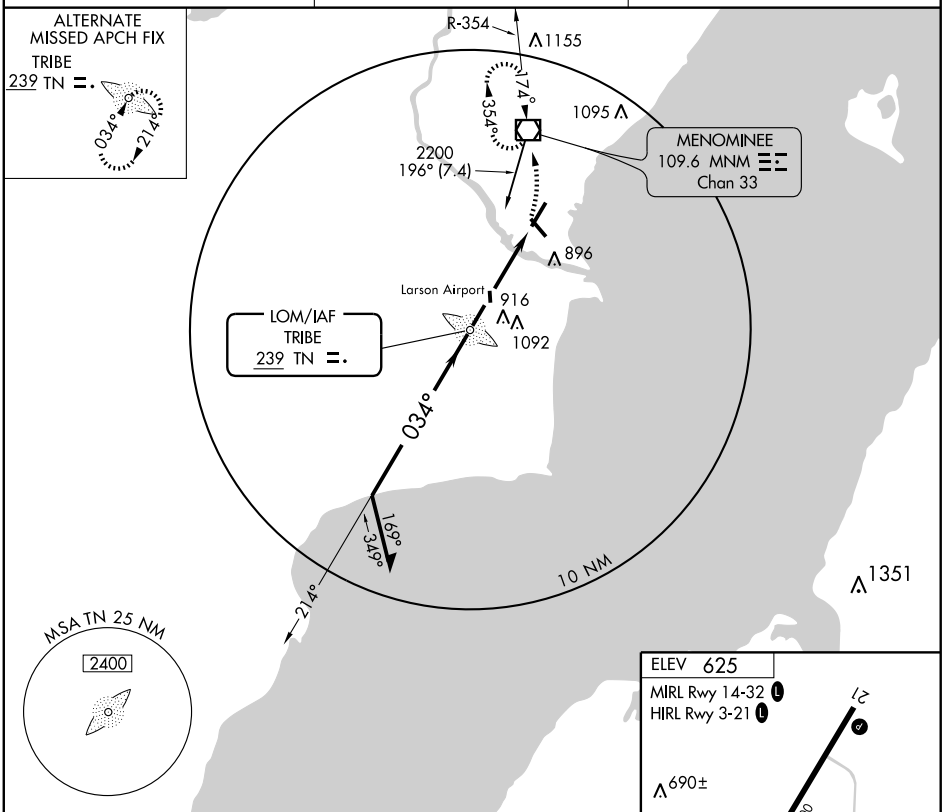
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

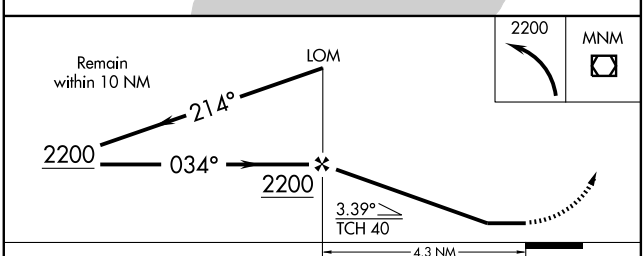
T NA — When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all MDA 60 feet, increase S-3 Cat C/D and Circling Cat C visibility ¼ mile.

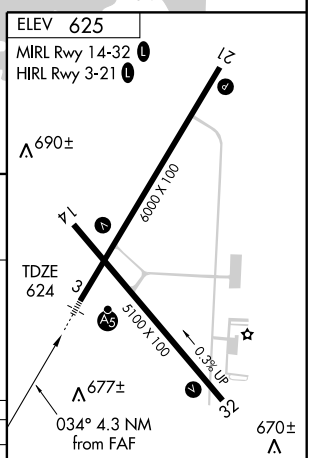
MALSR

MISSED APPROACH: Climbing left turn to 2200 direct MNM VOR/DME and hold.

AWOS-3	GREEN BAY APP CON★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1200-¾ 576 (600-¾)		1200-1 576 (600-1)	1200-1½ 576 (600-1½)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 73014	034°	TDZE	624
W03A		Apt Elev	625

RNAV (GPS) RWY 3

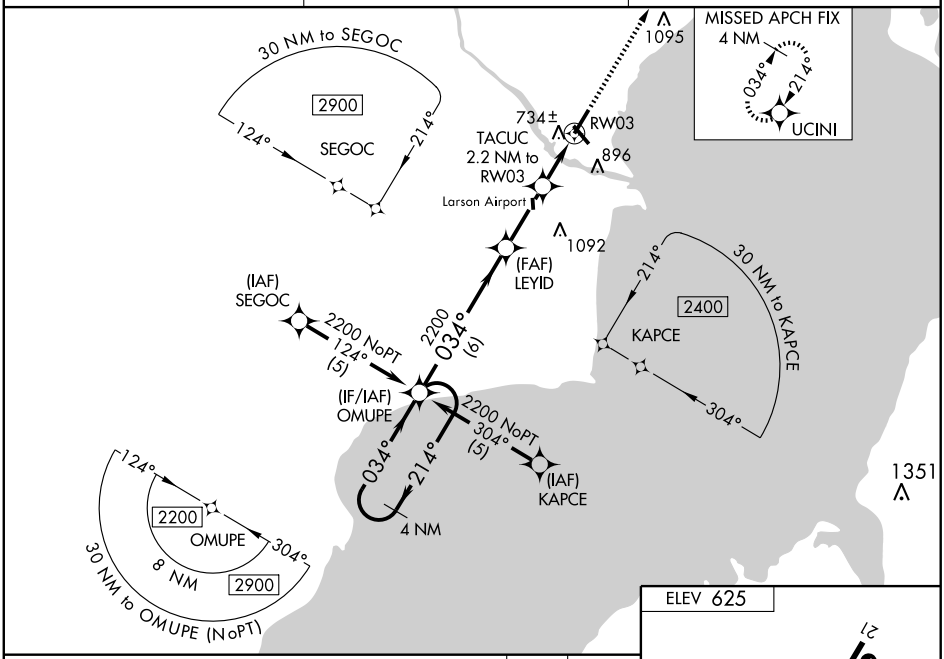
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

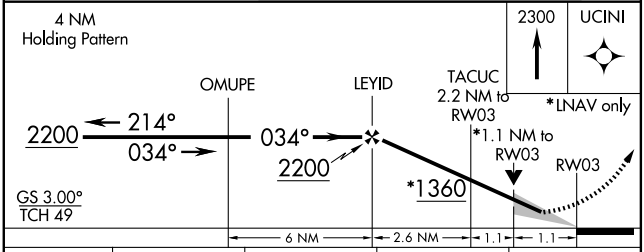
T A For inoperative MALSR, increase LNAV Cat D visibility to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all DA/MDA 60 feet, increase LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Sturgeon Bay altimeter setting. For inoperative MALSR when using Sturgeon Bay altimeter setting, increase LPV all Cats visibility to 1 mile.

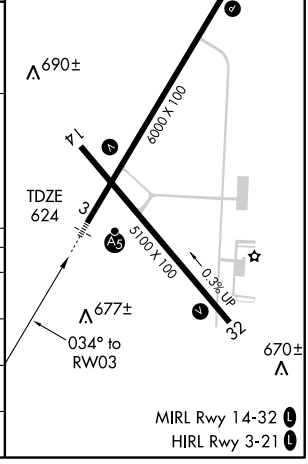
MALSR

MISSED APPROACH: Climb to 2300 direct UCINI and hold.

AWOS-3	GREEN BAY APP CON ★		UNICOM
109.6	119.5	338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	824-½ 200 (200-½)			
LNAV/VNAV DA	1150-1½ 526 (600-1½)			
LNAV MDA	1000-½ 376 (400-½)			1000-1 376 (400-1)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
214°	TDZE	625
	Apt Elev	625

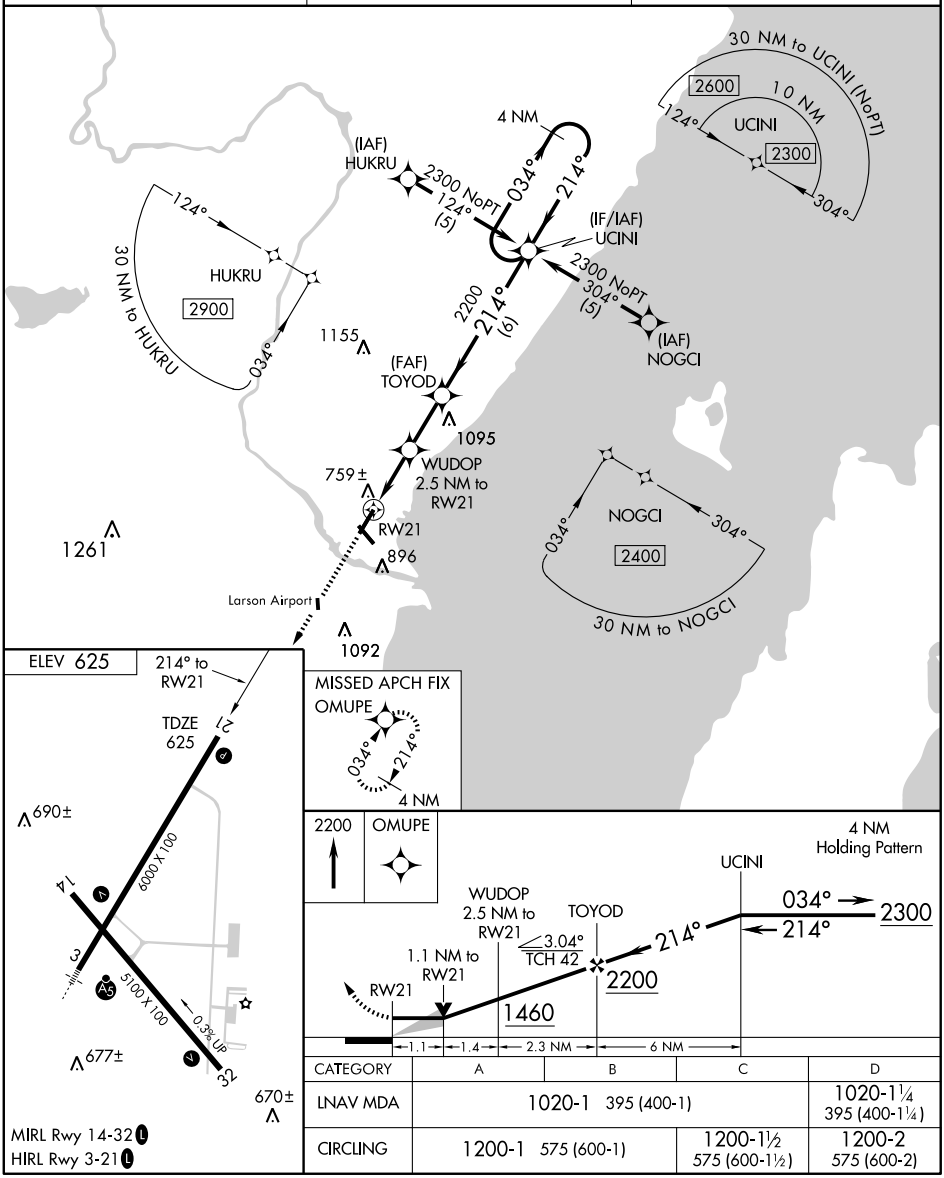
RNAV (GPS) RWY 21

MENOMINEE-MARINETTE TWIN COUNTY (MNM)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Sturgeon Bay altimeter setting.

MISSED APPROACH: Climb to 2200 direct OMUPE and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 395 (400-1)			1020-1¼ 395 (400-1¼)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5100
323°	TDZE	608
	Apt Elev	625

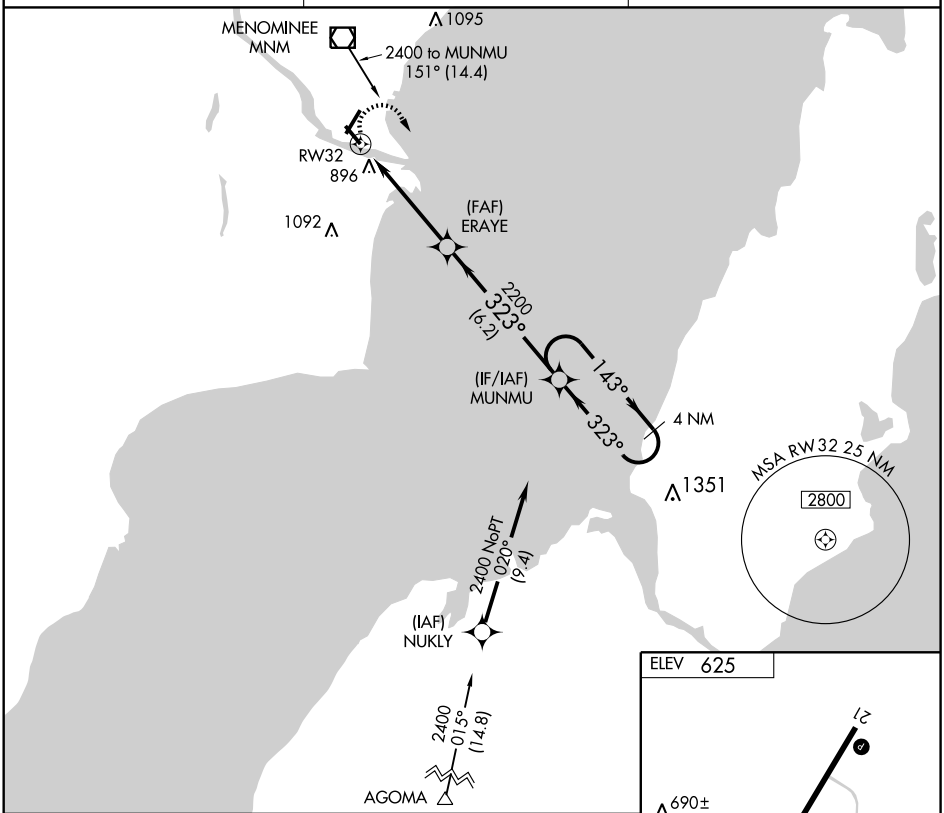
RNAV (GPS) RWY 32

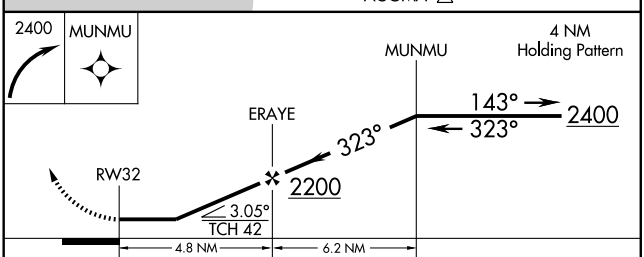
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

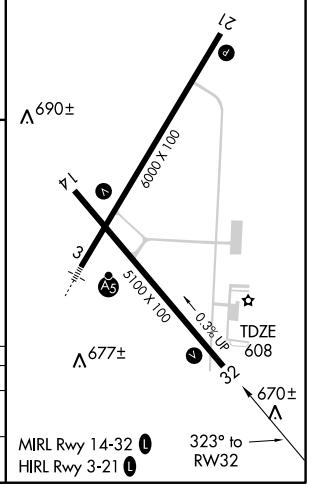
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 direct MUNMU WP and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1	552 (600-1)	1160-1½ 552 (600-1½)	1160-1¾ 552 (600-1¾)
CIRCLING	1200-1	575 (600-1)	1200-1½ 575 (600-1½)	1200-2 575 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MNM 109.6 Chan 33	APP CRS 174°	Rwy Idg N/A TDZE N/A Apt Elev 625

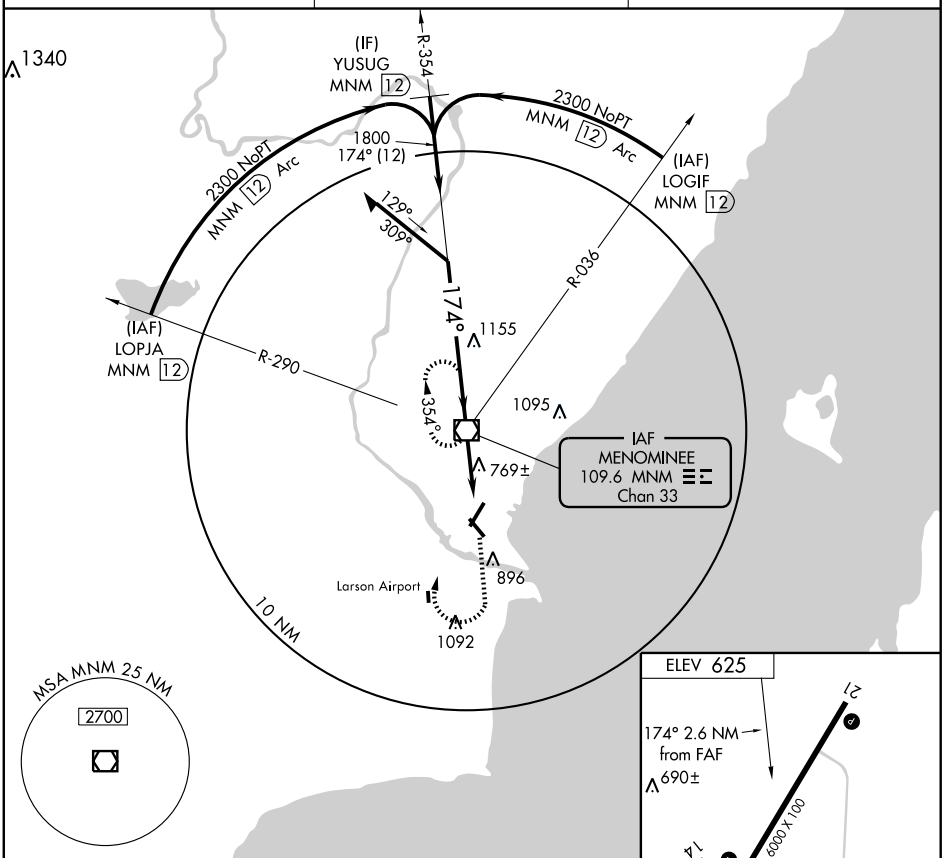
VOR-A

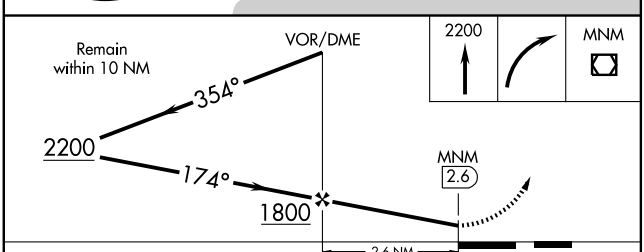
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

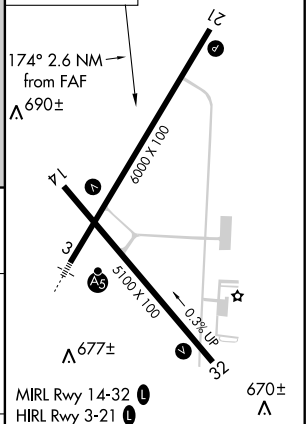
When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then right turn direct MNM VOR/DME and hold.

AWOS-3	GREEN BAY APP CON*	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L







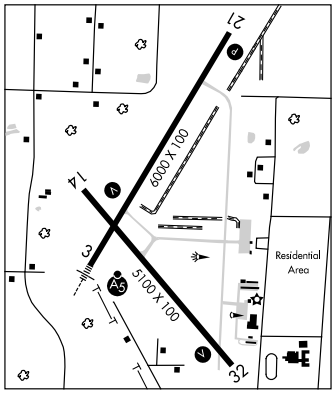
CATEGORY	A	B	C	D
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MENOMINEE–MARINETTE TWIN CO (MNM) 1 NW UTC–6(–5DT)
N45°07.60′ W87°38.31′
625 B S2 **FUEL** 100LL, JET A NOTAM FILE MNM
RWY 03–21: H6000X100(ASPH) S–80, D–100, 2S–127, 2D–175 HIRL
RWY 03: MALSR. **RWY 21:** PAPI(P4L)—GA 3.0° TCH 43′.
RWY 14–32: H5100X100 (ASPH–PFC) S–30, D–35, DT–60 MIRL 0.3% up NW
RWY 14: VASI(V4L)—GA 3.0° TCH 41′. Trees.
RWY 32: VASI(V4L)—GA 3.0° TCH 39′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, for attendant after hrs call 715–938–2006 or 906–282–0260. 24 hr self–serve 100LL with major credit card. Deer and gulls on and invof arpt. Avoid over flight of noise sensitive area lctd 7 miles S of arpt. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call 906–863–8408. ACTIVATE HIRL Rwy 03–21, MIRL Rwy 14–32; VASI Rwy 14, and Rwy 32, PAPI Rwy 21; MALSR Rwy 03—CTAF.
WEATHER DATA SOURCES: AWOS–3 109.6 MNM (906) 863–8801.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.6T (GREEN BAY RADIO)
GREEN BAY APP/DEP CON 119.5 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MNM.
(L) VOR/DME 109.6 MNM Chan 33 N45°10.81′ W87°38.83′ 173° 3.2 NM to fld. 650/00E. **AWOS–3.**
TRIBE NDB (LOM) 239 TN N45°03.70′ W87°41.76′ 035° 4.6 NW to fld.
ILS 108.7 I–TNQ Rwy 03. Class IB. LOM TRIBE NDB. ILS unmonitored.

GREEN BAY
H–2K, L–31B
IAP



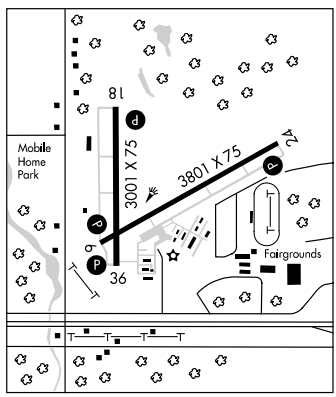
MERILLAT (See TECUMSEH)

MEYERS–DIVER'S (See TECUMSEH)

MIDLAND

JACK BARSTOW (IKW) 3 NW UTC–5(–4DT) N43°39.78′ W84°15.68′
635 B S4 **FUEL** 100LL, JET A NOTAM FILE LAN
RWY 06–24: H3801X75 (ASPH) S–24 MIRL 0.4% up NE
RWY 06: REIL. PAPI(P2L). Road.
RWY 24: REIL. PAPI(P2L). Trees.
RWY 18–36: H3001X75 (ASPH) S–24 MIRL
RWY 18: REIL. PAPI(P2L). Trees.
RWY 36: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–2100Z‡. Arpt unattended major holidays. Deer on and invof arpt. Occasional ultralight activity. Noise sensitive area S of arpt; use preferred Rwy 06–24. MIRL Rwy 06–24 and Rwy 18–36 preset on low ints dusk–0400Z‡. After 0400Z‡ ACTIVATE—CTAF. To increase ints and ACTIVATE PAPI and REIL Rwys 06, 24, 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.525 (989) 835–5841.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7 (0400–1100Z‡)
GCO 121.725 (SAGINAW CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 318° 11.2 NM to fld. 663/3W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: GCO OTS indef.

DETROIT
L–28J, 31C
IAP



APP CRS	Rwy Idg	3801
066°	TDZE	628
	Apt Elev	635

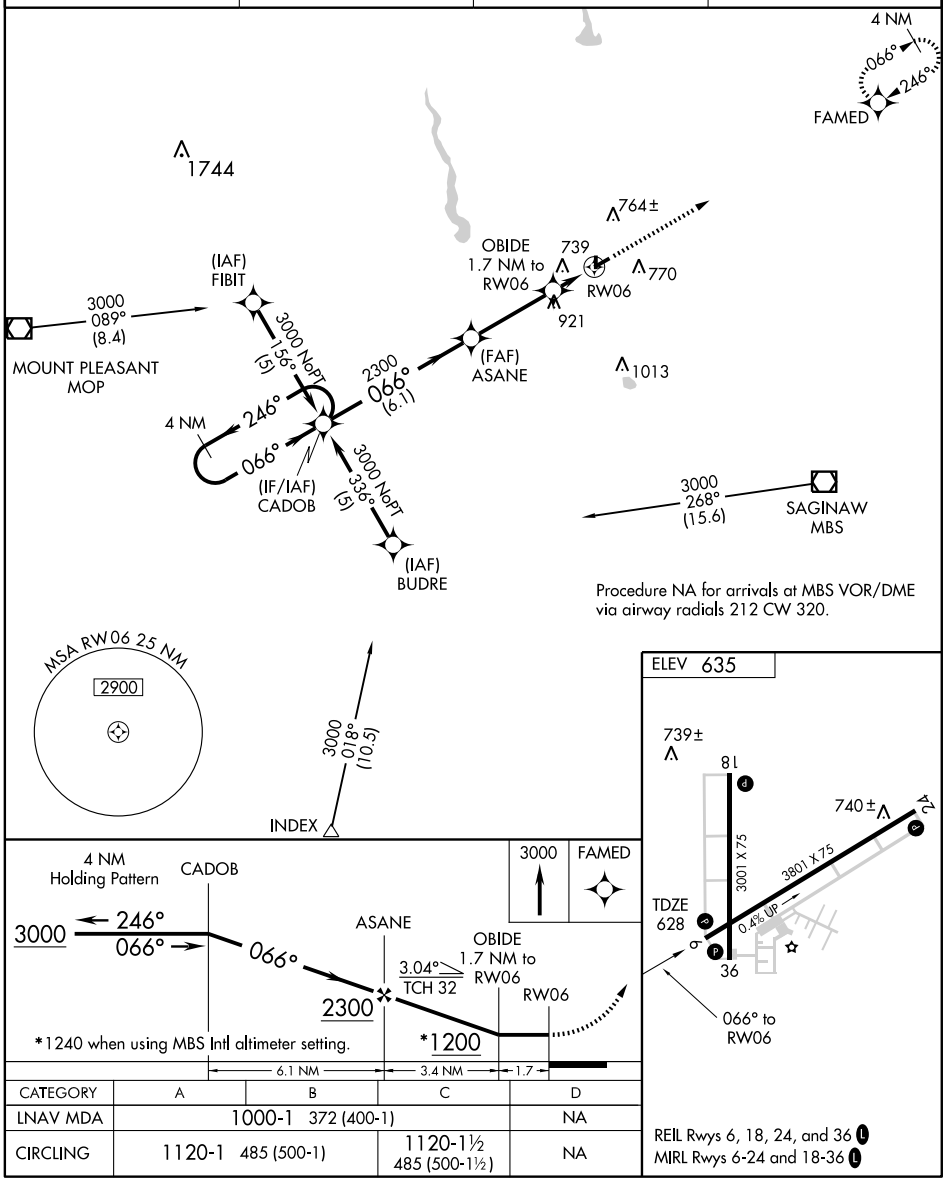
RNAV (GPS) RWY 6

MIDLAND / JACK BARSTOW (IKW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAMED and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
119.525	126.45 235.625	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1000-1 372 (400-1)			NA
CIRCLING	1120-1 485 (500-1)		1120-1½ 485 (500-1½)	NA

REIL Rwys 6, 18, 24, and 36 (L)
MIRL Rwys 6-24 and 18-36 (L)

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72912 W24A	APP CRS 246°	Rwy Idg 3801 TDZE 635 Apt Elev 635

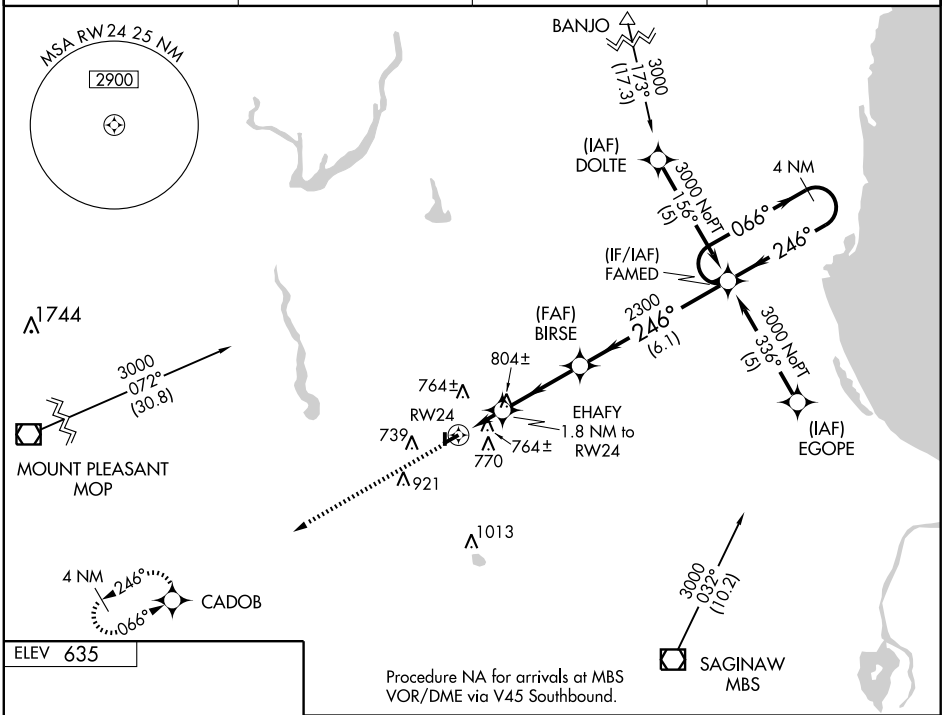
RNAV (GPS) RWY 24

MIDLAND / JACK BARSTOW (IKW)

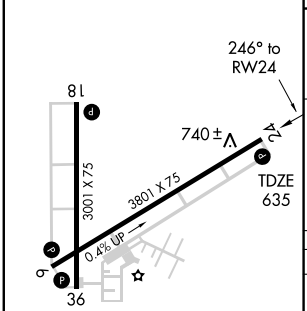
Baro-VNAV NA when using MBS Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet and all LPV visibility ¼ mile.

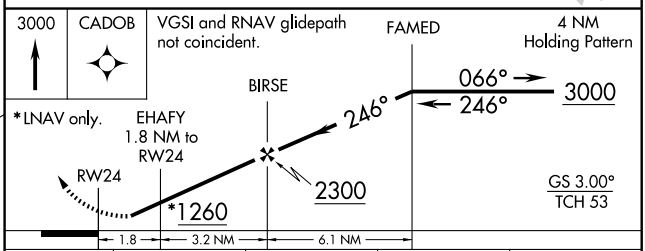
MISSED APPROACH: Climb to 3000 direct CADOB and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
119.525	126.45 235.625	121.725	122.8 (CTAF)



Procedure NA for arrivals at MBS VOR/DME via V45 Southbound.





CATEGORY	A	B	C	D
LPV DA	1021-1¼ 386 (400-1¼)			NA
LNAV/VNAV DA	1068-1½ 433 (500-1½)			NA
LNAV MDA	1060-1 425 (500-1)		1060-1¼ 425 (500-1¼)	NA
CIRCLING	1120-1 485 (500-1)		1120-1½ 485 (500-1½)	NA

REIL Rwys 6, 18, 24 and 36 (L)
MIRL Rwys 6-24 and 18-36 (L)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBS	APP CRS	Rwy Idg	N/A
112.9	137°	TDZE	N/A
Chan 76		Apt Elev	635

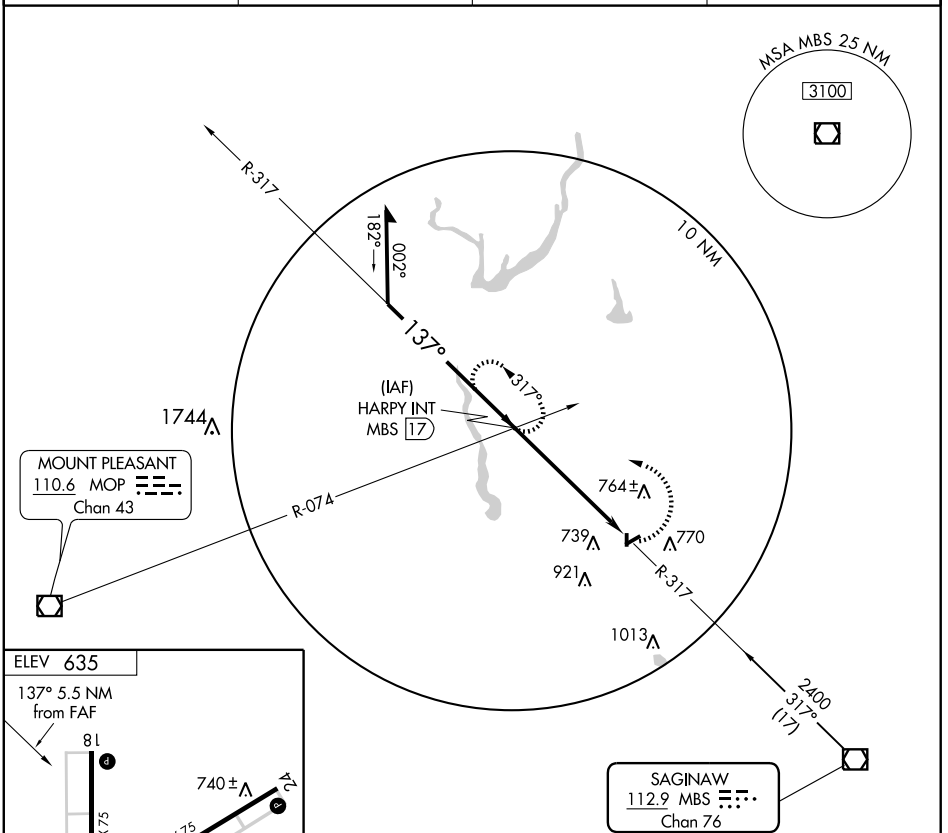
VOR-A

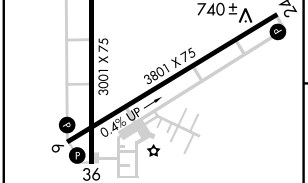
MIDLAND/ JACK BARSTOW (IKW)

T A When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDA 40 feet.

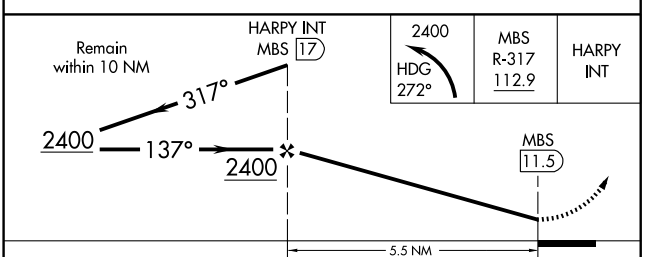
MISSED APPROACH: Climbing left turn to 2400 via heading 272° and MBS VOR/DME R-317 to HARPY INT/17 DME and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
119.525	126.45 235.625	121.725	122.8 (CTAF)





REIL Rwys 6, 18, 24 and 36 (L)
MIRL Rwys 6-24 and 18-36 (L)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	1140-1 505 (600-1)		1140-1½ 505 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MIO

OSCODA CO (51M) 2N UTC−5(−4DT) N44°40.83′ W84°07.50′ LAKE HURON

1050 NOTAM FILE LAN

RWY 09–27: 2800X90 (DIRT) LIRL

RWY 09: Thld dsplcd 978′. Trees. **RWY 27:** Thld dsplcd 784′. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Dec thru Apr except PPR; confirm rwy condition. Rwy 09–27 sfc rough with large areas of soft sand on rwy. Rwy 09–27 marked with 3′ yellow cones. ACTIVATE LIRL Rwy 09–27—CTAF.

COMMUNICATION: CTAF 122.9

MONROE

CUSTER (TTF) 2 NW UTC−5(−4DT) N41°56.39′ W83°26.08′ DETROIT COPTER L–28J IAP

616 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE TTF

RWY 03–21: H4997X100 (ASPH) S–60, D–80 MIRL

RWY 03: VASI(V2L)—GA 4.0° TCH 49′. Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.5° TCH 42′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 03–21, REIL Rwy 21, VASI Rwy 03 and PAPI Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.075 (734) 384–0259.

COMMUNICATIONS: CTAF/UNICOM 122.7

CARLETON RCO 122.1R 115.7T (LANSING RADIO)

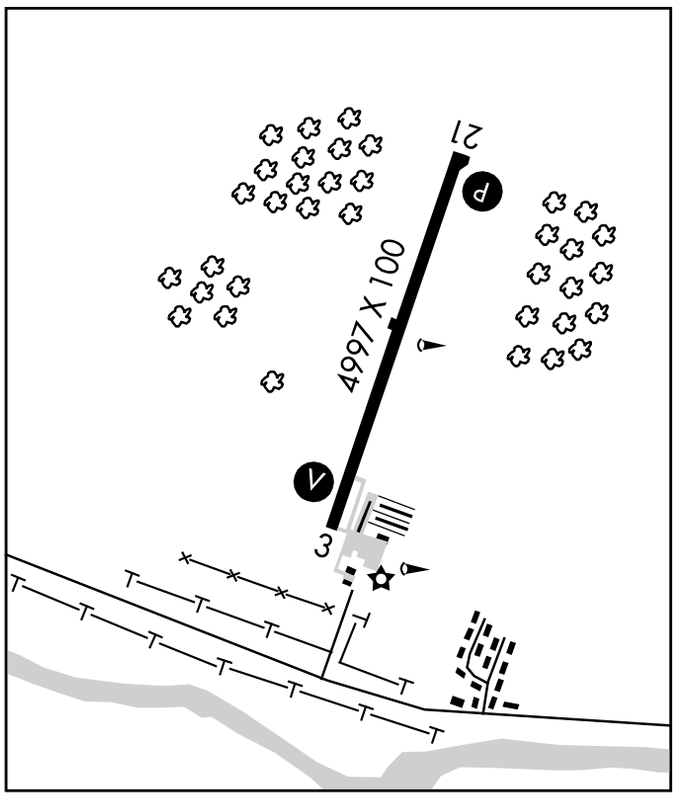
Ⓡ **DETROIT APP/DEP CON** 134.3

GCO 121.725 (DETROIT METRO CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

CARLETON (H) VORTAC 115.7 CRL Chan 104 N42°02.88′ W83°27.45′ 174° 6.6 NM to fld. 629/3W.

HIWAS.



MOORESTOWN AIRPARK (6YØ) 1 SE UTC−5(−4DT) N44°27.75′ W84°59.75′ LAKE HURON

1213 NOTAM FILE LAN

RWY 03–21: 2797X100 (TURF)

RWY 03: Thld dsplcd 799′. Tree. **RWY 21:** Thld dsplcd 998′. Trees.

RWY 09–27: 2599X100 (TURF)

RWY 09: Thld dsplcd 399′. Trees. **RWY 27:** Thld dsplcd 429′. Road.

AIRPORT REMARKS: Attended Apr–Nov dawn–dusk. No snow removal in winter. Open winter months to ski equipped acft only. Rwy 03–21 marked with 3′ yellow cones. Rwy 09–27 marked with 3′ yellow cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4997
027°	TDZE	614
	Apt Elev	616

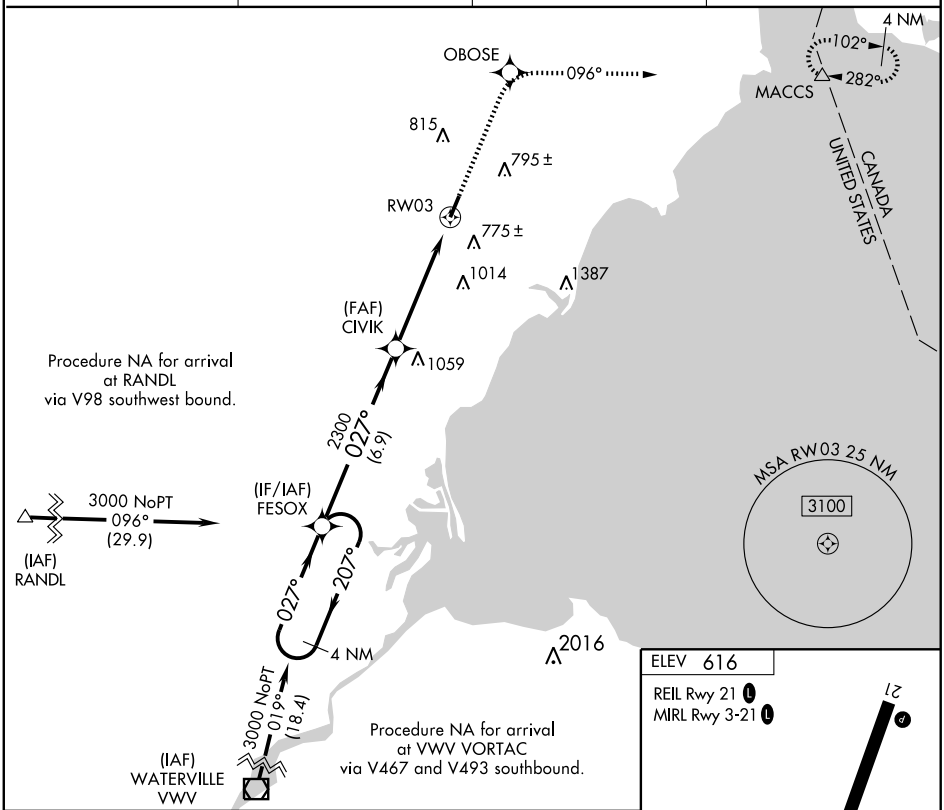
RNAV (GPS) RWY 3

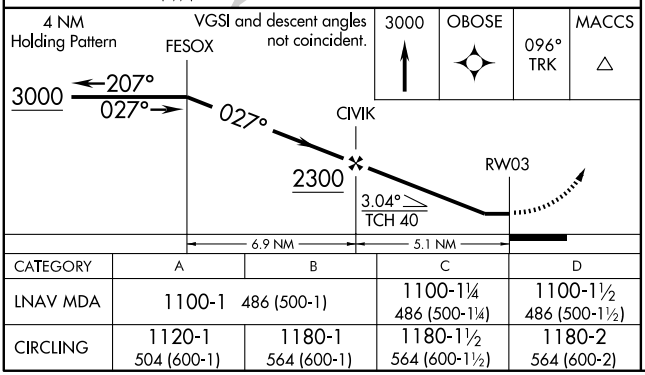
MONROE/ CUSTER (TTF)

When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 60 feet, LNAV Cat C/D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

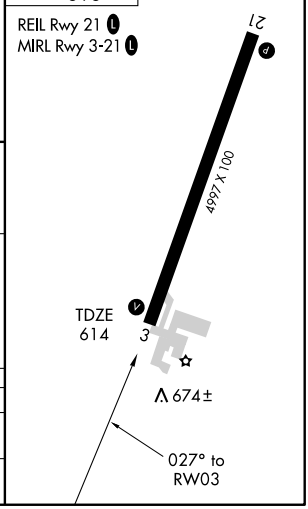
MISSED APPROACH: Climb to 3000 direct OBOSE and via 096° track to MACCS and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 486 (500-1)		1100-1¼ 486 (500-1¼)	1100-1½ 486 (500-1½)
CIRCLING	1120-1 504 (600-1)	1180-1 564 (600-1)	1180-1½ 564 (600-1½)	1180-2 564 (600-2)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4997
CH 86707	208°	TDZE	616
W21A		Apt Elev	616

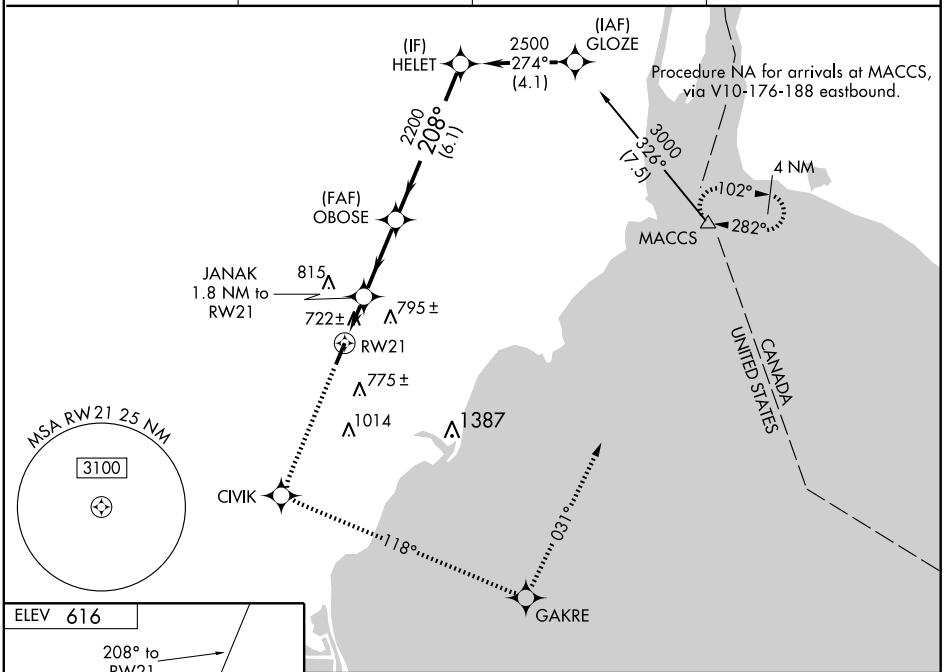
RNAV (GPS) RWY 21

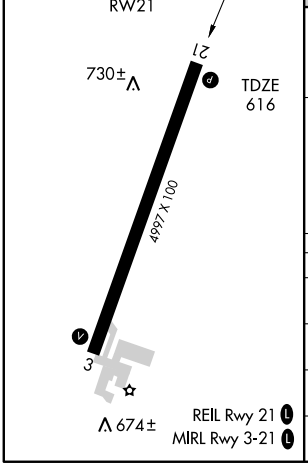
MONROE/ CUSTER (TTF)

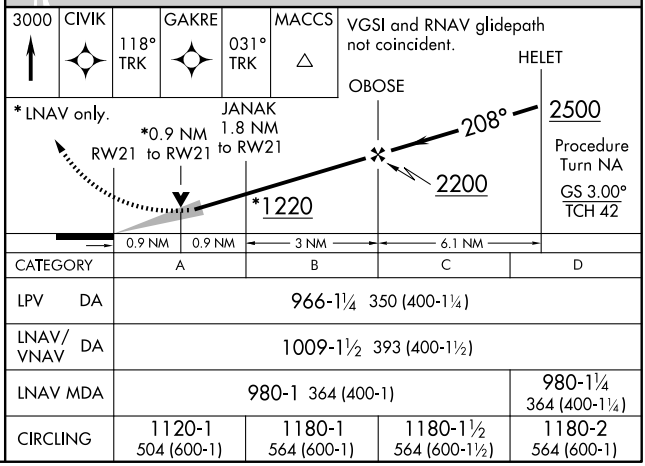
▼ When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase LPV DA 43 feet and all visibilities ¼ mile, LNAV/VNAV DA 138 feet and all visibilities ½ mile and all MDA 60 feet and Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Detroit Metropolitan Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CIVIK and via 118° track to GAKRE and via 031° track to MACCS and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L





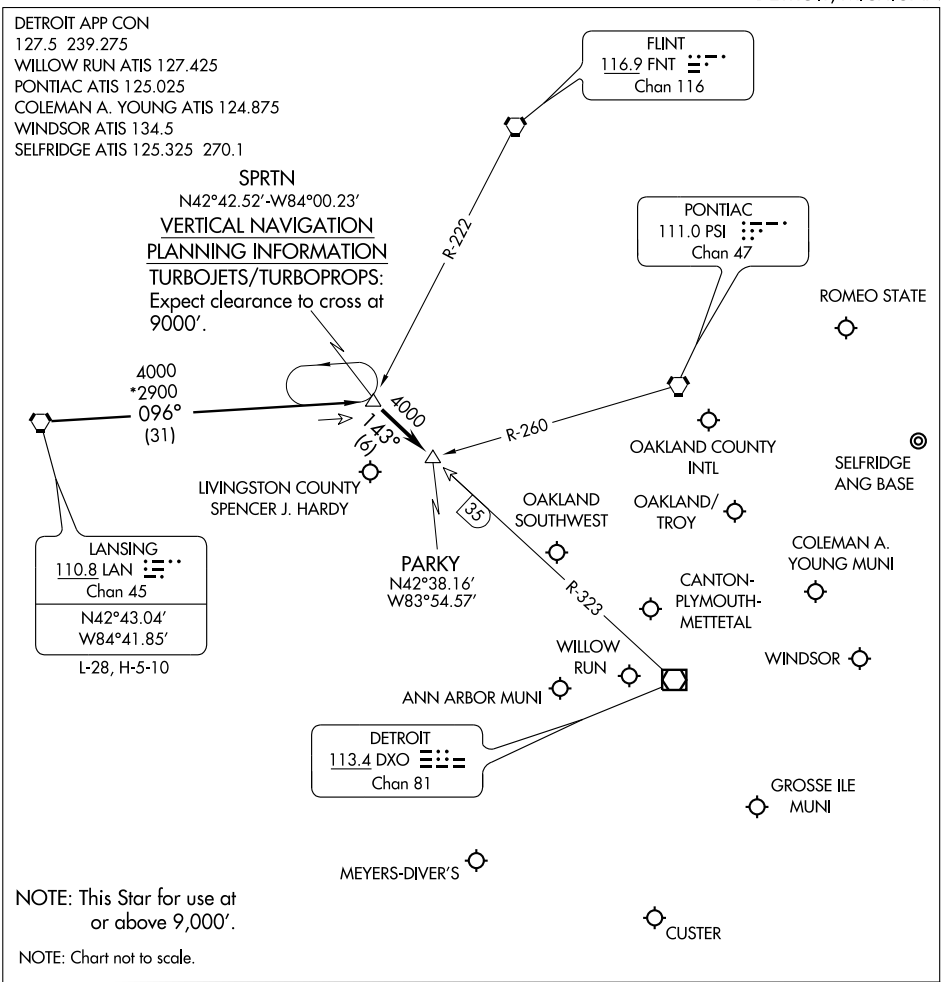


CATEGORY	A	B	C	D
LPV DA	966-1¼ 350 (400-1¼)			
LNAV/VNAV DA	1009-1½ 393 (400-1½)			
LNAV MDA	980-1 364 (400-1)			980-1¼ 364 (400-1¼)
CIRCLING	1120-1 504 (600-1)	1180-1 564 (600-1)	1180-1½ 564 (600-1½)	1180-2 564 (600-1)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DXO	APP CRS	Rwy Idg	4997
113.4	017°	TDZE	614
Chan 81		Apt Elev	616

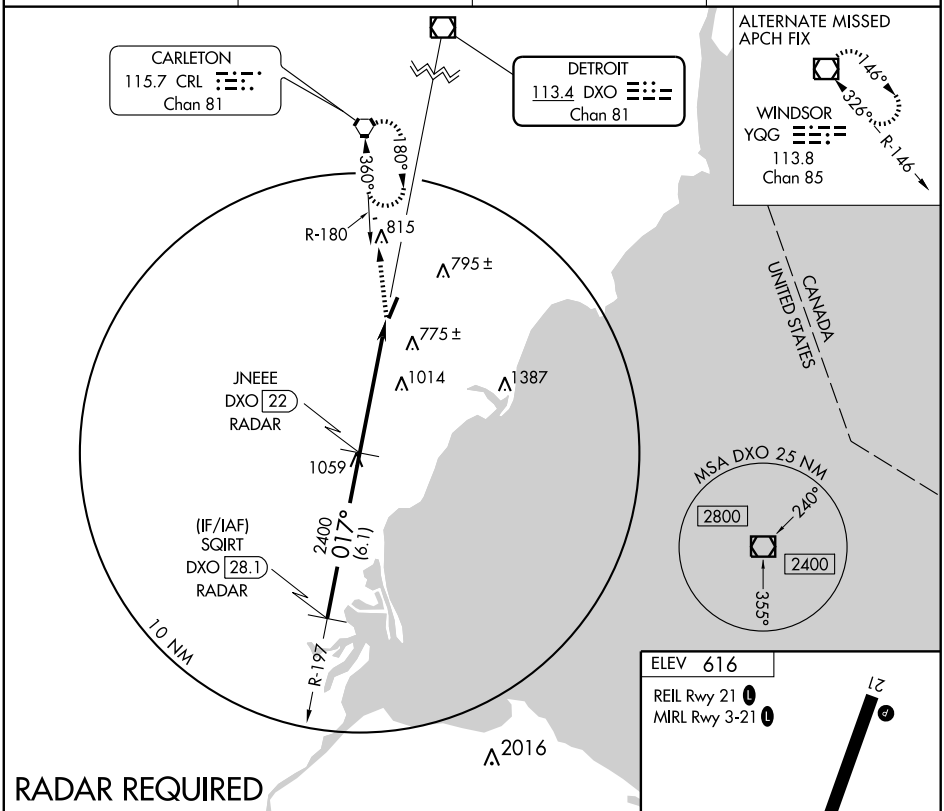
VOR RWY 3

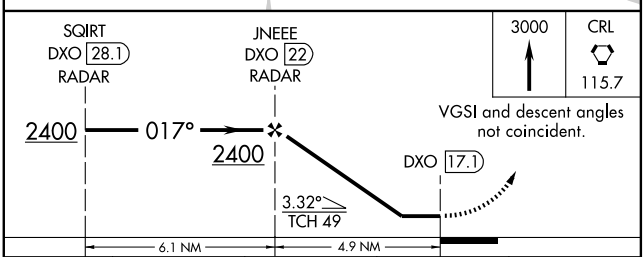
MONROE/ CUSTER (TTF)

DME or RADAR required. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDAs 60 feet, and increase Cat C and D visibility ¼ mile.

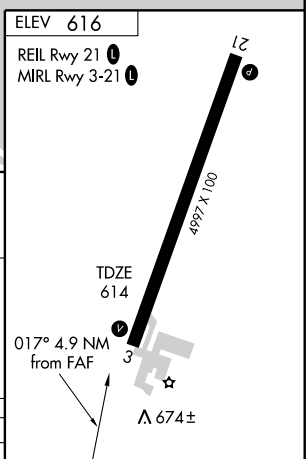
MISSED APPROACH: Climb to 3000 direct CRL VORTAC and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-3	1320-1	706 (800-1)	1320-2 706 (800-2)	1320-2¼ 706 (800-2¼)
CIRCLING	1320-1	704 (800-1)	1320-2 704 (800-2)	1320-2¼ 704 (800-2¼)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DXO 113.4 Chan 81	APP CRS 196°	Rwy Idg 4997 TDZE 616 Apt Elev 616

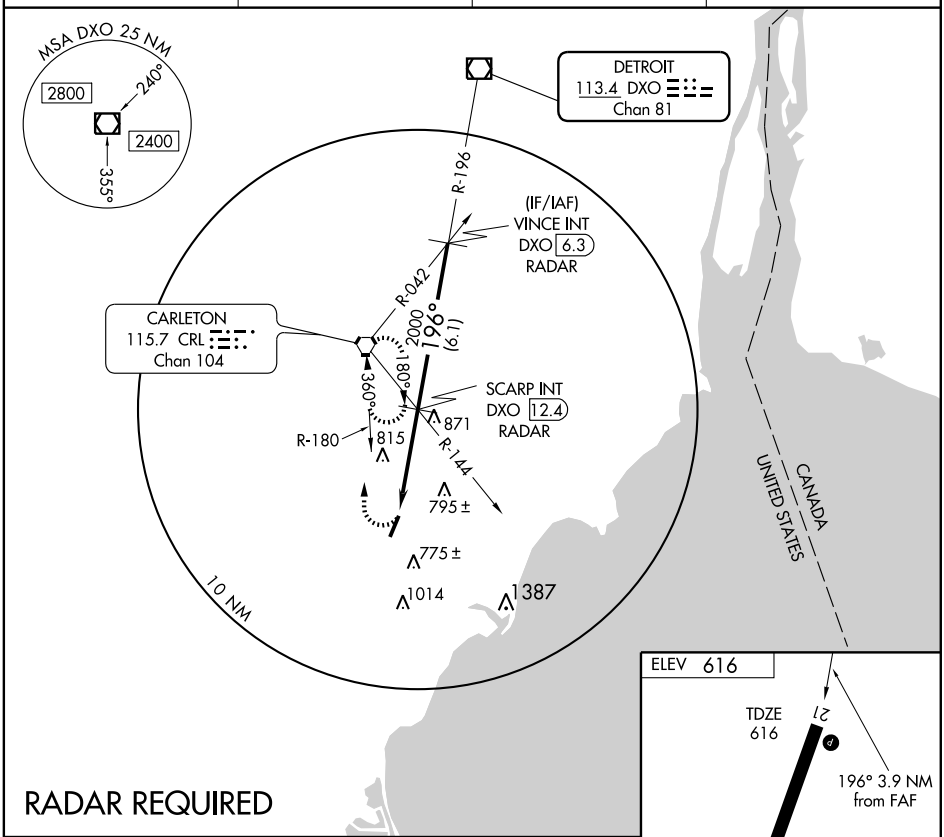
VOR RWY 21

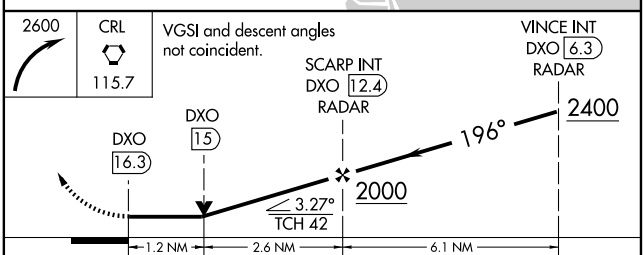
MONROE/CUSTER (TTF)

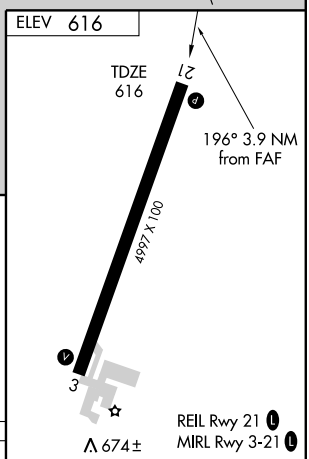
When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 60 feet, and increase Cat C and D visibility ¼ mile. VDP NA when using Detroit Metropolitan Wayne County altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct CRL VORTAC and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-21	1120-1	504 (600-1)	1120-1½	504 (600-1½)
CIRCLING	1120-1 504 (600-1)	1180-1 564 (600-1)	1180-1½ 564 (600-1½)	1180-2 564 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MOUNT PLEASANT MUNI (MOP) 2 NE UTC−5(−4DT) N43°37.30′ W84°44.24′

DETROIT
H–2L, 10F, L–28J
IAP

755 B S4 **FUEL** 100LL, JET A NOTAM FILE MOP

RWY 09–27: H5001X100 (ASPH) S–50, D–65, 2S–82, 2D–118 MIRL

RWY 09: Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 35′.

RWY 05–23: 2500X160 (TURF)

RWY 05: Tree. **RWY 23:** Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel 24 hour major credit card self svc. Deer and birds on and invof arpt. Parachute Jumping. Rwy 27 noise abatement: climb to 1500′ AGL before turning over city. Rwy 05–23 marked with 3′ yellow cones. ACTIVATE MIRL Rwy 09–27, REIL Rwy 27 and PAPI Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 110.6 MOP (989) 773–2885.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.6 (LANSING RADIO)

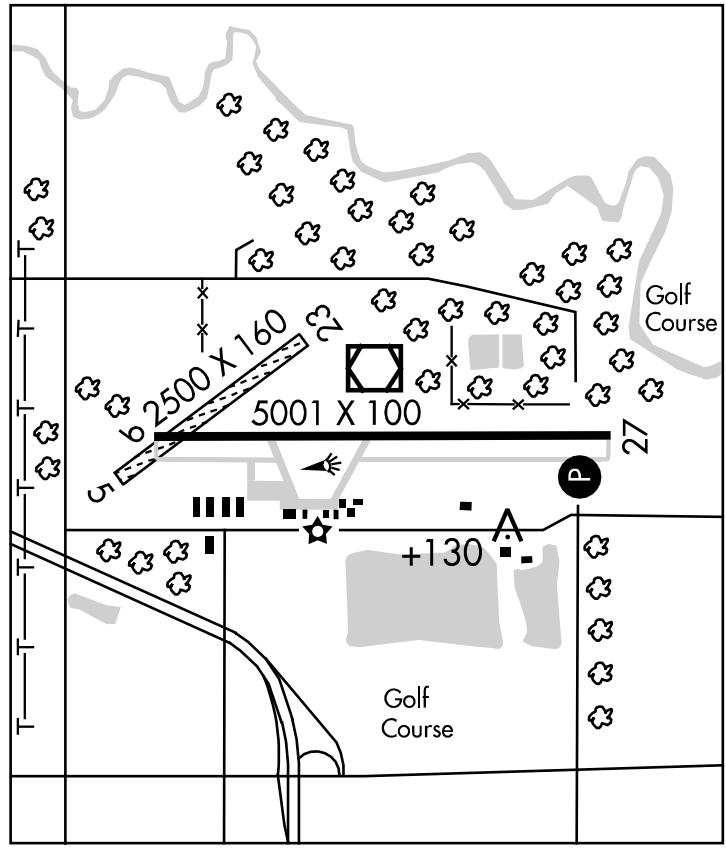
Ⓡ **SAGINAW APP/DEP CON** 126.45 (1100–0400Z‡)

CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

(L) VORW/DME 110.6 MOP Chan 43 N43°37.37′ W84°44.24′ at fld. 752/5W. **AWOS–3.**

DME portion unusable byd 33 NM blo 4000′.



MUNISING

HANLEY FLD (5Y7) 3 SE UTC−5(−4DT) N46°21.25′ W86°37.26′

GREEN BAY

984 B NOTAM FILE GRB

RWY 18–36: 4000X120 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended irregularly May–Nov. Arpt CLOSED Nov–May 14. Birds and deer on and invof arpt. Rwy 18–36 marked with cones.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	5001
096°	TDZE	755
	Apt Elev	755

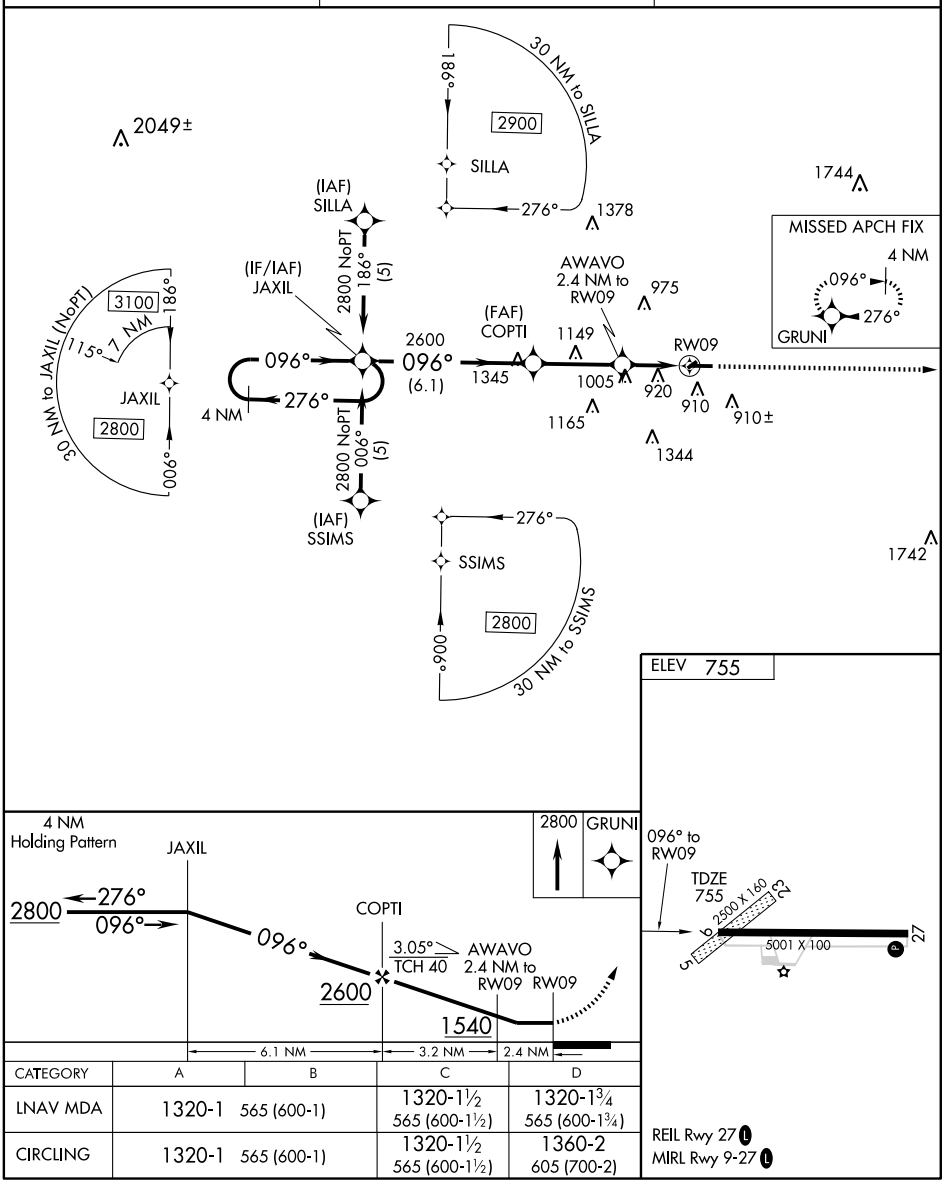
RNAV (GPS) RWY 9

MOUNT PLEASANT MUNI (MOP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Alma altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct GRUNI and hold.

AWOS-3	SAGINAW APP CON ★	UNICOM
110.6	126.45 235.625	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1360-2 605 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 82613	276°	TDZE	753
W27A		Apt Elev	755

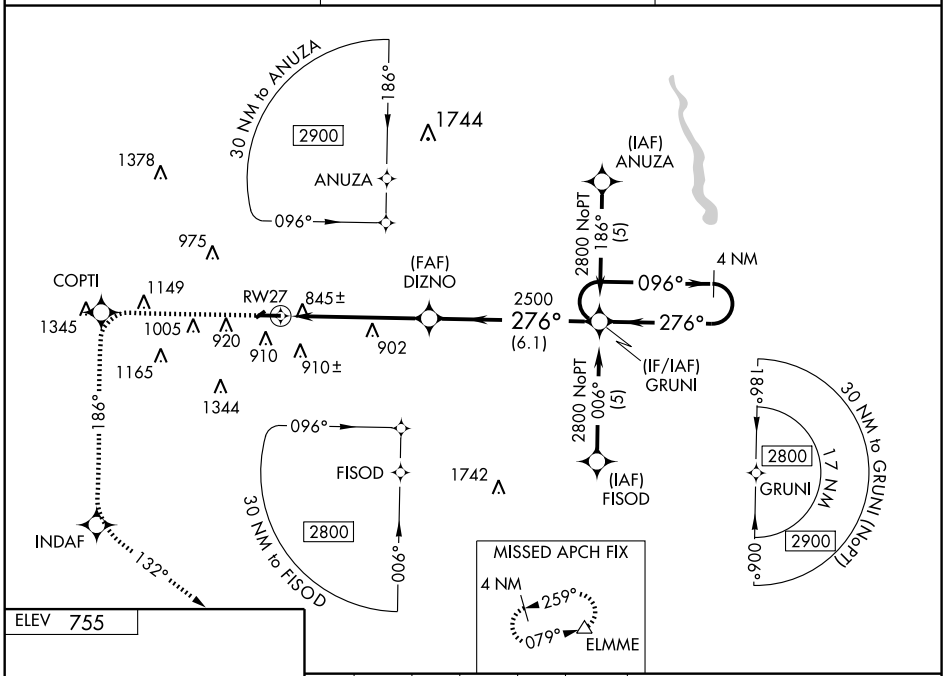
RNAV (GPS) RWY 27

MOUNT PLEASANT MUNI (MOP)

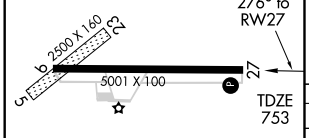
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Alma altimeter setting.

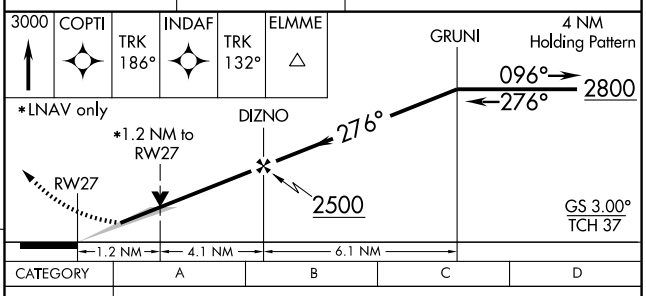
MISSED APPROACH: Climb to 3000 direct COPTI and via 186° track direct INDAF and via 132° track to ELMME and hold.

AWOS-3	SAGINAW APP CON ★	UNICOM
110.6	126.45 235.625	123.0 (CTAF) L



ELEV 755





CATEGORY	A	B	C	D
LPV DA	1099-1¼ 346 (400-1¼)			
LNAV/VNAV DA	1201-1½ 448 (500-1½)			
LNAV MDA	1160-1 407 (500-1)		1160-1¼ 407 (500-1¼)	
CIRCLING	1220-1 465 (500-1)		1320-1½ 565 (600-1½)	1360-2 605 (700-2)

REIL Rwy 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MOP	APP CRS	Rwy Idg	5001
110.6	284°	TDZE	753
Chan 43		Apt Elev	755

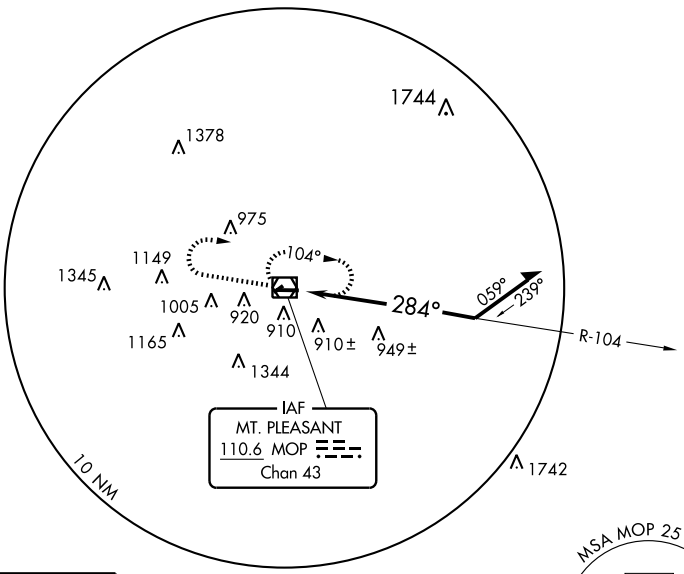
VOR RWY 27

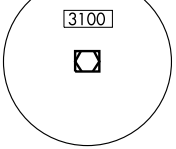
MOUNT PLEASANT MUNI (MOP)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDA 60 feet, S-27 Cat D and Circling Cat C visibilities ¼ mile. VDP NA when using Alma altimeter setting.

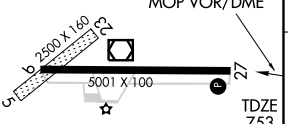
MISSED APPROACH: Climb to 2400 then right turn direct MOP VOR/DME and hold.

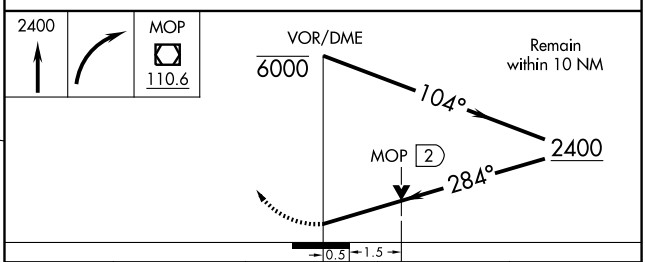
AWOS-3	SAGINAW APP CON ★	UNICOM
110.6	126.45 235.625	123.0 (CTAF) L





ELEV 755

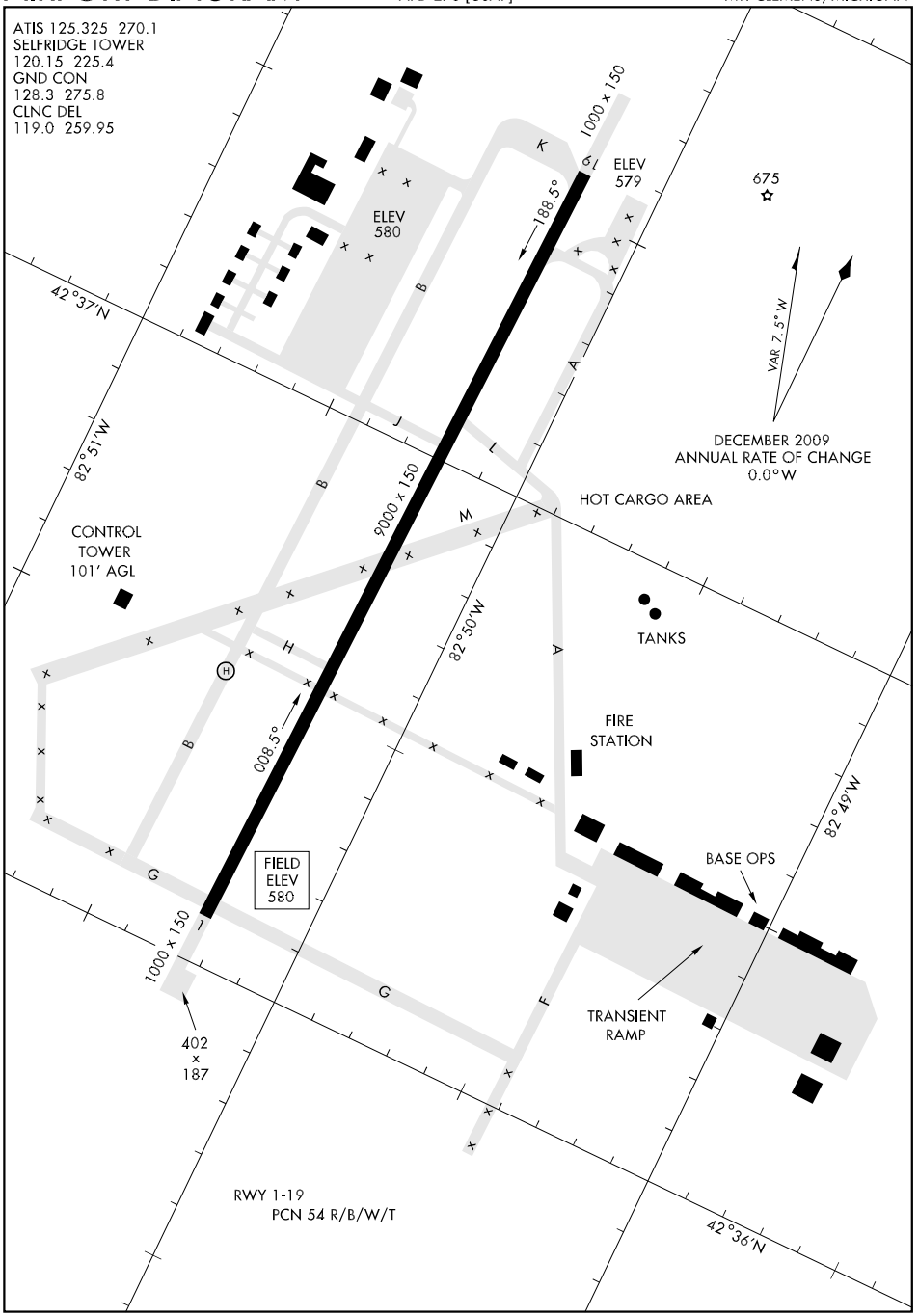




CATEGORY	A	B	C	D
S-27	1260-1 507 (600-1)		1260-1½ 507 (600-1½)	
CIRCLING	1260-1 505 (600-1)		1320-1½ 565 (600-1½)	1360-2 605 (700-2)

REIL Rwy 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SEBEWAING (98G) OW UTC−5(−4DT) N43°43.75′ W83°27.75′ **DETROIT**
584 **FUEL** 100LL NOTAM FILE LAN
RWY 18–36: H2178X50 (ASPH) S–10 LIRL
RWY 18: Trees. **RWY 36:** Thld dsplcd 245′. Railroad.
RWY 06–24: 2150X130 (TURF)
RWY 06: Brush. **RWY 24:** Thld dsplcd 483′. Railroad.
AIRPORT REMARKS: Attended irregularly. For fuel call 989–883–3787 or 989–550–1145. Rwy 06–24 not plowed winter months, may be wet or unusable during spring thaw. Seagulls and deer on and invof rwys. Rwy 06–24 marked with 3′ cones. Rwy 18–36 numerous cracks, vegetation and deterioration. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8

SELFRIDGE ANGB (MTC)(KMTC) ANG (ARNG) 2 NE UTC−5(−4DT) **DETROIT**
N42°36.50′ W82°50.13′ **COPTER**
580 B TPA—See Remarks NOTAM FILE MTC Not insp. **H–10G, L–28J, A**
RWY 01–19: H9000X150 (PEM) S–85, D–220, 2D–380, 2D/2D2–800 PCN 54 R/B/W/T HIRL **DIAP, AD**
RWY 01: SALS. REIL. PAPI(P4R)—GA 3.0° TCH 52′. Rgt tfc.
RWY 19: ALSF1. REIL. PAPI(P4R)—GA 3.0° TCH 52′. Rgt tfc.
MILITARY SERVICE: LGT When twr clsd ACTIVATE arpt lgt freq 120.15.
JASU 1(M32A–60) 1(A/M32A–86D) 1(MC–11) **FUEL** J8. Avbl Mon–Fri 1200–0300Z‡, Sat–Sun 1430–2100Z‡, closed holidays. **FLUID** SP PRESAIR LPOX LOX HPOX **OIL** O–128–133–148 SOAP. SOAP Mon–Fri 1215–2100Z‡, other times DSN 273–5777. **TRAN ALERT** Opr 1230–0130Z‡ clsd hol. Ltd fleet scv avbl prior notice required ctc DSN 273–5640 or C586–239–5640.
MILITARY REMARKS: Opr 1230–0400Z‡, clsd hol. Other times uncontrolled for Department of Homeland Security, ARNG, USCG or emergency ops. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Hazardous cargo pad can accommodate C130 and ltd C17 use. No tie downs on pad. No long term parking that location. Helipad on Twy B day VFR only. PPR all acft, DSN 273–5322/4402. **CAUTION** Moderate bird activity common. Twy B btn Twy H and 500′ north of Twy J not visible from twr. **TFC PAT** TPA—Fighter rectangular and clsd 2200(1620), all others 1700(1120). **MISC** VIP acft ctc PTD 30 minutes prior to arrival with firm chock time. Base OPS DSN 273–5322, C586–307–5322, fax DSN 273–5814, C586–239–5814; NOTAM DSN 273–4069, C586–239–4069. Snow removal accomplished 1215–2100Z‡ weekdays. Tran acft req use of Selfridge ANGB Drop Zones (DZs). Rwy 01–19 tranversely grooved. Rwy 01–19 S 1500′ concrete, center 5700′ asphalt, N 1800′ concrete. Rwy 01–19 S overrun hardened may be used for tkf, day VFR condition only.
COMMUNICATIONS: ATIS 125.325 270.1 **PTD** 134.85 372.2
Ⓡ **APP CON** 119.6 318.2 (1230–0400Z‡), clsd hol, other times uncontrolled for DHS, ARNG, USCG or emergency ops, other times ctc Ⓡ**CLEVELAND CENTER APP CON** 127.7 308.7.
TOWER 120.15 225.4 **GND CON** 128.3 275.8 **CLNC DEL** 119.0 259.95
Ⓡ **DEP CON** 119.6 391.9 (1230–0400Z‡), clsd hol, other times uncontrolled for DHS, ARNG, USCG or emergency ops, other times ctc
CLEVELAND CENTER DEP CON 127.7 290.425.
PMSV METRO 342.5 (Full svc avbl 1000–0400Z‡, clsd hol.)
WING COMD POST (QUARTERBACK Control) 311.0 321.0
SELFRIDGE 120.15 **USCG DETROIT AIR** 381.8X 5692X
AIRSPACE: CLASS D svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE MTC.
(L) TACAN Chan 64 MTC (133.7) N42°36.78′ W82°49.91′ at fld. 580/6W. No NOTAM MP Thu 1300–1500Z‡ (1500/3).
TACAN unusable:
020–345° byd 20 NM blo 3,000′ 345°–020° byd 30 NM blo 3,000′
ILS 110.1 I–RFB Rwy 01. ILS BC unusable. No NOTAM MP ILS Tue 1300–1500Z‡ (1500/3), Glide Slope Wed 1300–1700Z‡ (1500/3).
ILS 110.1 I–MTC Rwy 19. ILS BC unusable. No NOTAM MP ILS Tue 1300–1500Z‡ (1500/3), Glide Slope Wed 1300–1700Z‡ (1500/3).
COMM/NAV/WEATHER REMARKS: VFR ARR contact Selfridge App Con 30 NM out 119.6 318.2.

SHAMROCK FLD (See BROOKLYN)

SHARPE'S STRIP (See EMMETT)

HI-ILS or LOC/DME RWY 1

LOC I-RFB	APCH CRS	Rwy ldg	TDZE	Arpt Elev
110.1	007°	9000	580	580

JAL-276 [USAF]

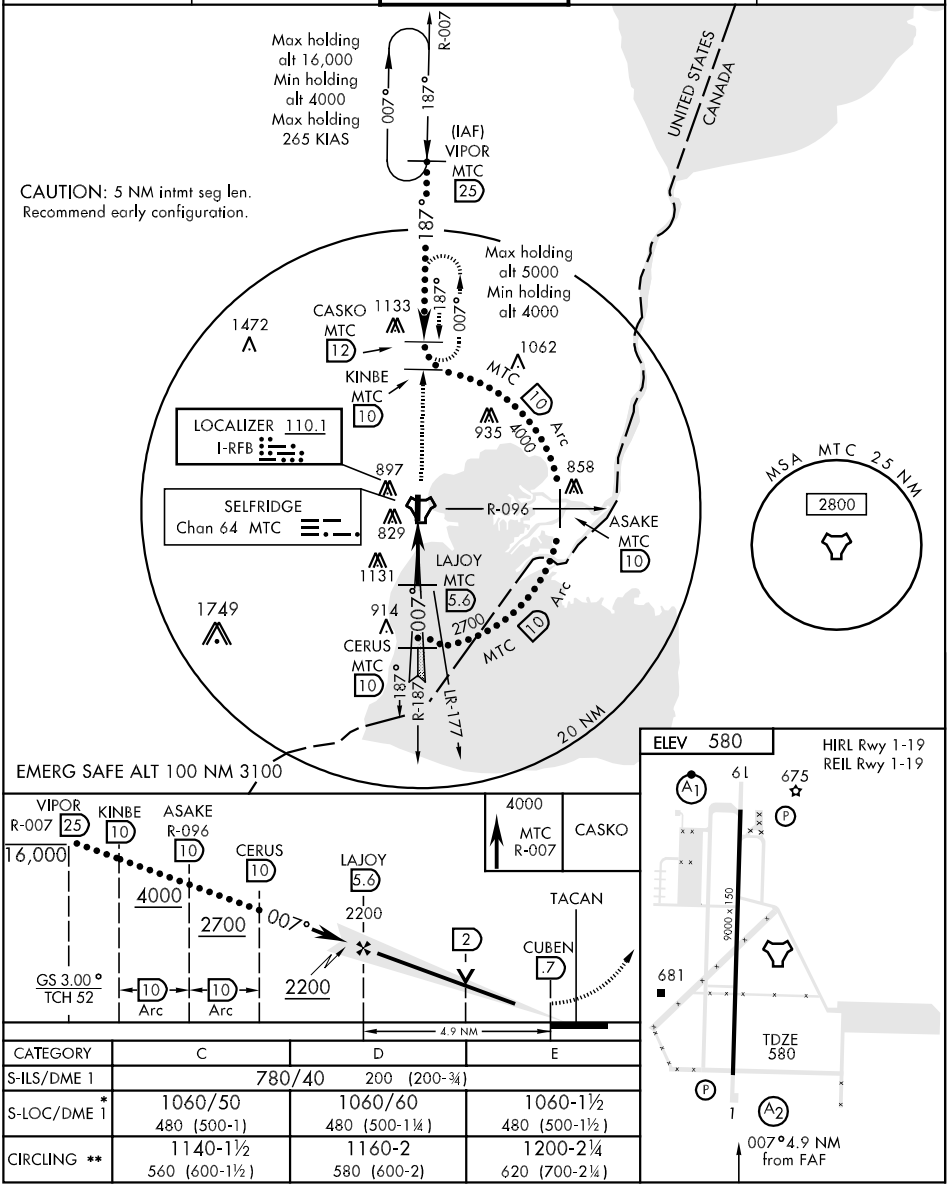
SELFRIDGE ANGB (KMTC)

▼*When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**Circling not authorized W of Rwy 1-19.

SALS A2

MISSED APPROACH: Climb to 4000, intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95



CATEGORY	C	D	E
S-ILS/DME 1	780/40 200 (200-¾)		
S-LOC/DME 1 *	1060/50 480 (500-1)	1060/60 480 (500-1¼)	1060-1½ 480 (500-1½)
CIRCLING **	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 19

LOC I-MTC	APCH CRS	Rwy ldg	9000
110.1	187°	TDZE	579
		Arpt Elev	580

JAL-276 [USAF]

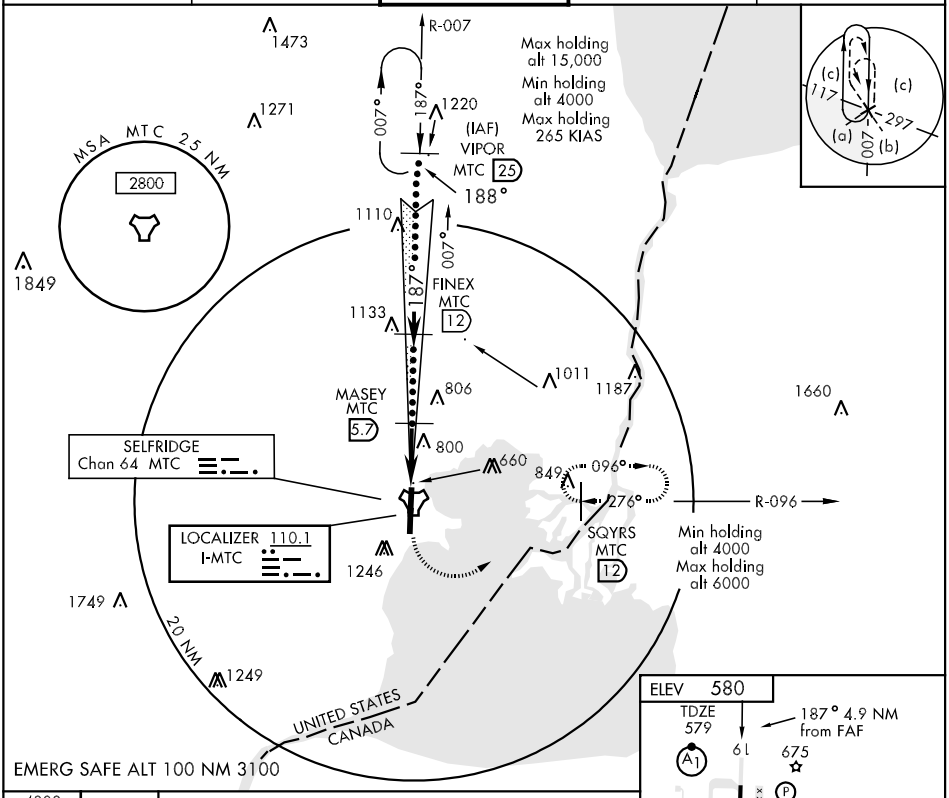
SELFRADGE ANGB (KMTC)

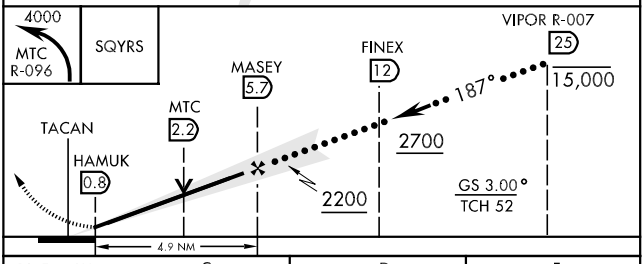
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
*** Circling not authorized W of Rwy 1-19.

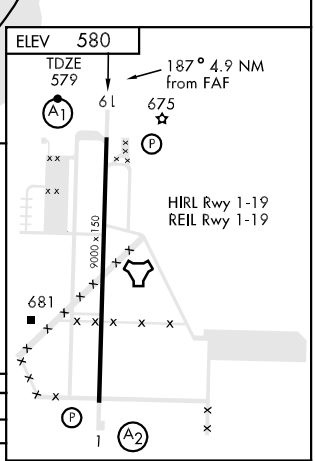
ALSF-1

MISSED APPROACH: Climbing left turn to 4000, intercept MTC R-096 to SQYRS and hold, continue climb-in-hold to 4000..

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95







CATEGORY	C	D	E
S-ILS 19 *	882/40	303 (400-¾)	
S-LOC 19 **	1080/50	501 (500-1)	1080/60 501 (500-1¼)
*** CIRCLING	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 1

TACAN	APCH CRS	Rwy ldg	9000
MTC Chan 64	018°	TDZE	580
		Arpt Elev	580

JAL-276 [USAF]

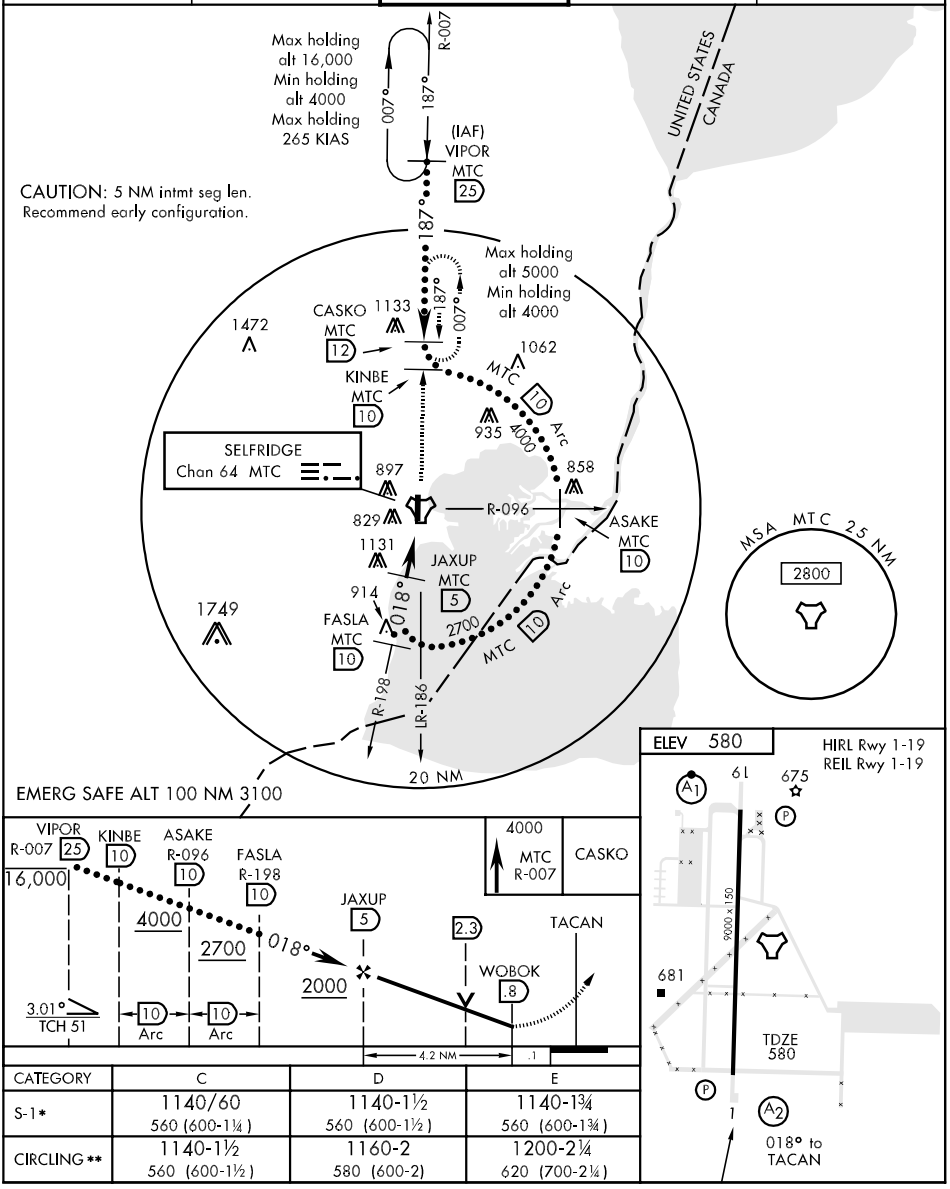
SELFRIDGE ANGB (KMTC)

▼*When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
**Circling not authorized W of Rwy 1-19.

SALS A2

MISSED APPROACH: Climb to 4000 and intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95



CATEGORY	C	D	E
S-1*	1140/60 560 (600-1¼)	1140-1½ 560 (600-1½)	1140-1¾ 560 (600-1¾)
CIRCLING**	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 19

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MTC Chan 64	177°	9000	579	580

JAL-276 [USAF]

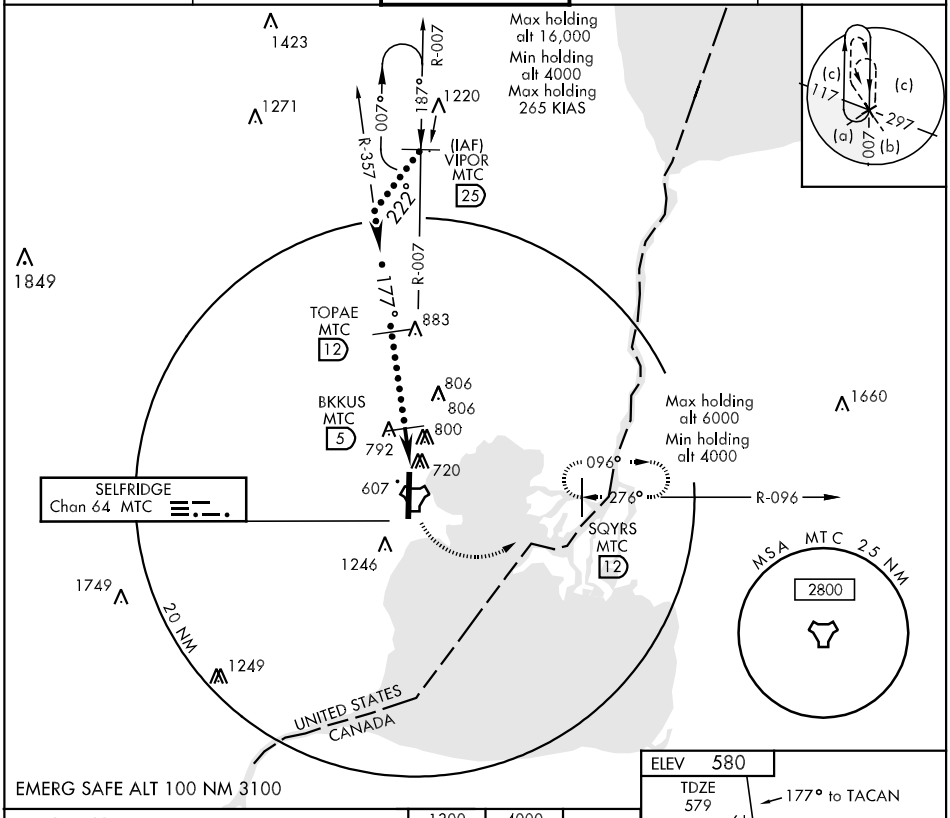
SELFRIDGE ANGB (KMTC)

T * When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
* * Circling not authorized W of Rwy 1-19.

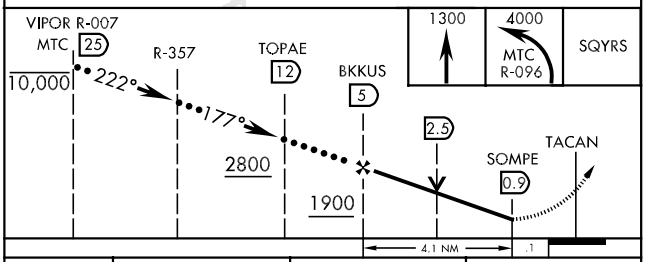
ALSF-1

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000, intercept MTC TACAN R-096 to SQYRS and hold, continue climb-in-hold to 4000.

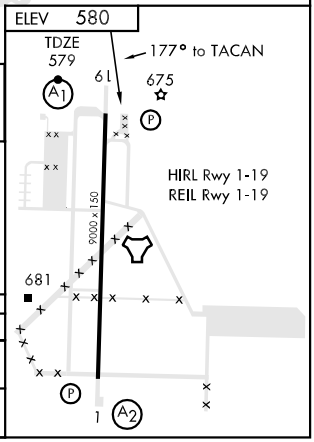
ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S- 19 *	1180/60 601 (600-1¼)	1180-1½ 601 (600-1½)	1180-1¾ 601 (600-1¾)
CIRCLING * *	1180-1¾ 600 (600-1¾)	1180-2 600 (600-2)	1200-2¼ 620 (700-2¼)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 1

LOC I-RFB	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.1	007°	9000 / 580 / 580

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

*When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½, CAT E vis to 1¾.

SALS (A2)

MISSED APPROACH: Climb to 4000, intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

*** Circling not authorized W of Rwy 1-19.

CASKO MTC 12

Max holding alt 5000
Min holding alt 4000

187° / 007°

906 838

CAUTION: 5 NM Intermediate Segment Length. Recommend Early Configuration.

R-007

LOCALIZER 110.1 I-RFB

SELFRIDGE Chan 64 MTC

ASAKE MTC 10

Max holding alt 6000
Min holding alt 4000

096° 276° R-096

276° (IAF)

SQYRS MTC 12

834 829 706 1246 1132

R-112

PONTIAC 111.0 PSI Chan 47

LAJOY MTC 5.6 /RADAR

UNITED STATES CANADA

2700 MTC 10 Arc

10 NM

007°

914

CERUS MTC 10

187°

LR-177

M.S.A MTC C 2.5 NM 2800

EMERG SAFE ALT 100 NM 3100

ELEV 580

HIRL Rwy 1-19
REIL Rwy 1-19

A1 61 675 P

9000 x 150

681

TDZE 580

P 1 A2

007° 4.9 NM from FAF

SQYRS R-096 12

ASAKE 10

Intcp Lczr CERUS 10

LAJOY 5.6 /RADAR

4000 MTC R-007 CASKO

4000

276°

2700

007°

2

TACAN

CUBEN .7

GS 3.00° TCH 52

10 Arc

2200

4.9 NM

CATEGORY	A	B	C	D	E
S-ILS 01*	780/24	200 (200-½)	780/40	200 (200-¾)	
S-LOC 01**	1060/40	480 (500-¾)	1060/50 480 (500-1)	1060/60 480 (500-1¼)	1060-1½ 480 (500-1½)
CIRCLING***	1140-1	560 (600-1)	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2 ¼ 620 (700-2 ¼)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:36

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 19

LOC I-MTC	APCH CRS	Rwy Idg 9000 TDZE 579 Arpt Elev 580
110.1	187°	

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

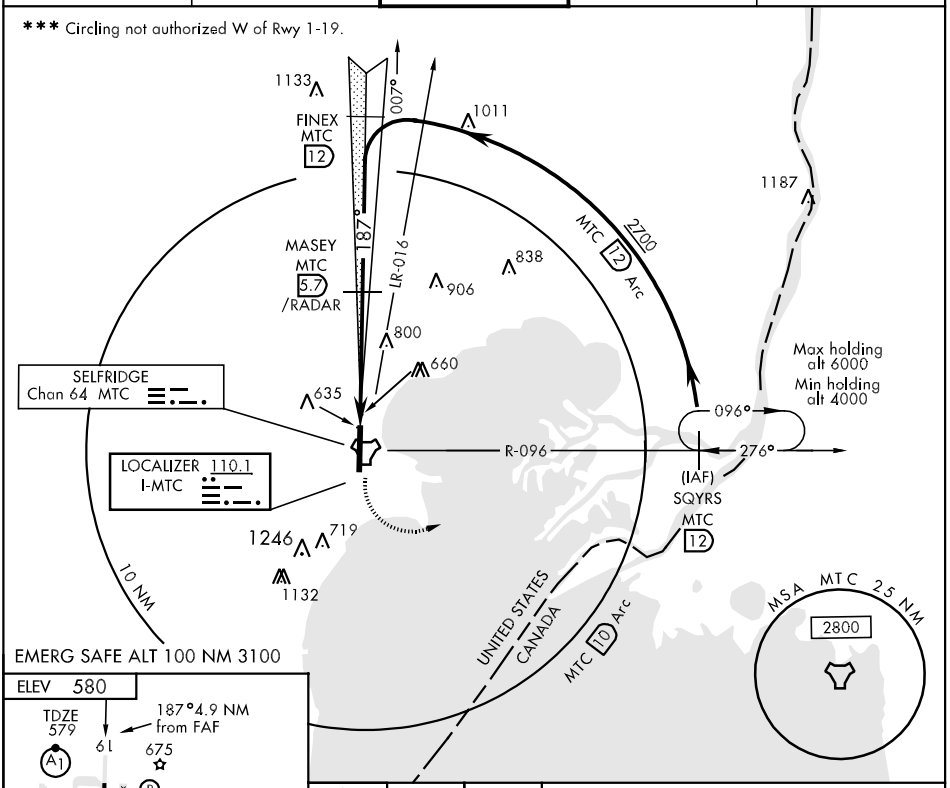
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C/D vis to 1½ miles, CAT E vis to 1¾ miles.

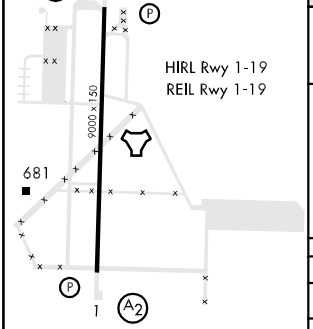
ALSF-1 (A1)

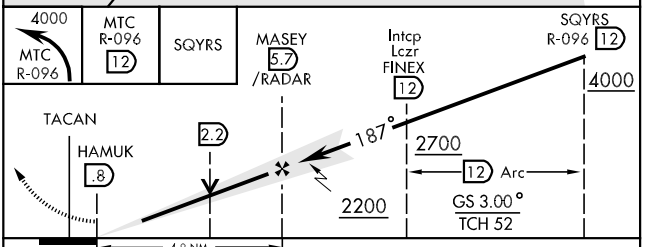
MISSED APPROACH: Climbing left turn to 4000, intercept MTC TACAN R-096 to SQYRS and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

*** Circling not authorized W of Rwy 1-19.







FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

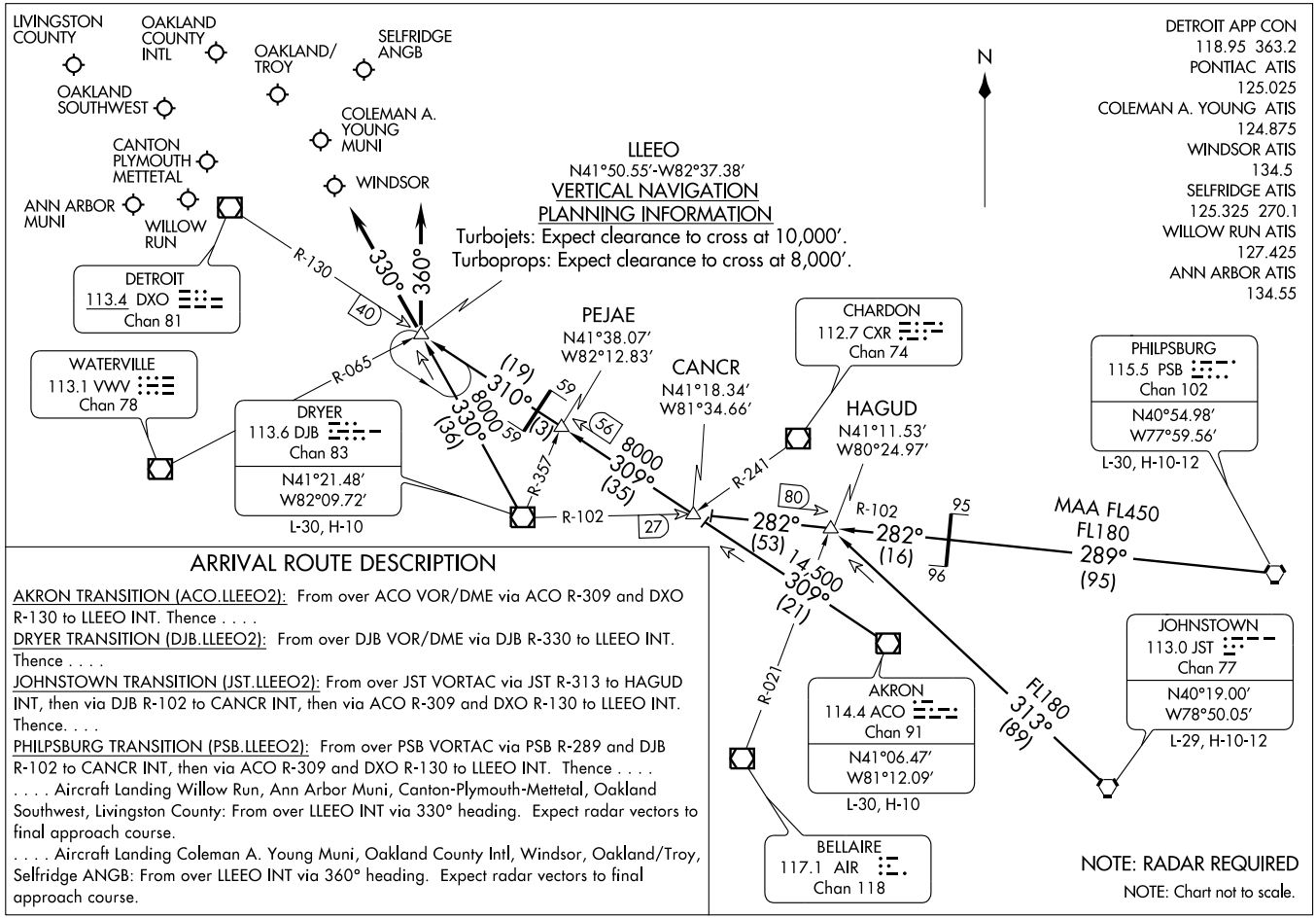
CATEGORY	A	B	C	D	E
S-ILS 19*	882/40 303 (400-¾)				
S-LOC 19**	1080/40 501 (500-¾)		1080/50 501 (500-1)		1080/60 501 (500-1¼)
CIRCLING***	1140-1 560 (600-1)		1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

ILS or LOC/DME RWY 19

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

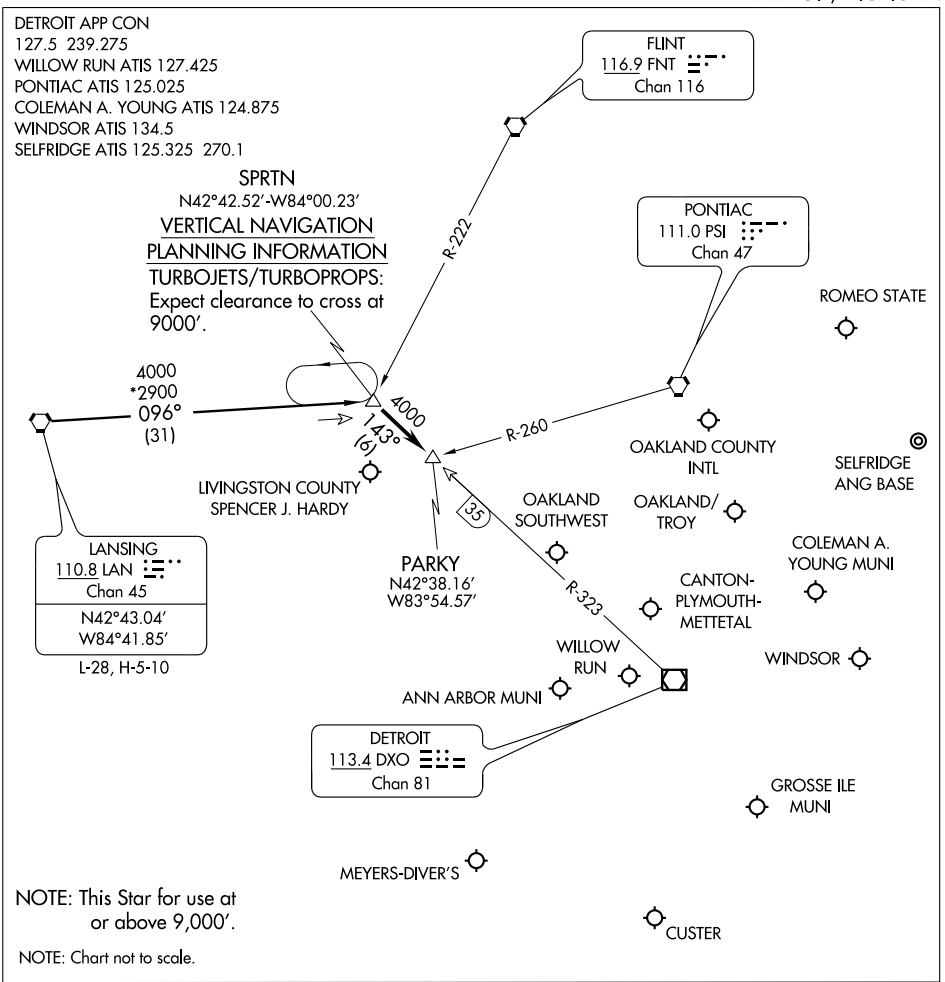
LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 1

TACAN MTC Chan 64	APCH CRS 018°	Rwy Idg 9000 TDZE 580 Arpt Elev 580

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

SALS A2

MISSED APPROACH: Climb to 4000, intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

** Circling not authorized W of Rwy 1-19.

CAUTION:
5 NM Intermediate Segment Length.
Recommend Early Configuration

CASKO MTC 12
R-007
187°
007°
Max holding alt 5000
Min holding alt 4000

906 838

SELFRIDGE Chan 64 MTC

ASAKE MTC 10
096°
276°
R-096
Max holding alt 6000
Min holding alt 4000

834 829 706 1246 1132

JAXUP MTC 5
018°

(IAF) SQYRS MTC 12

UNITED STATES
CANADA
2700
MTC 10 Arc

10 NM

914

FASLA MTC 10
R-198
LR-186

MSA MT C 25 NM
2800

EMERG SAFE ALT 100 NM 3100

ELEV 580
HIRL Rwy 1-19
REIL Rwy 1-19
6 L
675
9000 x 150
681
TDZE 580
A1 A2 P
1
018° to TACAN

SQYRS R-096 12
ASAKE R-096 10
276°
FASLA R-198 10
018°
JAXUP 5
4000
2700
2000
3.01°
TCH 51
10 Arc
2.3
TACAN
WOBOK .8
4.2 NM
4000 MTC R-007 CASKO

CATEGORY	A	B	C	D	E
S-1*	1140/40 560 (600-¾)		1140/60 560 (600-1¼)	1140-1½ 560 (600-1½)	1140-1¾ 560 (600-1¾)
CIRCLING **	1140-1 560 (600-1)		1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 19

TACAN MTC Chan 64	APCH CRS 177°	Rwy Idg 9000 TDZE 579 Arpt Elev 580

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

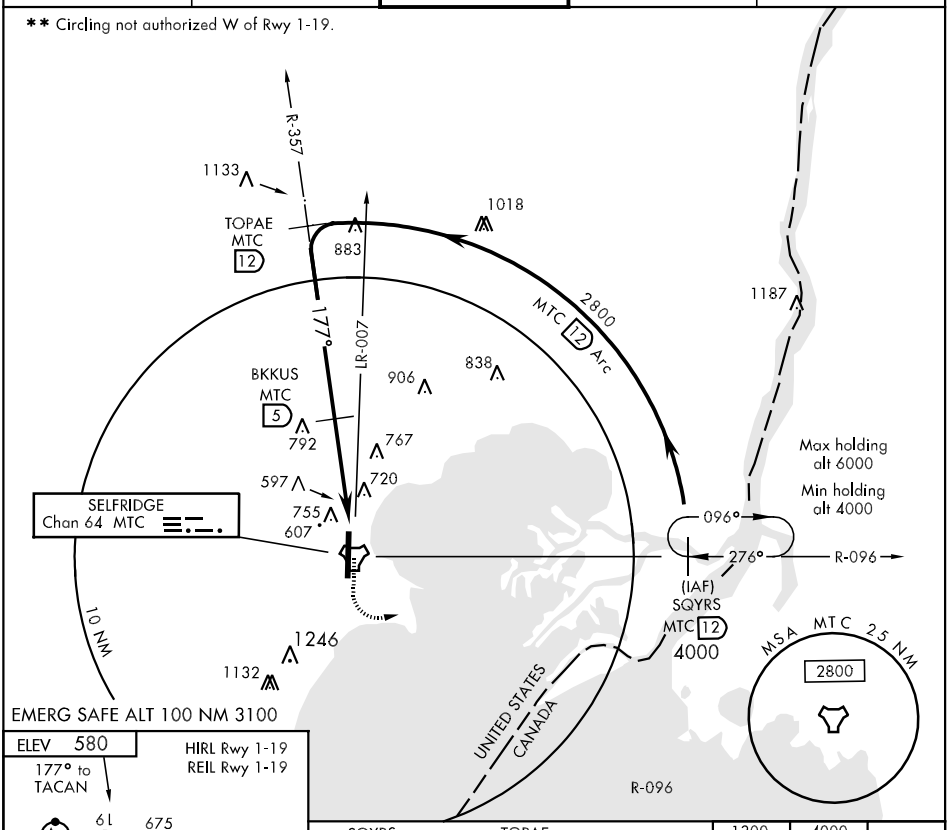
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

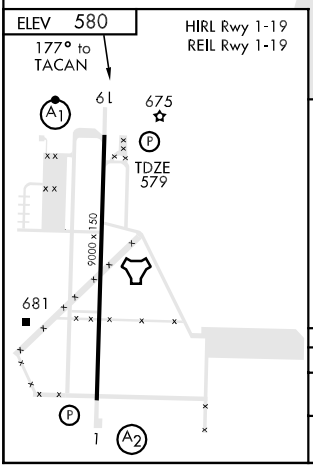
ALSF-1

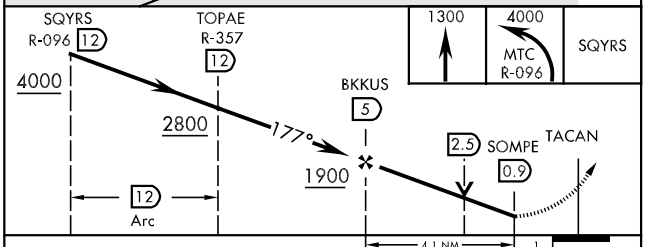
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000, intercept MTC TACAN R-096 to SQYRS and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

** Circling not authorized W of Rwy 1-19.







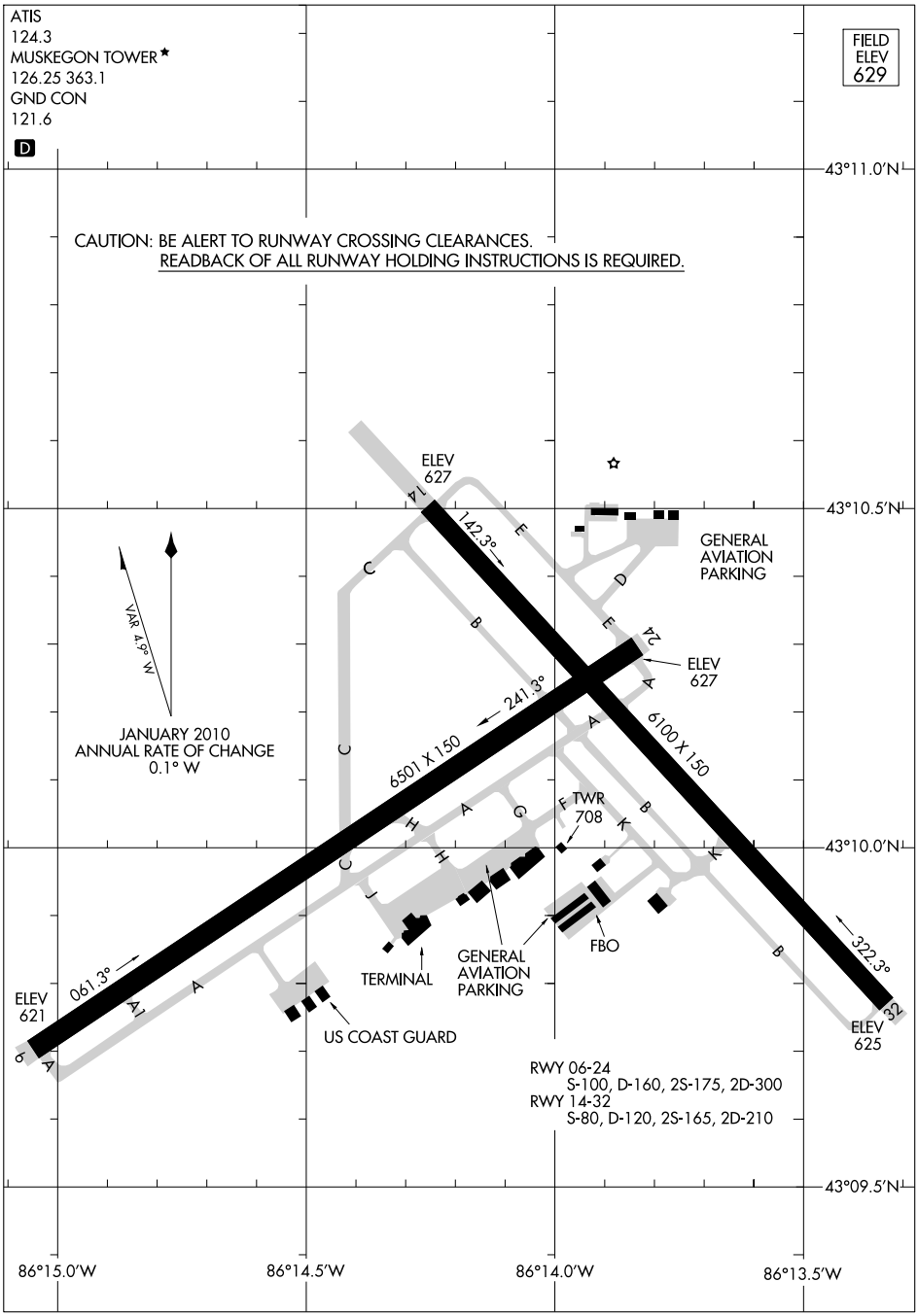
CATEGORY	A	B	C	D	E
S-19 *	1180/40	601 (600-¾)	1180/60 601 (600-1¼)	1180-1½ 601 (600-1½)	1180-1¾ 601 (600-1¾)
CIRCLING **	1180-1	600 (600-1)	1180-1¾ 600 (600-1¾)	1180-2 600 (600-2)	1200-2¼ 620 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-278 (FAA)

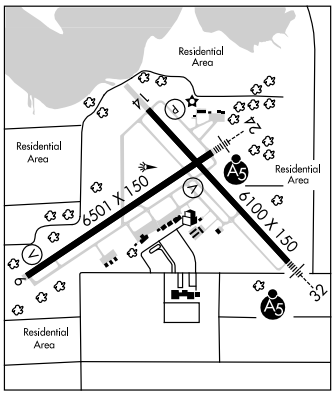
MUSKEGON COUNTY (MKG)
MUSKEGON, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

MUSKEGON CO (MKG) 4 S UTC−5(−4DT) N43°10.13′ W86°14.26′ **CHICAGO**
629 B S4 **FUEL** 100LL, JET A OX 2 Class I, ARFF Index A NOTAM FILE MKG **H–5E, 10F, L–28I**
RWY 06–24: H6501X150 (ASPH–PFC) S–100, D–160, 2S–175, 2D–300 HIRL **IAP, AD**
RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 45′. Trees.
RWY 24: MALSR. VASI(V4L)—GA 3.0° TCH 51′. Tree.
RWY 14–32: H6100X150 (ASPH–PFC) S–80, D–120, 2S–165, 2D–210 HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 32: MALSR. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
RWY 24: TORA–6501 TODA–6501 ASDA–6501 LDA–6501
AIRPORT REMARKS: Attended 1100–0200Z‡, other hrs call 231–798–2126. Rwy 14–32 CLOSED between 0400Z‡ and 1100Z‡ daily. Deer and birds on and invof of arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats between 0400–1100Z‡, call airport manager 231–798–4596. After hours 231–798–1329. VASI Rwy 06, Rwy 24, PAPI Rwy 14 opr continuously. When twr clsd, ACTIVATE HIRL Rwy 06–24 and Rwy 14–32, REIL Rwy 06 and Rwy 14, MALSR Rwy 24 and Rwy 32—CTAF. Ldg fee.
WEATHER DATA SOURCES: ASOS (231) 798–1317. **HIWAS** 115.2 MKG.
COMMUNICATIONS: CTAF 126.25 **ATIS** 124.3 **UNICOM** 122.95
RCO 122.5 (LANSING RADIO)
Ⓡ **APP/DEP CON** 118.2 North of V–2. 119.8 South of V–2.
Ⓡ **CHICAGO CENTER APP/DEP CON** 132.27 (0400–1100Z‡)
TOWER 126.25 (1100–0400Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS E.
TRSA svc ctc **APP CON** within 20 NM.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKG.
(L) VORTACW 115.2 MKG Chan 99 N43°10.16′ W86°02.36′ 271° 8.7 NM to fld. 659/1W. **HIWAS.**
MUSKO NDB (LOM) 219 MK N43°07.27′ W86°10.12′ 316°4.2 NM to fld. Unmonitored. LOM unusable byd 10 NM.
ILS 109.9 I–MKG Rwy 32. Class IE. LOM MUSKO NDB. LOM unusable byd 10 NM. LOC BC unusable byd 12° left of course byd 20° right of course. Unmonitored when twr clsd.
ILS/DME 109.5 I–CJH Chan 32 Rwy 24. Class IB. LOC only. Unmonitored when twr clsd.
ASR (1100–0400Z‡)



MUSKO N43°07.27′ W86°10.12′ NOTAM FILE MKG. **CHICAGO**
NDB (LOM) 219 MK 316° 4.2 NM to Muskegon Co. Unmonitored. Unusable byd 10 NM. **L–28I**

NAPOLEON

NAPOLEON (3NP) 1 NW UTC−5(−4DT) N42°10.25′ W84°15.58′ **DETROIT**
963 S2 NOTAM FILE LAN
RWY 09–27: 2740X200 (TURF)
RWY 09: Thld dsplcd 1200′. Road. **RWY 27:** Trees.
RWY 15–33: 2500X160 (TURF)
RWY 15: Thld dsplcd 290′. Road. **RWY 33:** Thld dsplcd 550′. Trees.
AIRPORT REMARKS: Attended irregularly. Oil tanks S of arpt. Ultralight ops in grass W of Rwy 15–33. Rwy 33 +11′ parked vehicles at the thld and buildings 150′ distance. Rwy 09–27 and Rwy 15–33 marked with 3′ yellow cones; dsplcd thlds marked with three 3′ yellow cones each side of rwy.
COMMUNICATIONS: CTAF 122.9

VAN WAGNEN (6H4) 5W UTC−5(−4DT) N42°09.39′ W84°20.06′ **DETROIT**
980 NOTAM FILE LAN
RWY 09–27: 2105X55 (TURF) LIRL
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended continuously. Rwy 09–27 marked with yellow tires.
COMMUNICATIONS: CTAF 122.9

NARTRON FLD (See REED CITY)

LOC/DME I-CJH	APP CRS	Rwy Idg 6501
109.5	240°	TDZE 627
Chan 32		Apt Elev 629

ILS or LOC RWY 24

MUSKEGON COUNTY (MKG)

T A ASR — VDP NA with Fremont altimeter setting. When local altimeter setting not received, use Fremont altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase S-LOC 24 Cats C/D and Circling Cat C visibility ¼ mile. PEEPL Fix minimums: increase S-LOC 24 Cat C visibility ¼ mile. PEEPL FIX Minimums: For inoperative MALSR, increase S-LOC 24 all Cat D visibility to 1mile. For inoperative MALSR, when using Fremont altimeter setting; increase S-ILS 24 visibility to 1mile all Cats

MALSR

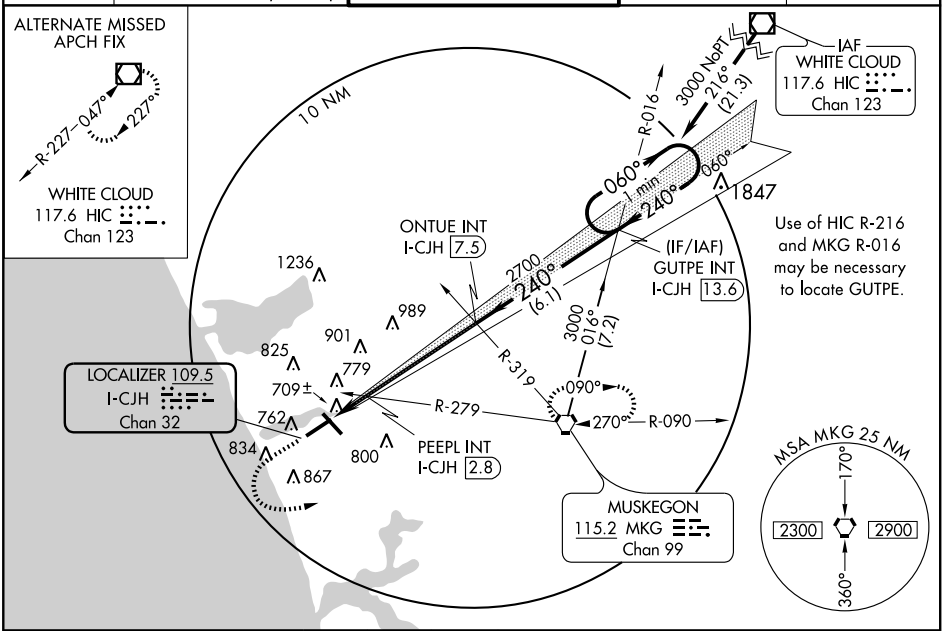
MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95

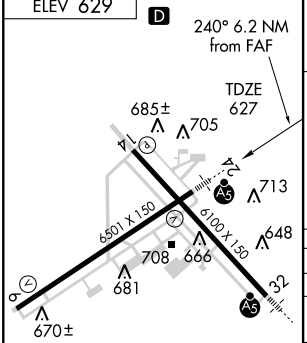
ALTERNATE MISSED APCH FIX

R-227–047° 227°

WHITE CLOUD 117.6 HIC Chan 123

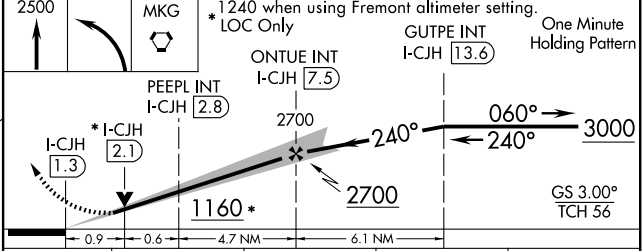


ELEV 629 D



REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-ILS 24	827-½ 200 (200-½)			
S-LOC 24	1160-½ 533 (600-½)		1160-1 533 (600-1)	1160-1¼ 533 (600-1¼)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1180-2 551 (600-2)
PEEPL FIX MINIMUMS				
S-LOC 24	960-½ 333 (400-½)			960-¾ 333 (400-¾)
CIRCLING	1080-1 451 (500-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

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EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MKG	APP CRS	Rwy Idg	6100
109.9	321°	TDZE	629
		Apt Elev	629

ILS or LOC RWY 32
MUSKEGON COUNTY (MKG)

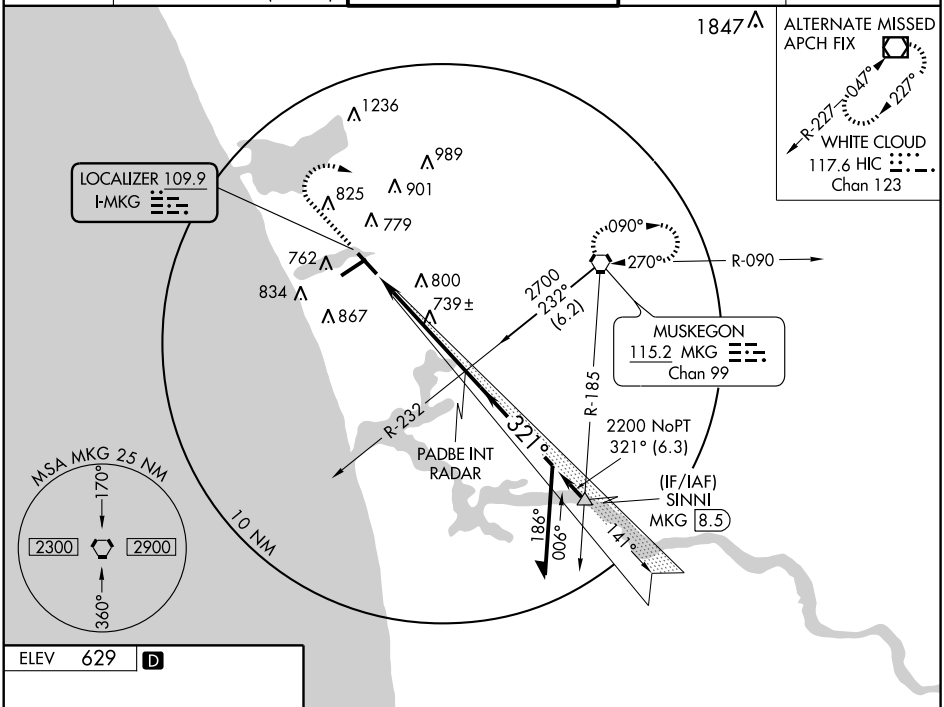
ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Fremont altimeter setting and increase DA 65 feet, and all MDA 80 feet, increase S-LOC Cat C visibility to RVR 4000, Cat D visibility to RVR 5000.

MALSR

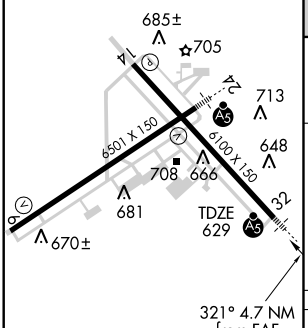
MISSED APPROACH: Climb to 2500 then right turn direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON *		MUSKEGON TOWER *	GND CON	UNICOM
124.3	118.2 339.1	(N of V2)	126.25 (CTAF) L 363.1	121.6	122.95
	119.8 339.1	(S of V2)			



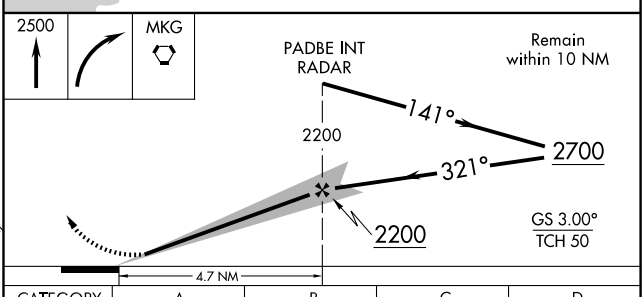
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010



REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 32	*829/24 200 (200-½)			
S-LOC 32	1000/24 371 (400-½)			1000/40 371 (400-¾)
CIRCLING	1080-1 451 (500-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

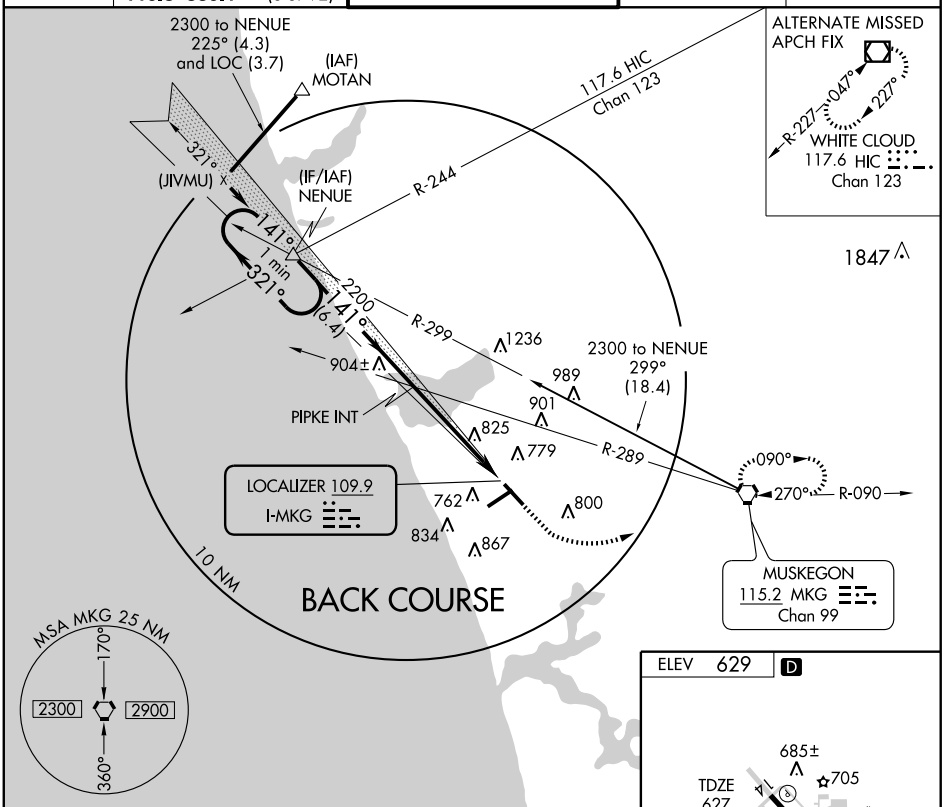
LOC I-MKG	APP CRS	Rwy Idg	6100
109.9	141°	TDZE	627
		Apt Elev	629

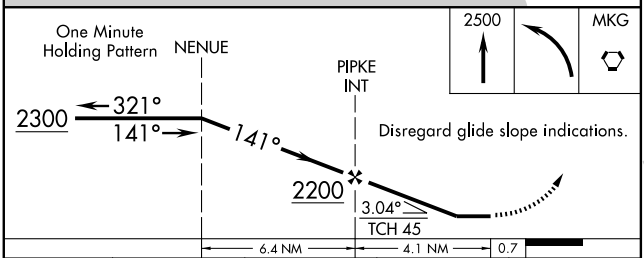
LOC BC RWY 14
MUSKEGON COUNTY (MKG)

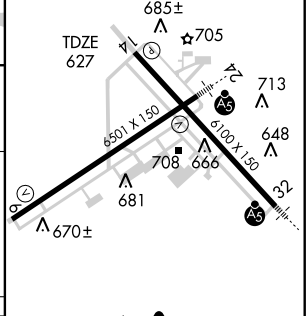
Visibility reduction by helicopters NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDA 80 feet. ASR

MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
S-14	1140-1 513 (600-1)		1140-1½ 513 (600-1½)	1140-1¾ 513 (600-1¾)
CIRCLING	1140-1 511 (600-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

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EC-1, 21 OCT 2010 to 18 NOV 2010

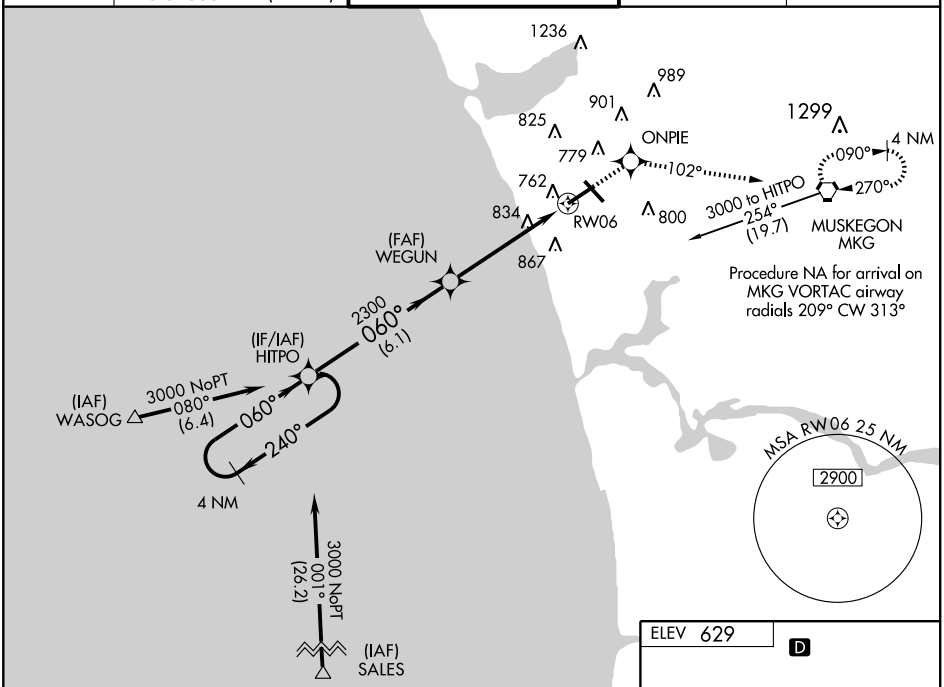
WAAS	APP CRS	Rwy Idg	6501
Ch 56618	060°	TDZE	623
W06A		Apt Elev	629

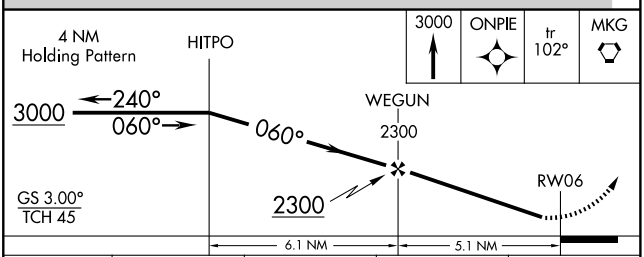
RNAV (GPS) RWY 6
MUSKEGON COUNTY (MKG)

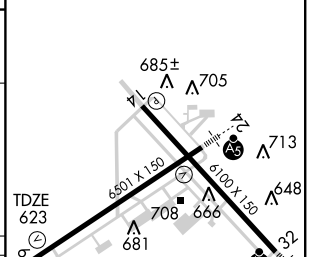
T A ASR When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Fremont altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fremont altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ONPIE and on track 102° to MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	926-1 303 (300-1)			
LNAV/VNAV DA	1173-2 550 (600-2)			
LNAV MDA	1100-1 477 (500-1)		1100-1¼ 477 (500-1¼)	1100-1½ 477 (500-1½)
CIRCLING	1100-1 471 (500-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

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EC-1, 21 OCT 2010 to 18 NOV 2010

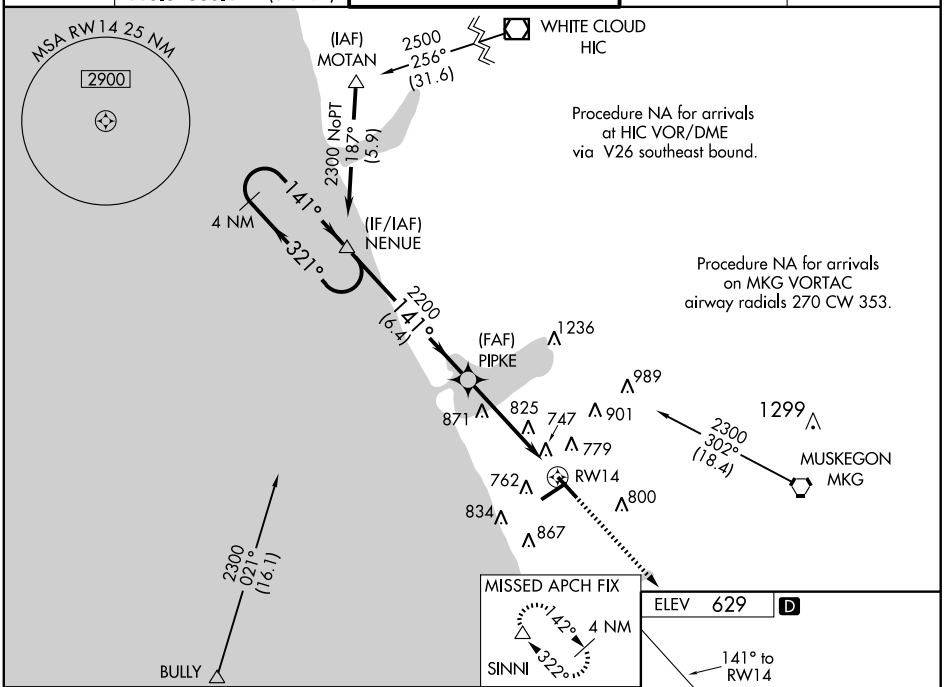
WAAS	APP CRS	Rwy Idg	6100
CH 69410	141°	TDZE	627
W14A		Apt Elev	629

RNAV (GPS) RWY 14
MUSKEGON COUNTY (MKG)

Baro-VNAV NA when using Fremont altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fremont altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. VDP NA when using Fremont altimeter setting.

MISSED APPROACH: Climb to 2700 direct SINNI and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95



CATEGORY	A	B	C	D
LPV DA	877-¾ 250 (300-¾)			
LNAV/VNAV DA	1079-1½ 452 (500-1½)			
LNAV MDA	1180-1 553 (600-1)		1180-1½ 553 (600-1½)	1180-1¾ 553 (600-1¾)
CIRCLING	1180-1 551 (600-1)		1180-1½ 551 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

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WAAS Ch 42918 W24A	APP CRS 240°	Rwy Idg 6501 TDZE 627 Apt Elev 629

RNAV (GPS) RWY 24

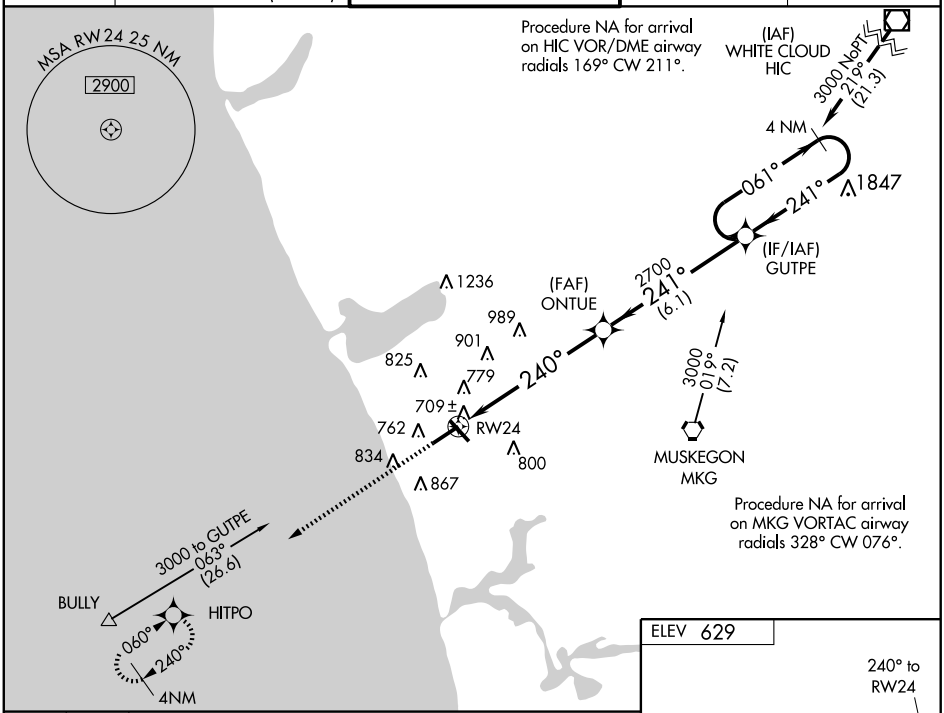
MUSKEGON COUNTY (MKG)

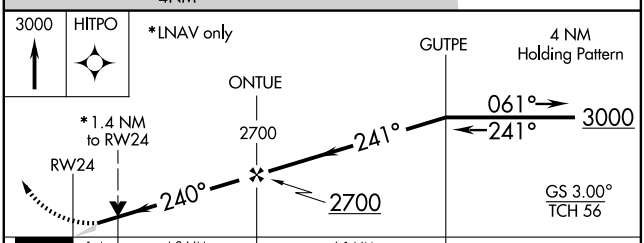
ASR For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Fremont altimeter setting. When local altimeter setting not received, use Fremont altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. For inoperative MALSR, when using Fremont altimeter setting: increase LPV visibility to 1 mile all Cats.

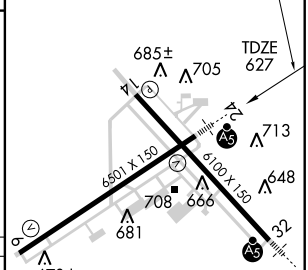
MALSR

MISSED APPROACH: Climb to 3000 direct HITPO and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	827-½ 200 (200-½)			
LNAV/VNAV DA	1076-1 449 (500-1)			
LNAV MDA	1140-½ 513 (600-½)		1140-1 513 (600-1)	1140-1¼ 513 (500-1¼)
CIRCLING	1140-1 511 (600-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

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WAAS	APP CRS		
CH 63010	321°	Rwy Idg	6100
W32A		TDZE	629
		Apt Elev	629

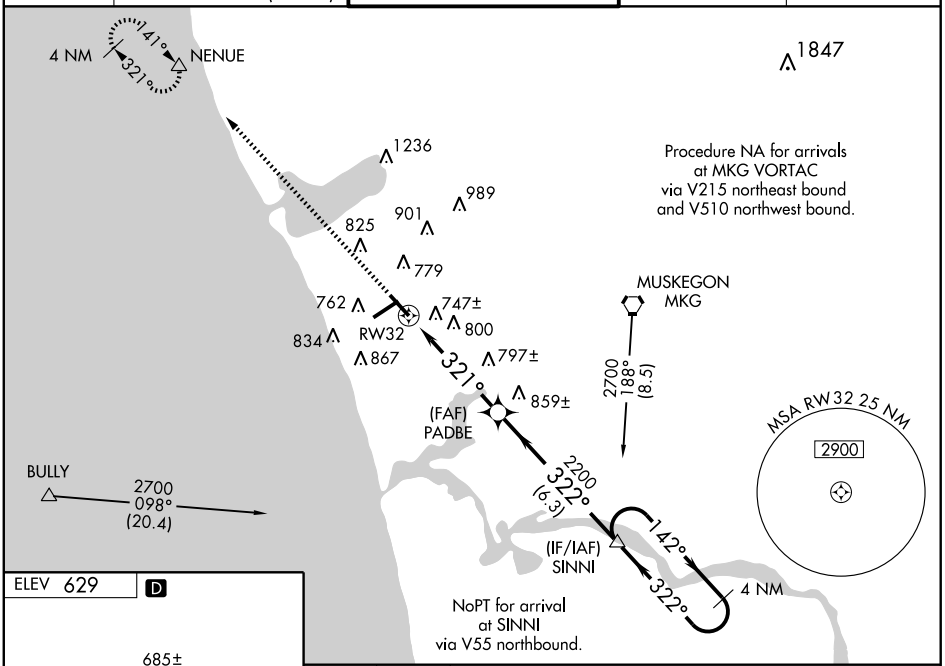
RNAV (GPS) RWY 32
MUSKEGON COUNTY (MKG)

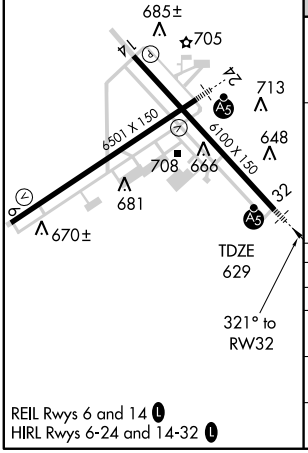
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. Baro-VNAV NA when using Fremont altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all DA 65 feet, all MDA 80 feet, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat C visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. VDP NA when using Fremont altimeter setting.

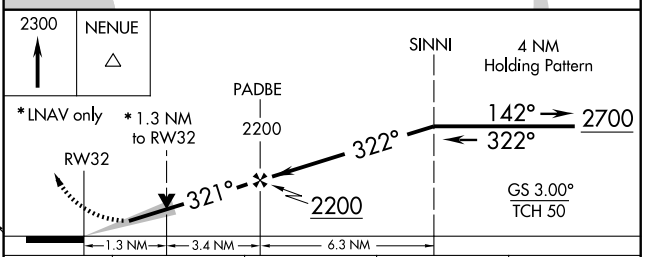
MALSR

MISSED APPROACH: Climb to 2300 direct NENUE and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY		A	B	C	D
LPV	DA	913/24 284 (300-½)			
LNAV/VNAV	DA	1029/50 400 (400-1)			
LNAV MDA		1100/24 471 (500-½)		1100/40 471 (500-¾)	1100/50 471 (500-1)
CIRCLING		1100-1 471 (500-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

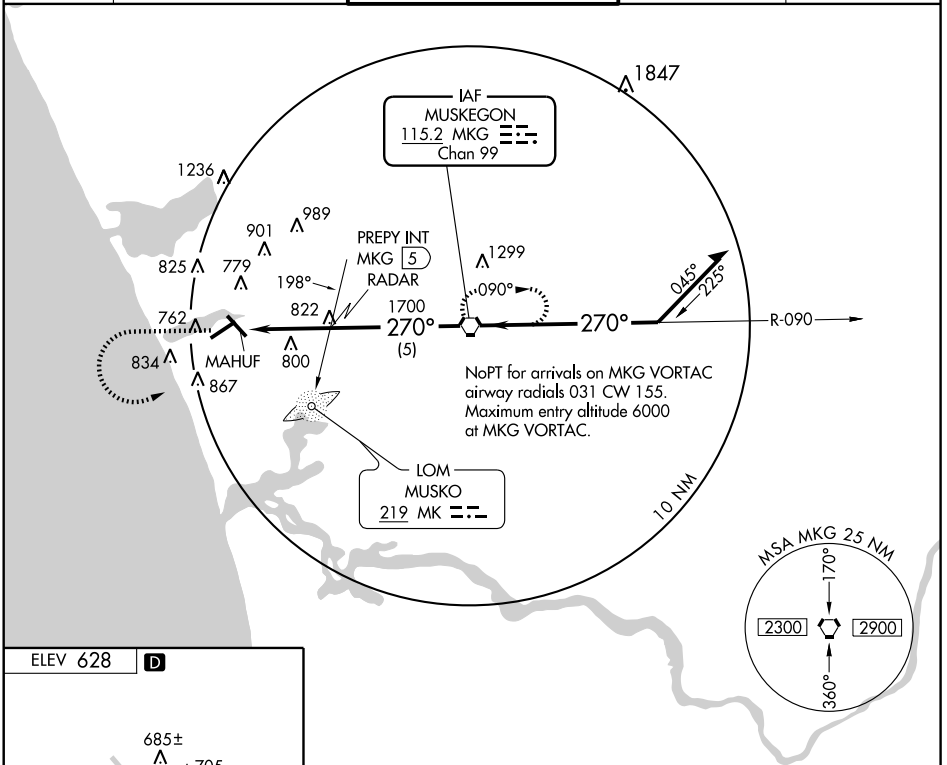
VORTAC MKG	APP CRS	Rwy Idg	N/A
115.2	270°	TDZE	N/A
Chan 99		Apt Elev	628

VOR-A
MUSKEGON COUNTY (MKG)

T ADF, DME or RADAR REQUIRED.
A If local altimeter setting not received, use Tulip City
ASR altimeter setting and increase all MDAs 80 feet.

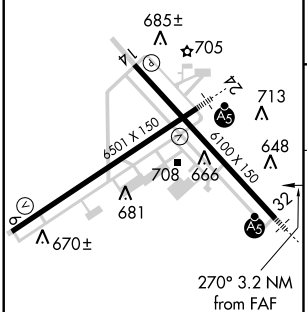
MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95



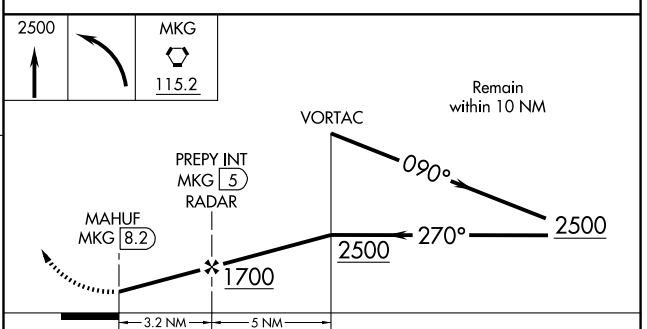
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010



REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
CIRCLING	1100-1 472 (500-1)		1180-1½ 552 (600-1½)	1220-2 592 (600-2)

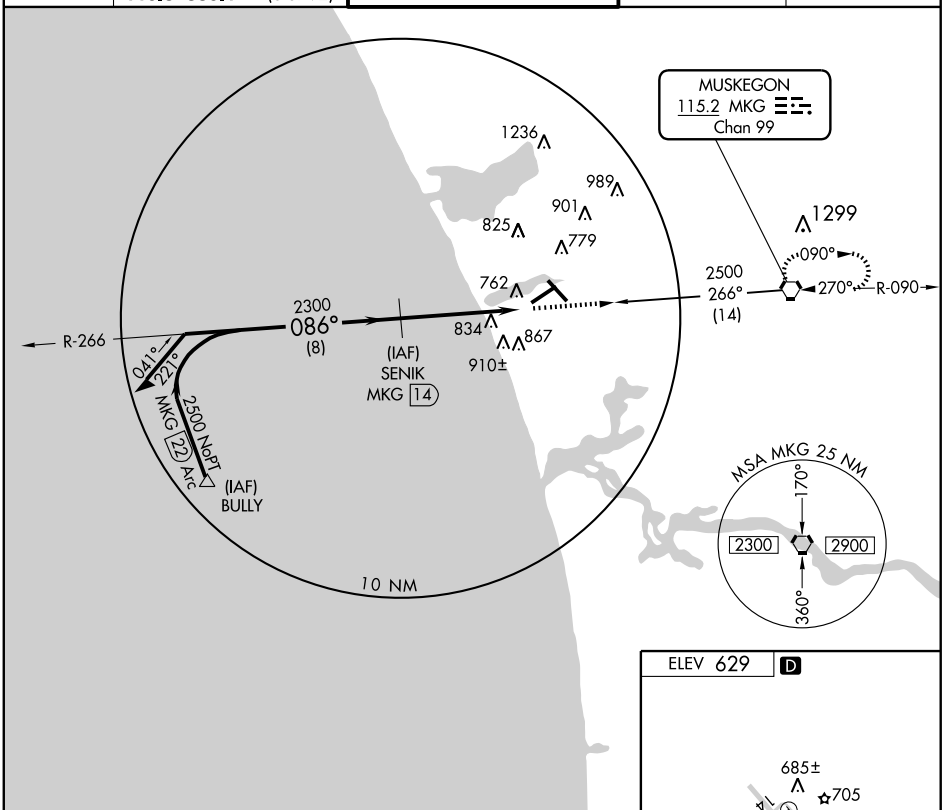
VORTAC MKG	APP CRS	Rwy Idg	6501
115.2	086°	TDZE	623
Chan 99		Apt Elev	629

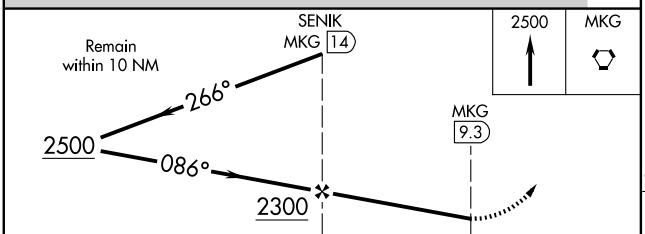
VOR/DME RWY 6
MUSKEGON COUNTY (MKG)

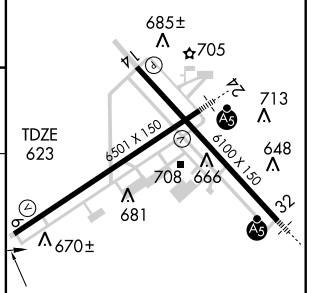
ASR — When local altimeter setting not received, use Fremont altimeter setting and increase all MDA 80 feet; increase S-6 Cats C/D visibility and circling CAT C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
S-6	1160-1	537 (600-1)	1160-1½ 537 (600-1½)	1160-1¾ 537 (600-1¾)
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-1½)	1220-2 591 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

NEWBERRY N46°18.75′ W85°27.81′ NOTAM FILE ERY. GREEN BAY L–31B

(T) VORW/DME 108.2 ERY Chan 19 at Luce Co. 869/6W. **AWOS–3.**
VOR/DME unmonitored Mon–Fri 2130–1230Z‡ and unmonitored Sat–Sun.

RCO 122.4 (GREEN BAY RADIO)

NEWBERRY

LUCE CO (ERY) 3 SE UTC−5(−4DT) N46°18.66′ W85°27.43′ GREEN BAY L–31B IAP

869 B **FUEL** 100LL NOTAM FILE ERY

RWY 11–29: H4304X75 (ASPH) S–8 MIRL 0.5% up W

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 25. Trees.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.

RWY 04–22: 2856X150 (TURF)

RWY 04: Thld dsplcd 936′. Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 1330–2100Z‡. For svcs other times call 906–293–3703. Rwy 04–22 CLOSED Nov–Mar and when snow covered. Rwy 04–22 marked with 3′ yellow cones. ACTIVATE MIRL Rwy 11–29; REIL Rwy 11 and Rwy 29; PAPI Rwy 11 and Rwy 29 and windcone—CTAF.

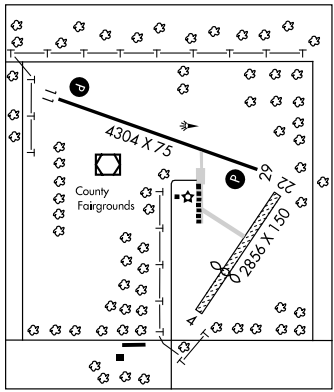
WEATHER DATA SOURCES: AWOS–3 108.2 ERY (906) 293–2979.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEWBERRY RCO 122.4 (GREEN BAY RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ERY.

NEWBERRY (T) VORW/DME 108.2 ERY Chan 19 N46°18.75′ W85°27.81′ at fld. 869/6W. **AWOS–3.**
VOR/DME unmonitored Mon–Fri 2130–1230Z‡ and unmonitored Sat–Sun.



NEW HUDSON

OAKLAND SOUTHWEST (Y47) 1 SW UTC−5(−4DT) N42°30.19′ W83°37.42′ DETROIT COPTER L–28J, A IAP

926 B S4 **FUEL** 100LL NOTAM FILE LAN

RWY 08–26: H3128X40 (ASPH) LIRL

RWY 08: VASI(V2R)—GA 3.0°. Thld dsplcd 1266′. Brush.

RWY 26: VASI(V2L)—GA 3.0°. Thld dsplcd 864′. Trees.

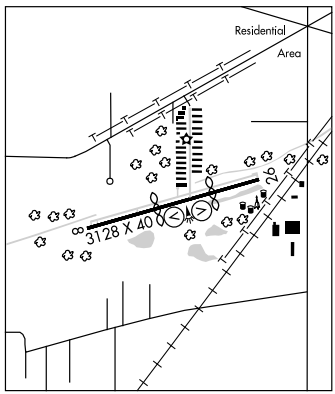
AIRPORT REMARKS: Attended 1330Z‡–dusk. Occasional 4″–6″ drop off on rwy and twy shoulders. Trees and brush in primary surface 70′–120′ left and right. ACTIVATE LIRL Rwy 08–26 CTAF 5 times.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **DETROIT APP/DEP CON** 127.5

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

SALEM (L) VORTAC 114.3 SVM Chan 90 N42°24.53′ W83°35.65′ 350° 5.8 NM to fld. 950/3W.



NEWMAN'S (See KALAMAZOO)

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

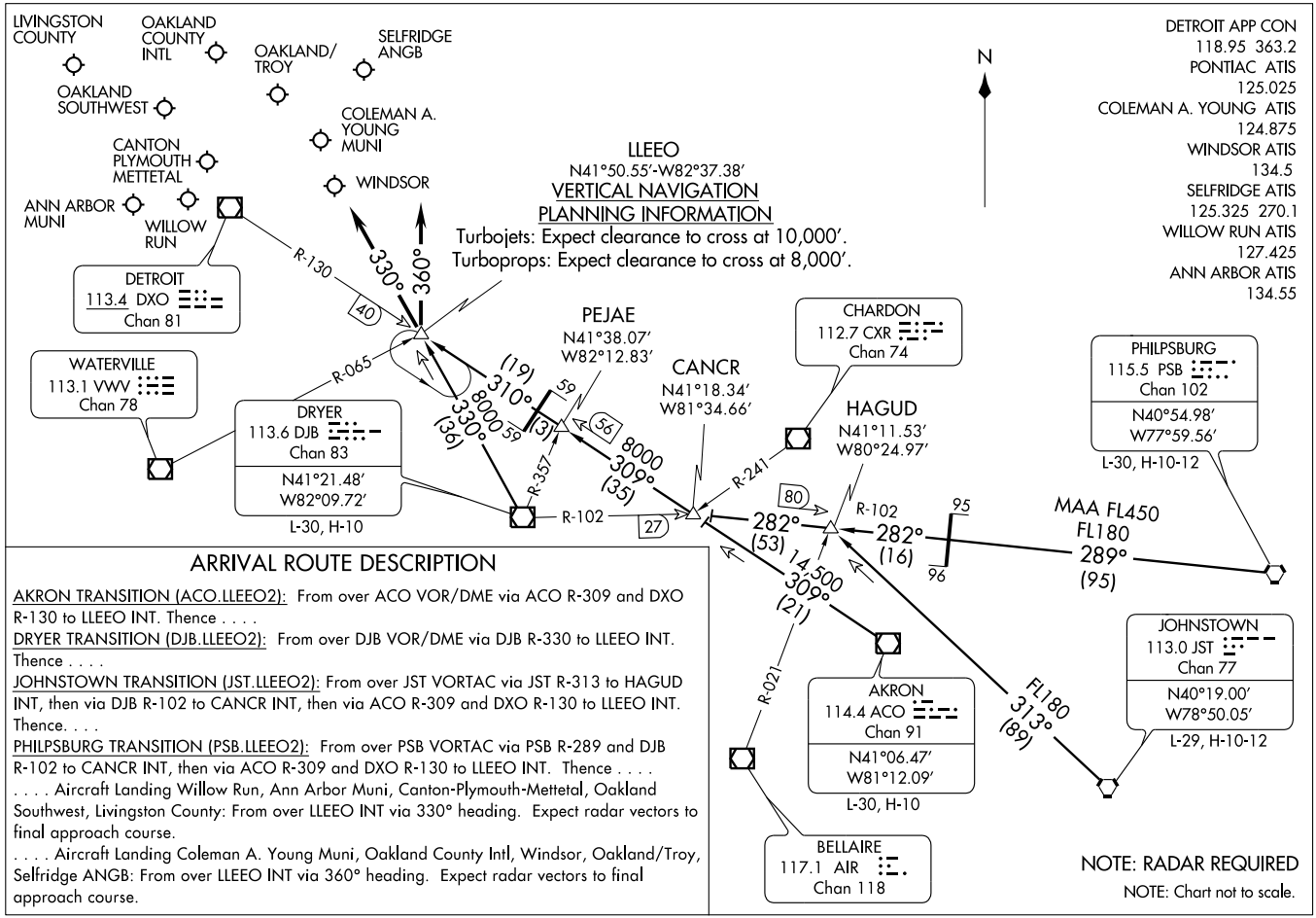
DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

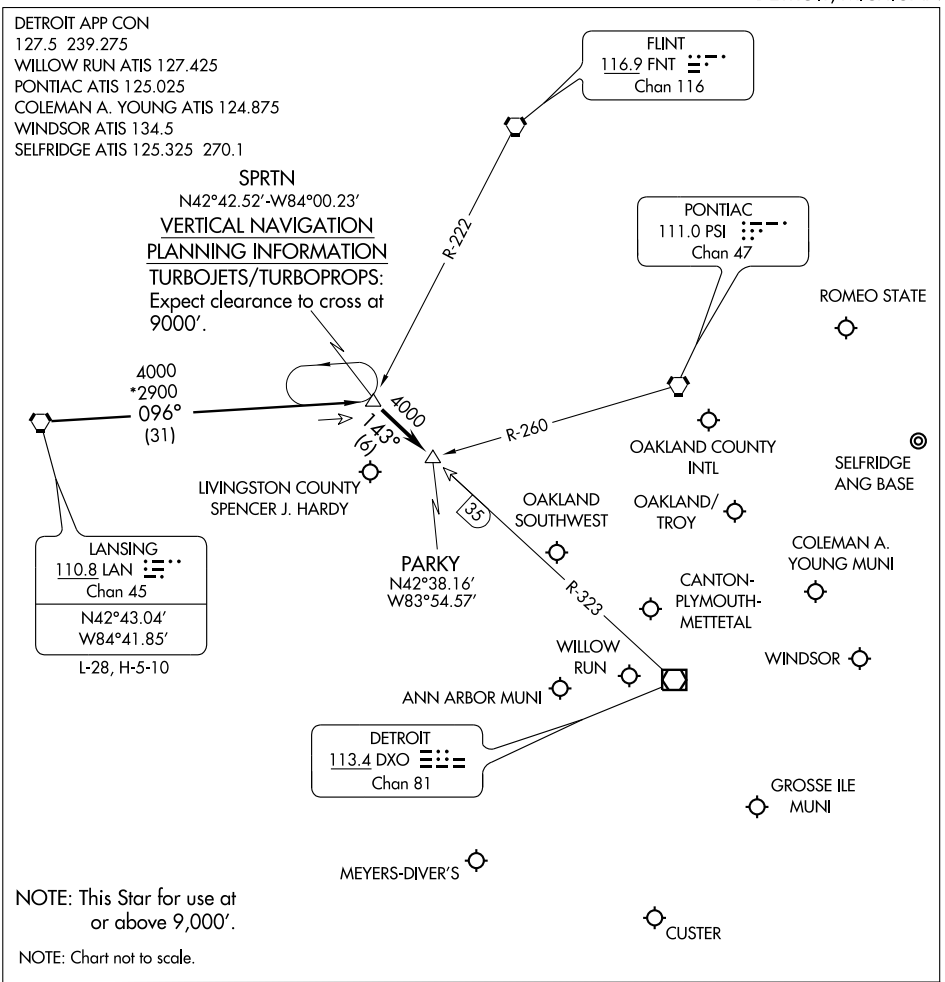
LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

SWWAN ONE ARRIVAL

PONTIAC, MICHIGAN

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWWAN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT.
Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC SVM 114.3 Chan 90	APP CRS 350°	Rwy Idg N/A TDZE N/A Apt Elev 926

VOR or GPS-A

NEW HUDSON / OAKLAND SOUTHWEST (Y47)

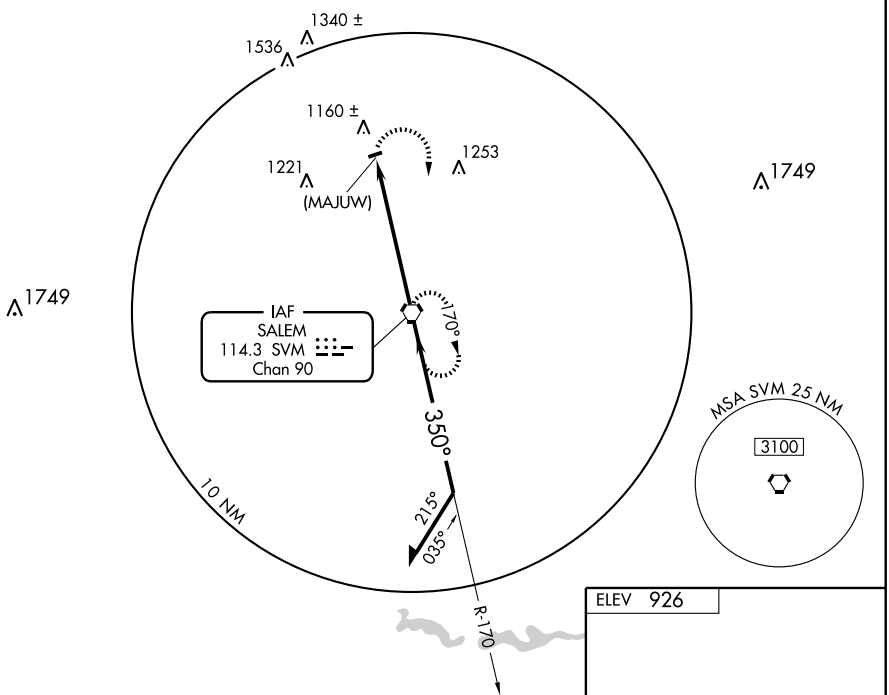
Use Detroit Willow Run airport altimeter setting.
Night visibility minimums 2 miles.
When VGSI inop, Circling to Rwy 8 NA at night.

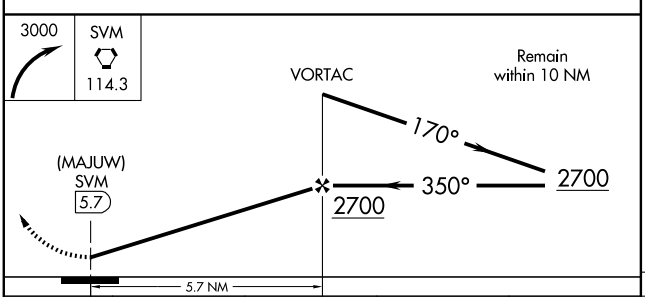
NA

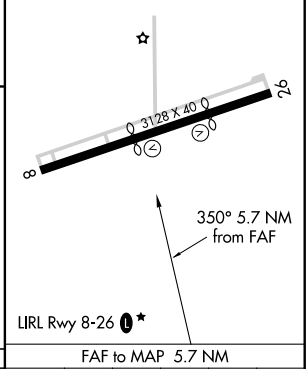
MISSED APPROACH: Climbing right turn to 3000 direct SVM VORTAC and hold.

DETROIT APP CON
127.5 363.2

UNICOM
122.7 (CTAF) L ★







FAF to MAP 5.7 NM

CATEGORY	A	B	C	D
CIRCLING	1520-1	594 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

NEWBERRY N46°18.75′ W85°27.81′ NOTAM FILE ERY. GREEN BAY L–31B

(T) VORW/DME 108.2 ERY Chan 19 at Luce Co. 869/6W. **AWOS–3.**
VOR/DME unmonitored Mon–Fri 2130–1230Z‡ and unmonitored Sat–Sun.

RCO 122.4 (GREEN BAY RADIO)

NEWBERRY

LUCE CO (ERY) 3 SE UTC−5(−4DT) N46°18.66′ W85°27.43′ GREEN BAY L–31B IAP

869 B **FUEL** 100LL NOTAM FILE ERY

RWY 11–29: H4304X75 (ASPH) S–8 MIRL 0.5% up W

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 25. Trees.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.

RWY 04–22: 2856X150 (TURF)

RWY 04: Thld dsplcd 936′. Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 1330–2100Z‡. For svcs other times call 906–293–3703. Rwy 04–22 CLOSED Nov–Mar and when snow covered. Rwy 04–22 marked with 3′ yellow cones. ACTIVATE MIRL Rwy 11–29; REIL Rwy 11 and Rwy 29; PAPI Rwy 11 and Rwy 29 and windcone—CTAF.

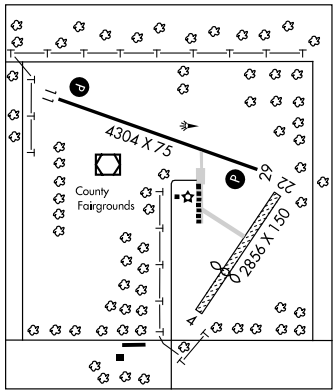
WEATHER DATA SOURCES: AWOS–3 108.2 ERY (906) 293–2979.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEWBERRY RCO 122.4 (GREEN BAY RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ERY.

NEWBERRY (T) VORW/DME 108.2 ERY Chan 19 N46°18.75′ W85°27.81′ at fld. 869/6W. **AWOS–3.**
VOR/DME unmonitored Mon–Fri 2130–1230Z‡ and unmonitored Sat–Sun.



NEW HUDSON

OAKLAND SOUTHWEST (Y47) 1 SW UTC−5(−4DT) N42°30.19′ W83°37.42′ DETROIT COPTER L–28J, A IAP

926 B S4 **FUEL** 100LL NOTAM FILE LAN

RWY 08–26: H3128X40 (ASPH) LIRL

RWY 08: VASI(V2R)—GA 3.0°. Thld dsplcd 1266′. Brush.

RWY 26: VASI(V2L)—GA 3.0°. Thld dsplcd 864′. Trees.

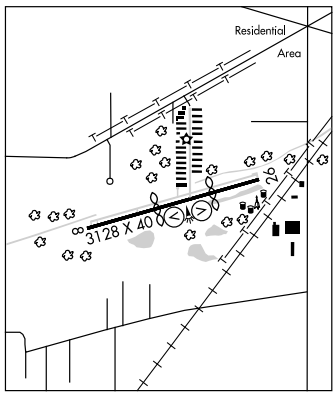
AIRPORT REMARKS: Attended 1330Z‡–dusk. Occasional 4″–6″ drop off on rwy and twy shoulders. Trees and brush in primary surface 70′–120′ left and right. ACTIVATE LIRL Rwy 08–26 CTAF 5 times.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **DETROIT APP/DEP CON** 127.5

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

SALEM (L) VORTAC 114.3 SVM Chan 90 N42°24.53′ W83°35.65′ 350° 5.8 NM to fld. 950/3W.



NEWMAN'S (See KALAMAZOO)

APP CRS		
116°	Rwy Idg	4304
	TDZE	869
	Apt Elev	869

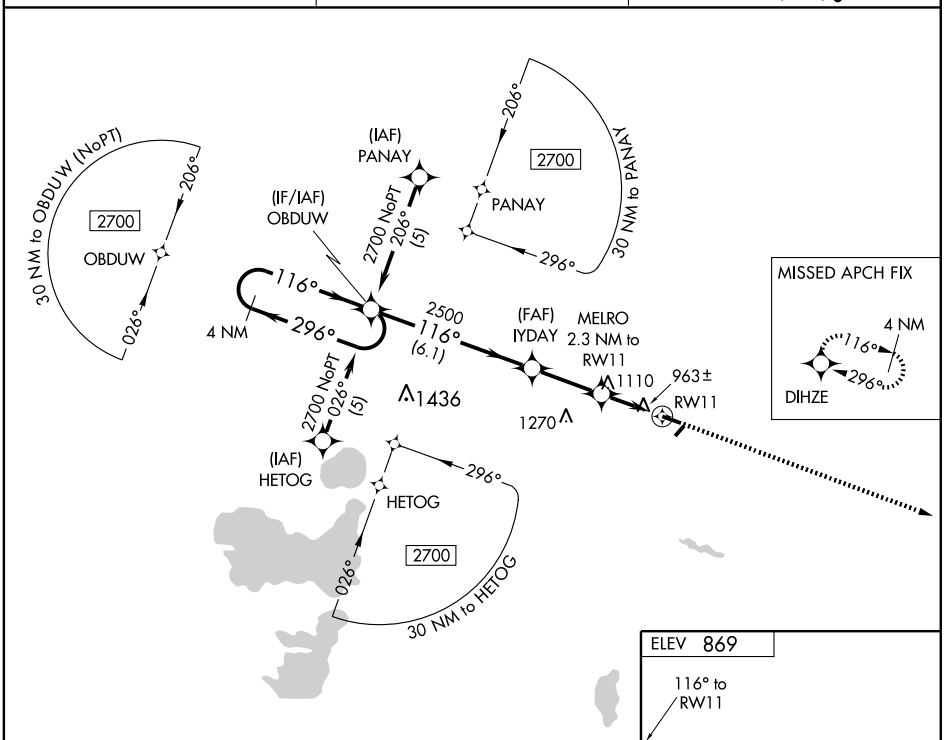
RNAV (GPS) RWY 11

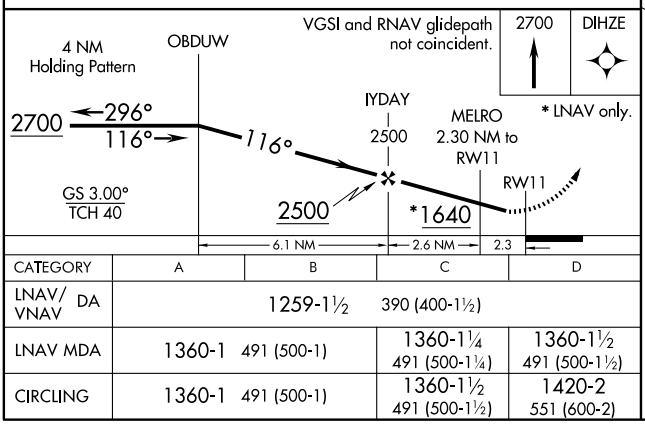
NEWBERRY / LUCE COUNTY (ERY)

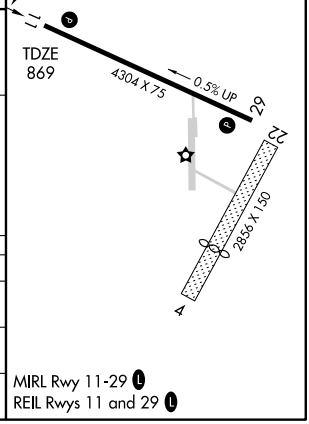
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chippewa Co Intl altimeter setting and increase DA 105 feet and all MDA 120 feet, increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cats C and D ½ mile, and Circling Cats C and D ¼ mile. Baro-VNAV NA when using Chippewa Co Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct DIHZE and hold.

AWOS-3	GREEN BAY RADIO	UNICOM
108.2	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	1259-1½	390 (400-1½)		
LNAV MDA	1360-1 491 (500-1)		1360-1¼ 491 (500-1¼)	1360-1½ 491 (500-1½)
CIRCLING	1360-1 491 (500-1)		1360-1½ 491 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4304
CH 40418	296°	TDZE	867
W29A		Apt Elev	869

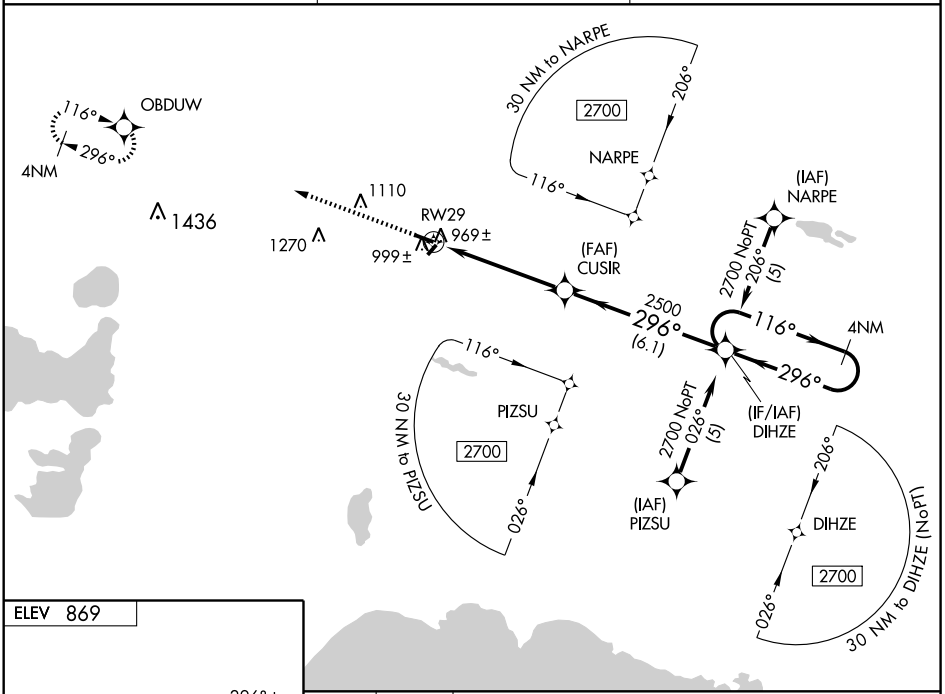
RNAV (GPS) RWY 29

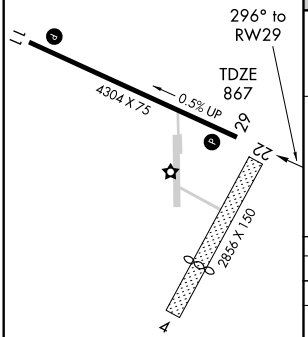
NEWBERRY/LUCE COUNTY (ERY)

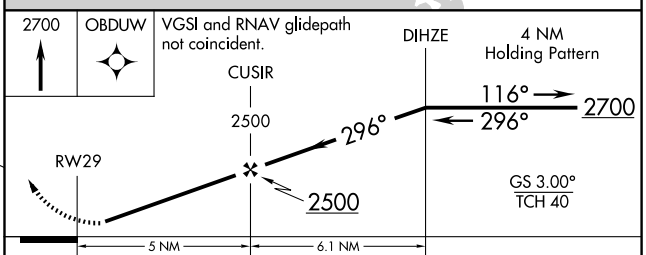
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chippewa Co Intl altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cats C and D ½ mile, and Circling Cat D ¼ mile. Baro-VNAV NA when using Chippewa Co Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OBDUW and hold.

AWOS-3	GREEN BAY RADIO	UNICOM
108.2	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1117-1 250 (300-1)			
LNAV/VNAV DA	1239-1½ 372 (400-1½)			
LNAV MDA	1260-1 393 (400-1)			1260-1¼ 393 (400-1¼)
CIRCLING	1300-1 431 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ERY 108.2 Chan 19	APP CRS 126°	Rwy Idg 4304 TDZE 869 Apt Elev 869

VOR RWY 11

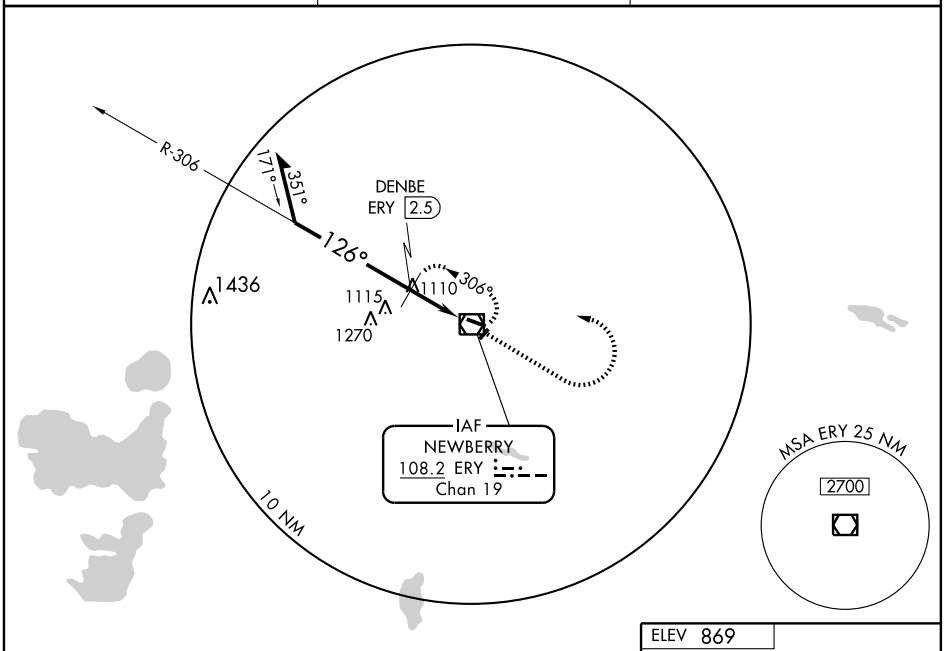
NEWBERRY/LUCE COUNTY (ERY)

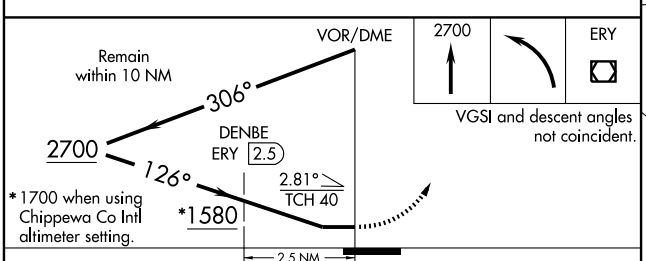
NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Chippewa Co Intl altimeter setting and increase all MDA 120 feet, increase S-11 and Circling Cat B visibility ¼ mile, Cat C and D ½ mile, DENBE FIX minimums; Increase S-11 Cat C and D visibility ½ mile, Circling Cat C and D ¼ mile.

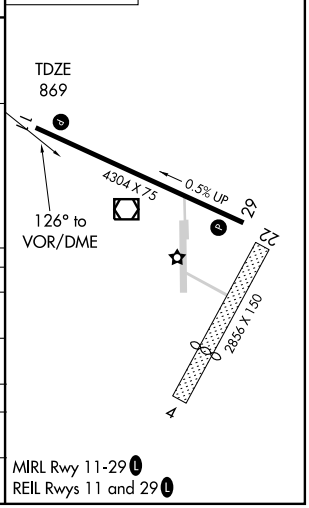
MISSED APPROACH: Climb to 2700 then left turn direct ERY VOR/DME and hold.

AWOS-3	GREEN BAY RADIO	UNICOM
108.2	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-11	1580-1	711 (800-1)	1580-2 711 (800-2)	1580-2¼ 711 (800-2¼)
CIRCLING	1580-1	711 (800-1)	1580-2 711 (800-2)	1580-2¼ 711 (800-2¼)
DENBE FIX MINIMUMS				
S-11	1360-1	491 (500-1)	1360-1¼ 491 (500-1¼)	1360-1½ 491 (500-1½)
CIRCLING	1360-1	491 (500-1)	1360-1½ 491 (500-1½)	1420-2 551 (600-2)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ERY	APP CRS	Rwy Idg	4304
108.2	289°	TDZE	867
Chan 19		Apt Elev	869

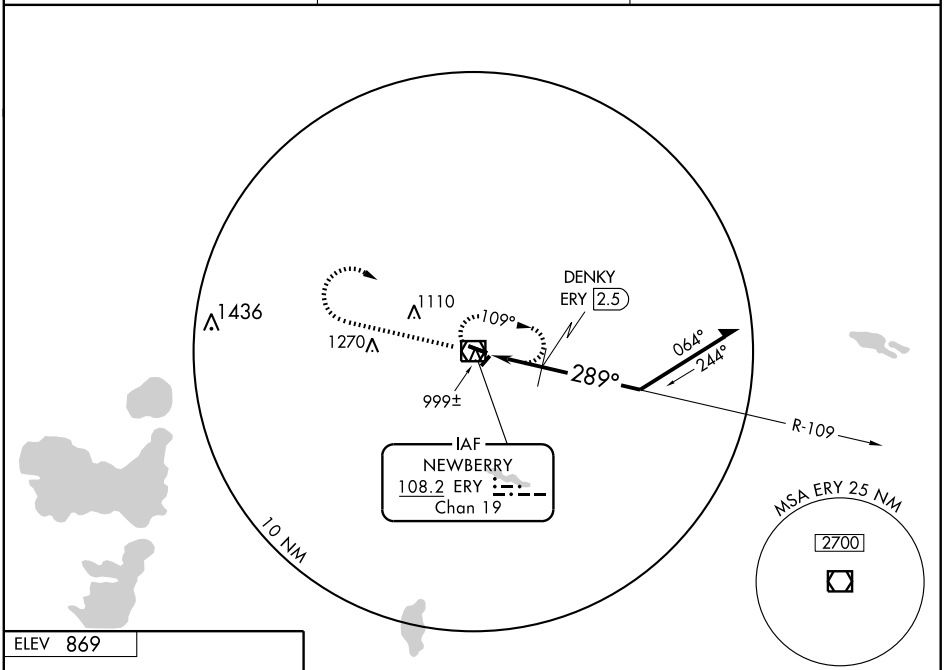
VOR RWY 29

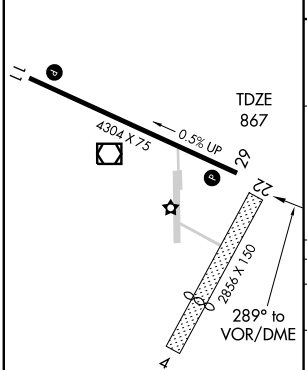
NEWBERRY/LUCE COUNTY (ERY)

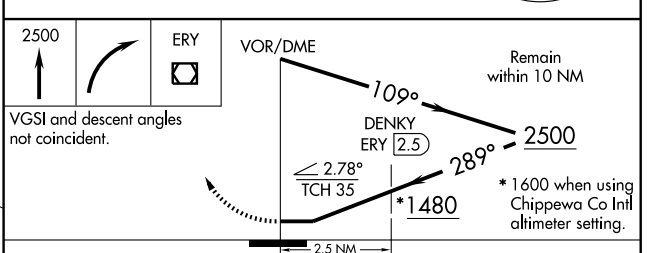
Visibility reduction by helicopters NA. When local altimeter setting not received, use Chippewa Co Intl altimeter setting and increase all MDA 120 feet, increase S-29 Cat C and D visibility ¼ mile, Circling Cat C and D ¼ mile, DENKY FIX minimums; Increase S-29 Cat C and D visibility ½ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then right turn direct ERY VOR/DME and hold.

AWOS-3	GREEN BAY RADIO	UNICOM
108.2	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	1480-1 613 (700-1)		1480-1¾ 613 (700-1¾)	1480-2 613 (700-2)
CIRCLING	1480-1 611 (700-1)		1480-1¾ 611 (700-1¾)	1480-2 611 (700-2)
DENKY FIX MINIMUMS				
S-29	1260-1 393 (400-1)			1260-1¼ 393 (400-1¼)
CIRCLING	1300-1 431 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

NILES

JERRY TYLER MEMORIAL (3TR) 2 NE UTC−5(−4DT) N41°50.15′ W86°13.51′ **CHICAGO**

750 B S4 **FUEL** 100LL, JET A TPA—See Remarks. NOTAM FILE LAN **L–28I**

RWY 15–33: H4100X75 (ASPH) S–25 MIRL **IAP**

RWY 15: REIL. Thld dsplcd 300′. Road.

RWY 33: REIL. Trees.

RWY 04–22: H3315X50 (ASPH) S–8

RWY 04: Thld dsplcd 900′. Road.

RWY 22: Thld dsplcd 750′. Trees.

AIRPORT REMARKS: Attended 1400–2200Z‡. Arpt unattended major holidays. Rwy 04–22 pavement cracked and broken. +51 obstruction lgtd poles, in Rwy 15 transition zone. Trees between Rwy 04 and Rwy 33 and between Rwy 33 and Rwy 22 obstruct view of Rwy ends. Rwy 04 +51′ tree, 290′ distance, 120′ left, apch ratio 2:1. REIL Rwy 15 and Rwy 33 OTS indef. TPA piston acft 1750(1000), turbine acft 2250(1500). ACTIVATE MIRL Rwy 15–33, REILS Rwy 15 and Rwy 33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

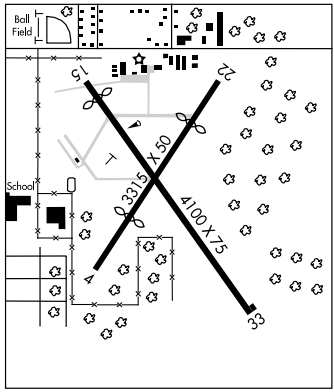
Ⓡ **SOUTH BEND APP/DEP CON** 118.55 (Sun–Fri 1030–0500Z, Sat 1030–0445Z), other times ctc

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55

GCO 121.725 (SOUTH BEND CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

GIPPER (H) VORTACW 115.4 GIJ Chan 101 N41°46.12′ W86°19.11′ 046° 5.8 NM to fld. 804/00E. **HIWAS**



NORTHPORT

WOOLSEY MEMORIAL (5D5) 3 NE UTC−5(−4DT) N45°09.86′ W85°34.53′ **GREEN BAY**

628 NOTAM FILE LAN

RWY 09–27: 3663X120 (TURF) LIRL

RWY 09: Thld dsplcd 266′. Road. **RWY 27:** Trees.

RWY 16–34: 2670X150 (TURF)

RWY 16: Thld dsplcd 800′. Trees. **RWY 34:** Thld dsplcd 269′. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar and when snow covered. Birds and deer on and invof arpt. Rwy 09–27 slopes up E to W, and Rwy 16–34 slopes up N to S. Rwy 09–27 and Rwy 16–34 and dsplcd thlds marked with 3′ yellow cones. ACTIVATE LIRL Rwy 09–27—122.9.

COMMUNICATIONS: CTAF 122.9

NUNICA

HAT FIELD (5N7) 2 NW UTC−5(−4DT) N43°05.83′ W86°05.68′ **CHICAGO**

625 S4 NOTAM FILE LAN.

RWY 08–26: 3600X100 (TURF)

RWY 08: Thld dsplcd 600′. Trees. **RWY 26:** Thld dsplcd 1200′. Tree.

AIRPORT REMARKS: Attended irregularly. Arpt CLOSED Nov thru Mar. Deer and birds on and invof arpt. Rwy 08–26 and dsplcd thlds marked with 3′ yellow cones.

COMMUNICATIONS: CTAF 122.9

JABLONSKI (33C) 1 W UTC−5(−4DT) N43°04.94′ W86°05.69′ **CHICAGO**

634 NOTAM FILE LAN

RWY 09–27: 2995X100 (TURF) LIRL

RWY 09: Thld dsplcd 998′. Tree. **RWY 27:** Thld dsplcd 796′. Fence.

AIRPORT REMARKS: Attended irregularly. Deer on and invof rwys. Rwy 09–27 rough with mole hills. For LIRL Rwy 09–27 call arpt manager 616–837–6282. Rwy 09–27 and dsplcd thlds marked with 3′ yellow cones.

COMMUNICATIONS: CTAF 122.9

OAKLAND CO INTL (See PONTIAC)

OAKLAND SOUTHWEST (See NEW HUDSON)

OAKLAND/TROY (See TROY)

OCEANA CO (See HART/SHELBY)

OJIBWA AIRPARK (See WEIDMAN)

OLSTE N43°27.69′ W84°10.79′ NOTAM FILE MBS. **DETROIT**

NDB (LOM) 257 MB 050° 6.1 NM to MBS Intl. Unmonitored. Unusable byd 10 NM and between 150°–180°.

VORTAC GIJ 115.4 Chan 101	APP CRS 046°	Rwy Idg 2415 TDZE 743 Apt Elev 750

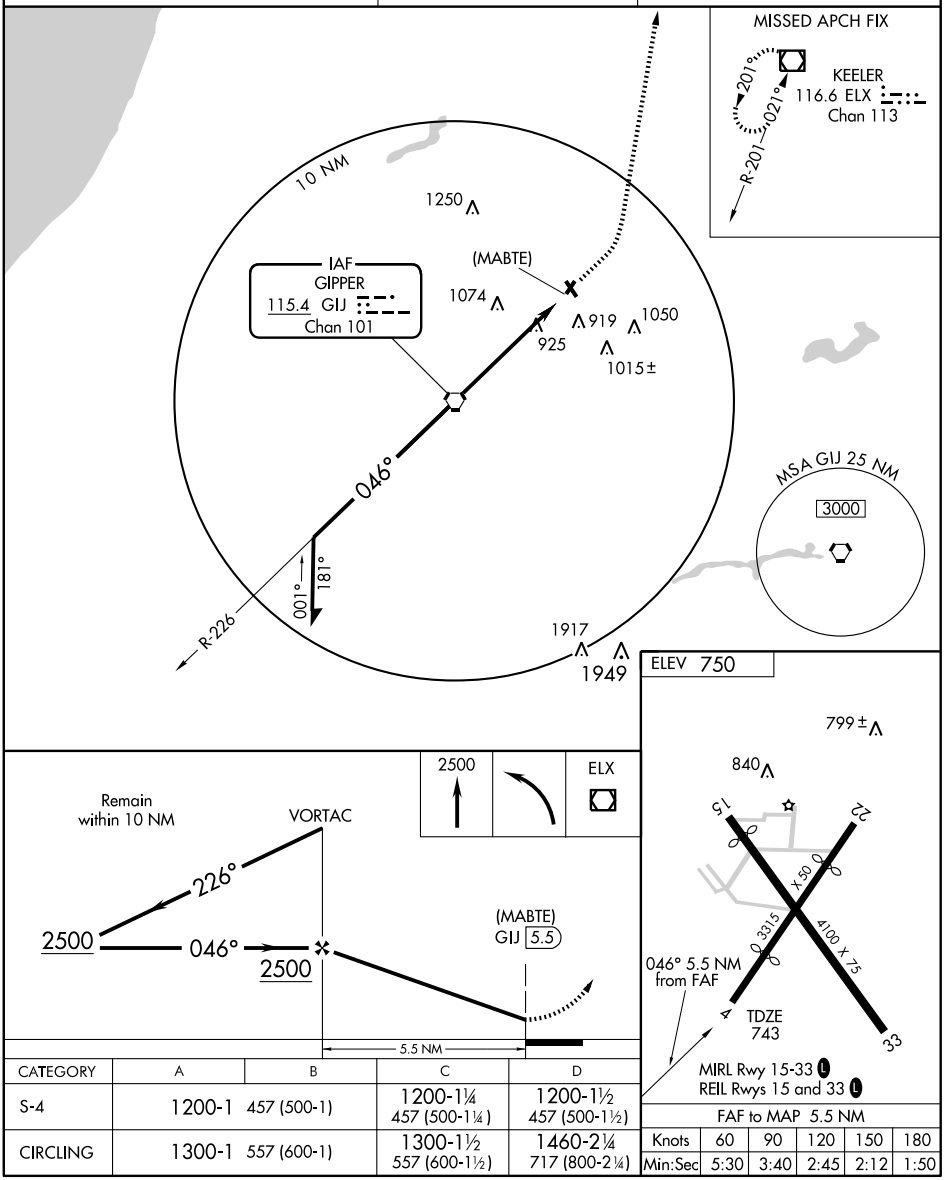
VOR or GPS RWY 4

NILES / JERRY TYLER MEMORIAL (3TR)

Use South Bend altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 2500, then left turn direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★	GCO	UNICOM
118.55 257.8	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-4	1200-1 457 (500-1)		1200-1¼ 457 (500-1¼)	1200-1½ 457 (500-1½)
CIRCLING	1300-1 557 (600-1)		1300-1½ 557 (600-1½)	1460-2¼ 717 (800-2¼)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GIJ	APP CRS	Rwy Idg 2565
115.4	225°	TDZE 743
Chan 101		Apt Elev 750

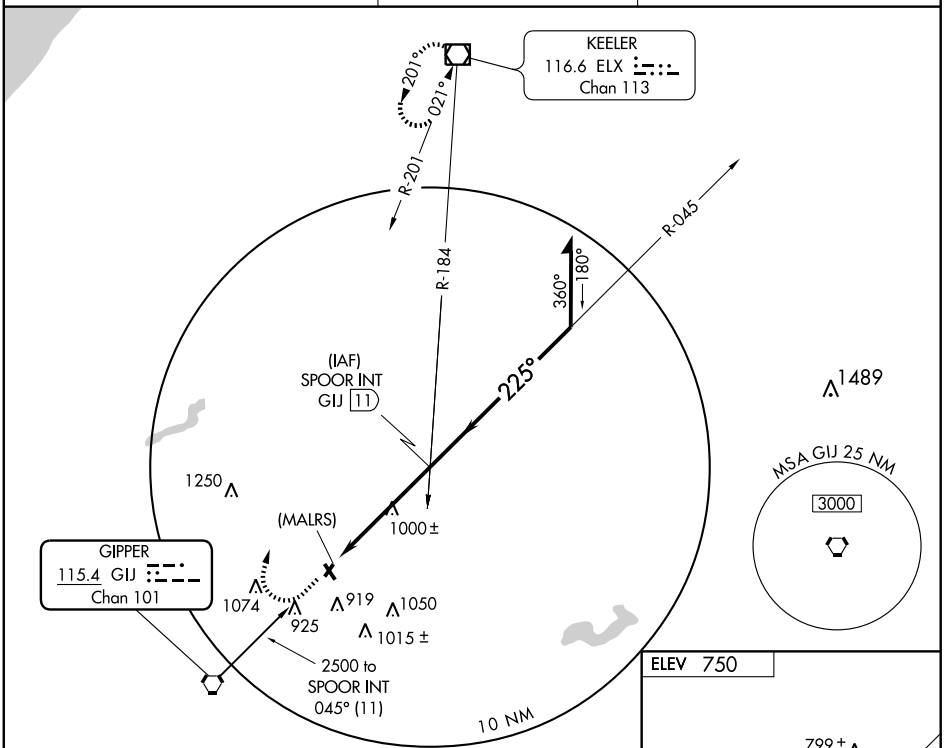
VOR or GPS RWY 22

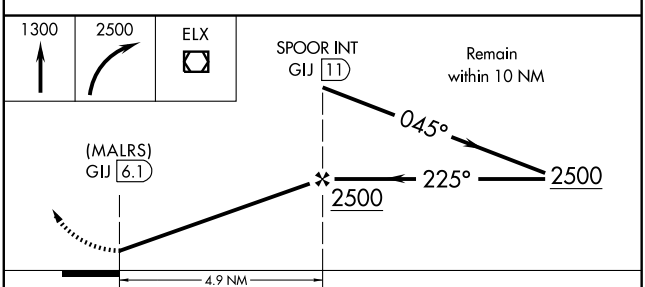
NILES / JERRY TYLER MEMORIAL (3TR)

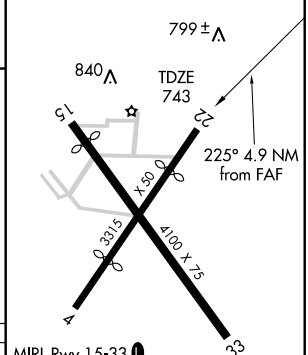
Use South Bend altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★	GCO	UNICOM
118.55 257.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1280-1 537 (600-1)		1280-1½ 537 (600-1½)	1280-1¾ 537 (600-1¾)
CIRCLING	1300-1 557 (600-1)		1300-1½ 557 (600-1½)	1460-2¼ 717 (800-2¼)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ONAWAY

LEO E. GOETZ CO (Y96) 1 N UTC−5(−4DT) N45°22.25′ W84°13.50′ LAKE HURON

830 B NOTAM FILE LAN

RWY 15–33: H2600X60 (ASPH) MIRL

RWY 15: Road. **RWY 33:** Trees.

RWY 03–21: 1400X100 (TURF)

RWY 03: Trees. **RWY 21:** Trees.

AIRPORT REMARKS: Unattended. Confirm snow removal and winter conditions phone 989–734–2216; or arpt manager residence 989–734–4309. 11′ p–line 750′ from thld 125′ R of centerline. Rwy 03–21 marked with 3′ yellow cones.

COMMUNICATIONS: CTAF 122.9

ONONDAGA

GORILLA (11J) 2 SW UTC−5(−4DT) N42°25.50′ W84°34.68′ DETRIOT

980 NOTAM FILE LAN Not insp

HELIPAD H1: 75X50 (TURF)

HELIPORT REMARKS: Attended irregularly. Marked with yellow steel plates. 45′ trees 180′W of pad.

COMMUNICATIONS: CTAF 122.9

ONTONAGON CO–SCHUSTER FLD (OGM) 3 W UTC−5(−4DT) N46°50.73′ W89°22.03′ GREEN BAY L–14J IAP

669 B **FUEL** 100LL NOTAM FILE GRB

RWY 17–35: H3500X75 (ASPH–AFSC) S–12 MIRL 0.7% up S

RWY 17: REIL. PAPI(P2L) – GA 3.45° TCH 25′. Trees.

RWY 35: REIL. PAPI(P2L) – GA 3.45° TCH 25′. Trees.

AIRPORT REMARKS: Unattended. 24 hr self serve fuel with VISA or Master Charge. Deer and birds on and invof arpt. MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35 dusk–0400Z‡; after 0400Z‡ ACTIVATE—CTAF.

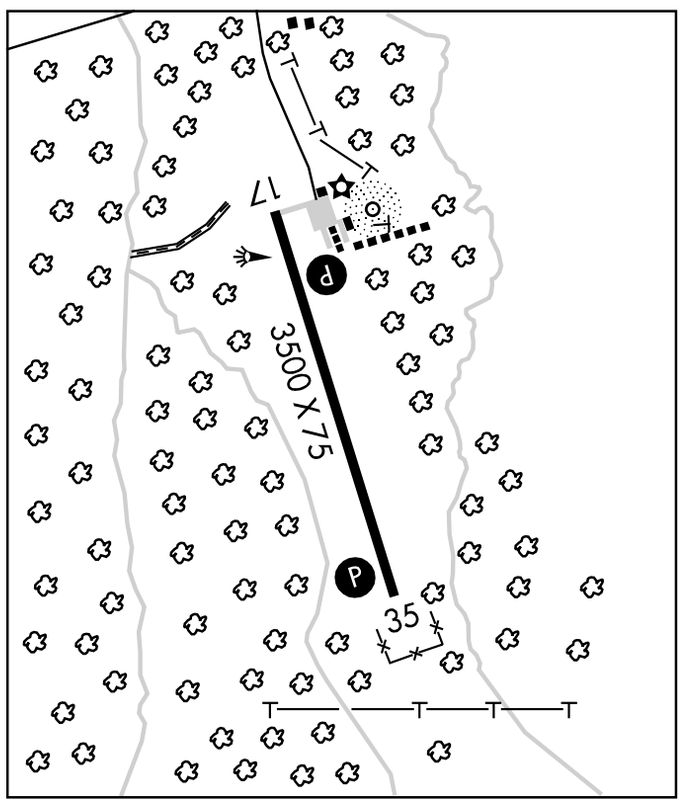
COMMUNICATIONS: CTAF 122.9

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.2

RADIO AIDS TO NAVIGATION: NOTAM FILE IWD.

IRONWOOD (L) VORTACW 108.8 IWD Chan 25 N46°31.94′ W90°07.55′ 058° 36.6 NM to fld. 1230/1E. **HIWAS.**

NDB (MHW) 375 OGM N46°51.01′ W89°21.91′ at fld. Unmonitored. NOTAM FILE GRB.



OSCODA CO (See MIO)

NDB OGM 375	APP CRS 222°	Rwy Idg N/A TDZE N/A Apt Elev 669

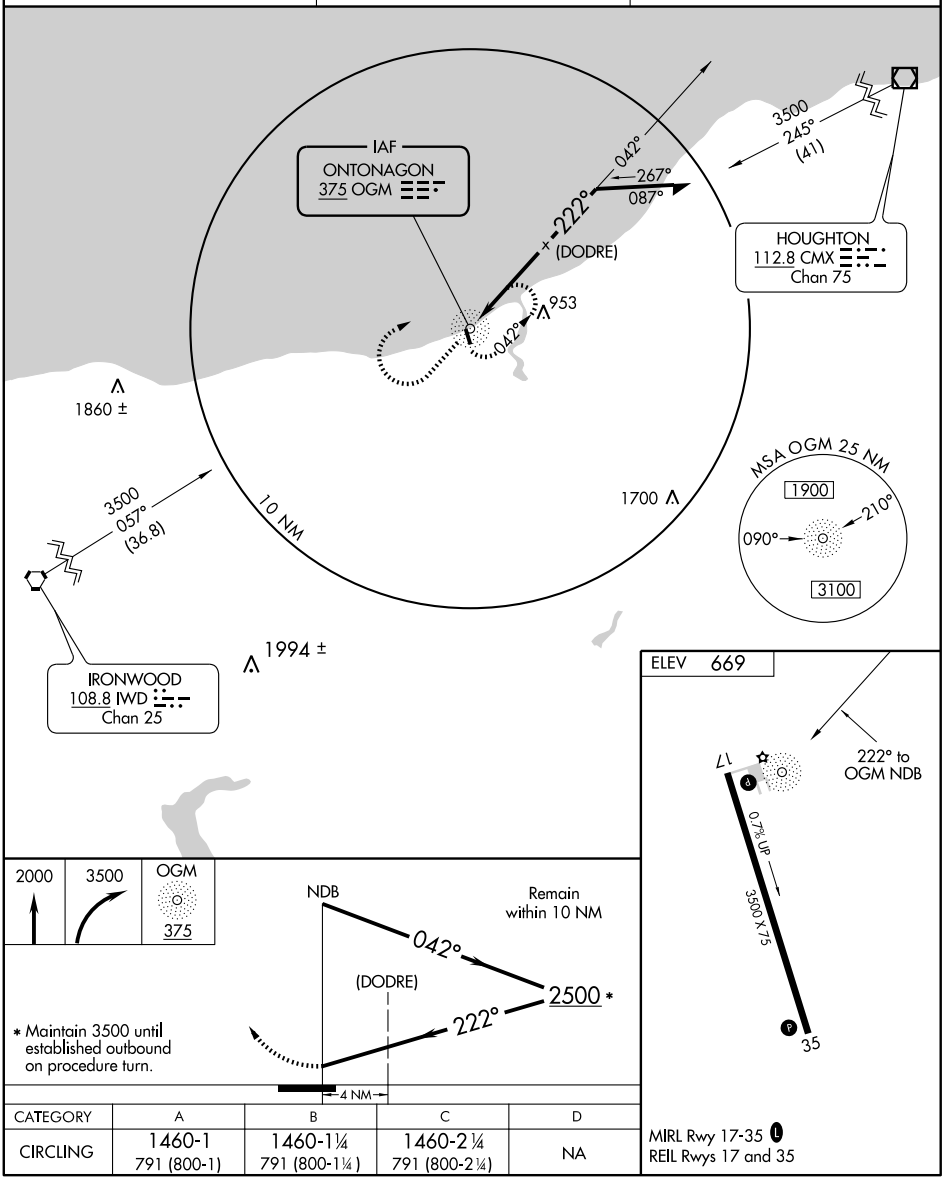
NDB or GPS-A

ONTONAGON COUNTY - SCHUSTER FIELD (OGM)

T
NA Use Hancock altimeter setting, if not received procedure NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3500 direct OGM NDB and hold.

HANCOCK ASOS	MINNEAPOLIS CENTER	(CTAF)
125.675	127.2 379.1	122.9 L

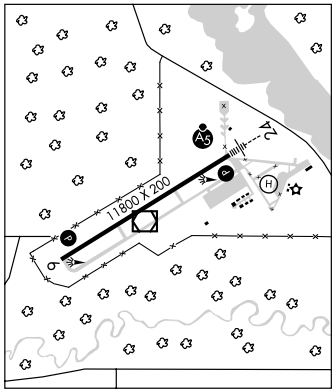


CATEGORY	A	B	C	D
CIRCLING	1460-1 791 (800-1)	1460-1¼ 791 (800-1¼)	1460-2¼ 791 (800-2¼)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

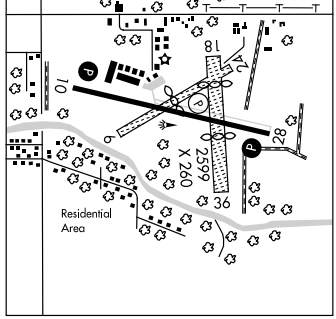
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

OSCODA–WURTSMITH (OSC) 3 NW UTC−5(−4DT) N44°27.09′ W83°23.65′ **LAKE HURON**
633 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE OSC **H–11A, L–31C**
RWY 06–24: H11800X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL **IAP**
RWY 06: PAPI(P4L)—GA 3.0° TCH 75′. Tree.
RWY 24: MALSR. PAPI(P4L)—GA 3.0° TCH 72′.
AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. During dalgt hrs tailwinds may exist over approach ends Rwy 06 and Rwy 24 simultaneously. Seagulls and migratory birds on and invof arpt. Be alert for potential jet blast on Twy A invof Iosco ramp. ACTIVATE HIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and MALSR Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 116.1 ASP (989) 739–1310
COMMUNICATIONS: CTAF/UNICOM 123.0
MINNEAPOLIS CENTER APP/DEP CON 125.475
RADIO AIDS TO NAVIGATION: NOTAM FILE OSC.
AU SABLE (H) VORW/DME 116.1 ASP Chan 108 N44°26.95′ W83°23.66′ at fld. 625/7W. **AWOS–3**.
ILS 108.5 I–LJU Rwy 24. LOC and Glide Slope unmonitored.



OTTAWA EXECUTIVE (See ZEELAND)

OWOSSO COMMUNITY (RNP) 2 E UTC−5(−4DT) N42°59.58′ W84°08.31′ **DETROIT**
736 B S4 **FUEL** 100LL NOTAM FILE RNP **L–28J**
RWY 10–28: H4300X75 (ASPH) S–18 MIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Trees.
RWY 28: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Trees.
RWY 18–36: 2599X260 (TURF)
RWY 18: Thld dsplcd 396′. Bldg.
RWY 36: Thld dsplcd 990′. Trees.
RWY 06–24: 2483X130 (TURF)
RWY 06: PAPI(P4R)—GA 3.5° TCH 25′. Thld dsplcd 1057′. Trees.
RWY 24: Pole.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 06–24 and Rwy 18–36 CLOSED Dec 1 thru Mar 31 and when snow covered. Deer and birds on and invof arpt. Rwy 10–28 has numerous cracks. Rwy 06–24 and Rwy 18–36 marked with cones; Rwy 06; Rwy 18; Rwy 36 dsplcd thlds marked with 3 cones each side. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and 28 and REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (989)729–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
FLINT RCO 122.3 (LANSING RADIO)
Ⓡ **FLINT APP/DEP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) (1045–0430Z‡)
CLEVELAND CENTER APP/DEP CON 126.75 (0430–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FNT.
FLINT (H) VORTACW 116.9 FNT Chan 116 N42°58.01′ W83°44.82′ 281° 17.3 NM to fld. 772/6W.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Flint rwy usage.



PADGHAM FLD (See ALLEGAN)

PARCHMENT

TRIPLE H (2H4) 3N UTC−5(−4DT) N42°21.92′ W85°33.35′ **CHICAGO**
785 NOTAM FILE LAN
RWY 01–19: 2400X100 (TURF)
RWY 01: Thld dsplcd 400′. Tree. Rgt tfc. **RWY 19:** Thld dsplcd 968′. Trees.
RWY 09–27: 2600X100 (TURF)
RWY 09: Trees. Rgt tfc. **RWY 27:** Thld dsplcd 1200′. Trees.
AIRPORT REMARKS: Attended irregularly. Deer invof arpt. Rwy 09–27, 80′ trees along both rwy edges. Rwy 09–27 fence at west end. Rwy 01–19 and dsplcd thlds marked with 3′ yellow cones. Rwy 09–27 and dsplcd thld marked with yellow cones. Rwy 01–19 NSTD LIRL not for public use.
COMMUNICATIONS: CTAF: 122.9

LOC I-LJU	APP CRS	Rwy Idg	11,800
108.5	245°	TDZE	624
		Apt Elev	633

ILS or LOC/DME RWY 24

OSCODA-WURTSMITH (OSC)

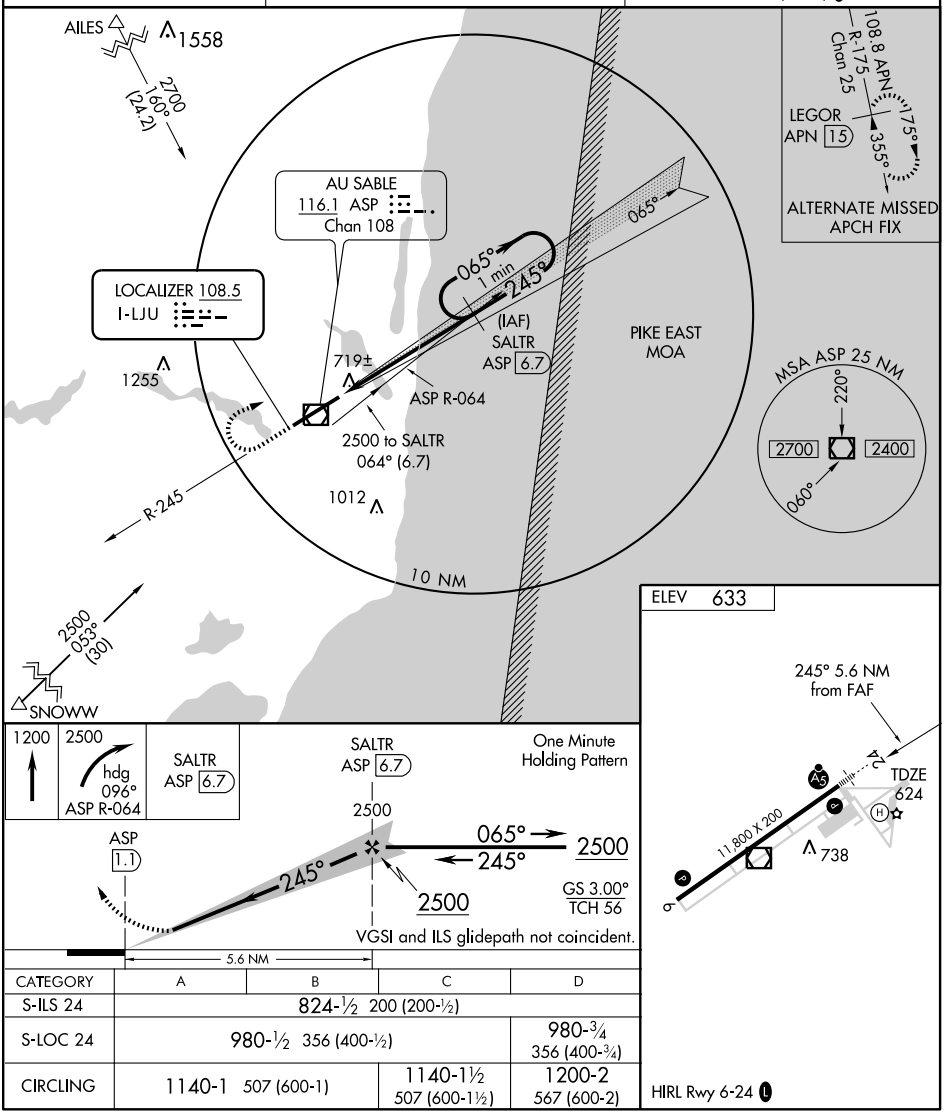
NA

Circling NA southeast of Rwy 6-24. DME from ASP VOR/DME. Simultaneous reception of I-LJU and ASP DME required. When local altimeter setting not received, use Alpena altimeter setting and increase all DA 96 feet and all MDA 100 feet and increase S-LOC 24 Cat C and D visibility ¼ mile, and increase circling Cat C visibility ¼ mile. For inoperative MALSR when using Alpena altimeter setting increase S-ILS all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 via heading 096° and ASP VOR/DME R-064 to SALTR/ASP 6.7 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
116.1	125.475 269.45	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 24	824-½ 200 (200-½)			
S-LOC 24	980-½ 356 (400-½)			980-¾ 356 (400-¾)
CIRCLING	1140-1 507 (600-1)		1140-1½ 507 (600-1½)	1200-2 567 (600-2)

HIRL Rwy 6-24 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11,800
CH 97417	065°	TDZE	633
W06A		Apt Elev	633

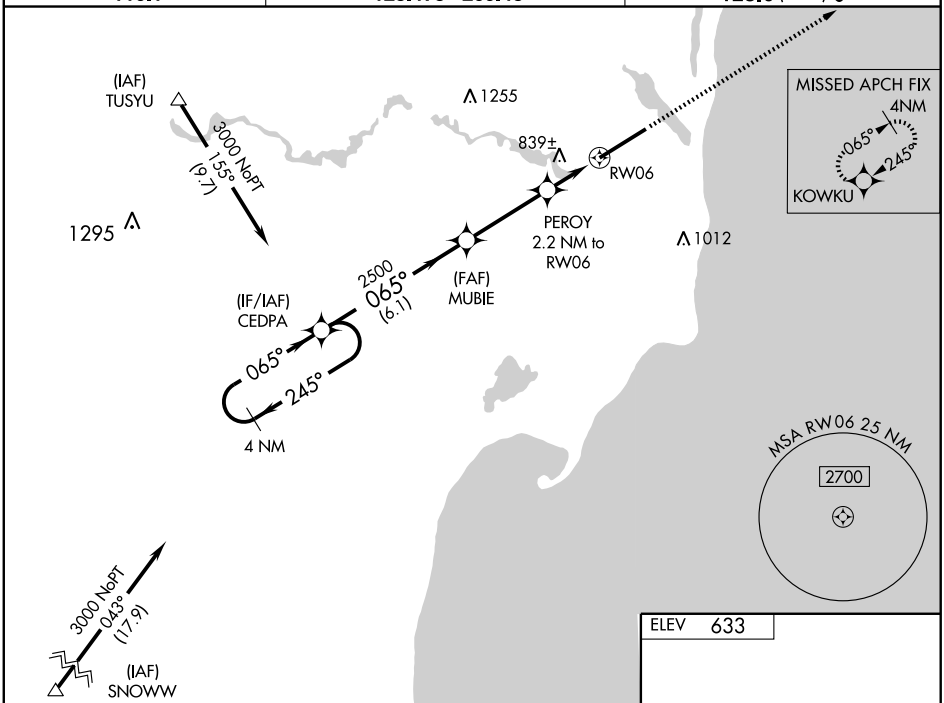
RNAV (GPS) RWY 6

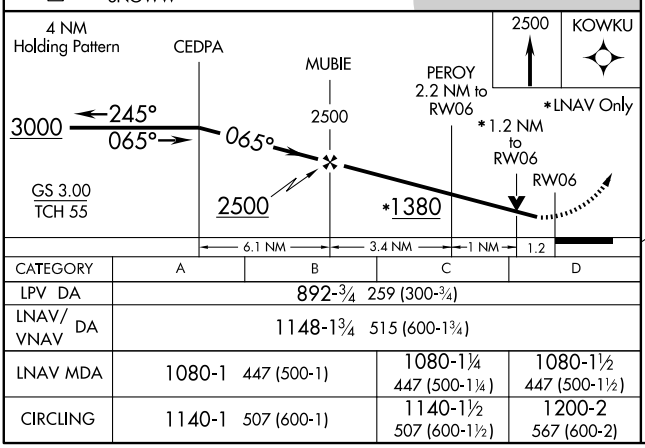
OSCODA-WURTSMITH (OSC)

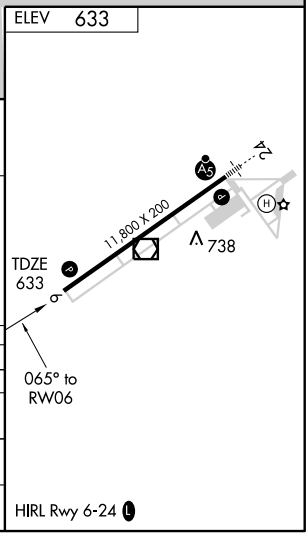
Circling NA southeast of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Alpena altimeter setting. Baro-VNAV NA when using Alpena altimeter setting. When local altimeter setting not received use Alpena altimeter setting and increase all DA 96 feet and all MDA 100 feet and increase LPV and LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C and D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct KOWKU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
116.1	125.475 269.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	892-¾ 259 (300-¾)			
LNAV/VNAV DA	1148-1¾ 515 (600-1¾)			
LNAV MDA	1080-1 447 (500-1)		1080-1¼ 447 (500-1¼)	1080-1½ 447 (500-1½)
CIRCLING	1140-1 507 (600-1)		1140-1½ 507 (600-1½)	1200-2 567 (600-2)

HIRL Rwy 6-24 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11,800
CH 82317	245°	TDZE	624
W24A		Apt Elev	633

RNAV (GPS) RWY 24

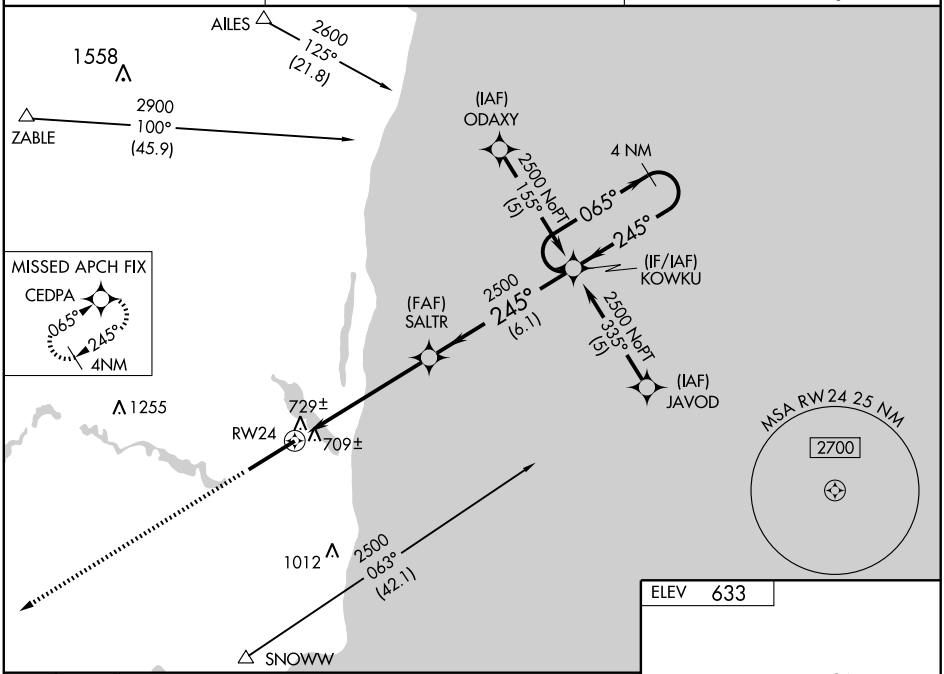
OSCODA-WURTSMITH (OSC)

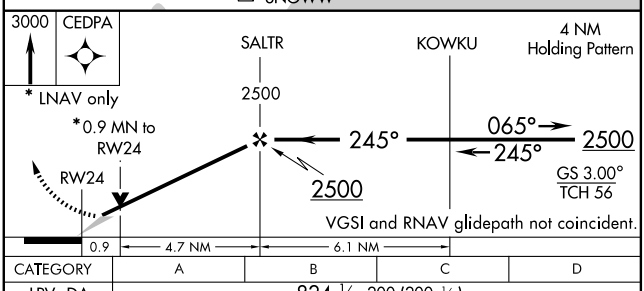
Circling NA southeast of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alpena altimeter setting and increase all DA 96 feet and all MDA 100 feet and increase LNAV/VNAV all Cats visibility ½ mile, and increase LNAV and circling Cat C visibility ¼ mile. VDP NA with Alpena altimeter setting. Baro-VNAV NA when using Alpena altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Alpena altimeter setting increase LPV all Cats visibility to 1 mile.

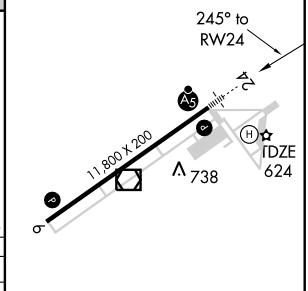
MALSR

MISSED APPROACH: Climb to 3000 direct CEDPA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
116.1	125.475 269.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	824-½ 200 (200-½)			
LNAV/VNAV DA	1004-¾ 380 (400-¾)			
LNAV MDA	980-½ 356 (400-½)			980-1 356 (400-1)
CIRCLING	1140-1 507 (600-1)		1140-1½ 507 (600-1½)	1200-2 567 (600-2)

HIRL Rwy 6-24 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ASP	APP CRS	Rwy Idg	11,800
116.1	070°	TDZE	634
Chan 108		Apt Elev	634

VOR RWY 6

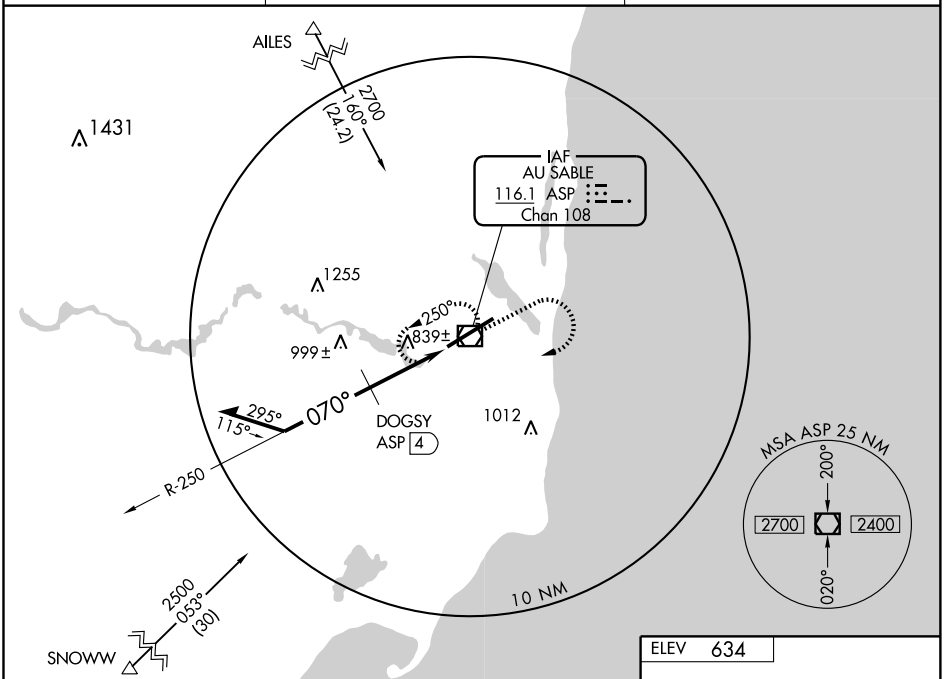
OSCODA-WURTSMITH (OSC)

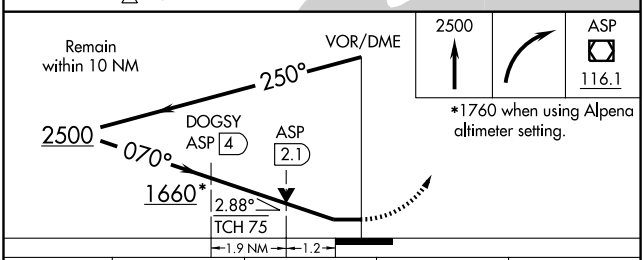
Circling NA southeast of Rwys 6 and 24. VDP NA when using Alpena altimeter setting. When local altimeter setting not received, use Alpena altimeter setting and increase all MDAs 100 feet and DOGSY Fix minimums visibility S-6/Circling Cat C ¼ mile, S-6 Cat D ¼ mile.

NA

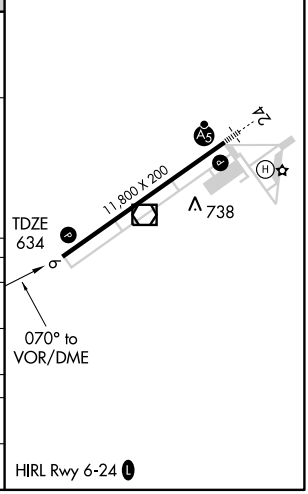
MISSED APPROACH: Climb to 2500 then right turn direct ASP VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
116.1	125.475 269.45	123.0 (CTAF) L



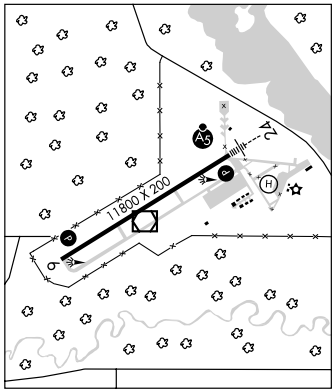


CATEGORY	A	B	C	D
S-6	1660-1¼ 1026 (1100-1¼)	1660-1½ 1026 (1100-1½)	1660-3 1026 (1100-3)	
CIRCLING	1660-1¼ 1026 (1100-1¼)	1660-1½ 1026 (1100-1½)	1660-3 1026 (1100-3)	
DOGSY FIX MINIMUMS				
S-6	1100-1 466 (500-1)		1100-1¼ 466 (500-1¼)	1100-1½ 466 (500-1½)
CIRCLING	1140-1 506 (600-1)		1140-1½ 506 (600-1½)	1200-2 566 (600-2)



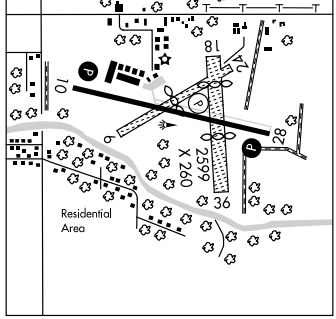
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

OSCODA–WURTSMITH (OSC) 3 NW UTC−5(−4DT) N44°27.09′ W83°23.65′ **LAKE HURON**
633 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE OSC **H–11A, L–31C**
RWY 06–24: H11800X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL **IAP**
RWY 06: PAPI(P4L)—GA 3.0° TCH 75′. Tree.
RWY 24: MALSR. PAPI(P4L)—GA 3.0° TCH 72′.
AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. During dalgt hrs tailwinds may exist over approach ends Rwy 06 and Rwy 24 simultaneously. Seagulls and migratory birds on and invof arpt. Be alert for potential jet blast on Twy A invof Iosco ramp. ACTIVATE HIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and MALSR Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 116.1 ASP (989) 739–1310
COMMUNICATIONS: CTAF/UNICOM 123.0
MINNEAPOLIS CENTER APP/DEP CON 125.475
RADIO AIDS TO NAVIGATION: NOTAM FILE OSC.
AU SABLE (H) VORW/DME 116.1 ASP Chan 108 N44°26.95′ W83°23.66′ at fld. 625/7W. **AWOS–3**.
ILS 108.5 I–LJU Rwy 24. LOC and Glide Slope unmonitored.



OTTAWA EXECUTIVE (See ZEELAND)

OWOSSO COMMUNITY (RNP) 2 E UTC−5(−4DT) N42°59.58′ W84°08.31′ **DETROIT**
736 B S4 **FUEL** 100LL NOTAM FILE RNP **L–28J**
RWY 10–28: H4300X75 (ASPH) S–18 MIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Trees.
RWY 28: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Trees.
RWY 18–36: 2599X260 (TURF)
RWY 18: Thld dsplcd 396′. Bldg.
RWY 36: Thld dsplcd 990′. Trees.
RWY 06–24: 2483X130 (TURF)
RWY 06: PAPI(P4R)—GA 3.5° TCH 25′. Thld dsplcd 1057′. Trees.
RWY 24: Pole.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 06–24 and Rwy 18–36 CLOSED Dec 1 thru Mar 31 and when snow covered. Deer and birds on and invof arpt. Rwy 10–28 has numerous cracks. Rwy 06–24 and Rwy 18–36 marked with cones; Rwy 06; Rwy 18; Rwy 36 dsplcd thlds marked with 3 cones each side. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and 28 and REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (989)729–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
FLINT RCO 122.3 (LANSING RADIO)
Ⓡ **FLINT APP/DEP CON** 128.55 (N/W of active rwy) 118.8 (E/S of active rwy) (1045–0430Z‡)
CLEVELAND CENTER APP/DEP CON 126.75 (0430–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FNT.
FLINT (H) VORTACW 116.9 FNT Chan 116 N42°58.01′ W83°44.82′ 281° 17.3 NM to fld. 772/6W.
COMM/NAV/WEATHER REMARKS: APP CON sectorization based upon Flint rwy usage.



PADGHAM FLD (See ALLEGAN)

PARCHMENT

TRIPLE H (2H4) 3N UTC−5(−4DT) N42°21.92′ W85°33.35′ **CHICAGO**
785 NOTAM FILE LAN
RWY 01–19: 2400X100 (TURF)
RWY 01: Thld dsplcd 400′. Tree. Rgt tfc. **RWY 19:** Thld dsplcd 968′. Trees.
RWY 09–27: 2600X100 (TURF)
RWY 09: Trees. Rgt tfc. **RWY 27:** Thld dsplcd 1200′. Trees.
AIRPORT REMARKS: Attended irregularly. Deer invof arpt. Rwy 09–27, 80′ trees along both rwy edges. Rwy 09–27 fence at west end. Rwy 01–19 and dsplcd thlds marked with 3′ yellow cones. Rwy 09–27 and dsplcd thld marked with yellow cones. Rwy 01–19 NSTD LIRL not for public use.
COMMUNICATIONS: CTAF: 122.9

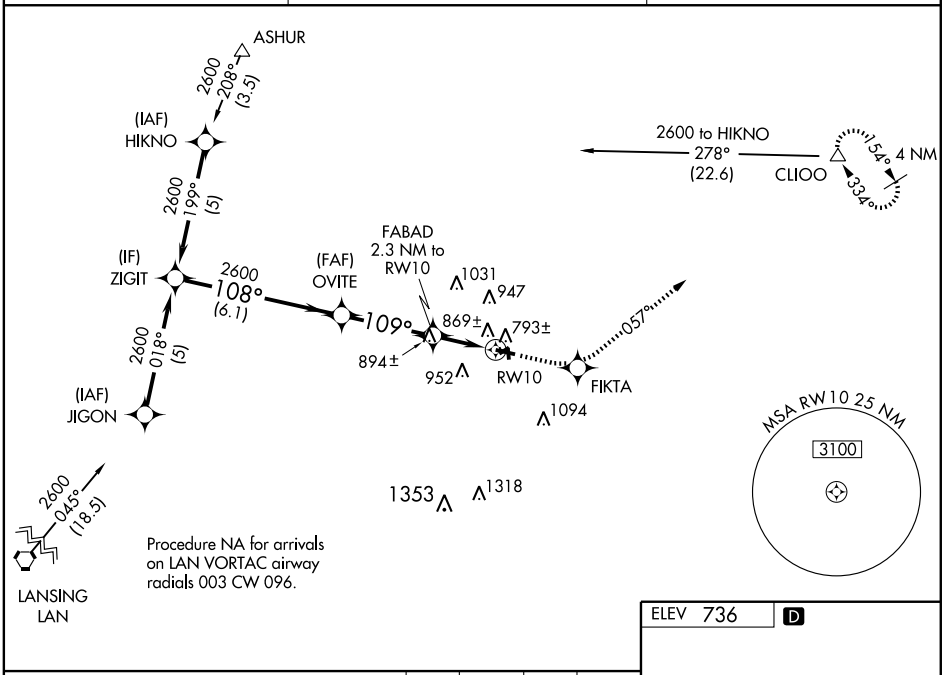
WAAS	APP CRS	Rwy Idg	4300
CH 50209	109°	TDZE	736
W10A		Apt Elev	736

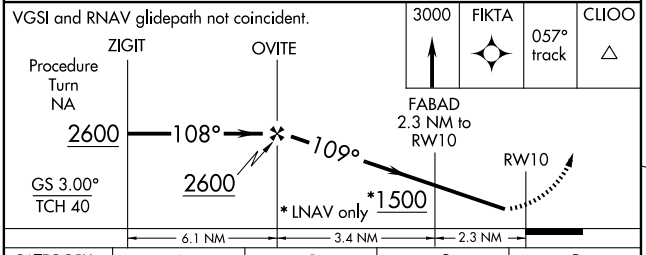
RNAV (GPS) RWY 10
OWOSSO COMMUNITY (RNP)

Circling to Rwy 6-24 and 18-36 NA. When local altimeter setting not received, use Flint altimeter setting and increase all DA 47 feet and LPV visibility ¼ mile all Cats, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Flint altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16C° (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

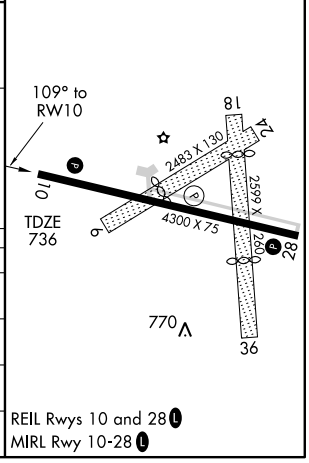
MISSED APPROACH: Climb to 3000 direct FIKTA and via 057° track to CLIOO and hold.

AWOS-3	FLINT APP CON	UNICOM
118.025	118.8 257.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1079-1¼ 343 (400-1¼)			NA
LNAV/VNAV DA	1258-2 522 (600-2)			NA
LNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1 504 (600-1)		1260-1½ 524 (600-1½)	NA



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

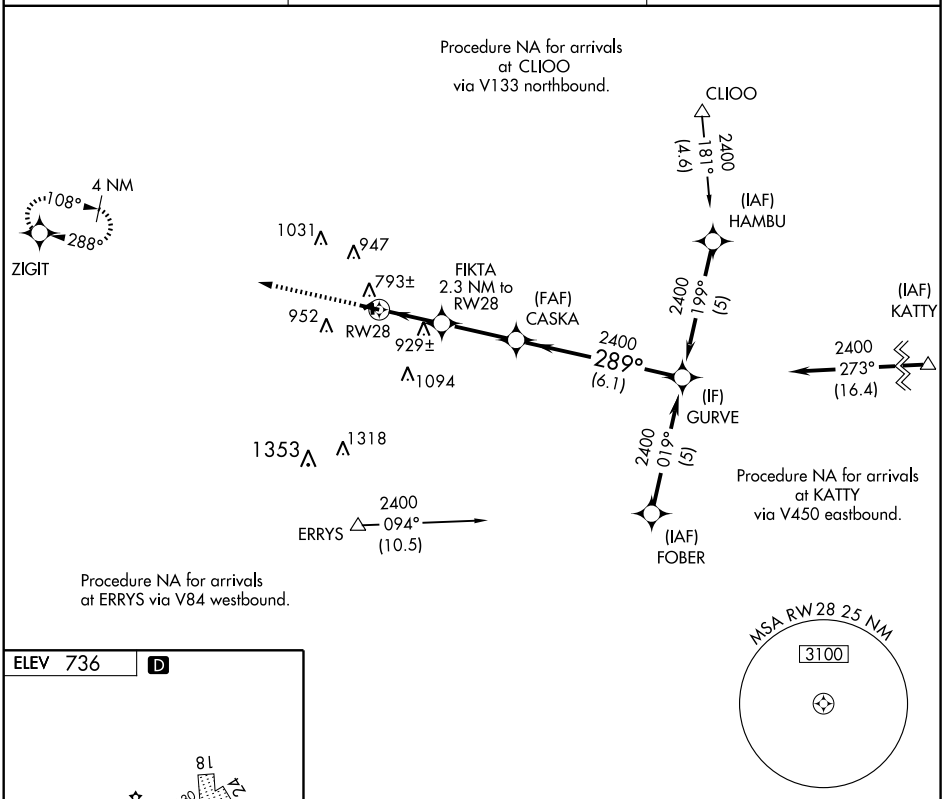
APP CRS	Rwy Idg	4300
289°	TDZE	736
	Apt Elev	736

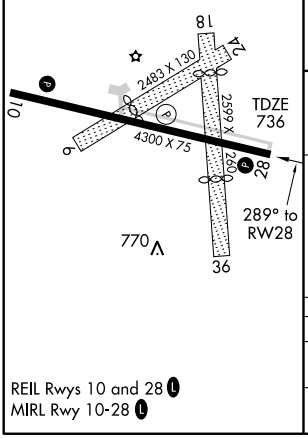
RNAV (GPS) RWY 28
OWOSSO COMMUNITY (RNP)

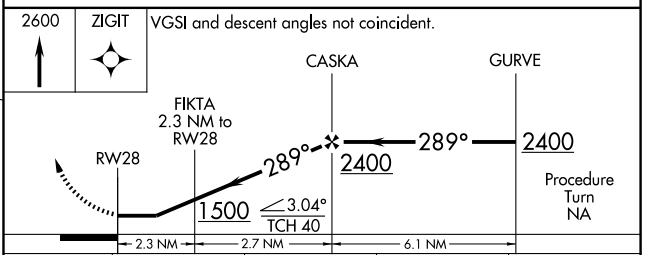
Circling to Rwy 6-24 and 18-36 NA. When local altimeter setting not received, use Flint altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZIGIT and hold.

AWOS-3	FLINT APP CON	UNICOM
118.025	118.8 257.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1	444 (500-1)	1180-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1	504 (600-1)	1260-1½ 524 (600-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

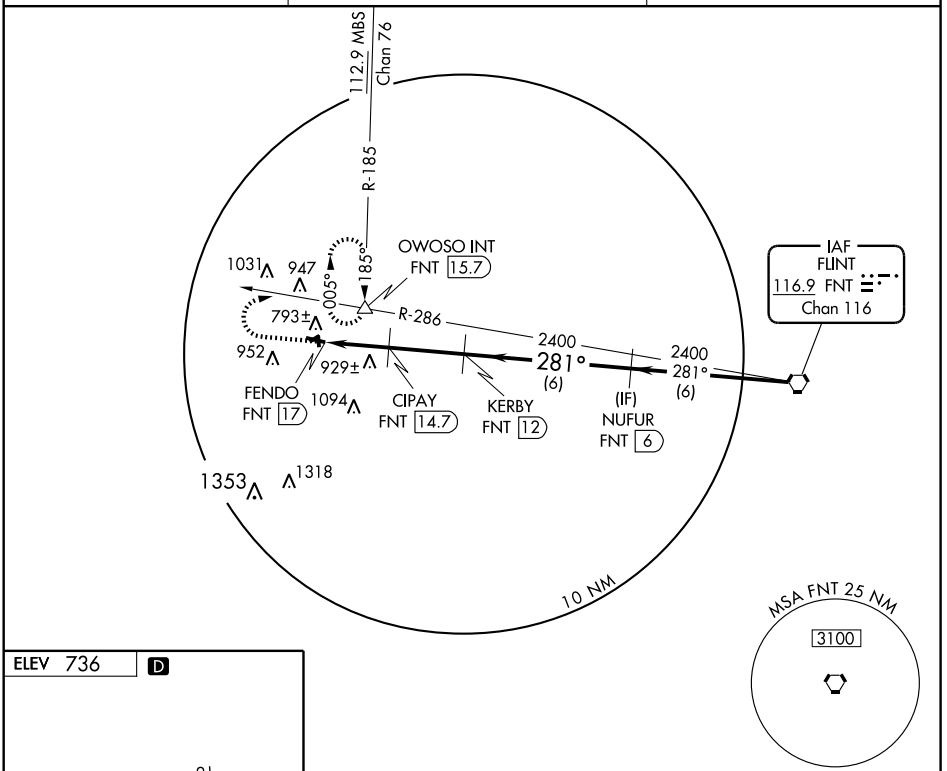
VORTAC FNT 116.9 Chan 116	APP CRS 281°	Rwy Idg 4300 TDZE 736 Apt Elev 736

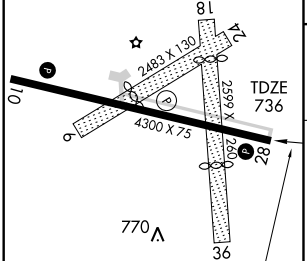
VOR/DME RWY 28
OWOSSO COMMUNITY (RNP)

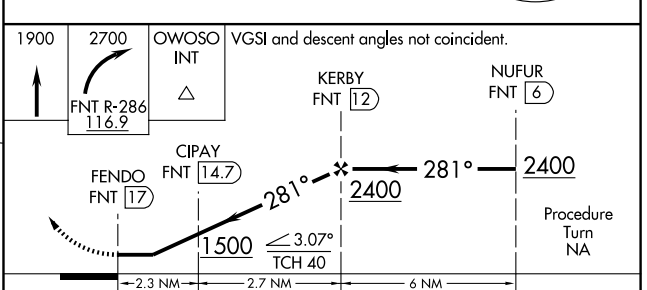
Circling to Rwy 6-24 and 18-36 NA. When local altimeter setting not received, use Flint altimeter setting and increase all MDA 60 feet and S-28 Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via FNT VORTAC R-286 to OWOSO INT and hold.

AWOS-3	FLINT APP CON	UNICOM
118.025	118.8 257.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-28	1180-1	444 (500-1)	1180-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1	504 (600-1)	1260-1½ 524 (600-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

PARK TOWNSHIP (See HOLLAND)

PAUL C. MILLER–SPARTA (See SPARTA)

PAW PAW

ALMENA (2C5) 3 NE UTC−5(−4DT) N42°15.15′ W85°51.02′ **CHICAGO**

740 NOTAM FILE LAN

RWY 09–27: 3300X100 (TURF)

RWY 09: Thld dsplcd 1085′. Trees. **RWY 27:** Thld dsplcd 1159′. Trees.

AIRPORT REMARKS: Attended irregularly. Occasional deer on rwy. Rwy 09–27 and dsplcd thlds marked with 3′ yellow cones; dsplcd thlds marked with three 3′ yellow cones on each side of rwy.

COMMUNICATIONS: CTAF 122.9

PBEAAYE (See TOPINABEE)

PECK N43°15.35′ W82°43.08′ NOTAM FILE LAN. **DETROIT**

(H) VORTAC 114.0 ECK Chan 87 289° 16.7 NM to Marlette. 810/7W. **HIWAS.** **H–10G, 11A, L–28J**

RCO 122.1R 114.0T (LANSING RADIO)

PELLSTON RGNL ARPT OF EMMET CO (PLN) 1 NW UTC−5(−4DT) **LAKE HURON**

N45°34.26′ W84°47.80′ **H–2L, L–31B**

721 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE PLN **IAP**

RWY 14–32: H6513X150 (ASPH–GRVD) D–65, 2S–82, 2D–82, 2D/2D2–120 HIRL

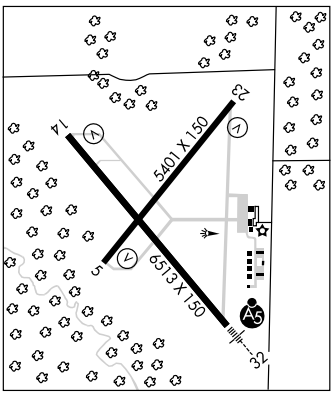
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 52′. Trees.

RWY 32: MALSR. Tree.

RWY 05–23: H5401X150 (ASPH–GRVD) D–65, 2S–82, 2D–82, 2D/2D2–120 MIRL

RWY 05: REIL. VASI(V4R)—GA 3.0° TCH 48′. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 45′. Road.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5395 TODA–5395 ASDA–5395 LDA–5395

RWY 14: TORA–6512 TODA–6512 ASDA–6512 LDA–6512

RWY 23: TORA–5395 TODA–5395 ASDA–5395 LDA–5395

RWY 32: TORA–6512 TODA–6512 ASDA–6512 LDA–6512

AIRPORT REMARKS: Attended 1100–0400Z‡. Arpt CLOSED to unscheduled air carriers with more than 30 passenger seats except by 24 hr PPR. Deer and gulls occasionally on and invof arpt. Be alert for snow removal equipment and activity on and invof rwys during winter months. Twy B1 and E1 CLOSED 1 Nov thru 15 Apr. MIRL Rwy 05–23 and HIRL Rwy 14–32; REIL Rwys 05 and 14 and 23 and MALSR Rwy 32 preset low ints 0530–1000Z‡, after 1000Z‡ to increase ints and ACTIVATE—CTAF. Rwy 05 and Rwy 23 REIL lctd 100′ from their respective apch ends. Ldg fee (waived with fuel purchase).

WEATHER DATA SOURCES: ASOS 119.025 (231) 539–7700. **HIWAS** 111.8 PLN.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.3 (LANSING RADIO) **RCO** 123.6 122.2 (LANSING RADIO)

MINNEAPOLIS CENTER APP/DEP CON 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.

(L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 243° 6.6 NM to fld. 840/6W. **HIWAS.** VOR unusable 301°–339°.

ILS 111.3 I–PLN Rwy 32. Class IE.

PETERSBURG

GRADOLPH FLD (88G) 2 NW UTC−5(−4DT) N41°55.19′ W83°44.10′ **DETROIT**

673 B NOTAM FILE LAN **COPTER**

RWY 09–27: 2306X110 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 310′. Trees. **RWY 27:** Thld dsplcd 230′. P–line.

AIRPORT REMARKS: Attended continuously. For LIRL Rwy 09–27 and rotating bcn call 734–279–1679. Rwy 09–27 and dsplcd thlds marked with yellow cones. Rwy 09–27 NSTD LIRL due to lens color and configuration. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

PETLI N42°58.09′ W83°53.41′ NOTAM FILE FNT. **DETROIT**

NDB (LOM) 269 FN 097° 6.5 NM to Bishop Intl. Unmonitored when twr clsd.

LOC I-PLN	APP CRS	Rwy Idg	6512
111.3	321°	TDZE	712
		Apt Elev	721

ILS or LOC RWY 32

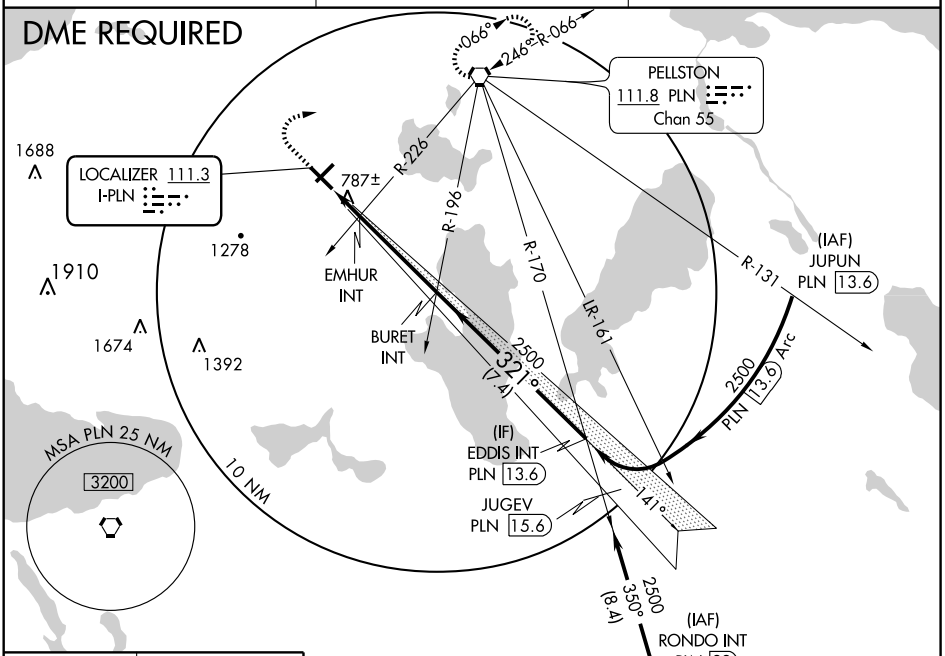
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

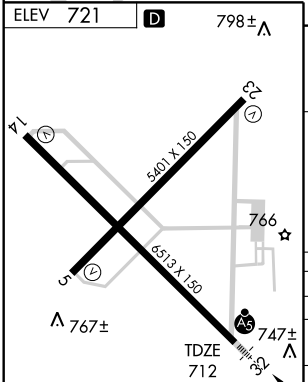
When local altimeter setting not received, use Harbor Springs altimeter setting and increase DA 28 feet, and all MDA 40 feet, increase S-LOC 32 Cat D and EMHUR fix minimums S-LOC 32 Cat C visibilities ¼ mile.

MALSR

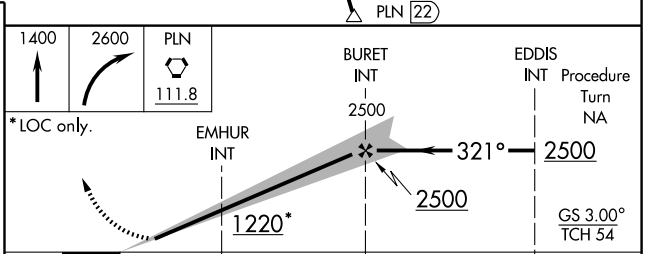
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 32	912-½ 200 (200-½)			
S-LOC 32	1220-½ 508 (500-½)		1220-1 508 (500-1)	
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)
	EMHUR FIX MINIMUMS			
S-LOC 32	1080-½ 368 (400-½)			1080-¾ 368 (400-¾)
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5395
051°	TDZE	716
	Apt Elev	721

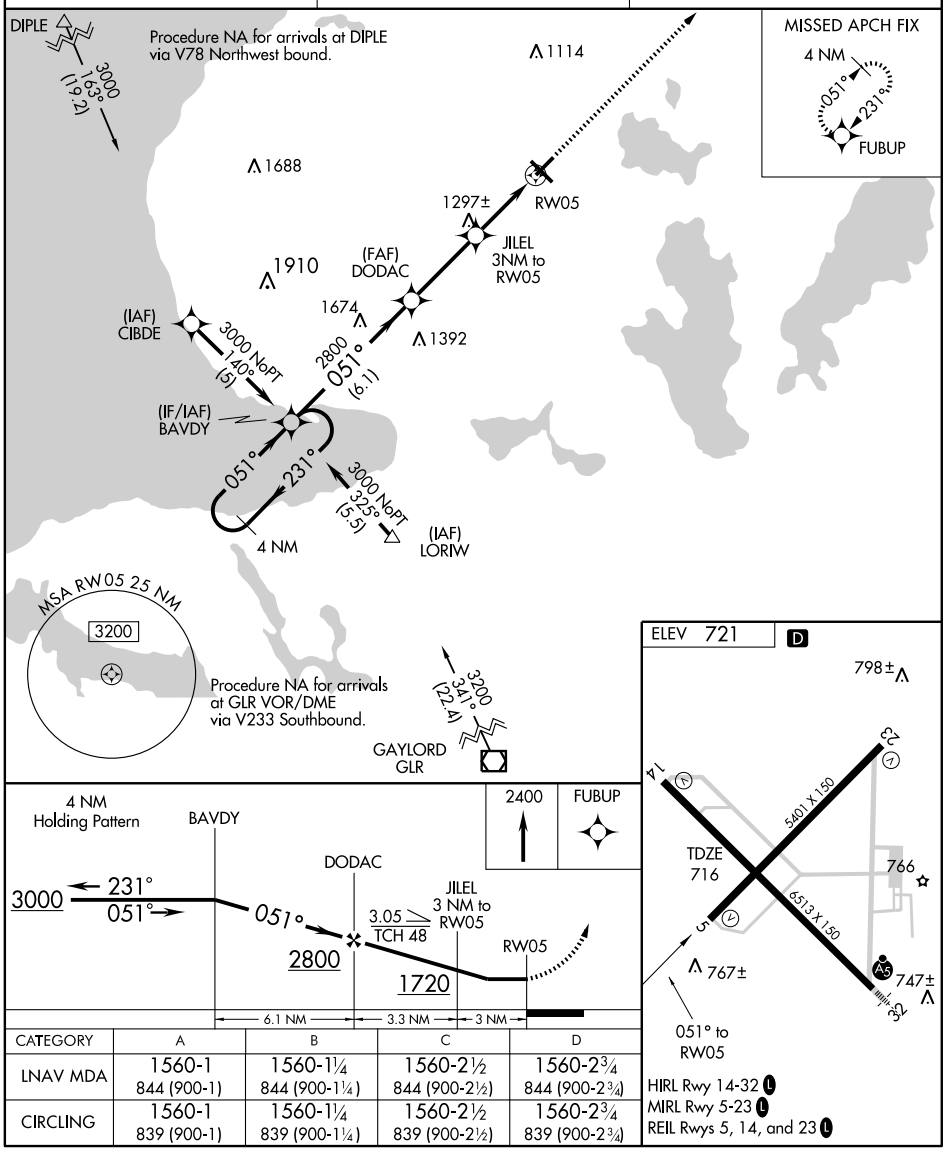
RNAV (GPS) RWY 5

PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
When local altimeter setting not received, use Harbor Springs altimeter setting and increase all MDA 40 feet, increase LNAV Cat. A/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 direct FUBUP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560-1 844 (900-1)	1560-1¼ 844 (900-1¼)	1560-2½ 844 (900-2½)	1560-2¾ 844 (900-2¾)
CIRCLING	1560-1 839 (900-1)	1560-1¼ 839 (900-1¼)	1560-2½ 839 (900-2½)	1560-2¾ 839 (900-2¾)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81915 W23A	APP CRS 231°	Rwy Idg 5395 TDZE 721 Apt Elev 721

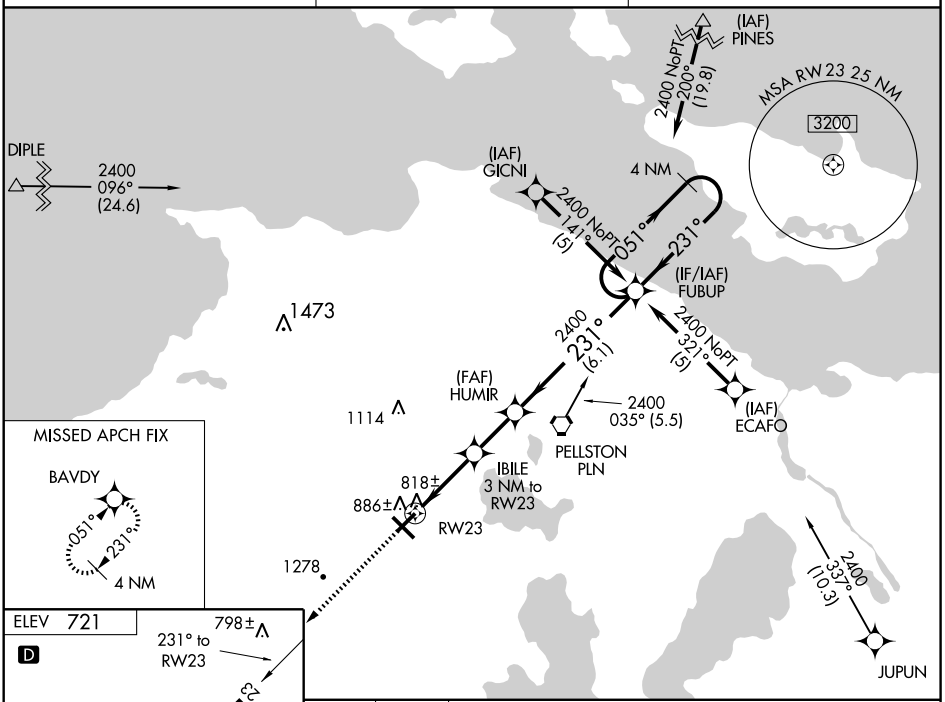
RNAV (GPS) RWY 23

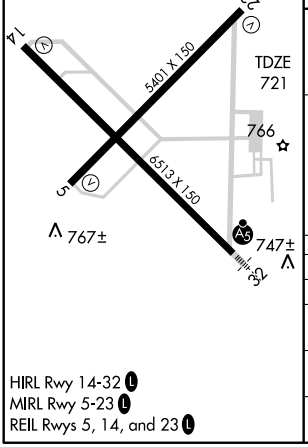
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

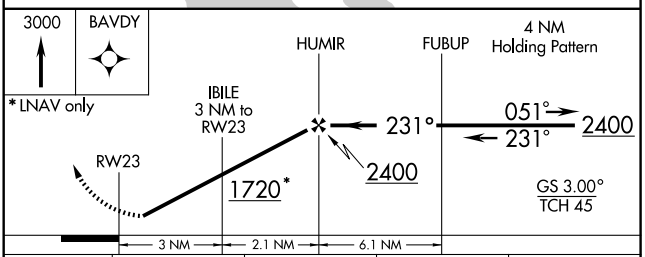
Baro-VNAV NA when using Harbor Springs altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harbor Springs altimeter setting and increase all DA 28 feet, all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BAVDY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1057-1¼ 336 (400-1¼)			
LNAV/VNAV DA	1109-1¼ 338 (400-1¼)			
LNAV MDA	1240-1 519 (600-1)		1240-1½ 519 (600-1½)	1240-1¾ 519 (600-1¾)
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6512
CH 77813	321°	TDZE	712
W32A		Apt Elev	721

RNAV (GPS) RWY 32

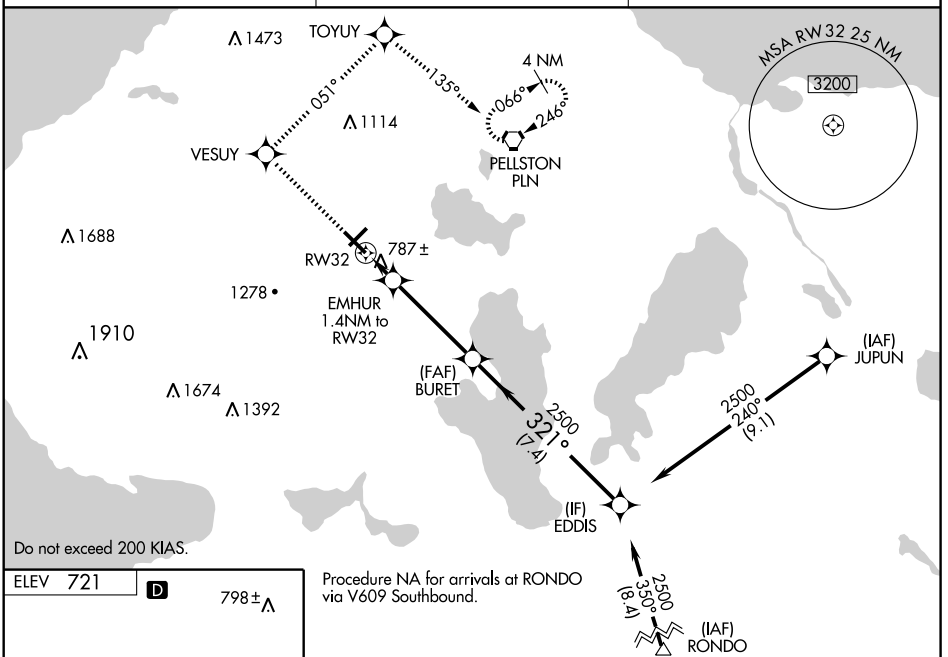
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

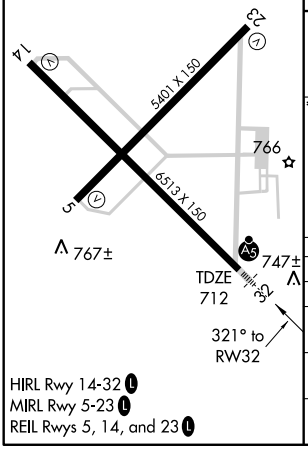
Inoperative table does not apply to LNAV Cat D. Baro-VNAV NA when using Harbor Springs altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harbor Springs altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR when using Harbor Springs altimeter setting, increase LNAV Cat D visibility to 1 ¼ mile.

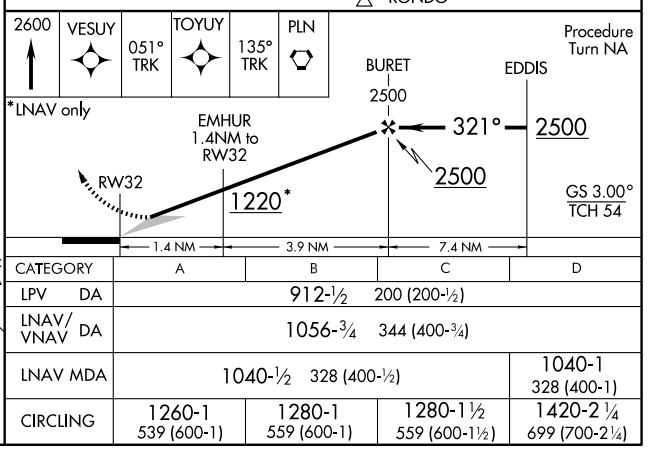
MALSR

MISSED APPROACH: Climb to 2600 direct VESUY and via track 051° to TOYUY and via track 135° to PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	912-½ 200 (200-½)			
LNAV/VNAV DA	1056-¾ 344 (400-¾)			
LNAV MDA	1040-½ 328 (400-½)			1040-1 328 (400-1)
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PLN 111.8 Chan 55	APP CRS 063°	Rwy Idg 5395 TDZE 716 Apt Elev 721

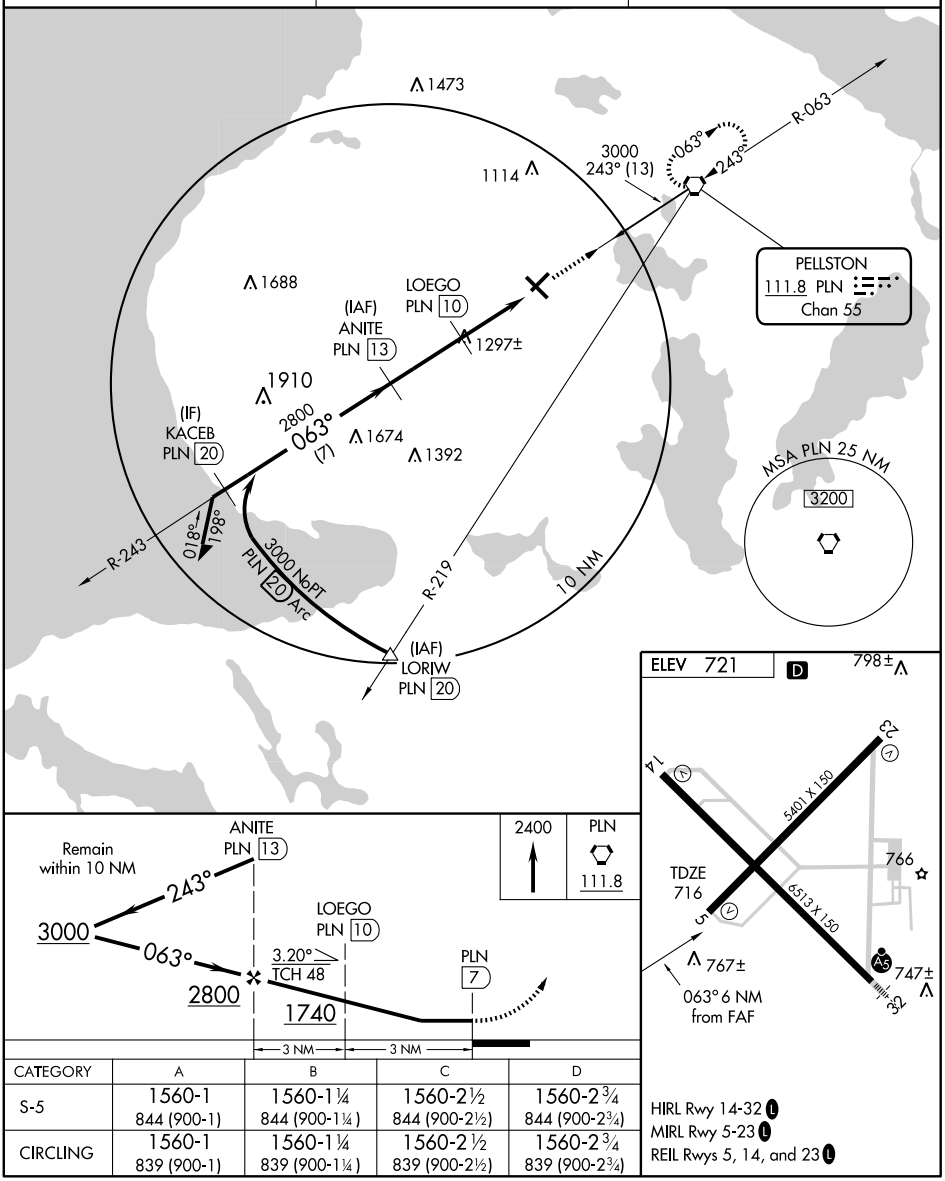
VOR/DME RWY 5

PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

When local atimeter setting not received, use Harbor Springs altimeter setting and increase all MDA 40 feet, increase S-5 Cat A/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 direct PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-5	1560-1 844 (900-1)	1560-1¼ 844 (900-1¼)	1560-2½ 844 (900-2½)	1560-2¾ 844 (900-2¾)
CIRCLING	1560-1 839 (900-1)	1560-1¼ 839 (900-1¼)	1560-2½ 839 (900-2½)	1560-2¾ 839 (900-2¾)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PLN	APP CRS	Rwy Idg 5395
111.8	245°	TDZE 721
Chan 55		Apt Elev 721

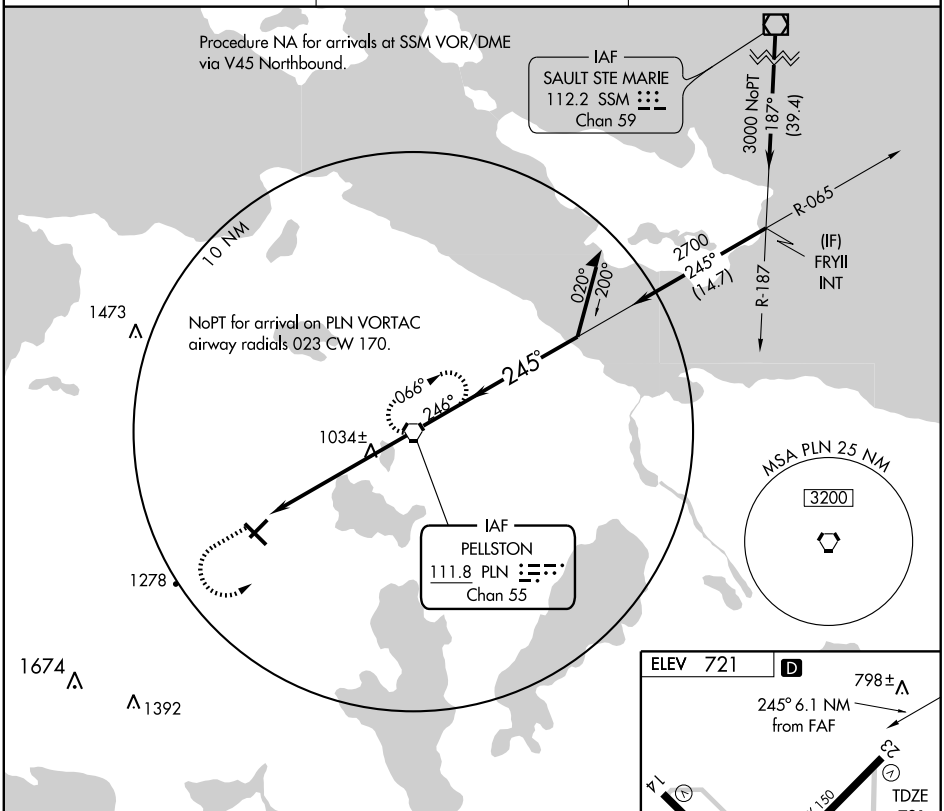
VOR RWY 23

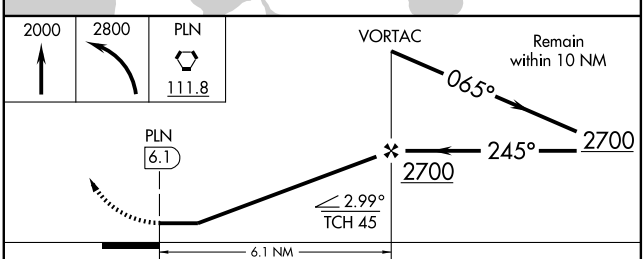
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

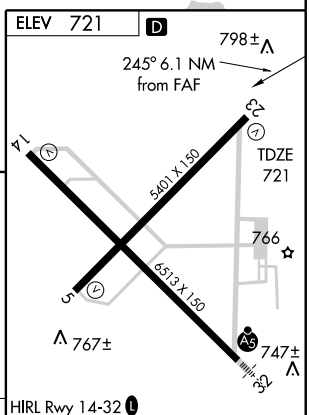
When local altimeter setting not received, use Harbor Springs altimeter setting and increase all MDA 40 feet. Increase all Cat C and S-23 Cat D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1420-2¼ 699 (700-2¼)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

PHURN N42°50.58′ W82°35.80′. NOTAM FILE PHN. DETROIT
NDB (LOM) 332 PH 043° 5.1 NM to St Clair Co Intl.

PIKLE N45°43.36′ W87°13.49′ NOTAM FILE ESC.
NDB (LOM) 344 ES 087° 5.5 NM to Delta Co.

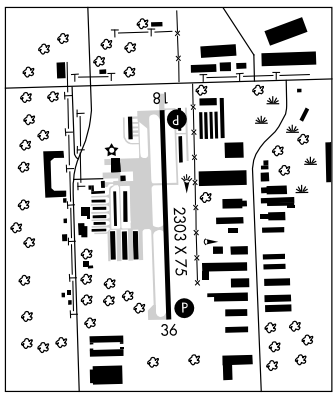
PINCONNING

GROSS (52I) 3 W UTC−5(−4DT) N43°50.81′ W84°00.68′ DETROIT
615 NOTAM FILE LAN
RWY 09–27: 2565X100 (TURF) LIRL
RWY 09: Trees. **RWY 27:** Thld dsplcd 442′. Road.
AIRPORT REMARKS: Attended phone req–call 517–879–9915. Fuel avbl emerg only. For snow removal call 989–708–7583. Buildings in primary surface east end, 70′ N; 93′ S of cenerline; also 4′ fence along rwy edge, first 140′, S side; +15′–45′ trees 95′ S of centerline west end. Rwy 09–27 marked with 3′ yellow cones. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF 122.9

PLAINWELL MUNI (61D) 2 N UTC−5(−4DT) N42°28.07′ W85°38.88′ CHICAGO
722 S4 **FUEL** 100LL NOTAM FILE LAN
RWY 09–27: H2650X50 (ASPH) LIRL
RWY 09: Thld dsplcd 191′. Expressway. **RWY 27:** Thld dsplcd 775′. Trees.
RWY 01–19: 2550X150 (TURF)
RWY 01: Thld dsplcd 268′. Tree. **RWY 19:** Thld dsplcd 980′. Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 sfc extensive cracking. For LIRL Rwy 09–27 key 122.8 five times on. Rwy 01–19 and dsplcd thlds marked with yellow cones.
COMMUNICATIONS: CTAF/UNICOM 122.8

PLYMOUTH

CANTON–PLYMOUTH–METTETAL (1D2) 2 S UTC−5(−4DT) N42°20.89′ W83°27.38′ DETROIT COPTER
696 B S4 **FUEL** 100LL TPA—1696(1000) NOTAM FILE LAN L–28J, A
RWY 18–36: H2303X75 (ASPH–GRVD) S–12.5 MIRL 0.5% up N IAP
RWY 18: PAPI(P2L)—GA 4.0° TCH 25′. Road.
RWY 36: PAPI (P4R)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel 24 hour self serve. Noise sensitive areas N and S of arpt. Ctc arpt manager 734–459–0012 for noise abatement procedures. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DETROIT APP/DEP CON** 118.95
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
SALEM (L) VORTAC 114.3 SVM Chan 90 N42°24.53′ W83°35.65′ 124° 7.1 NM to fld. 950/3W.



PONDEROSA HELIPORT (See HIGHLAND)

PONTIAC N42°42.05′ W83°31.97′ NOTAM FILE PTK. DETROIT
(L) VORTAC 111.0 PSI Chan 47 116° 5.4 NM to Oakland Co Intl. 1148/3W.
VOR unusable 170°–210°. L–28J, A
RCO 122.15R 111.0T (LANSING RADIO)

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL

DETROIT, MICHIGAN

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

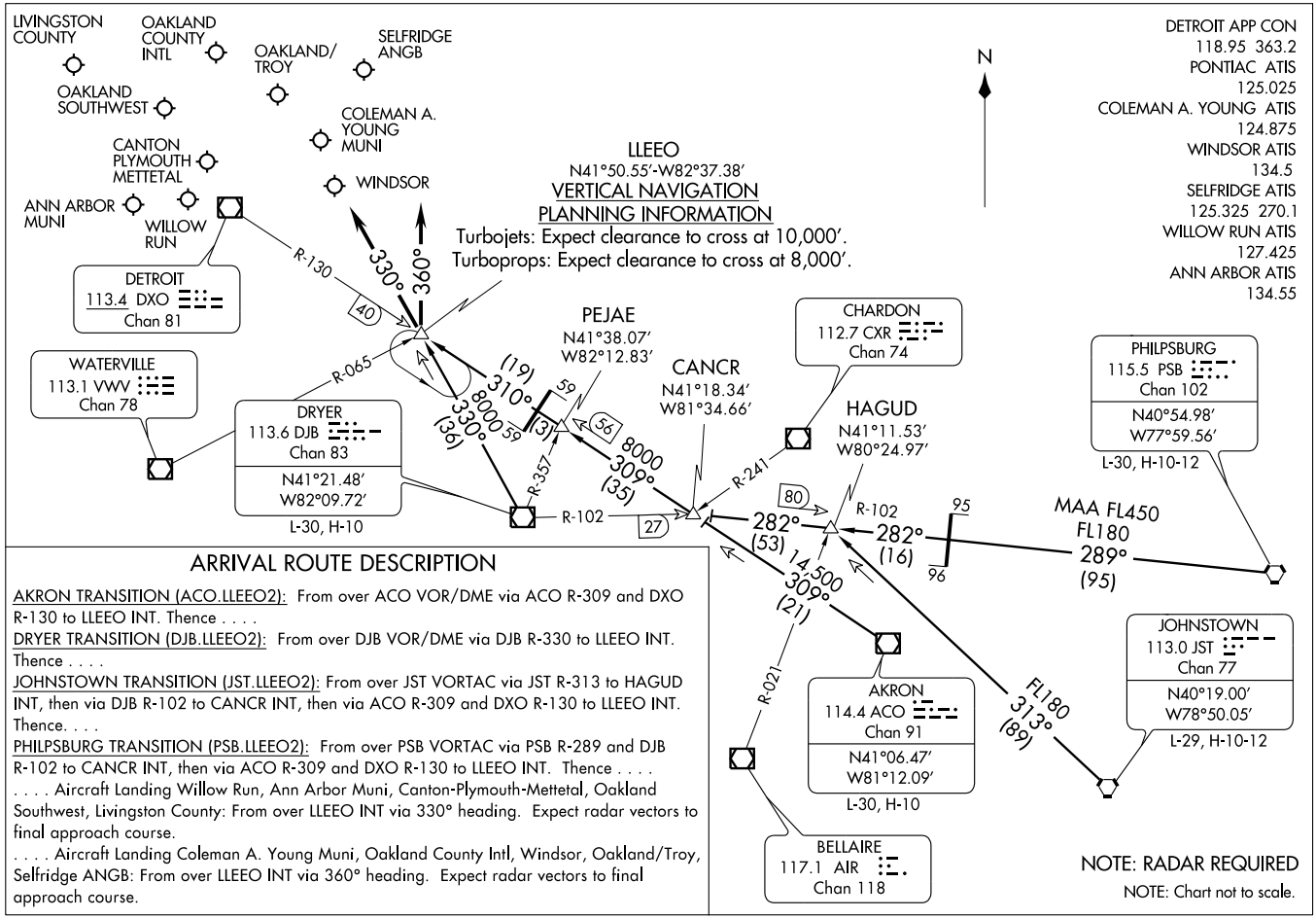
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

GOHMA ONE ARRIVAL
(GOHMA.GOHMA1) 09351
DETROIT, MICHIGAN

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

APP CRS	Rwy Idg	2303
183°	TDZE	696
	Apt Elev	696

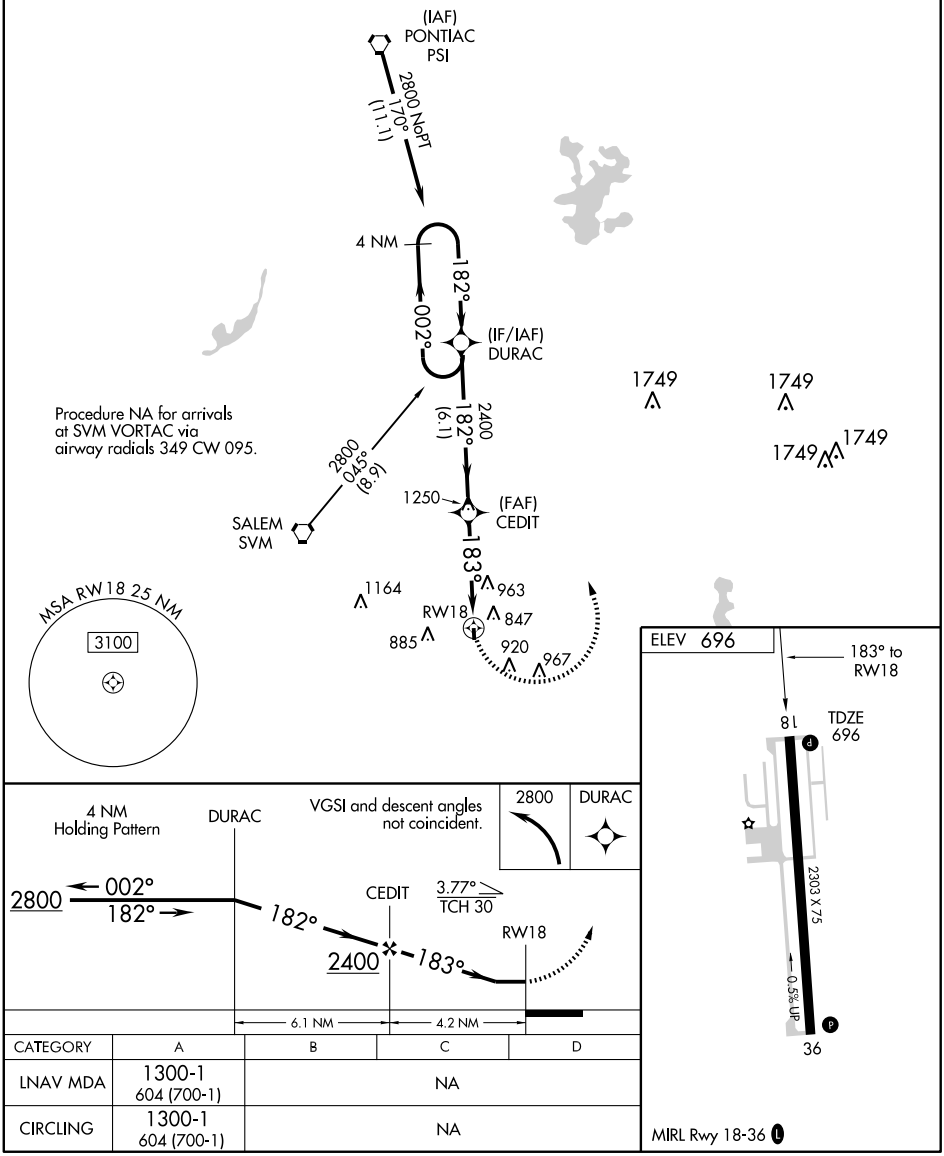
RNAV (GPS) RWY 18

PLYMOUTH / CANTON-PLYMOUTH-METTETAL (1D2)

Use Willow Run altimeter setting; if not received, use Detroit Metropolitan Wayne County altimeter setting. Visibility reduction by helicopters NA. Circling NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2800 direct DURAC and hold.

DETROIT APP CON	UNICOM
118.95 363.2	122.7 (CTAF) L



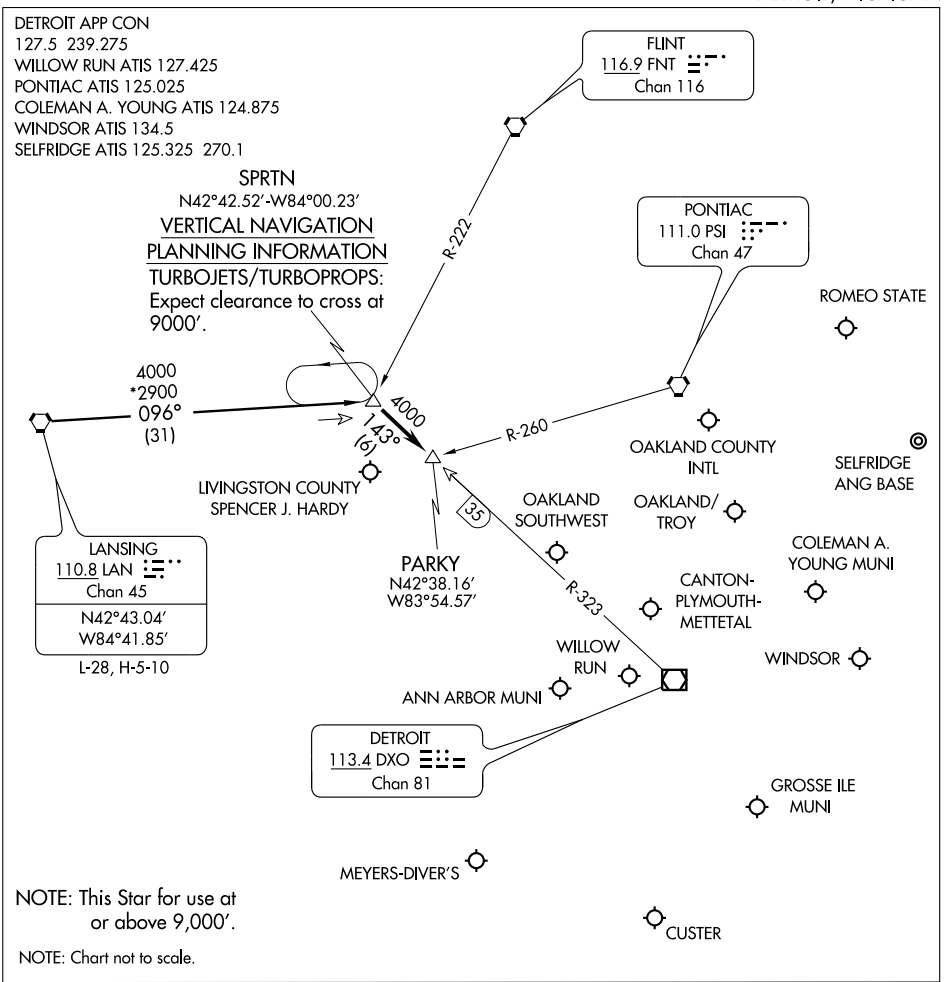
CATEGORY	A	B	C	D
LNAV MDA	1300-1 604 (700-1)	NA		
CIRCLING	1300-1 604 (700-1)	NA		

MIRL Rwy 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

SVM VORTAC	APP CRS	Rwy Idg	N/A
114.3	124°	TDZE	N/A
Chan 90		Apt Elev	696

VOR-A

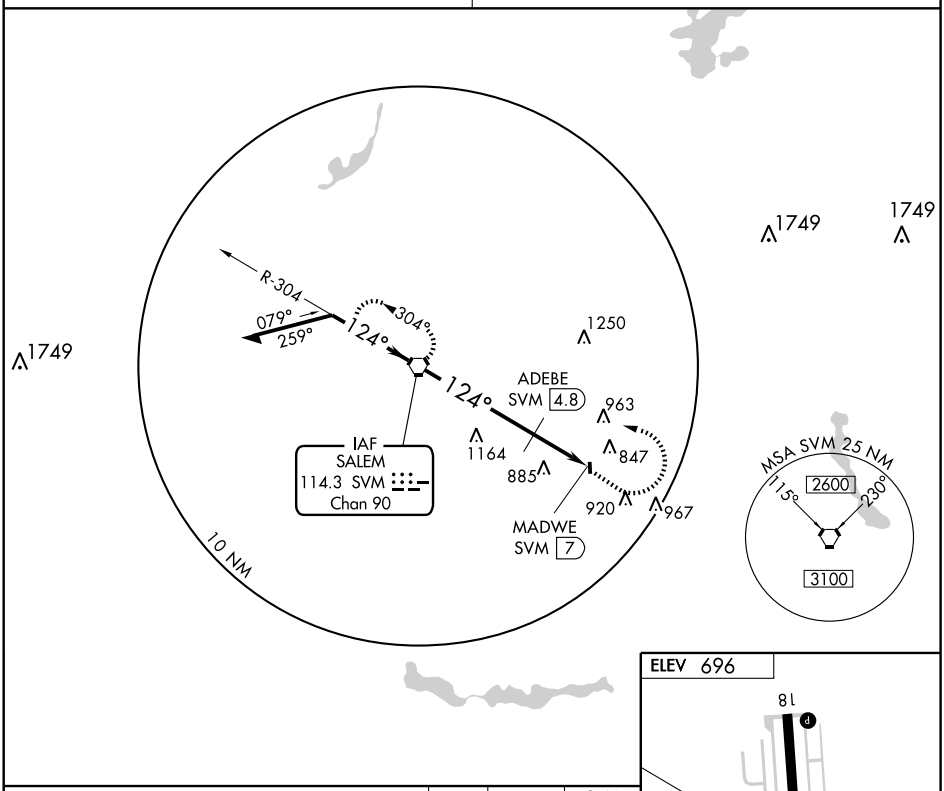
PLYMOUTH / CANTON-PLYMOUTH-METTETAL (1D2)

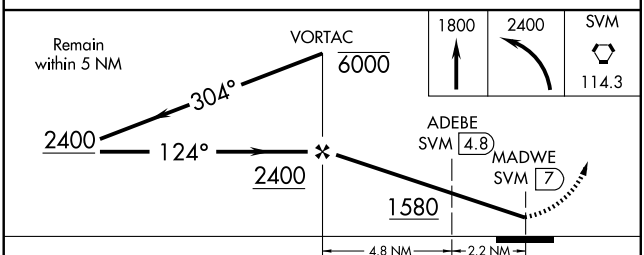
Use Willow Run altimeter setting; if not received, use Detroit Metropolitan Wayne County altimeter setting. Visibility reduction by helicopters NA.

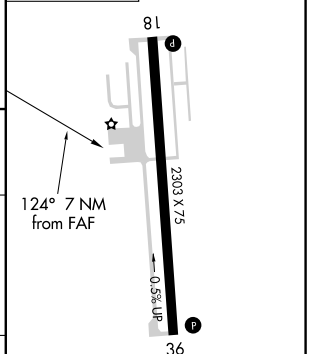
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct SVM VORTAC and hold.

DETROIT APP CON	UNICOM
118.95 363.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1¼ 884 (900-1¼)	NA		

ADEBE FIX MINIMUMS

CIRCLING	1220 - 1 524 (600-1)	NA

MIRL Rwy 18-36 L

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:02	4:41	3:31	2:49	2:21

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

PONTIAC

OAKLAND CO INTL (PTK) 5 W UTC−5(−4DT) N42°39.94′ W83°25.23′

DETROIT
COPTER
H–10G, L–28J, A
IAP, AD

980 B S4 **FUEL** 100LL, JET A OX 1 LRA Class IV, ARFF Index A NOTAM FILE PTK

RWY 09R–27L: H6520X150 (ASPH–PFC) S–90, D–200, 2S–175, 2D–280 HIRL

RWY 09R: MALSR. PAPI (P4R)—GA 3.0° TCH 45′.

RWY 27L: REIL. VASI(V4L)—GA 3.0° TCH 45′. Trees.

RWY 09L–27R: H5675X100 (ASPH–PFC) S–38, D–60, 2D–65 MIRL

RWY 09L: REIL. PAPI(P4L).

RWY 27R: REIL. PAPI(P4L)—GA 3.0° TCH 51′.

RWY 18–36: H2585X75 (ASPH)

RWY 18: PAPI(P2L)—GA 3.0°. Thld dsplcd 650′.

RWY 36: PAPI(P2L)—GA 3.0°.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 09L: TORA–5675 TODA–5675 ASDA–5675 LDA–5675

RWY 09R: TORA–6520 TODA–6520 ASDA–6520 LDA–6520

RWY 27L: TORA–6520 TODA–6520 ASDA–6520 LDA–6520

RWY 27R: TORA–5675 TODA–5675 ASDA–5675 LDA–5675

AIRPORT REMARKS: Attended continuously. Air carrier ops with more than 30 passenger seats req PPR call arpt manager 248–666–3900. Seaplane ldgs and tkfs on Lake Angelus 4.5 miles ENE is prohibited by local ordinances. Birds and deer on and invof arpt. Control twr unable to see more than 200′ S of Rwy 35 thld and Twy G between Twy A and Twy B. Twy H and Twy U unlighted north of Rwy 09R–27L. Rwy 18 PAPI OTS indef. ACTIVATE MALSR Rwy 09R, PAPI Rwy 09R—CTAF. ACTIVATE PAPI Rwy 09L, REIL Rwy 27R, PAPI Rwy 27R, and VASI Rwy 27L ctc twr. Ldg fee for acft over 12500 lbs. US Customs user fee arpt. Contact U.S. Customs 1200–0100Z‡ Mon–Fri on 248–666–7717; other times minimum 3 hrs advance notification on 734–942–9000.

WEATHER DATA SOURCES: ASOS (248) 666–1818.

COMMUNICATIONS: CTAF 120.5 **ATIS** 125.025

UNICOM 122.95

PONTIAC RCO 122.15R 111.0T (LANSING RADIO)

Ⓡ **DETROIT APP/DEP CON** 127.5

PONTIAC TOWER 120.5 123.7 (1100–0500Z‡) **GND CON** 121.9 121.65 **CLNC DEL** 118.25

AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PTK.

PONTIAC (L) VORTAC 111.0 PSI Chan 47 N42°42.05′ W83°31.97′ 116° 5.4 NM to fld. 1148/3W.

ILS 111.1 I–PTK Rwy 09R. Class IE. Unmonitored when twr clsd. LOC BC unusable byd 14 NM blo 3300′.

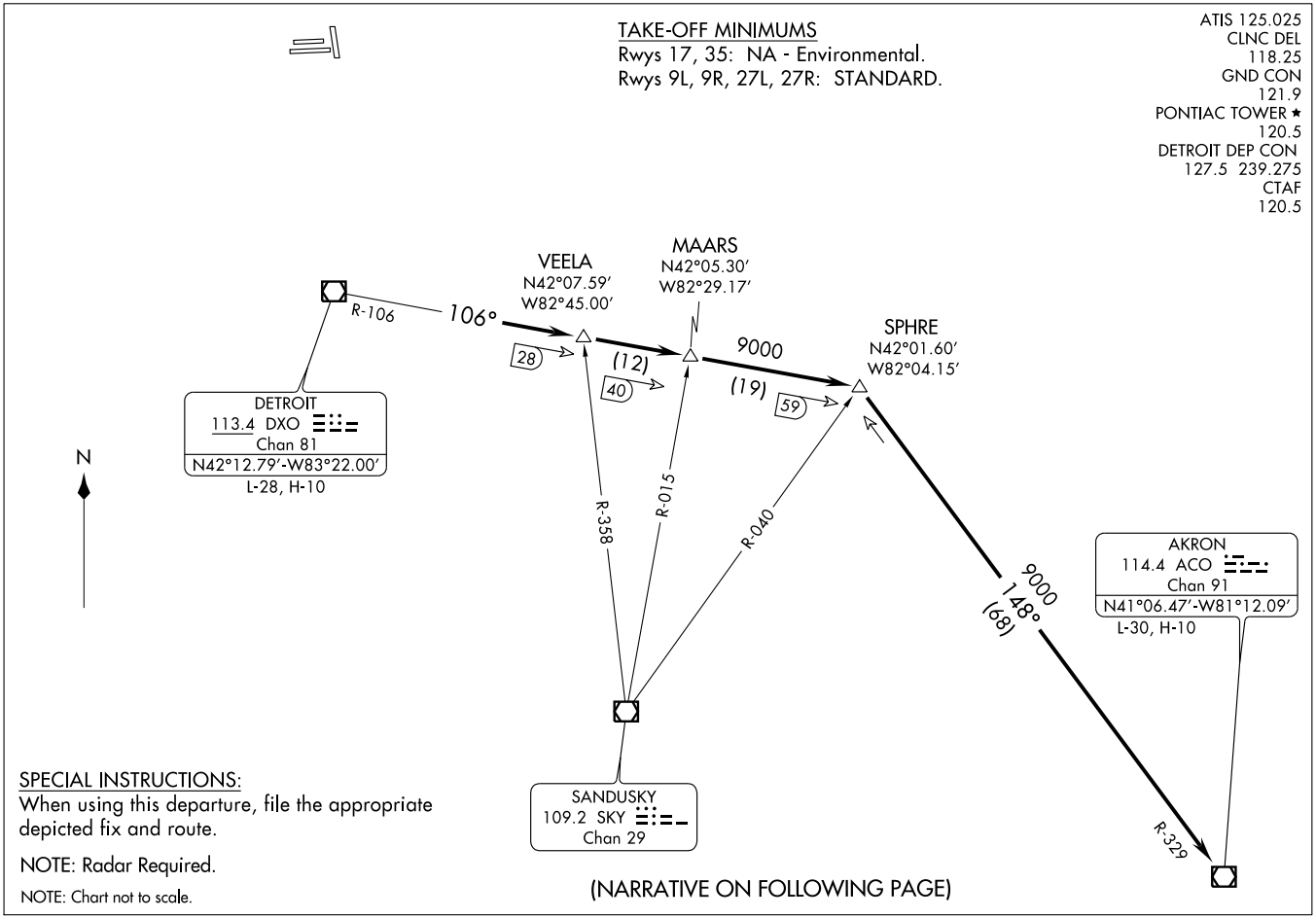
AKRON TWO DEPARTURE

(ACO2.ACO) 09127

PONTIAC/ OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

SL-5052 (FAA)



AKRON TWO DEPARTURE

(ACO2.ACO) 09127

PONTIAC/ OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R and 27L/R: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 9R: Multiple Trees beginning 1382' from DER, 647' left of centerline, up to 41' AGL/1011' MSL.
Ant on Hangar 870' from DER, 732' right of centerline, 36' AGL/1006' MSL.

Rwy 27L: Multiple Trees beginning 1075' from DER, 630' left of centerline, up to 78' AGL/1048' MSL.
Tree 1702' from DER, 945' right of centerline, 71' AGL/1041' MSL.

Rwy 27R: Tree 2057' from DER, 395' right of centerline, 71' AGL/1041 MSL'.

EC-1, 21 OCT 2010 to 18 NOV 2010

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

ERRTH TWO DEPARTURE

(ERRTH2.ERRTH) 09127

PONTIAC/ OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

(NARRATIVE ON FOLLOWING PAGE)

ATIS 125.025
CLNC DEL 118.25
GND CON 121.9
PONTIAC TOWER★
120.5 (CTAF)
DETROIT DEP CON
127.5 239.275

WINDSOR
113.8 YQG
Chan 85

PECK
114.0 ECK
Chan 87

AYLMER
114.2 YQO
Chan 89

TRACE
N42°07.31′
W81°02.45′

JAMESTOWN
114.7 JHW
Chan 94

ERIE
109.4 ERI
Chan 31

DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′

RICPO
N42°13.35′
W82°41.63′

OCTAS
N42°13.50′
W82°26.93′

ERRTH
N42°11.37′
W81°56.15′

DORET
N41°48.10′
W80°35.08′
FL180

SLATE RUN
113.9 SLT
Chan 86
N41°30.77′
W77°58.21′
L-30, H-10-12

MIGET
N41°17.67′
W78°51.86′

CHARDON
112.7 CXR
Chan 74
N41°31.02′
W81°09.79′
L-30, H-10

KEATING
116.0 ETG
Chan 107
N41°12.90′
W78°08.57′
L-30, H-10-12

SANDUSKY
109.2 SKY
Chan 29

R-139
R-101
R-095
R-095
R-101
14500
101°
(40)
R-287
R-174
FL180
139°
(28)
FL180
107°
(119)
R-287
R-014
R-175
8000
145°
(53)
R-002
R-015
R-039
R-325
FL180
102°
(104)
J146
R-289
FL180
109°
(33)
R-289

N

SPECIAL INSTRUCTIONS:
When using this departure,
file the appropriate fix and route.

TAKE-OFF MINIMUMS:
Rwy 17, 35: NA - ENVIRONMENTAL.
Rwy 9L, 9R, 27L, 27R: STANDARD.

NOTE: RADAR Required.

NOTE: DME Required for
SLATE RUN transition.

NOTE: Chart not to scale.

(ERRTH2.ERRTH) 09127
ERRTH TWO DEPARTURE
SL-5052 (FAA)
PONTIAC/ OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R and 27L/R: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

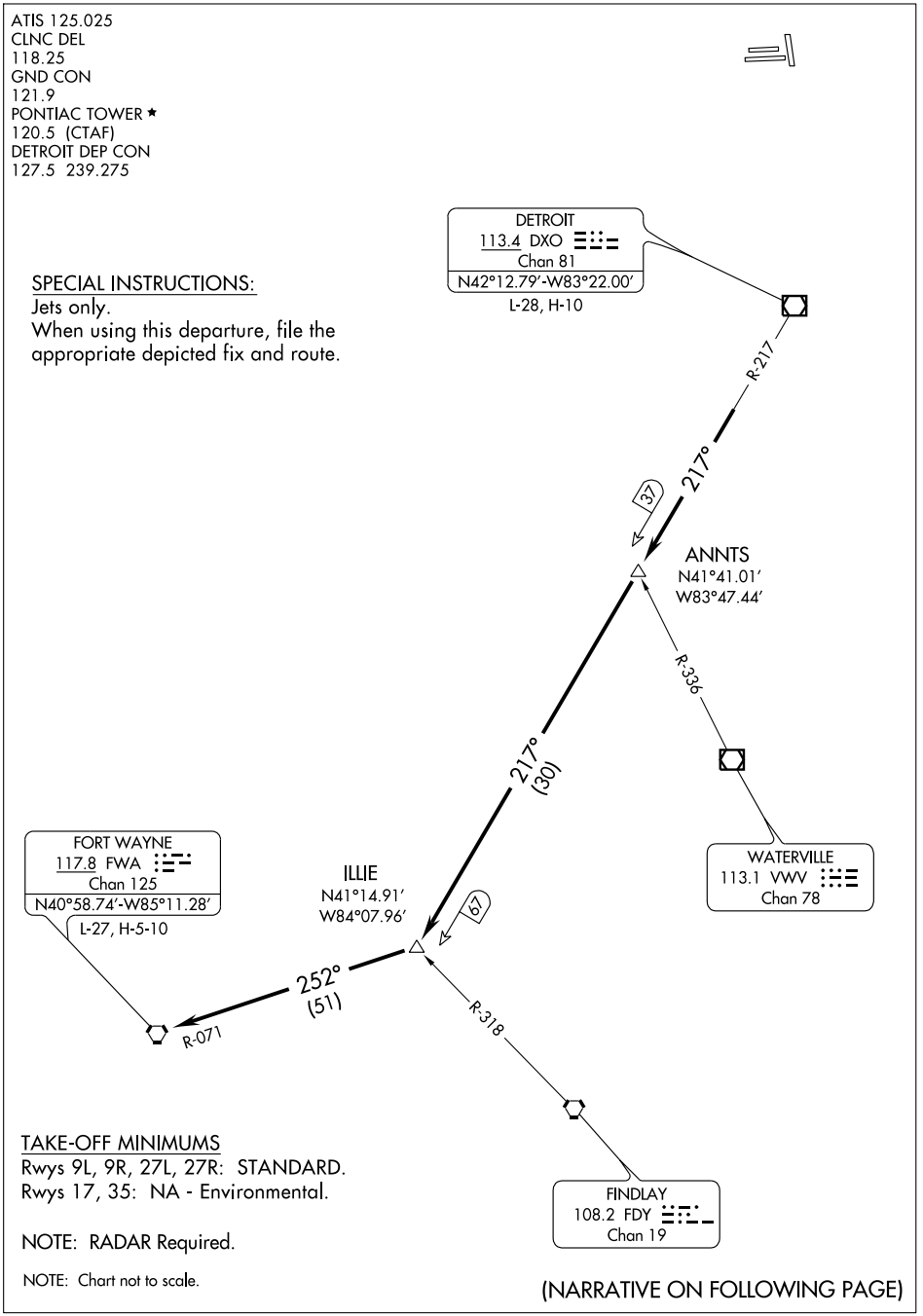
TAKE-OFF OBSTACLES:

Rwy 9R: Multiple trees beginning 1382' from DER, 647' left of centerline, up to 41' AGL/1011' MSL. Ant on hangar 870' from DER, 732' right of centerline, 36' AGL/1006' MSL.
Rwy 27L: Multiple trees beginning 1075' from DER, 630' left of centerline, up to 78' AGL/1048' MSL. Tree 1702' from DER, 945' right of centerline, 71' AGL/1041' MSL.
Rwy 27R: Tree 2057' from DER, 395' right of centerline, 71' AGL/1041' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

FORT WAYNE THREE DEPARTURE

ATIS 125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5 (CTAF)
DETROIT DEP CON
127.5 239.275



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 9R: Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL.
Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.
Rwy 27L: Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL.
Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′ MSL.
Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-PTK	APP CRS	Rwy Idg	6520
111.1	092°	TDZE	980
		Apt Elev	980

ILS or LOC RWY 9R

PONTIAC/OAKLAND COUNTY INTL (PTK)

*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase DA 105 feet and all MDA 120 feet, increase S-LOC 9R Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER*	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF)	121.9	118.25	122.95

ALTERNATE MISSED APCH FIX

PONTIAC PSI 111.0 Chan 47

R-304 124° 304°

PONTIAC 111.0 PSI Chan 47

1480 1420

2700 199° (2.4) 1214± 1321 1172

1118

272° 092° 047° 227°

R-198

(IAF) WAKEL OM/INT

LOCALIZER 111.1 I-PTK

10 NM

MSA PSI 25 NM 2900

2700 011° (15.4)

R-360 180° 360°

1749 1749 1749

SALEM 114.3 SVM Chan 90

ELEV 980

1108±

VGSI and ILS glidepath not coincident.

Remain within 10 NM

WAKEL OM/INT

272° 092°

2700 2669 2700

GS 3.00° TCH 55

5 NM

1600	3000	SVM
		114.3

092° 5 NM from FAF

1066±

1018±

5675 X 100 27R 27L

6520 X 150

TWR 1037

TDZE 980

1021 1042± 1024± 1029±

HIRL Rwy 9R-27L

MIRL Rwy 9L-27R

REIL Rwys 9L and 27L

REIL Rwy 27R

CATEGORY	A	B	C	D
S-ILS 9R	*1180/24		200 (200-½)	
S-LOC 9R	1620/24	640 (700-½)	1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)
CIRCLING	1620-1	640 (700-1)	1620-1¾ 640 (700-1¾)	1640-2 660 (700-2)

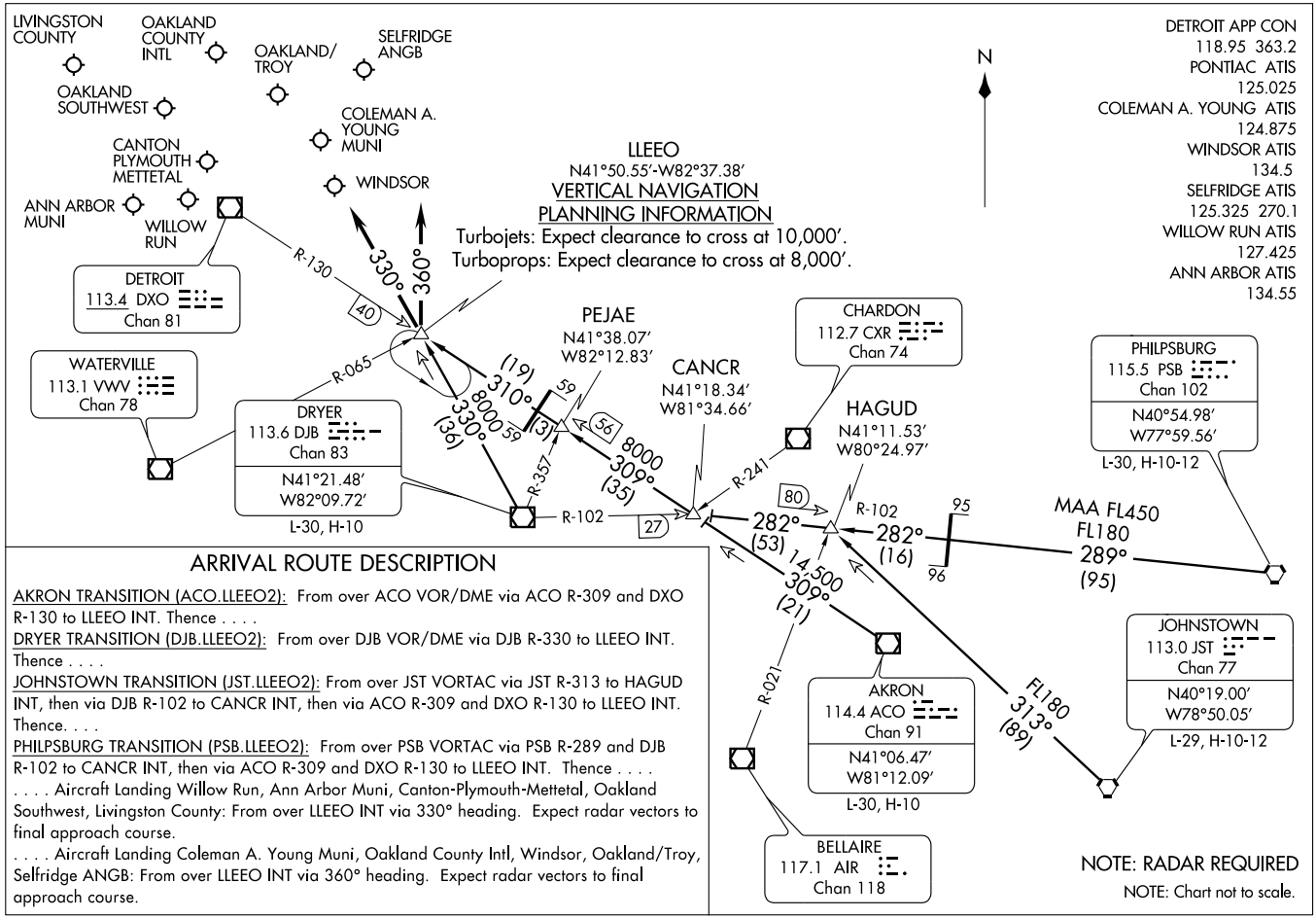
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

LOC I-PTK	APP CRS	Rwy Idg	6520
111.1	272°	TDZE	974
		Apt Elev	980

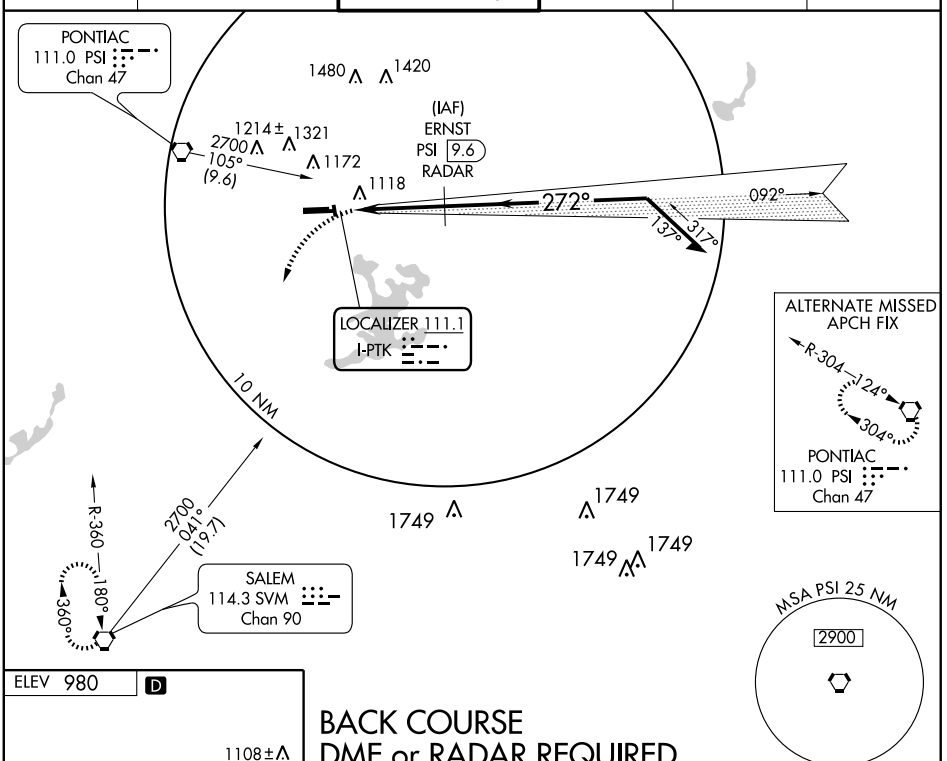
LOC BC RWY 27L

PONTIAC/OAKLAND COUNTY INTL (PTK)

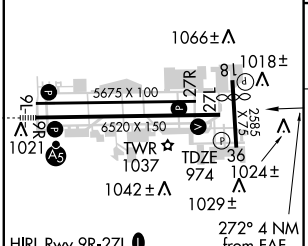
When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all MDA 120 feet, increase S-27L Cat C/D visibility ¼ mile and Circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER ★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF) A6	121.9	118.25	122.95 L



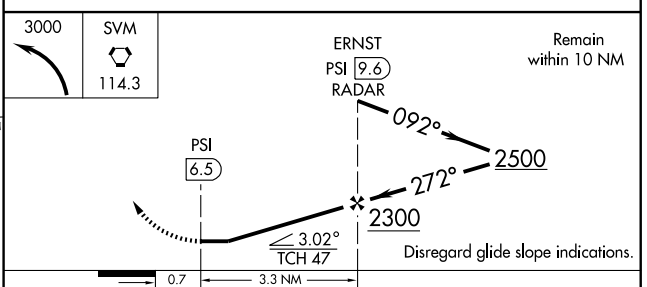
ELEV 980 D



HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

BACK COURSE
DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-27L	1420-1	446 (500-1)	1420-1¼ 446 (500-1¼)	1420-1½ 446 (500-1½)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

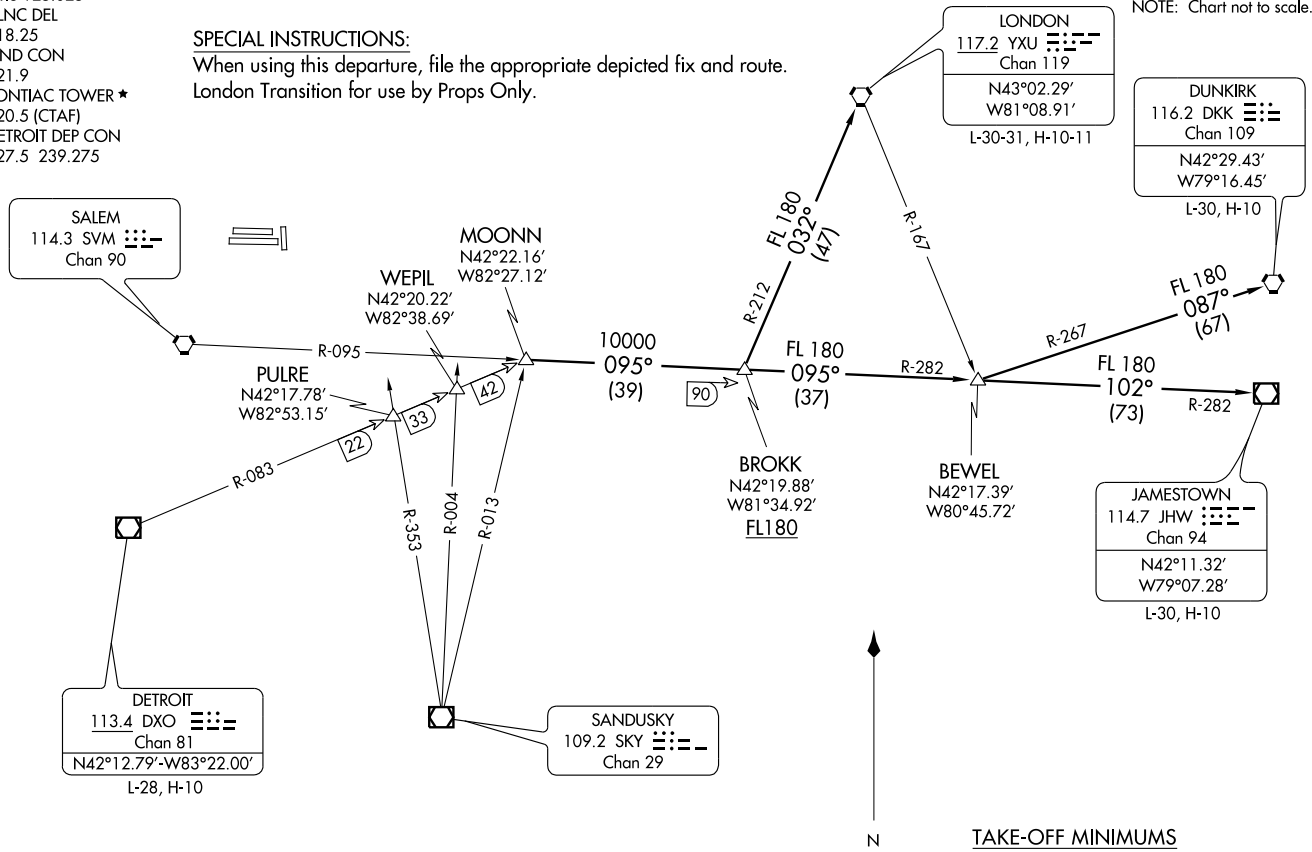
MOONN TWO DEPARTURE
(MOONN2.MOONN) 09127

PONTIAC, MICHIGAN
PONTIAC /OAKLAND COUNTY INTL (PTK)

ATIS 125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5 (CTAF)
DETROIT DEP CON
127.5 239.275

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS
Rwys 17, 35: NA - Environmental.
Rwys 9L, 9R, 27L, 27R: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

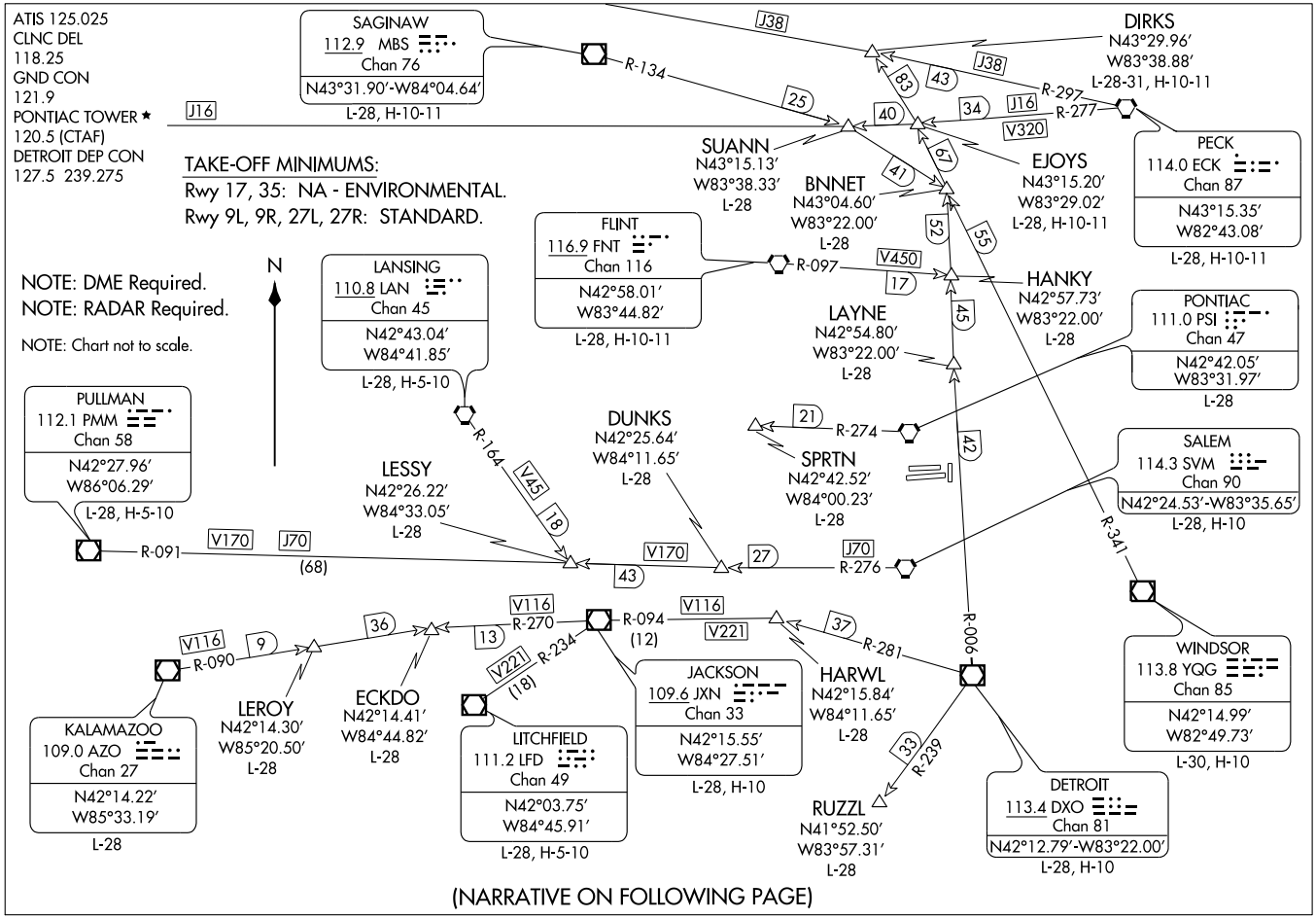
(MOONN2.MOONN) 09127
MOONN TWO DEPARTURE
SL-5052 (FAA)
PONTIAC /OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN

PALACE THREE DEPARTURE

(PALCE3.DXO) 09127

PONTIAC, MICHIGAN

PONTIAC/ OAKLAND COUNTY INTL (PTIK)



SL-5052 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route.
Aircraft landing/overflying Lansing (LAN) at 10,000 feet or below, file via SPRTN.
Aircraft landing/overflying Flint (FNT) at 10,000 feet or below, file via LAYNE.
Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL.
Aircraft over HARWL must file FL220 and below.

TAKE-OFF OBSTACLES:
Rwy 9R: Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL. Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.
Rwy 27L: Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL. Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′ MSL.
Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R:
Climb via assigned heading for radar vectors, thence. . . .

. . . . To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE OFF OBSTACLES:

Rwy 9R:	Multiple trees beginning 1382' from DER, 647' left of centerline, up to 41' AGL/1011' MSL. Ant on hangar 870' from DER, 732' right of centerline, 36' AGL/1006' MSL.
Rwy 27L:	Multiple trees beginning 1075' from DER, 630' left of centerline, up to 78' AGL/1048' MSL. Tree 1702' from DER, 945' right of centerline, 71' AGL/1041'MSL.
Rwy27R:	Tree 2057' from DER, 395' right of centerline, 71' AGL/1041' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6520
CH 90415	092°	TDZE	980
W09A		Apt Elev	980

RNAV (GPS) RWY 9R

PONTIAC/OAKLAND COUNTY INTL (PTK)

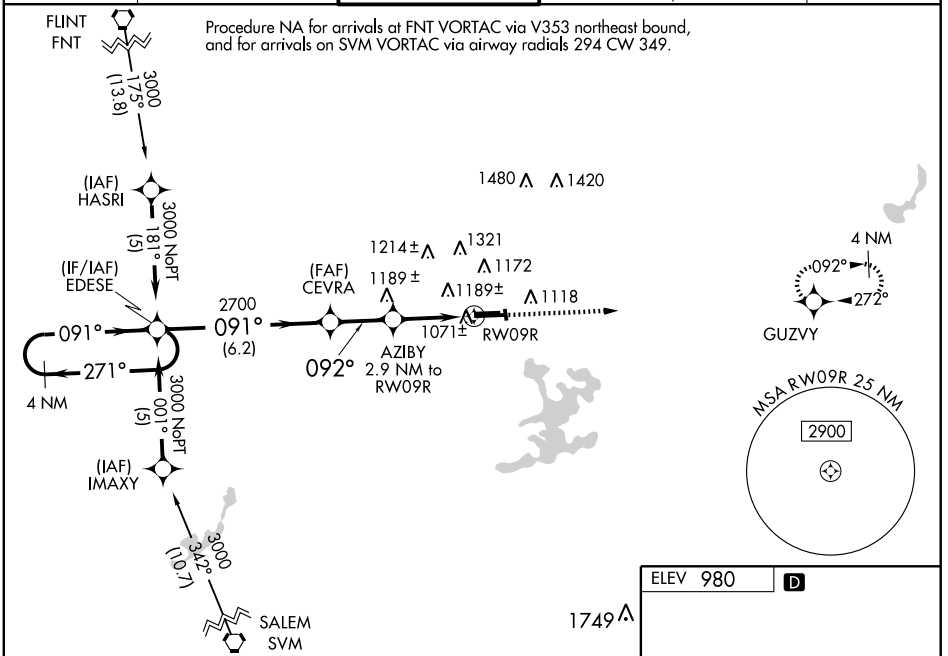
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LNAV/VNAV all Cats visibility to 2 miles, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, and Circling Cat C/D visibility ½ mile. For inoperative MALSR increase LNAV Cats A/B visibility to RVR 5000. For inoperative MALSR when using Coleman A. Young Muni altimeter setting; increase LPV all Cats, and LNAV Cats A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Coleman A. Young Muni altimeter setting.

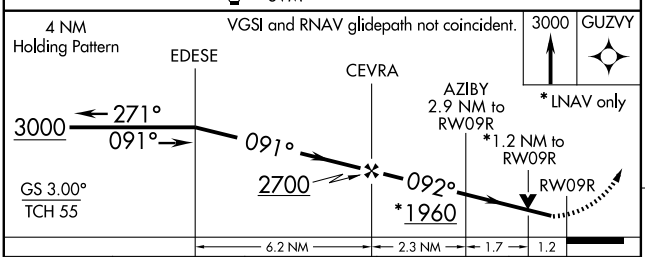
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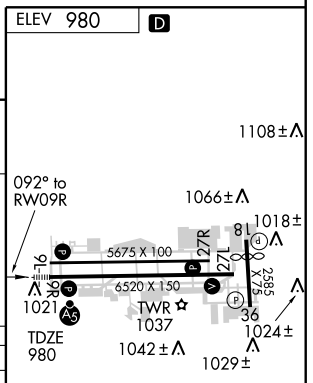
MALSR A5

MISSED APPROACH: Climb to 3000 direct GUZVY and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF) A5	121.9	118.25	122.95 L







CATEGORY	A	B	C	D
LPV DA	1180/24 200 (200-½)			
LNAV/VNAV DA	1579-1½ 599 (600-1½)			
LNAV MDA	1420/40 440 (500-¾)			1420/50 440 (500-1)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70615 W27A	APP CRS 272°	Rwy Idg 6520 TDZE 974 Apt Elev 980

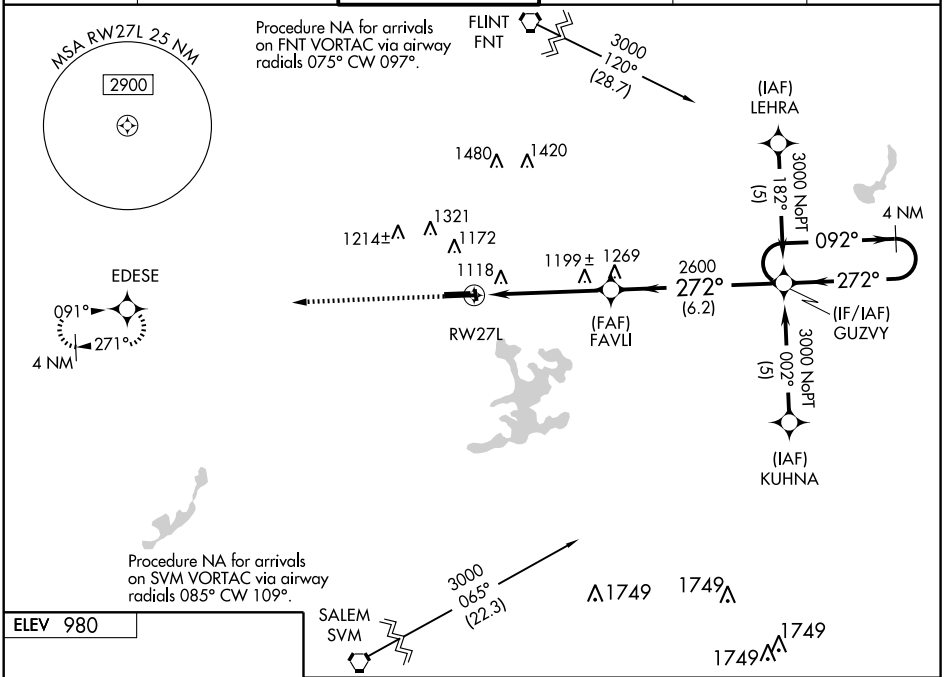
RNAV (GPS) RWY 27L

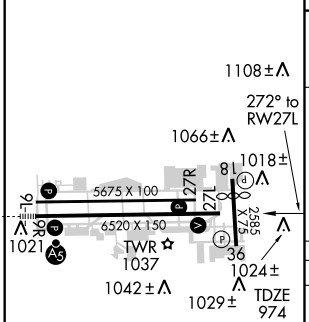
PONTIAC/OAKLAND COUNTY INTL (PTK)

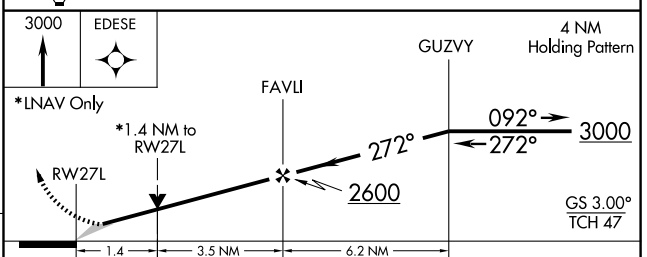
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C/D, and Circling Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Coleman A. Young Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDESE and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF) A6	121.9	118.25	122.95 L







CATEGORY	A	B	C	D
LPV DA	1174-¾ 200 (200-¾)			
LNAV/VNAV DA	1463-1¾ 489 (500-1¾)			
LNAV MDA	1460-1 486 (500-1)		1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

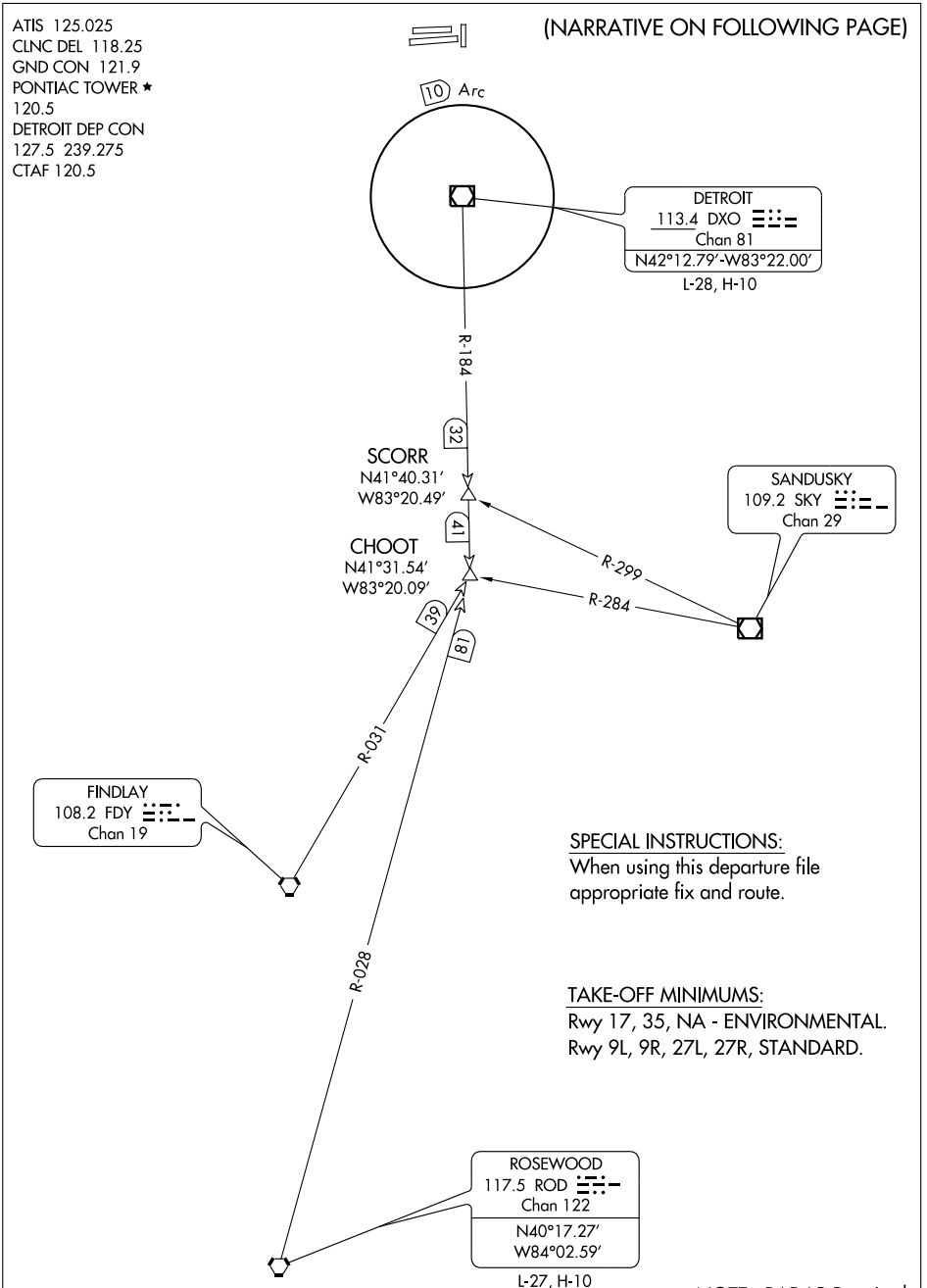
EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ROSEWOOD TWO DEPARTURE

SL-5052 (FAA)

ATIS 125.025
CLNC DEL 118.25
GND CON 121.9
PONTIAC TOWER ★
120.5
DETROIT DEP CON
127.5 239.275
CTAF 120.5

(NARRATIVE ON FOLLOWING PAGE)



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS:
Rwy 17, 35, NA - ENVIRONMENTAL.
Rwy 9L, 9R, 27L, 27R, STANDARD.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 9R: Multiple trees beginning 1382' from DER, 647' left of centerline, up to 41' AGL/1011' MSL. Ant on hangar 870' from DER, 732' right of centerline, 36' AGL/1006' MSL.

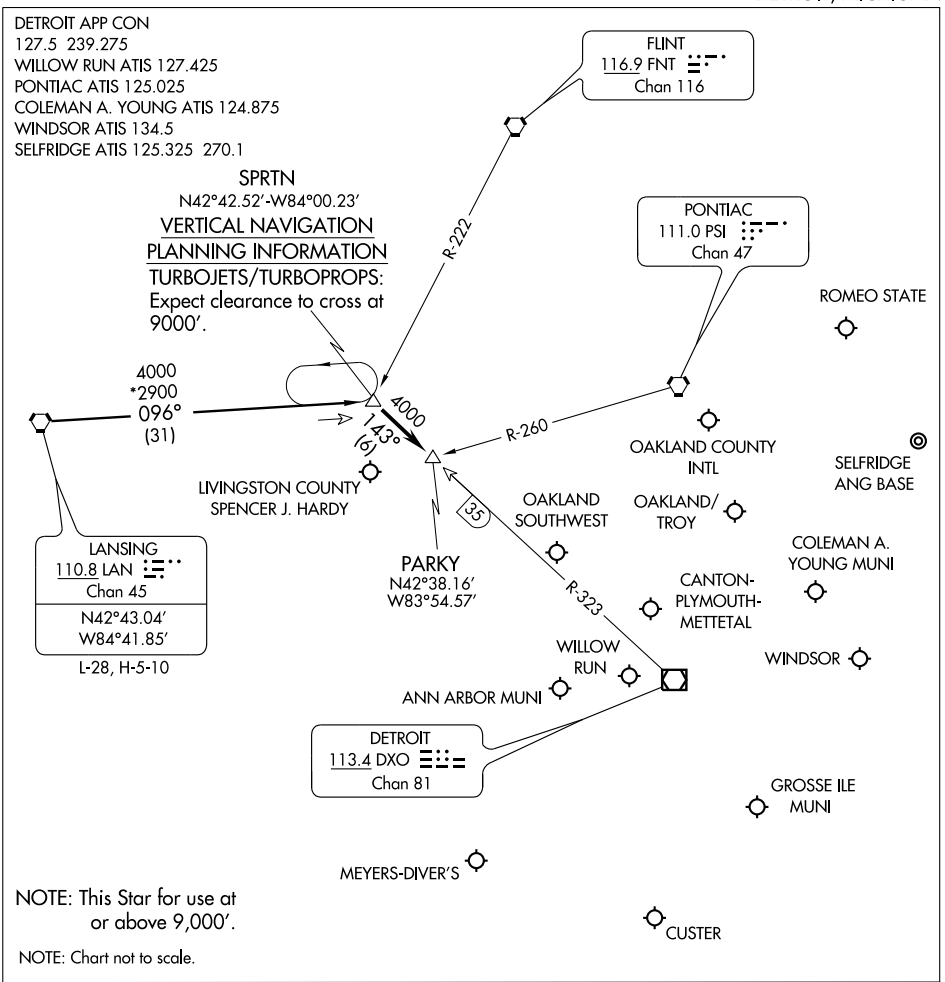
Rwy 27L: Multiple trees beginning 1075' from DER, 630' left of centerline, up to 78' AGL/1048' MSL. Tree 1702' from DER, 945' right of centerline, 71' AGL/1041' MSL.

Rwy 27R: Tree 2057' from DER, 395' right of centerline, 71' AGL/1041' MSL.

EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

SWWAN ONE ARRIVAL

PONTIAC, MICHIGAN

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWWAN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT.
Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

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VORTAC PSI	APP CRS	Rwy Idg	6520
111.0	119°	TDZE	980
Chan 47		Apt Elev	980

VOR RWY 9R

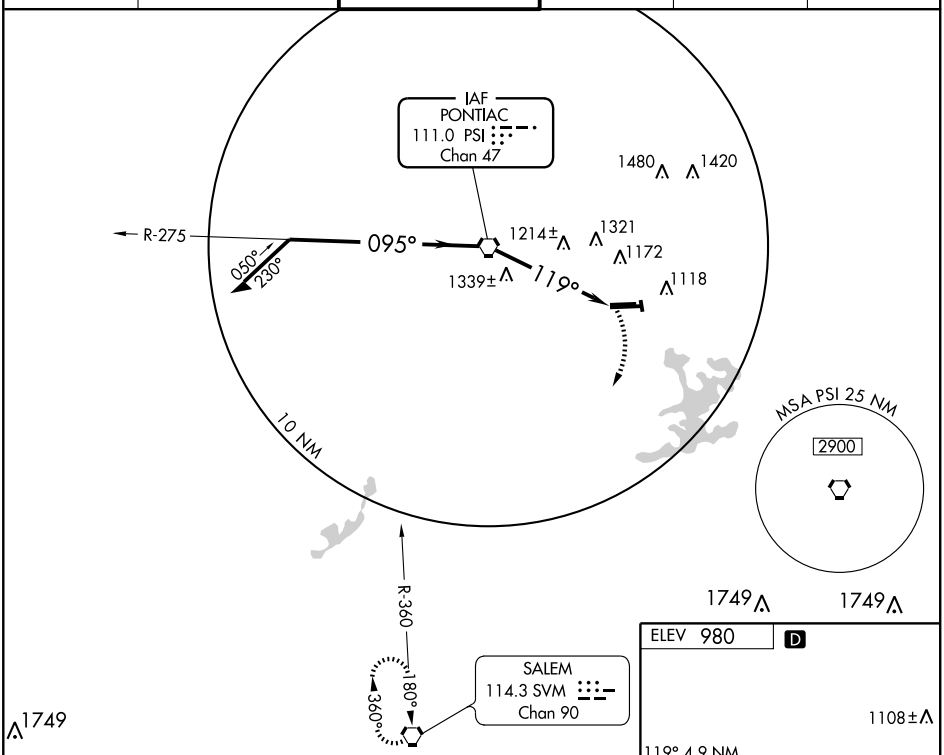
PONTIAC/OAKLAND COUNTY INTL (PTK)

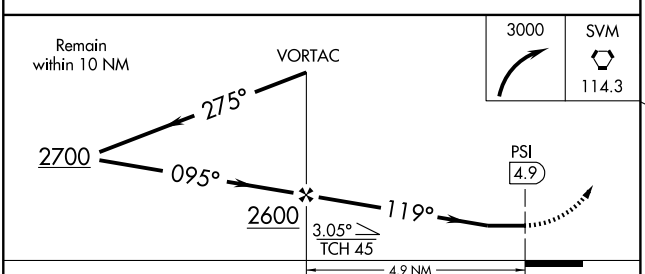
Inoperative table does not apply. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all MDA 120 feet, increase S-9R Cat C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Inoperative table does not apply, when using Coleman A. Young Muni altimeter setting.

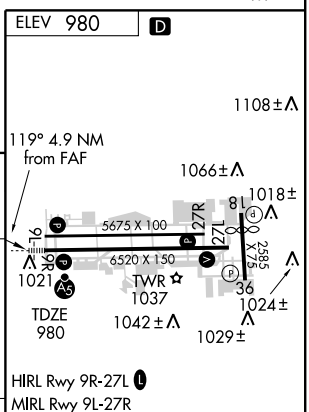
MALSR

MISSED APPROACH: Climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF)	121.9	118.25	122.95 L







HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

CATEGORY	A	B	C	D
S-9R	1600/50	620 (700-1)	1600-1¾ 620 (700-1¾)	1600-2 620 (700-2)
CIRCLING	1600-1	620 (700-1)	1600-1¾ 620 (700-1¾)	1640-2 660 (700-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PSI 111.0 Chan 47	APP CRS 294°	Rwy Idg 6520 TDZE 974 Apt Elev 980

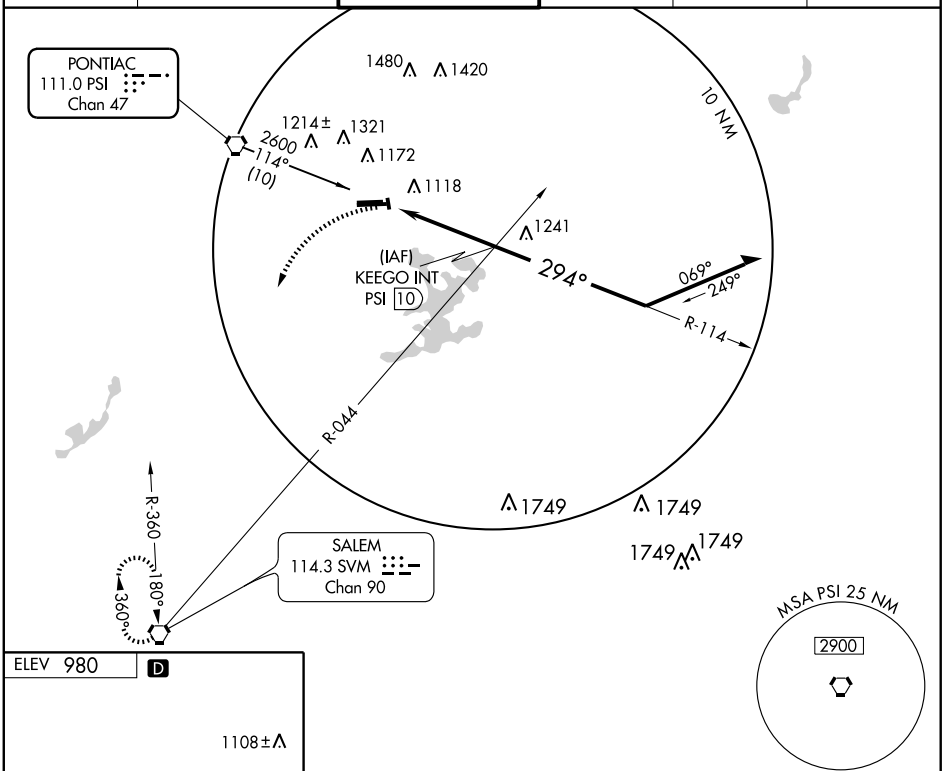
VOR RWY 27L

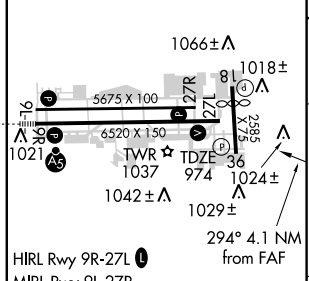
PONTIAC/OAKLAND COUNTY INTL (PTK)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all MDA 120 feet, increase S-27L Cat C/D and Circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

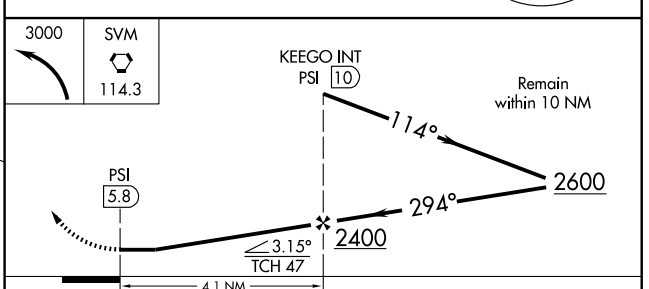
ATIS	DETROIT APP CON	PONTIAC TOWER ★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF) A-S	121.9	118.25	122.95 L





HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

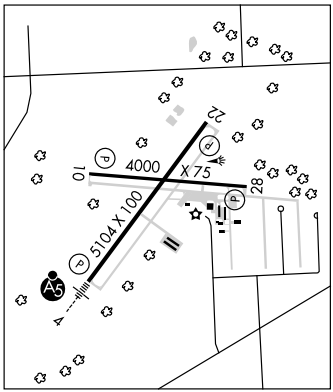


CATEGORY	A	B	C	D
S-27L	1460-1	486 (500-1)	1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

PORT HURON

ST CLAIR CO INTL (PHN) 5 SW UTC−5(−4DT) N42°54.66′ W82°31.73′ **DETROIT**
650 B S4 **FUEL** 100LL, JET A TPA–1650 (1000) LRA NOTAM FILE PHN **H–10G, 11A, L–30F**
RWY 04–22: H5104X100 (ASPH–GRVD) S–40, D–55, 2D–90 HIRL **IAP**
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 31′. Tree.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 10–28: H4000X75 (ASPH) S–16 MIRL
RWY 10: REIL. PAPI (P4L). GA 3.0° TCH 25′. Trees.
RWY 28: REIL. PAPI (P4L). GA 3.5° TCH 31′. Trees.



AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Easter; Thanksgiving and Christmas. Deer and gulls on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef. HIRL Rwy 04–22 and MIRL Rwy 10–28 preset on low ints; to increase ints and ACTIVATE REIL Rwys 22; 10 and 28 and MALSR Rwy 04—CTAF. Ldg fee for commercial and corporate acft. Trans Atlantic flights will have to notify U.S. Customs at 810–985–9541 one hr prior to entry into the U.S. Notify U.S. Dept of Agriculture at 810–985–6126 and arpt manager at 810–364–6890 24 hrs in advance for disposal of acft international trash. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: AWOS–3 118.375 (810) 364–7787.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **SELFRIDGE APP/DEP CON** 119.6 (1230–0400Z‡) clsd hol, other times uncontrolled for DHS, ARNG, USCG or emergency ops.
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7 (0400–1230Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
PECK (H) VORTAC 114.0 ECK Chan 87 N43°15.35′ W82°43.08′ 165° 22.3 NM to fld. 810/7W. **HIWAS.**
PHURN NDB (LOM) 332 PH N42°50.57′ W82°35.80′ 043° 5.1 NM to fld.
ILS 110.9 I–PHN Rwy 04. LOM PHURN NDB.

PRESQUE ISLE CO (See ROGERS CITY)

PRICES (See LINDEN)

PRICKETT–GROOMS FLD (See SIDNAW)

PULLMAN N42°27.96′ W86°06.29′ NOTAM FILE LAN. **CHICAGO**
(H) VOR/DME 112.1 PMM Chan 58 072° 13.0 NM to Padgham Fld. 640/00E. **H–5E, 10F, L–28I**
VOR/DME unusable 080°–068°
DME unusable byd 30 NM blo 3000′.
RCO 122.1R 112.1T (LANSING RADIO)

RAETHER (See HOWELL)

RANDOLPH'S LANDING AREA (See ST JOHNS)

RAY COMMUNITY (57D) 2 SE UTC−5(−4DT) N42°44.21′ W82°53.33′ **DETROIT**
632 B S4 **FUEL** 100LL NOTAM FILE LAN **COPTER**
RWY 09–27: H2494X60 (ASPH) MIRL
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 27: PAPI(P2L). Thld dsplcd 210′. Trees.
RWY 18–36: 2187X123 (ASPH–TURF)
RWY 18: Thld dsplcd 140′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Ultralight ops. Rwy 18–36 asph peeling and cracking. ACTIVATE rotating bcn, MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7

LOC I-PHN	APP CRS	Rwy Idg	5104
110.9	043°	TDZE	648
		Apt Elev	650

ILS or LOC RWY 4

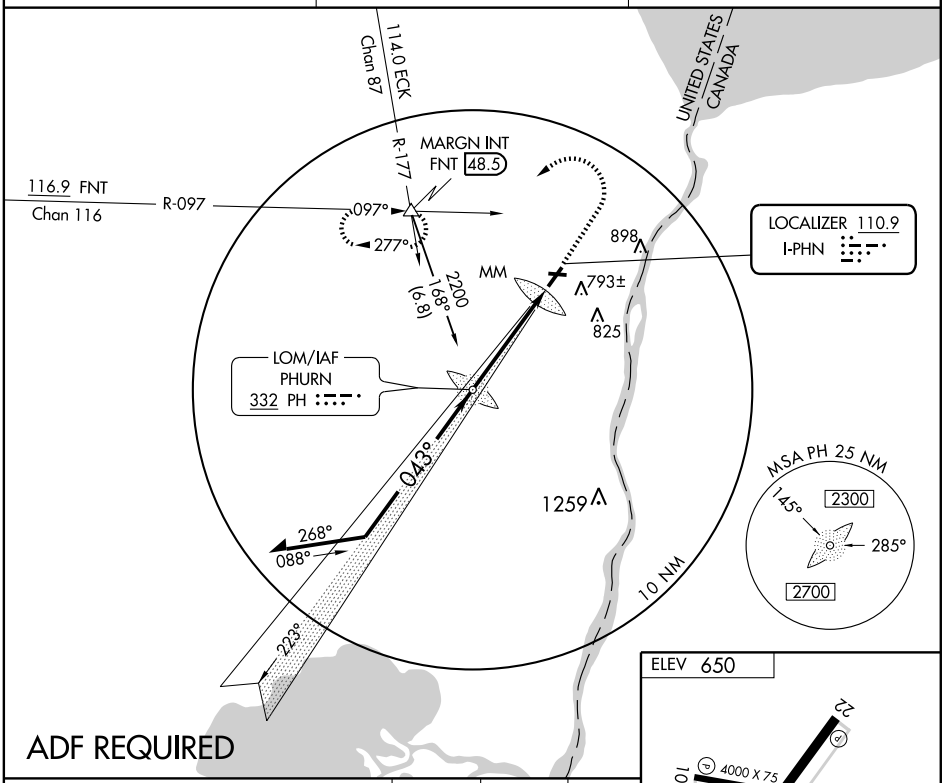
PORT HURON / ST. CLAIR COUNTY INTL (PHN)

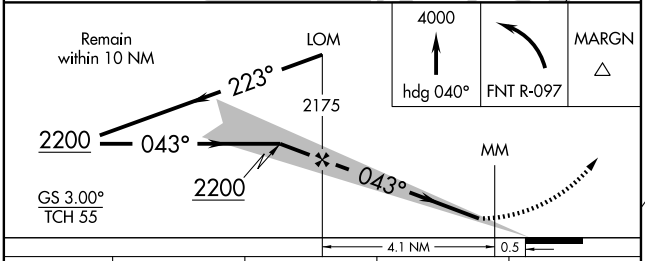
NA

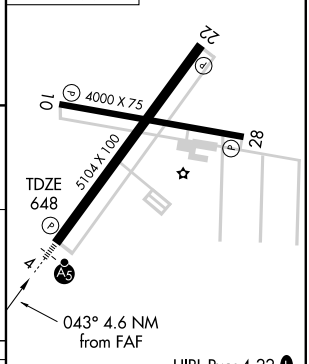
MALSR

MISSED APPROACH: Climb to 4000 via heading 040° then left turn via FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L







HIRL Rwy 4-22 L
MIRL Rwy 10-28 L
REIL Rwys 10, 22, and 28 L

CATEGORY	A	B	C	D
S-ILS 4	848-½ 200 (200-½)			
S-LOC 4	1140-½ 492 (500-½)		1140-¾ 492 (500-¾)	1140-2 492 (500-2)
CIRCLING	1160-1 510 (600-1)	1160-1¼ 510 (600-1¼)	1160-1½ 510 (600-1½)	1200-2 550 (600-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

LOM PH	APP CRS	Rwy Idg	5104
332	043°	TDZE	648
		Apt Elev	650

NDB or GPS RWY 4

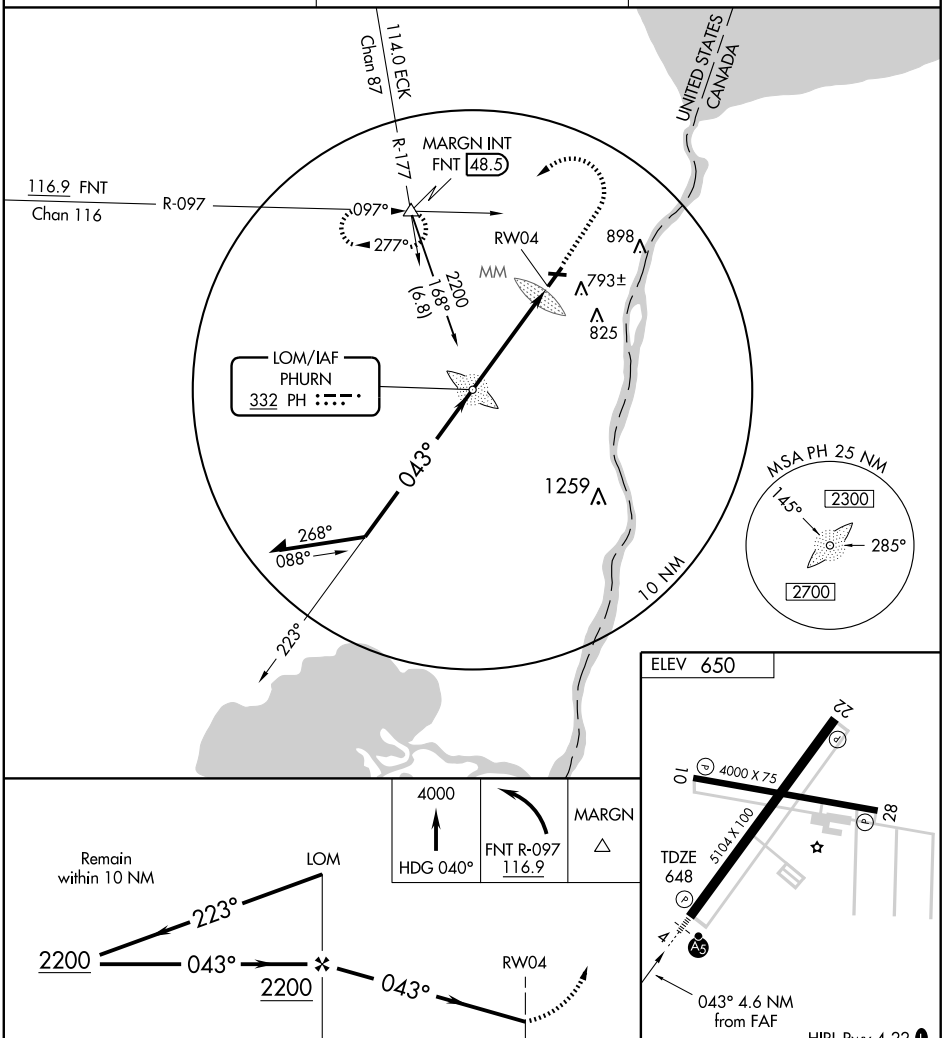
PORT HURON / ST. CLAIR COUNTY INTL (PHN)

NA

MALSR

MISSED APPROACH: Climb to 4000 via heading 040° then left turn via FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L



HIRL Rwy 4-22 L
MIRL Rwy 10-28 L
REIL Rwys 10, 22, and 28 L

CATEGORY	A	B	C	D
S-4	1180-¾ 532 (600-¾)		1180-1 532 (600-1)	1180-1½ 530 (600-1½)
CIRCLING	1180-1 530 (600-1)		1180-1½ 530 (600-1½)	1200-2 550 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

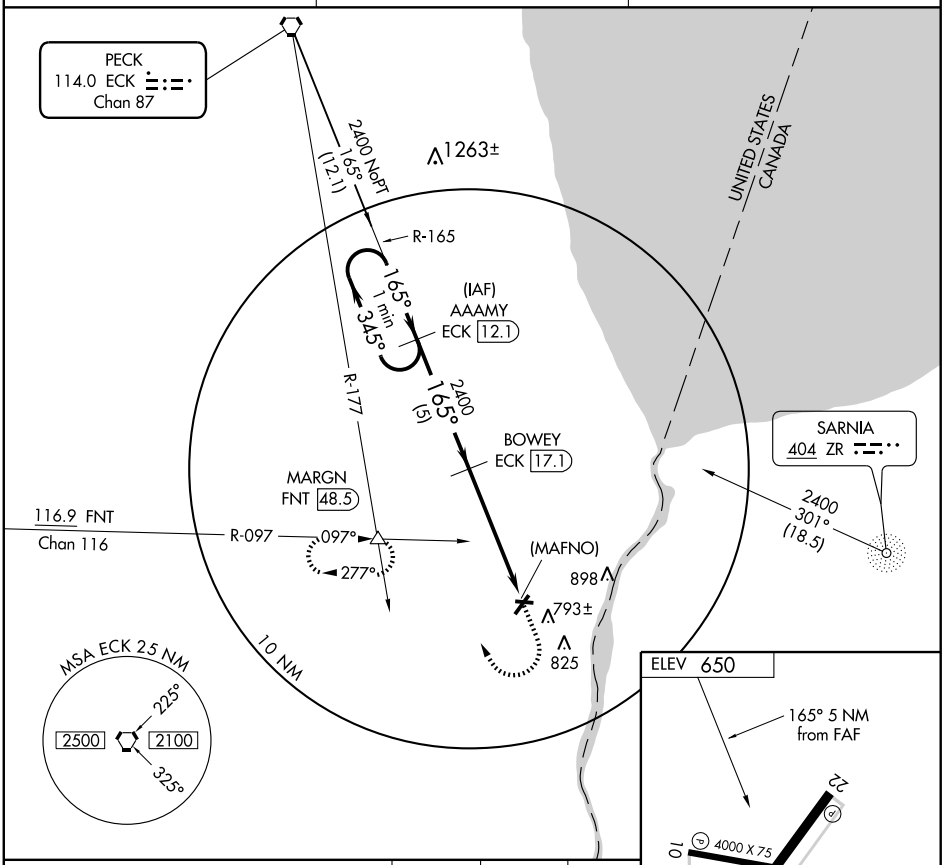
VORTAC ECK 114.0 Chan 87	APP CRS 165°	Rwy Idg N/A TDZE N/A Apt Elev 650

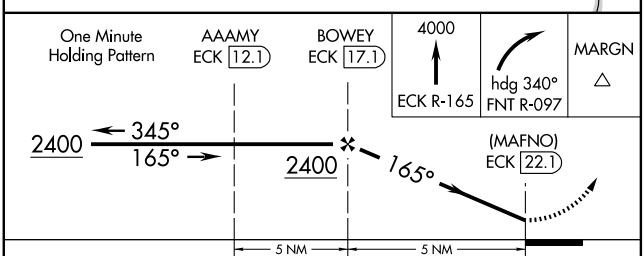
VOR/DME or GPS-A

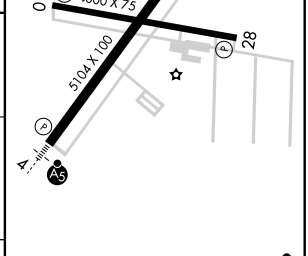
PORT HURON / ST. CLAIR COUNTY INTL (PHN)

MISSED APPROACH: Climb to 4000 via ECK R-165 then right turn heading 340° and FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1160-1 510 (600-1)	1160-1¼ 510 (600-1¼)	1160-1½ 510 (600-1½)	1200-2 550 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 10-28 L
REIL Rwys 10, 22, and 28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ECK 114.0 Chan 87	APP CRS 223°	Rwy Idg 5104 TDZE 649 Apt Elev 650

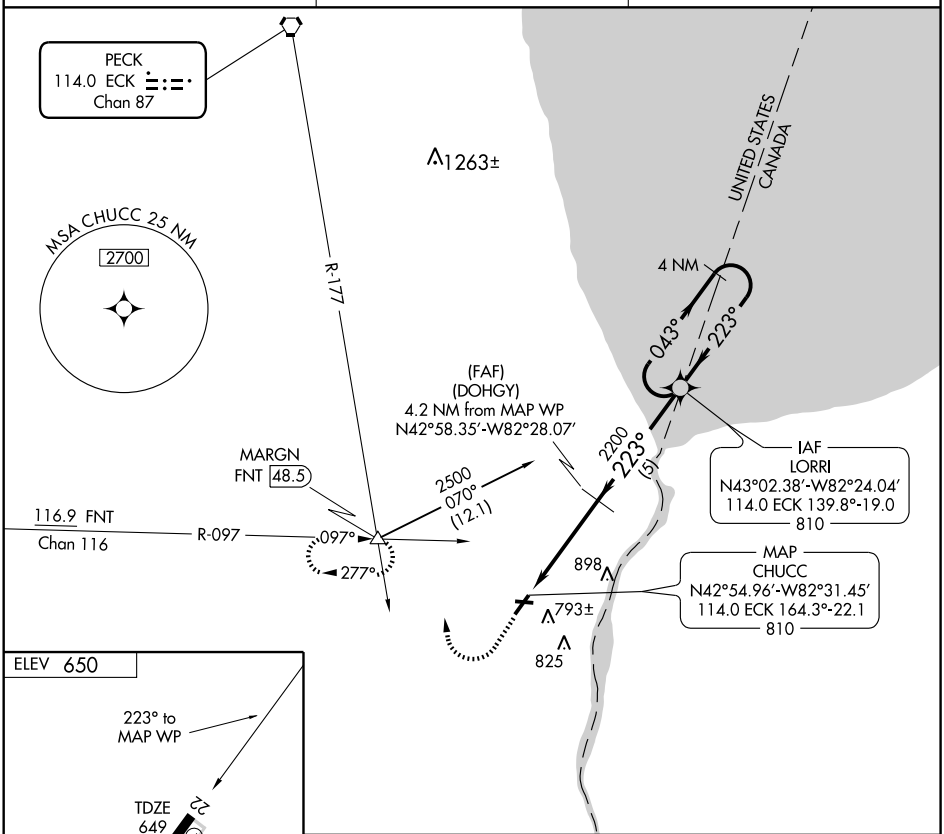
VOR/DME RNAV or GPS RWY 22

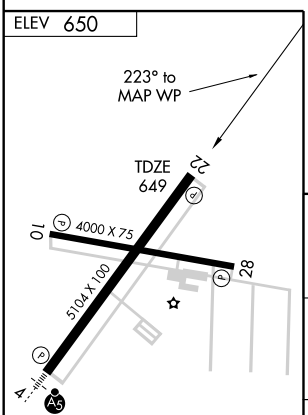
PORT HURON / ST. CLAIR COUNTY INTL (PHN)

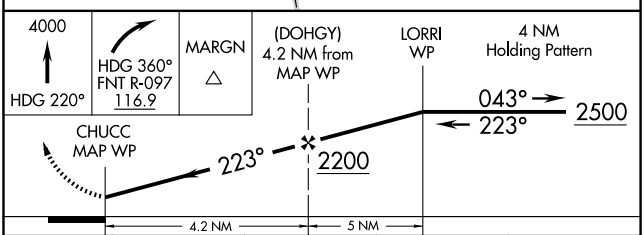
NA

MISSED APPROACH: Climb to 4000 via heading 220° then right turn via heading 360° and FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-22	1220-1 571 (600-1)		1220-1½ 571 (600-1½)	1220-1¾ 571 (600-1¾)
CIRCLING	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1220-2 570 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 10-28 L
REIL Rwys 10, 22, and 28 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ROGERS CITY

PRESQUE ISLE CO (PZQ) 1 S UTC−5(−4DT) N45°24.43′ W83°48.77′ — LAKE HURON, L–31C, IAP

670 B NOTAM FILE LAN

RWY 09–27: H4105X75 (ASPH) S–22 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 220′. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Thld dsplcd 380′. P–line.

AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Confirm snow removal and winter conditions; phone 989–734–2216 or arpt manager 989–734–4309. ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09 and Rwy 27, REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.125 (989) 734–7419.

COMMUNICATIONS: CTAF 122.9

ALPENA RCO 122.1R 108.8T (LANSING RADIO)

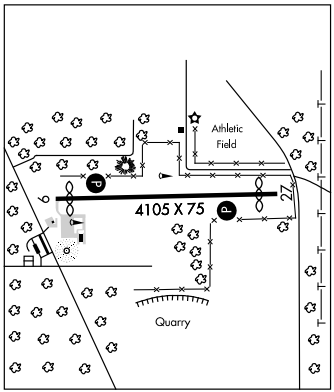
Ⓡ **ALPENA APP/DEP CON** 128.425 (Weekdays 1300–2100Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.425 (2100–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE APN.

ALPENA (L) VORTAC 108.8 APN Chan 25 N45°04.97′ W83°33.42′ 338° 22.3 NM to fld. 677/7W. **HIWAS.**

ROGERS CITY NDB (MHW) 215 PZQ N45°24.28′ W83°49.22′ at fld. NOTAM FILE LAN.



ROMEO STATE (D98) 2 E UTC−5(−4DT) N42°47.78′ W82°58.46′ — DETROIT, COPTER, L–28J, IAP

739 B **FUEL** 100LL, JET A NOTAM FILE LAN

RWY 18–36: H4000X75 (ASPH) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Thld dsplcd 470′. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 22′. Road.

AIRPORT REMARKS: Attended Jun–Sep 1400Z‡–dusk, Oct–May 1400–2300Z‡. Deer on and invof rwy. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

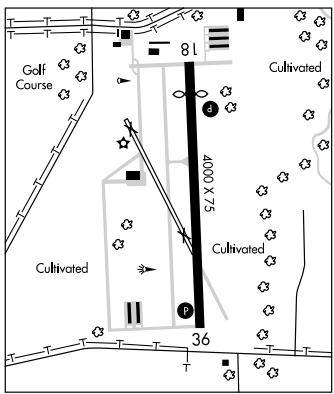
PONTIAC RCO 122.15R 111.0T (LANSING RADIO)

Ⓡ **SELFRIDGE APP/DEP CON** 119.6 (1230–0400Z‡) clsd hol, other times uncontrolled for DHS, ARNG, USCG or emergency ops.

Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7 (0400–1230Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PTK.

PONTIAC (L) VORTAC 111.0 PSI Chan 47 N42°42.05′ W83°31.97′ 080° 25.3 NM to fld. 1148/3W.



NDB PZQ 215	APP CRS 266°	Rwy Idg 3725
		TDZE 670
		Apt Elev 670

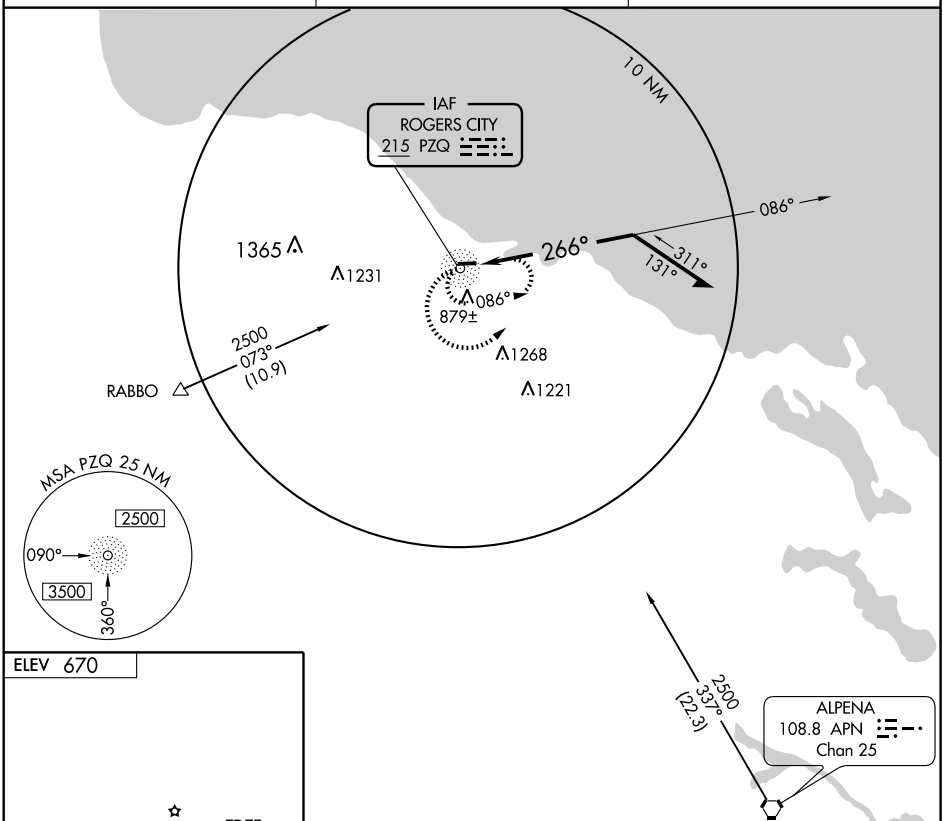
NDB RWY 27

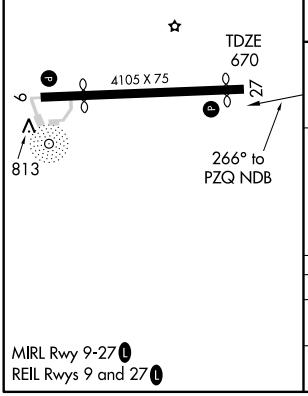
ROGERS CITY / PRESQUE ISLE COUNTY (PZQ)

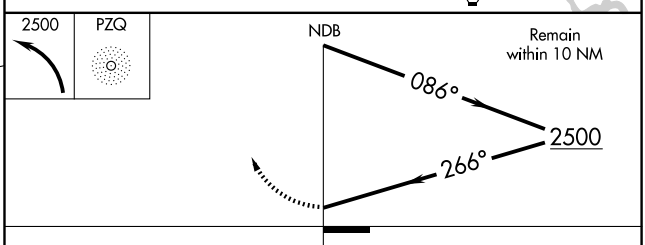
T NA — When local altimeter setting not received, use Alpena County altimeter setting and increase all MDA 60 feet and increase S-27 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 in PZQ NDB holding pattern.

AWOS-3	ALPENA APP CON ★	CTAF
118.125	128.425 379.3	122.9 (L)







CATEGORY	A	B	C	D
S-27	1300-1	630 (700-1)	1300-1¾ 630 (700-1¾)	NA
CIRCLING	1300-1	630 (700-1)	1300-1¾ 630 (700-1¾)	NA

MIRL Rwy 9-27 (L)
REIL Rwys 9 and 27 (L)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3885
095°	TDZE	669
	Apt Elev	670

RNAV (GPS) RWY 9

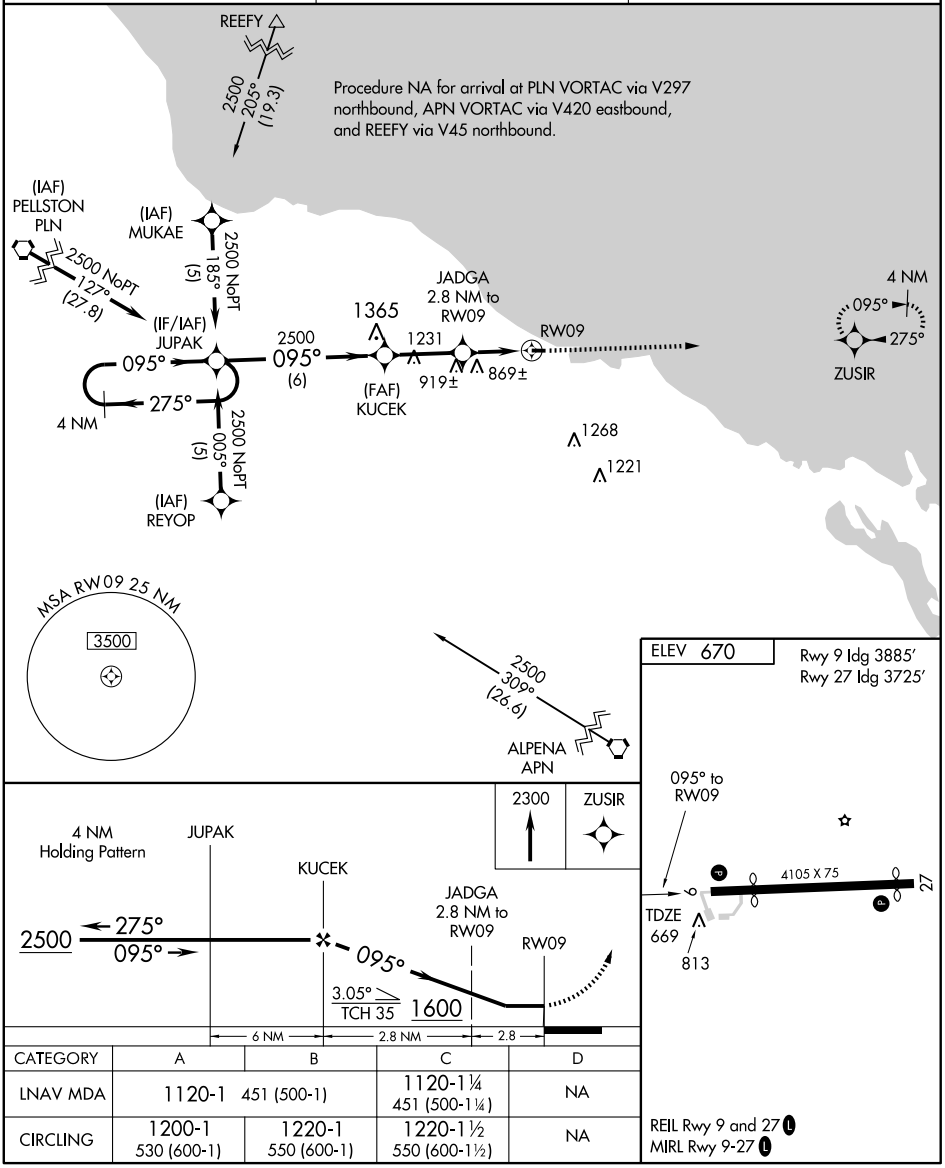
ROGERS CITY / PRESQUE ISLE COUNTY (PZQ)

NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Alpena County Rgnl altimeter setting and increase all MDAs 60 feet. When VGSI inop, straight-in/circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2300 direct ZUSIR and hold.

AWOS-3	ALPENA APP CON ★	CTAF
118.125	128.425 379.3	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1120-1 451 (500-1)		1120-1¼ 451 (500-1¼)	NA
CIRCLING	1200-1 530 (600-1)	1220-1 550 (600-1)	1220-1½ 550 (600-1½)	NA

REIL Rwy 9 and 27 (L)
MIRL Rwy 9-27 (L)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

ROGERS CITY / PRESQUE ISLE COUNTY (PZQ)

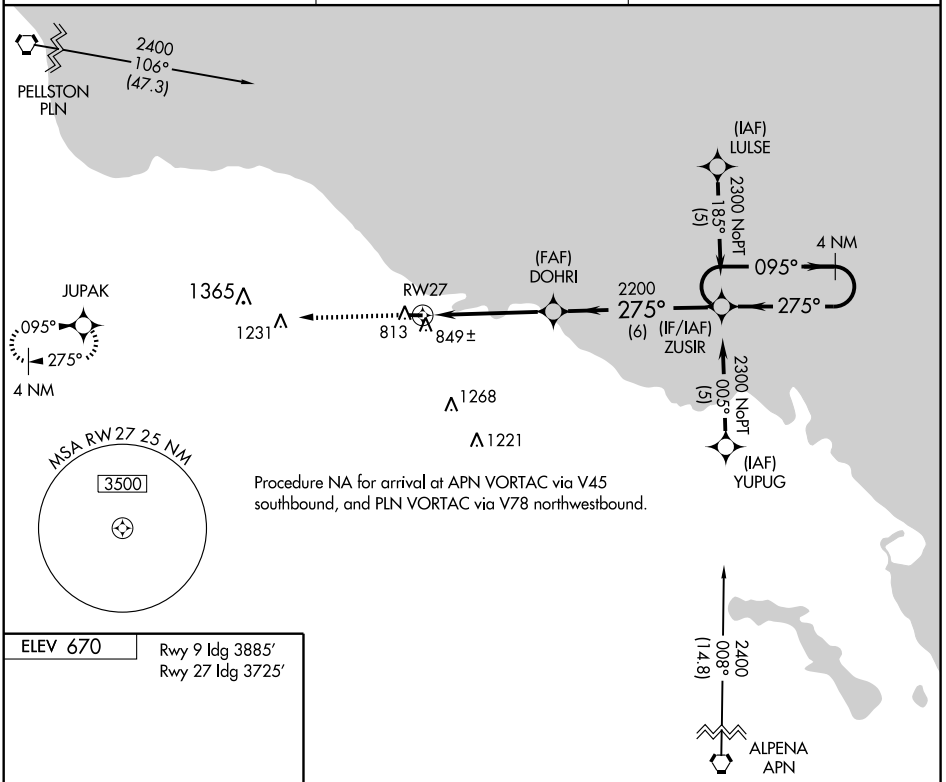
APP CRS	Rwy Idg	3725
275°	TDZE	670
	Apt Elev	670

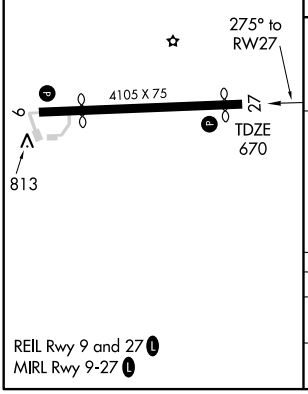
NA

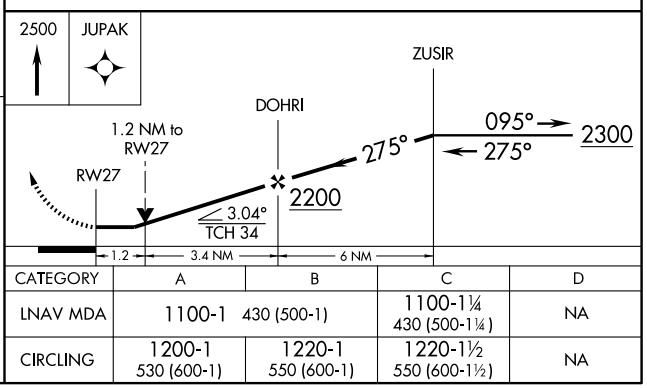
DME/DME RNP-0.3 NA. Circling NA at night to Rwy 9. If local altimeter setting not received, use Alpena County Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Alpena County Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 direct JUPAK and hold.

AWOS-3	ALPENA APP CON ★	CTAF
118.125	128.425 379.3	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1100-1 430 (500-1)		1100-1¼ 430 (500-1¼)	NA
CIRCLING	1200-1 530 (600-1)	1220-1 550 (600-1)	1220-1½ 550 (600-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ROGERS CITY

PRESQUE ISLE CO (PZQ) 1 S UTC−5(−4DT) N45°24.43′ W83°48.77′ — LAKE HURON, L–31C, IAP

670 B NOTAM FILE LAN

RWY 09–27: H4105X75 (ASPH) S–22 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 220′. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Thld dsplcd 380′. P–line.

AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Confirm snow removal and winter conditions; phone 989–734–2216 or arpt manager 989–734–4309. ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09 and Rwy 27, REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.125 (989) 734–7419.

COMMUNICATIONS: CTAF 122.9

ALPENA RCO 122.1R 108.8T (LANSING RADIO)

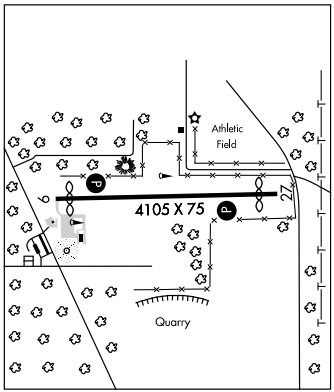
Ⓡ **ALPENA APP/DEP CON** 128.425 (Weekdays 1300–2100Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.425 (2100–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE APN.

ALPENA (L) VORTAC 108.8 APN Chan 25 N45°04.97′ W83°33.42′ 338° 22.3 NM to fld. 677/7W. **HIWAS.**

ROGERS CITY NDB (MHW) 215 PZQ N45°24.28′ W83°49.22′ at fld. NOTAM FILE LAN.



ROMEO STATE (D98) 2 E UTC−5(−4DT) N42°47.78′ W82°58.46′ — DETROIT, COPTER, L–28J, IAP

739 B **FUEL** 100LL, JET A NOTAM FILE LAN

RWY 18–36: H4000X75 (ASPH) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Thld dsplcd 470′. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 22′. Road.

AIRPORT REMARKS: Attended Jun–Sep 1400Z‡–dusk, Oct–May 1400–2300Z‡. Deer on and invof rwy. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

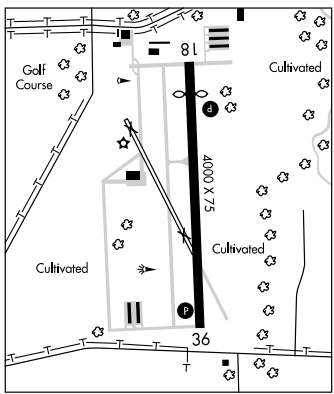
PONTIAC RCO 122.15R 111.0T (LANSING RADIO)

Ⓡ **SELFRIDGE APP/DEP CON** 119.6 (1230–0400Z‡) clsd hol, other times uncontrolled for DHS, ARNG, USCG or emergency ops.

Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7 (0400–1230Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PTK.

PONTIAC (L) VORTAC 111.0 PSI Chan 47 N42°42.05′ W83°31.97′ 080° 25.3 NM to fld. 1148/3W.



RNAV (GPS) RWY 18

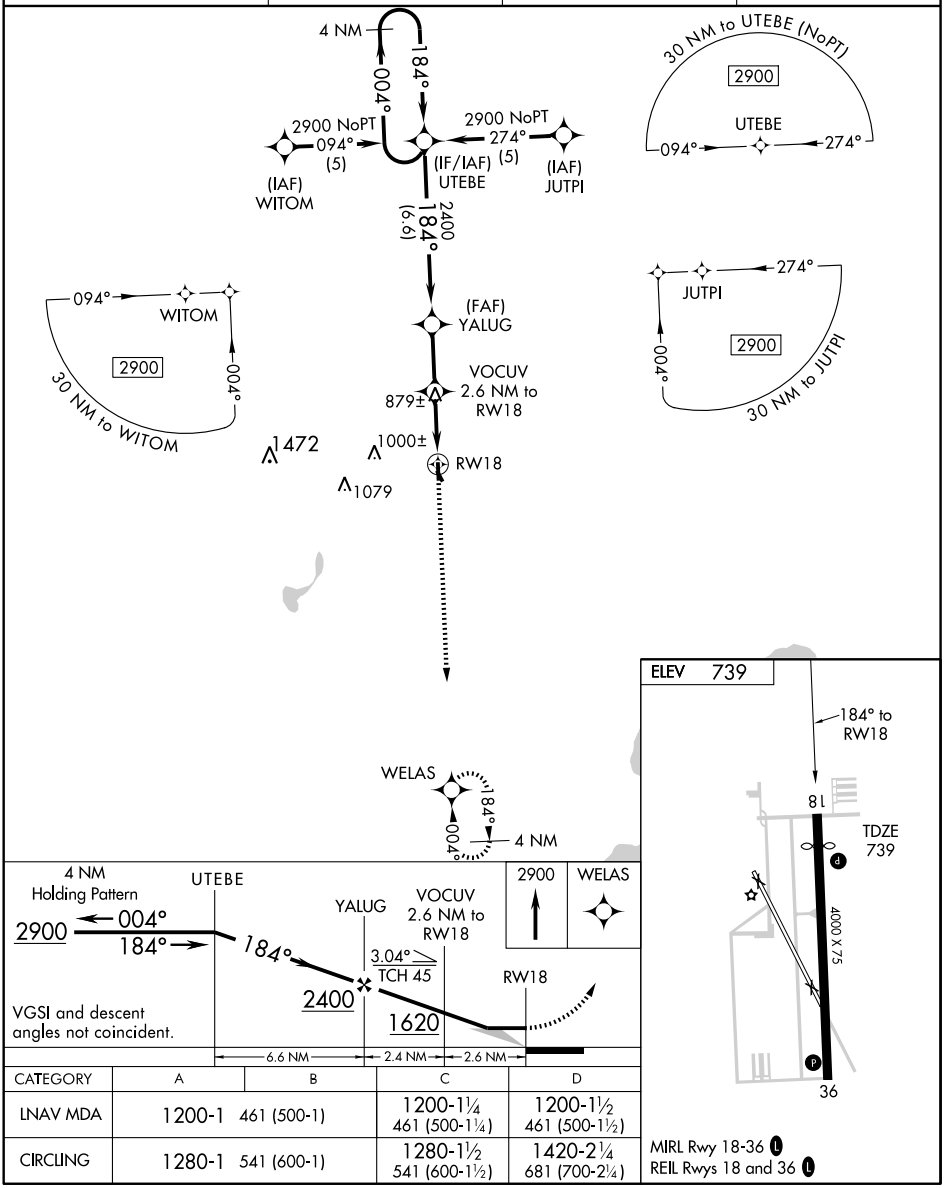
ROMEO STATE (D98)

APP CRS	Rwy Idg	4000
184°	TDZE	739
	Apt Elev	739

DME/DME RNP-0.3 NA.
Use Coleman A. Young Muni altimeter setting, if not received use Pontiac altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2900 direct WELAS and hold.

COLEMAN A. YOUNG MUNI ASOS	SELFRIDGE APP CON ★	GCO	UNICOM
124.875	119.6 395.9	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 461 (500-1)		1200-1¼ 461 (500-1¼)	1200-1½ 461 (500-1½)
CIRCLING	1280-1 541 (600-1)		1280-1½ 541 (600-1½)	1420-2¼ 681 (700-2¼)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

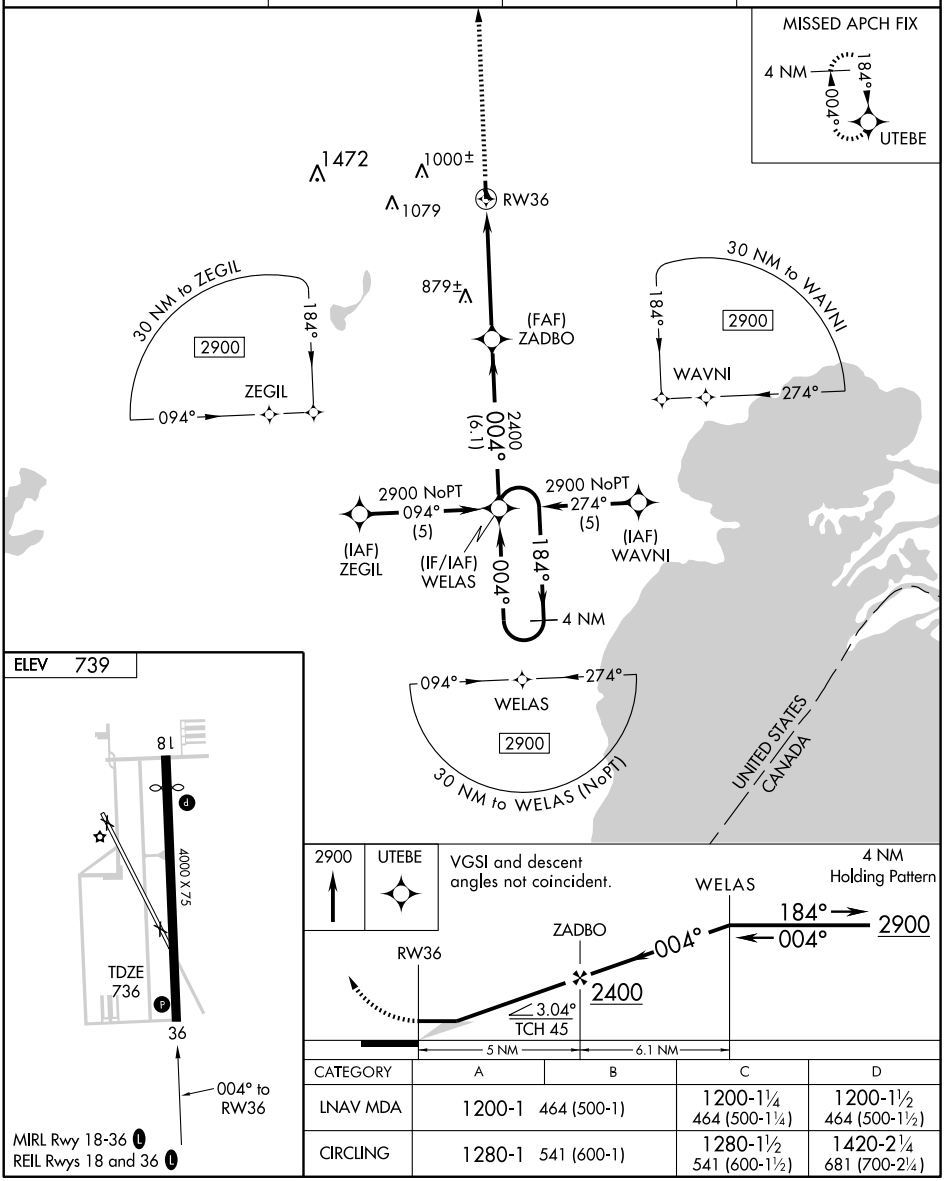
ROMEO STATE (D98)

APP CRS	Rwy Idg	4000
004°	TDZE	736
	Apt Elev	739

DME/DME RNP-0.3 NA.
Use Coleman A. Young Muni altimeter setting, if not received use Pontiac altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2900 direct UTEBE and hold.

COLEMAN A. YOUNG MUNI ASOS	SELFRIDGE APP CON ★	GCO	UNICOM
124.875	119.6 395.9	121.725	122.8 (CTAF) L

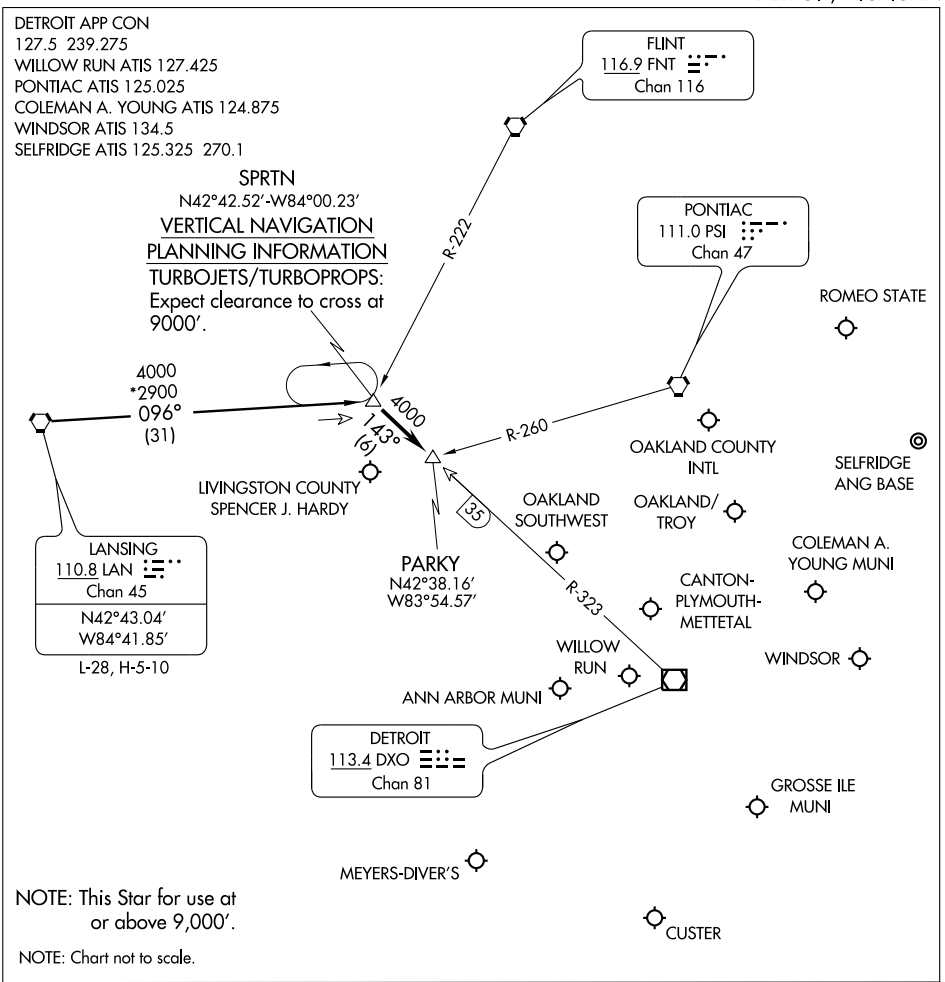


CATEGORY	A	B	C	D
LNAV MDA	1200-1 464 (500-1)		1200-1¼ 464 (500-1¼)	1200-1½ 464 (500-1½)
CIRCLING	1280-1 541 (600-1)		1280-1½ 541 (600-1½)	1420-2¼ 681 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PSI 111.0 Chan 47	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 739

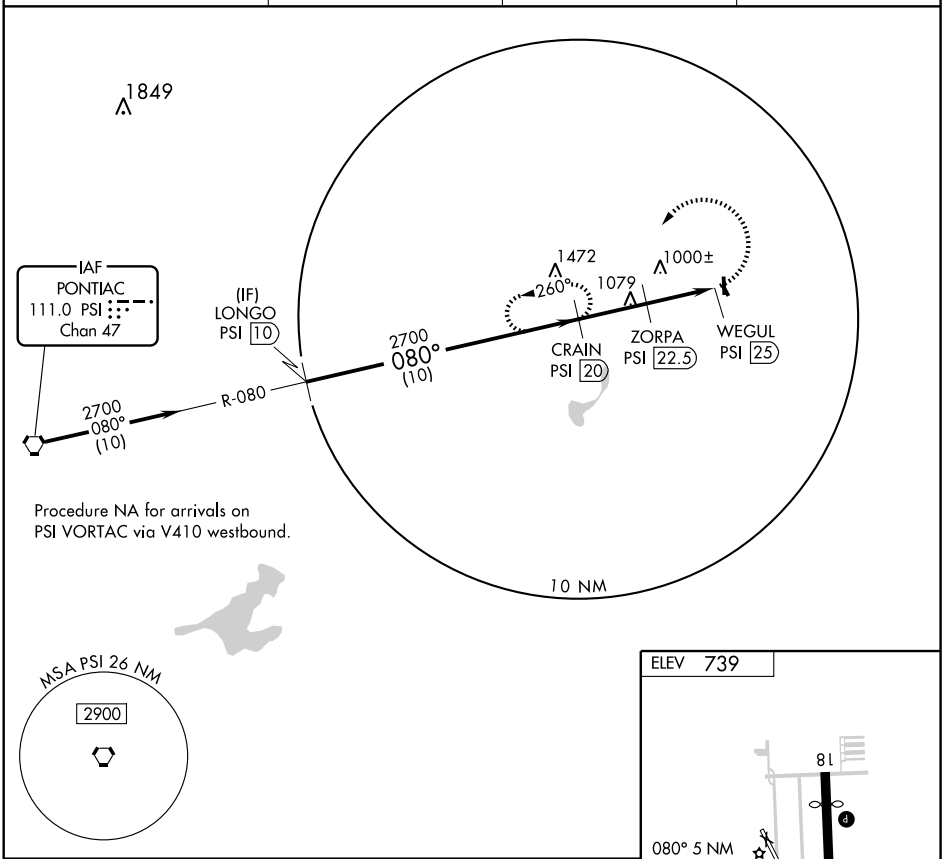
VOR/DME-A

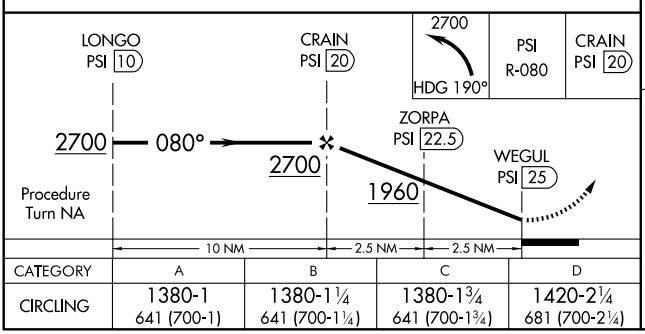
ROMEO STATE (D98)

NA Use Coleman A. Young Muni altimeter setting, if not received use Pontiac altimeter setting and increase all MDA 20 feet.

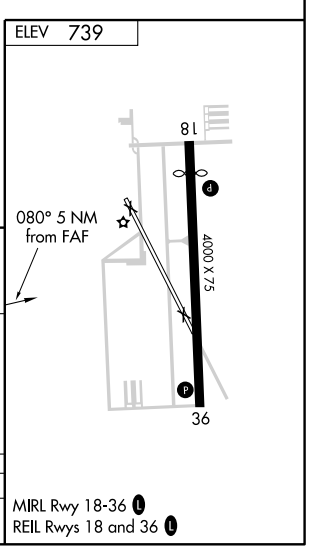
MISSED APPROACH: Climbing left turn to 2700 via heading 190° and PSI VORTAC R-080 to CRAIN/20 DME and hold.

COLEMAN A. YOUNG MUNI ASOS	SELFRIDGE APP CON ★	GCO	UNICOM
124.875	119.6 395.9	121.725	122.8 (CTAF) L



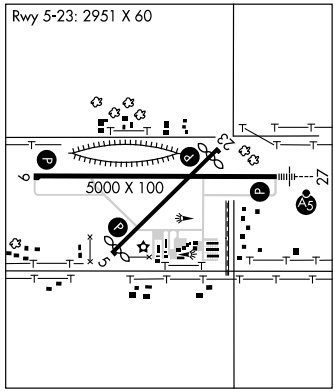


CATEGORY	A	B	C	D
CIRCLING	1380-1 641 (700-1)	1380-1¼ 641 (700-1¼)	1380-1¾ 641 (700-1¾)	1420-2¼ 681 (700-2¼)



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SAGINAW CO H.W. BROWNE (HYX) 4 E UTC−5(−4DT) N43°26.01′ W83°51.74′ **DETROIT**
601 B S4 **FUEL** 100LL, JET A NOTAM FILE HYX **H–10G, 11A, L–28J**
RWY 09–27: H5000X100 (ASPH) S–60, D–72, 2D–101 MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 30′. P–line.
RWY 27: MALSR. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 05–23: H2951X60 (ASPH) S–12.5 MIRL
RWY 05: PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 120′. Fence.
RWY 23: PAPI(P2R)—GA 3.0° TCH 25′. Thld dsplcd 130′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1230–2300Z‡, Sat–Sun 1300–2030Z‡. Arpt unattended holidays. 24 hr self serve fuel. Parachute Jumping. Birds on and invof arpt. Rwy 23 has 2′ high concrete culvert, 120′ left, 20′ from rwy end and ditch 15′ deep across the apch end, 120′ left to 21′ right, 20′ to 197′ from rwy end. Rwy 05–23 sfc numerous transverse and longitudinal cracks. ACTIVATE MALSR Rwy 27, MIRL Rwy 05–23 and Rwy 09–27, REIL Rwy 09 and PAPI Rwy 05, Rwy 23, Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (989) 752–3408. **HIWAS** 112.9 MBS.
COMMUNICATIONS: CTAF/UNICOM 122.8
SAGINAW RCO 122.4 122.2 (LANSING RADIO)
Ⓡ **SAGINAW APP/DEP CON** 120.95 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ 125° 11.1 NM to fld. 663/3W. **HIWAS.**
ILS/DME 111.35 I–HQW Chan 50(Y) Rwy 27.



ST CLAIR

DAVID'S LANDING (5Y5) 3 SW UTC−5(−4DT) N42°47.87′ W82°32.19′ **DETROIT**
615 NOTAM FILE LAN
RWY 18–36: 2500X100 (TURF)
RWY 18: Thld dsplcd 1100′. P–line. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED Dec–Mar and when snow covered. 100′ p–line 5/8 mile S of Rwy 36. Rwy 18–36 soft in spring. Rwy 18–36 −4′ ditch 10′ W of Rwy. Rwy 18–36 and dsplcd thld marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

ST CLAIR CO INTL (See PORT HURON)

ST HELEN (6Y6) 1SE UTC−5(−4DT) N44°22.00′ W84°24.00′ **LAKE HURON**
1198 NOTAM FILE LAN
RWY 12–30: 2600X120 (TURF)
RWY 12: Thld dsplcd 830′. Trees. **RWY 30:** Thld dsplcd 800′. Trees.
RWY 18–36: 2600X110 (TURF)
RWY 18: Thld dsplcd 825′. Trees. **RWY 36:** Thld dsplcd 620′. Road.
AIRPORT REMARKS: Unattended. CLOSED Dec thru Mar and when snow covered. Hangars located 135′ west of centerline Rwy 18–36. Rwy 12–30 and Rwy 18–36 dsplcd thlds marked with cones.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-HQW	APP CRS	Rwy Idg	5000
111.35	274°	TDZE	600
Chan 50 (Y)		Apt Elev	601

AL-6474 (FAA)

ILS or LOC/DME RWY 27

SAGINAW COUNTY H. W. BROWNE (HYX)

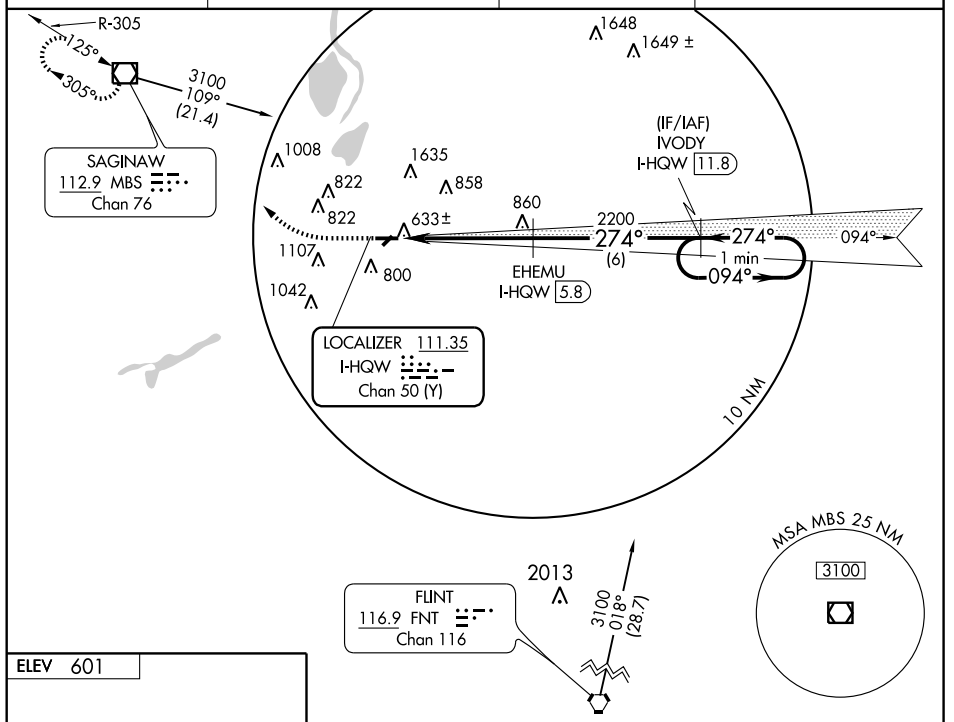
ASR

When local altimeter setting not received, use Saginaw MBS Intl altimeter setting and increase all DA 36 feet, increase all MDA 40 feet. VDP NA when using MBS Intl altimeter setting.

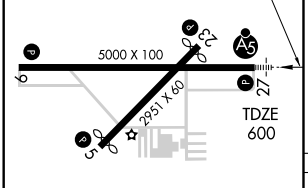
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct MBS VOR/DME and hold, continue climb-in-hold to 4000.

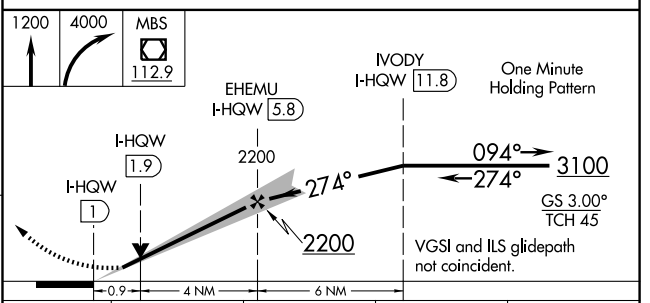
AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L



ELEV 601



REIL Rwy 9 L
MIRL Rwys 5-23 and 9-27 L



CATEGORY	A	B	C	D
S-ILS 27	800-½ 200 (200-½)			NA
S-LOC 27	900-½ 300 (300-½)			NA
CIRCLING	1100-1 499 (500-1)		1100-1½ 499 (500-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 50200	094°	TDZE	600
W09A		Apt Elev	601

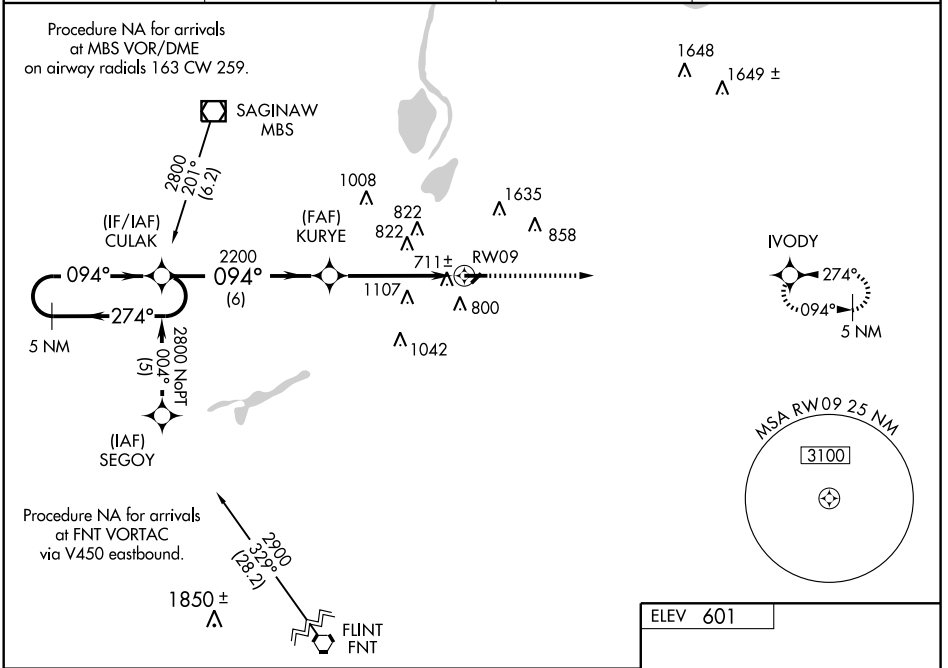
RNAV (GPS) RWY 9

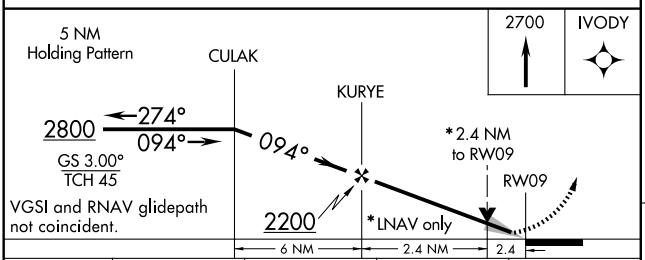
SAGINAW COUNTY H. W. BROWNE (HYX)

Circling to Rwy 5 NA at night. When local altimeter setting not received, use Saginaw MBS Intl altimeter setting and increase all DA 36 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase all MDA 40 feet, increase LNAV visibility Cat C ¼ mile and Circling visibility Cat C ¼ mile. VDP and Baro-VNAV NA when using Saginaw MBS Intl altimeter setting. For uncompensated Baro-VNAV system, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

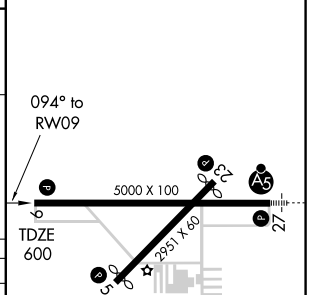
MISSED APPROACH: Climb to 2700 direct IVODY and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	850-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1095-1¾ 495 (500-1¾)			NA
LNAV MDA	1380-1 780 (800-1)	1380-1¼ 780 (800-1¼)	1380-2¼ 780 (800-2¼)	NA
CIRCLING	1380-1 779 (800-1)	1380-1¼ 779 (800-1¼)	1380-2¼ 779 (800-2¼)	NA



EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 90200	274°	TDZE	600
W27A		Apt Elev	601

AL-6474 (FAA)

RNAV (GPS) RWY 27

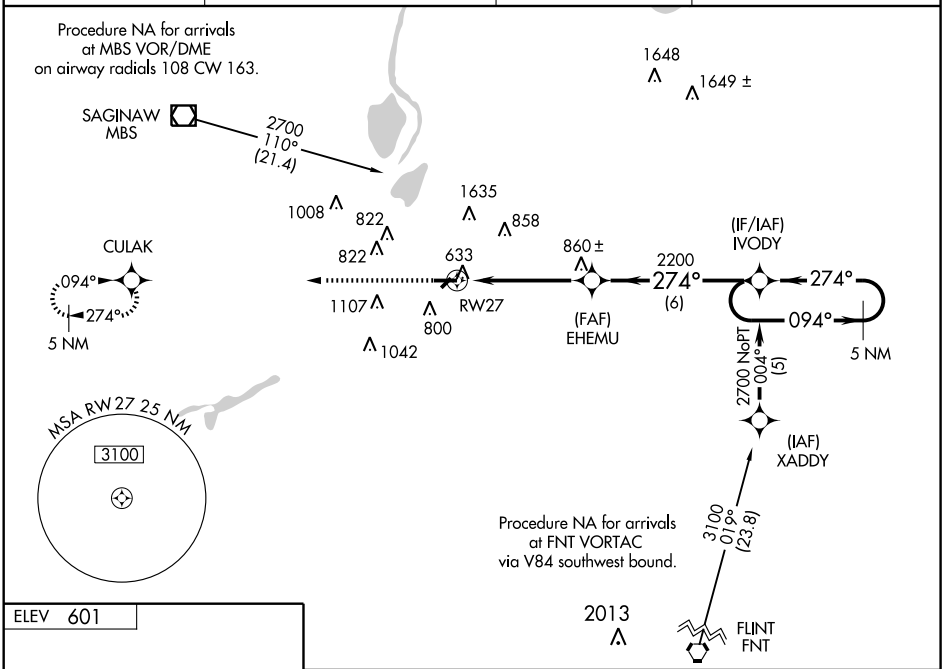
SAGINAW COUNTY H. W. BROWNE (HYX)

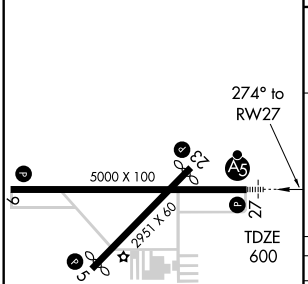
When local altimeter setting not received, use Saginaw MBS Intl altimeter setting and increase all DA 36 feet. Increase LNAV/VNAV all Cats visibility ¼ , increase all MDA 40 feet. Baro-VNAV and VDP NA when using Saginaw MBS Intl altimeter setting. For uncompensated Baro-VNAV system. Procedure NA below -16°C (4°F) or above 54°C (130°F). For inoperative MALSR increase LPV visibility to 1 all Cats. DME/DME RNP-0.3 NA.

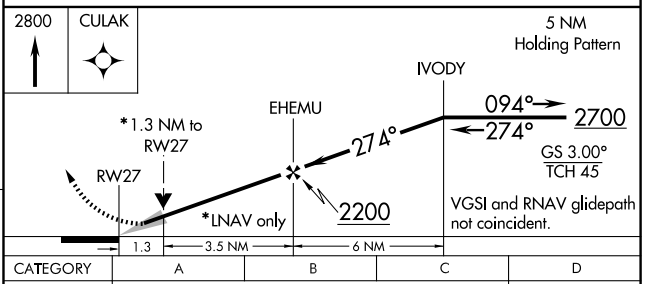
MALSR

MISSED APPROACH: Climb to 2800 direct CULAK and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	850-½ 250 (300-½)			NA
LNAV/VNAV DA	903-½ 303 (400-½)			NA
LNAV MDA	1040-½ 440 (500-½)		1040-¾ 440 (500-¾)	NA
CIRCLING	1100-1 499 (500-1)		1100-1½ 499 (500-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBS 112.9 Chan 76	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 600

AL-6474 (FAA)

VOR/DME or GPS-A

SAGINAW COUNTY H. W. BROWNE (HYX)

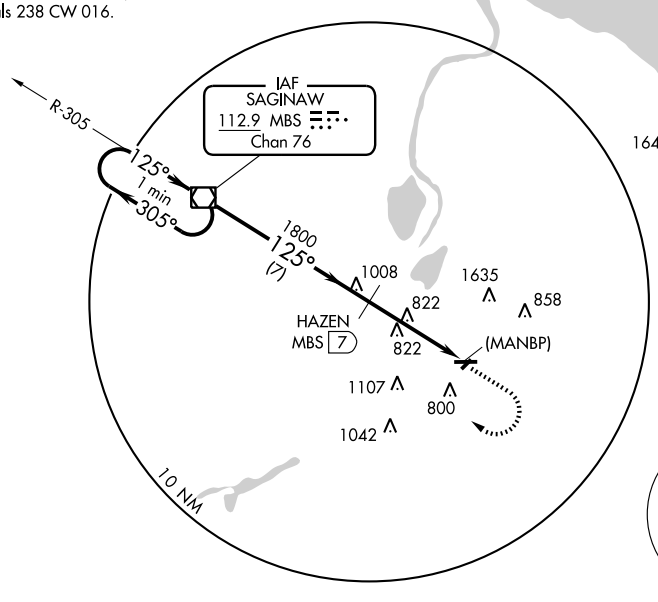
Obtain local altimeter setting on CTAF; when not available use Saginaw altimeter setting.

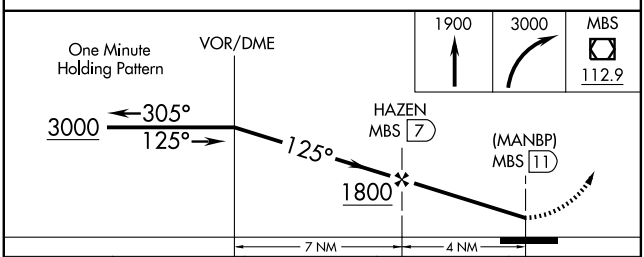
NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 direct MBS VOR/DME and hold.

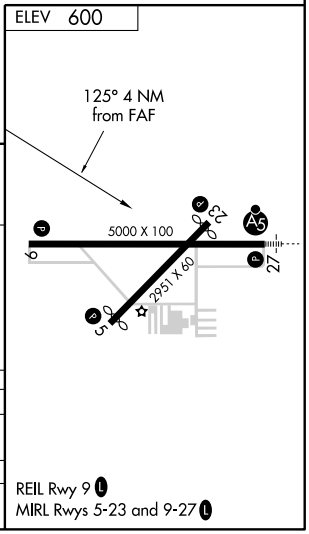
AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L

NoPT for arrivals on MBS VOR/DME airway radials 238 CW 016.





CATEGORY	A	B	C	D
CIRCLING	1160-1 560 (600-1)		1160-1½ 560 (600-1½)	NA
SAGINAW ALTIMETER SETTING MINIMUMS				
CIRCLING	1200-1 600 (600-1)		1200-1½ 600 (600-1½)	NA



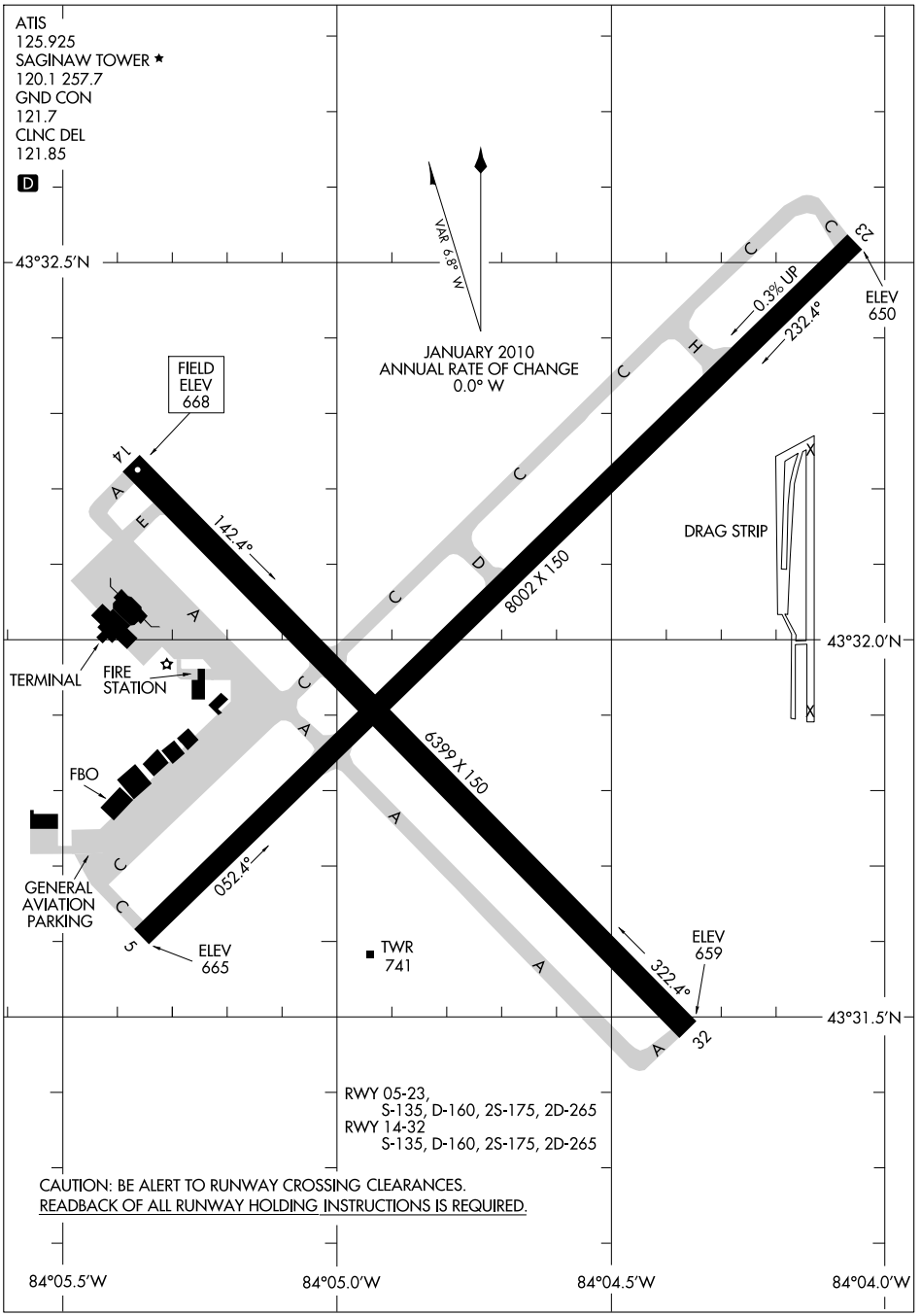
REIL Rwy 9 L
MIRL Rwys 5-23 and 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-648 (FAA)

SAGINAW / MBS INTL (MBS)
SAGINAW, MICHIGAN



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAGINAW, MICHIGAN
SAGINAW / MBS INTL (MBS)

10266

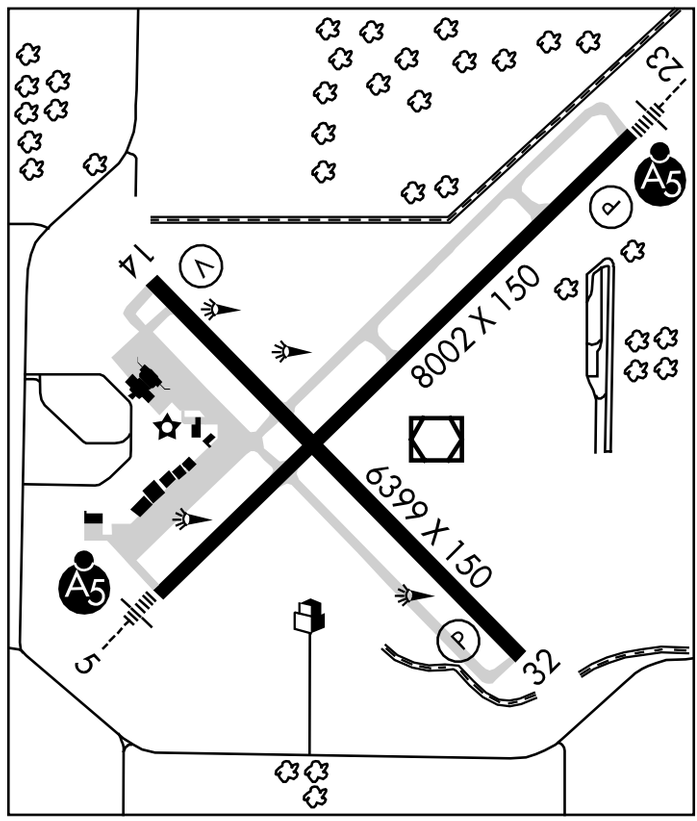
SAGINAW

MBS INTL (MBS) 9 NW UTC−5(−4DT) N43°31.98′ W84°04.78′

DETROIT
H–10G, 11A, L–28J
IAP, AD

668 B S2 **FUEL** 100LL, JET A OX 1, 3 LRA ARFF Index—See Remarks
NOTAM FILE MBS

RWY 05–23: H8002X150 (ASPH–GRVD) S–135, D–160, 2S–175, 2D–265 HIRL
RWY 05: MALSR.
RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 54′. 0.3% up.
RWY 14–32: H6399X150 (ASPH–GRVD) S–135, D–160, 2S–175, 2D–265 HIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 42′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–8002	TODA–8002	ASDA–8002	LDA–8002
RWY 14:	TORA–6399	TODA–6399	ASDA–6399	LDA–6399
RWY 23:	TORA–8002	TODA–8002	ASDA–8002	LDA–8002
RWY 32:	TORA–6399	TODA–6399	ASDA–6399	LDA–6399

AIRPORT REMARKS: Attended continuously. For svc after hrs call 989–695–2554. Birds on and invof arpt. When twr clsd HIRL Rwys 05–23 and 14–32 are preset med ints. Twy B is a one way only twy from the rwys to the ramp. ACTIVATE MALSR Rwys 05 and 23—CTAF. Class I, ARFF Index B. Index C ARFF svc available upon req. Ldg fee. Ldg fee waived in lieu of fuel purchase.

WEATHER DATA SOURCES: ASOS (989) 695–2488. **HIWAS** 112.9 MBS.
LAWRS (1100–0400Z‡)

COMMUNICATIONS: CTAF 120.1 **ATIS** 125.925 **UNICOM** 122.95
SAGINAW RCO 122.4 122.2 (LANSING RADIO)
Ⓡ **SAGINAW APP/DEP CON** 126.45 (230°–049°), 120.95 (050°–229°)(1100–0400Z‡).
CLEVELAND CENTER APP/DEP CON 127.7 (0400–1100Z‡).
SAGINAW TOWER 120.1 (1100–0400Z‡) **GND CON** 121.7
CLNC DEL 121.85

AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS E.
TRSA svc ctc **APP CON** within 20 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (L) VORW/DME 112.9 MBS Chan 76 N43°31.90′ W84°04.64′ at fld. 663/3W. **HIWAS.**
OLSTE NDB (LOM) 257 MB N43°27.69′ W84°10.79′ 050° 6.1 NM to fld. Unmonitored.
ILS 108.7 I–MBS Rwy 05. Class IE. LOM OLSTE NDB. ILS unmonitored when twr clsd.
ILS 108.7 I–TQR Rwy 23. Class ID. ILS unmonitored when twr clsd.
ASR (1600–0900Z‡)

COMM/NAV/WEATHER REMARKS: Emerg frequency, 121.5 not available at twr. OLSTE NDB unusable byd 10 NM and between 150°–180°.

LOC I-MBS	APP CRS	Rwy Idg	8002
108.7	050°	TDZE	666
		Apt Elev	668

ILS or LOC RWY 5

SAGINAW/MBS INTL (MBS)

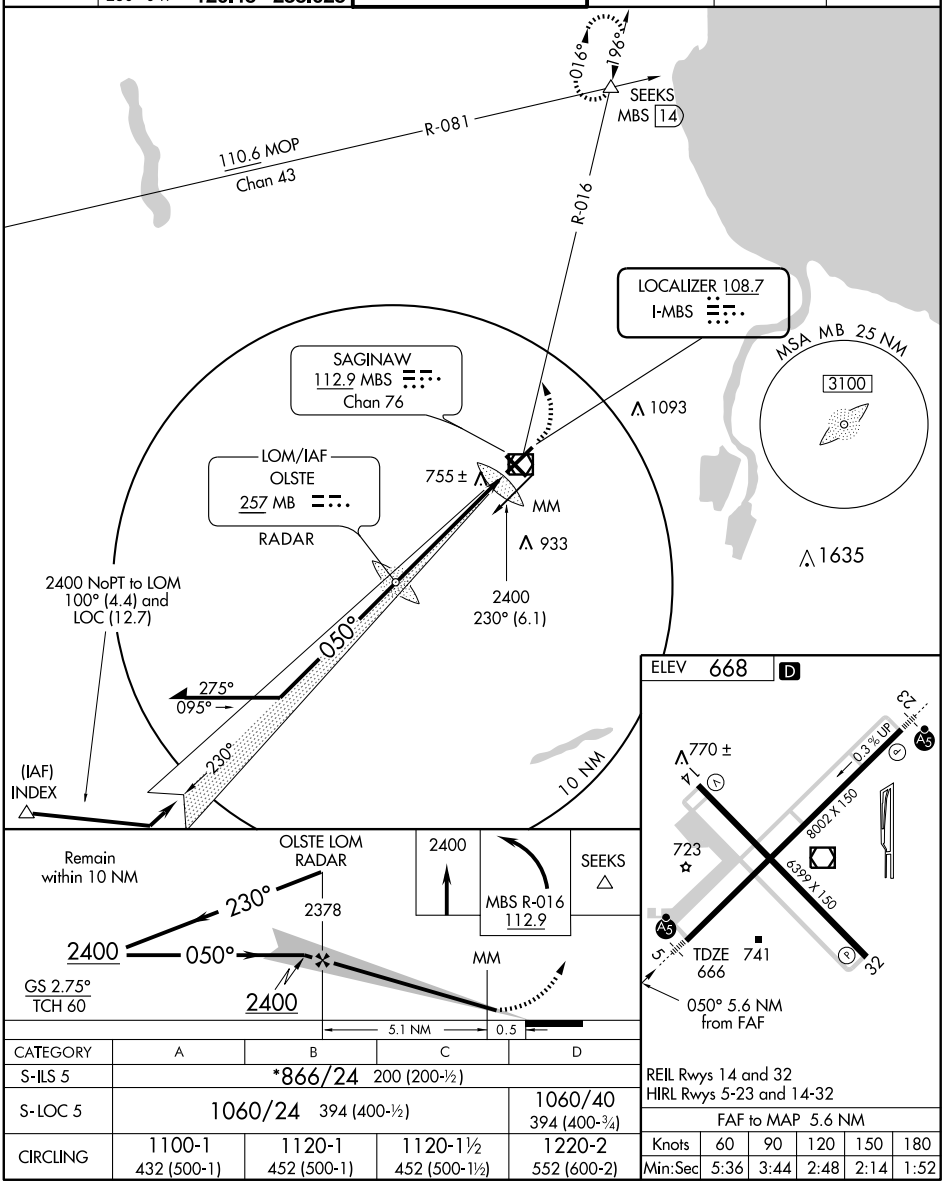
ASR

CAT D S-LOC visibility increased to RVR 5000 for inoperative MM. When control tower closed, activate MALSR Rwy 23 and SSALR Rwy 5 - CTAF.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2400 then left turn via MBS R-016 to SEEKS Int/14 DME and hold.

ATIS	SAGINAW APP CON*		SAGINAW TOWER *	GND CON	CLNC DEL	UNICOM
125.925	050°-229°	120.95 235.625	120.1 (CTAF)	121.7	121.85	122.95
	230°-049°	126.45 235.625				



CATEGORY	A	B	C	D
S-ILS 5	*866/24 200 (200-½)			
S-LOC 5	1060/24 394 (400-½)			1060/40 394 (400-¾)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 23

SAGINAW/MBS INTL (MBS)

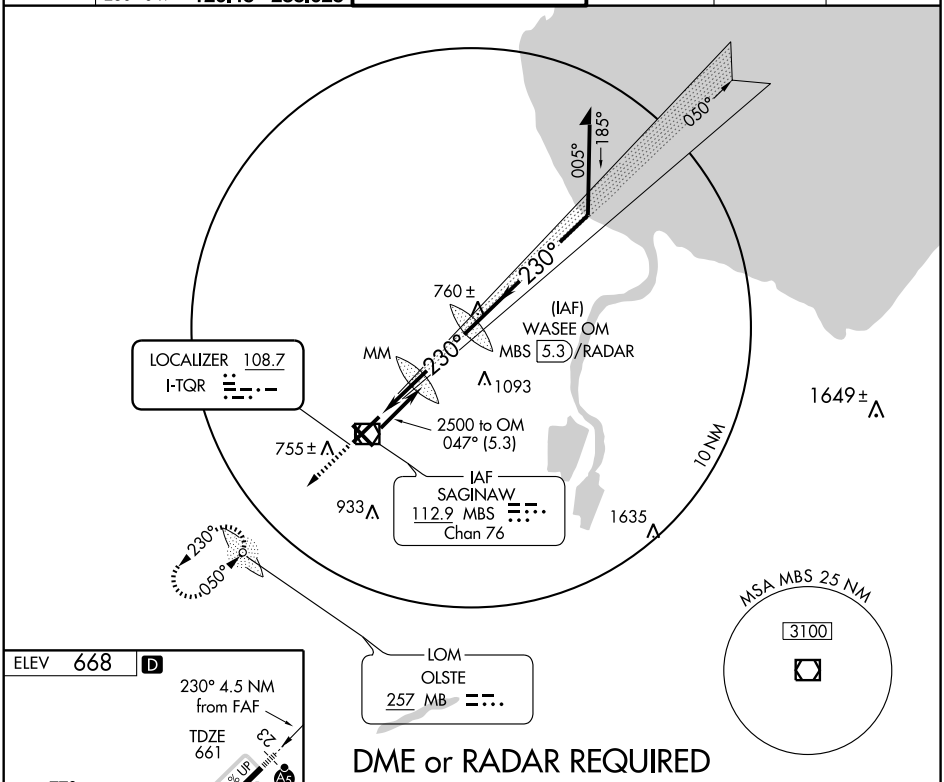
LOC I-TQR	APP CRS	Rwy Idg	8002
108.7	230°	TDZE	661
		Apt Elev	668

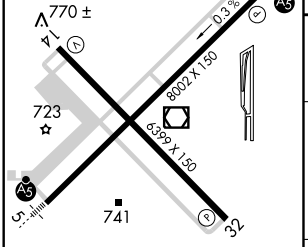
▼ *RVR 1800 authorized with the use of FD or AP or HUD to DA.
▲ ADF REQUIRED.
ASR

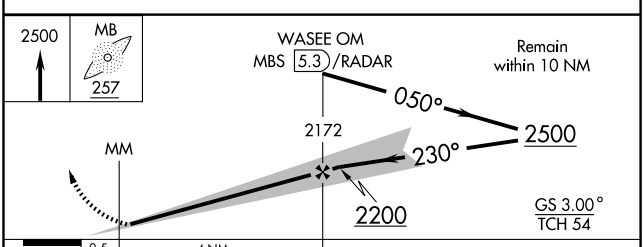
MALSR

MISSED APPROACH: Climb to 2500 direct OLSTE LOM and hold.

ATIS	SAGINAW APP CON *		SAGINAW TOWER *	GND CON	CLNC DEL	UNICOM
125.925	050°-229°	120.95 235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95
	230°-049°	126.45 235.625				







REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 23	*861/24 200 (200-½)			
S-LOC 23	1060/24 399 (400-½)			1060/40 399 (400-¾)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 82010	050°	TDZE	666
W05A		Apt Elev	668

RNAV (GPS) RWY 5

SAGINAW/ MBS INTL (MBS)

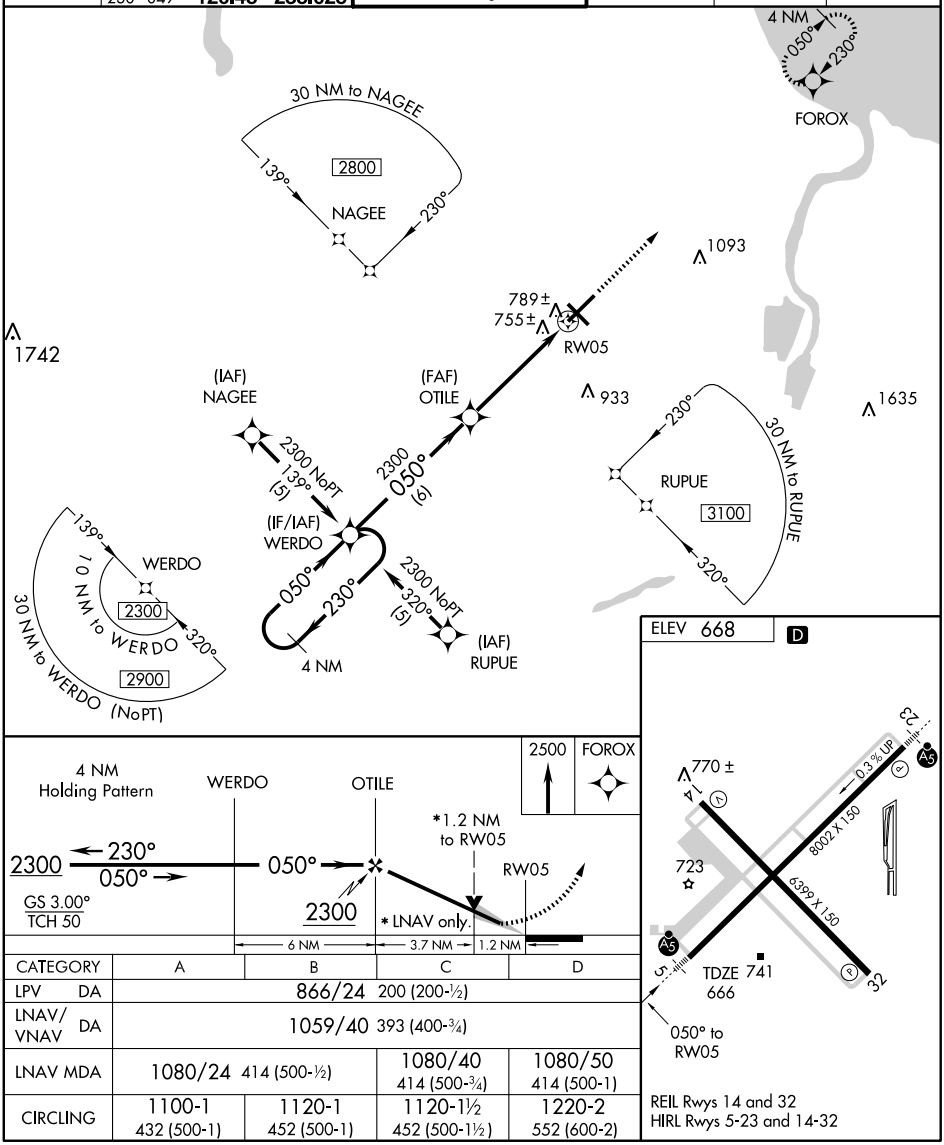
When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility to RVR 5000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Saginaw County H. W. Browne altimeter setting.

ASR

MALSR

MISSED APPROACH: Climb to 2500 direct FOROX and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95



CATEGORY	A	B	C	D
LPV DA	866/24 200 (200-½)			
LNAV/VNAV DA	1059/40 393 (400-¾)			
LNAV MDA	1080/24 414 (500-½)		1080/40 414 (500-¾)	1080/50 414 (500-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69211 W14A	APP CRS 140°	Rwy Idg 6399 TDZE 668 Apt Elev 668

RNAV (GPS) RWY 14

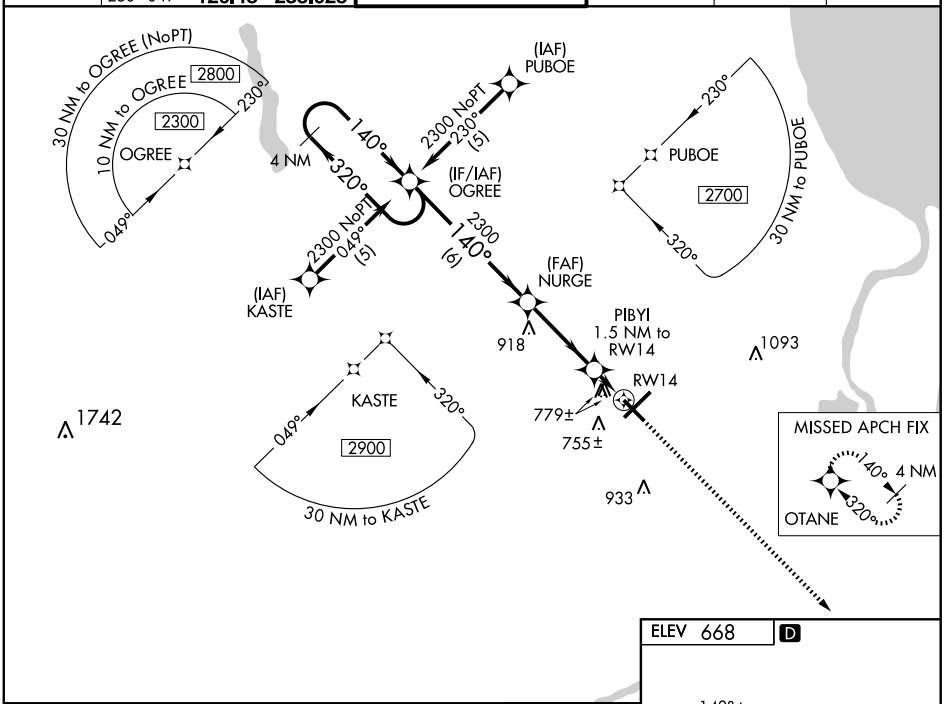
SAGINAW/ MBS INTL (MBS)

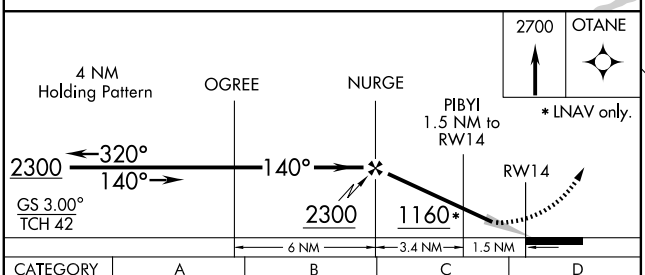
ASR

Baro-VNAV NA when using Saginaw County H. W. Browne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LNAV Cat. C visibility ¼ mile. DME/DME RNP -0.3 NA.

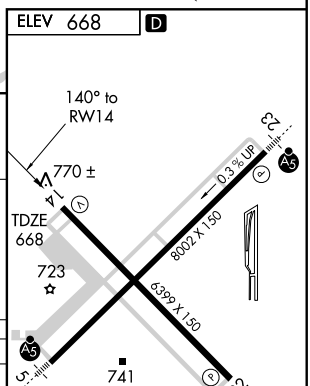
MISSED APPROACH: Climb to 2700 direct OTANE and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) Ⓛ 257.7	121.7	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	1004-1¼ 336 (400-1¼)			
LNAV/VNAV DA	1079-1½ 411 (500-1½)			
LNAV MDA	1040-1 372 (400-1)			1040-1¼ 372 (400-1¼)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)



REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 49010	230°	TDZE	661
W23A		Apt Elev	668

RNAV (GPS) RWY 23

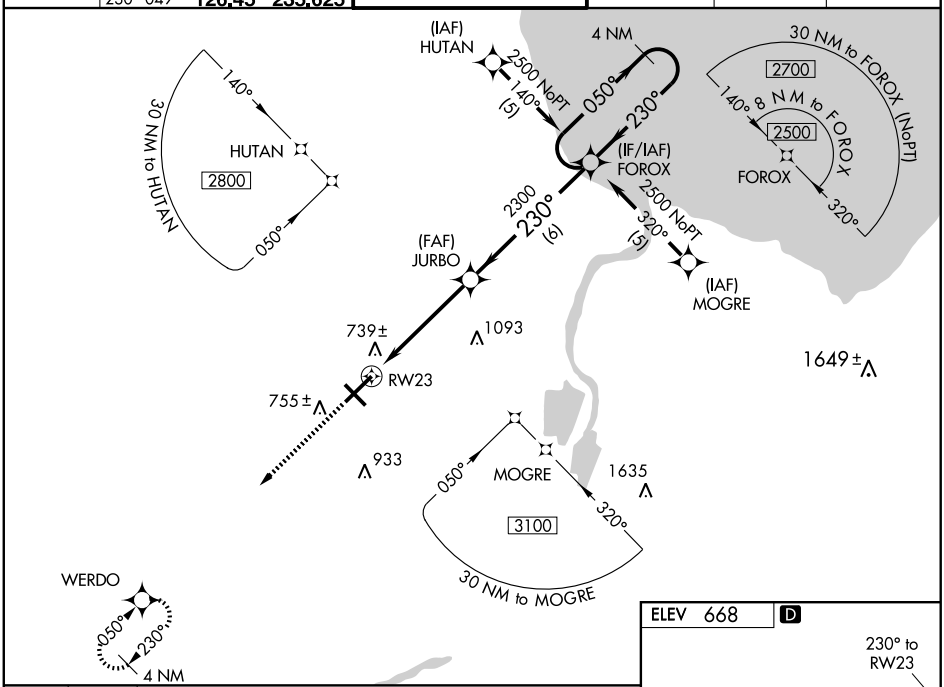
SAGINAW/ MBS INTL (MBS)

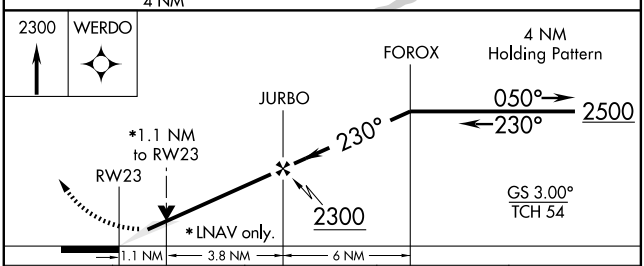
T A ASR When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Saginaw County H. W. Browne altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA.

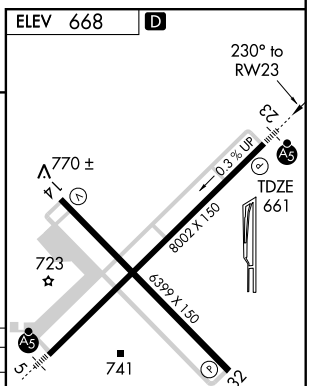
MALSR

MISSED APPROACH: Climb to 2300 direct WERDO and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	861-½ 200 (200-½)			
LNAV/VNAV DA	1034-¾ 373 (400-¾)			
LNAV MDA	1060-½ 399 (400-½)			1060-1 399 (400-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6399
CH 78011	320°	TDZE	665
W32A		Apt Elev	668

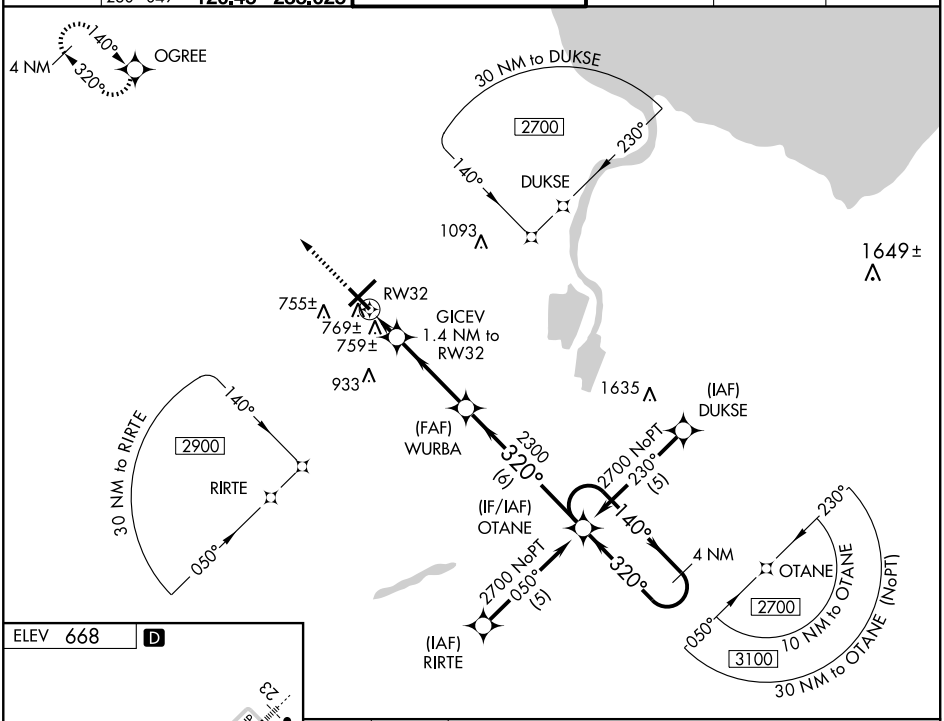
RNAV (GPS) RWY 32

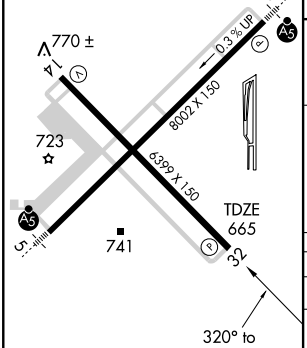
SAGINAW/ MBS INTL (MBS)

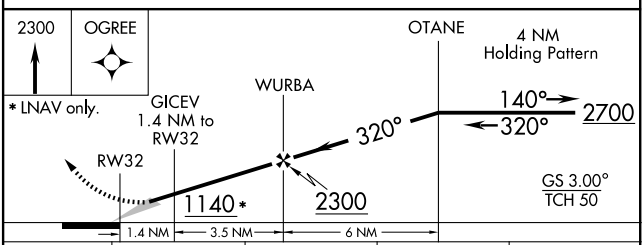
▼ ▲ ASR Baro-Vnav NA when using Saginaw County H. W. Browne altimeter setting. For uncompensated Baro-Vnav systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LPV all Cats. visibility and LNAV Cat. C visibility ¼ mile. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2300 direct OGREE and hold.

ATIS	SAGINAW APP CON ★		SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229°	120.95 235.625	120.1 (CTAF) Ⓛ 257.7	121.7	121.85	122.95
	230°-049°	126.45 235.625				







CATEGORY	A	B	C	D
LPV DA	964-1 299 (300-1)			
LNAV/VNAV DA	1057-1½ 392 (400-1½)			
LNAV MDA	1040-1 375 (400-1)			1040-1¼ 375 (400-1¼)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 5

SAGINAW/MBS INTL (MBS)

VOR/DME MBS	APP CRS	Rwy Idg	8002
112.9	057°	TDZE	666
Chan 76		Apt Elev	668

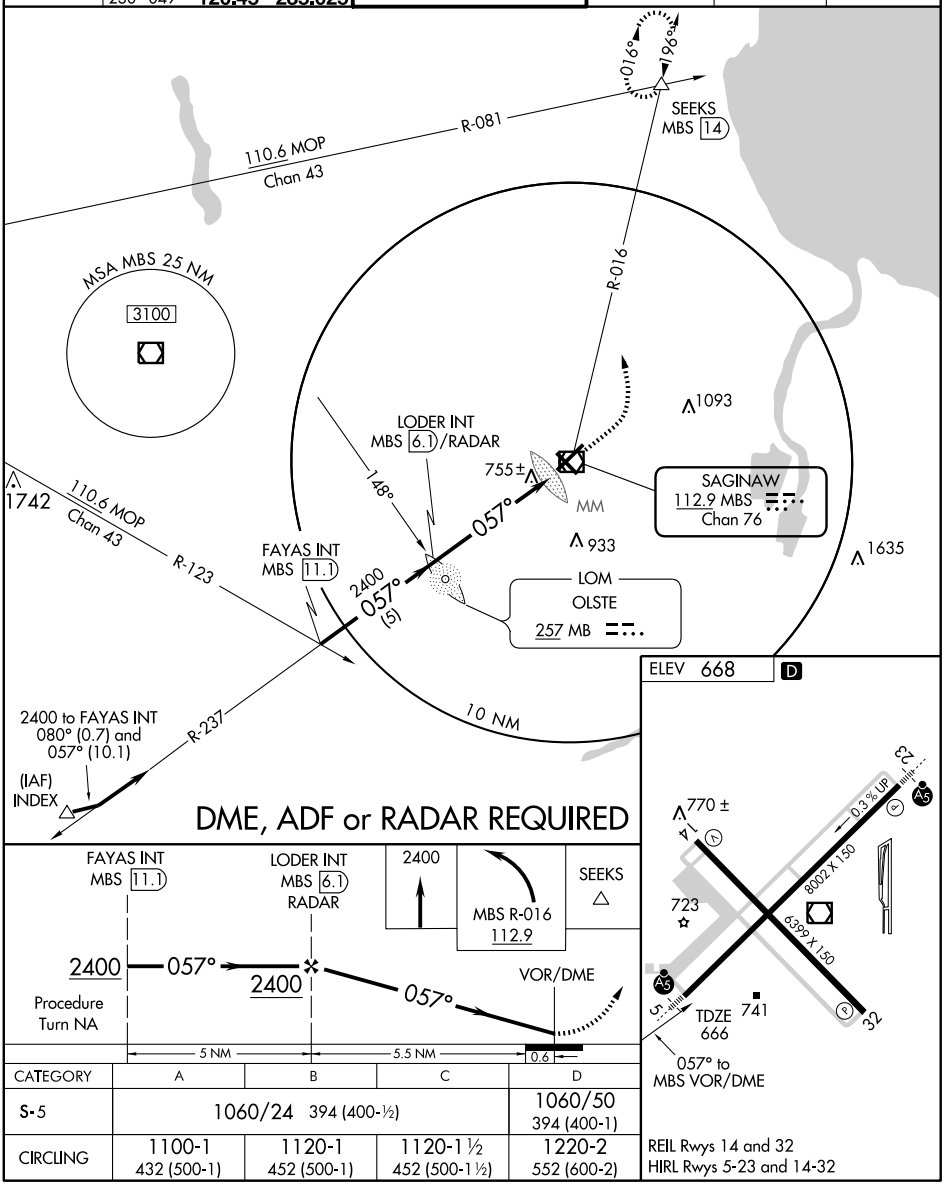
ASR

Category D S-5 visibility increased to RVR 6000 for inoperative SSALR.

MALSR

MISSED APPROACH: Climb to 2400 then left turn via MBS R-016 to Seeks Int/14 DME and hold.

ATIS	SAGINAW APP CON ★		SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229°	120.95 235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95
	230°-049°	126.45 235.625				



CATEGORY	A	B	C	D
S-5	1060/24 394 (400-½)			1060/50 394 (400-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBS 112.9 Chan 76	APP CRS 131°	Rwy Idg 6399 TDZE 668 Apt Elev 668

VOR RWY 14

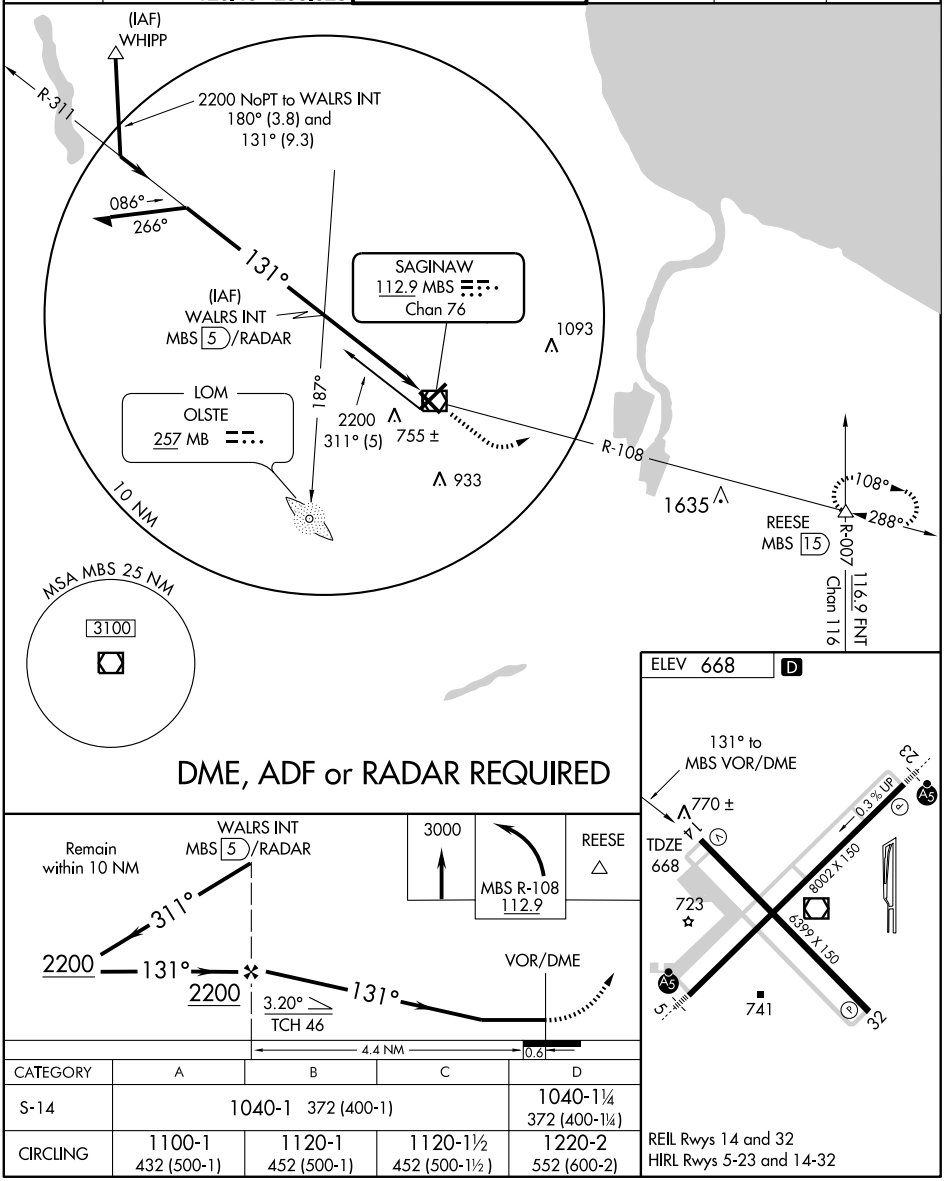
SAGINAW/MBS INTL (MBS)

ASR

Air carrier landing visibility reduction below ¾ mile for local conditions NA.

MISSED APPROACH: Climb to 3000 then left turn via MBS R-108 to REESE Int/15 DME and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) (L) 257.7	121.7	121.85	122.95



CATEGORY	A	B	C	D
S-14	1040-1 372 (400-1)			1040-1¼ 372 (400-1¼)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBS	APP CRS	Rwy Idg	8002
112.9	217°	TDZE	661
Chan 76		Apt Elev	668

VOR RWY 23

SAGINAW/MBS INTL (MBS)

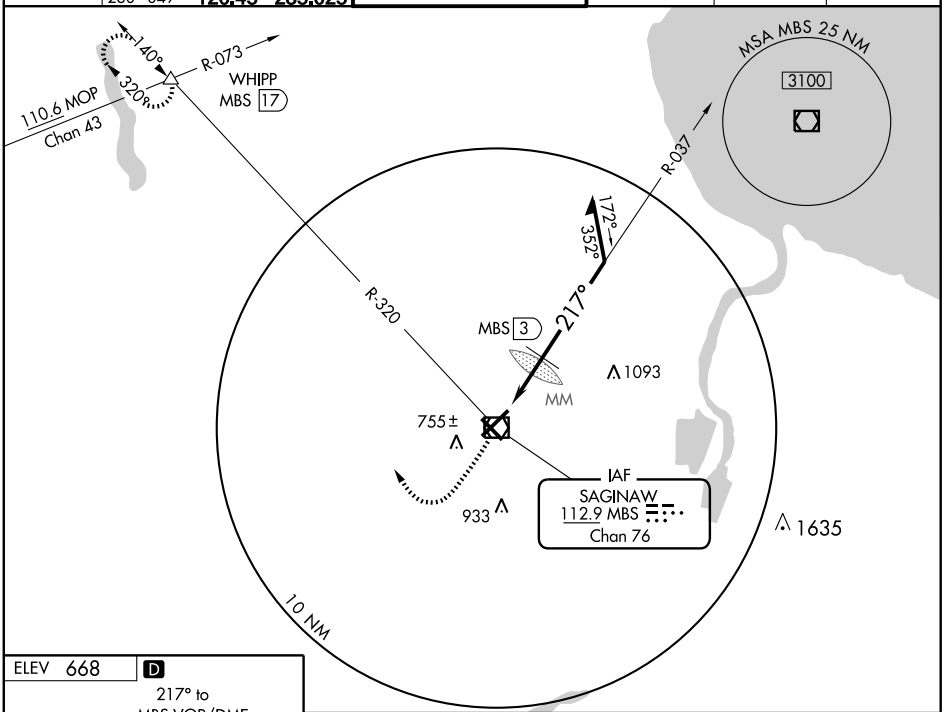
ASR

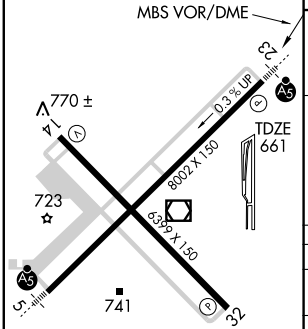
Cat. D S-23 DME minimums visibility increased ¼ mile for inoperative MALSR.

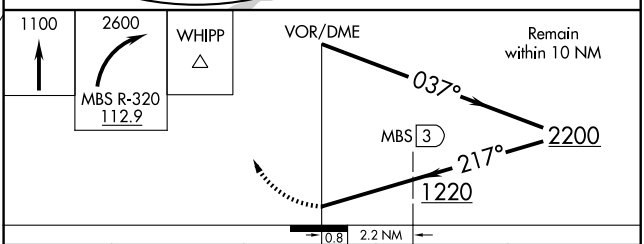
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via MBS R-320 to WHIPP Int/17 DME and hold.

ATIS	SAGINAW APP CON ★		SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95	235.625	120.1(CTAF) L 257.7	121.7	121.85	122.95
	230°-049° 126.45	235.625				







CATEGORY	A	B	C	D
S- 23	1220-½ 559 (600-½)		1220-1 559 (600-1)	1220-1¼ 559 (600-1¼)
CIRCLING	1220-1 552 (600-1)		1220-1½ 552 (600-1½)	1220-2 552 (600-2)
DME MINIMA				
S- 23	1020-½ 359 (400-½)			1020-1 359 (400-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MBS	APP CRS	Rwy Idg	6399
112.9	329°	TDZE	666
Chan 76		Apt Elev	668

VOR RWY 32

SAGINAW/ MBS INTL (MBS)

T
A
ASR

MISSED APPROACH: Climb to 2600 then left turn via MBS R-320 to WHIPP Int/17 DME and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) Ⓛ 257.7	121.7	121.85	122.95

DME, ADF or RADAR REQUIRED

140° R-073 WHIPP MBS 17

110.6 MOP 320° Chan 43

R-320

MSA MBS 25 NM
3100

1093

SAGINAW
112.9 MBS
Chan 76

LOM
OLSTE
257 MB

755±

2600
149° (6)

933

1635

279°

(IAF)
ADDEE INT
MBS 6 /RADAR

329°

2500 NoPT to ADDEE INT
270° (5.1)
and 329° (8.2)

(IAF)
BIRRS

194°
014°
R-149

10 NM

ELEV 668 D

770 ±

14

23

0.3% UP

8002 X 150

6399 X 150

723

741

TDZE
666

32

5

329° to
MBS VOR/DME

2600

MBS R-320
112.9

WHIPP

ADDEE INT
MBS 6 /RADAR

Remain
within 10 NM

149°

2600

329°

VOR/DME

329°

3.05°
TCH 46

2500

0.4

5.6 NM

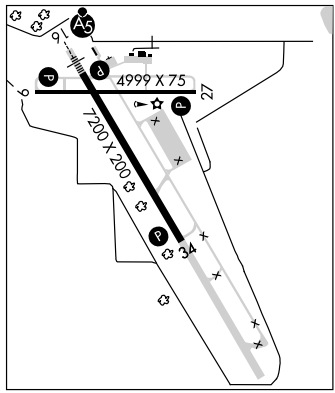
CATEGORY	A	B	C	D
S-32	1200-1 534 (600-1)		1200-1½ 534 (600-1½)	1200-1¾ 534 (600-1¾)
CIRCLING	1200-1 532 (600-1)		1200-1½ 532 (600-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SAULT STE MARIE

CHIPPEWA CO INTL (CIU) 15 S UTC−5(−4DT) N46°15.05′ W84°28.34′ **LAKE HURON**
800 B **FUEL** 100LL, JET A TPA—1600(800) AOE Class I, ARFF Index A NOTAM FILE CIU **H–2L, L–31B**
RWY 16–34: H7200X200 (CONC–GRVD) S–155, D–330, 2S–175, 2D–600 HIRL **IAP, AD**
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 58′. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 09–27: H4999X75 (ASPH–GRVD) S–30, D–30 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.



AIRPORT REMARKS: Attended 1100–2300Z‡. After hrs call 906–495–5532. Birds on and invof arpt. 24 hours PPR for unscheduled air carrier ops with more than 9 passenger seats; call arpt manager on 906–495–5631. Airfield sfc condition unmonitored 2100–1300Z‡. Expect snow removal activity daily Dec–Mar. All twys closed except A, C and D from Dec to Apr. Check NOTAMs for specific schedule or ctc arpt manager 906–495–5631. Vehicle testing in progress during winter months on sections of closed/abandoned parallel twy, SE of apch end Rwy 34. Area may be plowed to bare surface but is not avbl for acft arrivals or departures. ACTIVATE HIRL Rwy 16–34, MIRL Rwy 09–27, PAPI Rwy 16, Rwy 09 and Rwy 27, REIL Rwy 09, Rwy 27 and MALSR Rwy 16 and PAPI and REIL Rwy 34 Apr–Nov—CTAF. Rwy 34 PAPI and REIL opr continuously Dec–Mar. ARFF coverage provided scheduled FAR 121 acft only, other times by prior arrangement with airport manager. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 127.575 (906) 495–7134.
COMMUNICATIONS: CTAF/UNICOM 123.0
CHIPPEWA RCO 123.65 (GREEN BAY RADIO)
SAULT STE MARIE RCO 122.1R 112.2T (GREEN BAY RADIO)
TORONTO CENTER APP/DEP CON 132.65 (SAULT ENROUTE)
RADIO AIDS TO NAVIGATION: NOTAM FILE CIU.
SAULT STE MARIE (H) VOR/DME 112.2 SSM Chan 59 N46°24.73′ W84°18.89′ 218° 11.7 NM to fld. 687/4W.
KOLOE NDB (MH/LOM) 400 CI N46°19.93′ W84°32.53′ 155° 5.7 NM to fld.
NDB unmonitored.
ILS 110.3 I–CIU Rwy 16. Class IA. LOM KOLOE NDB. ILS unmonitored 0430Z‡ Sun–1000Z‡ Mon, 0430–1000Z‡ Mon–Fri, 0430Z‡ Fri–1145Z‡ Sat and 1715Z‡ Sat–1600Z‡ Sun. ILS unusable MM inbound. Glide slope unusable blo 1012′.

SAULT STE MARIE MUNI/SANDERSON FLD (ANJ) 1SW UTC−5(−4DT) N46°28.75′ W84°22.10′ **LAKE HURON**
716 **FUEL** 100LL, JET A NOTAM FILE ANJ **H-2L, 11A, L–31B**
RWY 14–32: H5234X100 (ASPH) MIRL (NSTD) 0.4% up SE **IAP**
RWY 14: REIL. PAPI (P2L)—GA 3.0° TCH 40′. Thld dsplcd 180′.
RWY 32: REIL. PAPI (P2L)—GA 3.0° TCH 29′. Thld dsplcd 178′. Road. Rgt tfc.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel after hrs self svc with credit card. Deer and birds on and invof arpt. 50′ drop off, north end, 200′ from rwy end. ACTIVATE MIRL Rwy 14–32, PAPI Rwys 14, Rwy 32 and REIL Rwys 14 and Rwy 32—CTAF–122.7. US customs on req call 906–632–2631. Call 1 hour prior to arrival.
WEATHER DATA SOURCES: ASOS 118.375 (906) 632–8501.
COMMUNICATIONS: CTAF/UNICOM 122.7
TORONTO CENTER APP/DEP CON 132.65
RADIO AIDS TO NAVIGATION: NOTAM FILE CIU.
SAULT STE MARIE (H) VOR/DME 112.2 SSM Chan 59 N46°24.73′ W84°18.89′ 335° 4.6 NM to fld. 687/4W.
COMM/NAV/WEATHER REMARKS: Acft operating within Sault Ste Marie. Ontario Arpt traffic area maintain communications with Sault Ste Marie Ontario twr on frequency 118.8. Pilots operating in Canadian/US Class D Airspace are required to establish and maintain two–way communication and obtain ATC clearance from Sault Ste Marie Twr (SOO TOWER 118.8) prior to operating in the Class D Airspace. Traffic Advisory Service (118.8) is avbl in the US Class E Surface Extension 1200–0100Z‡.

SAWYER INTL (See MARQUETTE)

SCHIFFER ACRES (See ST JOHNS)

SCHOOLCRAFT CO (See MANISTIQUE)

VOR/DME SSM	APP CRS	Rwy Idg	5056
112.2	337°	TDZE	716
Chan 59		Apt Elev	716

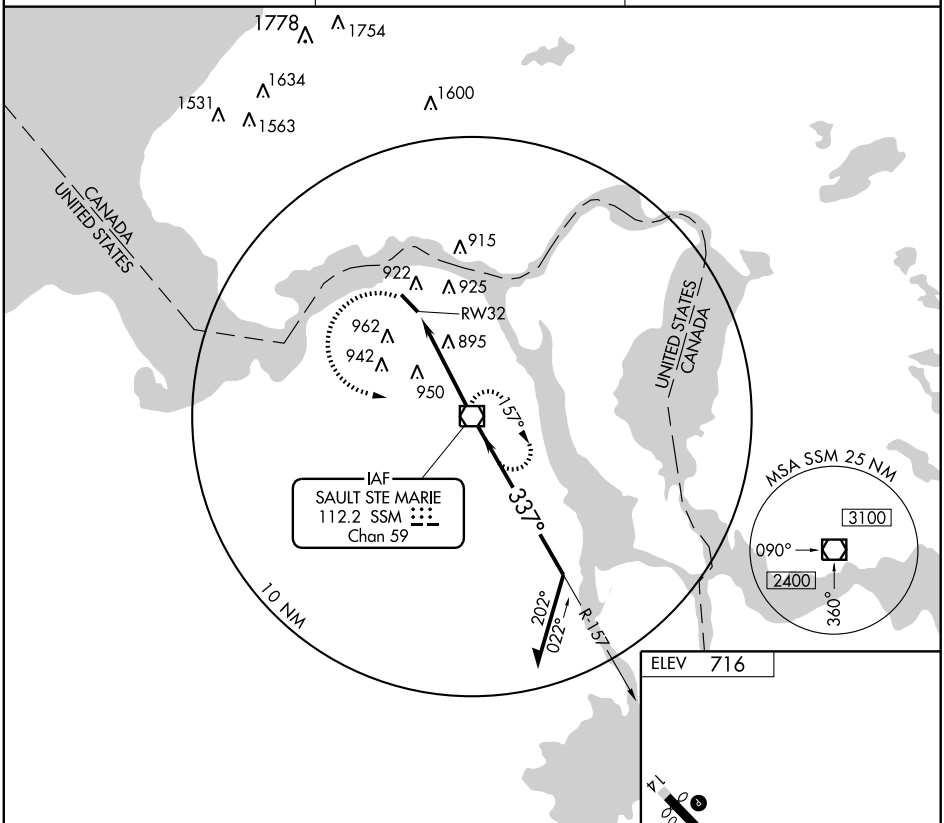
VOR or GPS RWY 32

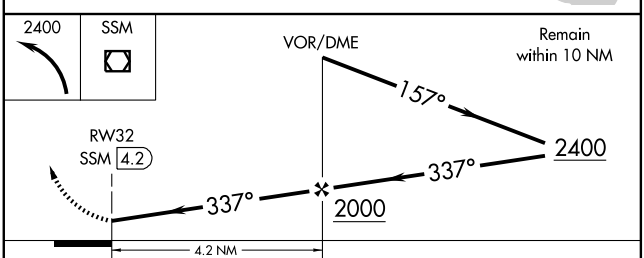
SAULT STE MARIE/ SANDERSON FIELD (ANJ)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct SSM VOR/DME and hold.

ASOS	TORONTO CENTER	UNICOM
118.375	132.65 344.5	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-32	1260-1	544 (600-1)	NA	
CIRCLING	1280-1 564 (600-1)	1300-1 584 (600-1)	NA	

FAF to MAP 4.2 NM

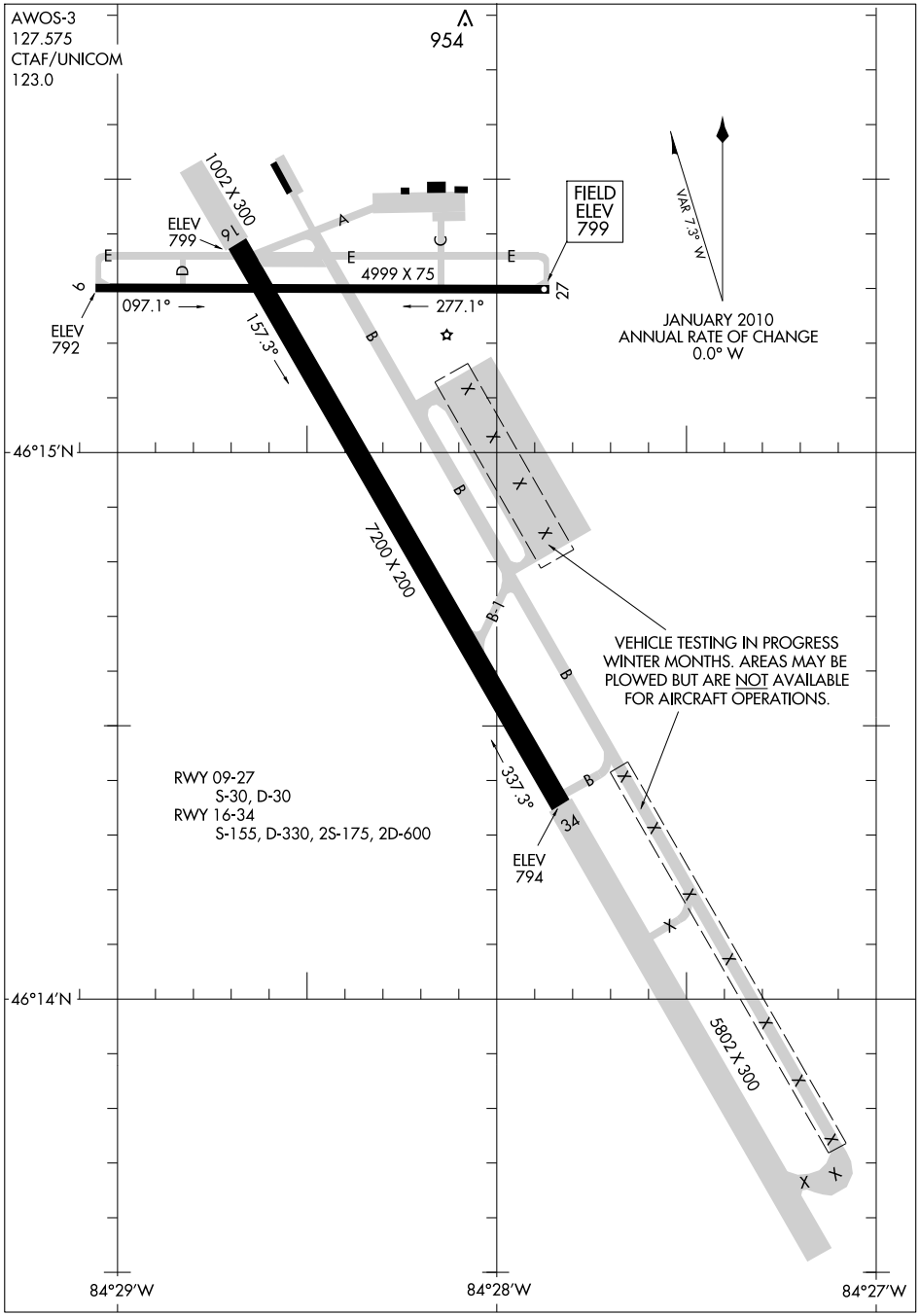
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)
SAULT STE MARIE, MICHIGAN

AL-810 (FAA)



EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

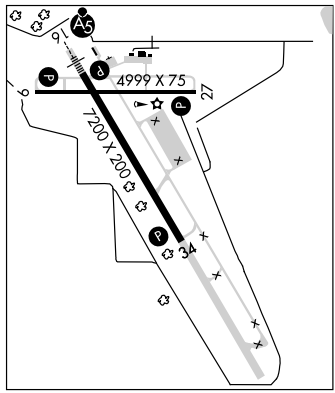
AIRPORT DIAGRAM

SAULT STE MARIE, MICHIGAN
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

10210

SAULT STE MARIE

CHIPPEWA CO INTL (CIU) 15 S UTC−5(−4DT) N46°15.05′ W84°28.34′ **LAKE HURON**
800 B **FUEL** 100LL, JET A TPA—1600(800) AOE Class I, ARFF Index A NOTAM FILE CIU **H–2L, L–31B**
RWY 16–34: H7200X200 (CONC–GRVD) S–155, D–330, 2S–175, 2D–600 HIRL **IAP, AD**
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 58′. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 09–27: H4999X75 (ASPH–GRVD) S–30, D–30 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.



AIRPORT REMARKS: Attended 1100–2300Z‡. After hrs call 906–495–5532. Birds on and invof arpt. 24 hours PPR for unscheduled air carrier ops with more than 9 passenger seats; call arpt manager on 906–495–5631. Airfield sfc condition unmonitored 2100–1300Z‡. Expect snow removal activity daily Dec–Mar. All twys closed except A, C and D from Dec to Apr. Check NOTAMs for specific schedule or ctc arpt manager 906–495–5631. Vehicle testing in progress during winter months on sections of closed/abandoned parallel twy, SE of apch end Rwy 34. Area may be plowed to bare surface but is not avbl for acft arrivals or departures. ACTIVATE HIRL Rwy 16–34, MIRL Rwy 09–27, PAPI Rwy 16, Rwy 09 and Rwy 27, REIL Rwy 09, Rwy 27 and MALSR Rwy 16 and PAPI and REIL Rwy 34 Apr–Nov—CTAF. Rwy 34 PAPI and REIL opr continuously Dec–Mar. ARFF coverage provided scheduled FAR 121 acft only, other times by prior arrangement with airport manager. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 127.575 (906) 495–7134.
COMMUNICATIONS: CTAF/UNICOM 123.0
CHIPPEWA RCO 123.65 (GREEN BAY RADIO)
SAULT STE MARIE RCO 122.1R 112.2T (GREEN BAY RADIO)
TORONTO CENTER APP/DEP CON 132.65 (SAULT ENROUTE)
RADIO AIDS TO NAVIGATION: NOTAM FILE CIU.
SAULT STE MARIE (H) VOR/DME 112.2 SSM Chan 59 N46°24.73′ W84°18.89′ 218° 11.7 NM to fld. 687/4W.
KOLOE NDB (MH/LOM) 400 CI N46°19.93′ W84°32.53′ 155° 5.7 NM to fld.
NDB unmonitored.
ILS 110.3 I–CIU Rwy 16. Class IA. LOM KOLOE NDB. ILS unmonitored 0430Z‡ Sun–1000Z‡ Mon, 0430–1000Z‡ Mon–Fri, 0430Z‡ Fri–1145Z‡ Sat and 1715Z‡ Sat–1600Z‡ Sun. ILS unusable MM inbound. Glide slope unusable blo 1012′.

SAULT STE MARIE MUNI/SANDERSON FLD (ANJ) 1SW UTC−5(−4DT) N46°28.75′ W84°22.10′ **LAKE HURON**
716 **FUEL** 100LL, JET A NOTAM FILE ANJ **H-2L, 11A, L–31B**
RWY 14–32: H5234X100 (ASPH) MIRL (NSTD) 0.4% up SE **IAP**
RWY 14: REIL. PAPI (P2L)—GA 3.0° TCH 40′. Thld dsplcd 180′.
RWY 32: REIL. PAPI (P2L)—GA 3.0° TCH 29′. Thld dsplcd 178′. Road. Rgt tfc.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel after hrs self svc with credit card. Deer and birds on and invof arpt. 50′ drop off, north end, 200′ from rwy end. ACTIVATE MIRL Rwy 14–32, PAPI Rwys 14, Rwy 32 and REIL Rwys 14 and Rwy 32—CTAF–122.7. US customs on req call 906–632–2631. Call 1 hour prior to arrival.
WEATHER DATA SOURCES: ASOS 118.375 (906) 632–8501.
COMMUNICATIONS: CTAF/UNICOM 122.7
TORONTO CENTER APP/DEP CON 132.65
RADIO AIDS TO NAVIGATION: NOTAM FILE CIU.
SAULT STE MARIE (H) VOR/DME 112.2 SSM Chan 59 N46°24.73′ W84°18.89′ 335° 4.6 NM to fld. 687/4W.
COMM/NAV/WEATHER REMARKS: Acft operating within Sault Ste Marie. Ontario Arpt traffic area maintain communications with Sault Ste Marie Ontario twr on frequency 118.8. Pilots operating in Canadian/US Class D Airspace are required to establish and maintain two–way communication and obtain ATC clearance from Sault Ste Marie Twr (SOO TOWER 118.8) prior to operating in the Class D Airspace. Traffic Advisory Service (118.8) is avbl in the US Class E Surface Extension 1200–0100Z‡.

SAWYER INTL (See MARQUETTE)

SCHIFFER ACRES (See ST JOHNS)

SCHOOLCRAFT CO (See MANISTIQUE)

LOC I-CIU	APP CRS	Rwy Idg	7200
110.3	156°	TDZE	799
		Apt Elev	800

ILS RWY 16

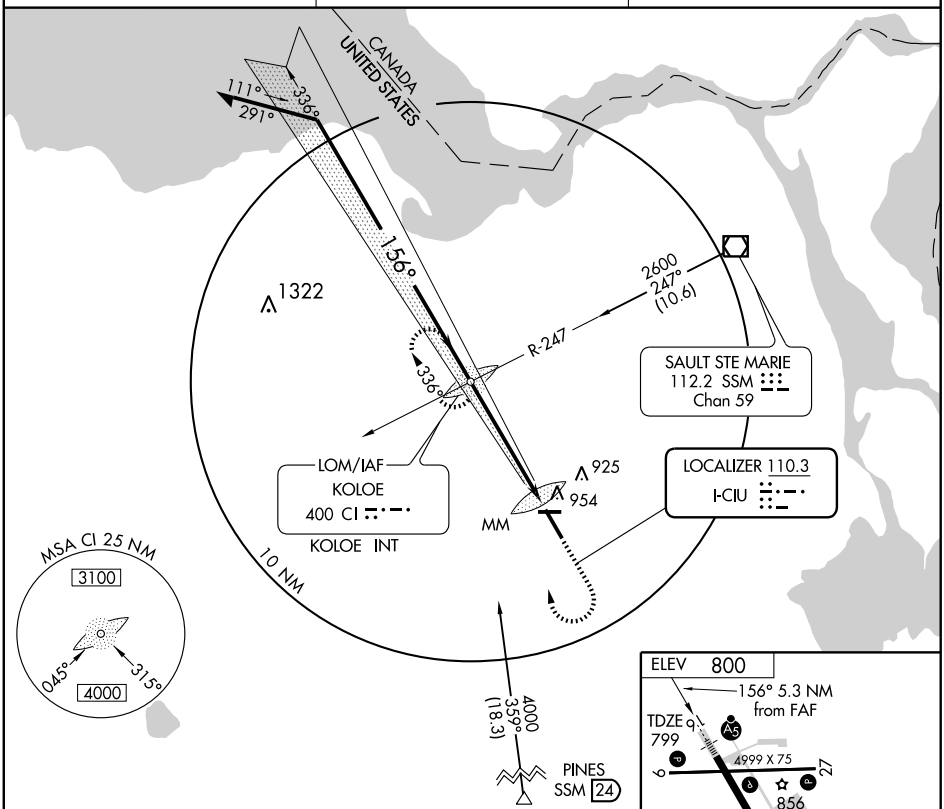
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

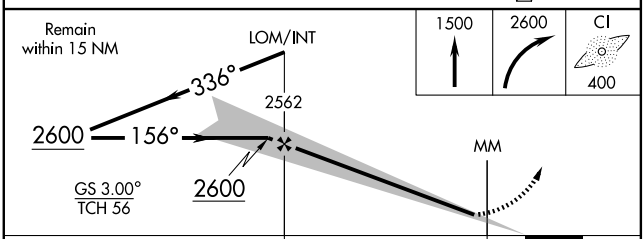
NA — ILS unusable from MM inbound.

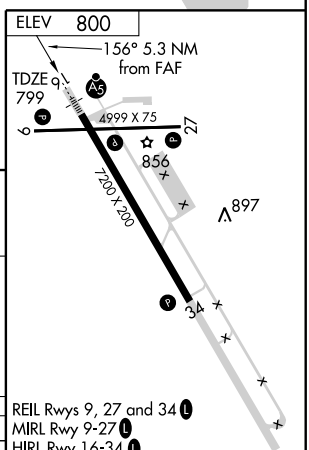
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 direct CI LOM/Int and hold. (TACAN aircraft climb to 5000 via 160° heading and SSM R-201 to PINES Int/24 DME and hold South, right turns, 021° inbound).

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L







CATEGORY	A	B	C	D	E
S-ILS 16	1049-½ 250 (300-½)			1049-¾ 250 (300-¾)	
S-LOC 16	1160-½ 361 (400-½)			1160-¾ 361 (400-¾)	
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)	1380-2 580 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LOM CI	APP CRS	Rwy Idg	7200
400	336°	TDZE	796
		Apt Elev	800

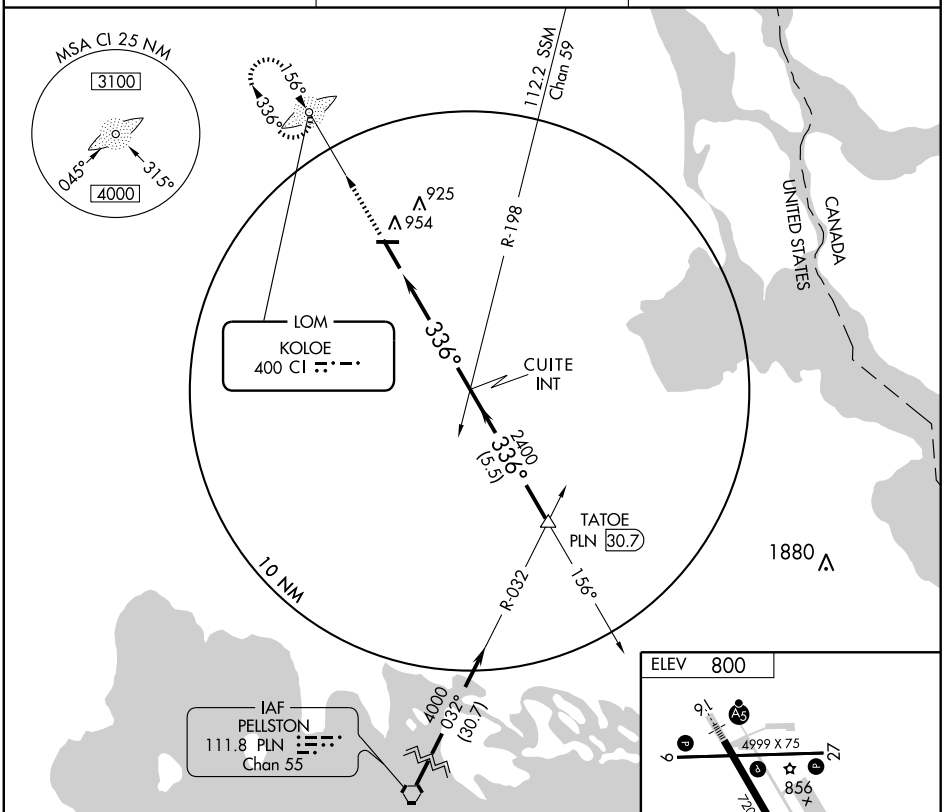
NDB RWY 34

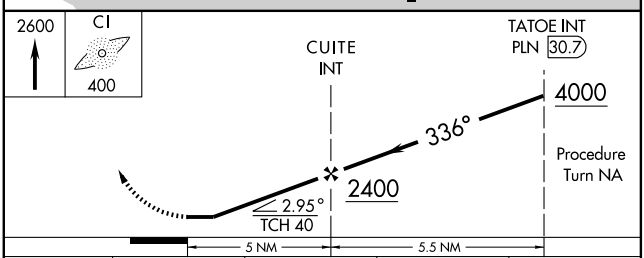
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

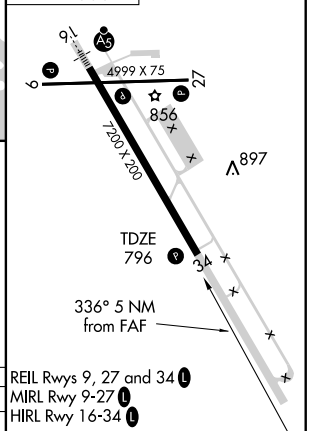
NA

MISSED APPROACH: Climb to 2600 direct CI LOM and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L







REIL Rwys 9-27 L
MIRL Rwy 9-27 L
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-34	1220-1	424 (500-1)	1220-1¼	424 (500-1¼)
CIRCLING	1260-1	460 (500-1)	1260-1½ 460 (500-1½)	1360-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

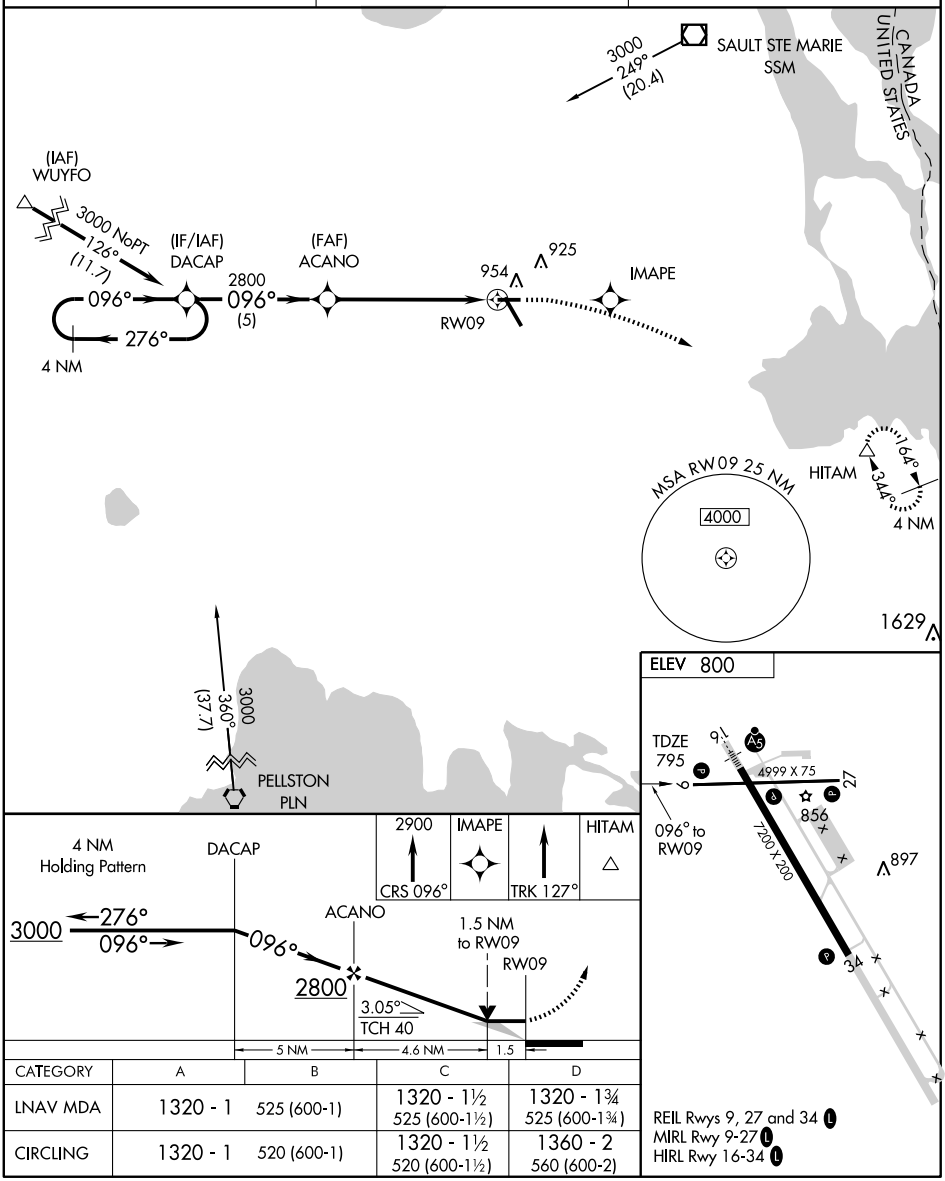
APP CRS	Rwy Idg	4999
096°	TDZE	795
	Apt Elev	800

RNAV (GPS) RWY 9

SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

NA	Straight-in minimums NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 via 096° course to IMAPE WP and via 127° track to HITAM WP and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320 - 1	525 (600-1)	1320 - 1½ 525 (600-1½)	1320 - 1¾ 525 (600-1¾)
CIRCLING	1320 - 1	520 (600-1)	1320 - 1½ 520 (600-1½)	1360 - 2 560 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7200
CH 69215	156°	TDZE	799
W16A		Apt Elev	800

RNAV (GPS) RWY 16

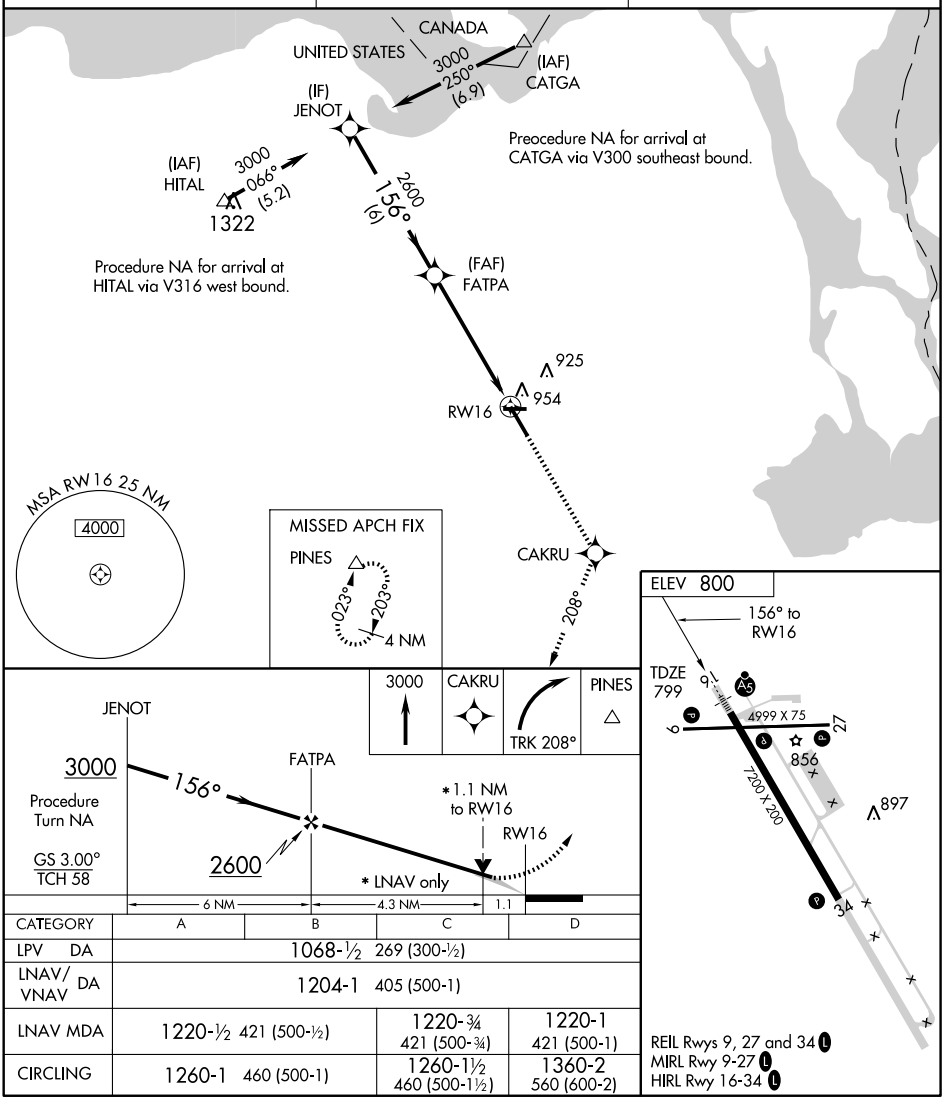
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Field altimeter setting and increase all DA 45 feet and all MDA 60 feet. Baro-VNAV and VDP NA when using Sault Ste Marie Muni/Sanderson Field altimeter setting. For inoperative MALSR, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats A/B/C ½ mile, increase LNAV Cat D ¼ mile. For inoperative MALSR, when using Sault Ste Marie Muni/Sanderson Field altimeter setting, increase LPV all Cats, LNAV/VNAV all Cats and LNAV all Cats ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct CAKRU and right turn via track 208° to PINES and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1068-½ 269 (300-½)			
LNAV/VNAV DA	1204-1 405 (500-1)			
LNAV MDA	1220-½ 421 (500-½)		1220-¾ 421 (500-¾)	1220-1 421 (500-1)
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4999
276°	TDZE	800
	Apt Elev	800

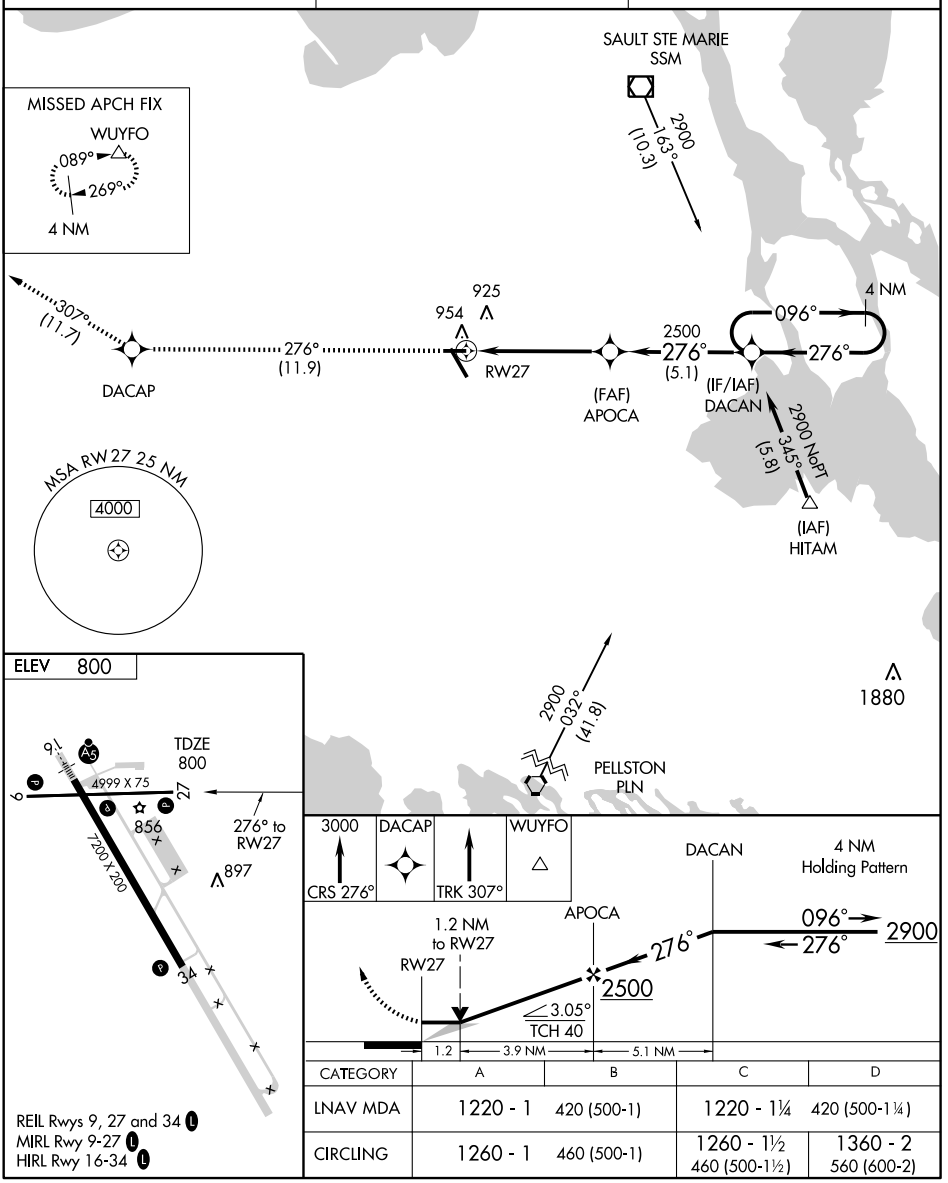
RNAV (GPS) RWY 27

SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

NA — Straight-in minimums NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 276° course to DACAP WP and via 307° track to WUYFO WP and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220 - 1	420 (500-1)	1220 - 1¼	420 (500-1¼)
CIRCLING	1260 - 1	460 (500-1)	1260 - 1½	1360 - 2
			460 (500-1½)	560 (600-2)

REIL Rwys 9, 27 and 34 L
MIRL Rwy 9-27 L
HIRL Rwy 16-34 L

EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56315 W34A	APP CRS 336°	Rwy Idg 7200 TDZE 796 Apt Elev 800

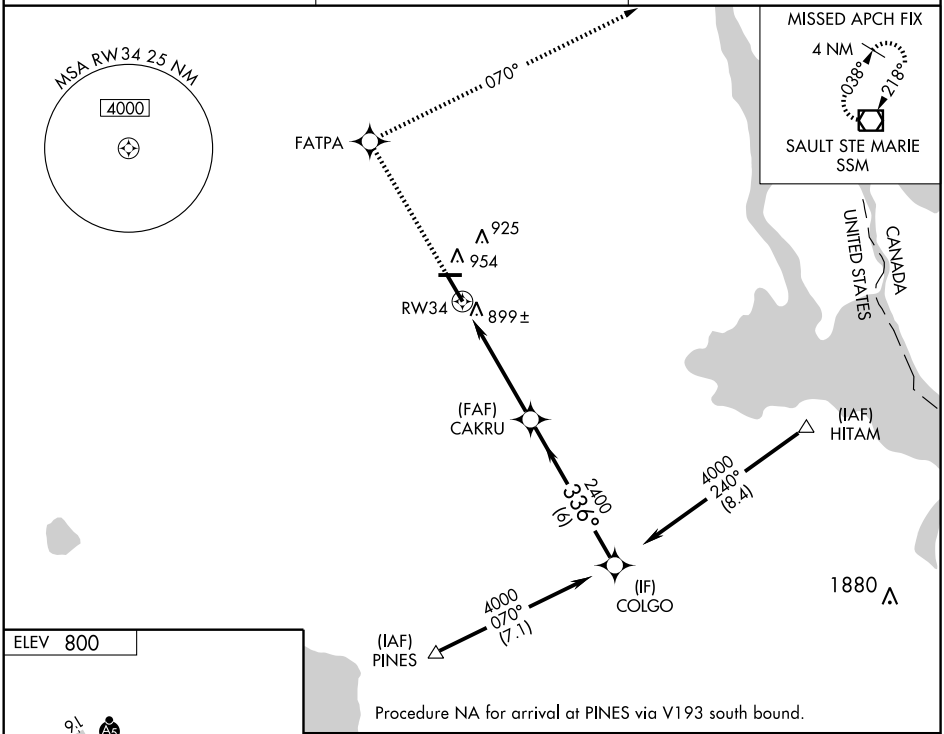
RNAV (GPS) RWY 34

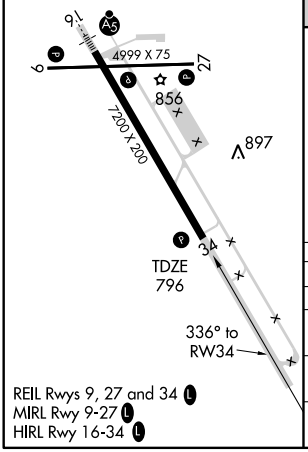
SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

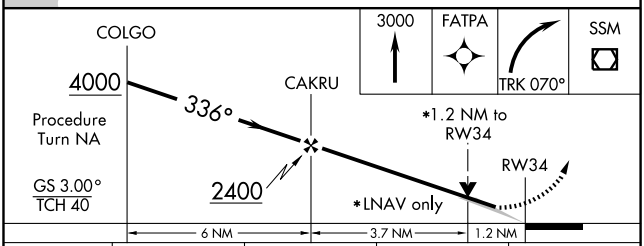
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Field altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Sault Ste Marie Muni/Sanderson Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FATPA and right turn via track 070° to SSM VOR/DME and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1046-1 250 (300-1)			
LNAV/VNAV DA	1198-1½ 402 (400-1½)			
LNAV MDA	1200-1 404 (400-1)		1200-1¼ 404 (400-1¼)	
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SSM	APP CRS	Rwy Idg	N/A
112.2	218°	TDZE	N/A
Chan 59		Apt Elev	800

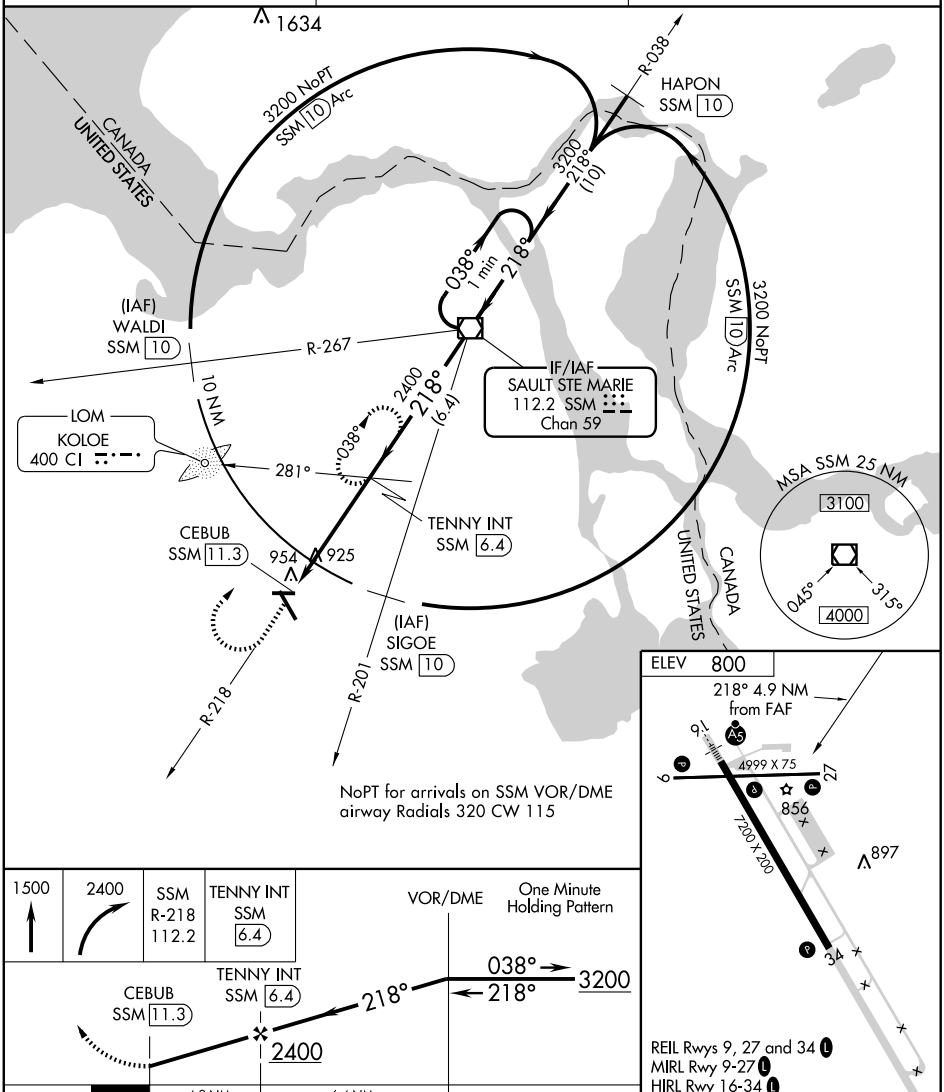
VOR-A

SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

DME or ADF REQUIRED. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Field altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 via SSM R-218 to TENNY Int/6.4 DME and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

SIDNAW

PRICKETT–GROOMS FLD (6Y9) 1 NE UTC−5(−4DT) N46°31.52′ W88°42.35′ **GREEN BAY**
1372 NOTAM FILE GRB
RWY 10–28: 2600X100 (TURF)
RWY 10: Thld dsplcd 300′. Trees. **RWY 28:** Trees.
AIRPORT REMARKS: Unattended. Rwys not plowed. Arpt CLOSED Nov–Apr and when snow covered. Rwy 10–28 sfc soft when wet, call 906–355–2257 to verify condition. Rwy 10–28 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

SILVER CITY AIRPARK (See ALPENA)

SKYWAY ESTATES (See EATON RAPIDS)

SOUTH HAVEN AREA RGNL (LWA) 3 S UTC−5(−4DT) N42°21.07′ W86°15.34′ **CHICAGO**
666 B S4 **FUEL** 100LL, JET A NOTAM FILE LAN **L–28I**
RWY 04–22: H4801X75 (ASPH) S–12 MIRL 0.3% up NE **IAP**
RWY 04: REIL. PAPI (P4L)—GA 3.5° TCH 33′. Trees.
RWY 22: REIL. PAPI (P4L)—GA 3.5° TCH 33′. Tree.
RWY 14–32: 3275X190 (TURF)
RWY 14: Thld dsplcd 963′. Trees. **RWY 32:** Thld dsplcd 762′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and invof arpt. Rwy 14 and Rwy 32 dsplcd thlds marked with three 3′ yellow cones. MIRL Rwy 04–22 preset low ints; dusk–0400Z‡; to increase ints and ACTIVATE REIL and PAPI Rwy 04 and Rwy 22—CTAF. After 0400Z‡ ACTIVATE CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (269)637–7016.
COMMUNICATIONS: CTAF/UNICOM 122.8
PULLMAN RCO 122.1R, 112.1T (LANSING RADIO)
SOUTH BEND APP/DEP CON 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡, other times ctc
CHICAGO CENTER APP/DEP CON 128.5
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
PULLMAN (H) VOR/DME 112.1 PMM Chan 58 N42°27.96′ W86°06.29′ 224° 9.6 NM to fld. 640/00E.

SOUTHWEST MICHIGAN RGNL (See BENTON HARBOR)

SPARTA

PAUL C. MILLER–SPARTA (8D4) 3 SE UTC−5(−4DT) N43°07.63′ W85°40.70′ **CHICAGO**
775 B S4 **FUEL** 100LL, MOGAS NOTAM FILE LAN **L–28I**
RWY 07–25: H4033X75 (ASPH) S–24 MIRL **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.5° TCH 22′. Trees.
RWY 25: REIL. PAPI(P2R)—GA 3.5° TCH 27′. Trees. 0.7% up W.
AIRPORT REMARKS: Attended irregularly. Powered parachute ops north side of rwy. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 07–25—CTAF.
WEATHER DATA SOURCES: AWOS–A 132.95 (616) 887–2039. ASOS–A 122.8 (616) 887–2039.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND RAPIDS APP/DEP CON** 124.6 (1030–0500Z‡) **CHICAGO CENTER APP/DEP CON** 128.5 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKG.
MUSKEGON (L) VORTACW 115.2 MKG Chan 99 N43°10.16′ W86°02.36′ 100° 16.1 NM to fld. 659/1W.
HIWAS.

SPENC N42°13.20′ W83°12.20′ NOTAM FILE DTW. **DETROIT**
NDB (LOM) 223 DM 272° 6.7 NM to Detroit Metropolitan Wayne Co. **A**

STAMBAUGH (See IRON RIVER)

STANWOOD

CAIN FLD (38C) 2 SE UTC−5(−4DT) N43°36.00′ W85°29.59′ **CHICAGO**
889 S4 NOTAM FILE LAN
RWY 18–36: 3450X100 (TURF)
RWY 18: Thld dsplcd 486′. Trees. **RWY 36:** Thld dsplcd 384′. Tree.
AIRPORT REMARKS: Attended irregularly. Fuel avbl for emergencies only. Radio control acft activity on and invof arpt. Occasional deer activity on and invof arpt. Rwy 18–36 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

STURGIS N41°48.79′ W85°26.03′ NOTAM FILE IRS. **CHICAGO**
NDB (MHW) 382 IRS at Kirsch Muni. **L–28I**

APP CRS	Rwy Idg	4801
047°	TDZE	659
	Apt Elev	666

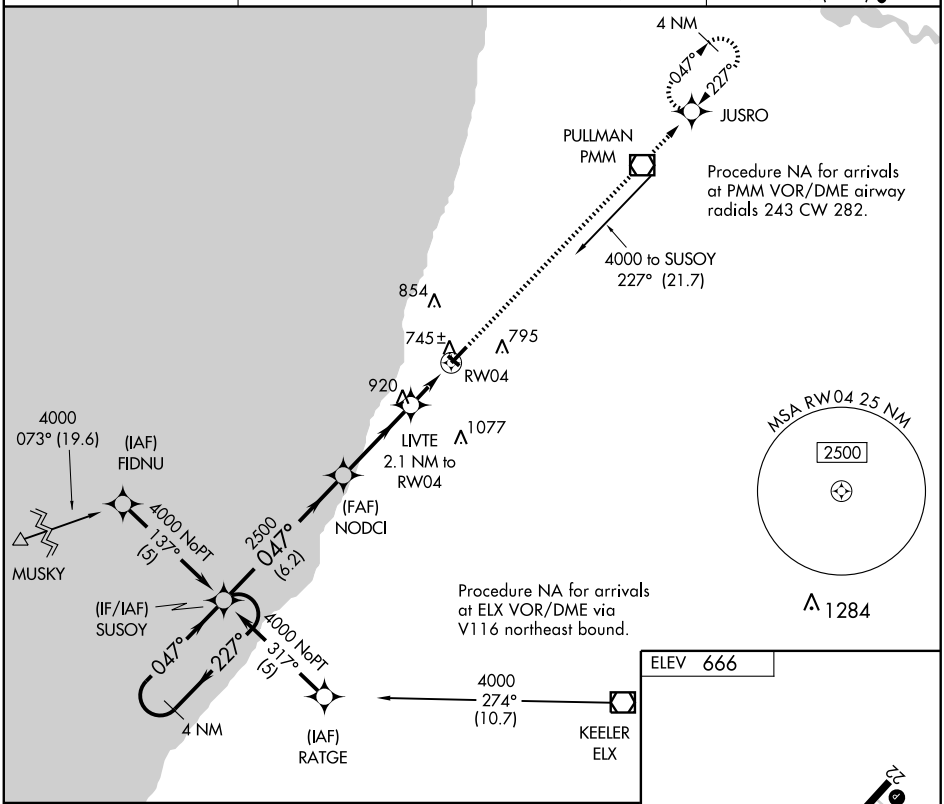
RNAV (GPS) RWY 4

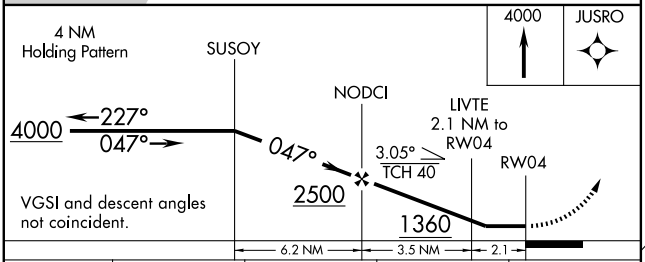
SOUTH HAVEN AREA RGNL (LWA)

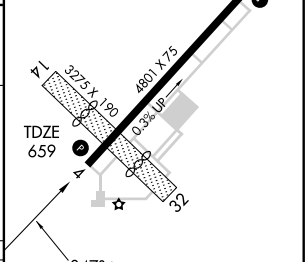
When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 120 feet. Increase LNAV visibility Cat C ¼ mile, Cat D ½ mile and Circling visibility Cat D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA

MISSED APPROACH: Climb to 4000 direct JUSRO and hold. Continue climb-in-hold to 4000.

AWOS-3	SOUTH BEND APP CON ★	GCO	UNICOM
118.025	118.55 257.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1000-1 341 (400-1)			
CIRCLING	1120-1 454 (500-1)		1120-1½ 454 (500-1½)	1280-2 614 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

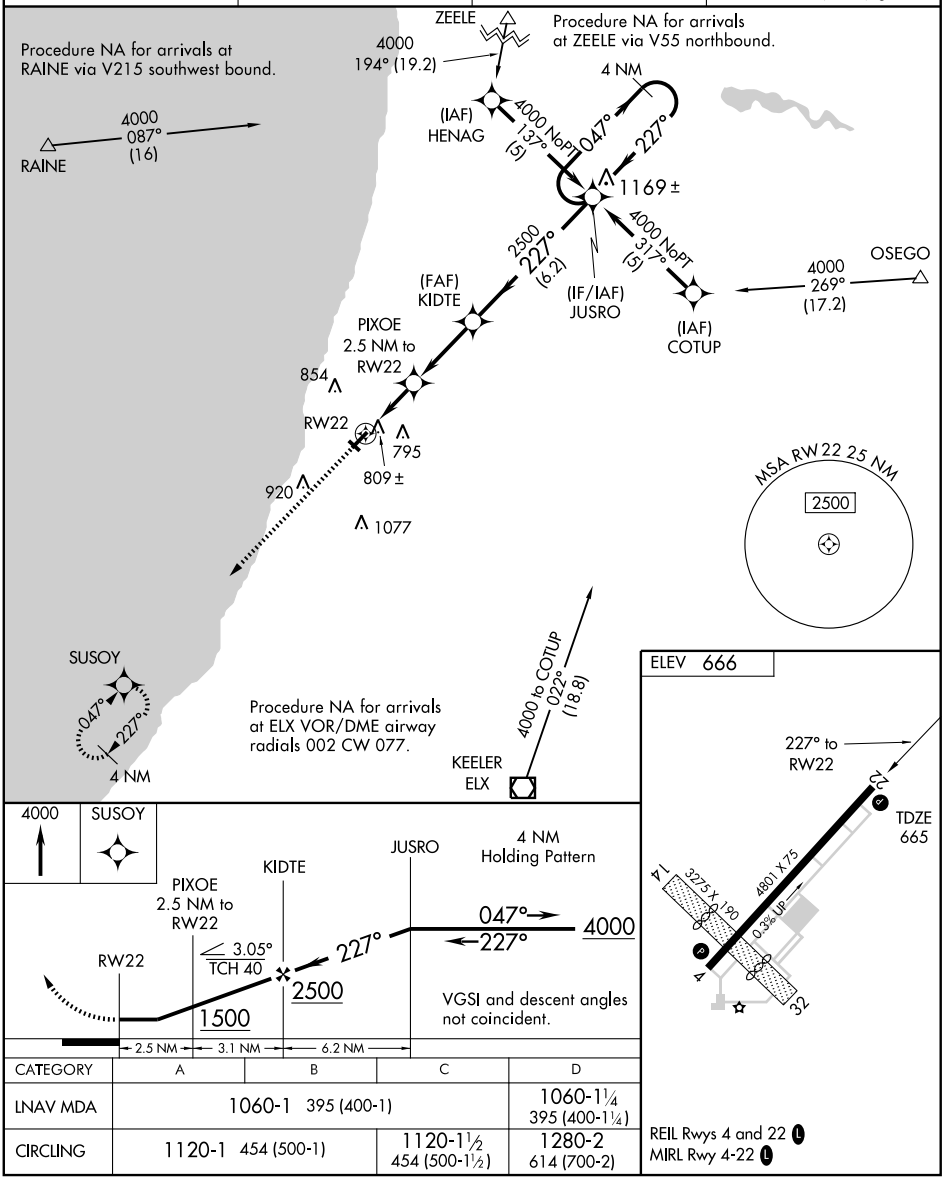
SOUTH HAVEN AREA RGNL (LWA)

APP CRS	Rwy Idg	4801
227°	TDZE	665
	Apt Elev	666

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C, D visibility ½ mile, and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct SUSOY and hold. Continue climb-in-hold to 4000.

AWOS-3	SOUTH BEND APP CON ★	GCO	UNICOM
118.025	118.55 257.8	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1060-1 395 (400-1)			1060-1¼ 395 (400-1¼)
CIRCLING	1120-1 454 (500-1)		1120-1½ 454 (500-1½)	1280-2 614 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PMM	APP CRS	Rwy Idg	4801
112.1	224°	TDZE	665
Chan 58		Apt Elev	666

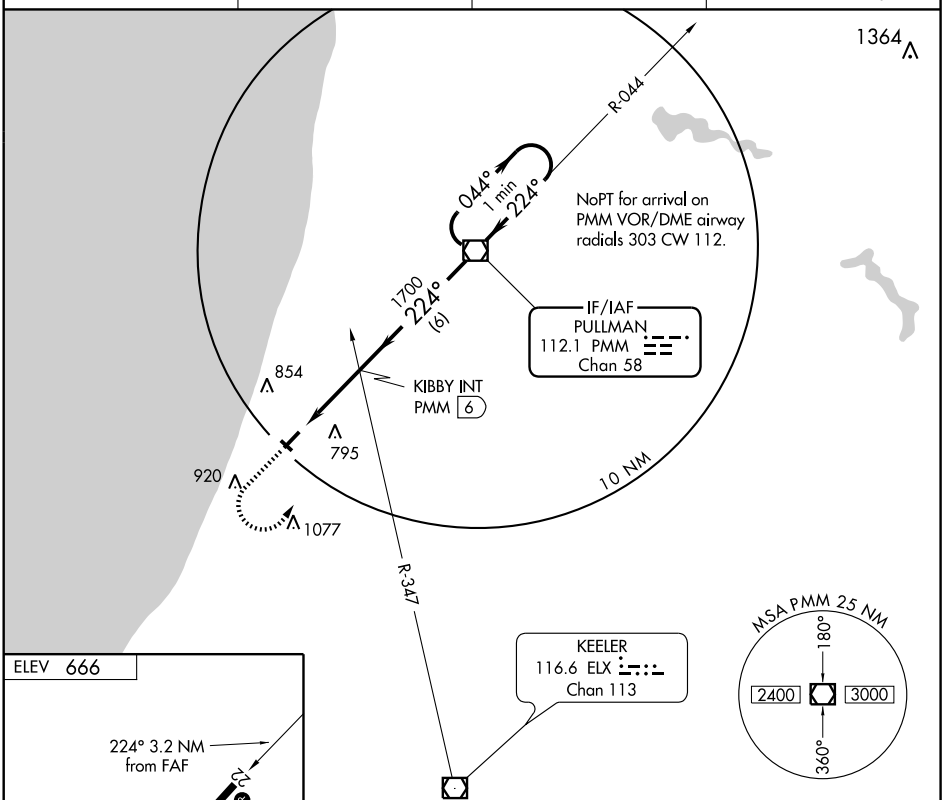
VOR RWY 22

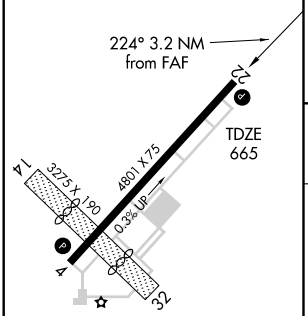
SOUTH HAVEN AREA RGNL (LWA)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 120 feet. Increase S-22 visibility Cat C ¼ mile, Cat D ½ mile and Circling Cat D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct PMM VOR/DME and hold.

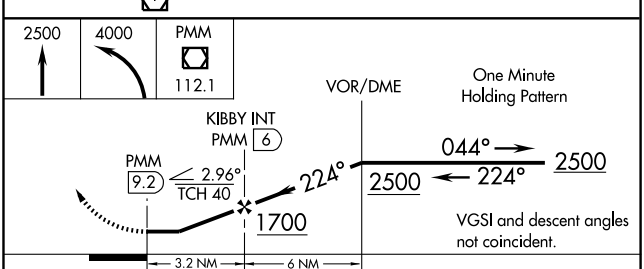
AWOS-3	SOUTH BEND APP CON ★	GCO	UNICOM
118.025	118.55 257.8	121.725	122.8 (CTAF) L





REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-22	1080-1 415 (500-1)		1080-1¼ 415 (500-1¼)	
CIRCLING	1120-1 454 (500-1)		1120-1½ 454 (500-1½)	1280-2 614 (700-2)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SIDNAW

PRICKETT–GROOMS FLD (6Y9) 1 NE UTC−5(−4DT) N46°31.52′ W88°42.35′ **GREEN BAY**
1372 NOTAM FILE GRB
RWY 10–28: 2600X100 (TURF)
RWY 10: Thld dsplcd 300′. Trees. **RWY 28:** Trees.
AIRPORT REMARKS: Unattended. Rwys not plowed. Arpt CLOSED Nov–Apr and when snow covered. Rwy 10–28 sfc soft when wet, call 906–355–2257 to verify condition. Rwy 10–28 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

SILVER CITY AIRPARK (See ALPENA)

SKYWAY ESTATES (See EATON RAPIDS)

SOUTH HAVEN AREA RGNL (LWA) 3 S UTC−5(−4DT) N42°21.07′ W86°15.34′ **CHICAGO**
666 B S4 **FUEL** 100LL, JET A NOTAM FILE LAN **L–28I**
RWY 04–22: H4801X75 (ASPH) S–12 MIRL 0.3% up NE **IAP**
RWY 04: REIL. PAPI (P4L)—GA 3.5° TCH 33′. Trees.
RWY 22: REIL. PAPI (P4L)—GA 3.5° TCH 33′. Tree.
RWY 14–32: 3275X190 (TURF)
RWY 14: Thld dsplcd 963′. Trees. **RWY 32:** Thld dsplcd 762′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and invof arpt. Rwy 14 and Rwy 32 dsplcd thlds marked with three 3′ yellow cones. MIRL Rwy 04–22 preset low ints; dusk–0400Z‡; to increase ints and ACTIVATE REIL and PAPI Rwy 04 and Rwy 22—CTAF. After 0400Z‡ ACTIVATE CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (269)637–7016.
COMMUNICATIONS: CTAF/UNICOM 122.8
PULLMAN RCO 122.1R, 112.1T (LANSING RADIO)
SOUTH BEND APP/DEP CON 118.55 (Sun–Fri 1030–0500Z‡, Sat 1030–0445Z‡, other times ctc
CHICAGO CENTER APP/DEP CON 128.5
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
PULLMAN (H) VOR/DME 112.1 PMM Chan 58 N42°27.96′ W86°06.29′ 224° 9.6 NM to fld. 640/00E.

SOUTHWEST MICHIGAN RGNL (See BENTON HARBOR)

SPARTA

PAUL C. MILLER–SPARTA (8D4) 3 SE UTC−5(−4DT) N43°07.63′ W85°40.70′ **CHICAGO**
775 B S4 **FUEL** 100LL, MOGAS NOTAM FILE LAN **L–28I**
RWY 07–25: H4033X75 (ASPH) S–24 MIRL **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.5° TCH 22′. Trees.
RWY 25: REIL. PAPI(P2R)—GA 3.5° TCH 27′. Trees. 0.7% up W.
AIRPORT REMARKS: Attended irregularly. Powered parachute ops north side of rwy. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 07–25—CTAF.
WEATHER DATA SOURCES: AWOS–A 132.95 (616) 887–2039. ASOS–A 122.8 (616) 887–2039.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND RAPIDS APP/DEP CON** 124.6 (1030–0500Z‡) **CHICAGO CENTER APP/DEP CON** 128.5 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKG.
MUSKEGON (L) VORTACW 115.2 MKG Chan 99 N43°10.16′ W86°02.36′ 100° 16.1 NM to fld. 659/1W.
HIWAS.

SPENC N42°13.20′ W83°12.20′ NOTAM FILE DTW. **DETROIT**
NDB (LOM) 223 DM 272° 6.7 NM to Detroit Metropolitan Wayne Co. **A**

STAMBAUGH (See IRON RIVER)

STANWOOD

CAIN FLD (38C) 2 SE UTC−5(−4DT) N43°36.00′ W85°29.59′ **CHICAGO**
889 S4 NOTAM FILE LAN
RWY 18–36: 3450X100 (TURF)
RWY 18: Thld dsplcd 486′. Trees. **RWY 36:** Thld dsplcd 384′. Tree.
AIRPORT REMARKS: Attended irregularly. Fuel avbl for emergencies only. Radio control acft activity on and invof arpt. Occasional deer activity on and invof arpt. Rwy 18–36 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

STURGIS N41°48.79′ W85°26.03′ NOTAM FILE IRS. **CHICAGO**
NDB (MHW) 382 IRS at Kirsch Muni. **L–28I**

APP CRS	Rwy Idg	4033
066°	TDZE	775
	Apt Elev	775

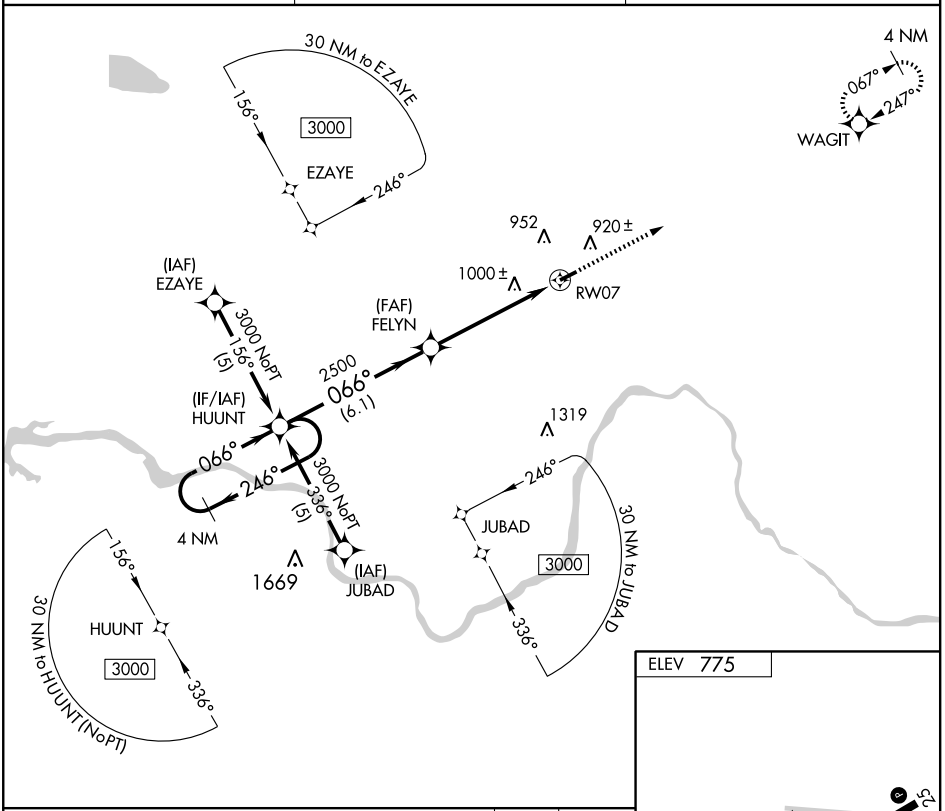
RNAV (GPS) RWY 7

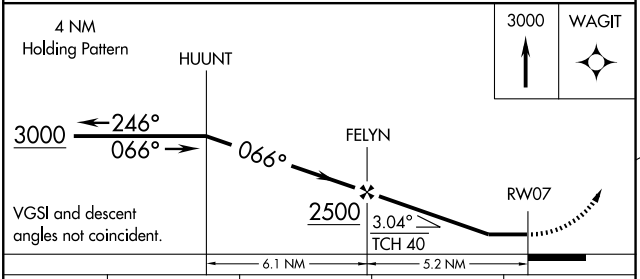
SPARTA / PAUL C. MILLER - SPARTA (8D4)

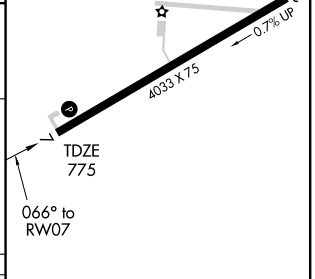
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WAGIT and hold.

ASOS-A	GRAND RAPIDS APP CON ★	UNICOM
122.8	124.6 257.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	565 (600-1)	NA	
CIRCLING	1340-1	565 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwy 7 and 25

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4033
247°	TDZE	775
	Apt Elev	775

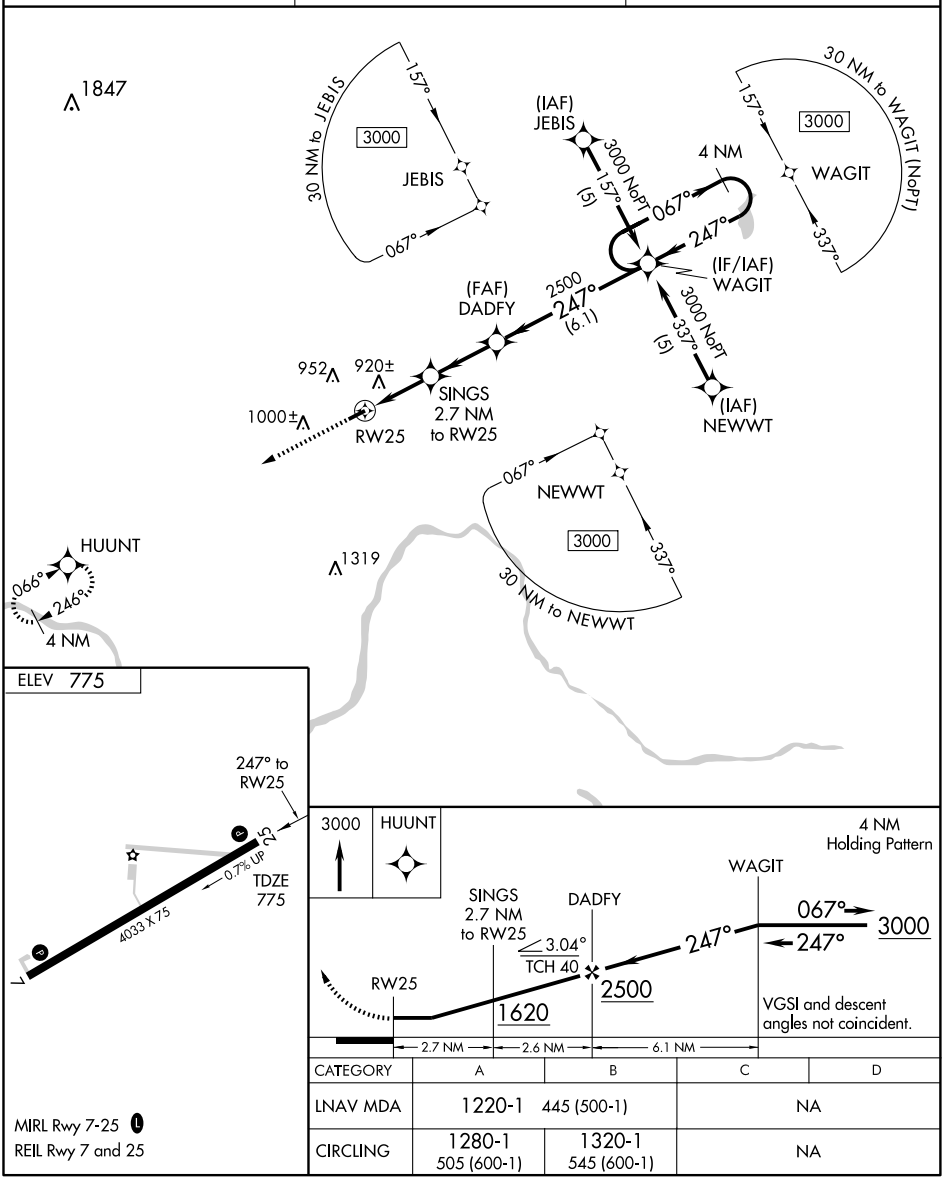
RNAV (GPS) RWY 25

SPARTA / PAUL C. MILLER - SPARTA (8D4)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct HUUNT and hold.

ASOS-A	GRAND RAPIDS APP CON ★	UNICOM
122.8	124.6 257.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1	445 (500-1)	NA	
CIRCLING	1280-1 505 (600-1)	1320-1 545 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwy 7 and 25

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MKG 115.2 Chan 99	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 775

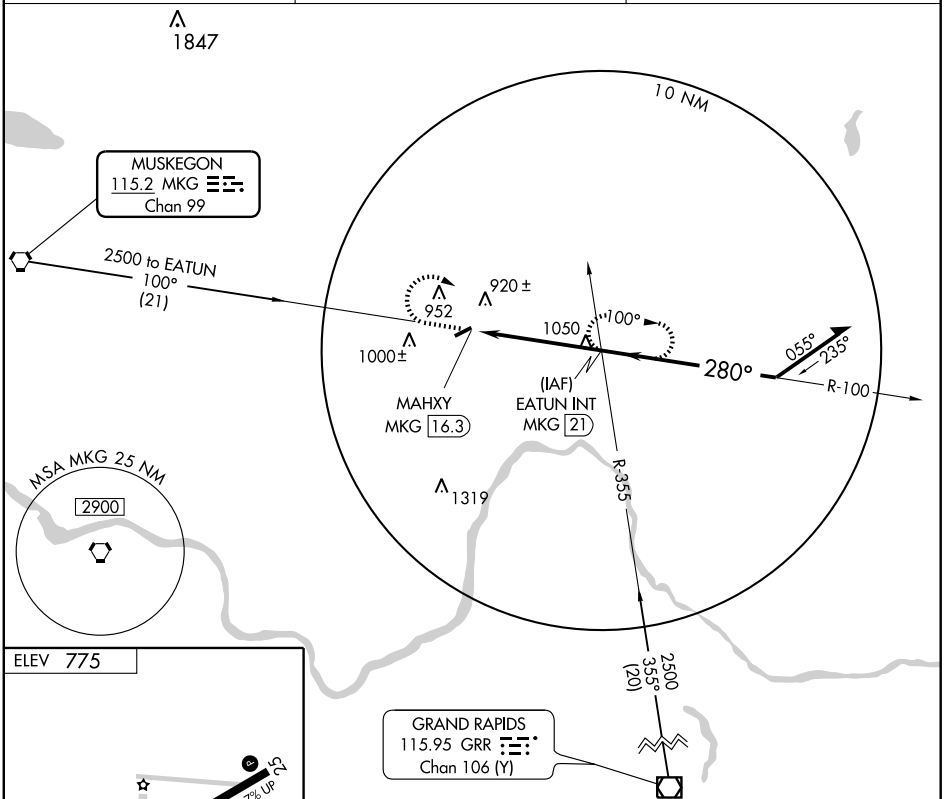
VOR-A

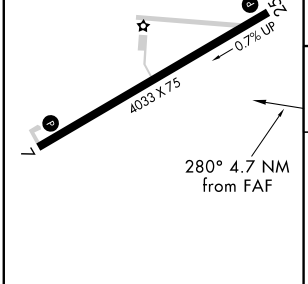
SPARTA / PAUL C. MILLER - SPARTA (8D4)

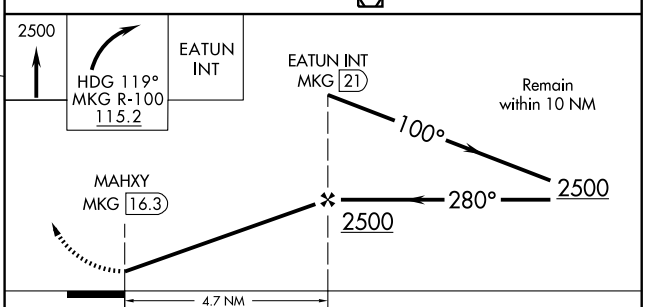
When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 then right turn via heading 119° and MKG R-100 to EATUN INT/MKG 21 DME and hold.

ASOS-A	GRAND RAPIDS APP CON ★	UNICOM
122.8	124.6 257.6	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

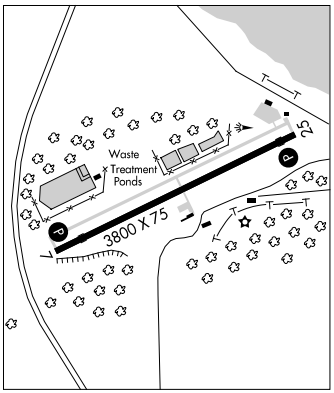
CATEGORY	A	B	C	D
CIRCLING	1360-1 585 (600-1)		NA	

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

ST IGNACE

MACKINAC CO (83D) 2 NW UTC−5(−4DT) N45°53.49′ W84°44.29′ — LAKE HURON
624 B S4 **FUEL** 100LL NOTAM FILE GRB — L–31B
RWY 07–25: H3800X75 (CONC) S–24 MIRL 0.4% up SW — IAP
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 33′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 21′. Road.
AIRPORT REMARKS: Attended dawn–dusk. After hours 906–643–7161 (manager residence). Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 07–25 and PAPI Rwys 07 and 25 and REIL Rwys 07 and 25 and ramp lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
MACKINAC ISLAND RCO 122.35 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PLN.
PELLSTON (L) VORTACW 111.8 PLN Chan 55 N45°37.84′ W84°39.85′ 355° 16.0 NM to fld. 840/6W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Mackinac Island (MCD) AWOS 118.27 can be received on the ground.



ST JAMES N45°41.60′ W85°33.52′ NOTAM FILE SJX. — GREEN BAY
NDB (MHW) 382 SJX at Beaver Island. Unmonitored. — L–31B

ST JOHNS

ARCHER MEML FLD (2S3) 7 SE UTC−5(4DT) N42°54.42′ W84°28.33′ — DETROIT
794 TPA—1600(806) NOTAM FILE LAN
RWY 17–35: 2496X110 (TURF)
RWY 35: Thld dsplcd 1145′.
AIRPORT REMARKS: Attended May–Nov irregularly. No snow removal. Rwy 17 thld may be obstructed by 8′ corn during growing season. Rwy 17–35 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

GLOWACKI (97G) 2 W UTC−5(4DT) N43°00.00′ W84°35.75′ — DETROIT
775 NOTAM FILE LAN
RWY 09–27: 1528X100 (TURF)
RWY 09: Trees. **RWY 27:** Building.
AIRPORT REMARKS: Attended irregularly. 15′ tree N side of rwy on rwy edge, 132′ E of Rwy 09. Rwy 27 terrain slopes downward E to W; Rwy soft in spring. Radio control and ultralight acft ops on arpt. Rwy 09–27 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

RANDOLPH'S LANDING AREA (61G) 7 NE UTC−5(−4DT) N43°06.75′ W84°31.25′ — DETROIT
700 NOTAM FILE LAN
RWY 05–23: 2175X100 (TURF)
RWY 05: Thld dsplcd 767′. Road.
AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt. Rwy 23 3′ fence L side 65′ from centerline. Rwy 05–23 and dsplcd thlds marked with yellow tires; Rwy 05 dsplcd thld marked with 6 yellow tires 3 each side.
COMMUNICATIONS: CTAF 122.9

SCHIFFER ACRES (3S5) 4 E UTC−5(−4DT) N43°02.15′ W84°26.03′ — DETROIT
735 S4 NOTAM FILE LAN
RWY 07–25: 2777X120 (TURF)
RWY 07: Rgt tfc. Trees. **RWY 25:** Thld dsplcd 798′. Trees.
AIRPORT REMARKS: Attended irregularly. Power plant repairs are for emerg use only. Extensive summer agricultural ops. Deer and turkeys on and invof rwy. Rwy 07–25 LIRL not for public use. Rwy 25 displaced thld marked by 3 yellow tires each side of rwy. Rwy defined by mowing.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3800
074°	TDZE	623
	Apt Elev	623

RNAV (GPS) RWY 7

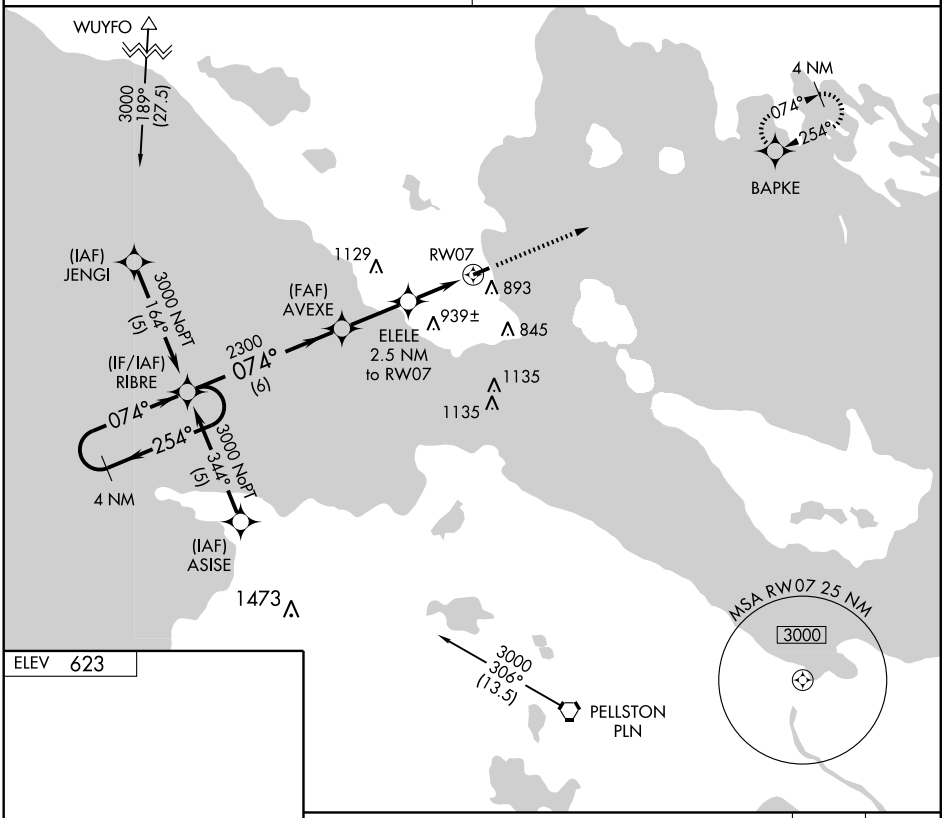
ST IGNACE / MACKINAC COUNTY (83D)

NA

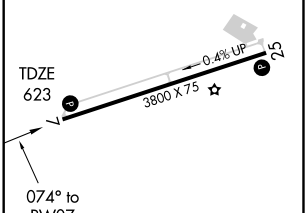
Use Mackinac Island altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night south of Rwy 7-25.

MISSED APPROACH: Climb to 3000 direct BAPKE WP and hold.

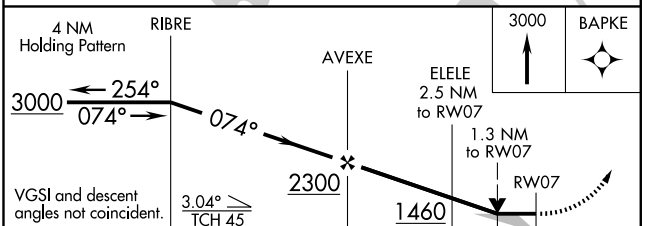
MINNEAPOLIS CENTER	UNICOM
134.6 354.05	122.7 (CTAF) L



ELEV 623



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



CATEGORY	A	B	C	D
LNAV MDA	1200-1	577 (600-1)	1200-1½ 577 (600-1½)	NA
CIRCLING	1260-1	637 (700-1)	1260-1¾ 637 (700-1¾)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3800
254°	TDZE	623
	Apt Elev	623

RNAV (GPS) RWY 25

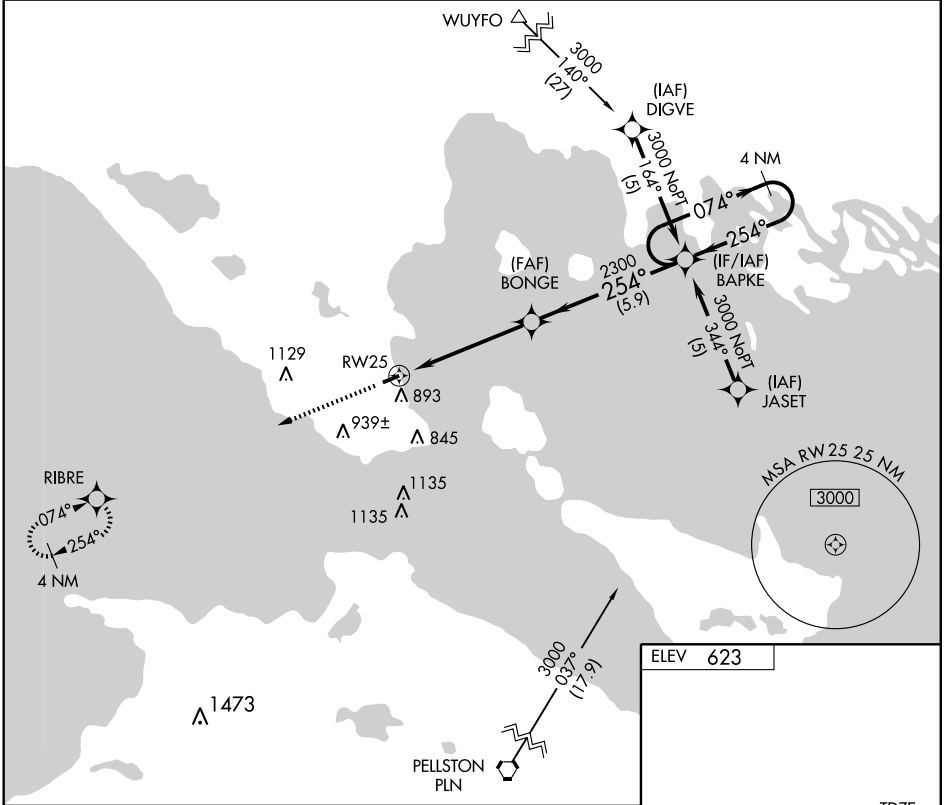
ST IGNACE / MACKINAC COUNTY (83D)

NA

Use Mackinac Island altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night south of RWY 7-25.

MISSED APPROACH: Climb to 3000 via 254° course to RIBRE WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.6 354.05	122.7 (CTAF) L



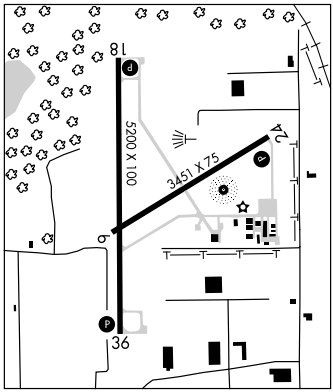
CATEGORY	A	B	C	D
LNAV MDA	1020-1 397 (400-1)			NA
CIRCLING	1260-1 637 (700-1)		1260-1¾ 637 (700-1¾)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

STURGIS

KIRSCH MUNI (IRS) 2 NW UTC−5(−4DT) N41°48.80′ W85°26.34′ **CHICAGO**
924 B S4 **FUEL** 100LL, JET A1 + OX 4 TPA—1924(1000) NOTAM FILE IRS **H–5E, 10F, L–28I**
RWY 18–36: H5200X100 (ASPH) S–47, D–57.5 2D–90 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Trees.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 06–24: H3451X75 (ASPH) S–19, D–25, DT–58 MIRL
0.3% up NE.
RWY 06: Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 22′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 18–36 MIRL OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 18–36, REIL Rwy 18 and Rwy 24, PAPI Rwy 24, Rwy 18, and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.325 (269) 659–8715.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **KALAMAZOO APP/DEP CON** 121.2 (1100–0400Z‡)
KALAMAZOO CLNC DEL 133.55
Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AZO.
KALAMAZOO (L) VOR/DME 109.0 AZO Chan 27 N42°14.22′ W85°33.19′ 170° 25.9 NM to fld. 870/1W.
STURGIS NDB (MHW) 382 IRS N41°48.79′ W85°26.03′ at fld. NOTAM FILE IRS.



SUGAR LOAF RESORT (See TRAVERSE CITY)

SUNFIELD

HIRAM CURE (C43) 2 NE UTC−5(−4DT) N42°46.20′ W84°57.90′ **DETROIT**
853 NOTAM FILE LAN
RWY 09–27: 2314X100 (TURF)
RWY 09: Tree.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED Dec thru Mar and when snow covered. Rwy 09–27 soft when wet. Deer invof rwy. Crops adjacent to rwy. Rwy 09–27 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

SUOMI N46°15.71′ W87°24.97′ NOTAM FILE SAW. **GREEN BAY**
NDB (LOM) 410 SO 013° 5.6 NM to Sawyer Intl.

TACKABERRY (See AVOCA)

TECUMSEH

MEYERS–DIVER'S (3TE) 2 N UTC−5(−4DT) N42°01.51′ W83°56.35′ **DETROIT**
815 B S3 **FUEL** 100LL NOTAM FILE LAN **COPTER**
RWY 18–36: H2660X75 (ASPH) S–6 LIRL 0.6% up N **L–28J**
RWY 18: Thld dsplcd 780′. Trees. **RWY 36:** Thld dsplcd 500′. Trees. Rgt tfc. **IAP**
RWY 09–27: 1820X100 (TURF)
RWY 09: Trees. **RWY 27:** Post.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel avbl Mon–Sat 1300–2230Z‡. Parachute Jumping. Skydiving activity. Rwy 18–36 pavement cracking. Rwy 09–27 not plowed after winter storms. Maintenance for Meyers acft only. Rwy 18–36 acft lnd/tkof adjacent W of asph rwy. Area not marked to delineate area being used. Rwy 09–27 marked with tires; Rwy 09 dsplcd thld marked with three tires each side. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DETROIT APP/DEP CON** 118.95
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
CARLETON (H) VORTAC 115.7 CRL Chan 104 N42°02.88′ W83°27.45′ 270° 21.6 NM to fld. 629/3W.
HIWAS.

NDB IRS	APP CRS	Rwy Idg	5200
382	170°	TDZE	914
		Apt Elev	924

NDB RWY 18

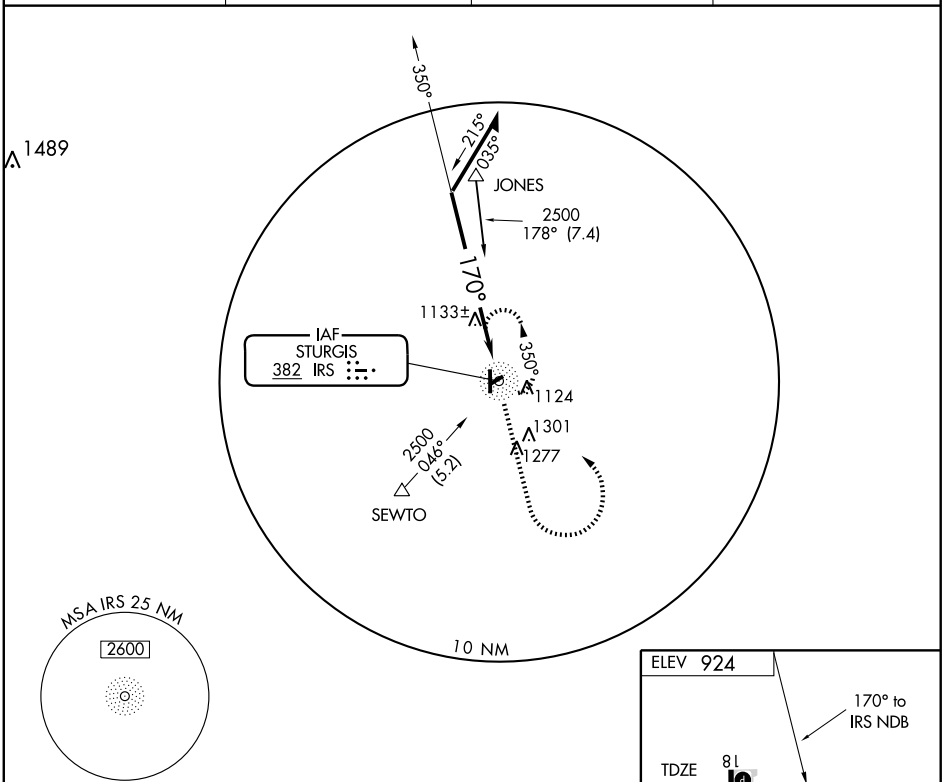
STURGIS/KIRSCH MUNI (IRS)

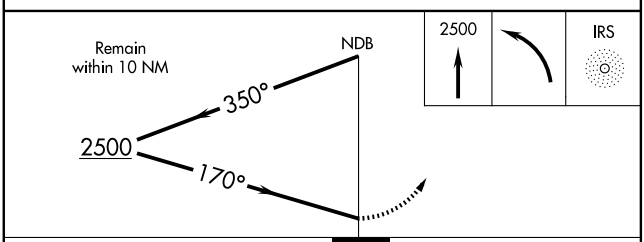
When local altimeter setting not received, use Three Rivers altimeter setting and increase all MDA 40 feet, increase S-18 Cat C and D visibility and Circling Cat C ¼ mile. Visibility reduction by helicopters NA.

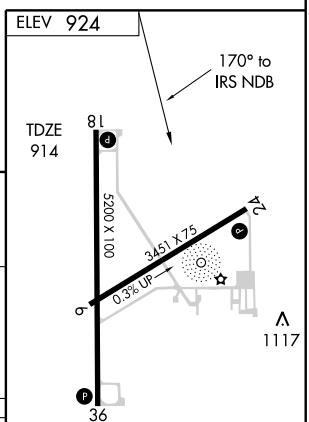
NA

MISSED APPROACH: Climb to 2500 then left turn direct IRS NDB and hold.

AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-18	1500-1	586 (600-1)	1500-1½ 586 (600-1½)	1500-1¾ 586 (600-1¾)
CIRCLING	1500-1	576 (600-1)	1500-1½ 576 (600-1½)	1620-2¼ 696 (700-2¼)

REIL Rwys 18, 24 and 36 L
MIRL Rwys 6-24 and 18-36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

NDB IRS	APP CRS	Rwy Idg	3451
382	236°	TDZE	924
		Apt Elev	924

NDB RWY 24

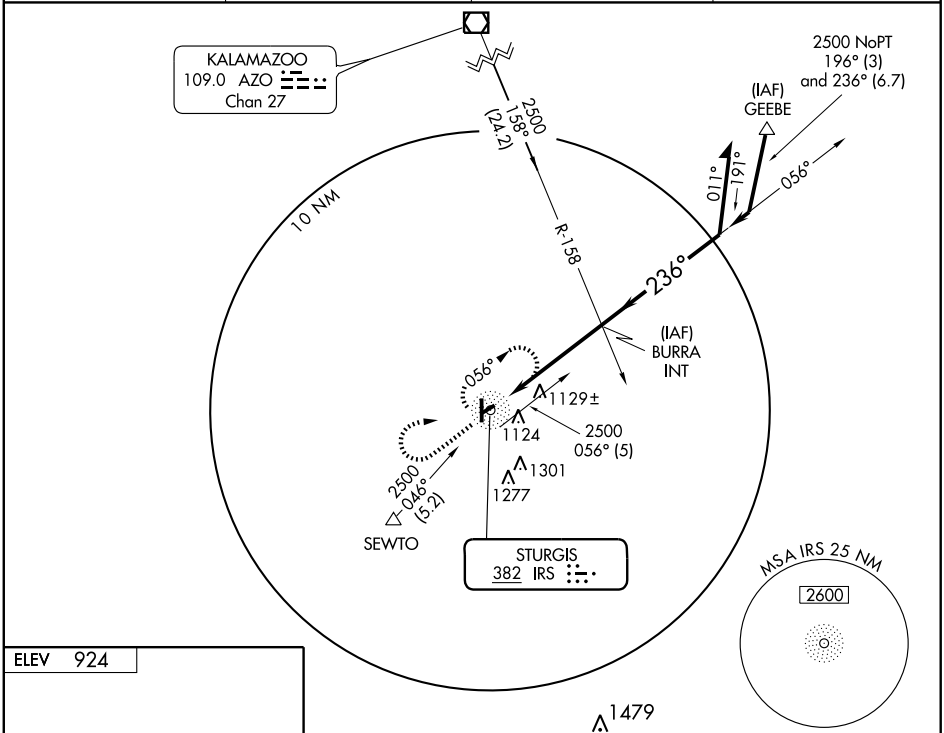
STURGIS/KIRSCH MUNI (IRS)

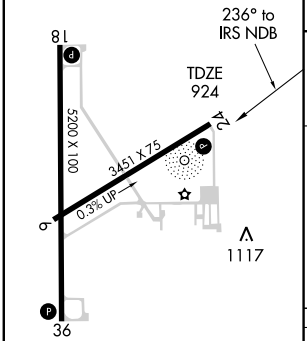
When local altimeter setting not received, use Three Rivers altimeter setting and increase all MDA 40 feet. Visibility reduction by helicopters NA.

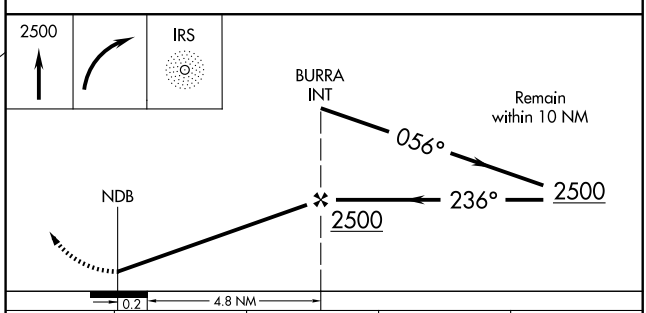
NA

MISSED APPROACH: Climb to 2500 then right turn direct IRS NDB and hold.

AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-24	1480-1	556 (600-1)	1480-1½ 556 (600-1½)	1480-1¾ 556 (600-1¾)
CIRCLING	1480-1	556 (600-1)	1480-1½ 556 (600-1½)	1620-2¼ 696 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

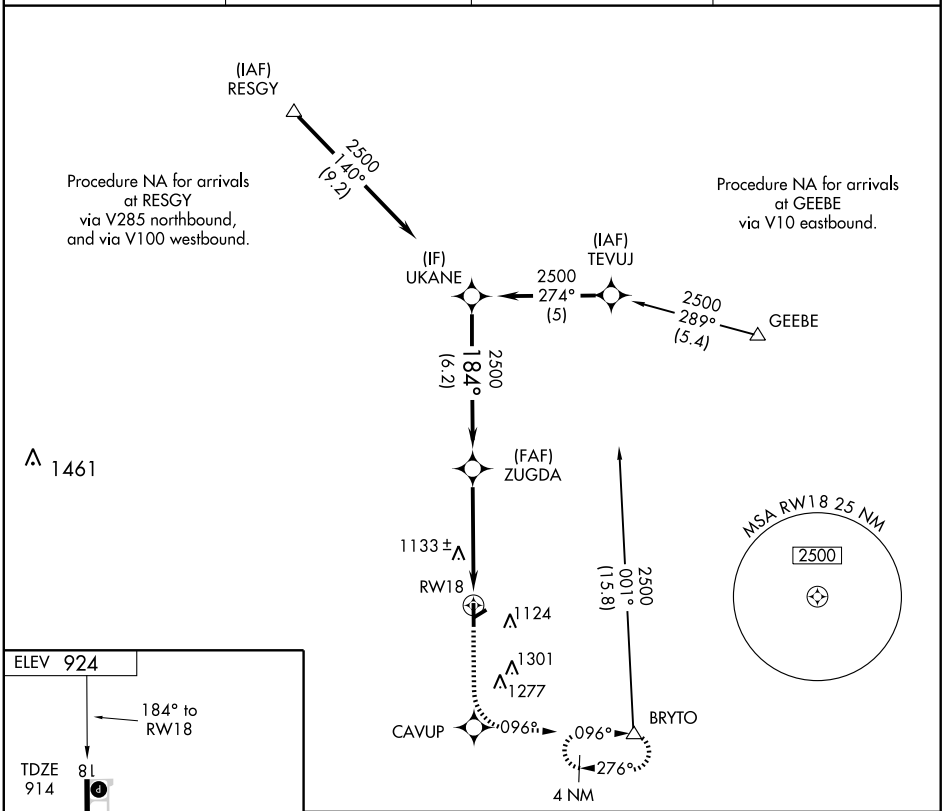
STURGIS/KIRSCH MUNI (IRS)

APP CRS	Rwy Idg	5200
184°	TDZE	914
	Apt Elev	924

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Three Rivers altimeter setting and increase all MDAs 40 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CAVUP and via 096° track to BRYTO and hold.

AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1400-1	486 (500-1)	1400-1¼ 486 (500-1¼)	1400-1½ 486 (500-1½)
CIRCLING	1440-1	516 (600-1)	1440-1½ 516 (600-1½)	1620-2¼ 696 (700-2¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42915 W36A	APP CRS 004°	Rwy Idg 5200 TDZE 915 Apt Elev 924

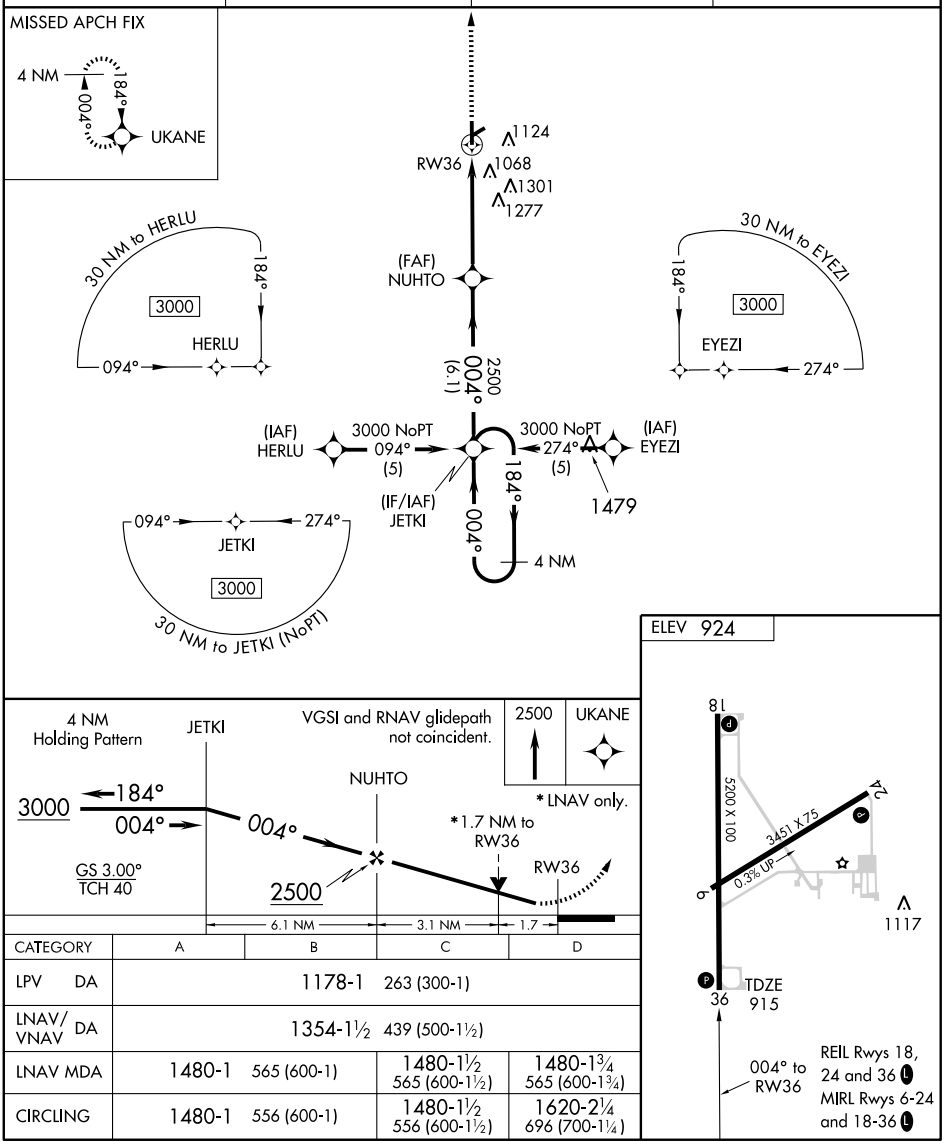
RNAV (GPS) RWY 36

STURGIS/KIRSCH MUNI (IRS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Three Rivers altimeter setting and increase all DA/MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. VDP NA when using Three Rivers altimeter setting. Baro-VNAV NA when using Three Rivers altimeter setting.

MISSED APPROACH: Climb to 2500 direct UKANE and hold.

AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L

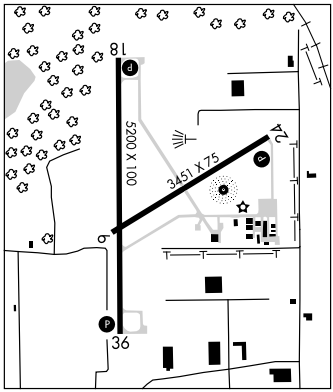


CATEGORY	A	B	C	D
LPV DA	1178-1 263 (300-1)			
LNAV/VNAV DA	1354-1½ 439 (500-1½)			
LNAV MDA	1480-1 565 (600-1)		1480-1½ 565 (600-1½)	1480-1¾ 565 (600-1¾)
CIRCLING	1480-1 556 (600-1)		1480-1½ 556 (600-1½)	1620-2¼ 696 (700-1¼)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

STURGIS

KIRSCH MUNI (IRS) 2 NW UTC−5(−4DT) N41°48.80′ W85°26.34′ **CHICAGO**
924 B S4 **FUEL** 100LL, JET A1 + OX 4 TPA—1924(1000) NOTAM FILE IRS **H–5E, 10F, L–28I**
RWY 18–36: H5200X100 (ASPH) S–47, D–57.5 2D–90 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Trees.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 06–24: H3451X75 (ASPH) S–19, D–25, DT–58 MIRL
0.3% up NE.
RWY 06: Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 22′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 18–36 MIRL OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 18–36, REIL Rwy 18 and Rwy 24, PAPI Rwy 24, Rwy 18, and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.325 (269) 659–8715.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **KALAMAZOO APP/DEP CON** 121.2 (1100–0400Z‡)
KALAMAZOO CLNC DEL 133.55
Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AZO.
KALAMAZOO (L) VOR/DME 109.0 AZO Chan 27 N42°14.22′ W85°33.19′ 170° 25.9 NM to fld. 870/1W.
STURGIS NDB (MHW) 382 IRS N41°48.79′ W85°26.03′ at fld. NOTAM FILE IRS.



SUGAR LOAF RESORT (See TRAVERSE CITY)

SUNFIELD

HIRAM CURE (C43) 2 NE UTC−5(−4DT) N42°46.20′ W84°57.90′ **DETROIT**
853 NOTAM FILE LAN
RWY 09–27: 2314X100 (TURF)
RWY 09: Tree.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED Dec thru Mar and when snow covered. Rwy 09–27 soft when wet. Deer invof rwy. Crops adjacent to rwy. Rwy 09–27 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

SUOMI N46°15.71′ W87°24.97′ NOTAM FILE SAW. **GREEN BAY**
NDB (LOM) 410 SO 013° 5.6 NM to Sawyer Intl.

TACKABERRY (See AVOCA)

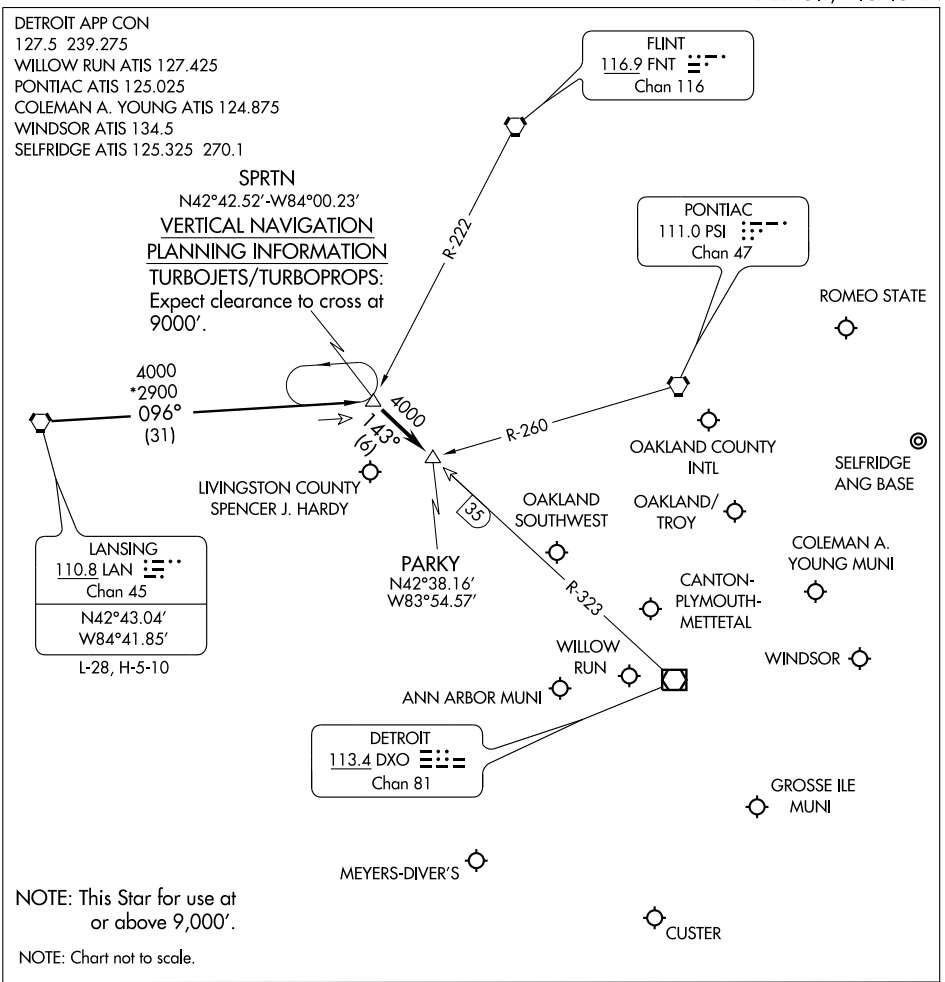
TECUMSEH

MEYERS–DIVER'S (3TE) 2 N UTC−5(−4DT) N42°01.51′ W83°56.35′ **DETROIT**
815 B S3 **FUEL** 100LL NOTAM FILE LAN **COPTER**
RWY 18–36: H2660X75 (ASPH) S–6 LIRL 0.6% up N **L–28J**
RWY 18: Thld dsplcd 780′. Trees. **RWY 36:** Thld dsplcd 500′. Trees. Rgt tfc. **IAP**
RWY 09–27: 1820X100 (TURF)
RWY 09: Trees. **RWY 27:** Post.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel avbl Mon–Sat 1300–2230Z‡. Parachute Jumping. Skydiving activity. Rwy 18–36 pavement cracking. Rwy 09–27 not plowed after winter storms. Maintenance for Meyers acft only. Rwy 18–36 acft lnd/tkof adjacent W of asph rwy. Area not marked to delineate area being used. Rwy 09–27 marked with tires; Rwy 09 dsplcd thld marked with three tires each side. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DETROIT APP/DEP CON** 118.95
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
CARLETON (H) VORTAC 115.7 CRL Chan 104 N42°02.88′ W83°27.45′ 270° 21.6 NM to fld. 629/3W.
HIWAS.

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CRL 115.7 Chan 104	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 815

VOR or GPS-A

TECUMSEH/ MEYERS-DIVERS (3TE)

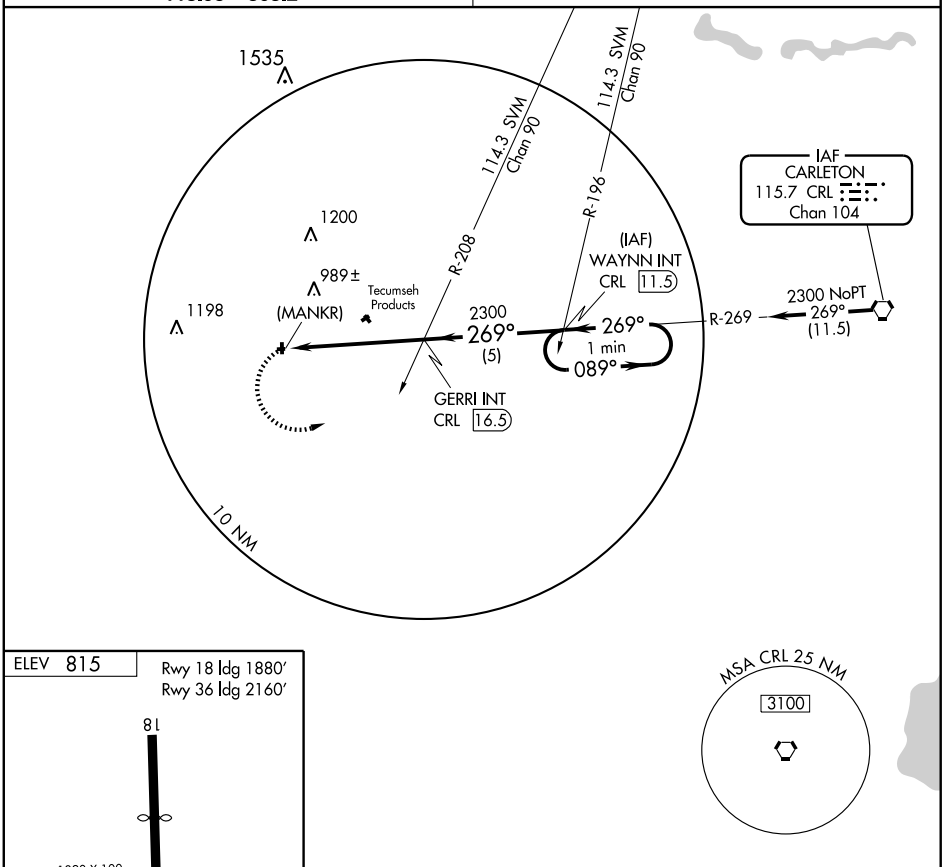
Use Detroit Willow Run altimeter setting.

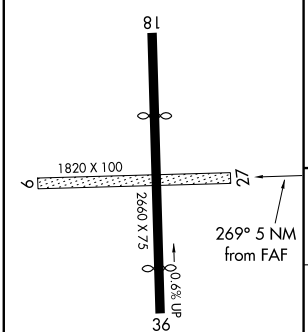
NA

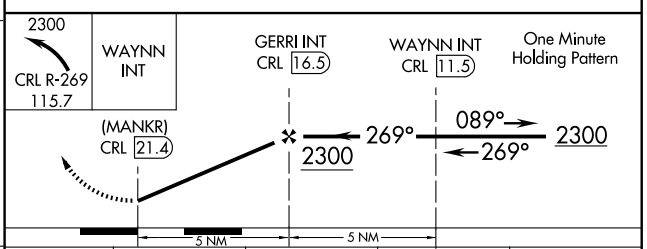
MISSED APPROACH: Climbing left turn to 2300 via CRL R-269 to WAYNN 11.5 DME and hold.

DETROIT METROPOLITAN WAYNE COUNTY
APP CON
118.95 363.2

CTAF (L)
122.9







LIRL Rwy 18-36 (L)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1420-1 605 (700-1)	1420-1¼ 605 (700-1¼)	NA	

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

MERILLAT (34G) 3 SE UTC−5(−4DT) N41°58.50′ W83°55.51′ **DETROIT COPTER**

820 B S4 **FUEL** 100LL NOTAM FILE LAN

RWY 18–36: 3608X100 (TURF) LIRL

RWY 18: Thld dsplcd 261′. Fence. **RWY 36:** Thld dplcd 486′. Fence.

AIRPORT REMARKS: Attended 1400–2200Z‡. Ultralight activity on and invof arpt. Rwy 18–36 opposite rwy not visible from thld. Rwy 18–36 LIRL not for public use. Rwy 18–36 marked with cones; dsplcd thld marked with three 3′ yellow cones each side. ACTIVATE rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

VAN CAMP'S HELIPORT (2T7) 5 NE UTC−5(−4DT) N42°01.15′ W83°50.92′ **DETROIT COPTER**

740 NOTAM FILE LAN

HELIPAD H1: 90X50 (TURF)

HELIPORT REMARKS: Attended irregularly. Helipad H1 marked with cones. 35′ tree 102′ from heliport at 180°, apch ratio 2:1. 60′ tree 80′ from heliport at 270° apch ratio 2:1.

COMMUNICATIONS: CTAF 122.9

THOMPSONVILLE (7Y2) 2 W UTC−5(−4DT) N44°31.00′ W85°58.51′ **GREEN BAY**

793 B NOTAM FILE LAN

RWY 09–27: H2900X75 (ASPH) D–12.5 LIRL

RWY 09: Thld dsplcd 50′. Road. Rgt tfc. **RWY 27:** PAPI(P2L)—GA 4.0° TCH 20′. Trees.

RWY 17–35: H2475X150 (TURF)

RWY 17: Thld dsplcd 1220′. Trees. **RWY 35:** Thld dsplcd 1100′. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 17–35 CLOSED Nov thru Mar and when snow covered. Rwys not plowed. Rwy 17–35 surface rough. +450′ unlighted ski hill ½ mile west of arpt. Radio controlled model acft, ultralight and glider activity. Arpt rotating bcn on ski hill 450′ above arpt elevation 1.0 miles northwest. ACTIVATE LIRL Rwy 09–27 and PAPI Rwy 27—CTAF. Rwy 17–35 and dsplcd thlds marked with 3′ yellow cones.

COMMUNICATIONS: CTAF 122.9

THREE RIVERS MUNI DR HAINES (HAI) 2 NE UTC−5(−4DT) N41°57.59′ W85°35.60′ **CHICAGO L–28I IAP**

824 B S4 **FUEL** 100LL, JET A TPA—1824(1000) NOTAM FILE LAN

RWY 09–27: H4000X75 (ASPH) S–26, D–30 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 25′. **RWY 27:** REIL. PAPI(P4L)—GA 3.5° TCH 29′. Trees.

RWY 05–23: H2729X60 (ASPH) S–16 MIRL

RWY 05: Road. **RWY 23:** Road.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 05–23 PAEW. Snow plowing second priority, call to confirm conditions. Rwy 05 vertical clnc over road waived by FAA (10/06/2009) ALP apvl letter. Possibility of crop irrigation equipment ops in NE apch to Rwy 23. Radio controlled airplanes opr S of apch end Rwy 27. MIRL Rwys 09–27 and Rwy 05–23 and PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.975 (269) 273–6705.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **KALAMAZOO APP/DEP CON** 121.2 (1100–0400Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 127.55 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AZO.

KALAMAZOO (L) VOR/DME 109.0 AZO Chan 27 N42°14.22′ W85°33.19′ 187° 16.7 NM to fld. 870/1W.

NDB (MHW) 407 HAI N41°57.50′ W85°35.50′ on fld. NOTAM FILE LAN. OTS indef.

TOLEDO SUBURBAN (See LAMBERTVILLE)

TOPINABEE

PBEAAYE (Y3Ø) 3 NE UTC−5(−4DT) N45°31.87′ W84°33.42′ **LAKE HURON**

690 NOTAM FILE LAN

RWY 01–19: 2470X90 (TURF)

RWY 01: Thld dsplcd 450′. Trees. **RWY 19:** Thld dsplcd 800′. Trees.

AIRPORT REMARKS: Attended irregularly. Deer and birds invof arpt. Winter ops skis only. Trees in primary sfc; all quadrants. Rwy 01–19 rwy sfc rolling terrain, rough. Rwy 01–19 and dsplcd thlds marked with cones. +60′ windsock located at north end.

COMMUNICATIONS: CTAF 122.9

TORCHPORT (See EASTPORT)

VOR/DME AZO	APP CRS	Rwy Idg	N/A
109.0	187°	TDZE	N/A
Chan 27		Apt Elev	824

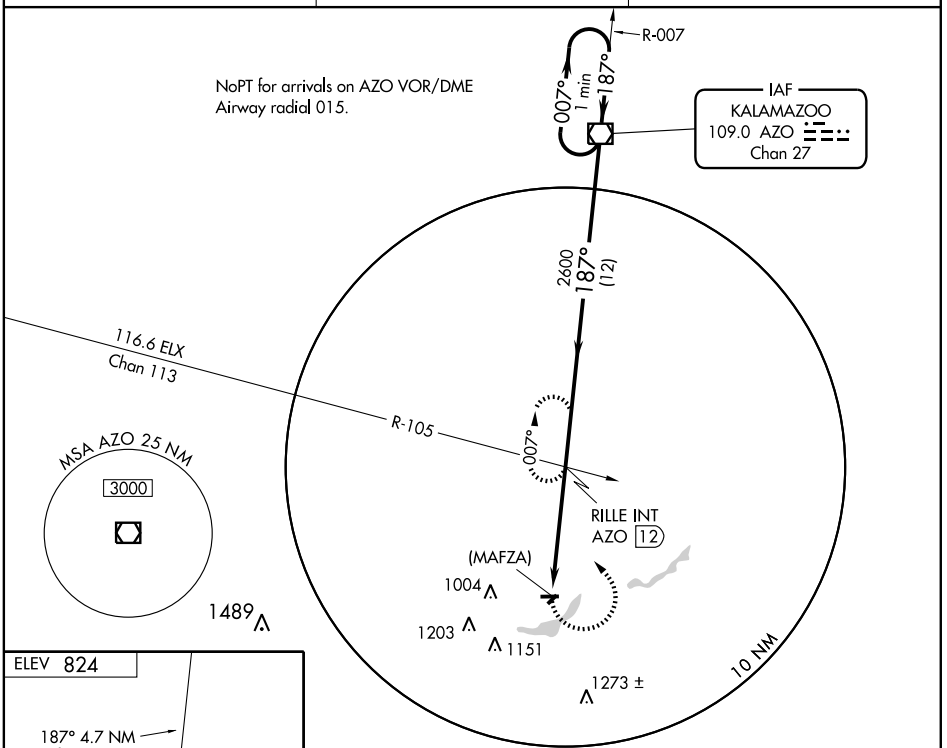
VOR or GPS-A

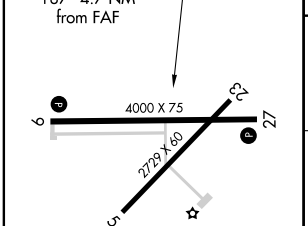
THREE RIVERS MUNI DR. HAINES (HAI)

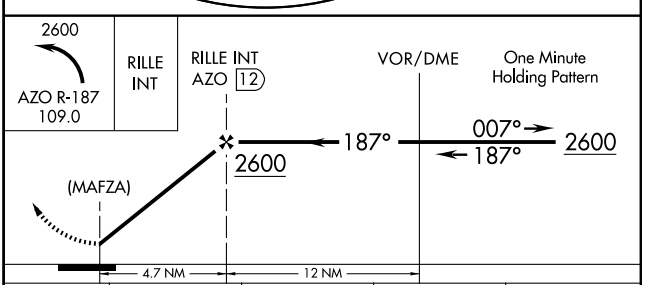
NA — Use Kalamazoo altimeter setting; when not received, use South Bend altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via AZO R-187 to RILLE Int and hold.

AWOS-3	KALAMAZOO APP CON ★	UNICOM
119.975	121.2 340.9	122.8 (CTAF) L







REIL Rwys 9 and 27 L
MIRL Rwys 5-23 and 9-27 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1320-1	496 (500-1)	1420-1½ 596 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
CIRCLING	1420-1	596 (600-1)	1520-1½ 696 (700-1½)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

TRAVERSE CITY N44°40.07′ W85°33.00′ NOTAM FILE TVC. GREEN BAY H–2L, L–31B

(H) VORTACW 114.6 TVC Chan 93

345° 4.6 NM to Cherry Capital. 912/2W. **HIWAS.**

VOR portion unusable 276°–334° byd 20 NM blo 5000′. VOR portion unusable 063°–157° byd 16 NM blo 2600; 063°–157° byd 27 NM blo 5000′.

DME portion unusable 020°–335° byd 30 NM blo 3500′.

RCO 122.65 122.2 (LANSING RADIO)

TRAVERSE CITY

CHERRY CAPITAL (TVC) 2 S UTC−5(−4DT) N44°44.50′ W85°34.94′ GREEN BAY H–2L, L–31B IAP, AD

624 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE TVC

RWY 10–28: H6500X150 (ASPH–PFC) S–90, D–130, 2S–165, 2D–240 HIRL

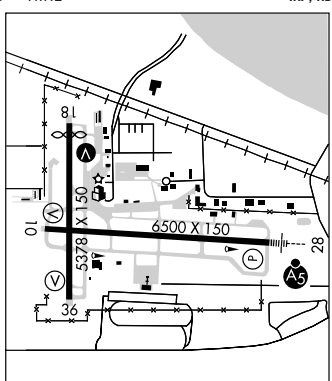
RWY 10: VASI(V4L)—GA 3.0° TCH 46′. Tree.

RWY 28: MALSR. PAPI(P4L)—GA 2.9° TCH 52′. Tower.

RWY 18–36: H5378X150 (ASPH–PFC) S–70, D–110, 2S–140, 2D–190 MIRL

RWY 18: VASI(V4L)–GA 3.0° TCH 50′. Thld dsplcd 270′. Trees.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	10–28	2850
RWY 28	18–36	5500

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 18:	TORA–5379	TODA–5379	ASDA–5109	LDA–4839
RWY 28:	TORA–6500	TODA–6500	ASDA–6500	LDA–6500
RWY 36:	TORA–5379	TODA–5379	ASDA–5109	LDA–5109

AIRPORT REMARKS: Attended Oct–Apr 1200–0200Z‡, May–Sep 1200–0300Z‡. During hrs when arpt is unattended call arpt ops 231–313–0928 or FBO at 231–929–1126. Arpt CLOSED to unscheduled air carrier acft with over 30 passenger seats without 48 hour prior permission—call 231–947–2250. CAUTION: Birds and deer on and invof arpt. Twy C–1 east of Twy C not avbl to air carrier acft. Snow removal ops in progress winter months, Snow Command will be monitoring CTAF during non–twr hours. Acft ldg/departing TVC should announce their intentions on CTAF when twr clsd. Flt crews should read back all advisory information provided by Snow Command. Arpt surface conditions unmonitored btn 0600–0900Z‡. ACTIVATE HIRL Rwy 10–28, MIRL Rwy 18–36, VASI Rwy 18 and MALSR Rwy 28 and REIL Rwy 36—CTAF. Ldg fee based on acft weight, private owned single engine acft exempt.

WEATHER DATA SOURCES: ASOS (231) 933–0401. **HIWAS** 114.6 TVC.

COMMUNICATIONS: CTAF 124.2 **ATIS** 119.175 **UNICOM** 122.95

TRAVERSE CITY RCO 122.65 122.2 (LANSING RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.9

TRAVERSE CITY TOWER 124.2 (1200–0200Z, 1100–0200Z EDT) **GND CON** 121.8

AIRSPACE: CLASS D svc (1200–0200Z, 1100–0200Z EDT) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TVC.

TRAVERSE CITY (H) VORTACW 114.6 TVC Chan 93 N44°40.07′ W85°33.00′ 345° 4.6 NM to fld. 912/2W. **HIWAS.**

GWENN NDB (MH/LOM) 365 TV N44°44.07′ W85°25.76′ 279° 6.6 NM to fld. Unmonitored when twr clsd.

ILS 110.7 I–TVC Rwy 28. Class IE. LOM GWENN NDB. ILS and LOM unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

APP CRS	Rwy Idg	5378
005°	TDZE	624
	Apt Elev	624

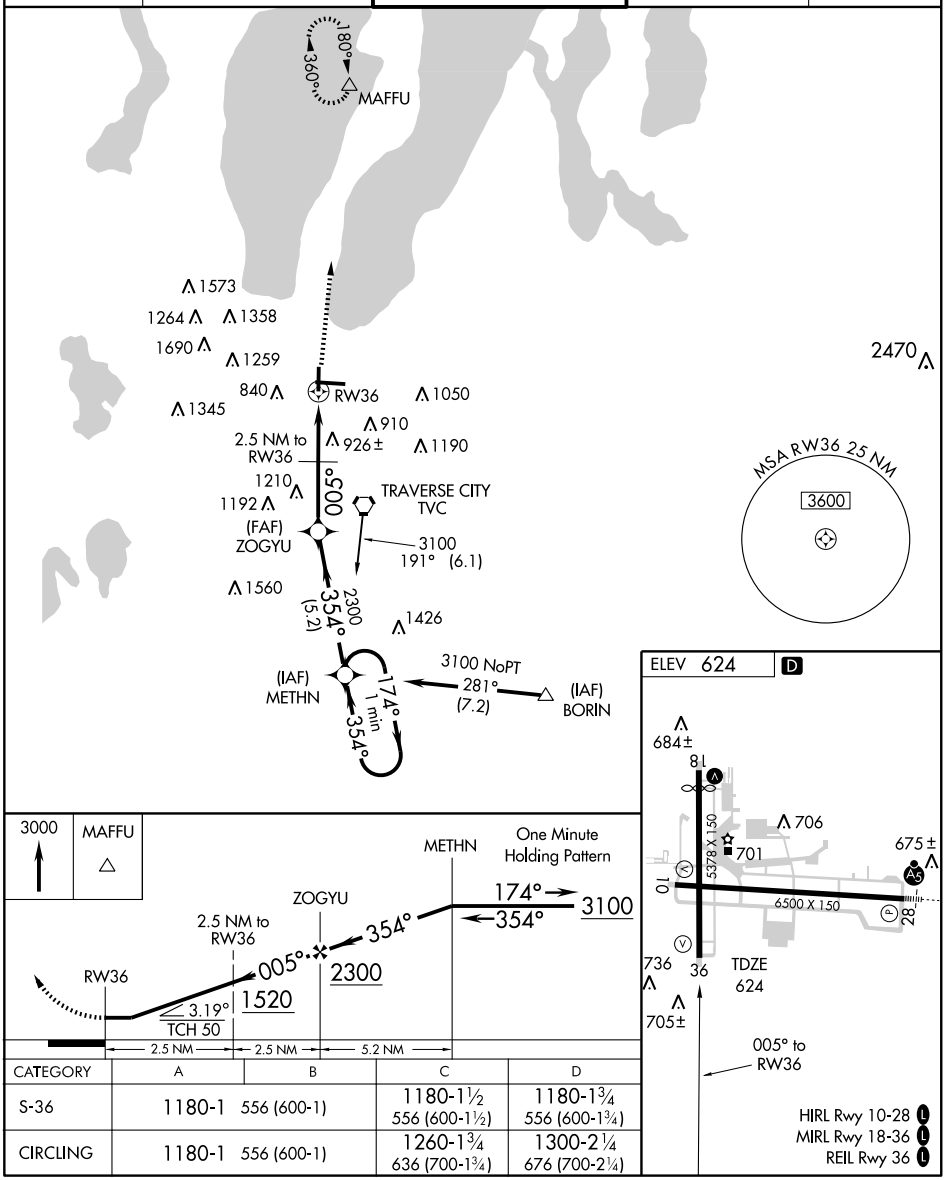
GPS RWY 36

TRAVERSE CITY / CHERRY CAPITAL (TVC)

T
A NA

MISSED APPROACH: Climb to 3000 direct MAFFU WP and hold.

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95



CATEGORY	A	B	C	D
S-36	1180-1	556 (600-1)	1180-1½ 556 (600-1½)	1180-1¾ 556 (600-1¾)
CIRCLING	1180-1	556 (600-1)	1260-1¾ 636 (700-1¾)	1300-2¼ 676 (700-2¼)

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-TVC	APP CRS	Rwy Idg	6500
110.7	279°	TDZE	617
		Apt Elev	624

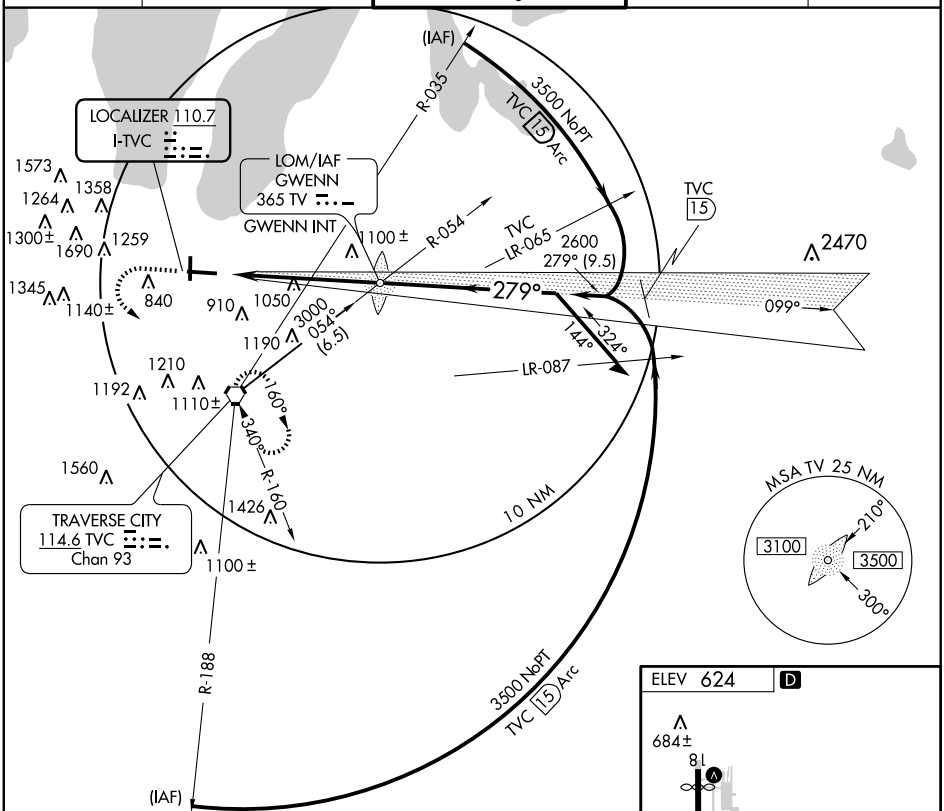
ILS RWY 28

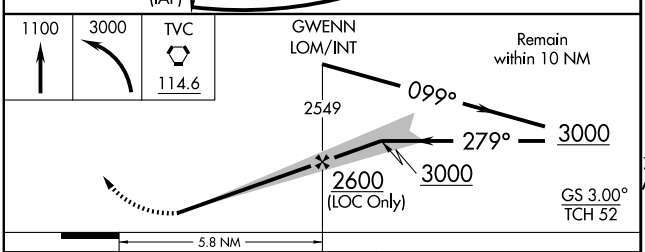
TRAVERSE CITY / CHERRY CAPITAL (TVC)

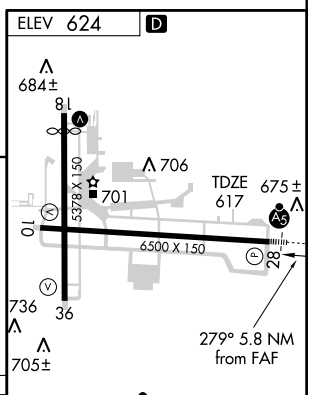
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct TVC VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 28	817-½ 200 (200-½)			
S-LOC 28	1360-½ 743 (800-½)	1360-¾ 743 (800-¾)	1360-1¾ 743 (800-1¾)	1360-2 743 (800-2)
CIRCLING	1360-1 736 (800-1)	1360-1¼ 736 (800-1¼)	1360-2¼ 736 (800-2¼)	1360-2½ 736 (800-2½)

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BATTLE CREEK, MI			
W.K. KELLOGG (BTL)	05	13-31	7,000 feet
DETROIT, MI			
COLEMAN A. YOUNG MUNI (DET)	15	07-25	4,900 feet
FLINT, MI			
BISHOP INTL (FNT)	09	18-36	4,100 feet
	36	09-27	6,300 feet
JACKSON, MI			
JACKSON COUNTY-REYNOLDS FIELD (JXN)	24	14-32	3,406 feet
TRAVERSE CITY, MI			
CHERRY CAPITAL (TVC)	18	10-28	2,850 feet
	28	18-36	5,500 feet
	28	18-36	5,500 feet

21 OCT 2010 to 18 NOV 2010

LOM TV	APP CRS	Rwy Idg	6500
365	279°	TDZE	617
		Apt Elev	624

NDB or GPS RWY 28

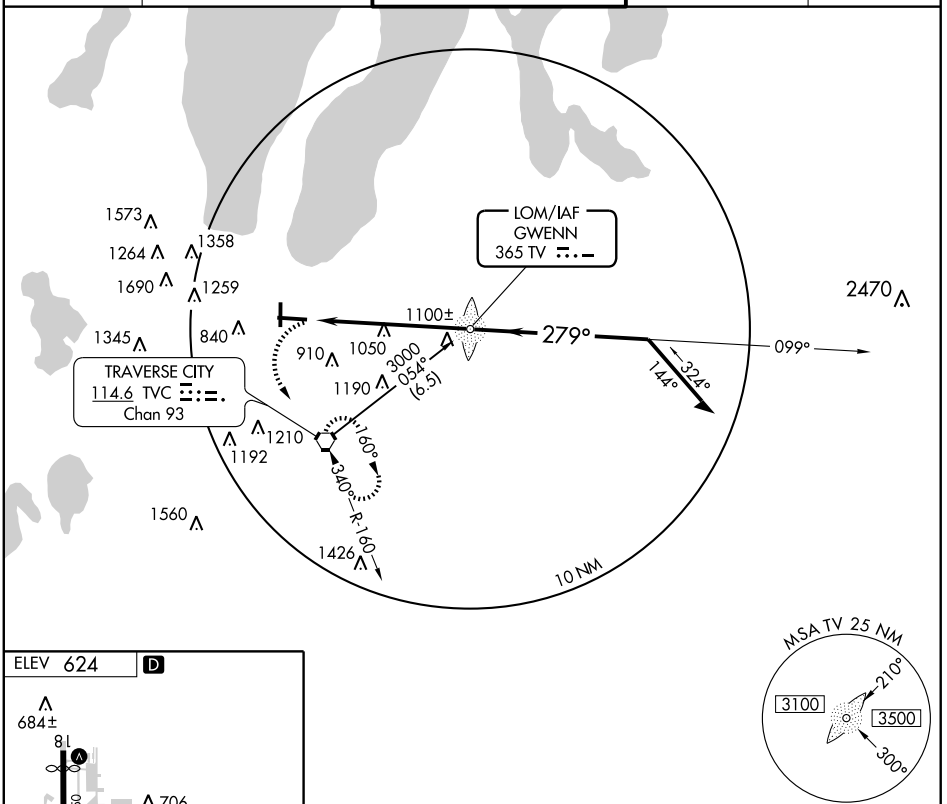
TRAVERSE CITY / CHERRY CAPITAL (TVC)

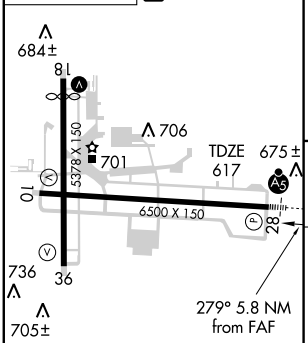
For inoperative MALSR increase Cat B S-28 visibility ½ mile.

MALSR

MISSED APPROACH: Climbing left turn to 3000 direct TVC VORTAC and hold.

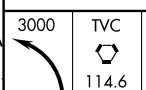
ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95

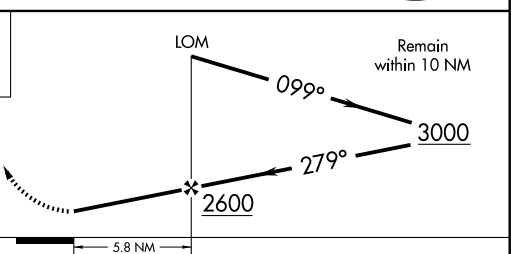




HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56





CATEGORY	A	B	C	D
S-28	1400-¾ 783 (800-¾)		1400-1¾ 783 (800-1¾)	1400-2¼ 783 (800-2¼)
CIRCLING	1400-1 776 (800-1)	1400-1¼ 776 (800-1¼)	1400-2¼ 776 (800-2¼)	1400-2½ 776 (800-2½)

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 42610	099°	TDZE	624
W10A		Apt Elev	624

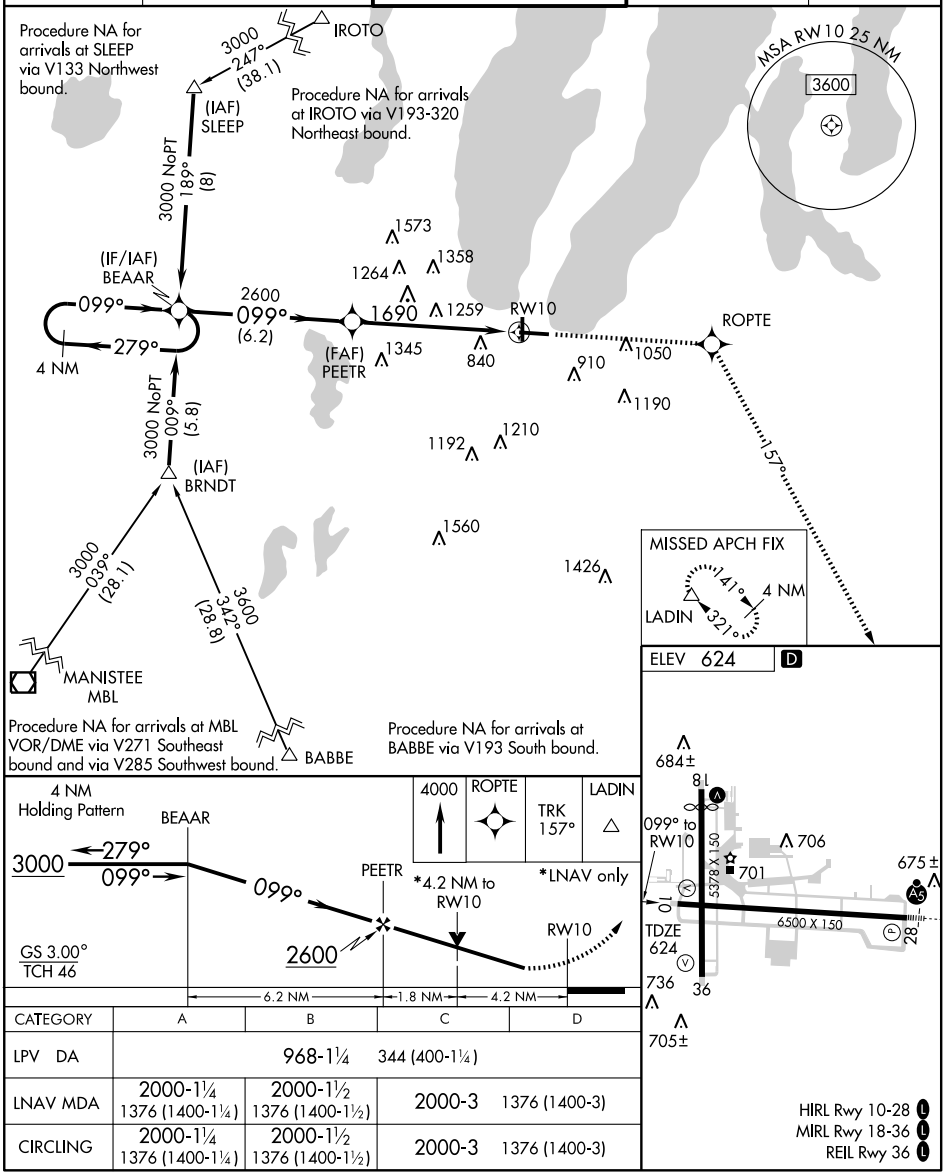
RNAV (GPS) RWY 10

TRAVERSE CITY / CHERRY CAPITAL (TVC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Bellaire altimeter setting and increase DA 51 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile.
VDP NA when using Bellaire altimeter setting.

MISSED APPROACH: Climb to 4000 direct ROPTE and via 157° track to LADIN and hold.

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	968-1¼ 344 (400-1¼)			
LNAV MDA	2000-1¼ 1376 (1400-1¼)	2000-1½ 1376 (1400-1½)	2000-3 1376 (1400-3)	
CIRCLING	2000-1¼ 1376 (1400-1¼)	2000-1½ 1376 (1400-1½)	2000-3 1376 (1400-3)	

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

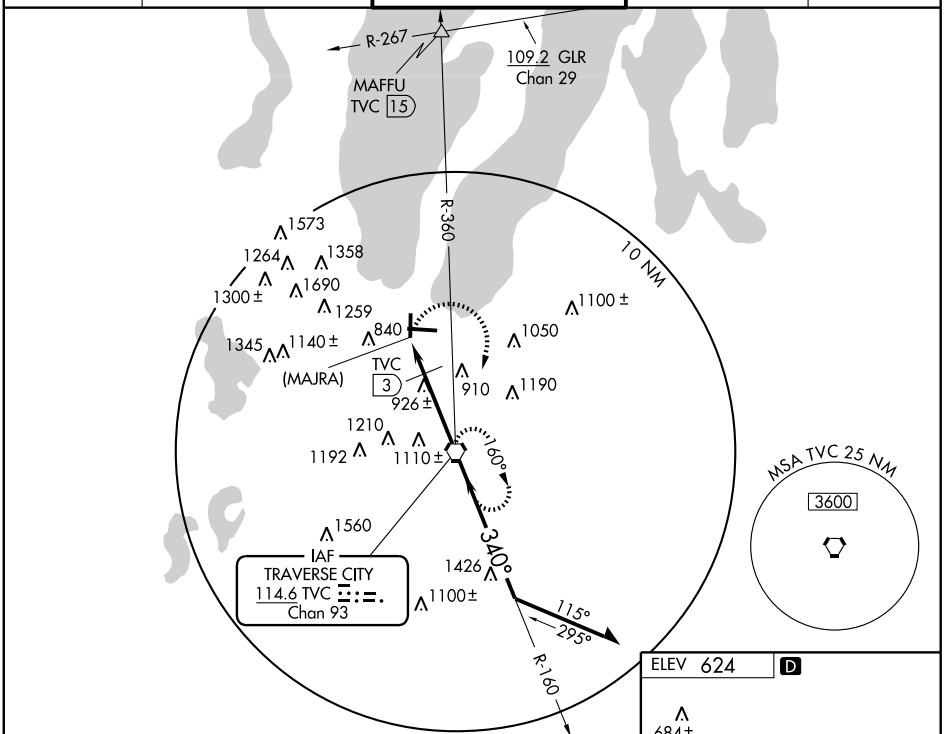
VORTAC TVC	APP CRS	Rwy Idg	N/A
114.6	340°	TDZE	N/A
Chan 93		Apt Elev	624

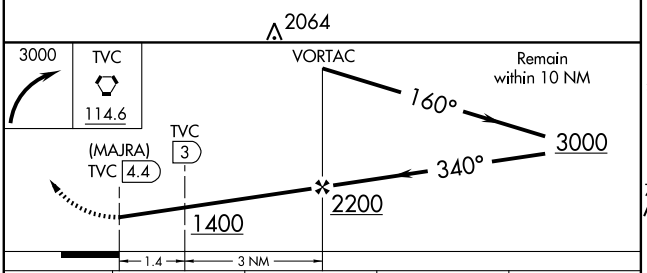
VOR or TACAN or GPS-A

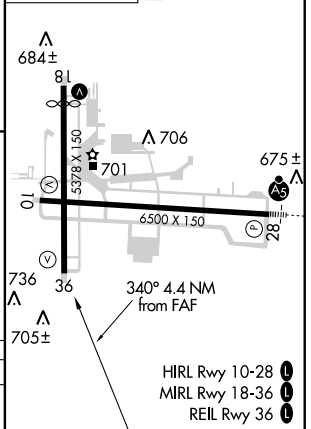
TRAVERSE CITY / CHERRY CAPITAL (TVC)

MISSED APPROACH: Climbing right turn to 3000 direct TVC VORTAC and hold. (TACAN aircraft climbing right turn to 3500 via TVC R-360 to MAFFU/Int 15 DME and hold N, RT, 180° inbound.)

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95







CATEGORY	A	B	C	D
CIRCLING	1400-1 776 (800-1)	1400-1¼ 776 (800-1¼)	1400-2¼ 776 (800-2¼)	1400-2½ 776 (800-2½)
DME MINIMUMS				
CIRCLING	1300-1 676 (700-1)		1300-2 676 (700-2)	1300-2¼ 676 (700-2¼)

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SUGAR LOAF RESORT (YØ4) 14 NW UTC−5(−4DT) N44°54.75′ W85°48.84′ GREEN BAY L–31B

825 NOTAM FILE LAN

RWY 02–20: H3519X50 (ASPH)

RWY 02: Trees. **RWY 20:** Thld dsplcd 572′. Trees.

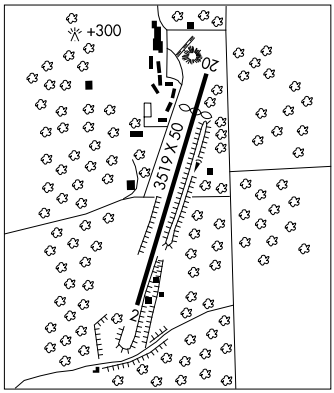
AIRPORT REMARKS: Unattended. Day ops only. No snow removal. Ski hill adjacent to rwy NW side. Adjacent ski facility CLOSED. +10′ hill on each side of rwy, 10′ from pavement edges in midsection of rwy. Pedestrians and golf course adjacent to rwy N end, pedestrians and equipment crossing rwy.

WEATHER DATA SOURCES: HIWAS 114.6 TVC.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TVC.

TRAVERSE CITY (H) VORTACW 114.6 TVC Chan 93 N44°40.07′ W85°33.00′ 325° 18.5 NM to fld. 912/2W. **HIWAS**



TRIBE N45°03.70′ W87°41.76′ NOTAM FILE MNM. GREEN BAY

NDB (LOM) 239 TN 035°4.6 NM to Menominee–Marinette Twin Co.

TRIPLE H (See PARCHMENT)

TRIPP CREEK (See ST JOHNS)

TROY

OAKLAND/TROY (VLL) 2 E UTC−5(−4DT) N42°32.58′ W83°10.67′ DETROIT COPTER L–28J, A IAP

727 B **FUEL** 100LL, JET A TPA—1727(1000) NOTAM FILE LAN

RWY 09–27: H3549X60 (ASPH) MIRL 0.7% up W

RWY 09: PAPI(P2R)—GA 4.0° TCH 30′. P–line.

RWY 27: PAPI(P2L)—GA 4.0° TCH 31′. Building.

AIRPORT REMARKS: Attended Sep–May Mon–Fri 1300–2300Z‡ Sat–Sun 1300–2300Z‡, Jun–Aug Mon–Fri 1300–0100Z‡, Sat–Sun 1300–2300Z‡. Deer and birds on and invof arpt. No touch and go landings or practice traffic patterns. Rwy 09 +3′ berm 316′ from thld. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.475 (248) 288-4649.

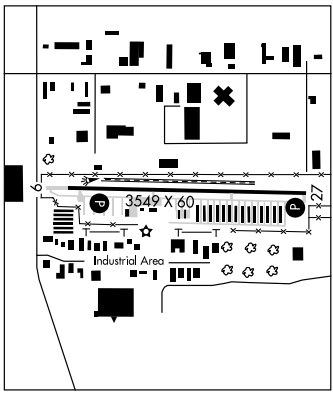
COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **DETROIT APP/DEP CON** 126.85 **CLNC DEL** 121.725

RADIO AIDS TO NAVIGATION: NOTAM FILE PTK.

PONTIAC (L) VORTAC 111.0 PSI Chan 47 N42°42.05′ W83°31.97′ 124° 18.4 NM to fld. 1148/3W.

COMM/NAV/WEATHER REMARKS: For CLNC DEL key frequency 121.725 4 times. To contact FSS key freq 121.725 6 times. One second on/one second off; monitor 121.725 while electronic equipments dials Detroit CLNC DEL/Lansing FSS.



TULIP CITY (See HOLLAND)

TUSCOLA AREA (See CARO)

UNIVERSITY AIRPARK (See BATH)

VAN CAMP'S HELIPORT (See TECUMSEH)

VAN WAGNEN (See NAPOLEON)

DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY SPENCER J. HARDY
OAKLAND SOUTHWEST
OAKLAND COUNTY INTL
OAKLAND/ TROY
CANTON-PLYMOUTH-METTETAL
ANN ARBOR MUNI
WILLOW RUN
DETROIT 113.4 DXO Chan 81
GROSSE ILE MUNI
CARLETON 115.7 CRL Chan 104
CUSTER
025°
050°
R-254
R-265
38
31
CRUXX
N41°58.21'
W84°08.66'
TURBOJETS: Expect to cross at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross at 9000 feet or below.
MEYERS-DIVER'S
76
DEEBE
N41°41.46'
W84°26.55'
ROTER
N41°10.94'
W84°25.71'
DAYTON 114.5 DQN Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
MAA-33000
10000
360°
(70)
80
55
(31)
34
JACKSON 109.6 JXN Chan 33
R-184
7500
106°
(28)
R-201
7500
074°
(37)
R-058
016°
(28)
47
7500
016°
(19)
LITCHFIELD 111.2 LFD Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
MODEM
N41°43.69'
W84°53.83'
GAREN
N41°17.46'
W85°04.07'
FORT WAYNE 117.8 FWA Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME Required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

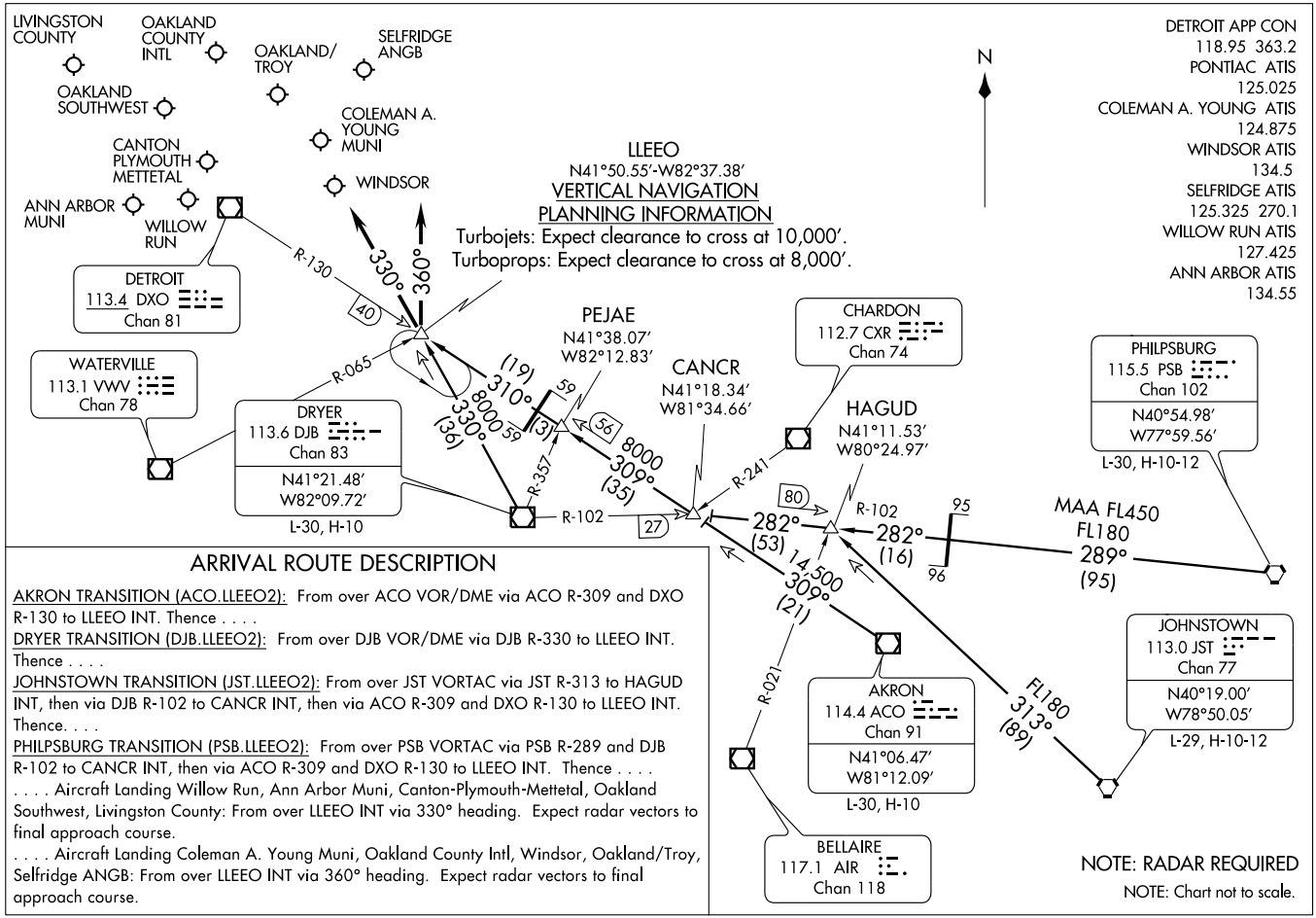
DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 0MI7, ØZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LLEEO TWO ARRIVAL (LLEEO.LLEEO2) 09127

DETROIT, MICHIGAN

ST-467 (FAA)

RNAV (GPS) RWY 9

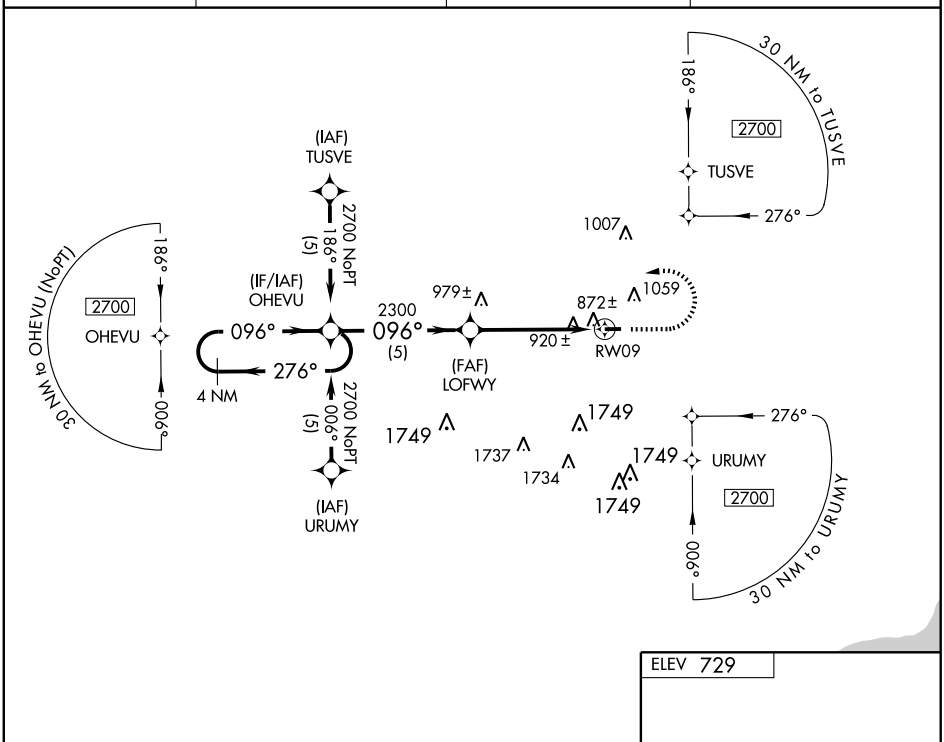
TROY / OAKLAND/TROY (VLL)

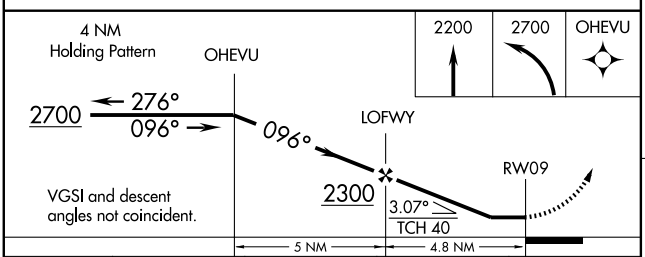
APP CRS	Rwy Idg	3549
096°	TDZE	729
	Apt Elev	729

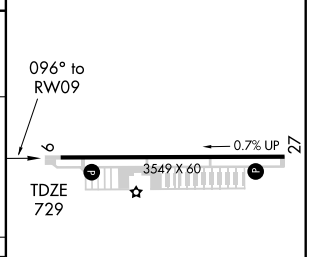
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2700 direct OHEVU WP and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
119.475	126.85 363.2	121.725	123.05 (CTAF) L





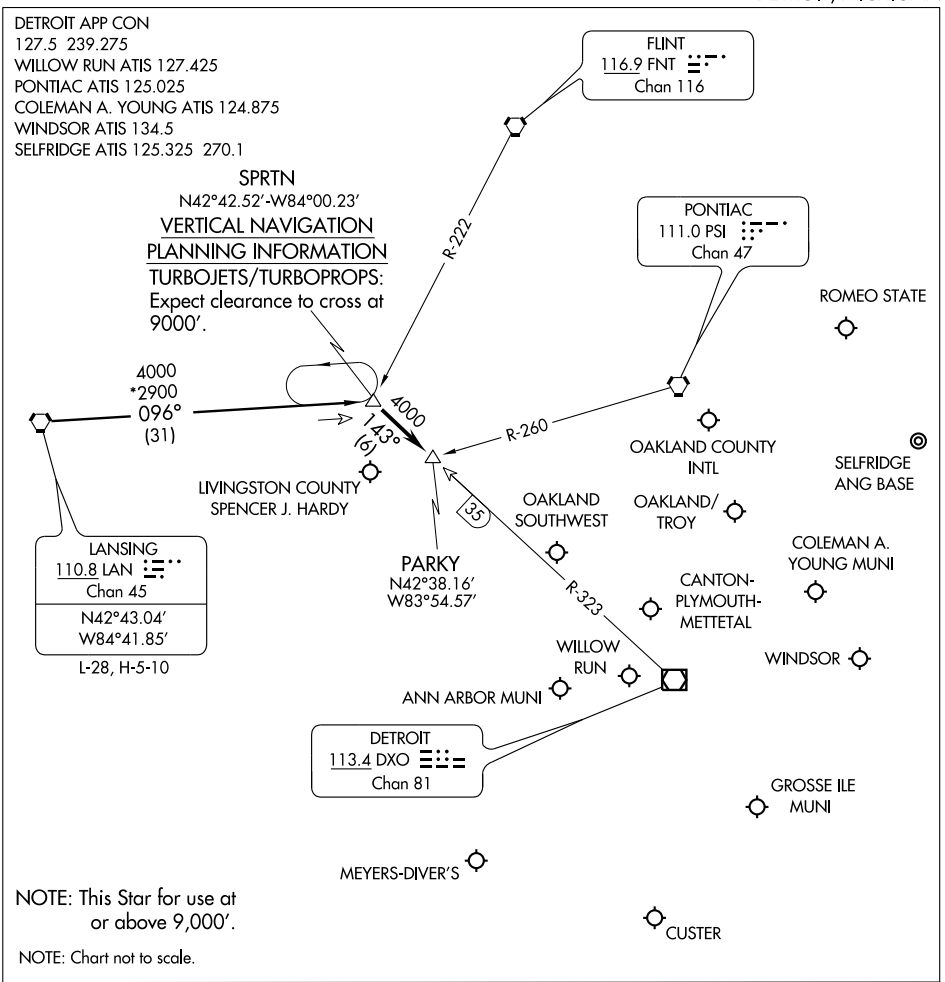


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1260-1 531 (600-1)		1260-1½ 531 (600-1½)	NA
CIRCLING	1400-1 671 (700-1)		1400-2 671 (700-2)	NA

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN

(SPRTN.SPRTN3) 10210

EC-1, 21 OCT 2010 to 18 NOV 2010

SWWAN ONE ARRIVAL

PONTIAC, MICHIGAN

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWWAN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT.
Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

EC-1, 21 OCT 2010 to 18 NOV 2010

EC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PSI 111.0 Chan 47	APP CRS 124°	Rwy Idg N/A TDZE N/A Apt Elev 729

VOR or GPS-A

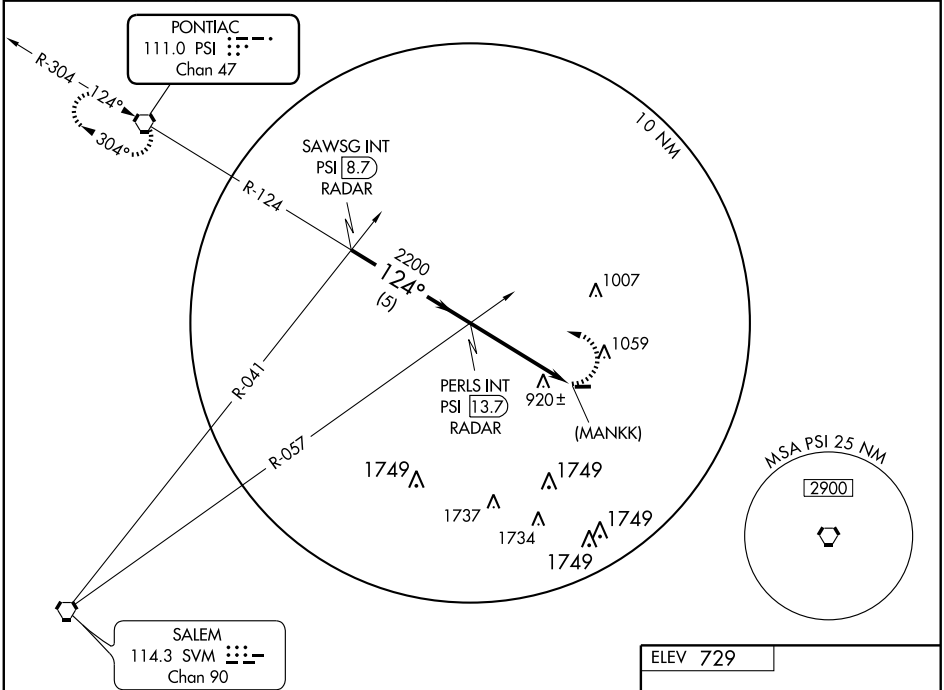
TROY / OAKLAND/TROY (VLL)

Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA. Use Coleman A. Young Muni altimeter setting.

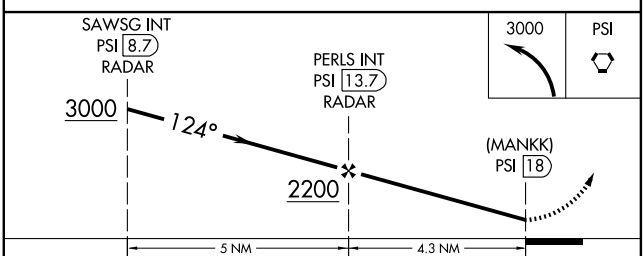
NA

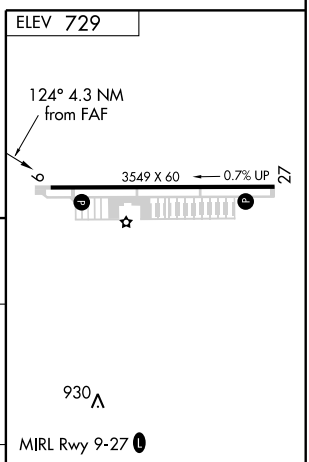
MISSED APPROACH: Climbing left turn to 3000 direct PSI VORTAC and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
119.475	126.85 363.2	121.725	123.05 (CTAF)



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1400-1 671 (700-1)		1400-2 671 (700-2)	NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

WATERVLIET MUNI (4ØC) 1 NE UTC−5(−4DT) N42°12.00′ W86°15.00′ **CHICAGO**
656 NOTAM FILE LAN
RWY 02–20: 2600X200 (TURF)
RWY 02: Thld dsplcd 603′. Trees. **RWY 20:** Thld dsplcd 771′. Trees.
RWY 07–25: 1975X200 (TURF) (LOCAL USE ONLY)
RWY 07: Trees. **RWY 25:** Trees.
AIRPORT REMARKS: Unattended. Ultralight activity. Rwy 02–20 and Rwy 07–25 soft when wet and during spring; Rwys have poor drainage. Rwy 02–20 and dsplcd thld marked with 3′ yellow cones. Rwy 07–25 defined by mowing.
COMMUNICATIONS: CTAF 122.9

WAYLAND

CALKINS FLD (41C) 1 N UTC−5(−4DT) N42°41.50′ W85°38.75′ **CHICAGO**
740 NOTAM FILE LAN
RWY 01–19: 2200X75 (TURF)
RWY 01: Thld dsplcd 800′. Building. **RWY 19:** Tree.
RWY 09–27: 1800X100 (TURF)
RWY 09: Thld dsplcd 200′. Trees. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. No snow removal–verify conditions call 616–889–5971 (manager's cell) or 616–813–8903 (Asst mgr). Rwy 09–27 surface rough and uneven, soft when wet. Rwy 01–19 local use only. Rwy 09–27 and Rwy 01–19 and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

WEIDMAN

OJIBWA AIRPARK (D11) 3NW UTC−5(−4DT) N43°43.20′ W85°00.17′ **CHICAGO**
950 NOTAM FILE LAN
RWY 05–23: 3600X125 (TURF) LIRL
RWY 05: Thld dsplcd 700′. Road. **RWY 23:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Attended Apr–Nov irregularly. Arpt CLOSED when snow covered except ski equipped acft; approximately Nov thru Apr. Rwy 05 has 14′ road and 3′ fence at thld, and tall trees all quads. Rwy 23 E 400′ is soft when wet. Trees both sides of rwy. Rwy 05 and Rwy 23 marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

WELKE (See BEAVER ISLAND)

WELLS (See ROCKFORD)

WEND VALLEY (See CHARLOTTE)

WEST BRANCH COMMUNITY (Y31) 3 SE UTC−5(−4DT) N44°14.69′ W84°10.79′ **LAKE HURON**
883 B S4 **FUEL** 100LL, JET A NOTAM FILE LAN **H–11A, L–31C**
RWY 09–27: H5000X100 (ASPH) S–26 MIRL 0.4% up W **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat–Sun 1400–2200Z‡. For attendant after hrs call 989–345–3524; svc charge. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27; PAPI and REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (LANSING RADIO)
MINNEAPOLIS CENTER APP/DEP CON 125.475
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
(T)VORW/DME 113.2 BXZ Chan 79 N44°14.57′ W84°11.03′ at fld. 884/6W.
DME unusable 020°–205° byd 19 NM blo 3000′, 205°–020° byd 19 NM blo 3500′.

WESTPHALIA

FOREST HILL (3F5) 6SE UTC−5(−4DT) N42°54.74′ W84°40.53′ **DETROIT**
775 NOTAM FILE LAN
RWY 09–27: 2070X80 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
RWY 18–36: 1900X80 (TURF)
RWY 18: Thld dsplcd 185′. Road. **RWY 36:** Thld dsplcd 380′. Tree.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Rwy 09–27 and Rwy 18–36 soft in spring. Rwy 09 has a 30′ p–line in apch 606′ from thld. Rwy 09–27 and Rwy 18–36 edges and dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9

WEXFORD CO (See CADILLAC)

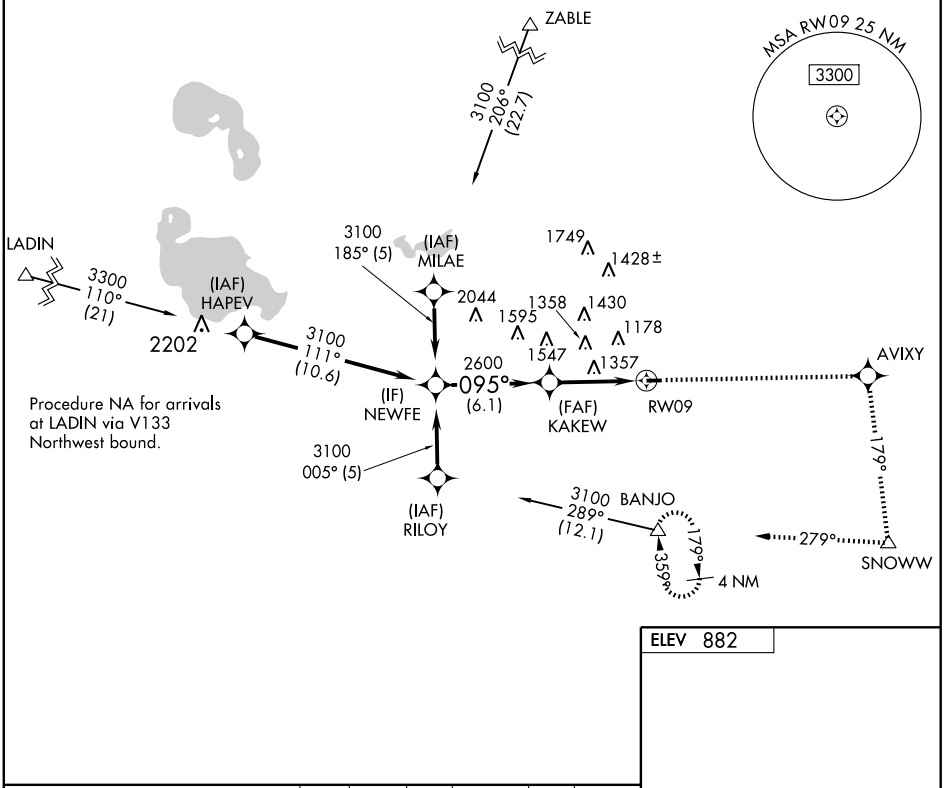
APP CRS	Rwy Idg	5000
095°	TDZE	877
	Apt Elev	882

RNAV (GPS) RWY 9
WEST BRANCH COMMUNITY (Y31)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saginaw Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat A visibility ¼ mile and Cat C/D ½ mile, increase Circling Cat A visibility ¼ mile and Cat C/D ½ mile.

MISSED APPROACH: Climb to 4000 direct AVIXY and via track 179° to SNOWW and via track 279° to BANJO and hold.

MINNEAPOLIS CENTER	UNICOM
125.475 269.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1660-1 783 (800-1)	1660-1¼ 783 (800-1¼)	1660-2¼ 783 (800-2¼)	1660-2½ 783 (800-2½)
CIRCLING	1660-1 778 (800-1)	1660-1¼ 778 (800-1¼)	1660-2¼ 778 (800-2¼)	1660-2½ 778 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
275°	TDZE	877
	Apt Elev	882

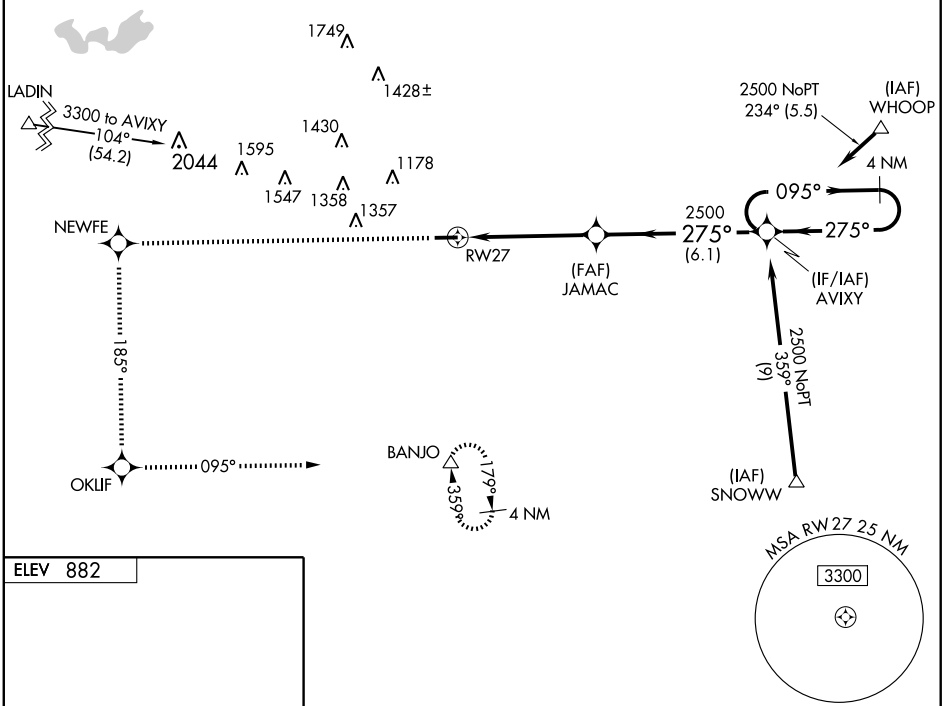
RNAV (GPS) RWY 27
WEST BRANCH COMMUNITY (Y31)

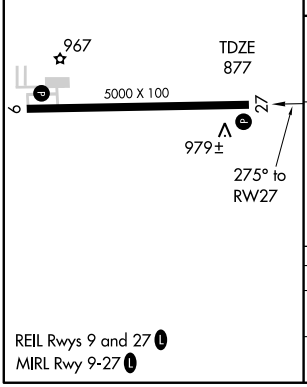
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saginaw Intl altimeter setting and increase all MDA 140 feet, increase LNAV visibility Cat C/D ¼ mile and Circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct NEWFE and via track 185° to OKLIF and via track 095° to BANJO and hold.

MINNEAPOLIS CENTER	UNICOM
125.475 269.45	122.8 (CTAF) L

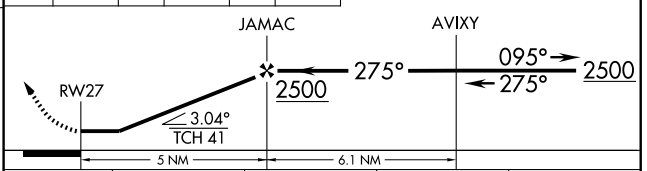
Procedure NA for arrivals at LADIN via V133 Northwest bound.





4000	NEWFE	TRK 185°	OKLIF	TRK 095°	BANJO

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1240-1 363 (400-1)			1240-1¼ 363 (400-1¼)
CIRCLING	1480-1 598 (600-1)		1480-1½ 598 (600-1½)	1520-2 638 (700-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BXZ	APP CRS	Rwy Idg	5000
113.2	269°	TDZE	877
Chan 79		Apt Elev	883

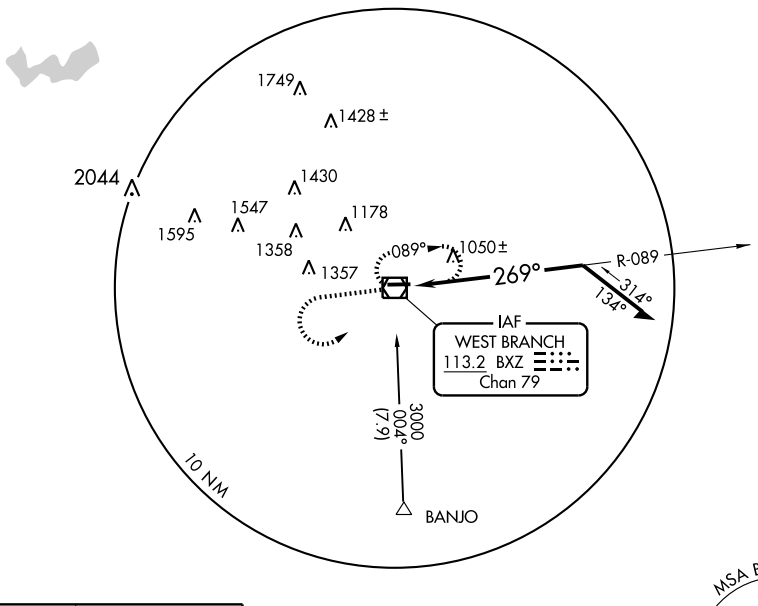
VOR RWY 27

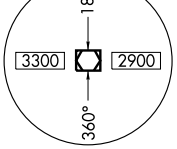
WEST BRANCH COMMUNITY (Y31)

T NA — When local altimeter setting not received, use Saginaw Intl altimeter setting and increase all MDA 140 feet, increase S-27 and Circling Cat C and D visibility ½ mile. Visibility reduction by helicopters NA.

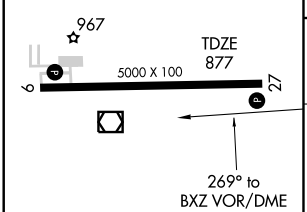
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct BXZ VOR/DME and hold.

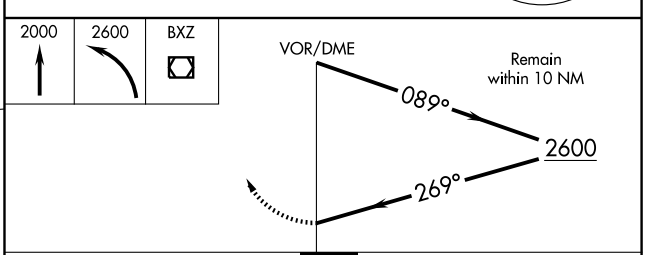
MINNEAPOLIS CENTER	UNICOM
125.475 269.45	122.8 (CTAF) L





ELEV 883





CATEGORY	A	B	C	D
S-27	1360-1	483 (500-1)	1360-1¼ 483 (500-1¼)	1360-1½ 483 (500-1½)
CIRCLING	1480-1	597 (600-1)	1480-1½ 597 (600-1½)	1520-2 637 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1, 21 OCT 2010 to 18 NOV 2010
EC-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19[1]** **ILS or LOC Rwy 23[2]** **RADAR[3]**

[1]NA when local weather not received.
[2]LOC, NA.
[3]NA when Akron-Canton approach control closed.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD ..... **ILS or LOC Rwy 30[1]**
NDB Rwy 30
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.
[1]NA when control tower closed.

ASHTABULA, OH

ASHTABULA COUNTY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS Rwy 26

NA when local weather not available.

ATHENS (ALBANY), OH

OHIO U SNYDER FIELD ..... **NDB Rwy 25**

NA when local weather not available.

BLOOMINGTON, IN

MONROE COUNTY ... **ILS or LOC/DME Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 6
VOR/DME Rwy 24

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L[124]** **LOC BC Rwy 3R[13]** **NDB Rwy 21L[124]** **NDB Rwy 25[134]** **RNAV (GPS) Rwy 21L[34]** **RNAV (GPS) Rwy 25[145]**

[1]NA when control tower closed.
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.

CLEVELAND, OH

BURKE LAKEFRONT ..... **ILS or LOC Rwy 24R**
NDB or GPS Rwy 24R[1]

NA when control tower closed.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CUYAHOGA COUNTY .... **ILS or LOC Rwy 24[12]**
LOC/DME BC Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

COLUMBUS, IN

COLUMBUS MUNI ..... **ILS Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD ..... **ILS or LOC Rwy 4[12]**
NDB Rwy 4[12]
RNAV (GPS) Rwy 4[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE
UNIVERSITY ..... **ILS or LOC Rwy 9R**
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[23]
ILS or LOC Rwy 28L[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH

DAYTON-
WRIGHT BROTHERS ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN

ELKHART MUNI ..... **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]
[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[13]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]
[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 800-2½.

SMITH FIELD ..... **VOR Rwy 13**
NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL ..... **NDB or GPS Rwy 30**
NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

HAMILTON, OH

BUTLER COUNTY RGNL .. **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

HUNTINGBURG, IN

HUNTINGBURG ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK ..... **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL ..... **VOR or GPS Rwy 18**
NA except for operators with approved weather reporing service.

KNOX, IN

STARKE COUNTY ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
VOR Rwy 32
NA when local weather not available.

LAFAYETTE, IN

PURDUE UNIVERSITY ..... **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]
[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY .... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 28
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN

CASS COUNTY ..... **VOR/DME RNAV Rwy 27**
VOR -A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL ..... **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH

MANSFIELD LAHM RGNL ..... **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH

MARION MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN

DELAWARE COUNTY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 20[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD ..... **VOR-A**
Category C, 800-2¼.

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NAME ALTERNATE MINIMUMS

NEWARK, OH

NEWARK-HEATH ..... **LOC Rwy 9**[1]
VOR-A[2]

[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

SHELBYVILLE, IN

SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL ..... **ILS or LOC Rwy 9R**[1]
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI ..... **ILS or LOC Rwy 24**[12]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]

[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-HULMAN FIELD ..... **LOC BC Rwy 23**[1]
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]

[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

TOLEDO, OH

METCALF FIELD ..... **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS ..... **ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]

[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

URBANA, OH

GRIMES FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

VALPARAISO, IN

PORTER COUNTY MUNI ..... **ILS Rwy 27**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]

[1]LOC, NA.
[2]NA when local weather not available.

VAN WERT, OH

VAN WERT COUNTY ..... **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WARSAW, IN

WARSAW MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WILMINGTON, OH

AIRBORNE AIRPARK ..... **ILS or LOC Rwy 4L[14]**
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]

NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI ..... **VOR or GPS Rwy 4[1]**
VOR or GPS Rwy 22[2]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

21 OCT 2010 to 18 NOV 2010

AKRON, OH

Amdt. 23A, April 8, 2010 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▼ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1720**/24	511	(600-½)	CD	**1720**/50	511	(600-1)
	5		AB	**1640**-1	438	(500-1)	C	**1640**-1¼	438	(500-1¼)
			D	**1640**-1½	438	(500-1½)				
	19		ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23		ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING			AB	**1760**-1	532	(600-1)	C	**1760**-1½	532	(600-1½)
			D	**1780**-2	552	(600-2)				

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
			D	**880**/50	462	(500-1)				
	4		AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
			D	**880**-1½	495	(500-1½)				
	36		AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
			D	**880**-1½	497	(500-1½)				
	18		AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
			D	**880**-1½	484	(500-1½)				
CIRCLING			A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
			C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

21 OCT 2010 to 18 NOV 2010

FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

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GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

21 OCT 2010 to 18 NOV 2010

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

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TOLEDO, OH

Amdt. 19A, AUG 26, 2010 (FAA) ELEV **683**

TOLEDO EXPRESS

RADAR - 134.35 317.55 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1080**-1	412	(500-1)	CD	**1080**-1¼	412	(500-1¼)
		E	**1080**-1½	412	(500-1½)				
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	497	(500-1)	C	**1180**-1½	497	(500-1½)
		D	**1240**-2	557	(600-2)	E	**1360**-2½	677	(700-2½)

For inoperative ALSF-2, increase S-7 CAT D visibility to RVR 6000, CAT E to 1½.
For inoperative MALSR, increase S-25 CAT D/E visibility to 1¼.

YOUNGSTOWN-WARREN, OH Amdt. 13A, MAY 6, 2010 (FAA) ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		AB	**1600**/24	415	(500-½)	C	**1600**/40	415	(500-¾)
			D	**1600**/50	415	(500-1)				
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
AMDT 1A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 7,** 300-1. **Rwy 19,** 300-1 or std. w/ min. climb of 394' per NM to 1300. **Rwy 25,** 300-1¾ or std. w/ min. climb of 265' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning North.
NOTE: **Rwy 7,** numerous trees, poles, roads, and terrain points beginning 45' from DER, both sides of centerline, up to 120' AGL/1189' MSL. **Rwy 19,** tree 3244' from DER, 631' right of centerline, 100' AGL/1203' MSL. **Rwy 25,** tower 1.4 NM from DER, 216' left of centerline, 309' AGL/1342' MSL.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

NAME	TAKE-OFF MINIMUMS

ASHLAND, OH

ASHLAND COUNTY (3G4)
AMDT 3 10126 (FAA)
NOTE: **Rwy 1,** trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL. **Rwy 19,** trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

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ATHENS (ALBANY), OH
OHIO UNIVERSITY SNYDER FIELD (UNI)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 200-1 or std. w/ min. climb of 310' per NM to 1000. **Rwy 25,** 200-1 or std. w/ min. climb of 360' per NM to 1000.
NOTE: **Rwy 7,** trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL. Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL. Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL. **Rwy 25,** trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/925' MSL. Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

AUBURN, IN
DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH
BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH
BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BRYAN, OH
WILLIAMS COUNTY (0G6)
ORIG 10154 (FAA)
NOTE: **Rwy 7,** vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL. Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL. Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL. **Rwy 25,** vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL744' MSL. Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL. Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH

LAKEFIELD (CQA)

AMDT 2 10042 (FAA)

NOTE: **Rwy 8,** trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL. Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL. **Rwy 26,** vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL. Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL. Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL. Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

CHILLICOTHE, OH

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 14 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ w/ min. climb of 205' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 413' per NM to 1100 or 600-2¾ w/ min. climb of 228' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 466' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 218' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1300 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL. Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL. Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL. Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL. Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL. Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL. Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL. Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL. Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL. **Rwy 21R,** trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL. Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL. Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL. Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL. **Rwy 21L,** trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL. Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL. Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL. Tower 2 NM from DER, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, poles, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL. Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL. Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL

21 OCT 2010 to 18 NOV 2010

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)
AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN
METTEL FIELD (CEV)
AMDT 2 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.
DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.
NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH
RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

CRAWFORDSVILLE, IN
CRAWFORDSVILLE MU NI (CFJ)
ORIG 10154 (FAA)
NOTE: **Rwy 4,** tree 691' from DER, 324' left of centerline, 100' AGL/889' MSL, vehicle on road, 615' from DER, 41' left of centerline, 17' AGL/816' MSL.

DAYTON, OH
DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to 100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)
NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.
NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH
DELAWARE MUNI (DLZ)
ORIG 07298 (FAA)
NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH
COLUMBIANA COUNTY (02G)
AMDT 2 86296 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH
ELYRIA (1G1)
NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN
EVANSVILLE RGNL (EVV)
AMDT 8 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.
NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)

ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)

AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)

AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)

AMDT 1 10154 (FAA)

NOTE: **Rwy 9,** trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL. Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL. **Rwy 27,** trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL. Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL. Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL. Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL. SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL. Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL. Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

FRANKFORT, IN

FRANKFORT MUNI (FKR)

ORIG 10154 (FAA)

NOTE: **Rwy 4,** vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL. Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL. Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL. Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL. **Rwy 9,** crops 389' from DER, left to right of centerline, 10' AGL/872' MSL. **Rwy 22,** crops 200' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL. **Rwy 27,** crops 299' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

FREMONT, OH

FREMONT (14G)

AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.

NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)

ORIG 08101 (FAA)

NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)

AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course. **Rwy 23,** climb via 215° track to 1500 before proceeding on course.

GARY, IN

GARY/CHICAGO INTL (GYY)

AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH
BROWN COUNTY (GEO)
AMDT 2 10238 (FAA)
NOTE: **Rwy 18,** vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL. Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL. **Rwy 36,** trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL. Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

GOSHEN, IN
GOSHEN MUNI (GSH)
ORIG 08157 (FAA)
NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN
PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN
GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN
GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH
BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH
CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH
HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN
HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN
HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)

NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN
CLARK RGNL (JVY)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 140° to 1300 before turning west. **Rwy 18,** climb heading 182° to 1500 before turning west. **Rwy 32,** climb heading 335° to 1900 before turning west. **Rwy 36,** climb heading 002° to 1600 before turning west.
NOTE: **Rwy 14,** sign 22' from DER, 88' right of centerline, 22' AGL/465' MSL. Tree 262' from DER, 361' left of centerline, 77' AGL/527' MSL. Trees beginning 499' from DER, 175' left of centerline, up to 93' AGL/543' MSL. Trees beginning 596' from DER, 175' right of centerline, up to 96' AGL/536' MSL. Transmission tower and tree beginning 1668' from DER, 306' left of centerline, up to 89' AGL/569' MSL. Tree and transmission towers 1942' from DER, 98' right of centerline, 145' AGL/603' MSL. **Rwy 18,** tree 262' from DER, 524' left of centerline, 60' AGL/490' MSL. Trees beginning 301' from DER, 474' right of centerline, up to 65' AGL/495' MSL. Trees and transmission towers beginning 626' from DER, 105' left of centerline, up to 146' AGL/605' MSL. Trees and light pole beginning 764' from DER, 154' right of centerline, up to 150' AGL/603' MSL. Trees beginning 1375' from DER, 35' left of centerline, up to 121' AGL/551' MSL. Trees beginning 1720' from DER, 28' right of centerline, up to 99' AGL/559' MSL. Transmission towers and catenary beginning 4640' from DER, up to 120' AGL/600' MSL. **Rwy 32,** sign 19' from DER, 87' left of centerline, 14' AGL/474' MSL. Trees beginning 192' from DER, 324' right of centerline, up to 76' AGL/546' MSL. Tree 385' from DER, 269' left of centerline, 61' AGL/531' MSL. Building 559' from DER, 165' right of centerline, 25' AGL/485' MSL. Pole and tree 1026' from DER, 25' left of centerline, up to 47' AGL/507' MSL. Tree 1053' from DER, 510' left of centerline, 90' AGL/560' MSL. Tree 2052' from DER, 12' left of centerline, 99' AGL/569' MSL. **Rwy 36,** tree 1736' from DER, 909' right of centerline, 73' AGL/533' MSL.

KENDALLVILLE, IN
KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN
KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH
HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN
STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.
Rwy 18, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

KOKOMO, IN
KOKOMO MUNI (OKK)
ORIG 10210 (FAA)
NOTE: **Rwy 5,** trees beginning 501' from DER, 362' right of centerline, up to 41' AGL/870' MSL. Silo and trees beginning 639' from DER, 457' left of centerline, up to 52' AGL/881' MSL. **Rwy 14,** trees, bushes and silo beginning 7' from DER, 196' left of centerline, up to 51' AGL/890' MSL. **Rwy 23,** sign, pole, trees and road beginning 22' from DER, 7' right of centerline, up to 66' AGL/905' MSL. **Rwy 32,** hangar and pole beginning 153' from DER, 490' right of centerline, up to 23' AGL/852' MSL. Trees and silo beginning 949' from DER, 279' left of centerline, up to 51' AGL/877' MSL.

LA PORTE, IN
LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

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LIMA, OH
LIMA ALLEN COUNTY (AOH)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 10,** bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL. **Rwy 28,** multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 203° to 1200 before turning left.
NOTE: **Rwy 2,** vehicle on road beginning 97' from DER, 191' left of centerline, up to 15' AGL/654' MSL. Vehicle on road 374' from DER, 555' right of centerline, 15' AGL/674' MSL. Trees beginning 169' from DER, left and right of centerline, up to 50' AGL/709' MSL. **Rwy 20,** trees beginning at DER, 181' right of centerline, up to 50' AGL/709' MSL. Vehicles on road 208' from DER, left and right of centerline, 17' AGL/676' MSL. Trees beginning 1418' from DER, left and right of centerline, up to 50' AGL/719' MSL.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGI/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1.
Rwy 26, 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.
NOTE: **Rwy 9,** trees beginning 520' from DER, 4' right of centerline, up to 80' AGL/1239' MSL. **Rwy 27,** pole 507' from DER, 251' right of centerline, 34' AGL/1251' MSL.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTYRGNL (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL.**Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

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NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

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RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

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SOUTH BEND, IN

SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN

SKY KING (3I3)
AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.

DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)

NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)
AMDT 2 09183 (FAA)

NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH
METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 22,32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.
NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.
DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH
WYANDOT COUNTY (56D)
ORIG 80150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

URBANA, OH
GRIMES FIELD (I74)
AMDT 1 10266 (FAA)
NOTE: **Rwy 2,** numerous trees beginning 995' from DER, 6' left of centerline, up to 100' AGL/1152' MSL. Numerous trees beginning from 2106' from DER, 327' right of centerline, up to 100' AGL/1140' MSL. Numerous power poles 1204' from DER, 654' right of centerline, 55' AGL/1125' MSL. **Rwy 20,** numerous trees beginning 5' from DER, 487' left of centerline, up to 100' AGL/1111' MSL. Tank 5459' from DER, 1062' left of centerline, 170' AGL/1195' MSL. Numerous trees beginning 672' from DER, 92' right of centerline, up to 100' AGL/1120' MSL.

VALPARAISO, IN
PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)
NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH
VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH
DARKE COUNTY (VES)
AMDT 2A 10154 (FAA)
NOTE: **Rwy 9,** trees 149' from DER, 353' left of centerline up to 50' AGL/1085' MSL. Tower 320' from DER, 326' left of centerline, 30' AGL/1033' MSL. Vehicle on road, 434' from DER, on centerline, 15' AGL/1019' MSL. **Rwy 27,** vehicle on road, 373' from DER, on centerline, 15' AGL/1019' MSL.

WADSWORTH, OH
WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.
NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

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WAPAKONETA, OH
NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)
NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN
WARSAW MUNI (ASW)
AMDT 2 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 242' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
NOTE: **Rwy 9,** multiple trees beginning 1369' from DER, 176' left of centerline, up to 68' AGL/908' MSL. Vehicles on road, 185' from DER, 264' left of centerline, 15' AGL/866' MSL. Obstruction light on tower, 5640' from DER, 105' left of centerline, 171' AGL/1020' MSL. Vehicles on road, 182' from DER, 22' right of centerline, 15' AGL/865' MSL. **Rwy 18,** tree 1276' from DER, 298' right of centerline, 65' AGL/905' MSL. **Rwy 27,** tree 1127' from DER, 521' right of centerline, 37' AGL/877' MSL. **Rwy 36,** vehicles on road 505' from DER, on centerline, 15' AGL/864' MSL. Trees beginning 1768' from DER, 32' left of centerline, up to 100' AGL/929' MSL. Tree 1666' from DER, 569' right of centerline, 100' AGL/929' MSL.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.
NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH
FULTON COUNTY (USE)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH
PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end ofrunway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' rightof centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½*

Rwy 23R, 400-2¾**

Rwy 23L, 400-2¾***

* Or standard with minimum climb of 240ft/NM to 1100'.

** Or standard with minimum climb of 260ft/NM to 1300'.

*** Or standard with minimum climb of 210ft/NM to 1300'.

Rwy 5R, Climb on track 050° until reaching 1100.

TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.

Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN, OH (CON'T)

YOUNGSTOWN ELSER METRO (4G4)

AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¾ or std. w/ min. climb of 237' per NM to 1500. **Rwy 28,** 300-1 or std. w/ a min. climb of 463' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 098° to 2000 before proceeding on course. **Rwy 28,** climb heading 278° to 1700 before turning right.

NOTE: **Rwy 10,** vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL. Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL. Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL. **Rwy 28,** trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL. Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL. Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)

ORIG 03359 (FAA)

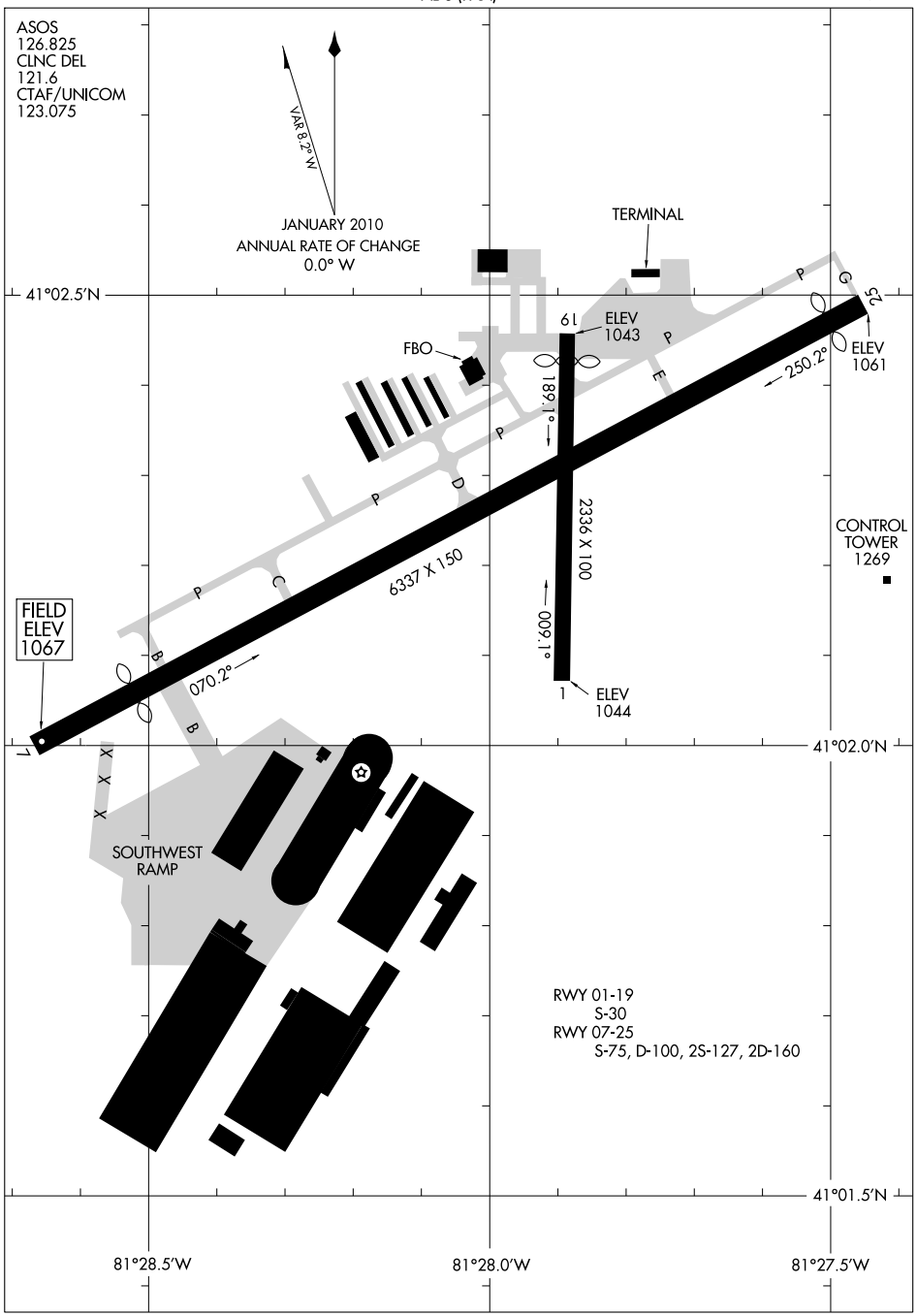
NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AKRON FULTON INTL (AKR)
AKRON,OHIO

AL-6 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AKRON,OHIO
AKRON FULTON INTL (AKR)

10210

AKRON FULTON INTL (AKR) 0 S UTC−5(−4DT) N41°02.25′ W81°28.02′ **DETROIT**

1067 B **FUEL** 100LL, JET A AOE NOTAM FILE AKR **H–10G, L–30G**

RWY 07–25: H6337X150 (ASPH) S–75, D–100, 2S–127, 2D–160 HIRL **IAP, AD**

RWY 07: REIL. PAPI(P4L)—GA 3.6° TCH 45′. Thld dsplcd 760′. Railroad.

RWY 25: REIL. Thld dsplcd 262′. Trees.

RWY 01–19: H2336X100 (ASPH) S–30 MIRL

RWY 01: Brush. **RWY 19:** Thld dsplcd 190′.

AIRPORT REMARKS: Attended 1100—0300Z‡. Deer on and invof rwys and twys. PPR for svc after hrs call arpt manager 330–864–2366. Rwy 07 REIL OTS indef. ACTIVATE MIRL Rwy 01–19, HIRL Rwy 07–25, and REIL Rwys 07 and 25—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 126.825 (330) 724–4237.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)

CLNC DEL 121.6

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡.)

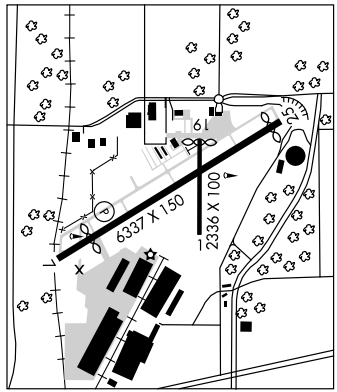
AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

(L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 255° 12.8 NM to fld. 1194/4W.

NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 249° 4.1 NM to fld. NOTAM FILE CLE.

ILS/DME 110.9 I–AKR Chan 046 Rwy 25 LOM AKRON NDB. LOC only. DME unusable byd 25° left of course. Unmonitored when twr clsd.



MAYFIELD (1D4) 5 SE UTC−5(−4DT) N40°59.55′ W81°25.91′ **DETROIT**

1100 TPA—2800(1700) NOTAM FILE CLE

RWY 09–27: 2315X110 (TURF)

RWY 09: Thld dsplcd 180′. Trees. **RWY 27:** Thld dsplcd 590′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Rwy 09–27 marked with tires. Dsplcd thld marked with yellow tires.

COMMUNICATIONS: CTAF 122.9

OLD PORTAGE HELIPORT (4P2) 4 NW UTC−5(−4DT) N41°08.27′ W81°32.95′ **DETROIT**

760 NOTAM FILE CLE

HELIPAD H1: 100X100 (TURF)

HELIPORT REMARKS: Unattended. Helipad H1 +82′ to +46′ tree along with +17′ building and +30′ p–line near pad.

COMMUNICATIONS: CTAF 122.9

SCHMELTZER HELIPORT (6D5) 7 NW UTC−5(−4DT) N41°08.84′ W81°39.62′ **DETROIT**

992 NOTAM FILE CLE

HELIPAD H1: 50X50 (TURF)

HELIPORT REMARKS: Attended irregularly. Helipad H1 +83′ trees 75′ east and south of pad.

COMMUNICATIONS: CTAF 122.9

LOC/DME I-AKR	APP CRS	Rwy Idg	6075
110.9	249°	TDZE	1048
Chan 46		Apt Elev	1068

LOC RWY 25

AKRON FULTON INTL (AKR)

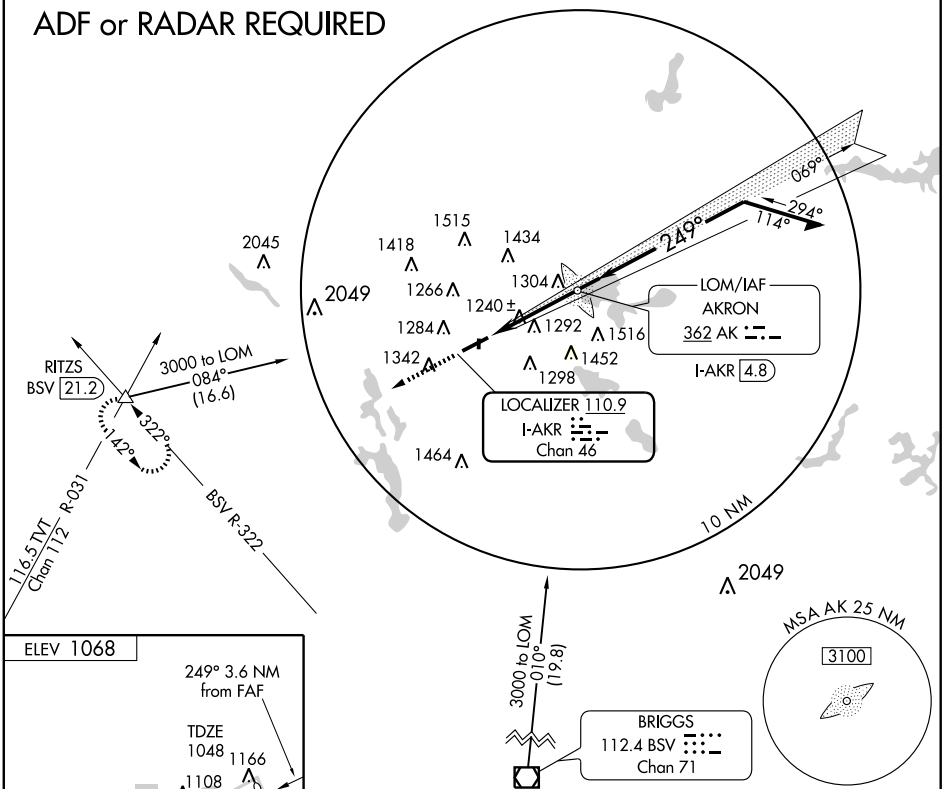
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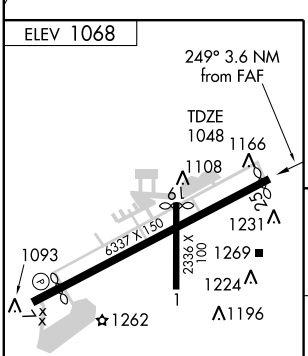
Use I-AKR DME when on LOC course.

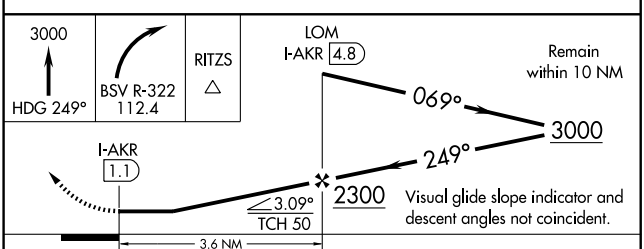
MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
126.825	118.6 371.875	121.6	123.075 (CTAF) L

ADF or RADAR REQUIRED







REIL Rwys 7 and 25 L
MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-25	1540-1 492 (500-1)		1540-1¼ 492 (500-1¼)	1540-1½ 492 (500-1½)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB or GPS RWY 25

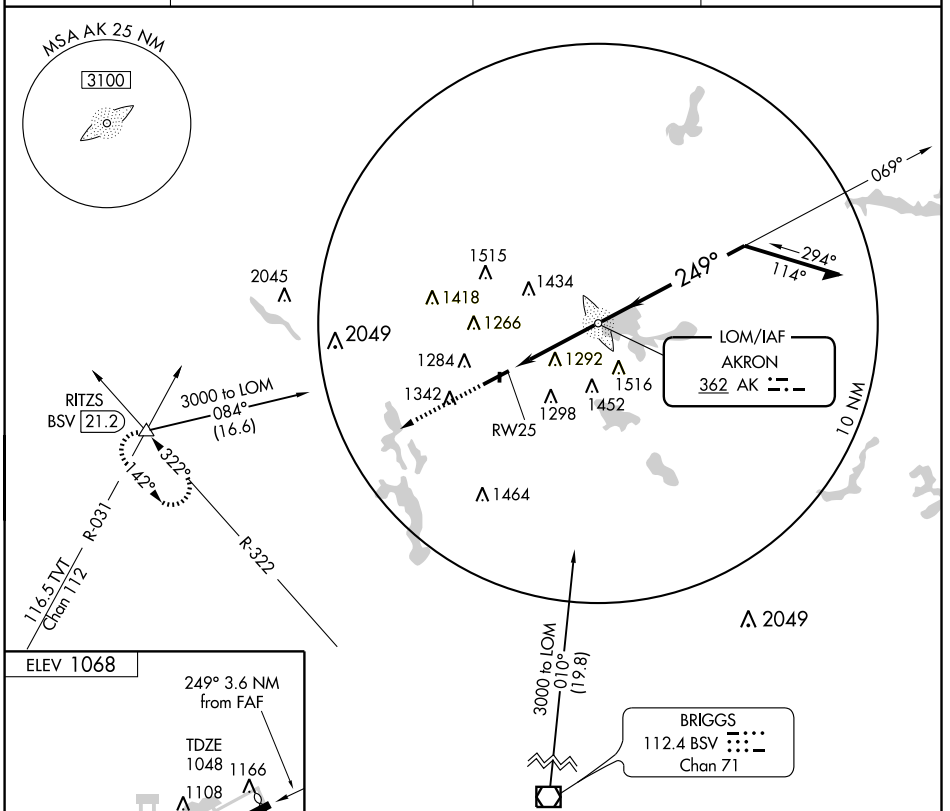
AKRON FULTON INTL (AKR)

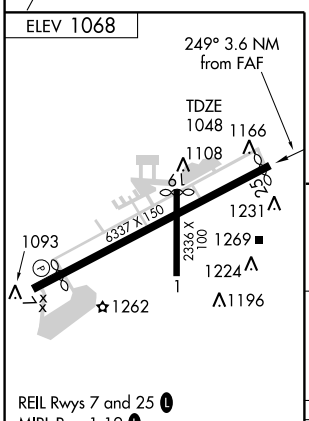
LOM AK	APP CRS	Rwy Idg	6075
362	249°	TDZE	1048
		Apt Elev	1068

T
NA

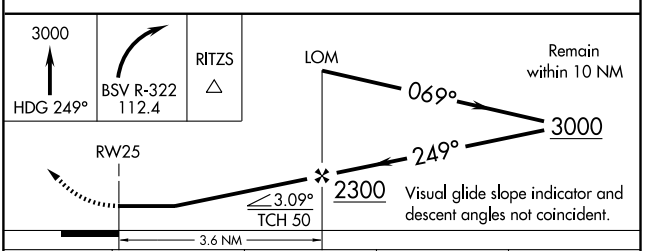
MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
126.825	118.6 371.875	121.6	123.075 (CTAF) L





FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-25	1640-1 592 (600-1)		1640-1½ 592 (600-1½)	1640-1¾ 592 (600-1¾)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-638 (FAA)

AKRON-CANTON RGNL (CAK)
AKRON, OHIO

ATIS
121.05
AKRON-CANTON TOWER
118.3 257.8
GND CON
121.7 348.6
CLNC DEL
132.05

D

6L ELEV 1214

190.7°

J J B1

40° 55.5'N

TRANSIENT PARKING

ANG HANGAR

H H

HS 1

FIELD ELEV 1228

23

7601 X 150

B

235.7°

H

D D

LAHSO

K

B

E

NORTH DE-ICE PAD

40° 55.0'N

LAHSO

HS 2

FIRE STATION

TRANSIENT PARKING

K

C C

7597 X 150

TERMINAL

TWR/BCN 1324

VAR 8.2° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

HS 3

0.5% UP

K A A K G

010.7°

F1 F F A A K

SOUTH DE-ICE PAD

055.7°

F

40° 54.5'N

5

ELEV 1190

ELEV 1209

1

RWY 01-19
S-120, D-160, 2S-175, 2D-250
RWY 05-23
S-120, D-160, 2S-175, 2D-230

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81° 27.0'W 81° 26.5'W 81° 26.0'W

EC-2, 21 OCT 2010 to 18 NOV 2010

ADA (ØD7) 1 NW UTC−5(−4DT) N40°47.44′ W83°49.75′ **DETROIT**

949 NOTAM FILE DAY

RWY 09–27: 1955X110 (TURF)

RWY 09: Tree. **RWY 27:** Tree.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Ultralight activity on and invof arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

AIRBO N39°29.58′ W83°44.29′ NOTAM FILE ILN. **CINCINNATI**

NDB (MHW/LOM) 407 IL 217° 4.6 NM to Airborne Airpark. Unmonitored. Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡. **L–27E**

AIRBORNE AIRPARK (See WILMINGTON)

AKRON

AKRON–CANTON RGNL (CAK) 10 SE UTC−5(−4DT) N40°54.97′ W81°26.53′ **DETROIT**

1228 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE CAK **H–10G, L–29B**

RWY 01–19: H7601X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–250 HIRL **IAP, AD**

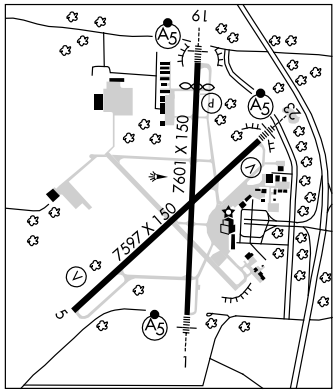
RWY 01: MALSR.

RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Thld dsplcd 599′.

RWY 05–23: H7597X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–230 HIRL 0.5% up NE

RWY 05: REIL. VASI(V4L)—GA 3.0° TCH 40′.

RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 48′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	01–19	4300
RWY 19	05–23	3100

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–7600 TODA–7600 ASDA–7000 LDA–7000

RWY 19: TORA–7600 TODA–7600 ASDA–7600 LDA–7000

AIRPORT REMARKS: Attended continuously. Rwy 05–23 southwest 1000′ CLOSED indef. Air carrier acft taxiing on jet tech ramp and north hangar areas not visible from twr. Deer and birds on and invof arpt. One hr PPR for unscheduled air carrier ops with more than 9 passenger seats call airport manager 216–499–4059. ARFF svc not avbl 0500–1100Z‡ except one hr PPR; call arpt manager. Rwy 01 runway visual range touchdown avbl. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (330) 966–9545.

COMMUNICATIONS: ATIS 121.05 **UNICOM** 122.95

RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ **APP/DEP CON** 125.5 (007°–186°) 118.6 (187°–006°) 126.4 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)

TOWER 118.3 **GND CON** 121.7 **CLNC DEL** 132.05

AIRSPACE: CLASS C svc 1100–0500Z‡ ctc **APP CON** other times CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

(L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 228° 15.9 NM to fld. 1194/4W.

ILS 109.5 I–CAK Rwy 01. Class IA.

ILS 108.3 I–GGZ Rwy 23. Class IE. Glide slope unusable for coupled apchs below 1574′.

ILS 109.5 I–RGO Rwy 19. Class IE.

ASR

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC I-CAK	APP CRS	Rwy Idg	7000
109.5	009°	TDZE	1209
		Apt Elev	1228

ILS or LOC RWY 1
AKRON-CANTON RGNL (CAK)

ASR

**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 direct ACO VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05

AKRON
114.4 ACO
Chan 91
092°
272°
R-092

2049±

LOCALIZER 109.5
I-CAK

10 NM

1324
1410
1331
1700
2049
CABLE OM
1377
R-335
2500
009°
(5)
NoPT for arrivals on BSV VOR/DME airway radials 151 CW 188.

IAF
BRIGGS
112.4 BSV
Chan 71

BULIT INT
3000
335° (1.7)
155°
1 min
335°
189°

MSA BSV 25 NM
3100

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 1228
1270±
Rwy 01 ldg 7000'
Rwy 19 ldg 7000'
1259±
1248±
7601 X 150
7597 X 150
0.5% UP
TWR
1324
1287
TDZE
1209
009° 3.5 NM from FAF
REIL Rwy 5
HIRL Rwys 1-19 and 5-23

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

1900 | 3000 | ACO 114.4

BULIT INT VOR/DME
One Minute Holding Pattern
OM
2395
009°
2400
*2500
155°
3000
335°
3000
* LOC only.
GS 3.00°
TCH 53

3.5 NM | 5 NM | 1.7

CATEGORY	A	B	C	D
S-ILS 1	**1409/24 200 (200-½)			
S-LOC 1	1600/24 391 (400-½)			1600/40 391 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

LOC I-RGO	APP CRS	Rwy Idg	7000
109.5	189°	TDZE	1218
		Apt Elev	1228

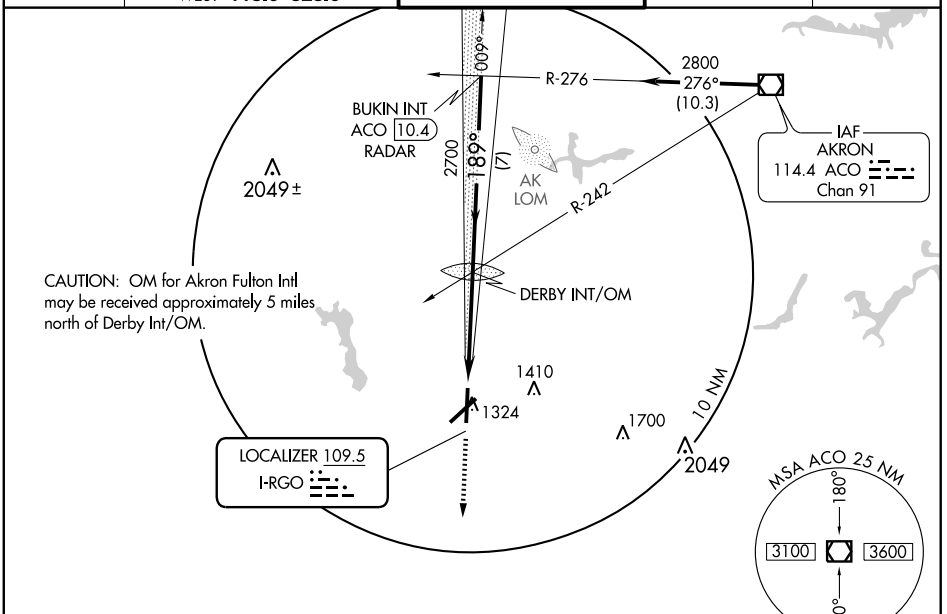
ILS or LOC RWY 19
AKRON-CANTON RGNL (CAK)

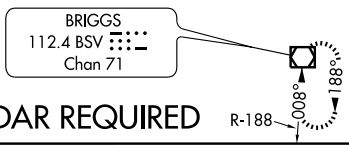
▼ ▲ ASR — If local altimeter setting not received, use Akron Fulton Intl altimeter setting and increase all DH/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

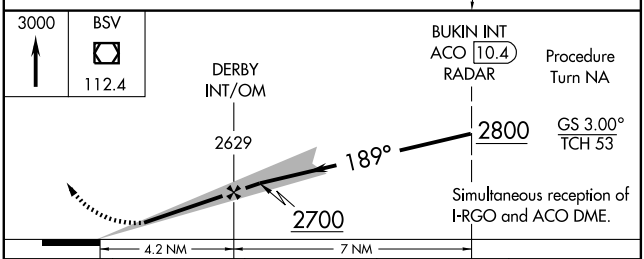
MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

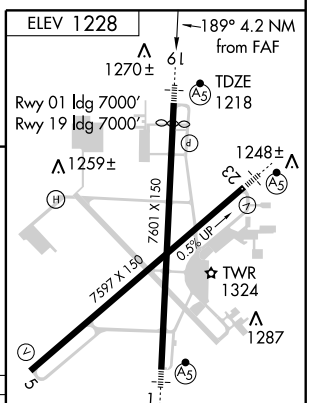
ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05





DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 19	*1418/24 200 (200-½)			
S-LOC 19	1560/24 342 (400-½)			1560/40 342 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

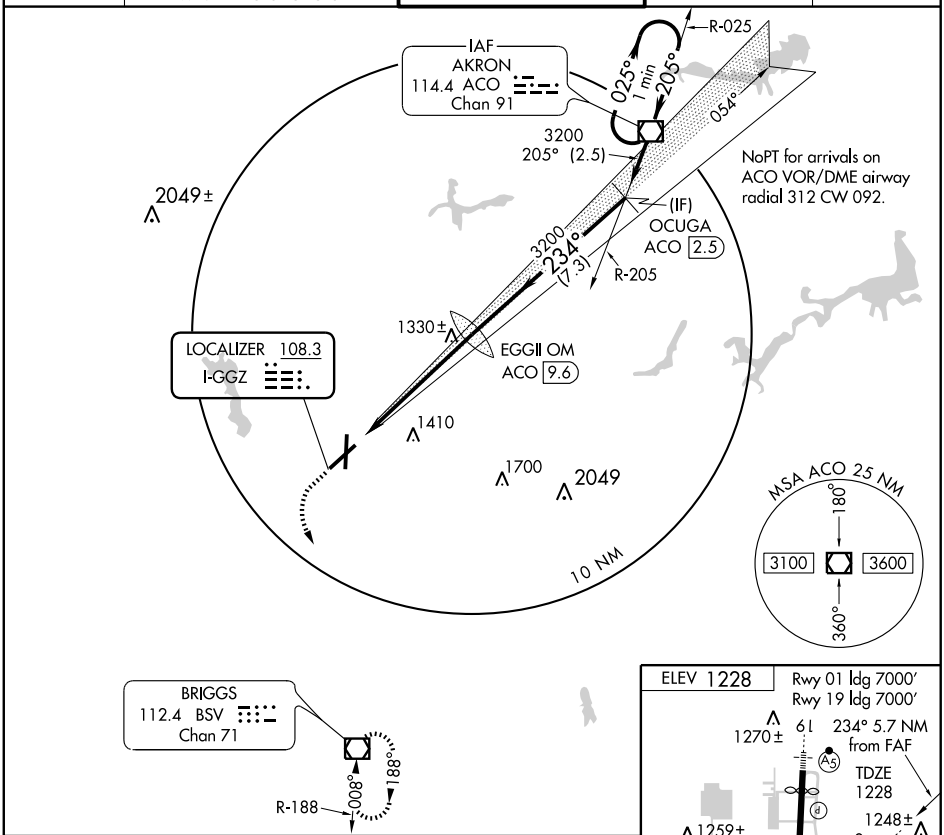
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

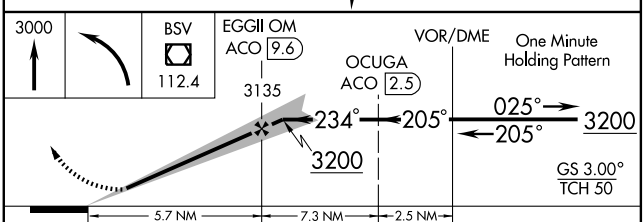
LOC I-GGZ	APP CRS	Rwy Idg	7597
108.3	234°	TDZE	1228
		Apt Elev	1228

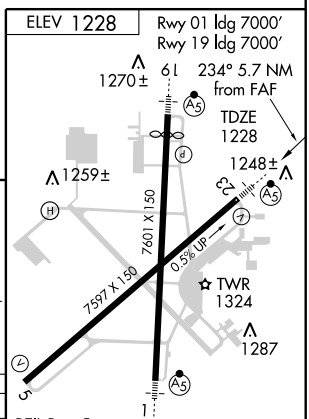
ILS or LOC RWY 23
AKRON-CANTON RGNL (CAK)

T A ASR	Autopilot coupled approach NA below 1574 feet.	MALSR	MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05







CATEGORY	A	B	C	D
S-ILS 23	1428/24 200 (200-½)			
S-LOC 23	1580/24 352 (400-½)			1580/40 352 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

VOR or GPS RWY 5

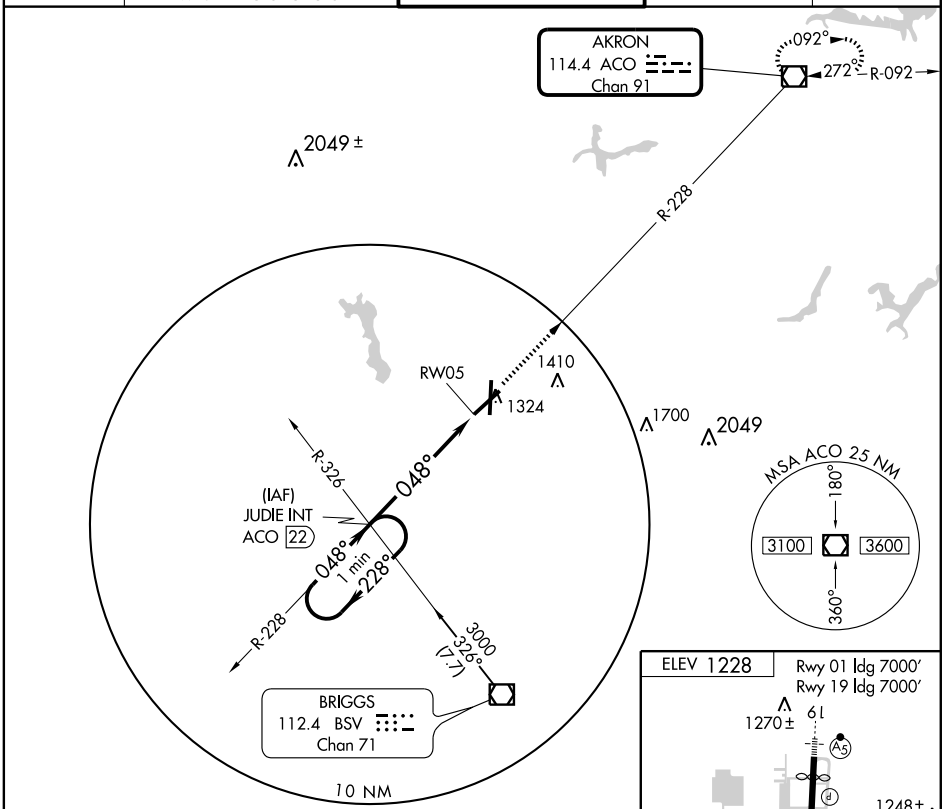
AKRON-CANTON RGNL (CAK)

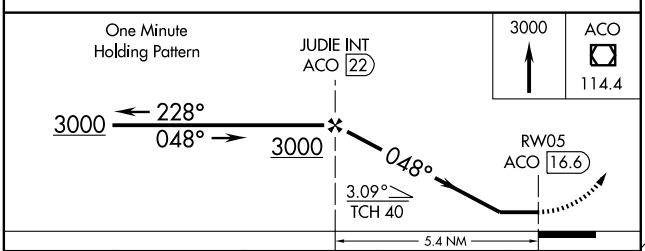
VOR/DME ACO	APP CRS	Rwy Idg	7597
114.4	048°	TDZE	1202
Chan 91		Apt Elev	1228

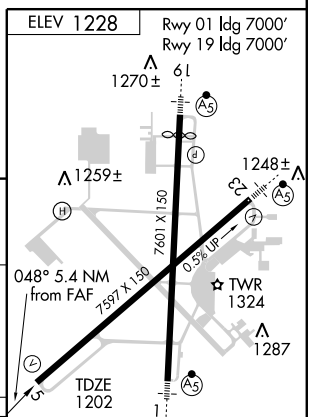
ASR

MISSED APPROACH: Climb to 3000 direct ACO VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05







CATEGORY	A	B	C	D
S-5	1640-1 438 (500-1)		1640-1¼ 438 (500-1¼)	1640-1½ 438 (500-1½)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR or GPS RWY 23

AKRON-CANTON RGNL (CAK)

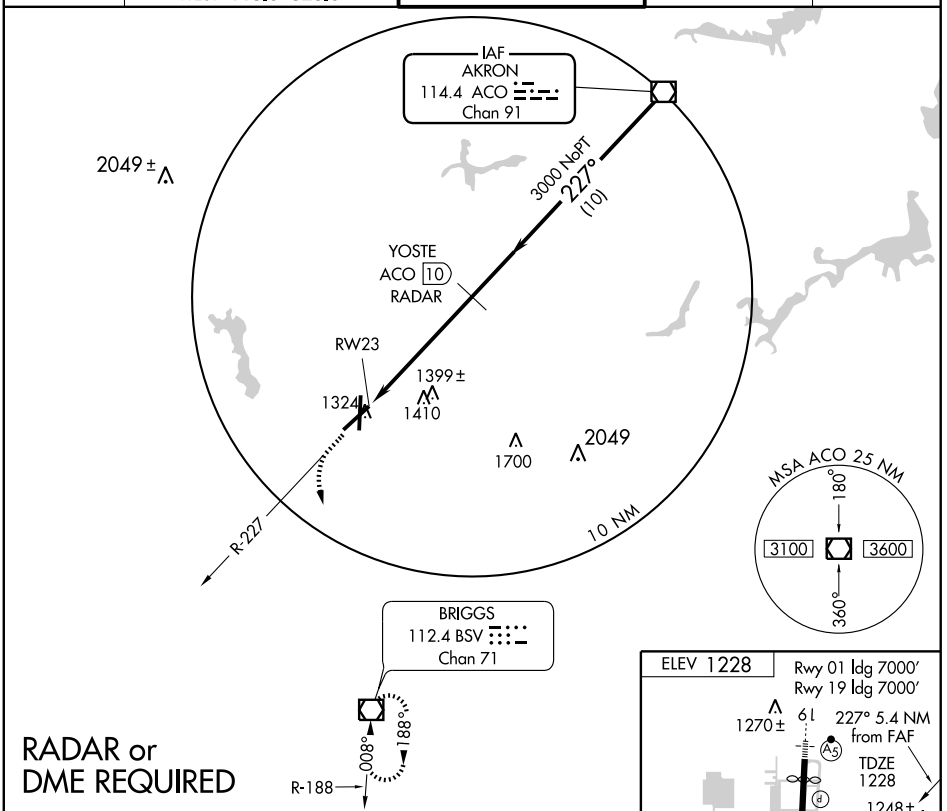
VOR/DME ACO 114.4 Chan 91	APP CRS 227°	Rwy Idg 7597 TDZE 1228 Apt Elev 1228

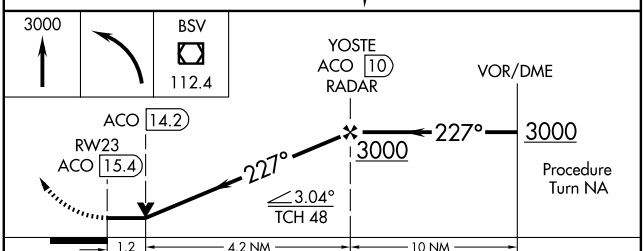
ASR

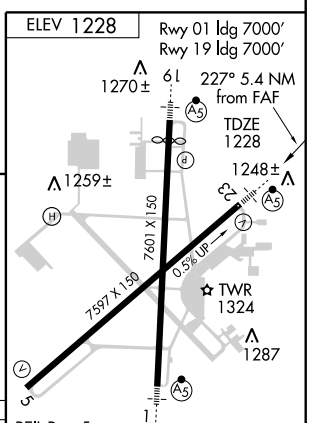
MALSR

MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05







CATEGORY	A	B	C	D
S-23	1660/24 432 (500-½)		1660/40 432 (500-¾)	1660/50 432 (500-1)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ALBANY (See ATHENS/ALBANY)

ALDERMAN (See ST CLAIRSVILLE)

ALEXANDER SALAMON (See WEST UNION)

ALLEN CO N40°42.43′ W83°58.09′ NOTAM FILE DAY. DETROIT
(T) VOR 108.4 AOH 274° 2.7 NM to Lima Allen Co. **ASOS.** L–23C
VOR portion unusable 091°–109° byd 20 NM.
RCO 122.1R 108.4T (DAYTON RADIO)

ALLIANCE

BARBER (2D1) 3 N UTC−5(−4DT) N40°58.25′ W81°05.99′ DETROIT
1062 S4 **FUEL** 100LL NOTAM FILE CLE
RWY 18–36: 3500X80 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
RWY 09–27: 2088X130 (TURF)
RWY 09: P–line. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt CLOSED Mon except with PPR. Parachute ops within 5 NM, sfc to 18,000′ MSL, check Akron–Canton Rgnl apch. Parachute Jumping. Aerobatic practice area within 1 NM, surface–5000′ MSL, hrs irregular, check NOTAMS. CAUTION: Occasional ground level aerobatic practice. CAUTION when rwys are wet. Use care—model acft in area. Rwy 09–27 NSTD lgts not for public use. PPR for ngt and winter ops call arpt manager 330–823–0652/or cell phone 330–495–5447. Rwy 09–27 and Rwy 18–36 marked with cones.
COMMUNICATIONS: CTAF 122.9

MILLER (4G3) 5 NE UTC−5(−4DT) N40°58.91′ W81°02.53′ DETROIT
1070 B **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 09–27: H2912X50 (ASPH) S–9 LIRL 0.4% up E. IAP
RWY 09: REIL.Thld dsplcd 180′. Trees. **RWY 27:** REIL. Thld dsplcd 288′. Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 09 thld dspld 175′ for ngt ops only. ACTIVATE LIRL Rwy 09–27 and bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N42°06.47′ W81°12.09′ 140° 10.5 NM to fld. 1194/4W.

APPLETON N40°09.06′ W82°35.30′ NOTAM FILE DAY. DETROIT
(H) VORTAC 116.7 APE Chan 114 148° 9.6 NM to Newark–Heath. 1350/6W. **HIWAS.** H–10G, L–29A
VOR portion unusable 360°–080°.
RCO 122.1R 116.7T (DAYTON RADIO)

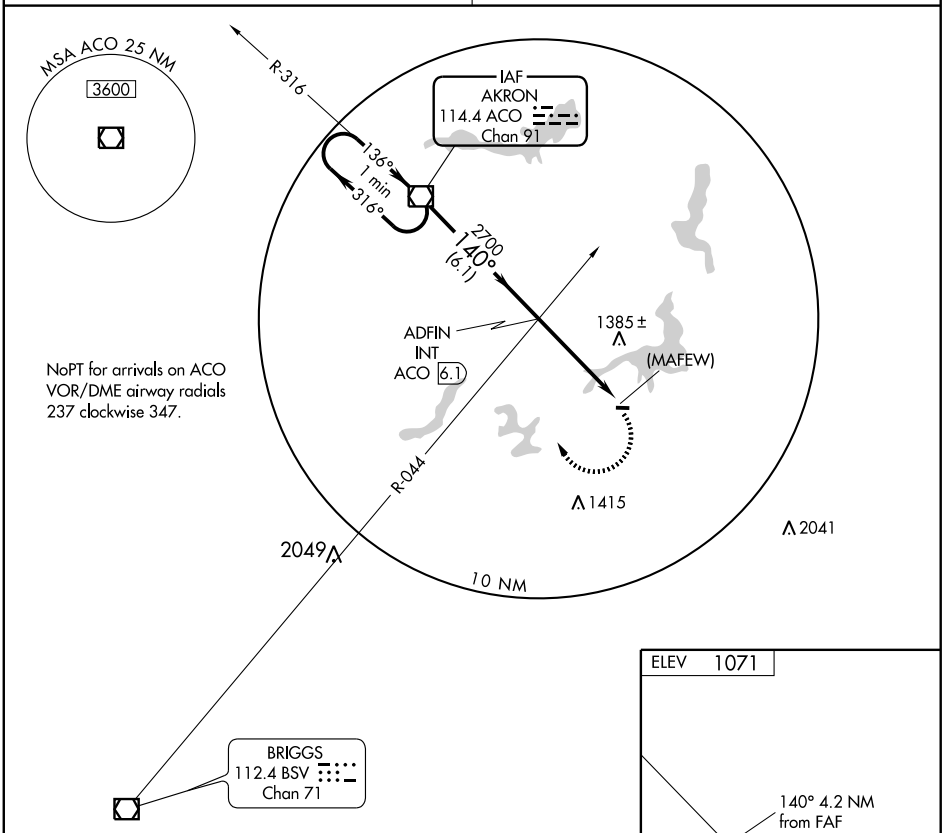
ASHLAND CO (3G4) 3 NE UTC−5(−4DT) N40°54.18′ W82°15.34′ DETROIT
1206 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–29A
RWY 01–19: H3502X75 (ASPH) MIRL 0.5% up S. IAP
RWY 01: REIL. PAPI(P4L). Trees. **RWY 19:** REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Occasional deer on and invof arpt. Rwy 19 REIL OTS indef. Rwy 19 VASI OTS indef. ACTIVATE MIRL Rwy 01–19; REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and VASI Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 085° 15.4 NM to fld. 1210/3W.
NDB (MHW) 329 AAU N40°57.80′ W82°15.20′ 189° 3.6 NM to fld. NOTAM FILE CLE. NDB unmonitored ngts indef.

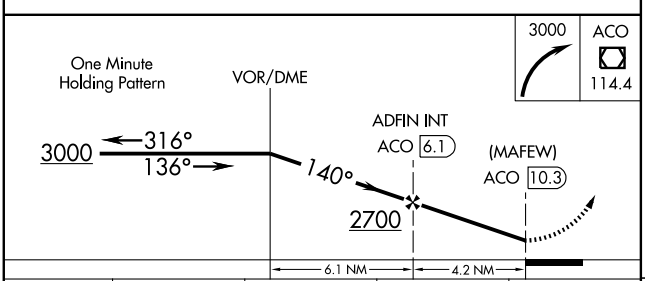
VOR/DME ACO	APP CRS	Rwy Idg	N/A
114.4	140°	TDZE	N/A
Chan 91		Apt Elev	1071

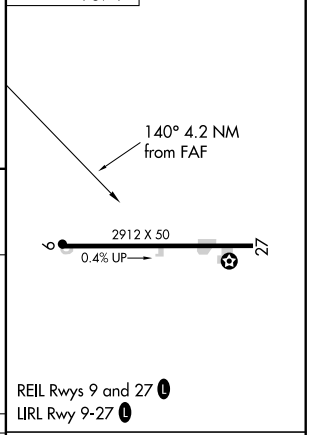
VOR or GPS-A

ALLIANCE/MILLER (4G3)

⚠ NA — Use Akron-Canton altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing right turn to 3000 direct ACO VOR/DME and hold.
AKRON-CANTON APP CON★ 125.5 226.4	UNICOM 122.8 (CTAF) Ⓛ







CATEGORY	A	B	C	D
CIRCLING	1700-1 629 (700-1)		1700-1¾ 629 (700-1¾)	NA

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ALBANY (See ATHENS/ALBANY)

ALDERMAN (See ST CLAIRSVILLE)

ALEXANDER SALAMON (See WEST UNION)

ALLEN CO N40°42.43′ W83°58.09′ NOTAM FILE DAY. DETROIT
(T) VOR 108.4 AOH 274° 2.7 NM to Lima Allen Co. **ASOS.** L–23C
VOR portion unusable 091°–109° byd 20 NM.
RCO 122.1R 108.4T (DAYTON RADIO)

ALLIANCE

BARBER (2D1) 3 N UTC−5(−4DT) N40°58.25′ W81°05.99′ DETROIT
1062 S4 **FUEL** 100LL NOTAM FILE CLE
RWY 18–36: 3500X80 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
RWY 09–27: 2088X130 (TURF)
RWY 09: P–line. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt CLOSED Mon except with PPR. Parachute ops within 5 NM, sfc to 18,000′ MSL, check Akron–Canton Rgnl apch. Parachute Jumping. Aerobatic practice area within 1 NM, surface–5000′ MSL, hrs irregular, check NOTAMS. CAUTION: Occasional ground level aerobatic practice. CAUTION when rwys are wet. Use care—model acft in area. Rwy 09–27 NSTD lgts not for public use. PPR for ngt and winter ops call arpt manager 330–823–0652/or cell phone 330–495–5447. Rwy 09–27 and Rwy 18–36 marked with cones.
COMMUNICATIONS: CTAF 122.9

MILLER (4G3) 5 NE UTC−5(−4DT) N40°58.91′ W81°02.53′ DETROIT
1070 B **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 09–27: H2912X50 (ASPH) S–9 LIRL 0.4% up E. IAP
RWY 09: REIL.Thld dsplcd 180′. Trees. **RWY 27:** REIL. Thld dsplcd 288′. Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 09 thld dspld 175′ for ngt ops only. ACTIVATE LIRL Rwy 09–27 and bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N42°06.47′ W81°12.09′ 140° 10.5 NM to fld. 1194/4W.

APPLETON N40°09.06′ W82°35.30′ NOTAM FILE DAY. DETROIT
(H) VORTAC 116.7 APE Chan 114 148° 9.6 NM to Newark–Heath. 1350/6W. **HIWAS.** H–10G, L–29A
VOR portion unusable 360°–080°.
RCO 122.1R 116.7T (DAYTON RADIO)

ASHLAND CO (3G4) 3 NE UTC−5(−4DT) N40°54.18′ W82°15.34′ DETROIT
1206 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–29A
RWY 01–19: H3502X75 (ASPH) MIRL 0.5% up S. IAP
RWY 01: REIL. PAPI(P4L). Trees. **RWY 19:** REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Occasional deer on and invof arpt. Rwy 19 REIL OTS indef. Rwy 19 VASI OTS indef. ACTIVATE MIRL Rwy 01–19; REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and VASI Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 085° 15.4 NM to fld. 1210/3W.
NDB (MHW) 329 AAU N40°57.80′ W82°15.20′ 189° 3.6 NM to fld. NOTAM FILE CLE. NDB unmonitored ngts indef.

NDB AAU 329	APP CRS 189°	Rwy Idg 3502 TDZE 1203 Apt Elev 1206

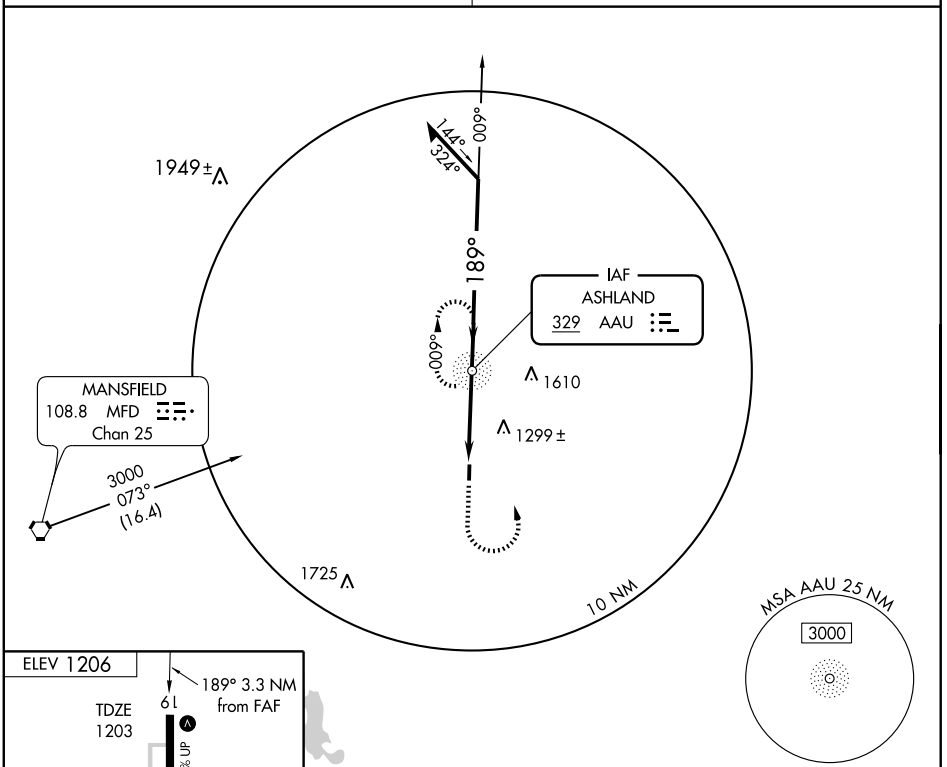
NDB RWY 19

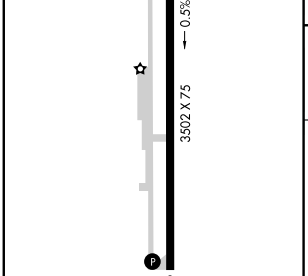
ASHLAND COUNTY (3G4)

NA Visibility reduction by helicopters NA. Use Mansfield altimeter setting, when not received use Wooster altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct AAU NDB and hold.

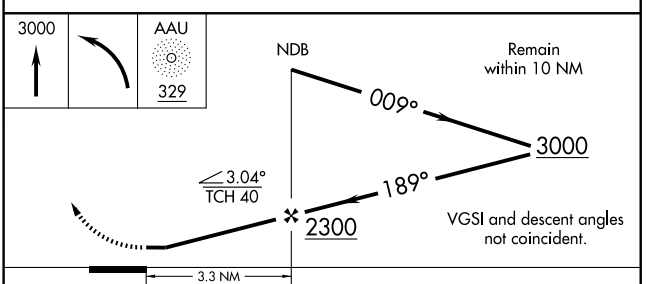
MANSFIELD APP CON ★	UNICOM
124.2 390.8	122.7 (CTAF) L





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-19	1660-1	457 (500-1)	1660-1¼ 457 (500-1¼)	NA
CIRCLING	1660-1	454 (500-1)	1660-1½ 454 (500-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

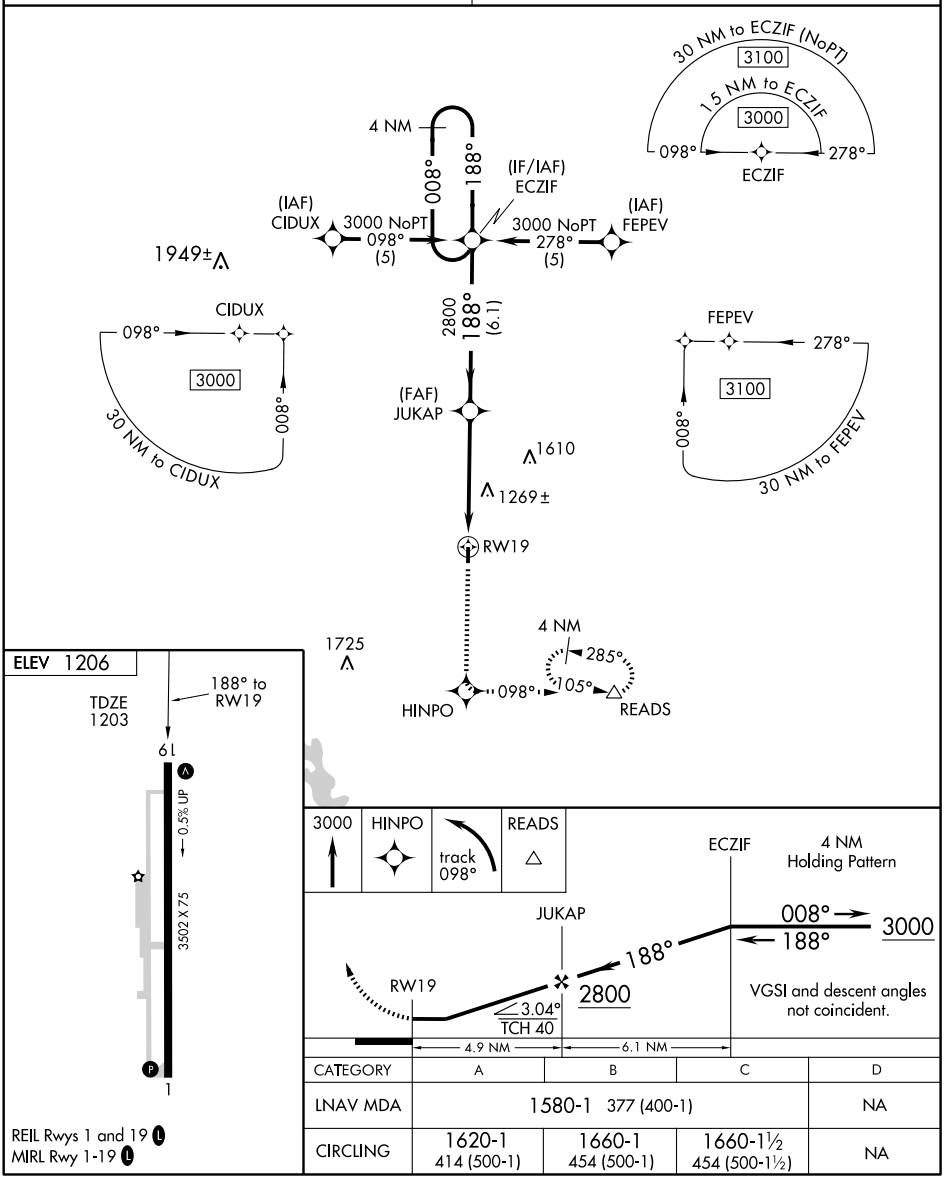
ASHLAND COUNTY (3G4)

APP CRS	Rwy Idg	3502
188°	TDZE	1203
	Apt Elev	1206

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mansfield altimeter setting, when not received use Wooster altimeter setting. Straight-In/Circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 3000 direct HINPO and left turn via track 098° to READS and hold.

MANSFIELD APP CON ★	UNICOM
124.2 390.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1580-1 377 (400-1)			NA
CIRCLING	1620-1 414 (500-1)	1660-1 454 (500-1)	1660-1½ 454 (500-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD	APP CRS	Rwy Idg	N/A
108.8	085°	TDZE	N/A
Chan 25		Apt Elev	1206

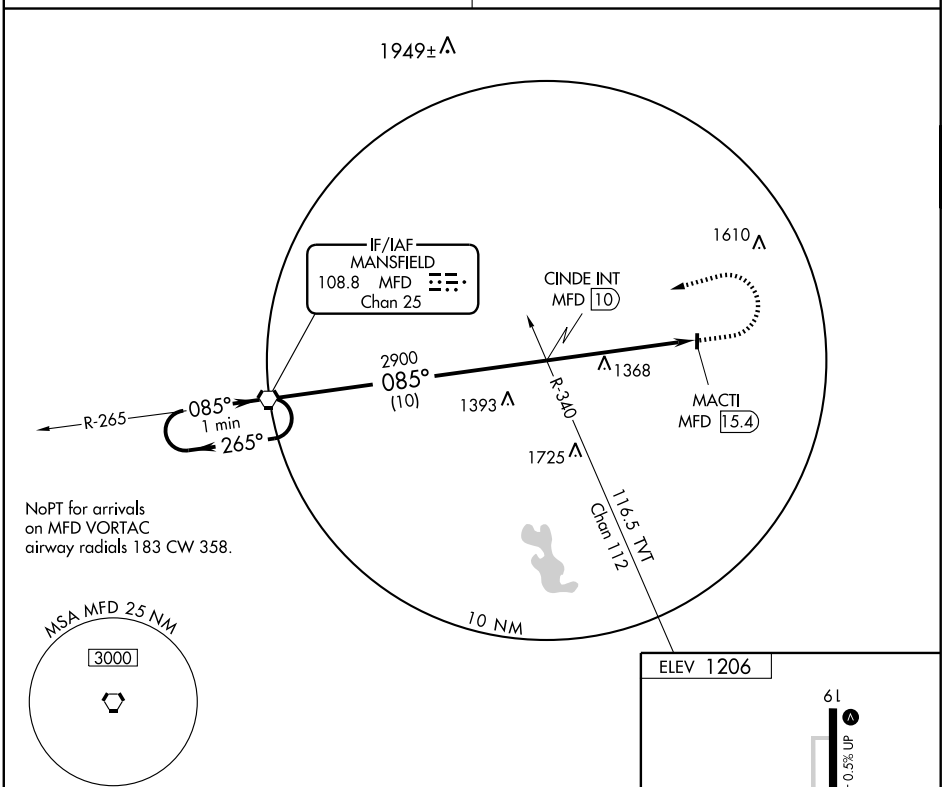
VOR-A

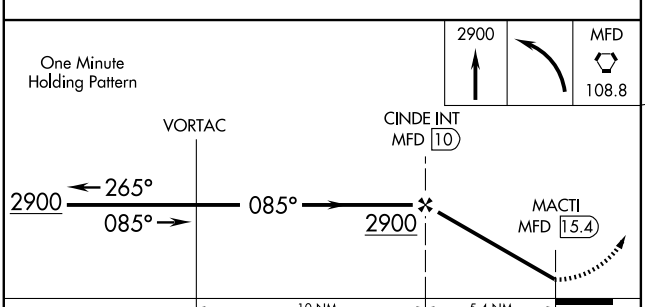
ASHLAND COUNTY (3G4)

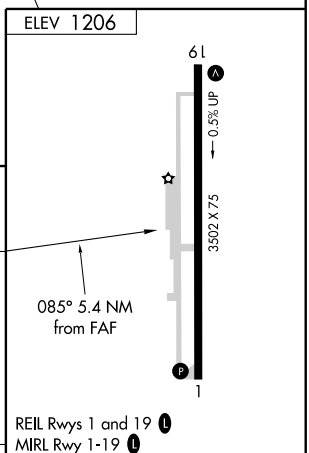
▼ NA — Use Mansfield altimeter setting, when not received use Wooster altimeter setting.

MISSED APPROACH: Climb to 2900 then left turn direct MFD VORTAC and hold.

MANSFIELD APP CON ★	UNICOM
124.2 390.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1720-1	514 (600-1)	1720-1½ 514 (600-1½)	NA

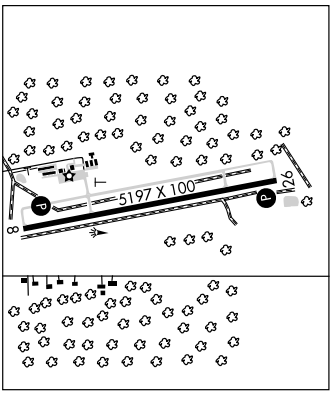
FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ASHTABULA CO (HZY) 8 SE UTC−5(−4DT) N41°46.68′ W80°41.73′ **DETROIT**
924 B S3 **FUEL** 100LL, JET A1+ NOTAM FILE HZY **H–10G, L–30G**
RWY 08–26: H5197X100 (ASPH) S–40, D–53 MIRL 0.3% up E **IAP**
RWY 08: REIL. PAPI(P4L)—GA3.0° TCH 27′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Unattended New Years Day and Christmas Day. 24 hr credit card self service 100LL Fuel. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08 and Rwy 26 and REIL Rwy 08 and Rwy 26—123.3.
WEATHER DATA SOURCES: ASOS 118.325 (440) 576–6907.
COMMUNICATIONS: CTAF/UNICOM 122.8
JEFFERSON RCO 122.1R 115.2T (CLEVELAND RADIO)
ERIE APP/DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
GCO 121.725 (ERIE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 070° 2.6 NM to fld. 900/5W.
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 121.725 ERI CLNC DEL. Click 4 times for ERI tower and 6 times for Cleveland RADIO. GCO OTS indef.



ATHENS–ALBANY N39°12.66′ W82°13.89′ **CINCINNATI**
RCO 122.25 (DAYTON RADIO) **L–29B**

ATHENS/ALBANY

OHIO UNIVERSITY SNYDER FLD (UNI) 10 SW UTC−5(−4DT) N39°12.71′ W82°13.76′ **CINCINNATI**
766 B S4 **FUEL** 100LL, JET A OX 1 TPA (See remarks) NOTAM FILE DAY **H–10G, L–29B**
RWY 07–25: H5600X100 (ASPH) S–30 MIRL **IAP**
RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 25′. Thld dsplcd 900′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
AIRPORT REMARKS: Attended continuously. Deer and waterfowl invof arpt. TPA—turbine acft (except helicopters) 2300(1534), multiengine reciprocating 2000(1234), all others 1800(1034), Rwy 07–25 left traffic only. Extensive flight training, make every effort to observe traffic pattern altitudes. Avoid overflight of noise sensitive areas, church 1.8 mi NW of Rwy 25 end and village of Albany 2 mi E of apch end Rwy 25. Rwy 07 REILS located 949′ from rwy end. ACTIVATE MIRL Rwy 07–25 and REIL Rwy 07 and Rwy 25–CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 128.325 (740) 597–2687 TF 1–888–682–4799.
COMMUNICATIONS: CTAF/UNICOM 123.075
ATHENS–ALBANY RCO 122.25 (DAYTON RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 120.95 **CLNC DEL** 120.95
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 29 NM to fld. 880/3W.
UNIVERSITY NDB (MHW) 250 UGS N39°15.44′ W82°07.56′ 247° 5.5 NM to fld. NOTAM FILE DAY.
ILS 108.75 I–UNI Rwy 25. Class IB. LOC unusable inside .5 NM.

BALTIMORE

MILLER FARM LANDING STRIP (7B4) 3 NE UTC−5(−4DT) N39°53.07′ W82°35.34′ **CINCINNATI**
930 S4 NOTAM FILE DAY
RWY 09–27: 3250X50 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 270′. Trees. **RWY 27:** Thld dsplcd 275′. Trees.
AIRPORT REMARKS: Attended continuously. For rwy lgts call 614–862–6053. No student ops, no touch and go. Rwy 09–27 NSTD LIRL; rwy ends lgtd with 360° red lgts and dsplcd thlds lgtd with 1 360° green lgt each side of rwy.
COMMUNICATIONS: CTAF 122.9

BANNOCK HELIPORT (2D6) 0 N UTC−5(−4DT) N40°06.42′ W80°58.52′ **DETROIT**
1100 NOTAM FILE CLE
HELIPAD H1: H20X20 (CONC)
HELIPAD H1: Antenna.
HELIPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Helipad H1 NSTD markings.
COMMUNICATIONS: CTAF 122.9

BARBER (See ALLIANCE)

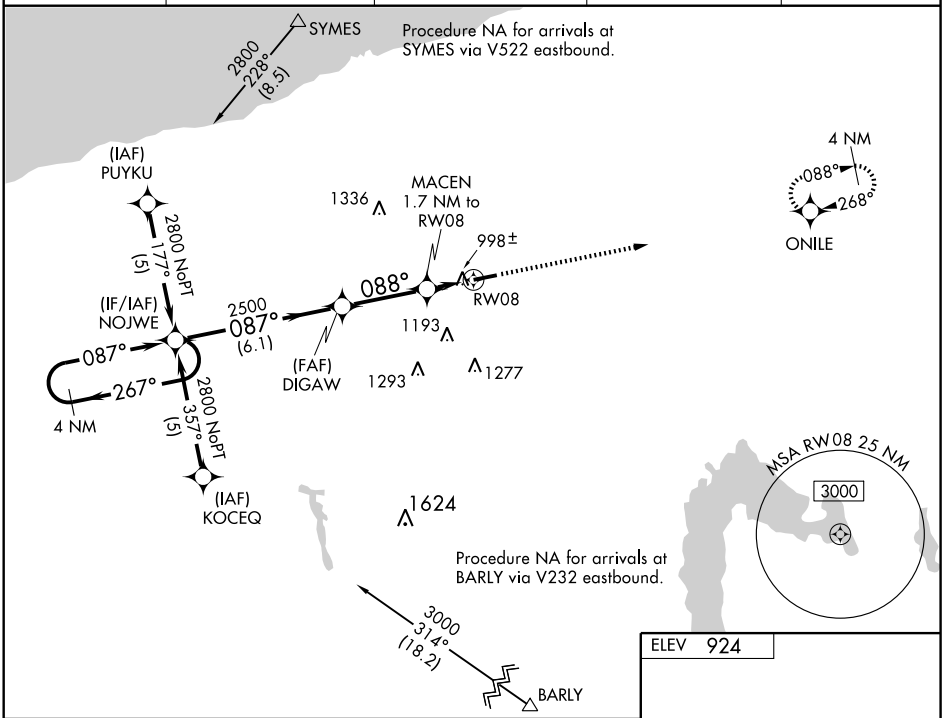
WAAS	APP CRS	Rwy Idg	5197
CH 58013	088°	TDZE	919
W08A		Apt Elev	924

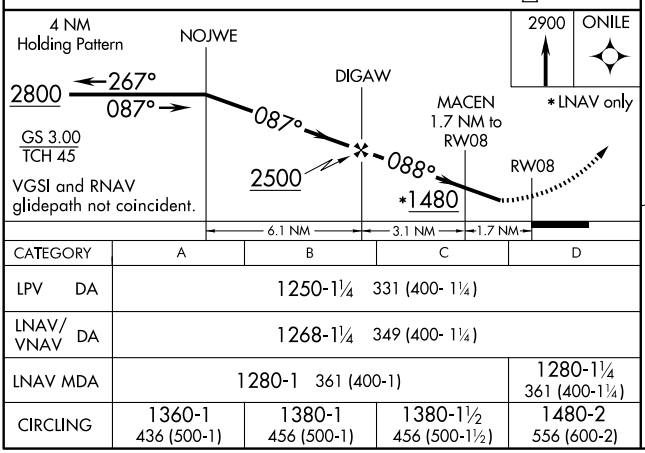
RNAV (GPS) RWY 8
ASHTABULA COUNTY (HZY)

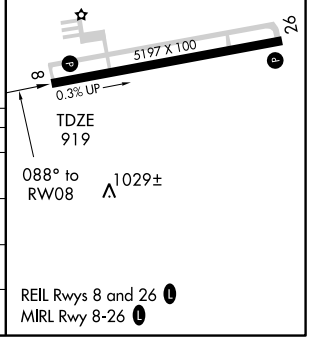
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2900 direct ONILE and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
LPV DA	1250-1¼ 331 (400- 1¼)			
LNAV/VNAV DA	1268-1¼ 349 (400- 1¼)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5197
CH 72713	268°	TDZE	924
W26A		Apt Elev	924

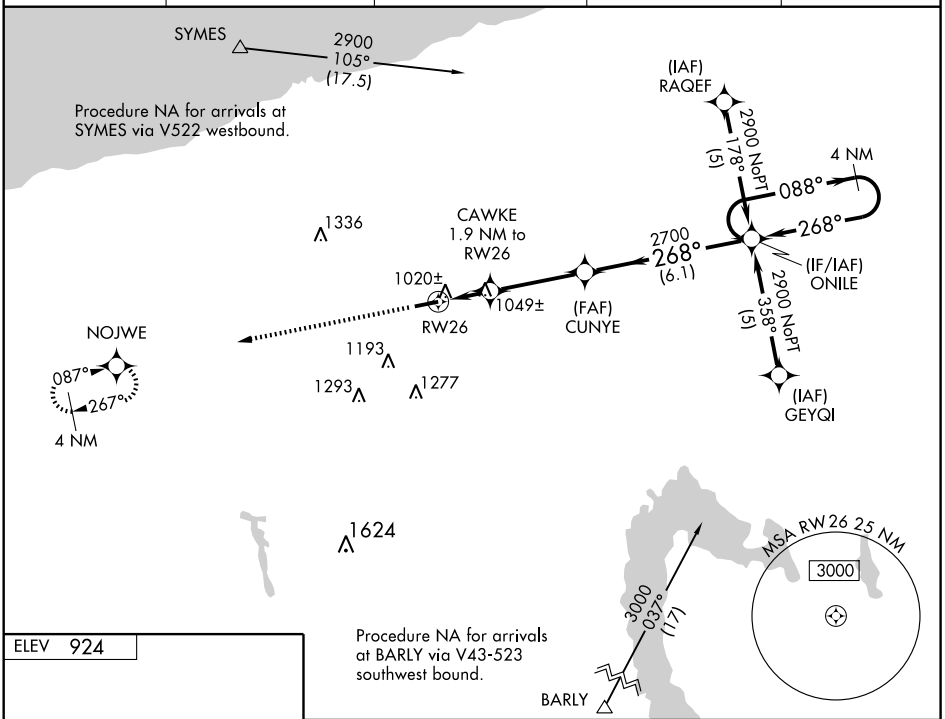
RNAV (GPS) RWY 26

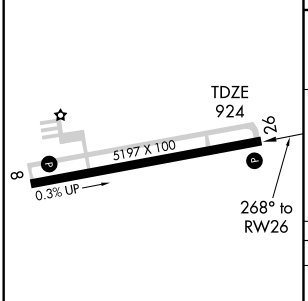
ASHTABULA COUNTY (HZY)

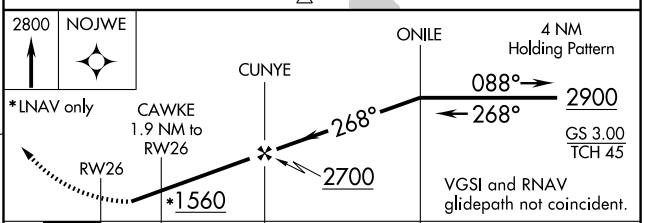
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2800 direct NOJWE and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
LPV DA	1239-1 315 (400- 1)			
LNAV/VNAV DA	1364-1½ 440 (500- 1½)			
LNAV MDA	1300-1 376 (400-1)			1300-1¼ 376 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME JFN	APP CRS	Rwy Idg	5197
115.2	254°	TDZE	924
Chan 99		Apt Elev	924

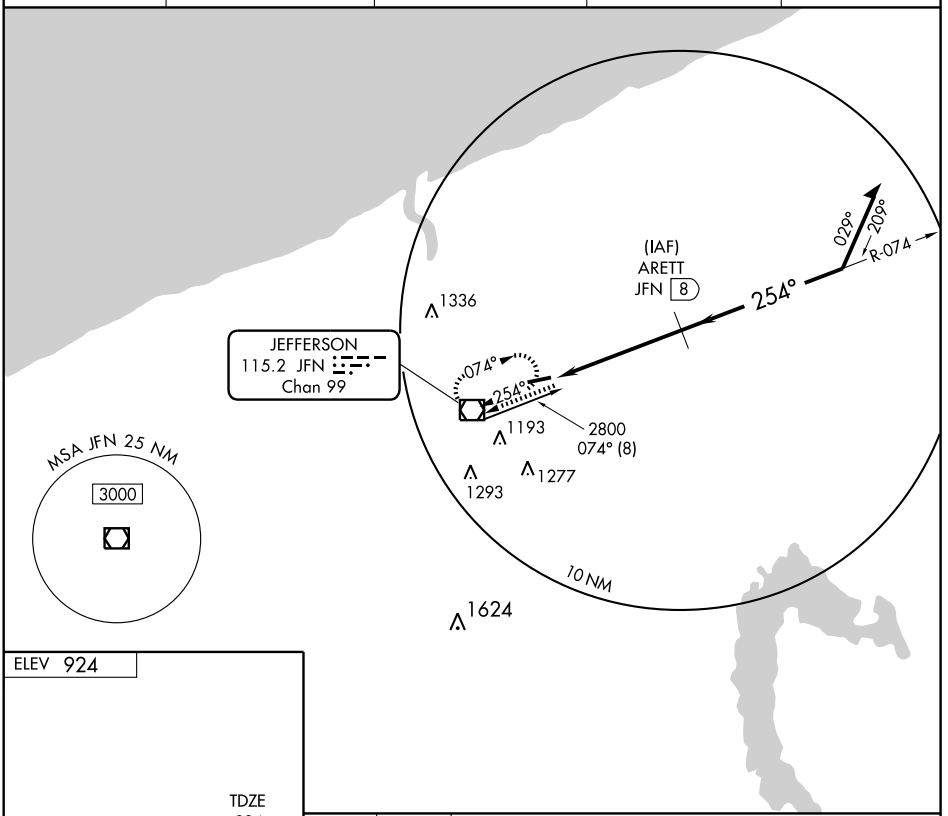
VOR/DME RWY 26

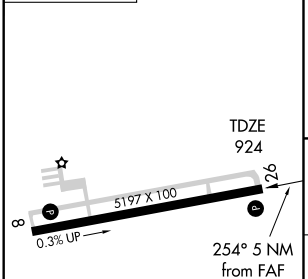
ASHTABULA COUNTY (HZY)

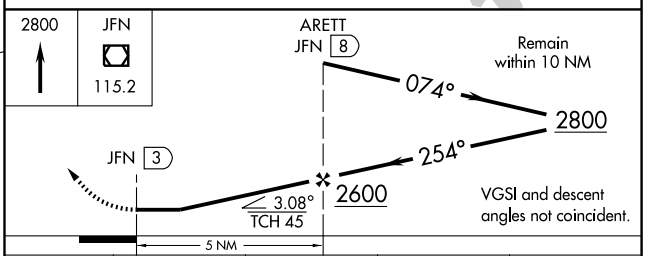
NA

MISSED APPROACH: Climb to 2800 direct JFN VOR/DME and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-26	1320-1 396 (400-1)			1320-1¼ 396 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

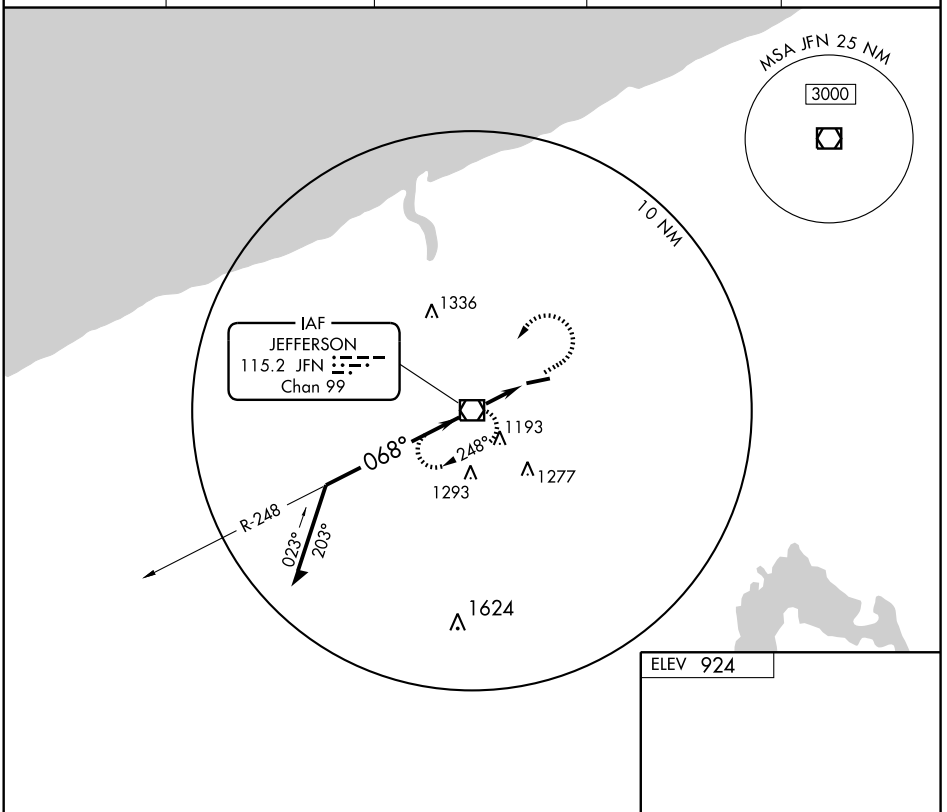
VOR/DME JFN 115.2 Chan 99	APP CRS 068°	Rwy Idg 5197 TDZE 919 Apt Elev 924

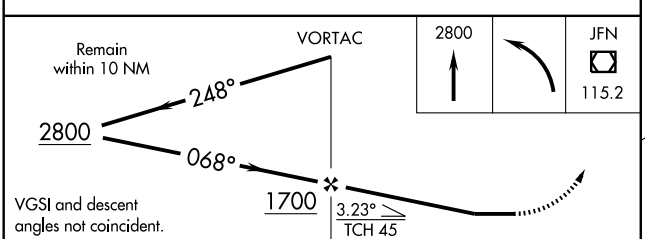
VOR RWY 8
ASHTABULA COUNTY (HZY)

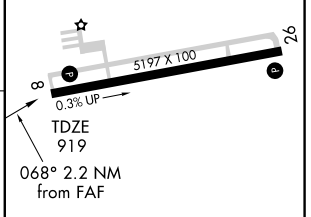
NA

MISSED APPROACH: Climb to 2800 then left turn direct JFN VOR/DME and hold.

ASOS 118.325	ERIE APP CON ★ 121.0	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF)	123.3 L







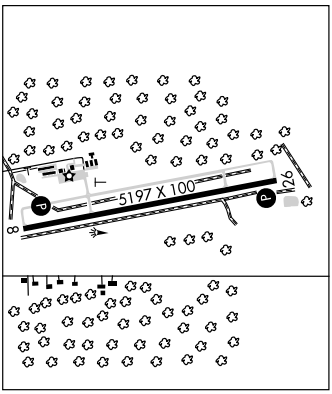
REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	1300-1 381 (400-1)			1300-1¼ 381 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ASHTABULA CO (HZY) 8 SE UTC−5(−4DT) N41°46.68′ W80°41.73′ **DETROIT**
924 B S3 **FUEL** 100LL, JET A1+ NOTAM FILE HZY **H–10G, L–30G**
RWY 08–26: H5197X100 (ASPH) S–40, D–53 MIRL 0.3% up E **IAP**
RWY 08: REIL. PAPI(P4L)—GA3.0° TCH 27′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Unattended New Years Day and Christmas Day. 24 hr credit card self service 100LL Fuel. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08 and Rwy 26 and REIL Rwy 08 and Rwy 26—123.3.
WEATHER DATA SOURCES: ASOS 118.325 (440) 576–6907.
COMMUNICATIONS: CTAF/UNICOM 122.8
JEFFERSON RCO 122.1R 115.2T (CLEVELAND RADIO)
ERIE APP/DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
GCO 121.725 (ERIE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 070° 2.6 NM to fld. 900/5W.
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 121.725 ERI CLNC DEL. Click 4 times for ERI tower and 6 times for Cleveland RADIO. GCO OTS indef.



ATHENS–ALBANY N39°12.66′ W82°13.89′ **CINCINNATI**
RCO 122.25 (DAYTON RADIO) **L–29B**

ATHENS/ALBANY

OHIO UNIVERSITY SNYDER FLD (UNI) 10 SW UTC−5(−4DT) N39°12.71′ W82°13.76′ **CINCINNATI**
766 B S4 **FUEL** 100LL, JET A OX 1 TPA (See remarks) NOTAM FILE DAY **H–10G, L–29B**
RWY 07–25: H5600X100 (ASPH) S–30 MIRL **IAP**
RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 25′. Thld dsplcd 900′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
AIRPORT REMARKS: Attended continuously. Deer and waterfowl invof arpt. TPA—turbine acft (except helicopters) 2300(1534), multiengine reciprocating 2000(1234), all others 1800(1034), Rwy 07–25 left traffic only. Extensive flight training, make every effort to observe traffic pattern altitudes. Avoid overflight of noise sensitive areas, church 1.8 mi NW of Rwy 25 end and village of Albany 2 mi E of apch end Rwy 25. Rwy 07 REILS located 949′ from rwy end. ACTIVATE MIRL Rwy 07–25 and REIL Rwy 07 and Rwy 25–CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 128.325 (740) 597–2687 TF 1–888–682–4799.
COMMUNICATIONS: CTAF/UNICOM 123.075
ATHENS–ALBANY RCO 122.25 (DAYTON RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 120.95 **CLNC DEL** 120.95
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 29 NM to fld. 880/3W.
UNIVERSITY NDB (MHW) 250 UGS N39°15.44′ W82°07.56′ 247° 5.5 NM to fld. NOTAM FILE DAY.
ILS 108.75 I–UNI Rwy 25. Class IB. LOC unusable inside .5 NM.

BALTIMORE

MILLER FARM LANDING STRIP (7B4) 3 NE UTC−5(−4DT) N39°53.07′ W82°35.34′ **CINCINNATI**
930 S4 NOTAM FILE DAY
RWY 09–27: 3250X50 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 270′. Trees. **RWY 27:** Thld dsplcd 275′. Trees.
AIRPORT REMARKS: Attended continuously. For rwy lgts call 614–862–6053. No student ops, no touch and go. Rwy 09–27 NSTD LIRL; rwy ends lgtd with 360° red lgts and dsplcd thlds lgtd with 1 360° green lgt each side of rwy.
COMMUNICATIONS: CTAF 122.9

BANNOCK HELIPORT (2D6) 0 N UTC−5(−4DT) N40°06.42′ W80°58.52′ **DETROIT**
1100 NOTAM FILE CLE
HELIPAD H1: H20X20 (CONC)
HELIPAD H1: Antenna.
HELIPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Helipad H1 NSTD markings.
COMMUNICATIONS: CTAF 122.9

BARBER (See ALLIANCE)

LOC I-UNI	APP CRS	Rwy Idg	5600
108.75	247°	TDZE	765
		Apt Elev	766

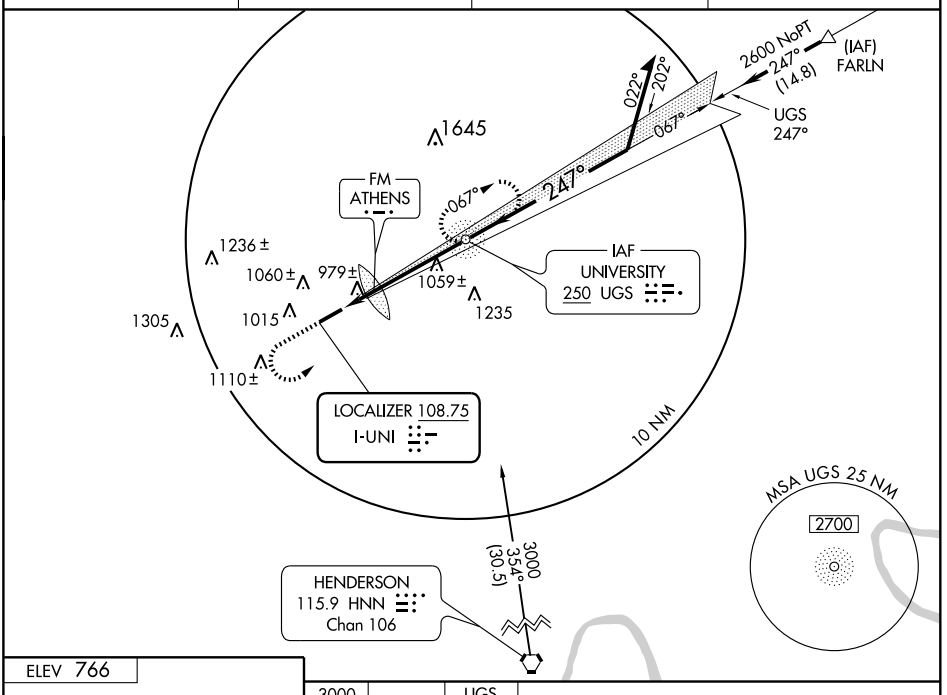
ILS or LOC RWY 25

ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

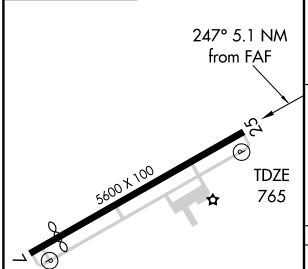
ADF REQUIRED
NA
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DH's and MDA's 100 feet.

MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L

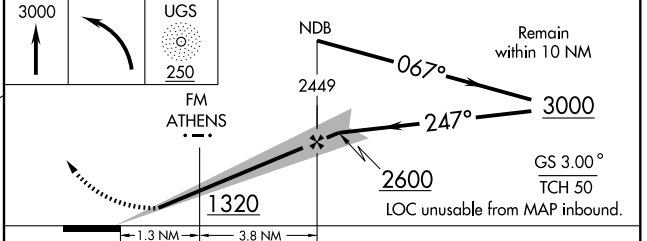


ELEV 766



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 25	974-1 209 (300-1)			
S-LOC 25	1320-1 555 (600-1)		1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)
FM MINIMUMS				
S-LOC 25	1240-1 475 (500-1)		1240-1¼ 475 (500-1¼)	1240-1½ 475 (500-1½)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB UGS	APP CRS	Rwy Idg	5600
250	247°	TDZE	765
		Apt Elev	766

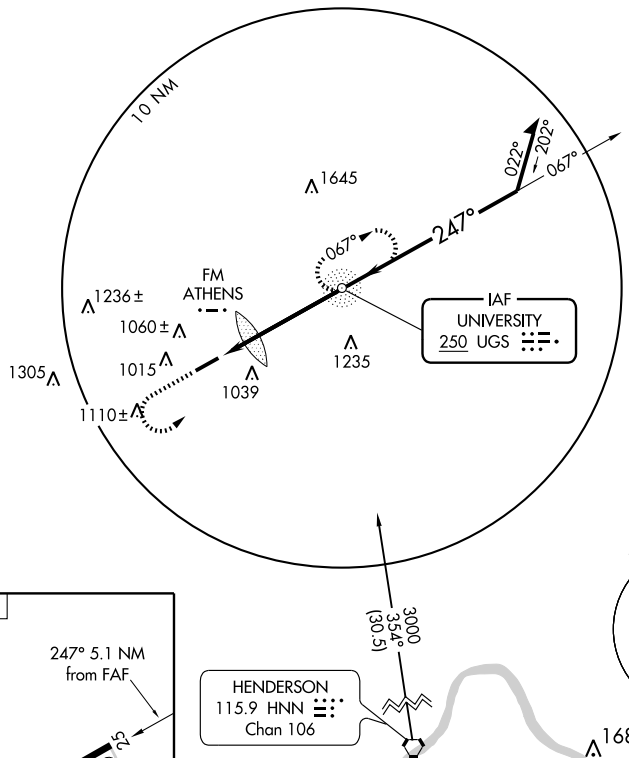
NDB RWY 25

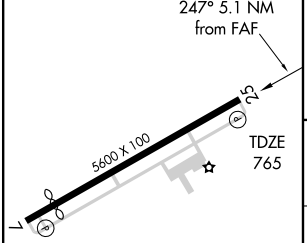
ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UNI)

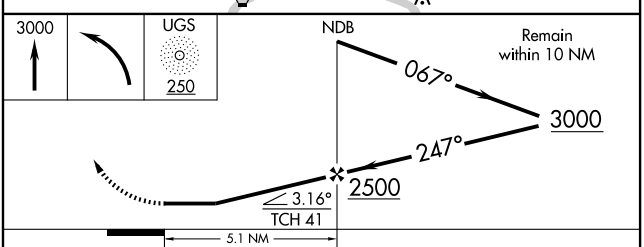
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-25	1380-1 615 (700-1)		1380-1¾ 615 (700-1¾)	1380-2 615 (700-2)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 4700
CH 81916	067°	TDZE 765
W07A		Apt Elev 766

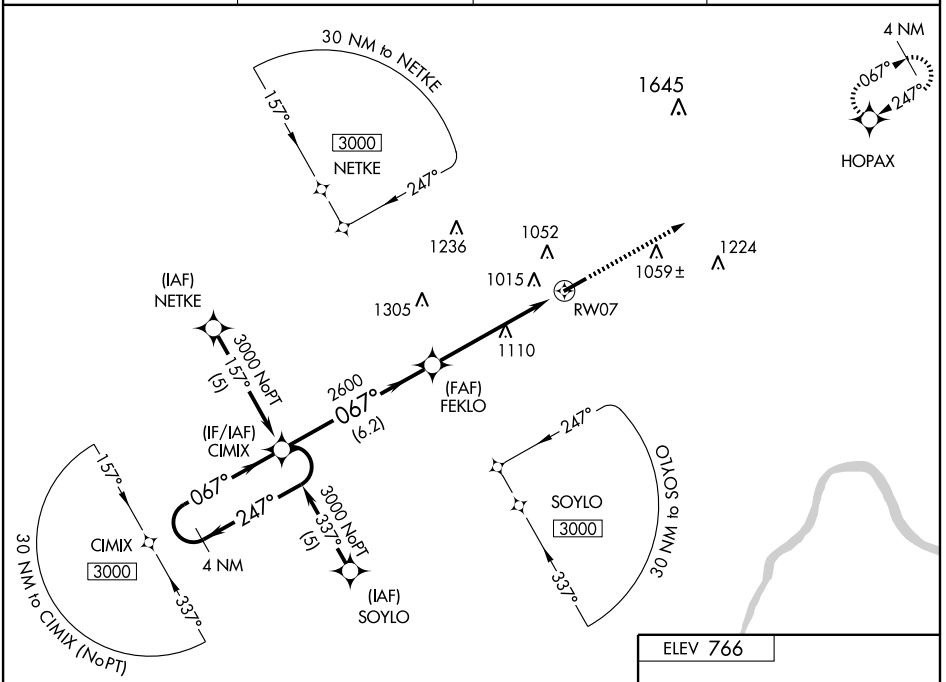
RNAV (GPS) RWY 7

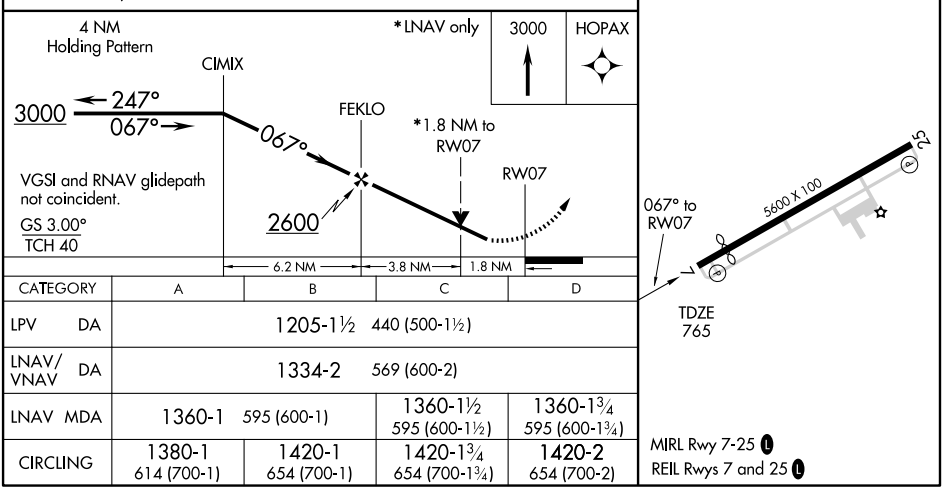
ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

V NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV and circling Cats C and D visibility ½ mile and circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA when using Parkersburg, WV altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOPAX and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1205-1½ 440 (500-1½)			
LNAV/VNAV DA	1334-2 569 (600-2)			
LNAV MDA	1360-1 595 (600-1)		1360-1½ 595 (600-1½)	1360-1¾ 595 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 5600
CH 90316	247°	TDZE 765
W25A		Apt Elev 766

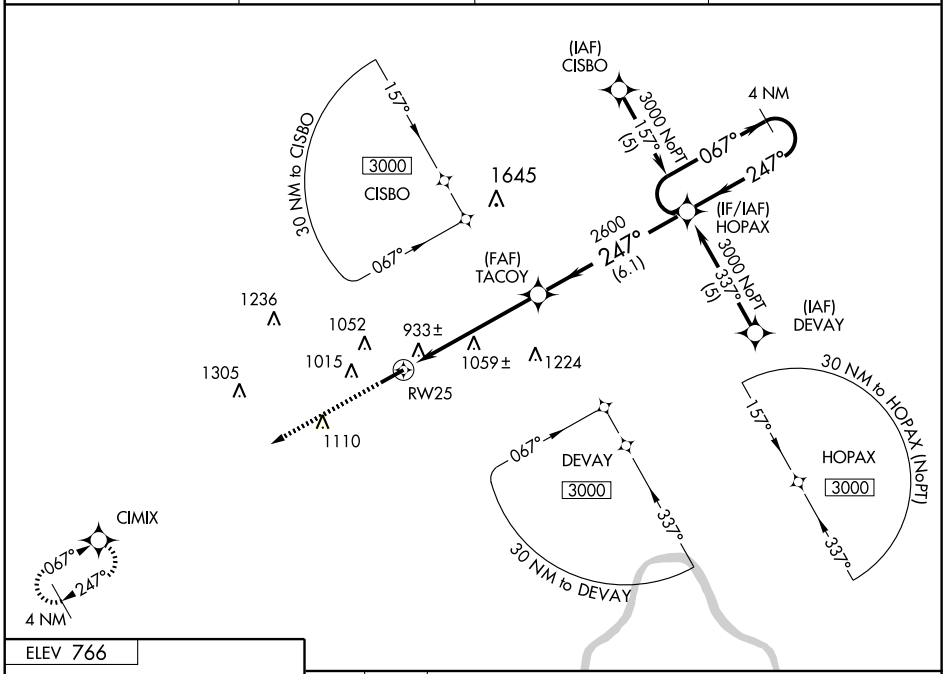
RNAV (GPS) RWY 25

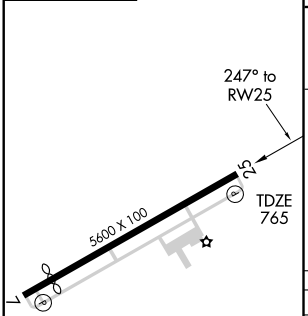
ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

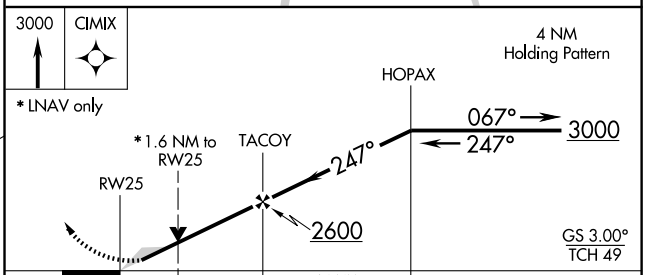
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DA and MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D, circling Cat B visibility ¼ mile and circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Parkersburg, WV altimeter setting.

MISSED APPROACH: Climb to 3000 direct CIMIX and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L



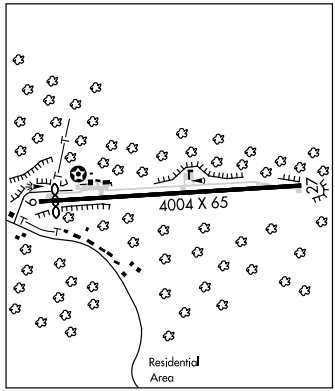




CATEGORY	A	B	C	D
LPV DA	965-¾ 200 (200-¾)			
LNAV/VNAV DA	1247-1¾ 482 (500-1¾)			
LNAV MDA	1320-1 555 (600-1)		1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BARNESVILLE–BRADFIELD (6G5) 1 NW UTC−5(−4DT) N40°00.15′ W81°11.51′ DETROIT
1312 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–29B
RWY 09–27: H4004X65 (ASPH) S–30 MIRL IAP
RWY 09: Thld dsplcd 299′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Deer and other wildlife on and invof arpt. ACTIVATE rotating bcn, MIRL Rwy 09–27 and REIL Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC−5(−4DT) N39°04.70′ W84°12.61′ CINCINNATI
843 B S4 **FUEL** 100LL, JET A TPA—1843(1000) NOTAM FILE DAY L–27E
RWY 04–22: H3566X75 (ASPH) MIRL 0.9% up SW IAP
RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396′. Road.
RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended Mon–Thu 1400Z‡–dusk, Fri–Sat 1400–2200Z‡, Sun 1600Z‡–dusk. Deer and other animals on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 124.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 014° 26.1 NM to fld. 810/4W.
SPORTYS NDB (MHW) 245 PWF N39°04.06′ W84°12.92′ at fld. NOTAM FILE DAY.
NDB unusable byd 15 NM.

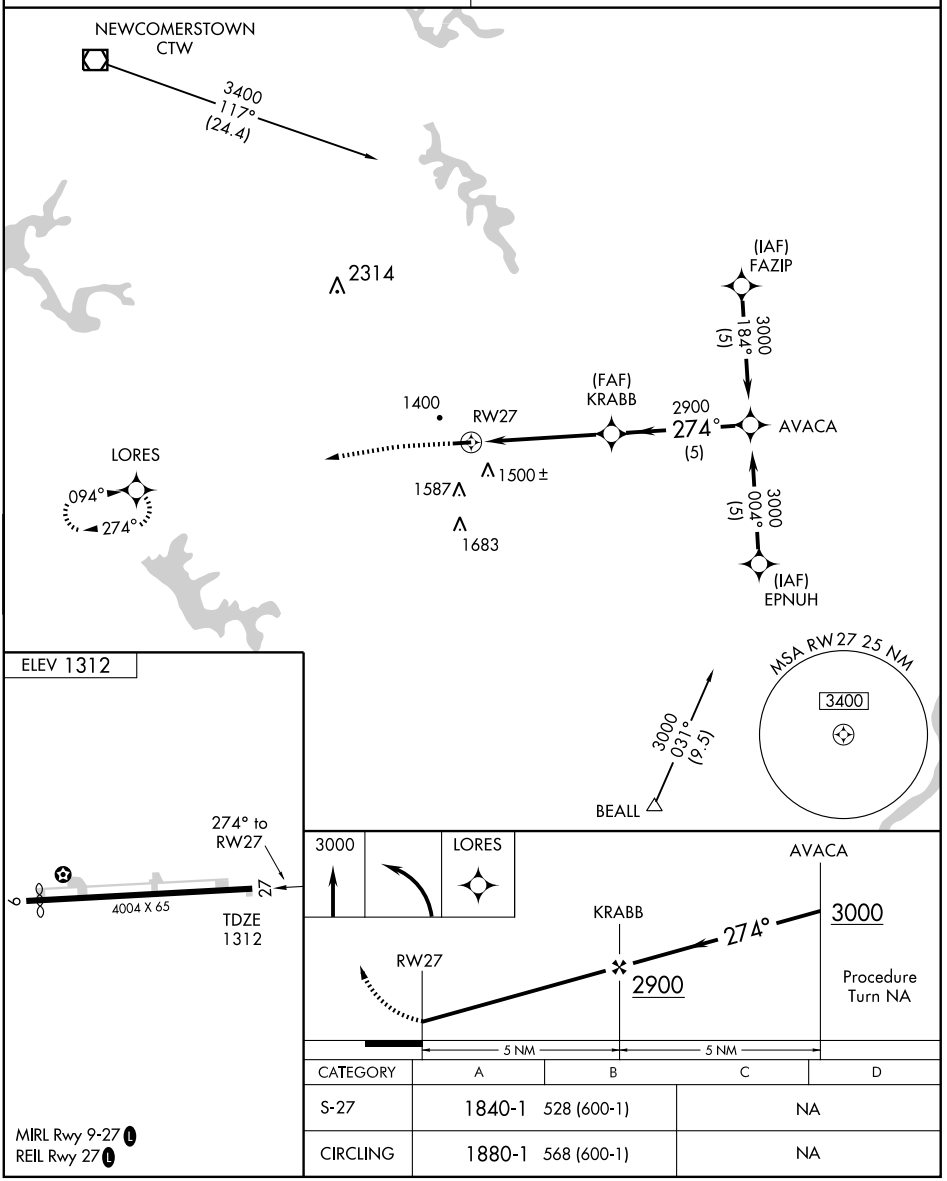
BEACH CITY (2D7) 1 E UTC−5(−4DT) N40°38.80′ W81°33.37′ DETROIT
984 B TPA—1800(816) NOTAM FILE CLE L–29B
RWY 10–28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E IAP
RWY 10: REIL. VASI(V2L). Thld dsplcd 425′. P–line. **RWY 28:** REIL. VASI(V2R). Thld dsplcd 734′. P–line.
AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10–28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10–28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10–28 dsplcd thld marked with thld lgts on 1′ day glo red containers. Rwy 10–28 numbers incorrect.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 359° 25.3 NM to fld. 1180/7W. **HIWAS.**

BELLAIRE N40°01.02′ W80°49.04′ NOTAM FILE CLE. DETROIT
(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W. H–10G, L–29B
VOR portion unusable 329°–349° below 6000′.
RCO 122.1R 117.1T (CLEVELAND RADIO)

APP CRS	Rwy Idg	4004
274°	TDZE	1312
	Apt Elev	1312

GPS RWY 27
BARNESVILLE-BRADFIELD (6G5)

NA Use Wheeling, WV altimeter setting.	MISSED APPROACH: Climb to 3000, then left turn direct LORES WP and hold.
CLEVELAND CENTER **120.4 257.975**	UNICOM **123.0** (CTAF) L



CATEGORY	A	B	C	D
S-27	1840-1 528 (600-1)			NA
CIRCLING	1880-1 568 (600-1)			NA

MIRL Rwy 9-27 L
REIL Rwy 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME AIR	APP CRS	Rwy Idg	4004
117.1	274°	TDZE	1312
Chan 118		Apt Elev	1312

VOR/DME RWY 27

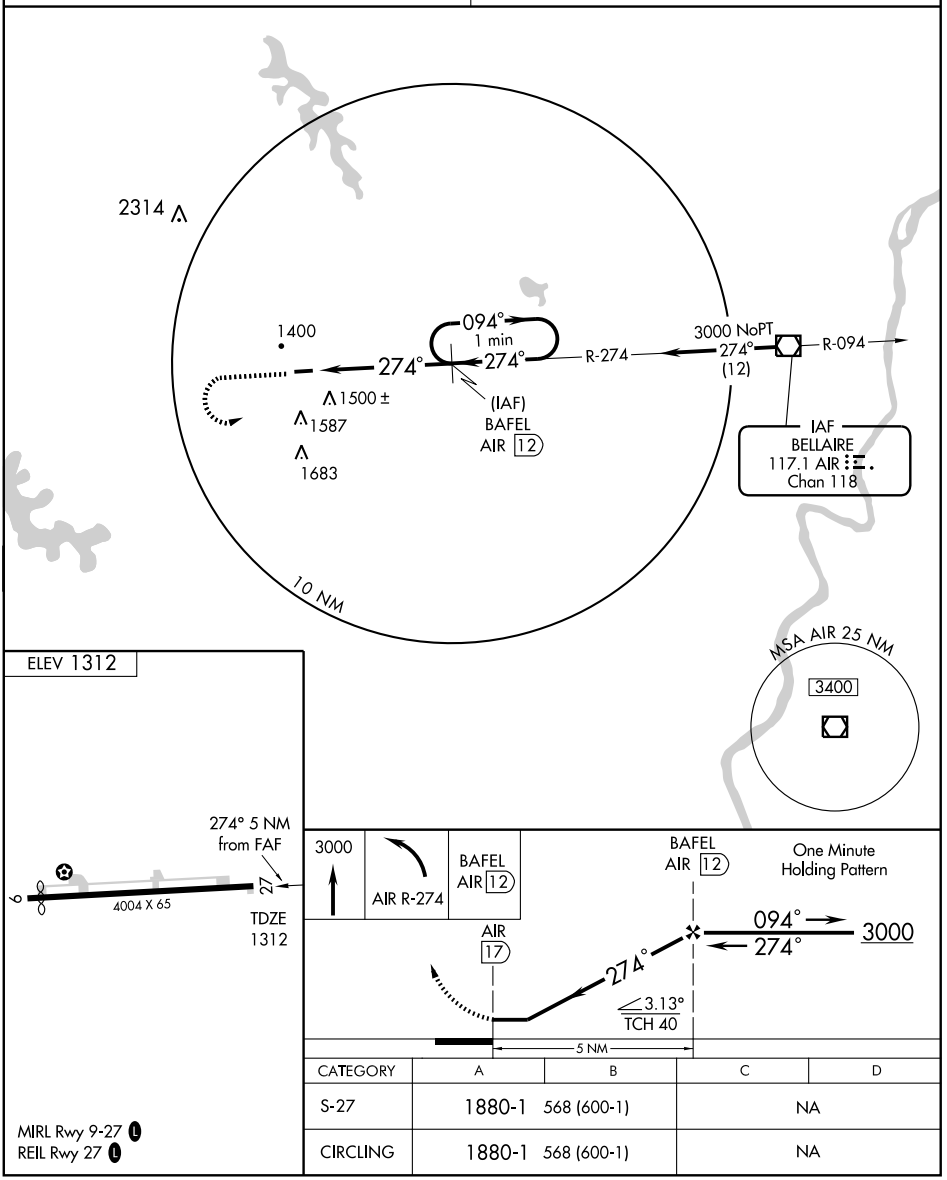
BARNESVILLE-BRADFIELD (6G5)

Use Wheeling, WV altimeter setting.

NA

MISSED APPROACH: Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.

CLEVELAND CENTER	UNICOM
120.4 257.975	123.0 (CTAF) L

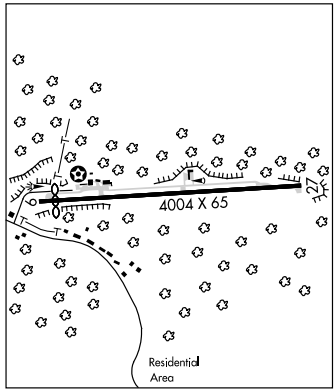


CATEGORY	A	B	C	D
S-27	1880-1	568 (600-1)	NA	
CIRCLING	1880-1	568 (600-1)	NA	

MIRL Rwy 9-27 L
REIL Rwy 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BARNESVILLE–BRADFIELD (6G5) 1 NW UTC−5(−4DT) N40°00.15′ W81°11.51′ DETROIT
1312 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–29B
RWY 09–27: H4004X65 (ASPH) S–30 MIRL IAP
RWY 09: Thld dsplcd 299′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Deer and other wildlife on and invof arpt. ACTIVATE rotating bcn, MIRL Rwy 09–27 and REIL Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC−5(−4DT) N39°04.70′ W84°12.61′ CINCINNATI
843 B S4 **FUEL** 100LL, JET A TPA—1843(1000) NOTAM FILE DAY L–27E
RWY 04–22: H3566X75 (ASPH) MIRL 0.9% up SW IAP
RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396′. Road.
RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended Mon–Thu 1400Z‡–dusk, Fri–Sat 1400–2200Z‡, Sun 1600Z‡–dusk. Deer and other animals on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 124.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 014° 26.1 NM to fld. 810/4W.
SPORTYS NDB (MHW) 245 PWF N39°04.06′ W84°12.92′ at fld. NOTAM FILE DAY.
NDB unusable byd 15 NM.

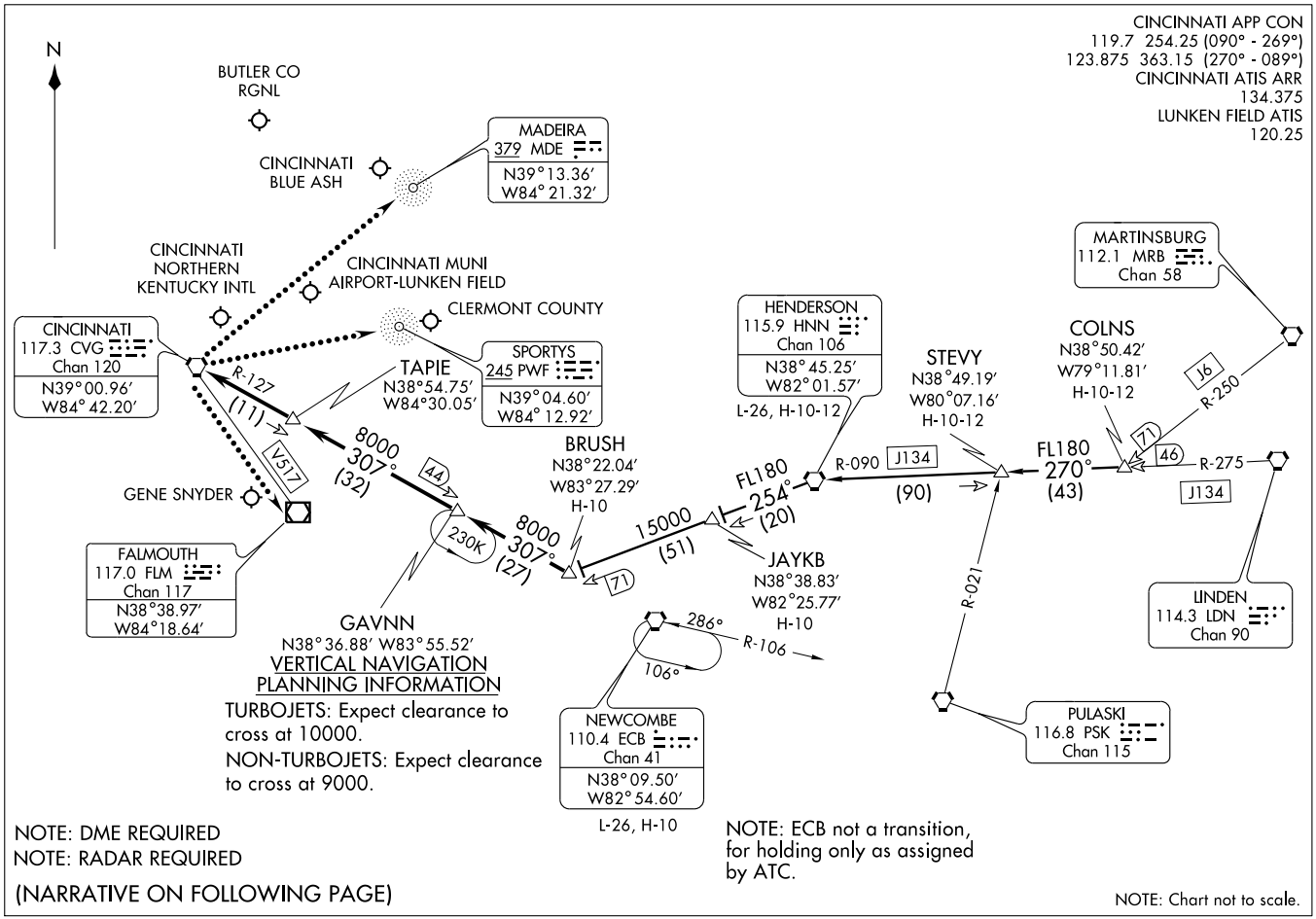
BEACH CITY (2D7) 1 E UTC−5(−4DT) N40°38.80′ W81°33.37′ DETROIT
984 B TPA—1800(816) NOTAM FILE CLE L–29B
RWY 10–28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E IAP
RWY 10: REIL. VASI(V2L). Thld dsplcd 425′. P–line. **RWY 28:** REIL. VASI(V2R). Thld dsplcd 734′. P–line.
AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10–28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10–28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10–28 dsplcd thld marked with thld lgts on 1′ day glo red containers. Rwy 10–28 numbers incorrect.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 359° 25.3 NM to fld. 1180/7W. **HIWAS.**

BELLAIRE N40°01.02′ W80°49.04′ NOTAM FILE CLE. DETROIT
(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W. H–10G, L–29B
VOR portion unusable 329°–349° below 6000′.
RCO 122.1R 117.1T (CLEVELAND RADIO)

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

ORLEE
N39°42.67′
W83°38.04′

HEDEE
N39°38.25′
W83°48.34′

JARSO
N39°35.50′
W83°54.70′

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

GENE SNYDER

R-169

R-051

V517

230K

APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

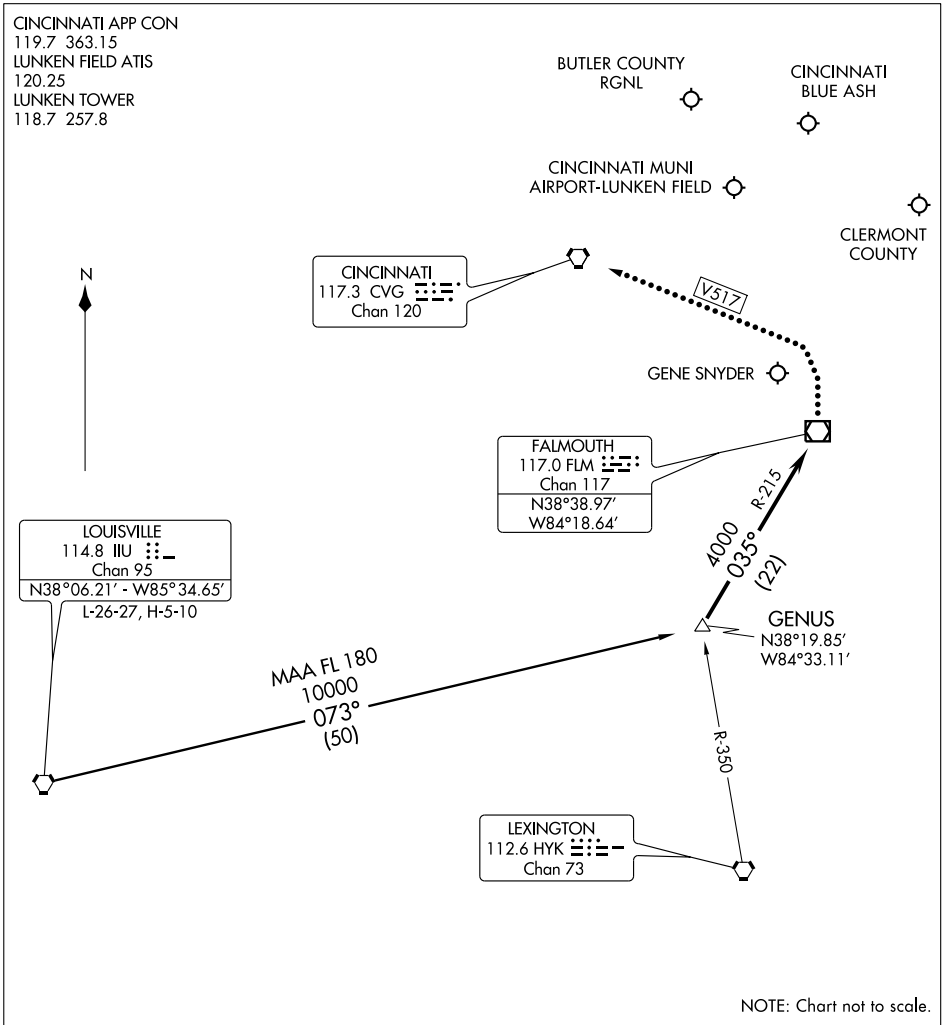
. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

CINCINNATI, OHIO

CINCINNATI, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

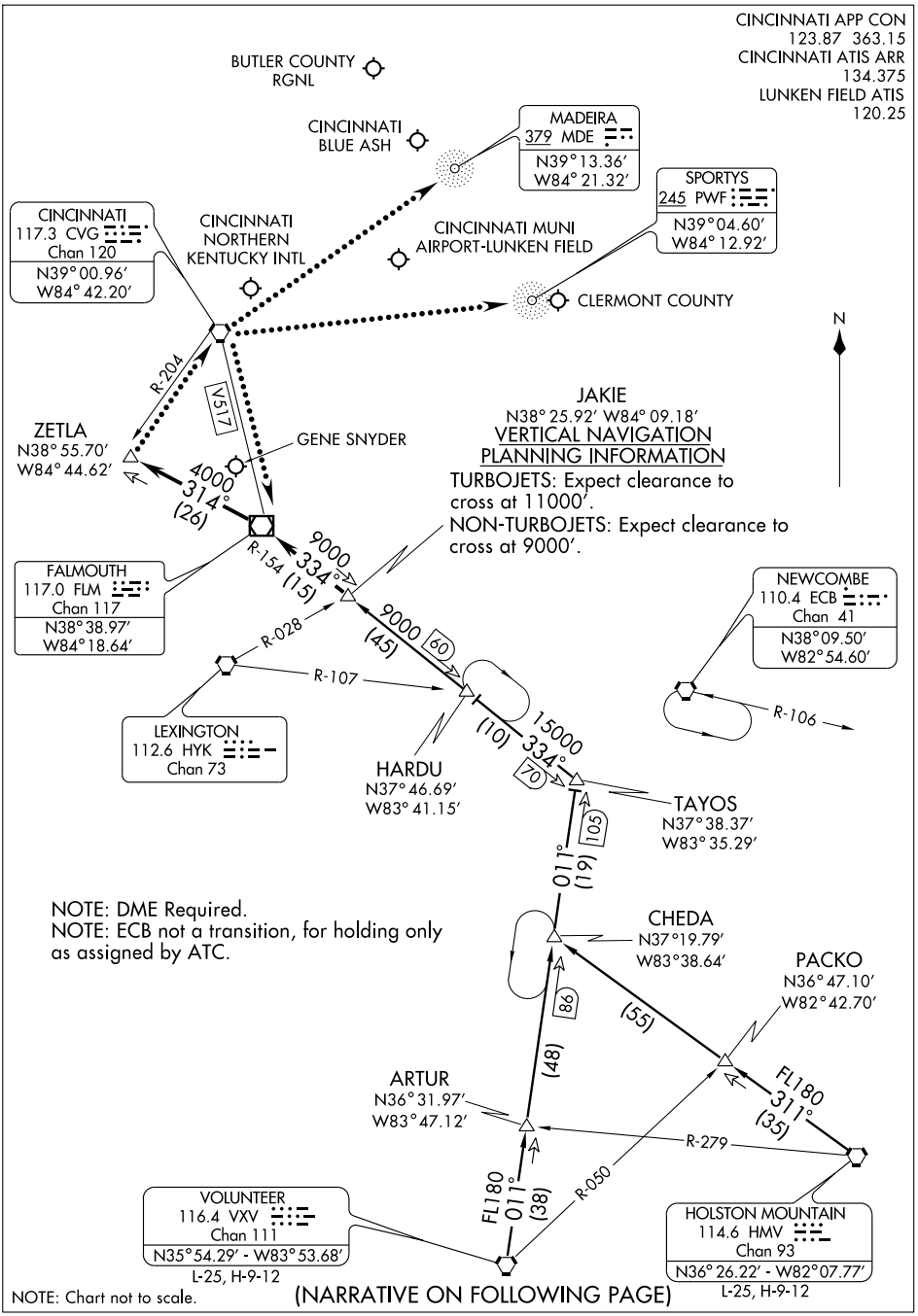
. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

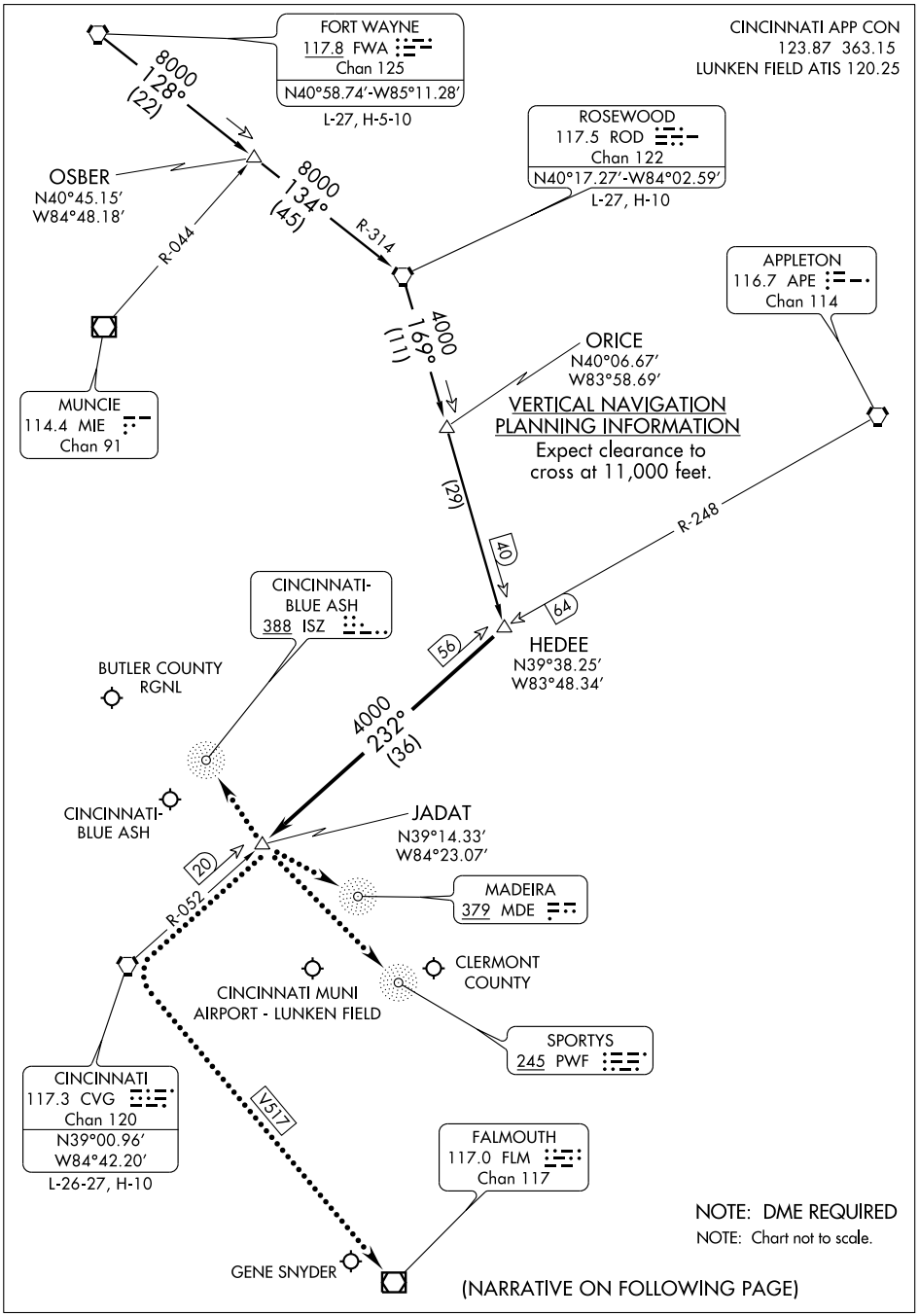


HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB PWF	APP CRS	Rwy Idg	3566
245	228°	TDZE	841
		Apt Elev	844

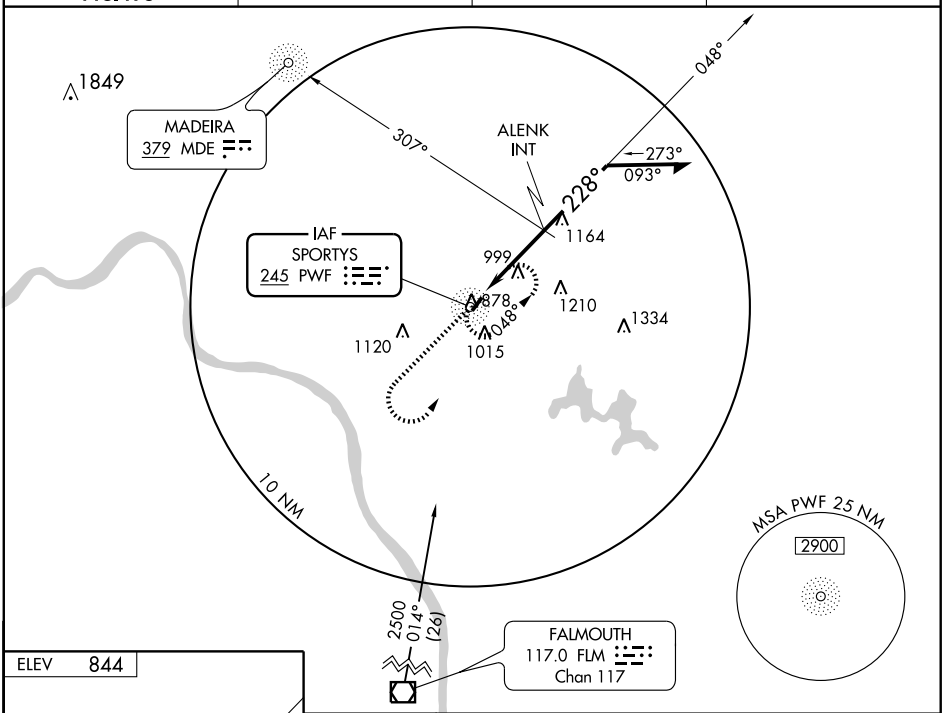
NDB RWY 22

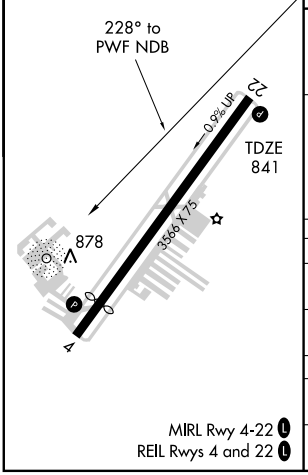
BATAVIA / CLERMONT COUNTY (I69)

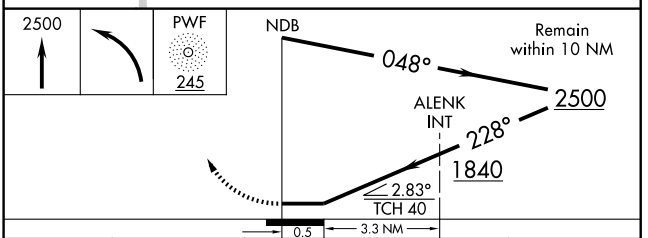
⚠ NA — Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then left turn direct PWF NDB and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-22	1840-1¼ 999 (1000-1¼)	1840-1½ 999 (1000-1½)	1840-3 999 (1000-3)	NA
CIRCLING	1840-1¼ 996 (1000-1¼)	1840-1½ 996 (1000-1½)	1840-3 996 (1000-3)	NA
ALENK FIX MINIMUMS (DUAL ADF REQUIRED)				
S-22	1340-1 499 (500-1)		1340-1¼ 499 (500-1¼)	NA
CIRCLING	1360-1 516 (600-1)		1360-1½ 516 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3170
040°	TDZE	841
	Apt Elev	844

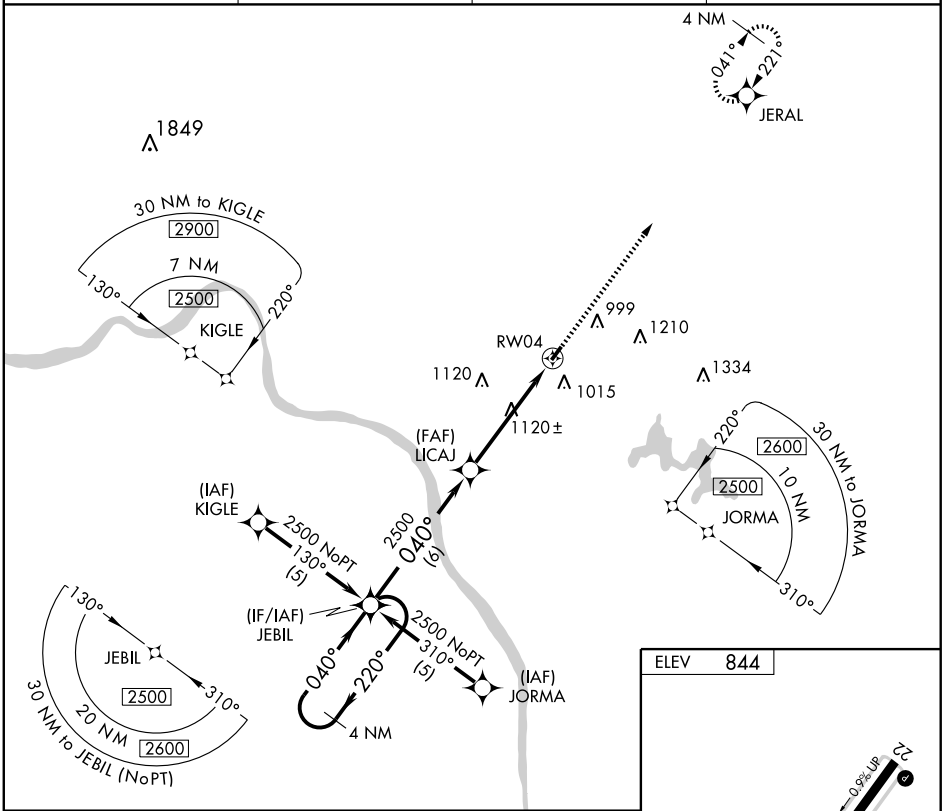
RNAV (GPS) RWY 4

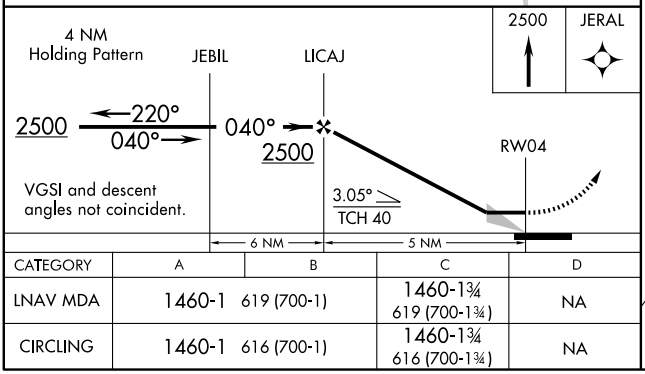
BATAVIA / CLERMONT COUNTY (I69)

⚠ NA — DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

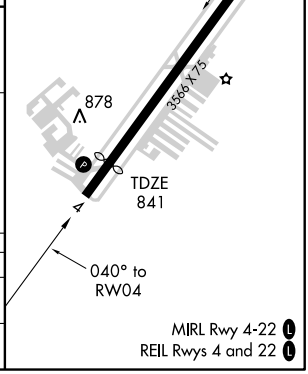
MISSED APPROACH: Climb to 2500 direct JERAL and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1	619 (700-1)	1460-1¾ 619 (700-1¾)	NA
CIRCLING	1460-1	616 (700-1)	1460-1¾ 616 (700-1¾)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
221°	Rwy Idg	3566
	TDZE	841
	Apt Elev	844

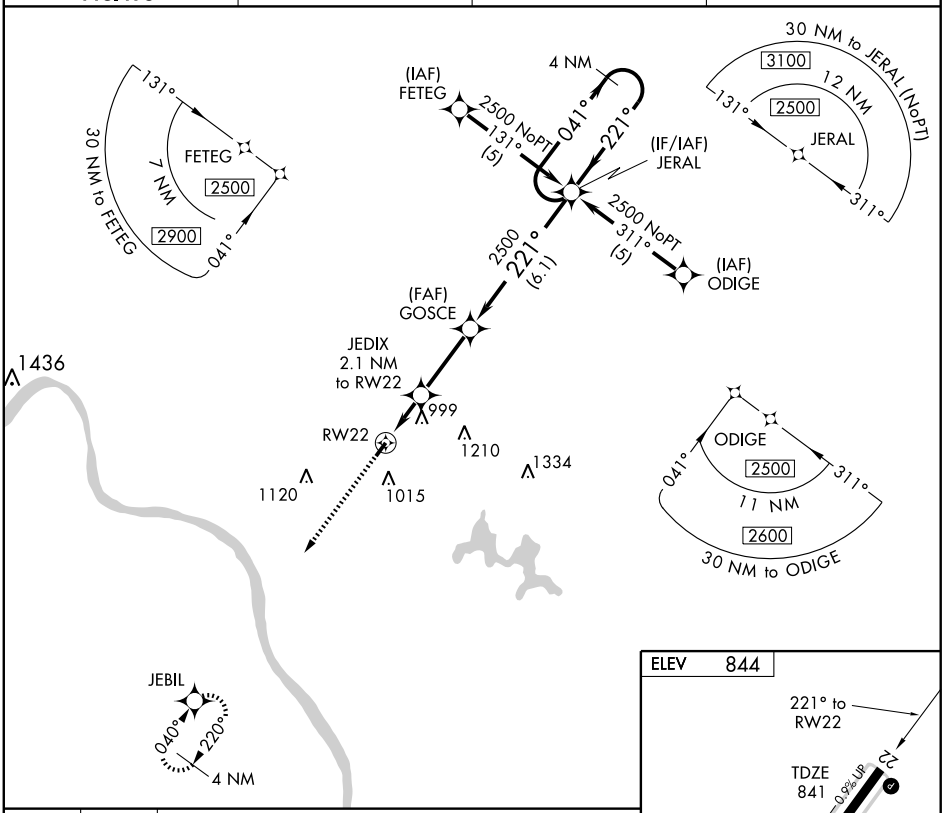
RNAV (GPS) RWY 22

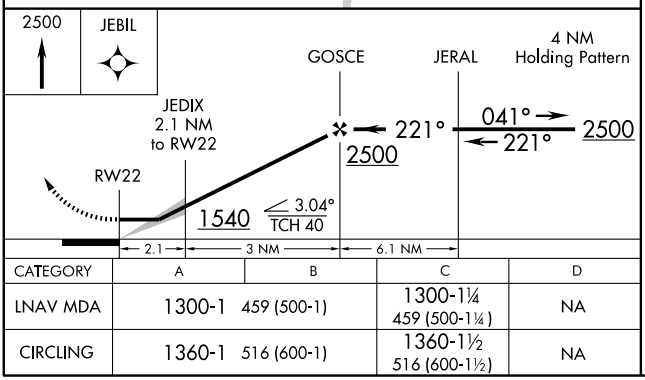
BATAVIA / CLERMONT COUNTY (I69)

NA DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

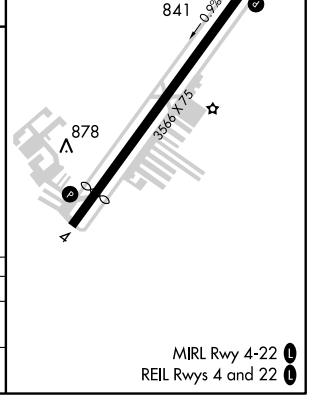
MISSED APPROACH: Climb to 2500 direct JEBIL and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1300-1	459 (500-1)	1300-1¼ 459 (500-1¼)	NA
CIRCLING	1360-1	516 (600-1)	1360-1½ 516 (600-1½)	NA



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	014°	TDZE	N/A
Chan 117		Apt Elev	844

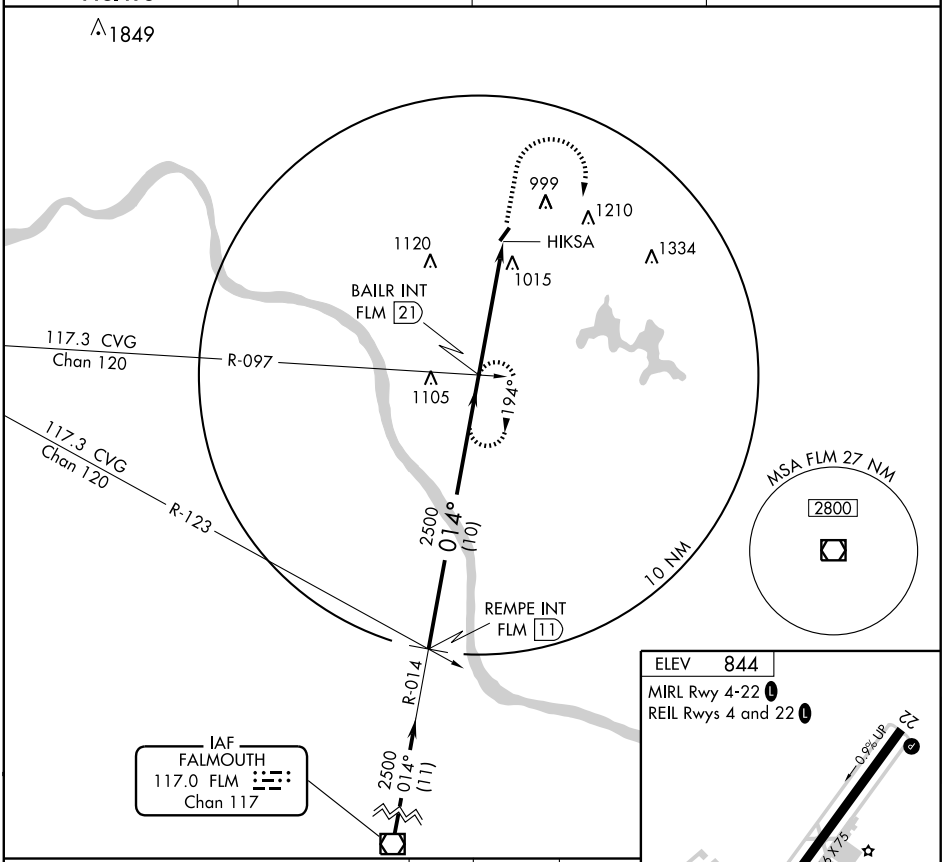
VOR-B

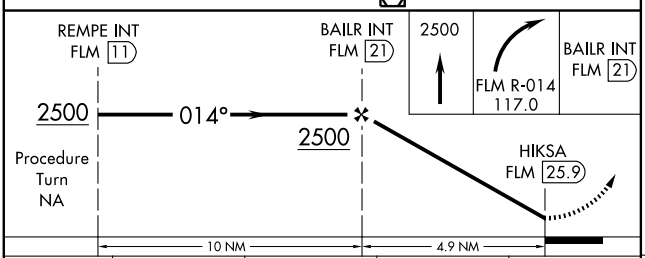
BATAVIA / CLERMONT COUNTY (I69)

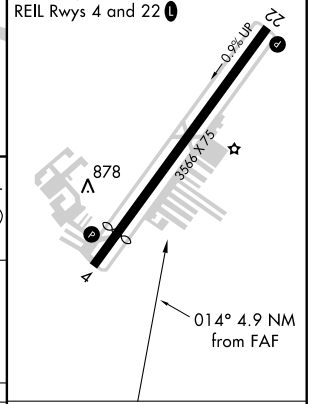
NA Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then right turn via FLM R-014 to BAILR Int/21 DME and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L







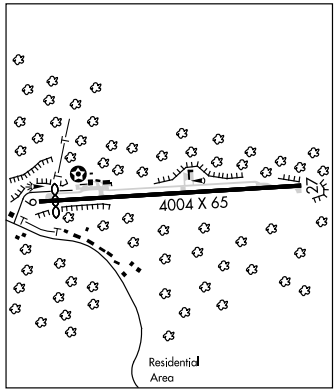
CATEGORY	A	B	C	D
CIRCLING	1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)	1420-1½ 576 (600-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BARNESVILLE–BRADFIELD (6G5) 1 NW UTC−5(−4DT) N40°00.15′ W81°11.51′ DETROIT
1312 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–29B
RWY 09–27: H4004X65 (ASPH) S–30 MIRL IAP
RWY 09: Thld dsplcd 299′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Deer and other wildlife on and invof arpt. ACTIVATE rotating bcn, MIRL Rwy 09–27 and REIL Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC−5(−4DT) N39°04.70′ W84°12.61′ CINCINNATI
843 B S4 **FUEL** 100LL, JET A TPA—1843(1000) NOTAM FILE DAY L–27E
RWY 04–22: H3566X75 (ASPH) MIRL 0.9% up SW IAP
RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396′. Road.
RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended Mon–Thu 1400Z‡–dusk, Fri–Sat 1400–2200Z‡, Sun 1600Z‡–dusk. Deer and other animals on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 124.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 014° 26.1 NM to fld. 810/4W.
SPORTYS NDB (MHW) 245 PWF N39°04.06′ W84°12.92′ at fld. NOTAM FILE DAY.
NDB unusable byd 15 NM.

BEACH CITY (2D7) 1 E UTC−5(−4DT) N40°38.80′ W81°33.37′ DETROIT
984 B TPA—1800(816) NOTAM FILE CLE L–29B
RWY 10–28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E IAP
RWY 10: REIL. VASI(V2L). Thld dsplcd 425′. P–line. **RWY 28:** REIL. VASI(V2R). Thld dsplcd 734′. P–line.
AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10–28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10–28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10–28 dsplcd thld marked with thld lgts on 1′ day glo red containers. Rwy 10–28 numbers incorrect.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 359° 25.3 NM to fld. 1180/7W. **HIWAS.**

BELLAIRE N40°01.02′ W80°49.04′ NOTAM FILE CLE. DETROIT
(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W. H–10G, L–29B
VOR portion unusable 329°–349° below 6000′.
RCO 122.1R 117.1T (CLEVELAND RADIO)

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	359°	TDZE	N/A
Chan 55		Apt Elev	984

VOR or GPS-A

BEACH CITY (2D7)

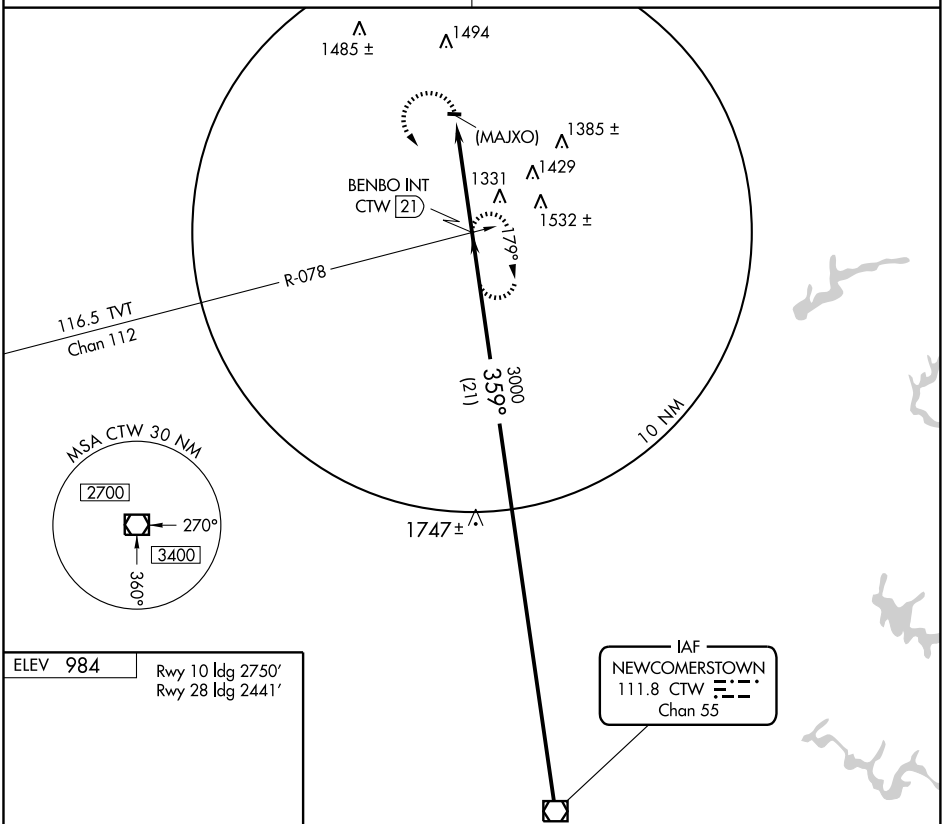
NA

Use Akron-Canton altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via CTW R-359 to BENBO Int/CTW 21 DME and hold.

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.8 (CTAF) 122.85 L

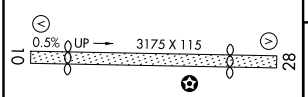


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

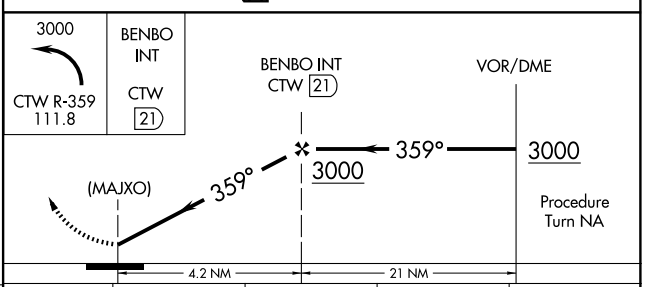
ELEV 984

Rwy 10 ldg 2750′
Rwy 28 ldg 2441′



359° 4.2 NM from FAF

REIL Rwys 10 and 28 L
LIRL Rwy 10-28 L



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	1720-1 736 (800-1)	NA		

BELLEFONTAINE RGNL (EDJ) 3 W UTC−5(−4DT) N40°22.34′ W83°49.16′ DETROIT
1122 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 07–25: H4999X100 (ASPH) MIRL 0.4% up NE IAP
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line. **RWY 25:** REIL. PAPI(P4L)—GA 4.0° TCH 57′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07, 25 and REIL Rwys 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (937) 599–4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 069° 11.5 NM to fld. 1080/5W.
NDB (MHW) 242 EDJ N40°22.26′ W83°48.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility and precipitation unreliable.

BENTON RIDGE N41°01.27′ W83°40.15′ NOTAM FILE FDY. DETROIT
NDB (MHW) 334 BNR at Findlay. Unmonitored. L–28J

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC−5(−4DT) N40°53.13′ W83°52.12′ DETROIT
851 B S3 **FUEL** 100LL, JET A TPA—1851(1000) NOTAM FILE CLE L–27E
RWY 05–23: H4126X75 (ASPH) S–12.5 MIRL IAP
RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. PAEW 1300–2200Z‡ Mon–Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23 REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 233° 6.6 NM to fld. 820/2W.
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN N39°49.16′ W83°12.29′ NOTAM FILE DAY. CINCINNATI
NDB (MHW/LOM) 230 BU 038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd. L–29A
NDB unusable 355°–010° beyond 15 NM.

BOWLING GREEN

BORDNER (3D8) 4 SW UTC−5(−4DT) N41°20.16′ W83°43.39′ DETROIT
690 NOTAM FILE CLE
RWY 09–27: 2703X30 (TURF) S–5 LIRL
RWY 09: P–line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09–27 call 419–352–5200.
COMMUNICATIONS: CTAF 122.9

WOOD CO (1GØ) 1 NE UTC−5(−4DT) N41°23.46′ W83°37.81′ DETROIT
673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE L–28J
RWY 10–28: H4199X75 (ASPH) MIRL IAP
RWY 10: REIL. PAPI(P4L). **RWY 28:** REIL. PAPI(P4L). Rgt tfc.
RWY 18–36: H2628X50 (ASPH) MIRL
RWY 18: REIL. PAPI(P4L). **RWY 36:** Thld dsplcd 57′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160′ AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. ACTIVATE MIRL Rwy 10–28 and Rwy 18–36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (419) 354–1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

APP CRS	Rwy Idg	4999
074°	TDZE	1113
	Apt Elev	1123

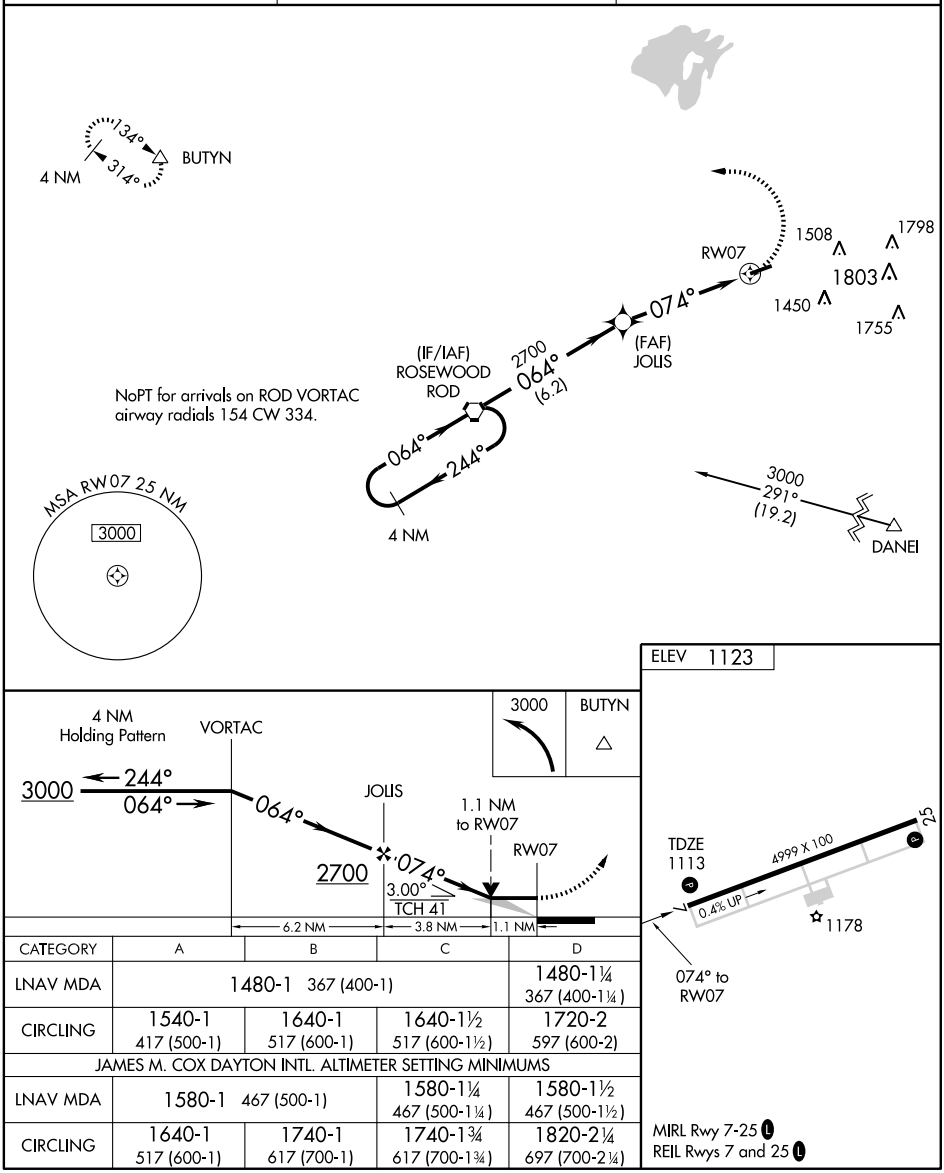
RNAV (GPS) RWY 7

BELLEFONTAINE RGNL (EDJ)

When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Dayton Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct BUTYN WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1580-1 467 (500-1)		1580-1¼ 467 (500-1¼)	1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

BELLEFONTAINE RGNL (EDJ)

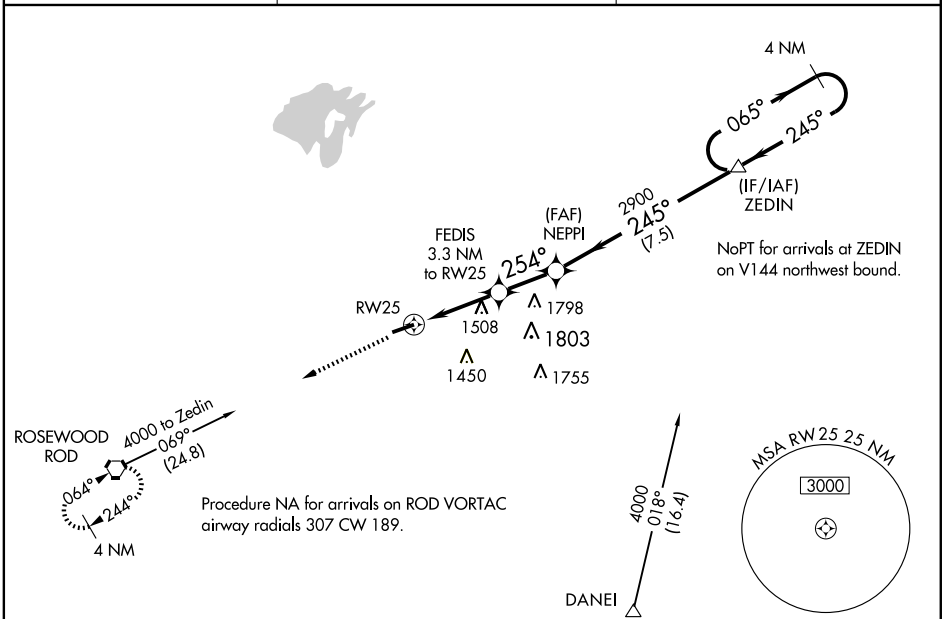
APP CRS	Rwy Idg	4999
254°	TDZE	1123
	Apt Elev	1123

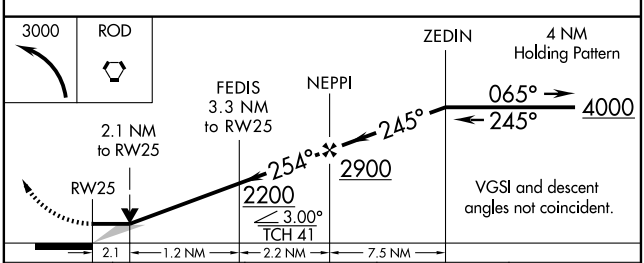
When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Intl altimeter setting. DME/DME RNP-0.3 NA.

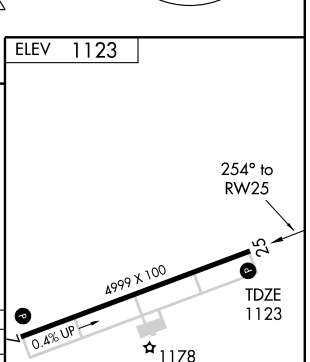
NA

MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
CIRCLING	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)
CIRCLING	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD	APP CRS	Rwy Idg	4999
117.5	068°	TDZE	1113
Chan 122		Apt Elev	1123

VOR/DME RWY 7

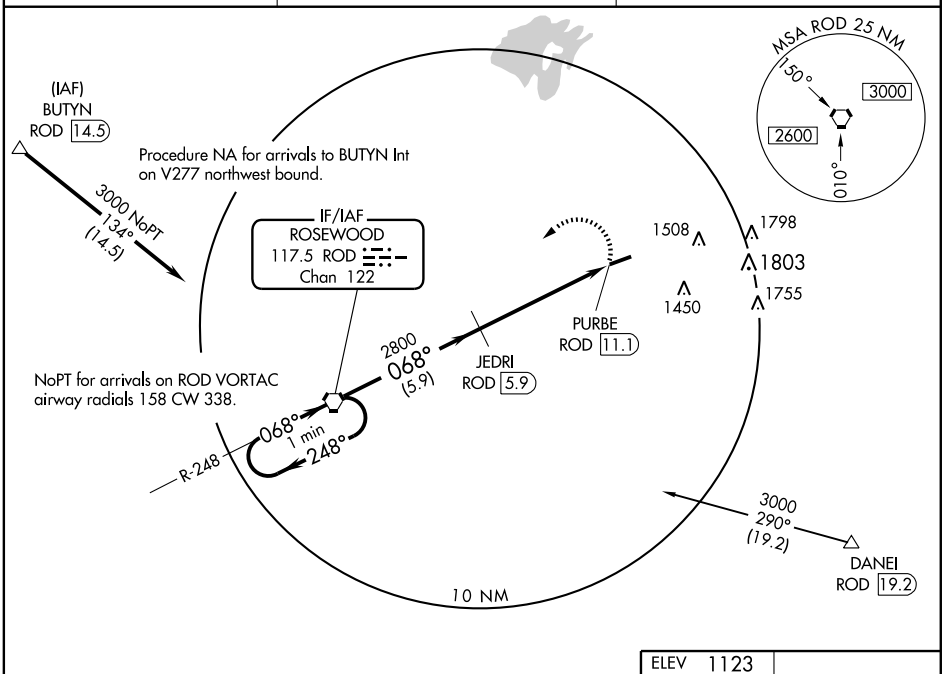
BELLEFONTAINE RGNL (EDJ)

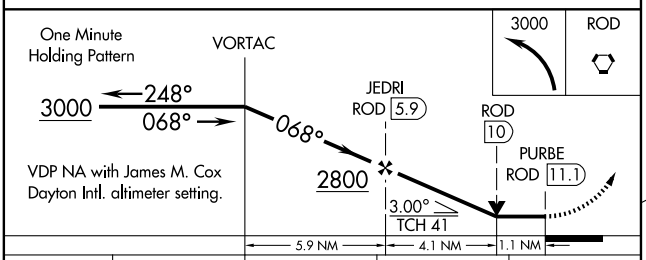
When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting.

NA

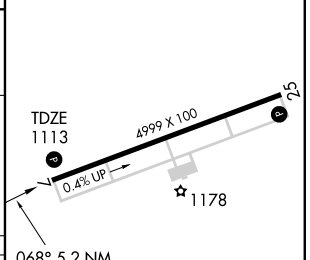
MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-7	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-7	1580-1 467 (500-1)		1580-1¼ 467 (500-1¼)	1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD	APP CRS	Rwy Idg	4999
117.5	249°	TDZE	1123
Chan 122		Apt Elev	1123

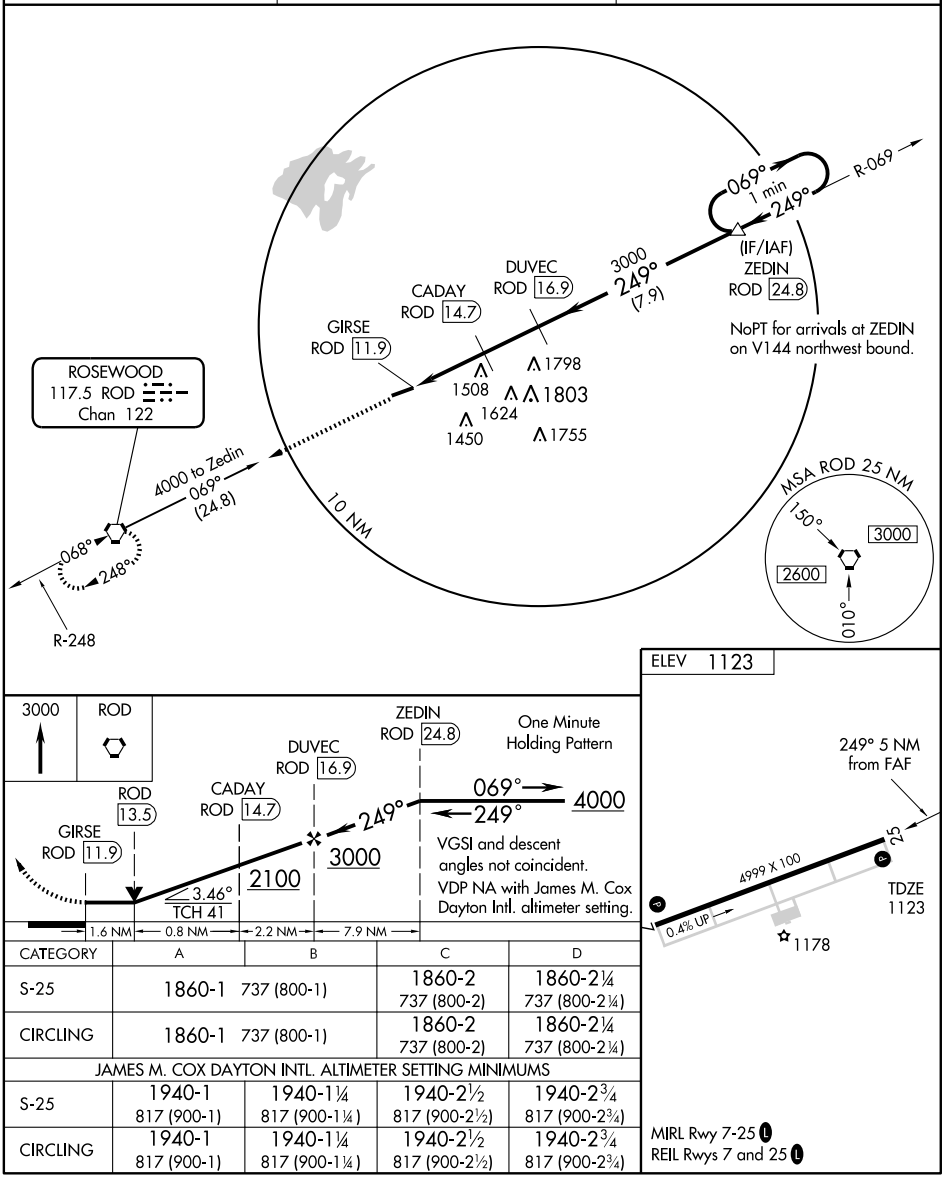
VOR/DME RWY 25

BELLEFONTAINE RGNL (EDJ)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-25	1860-1 737 (800-1)		1860-2 737 (800-2)	1860-2¼ 737 (800-2¼)
CIRCLING	1860-1 737 (800-1)		1860-2 737 (800-2)	1860-2¼ 737 (800-2¼)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-25	1940-1 817 (900-1)	1940-1¼ 817 (900-1¼)	1940-2½ 817 (900-2½)	1940-2¾ 817 (900-2¾)
CIRCLING	1940-1 817 (900-1)	1940-1¼ 817 (900-1¼)	1940-2½ 817 (900-2½)	1940-2¾ 817 (900-2¾)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BELLEFONTAINE RGNL (EDJ) 3 W UTC−5(−4DT) N40°22.34′ W83°49.16′ DETROIT
1122 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 07–25: H4999X100 (ASPH) MIRL 0.4% up NE IAP
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line. **RWY 25:** REIL. PAPI(P4L)—GA 4.0° TCH 57′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07, 25 and REIL Rwys 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (937) 599–4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 069° 11.5 NM to fld. 1080/5W.
NDB (MHW) 242 EDJ N40°22.26′ W83°48.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility and precipitation unreliable.

BENTON RIDGE N41°01.27′ W83°40.15′ NOTAM FILE FDY. DETROIT
NDB (MHW) 334 BNR at Findlay. Unmonitored. L–28J

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC−5(−4DT) N40°53.13′ W83°52.12′ DETROIT
851 B S3 **FUEL** 100LL, JET A TPA—1851(1000) NOTAM FILE CLE L–27E
RWY 05–23: H4126X75 (ASPH) S–12.5 MIRL IAP
RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. PAEW 1300–2200Z‡ Mon–Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23 REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 233° 6.6 NM to fld. 820/2W.
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN N39°49.16′ W83°12.29′ NOTAM FILE DAY. CINCINNATI
NDB (MHW/LOM) 230 BU 038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd. L–29A
NDB unusable 355°–010° beyond 15 NM.

BOWLING GREEN

BORDNER (3D8) 4 SW UTC−5(−4DT) N41°20.16′ W83°43.39′ DETROIT
690 NOTAM FILE CLE
RWY 09–27: 2703X30 (TURF) S–5 LIRL
RWY 09: P–line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09–27 call 419–352–5200.
COMMUNICATIONS: CTAF 122.9

WOOD CO (1GØ) 1 NE UTC−5(−4DT) N41°23.46′ W83°37.81′ DETROIT
673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE L–28J
RWY 10–28: H4199X75 (ASPH) MIRL IAP
RWY 10: REIL. PAPI(P4L). **RWY 28:** REIL. PAPI(P4L). Rgt tfc.
RWY 18–36: H2628X50 (ASPH) MIRL
RWY 18: REIL. PAPI(P4L). **RWY 36:** Thld dsplcd 57′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160′ AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. ACTIVATE MIRL Rwy 10–28 and Rwy 18–36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (419) 354–1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

APP CRS	Rwy Idg	4126
237°	TDZE	850
	Apt Elev	851

RNAV (GPS) RWY 23

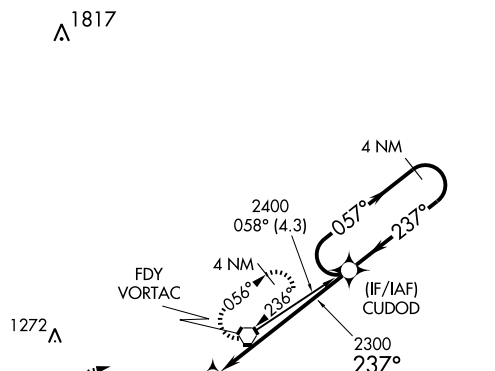
BLUFFTON (5G7)

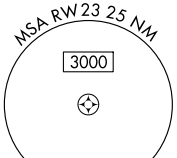
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received use Lima Allen County altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ mile.

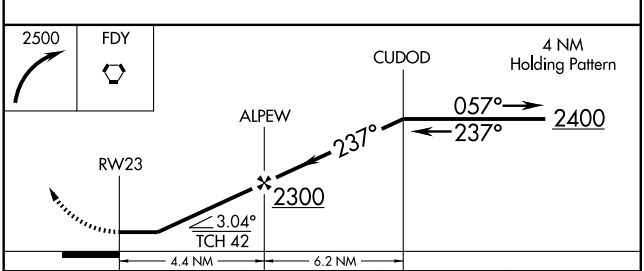
NA

MISSED APPROACH: Climbing right turn to 2500 direct FDY VORTAC and hold.

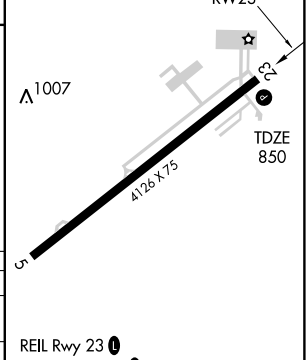
FINDLAY ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1	430 (500-1)	1280-1¼ 430 (500-1¼)	1280-1½ 430 (500-1½)
CIRCLING	1340-1	489 (500-1)	1340-1½ 489 (500-1½)	1520-2 669 (700-2)



REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY 108.2 Chan 19	APP CRS 233°	Rwy Idg 4126 TDZE 850 Apt Elev 851

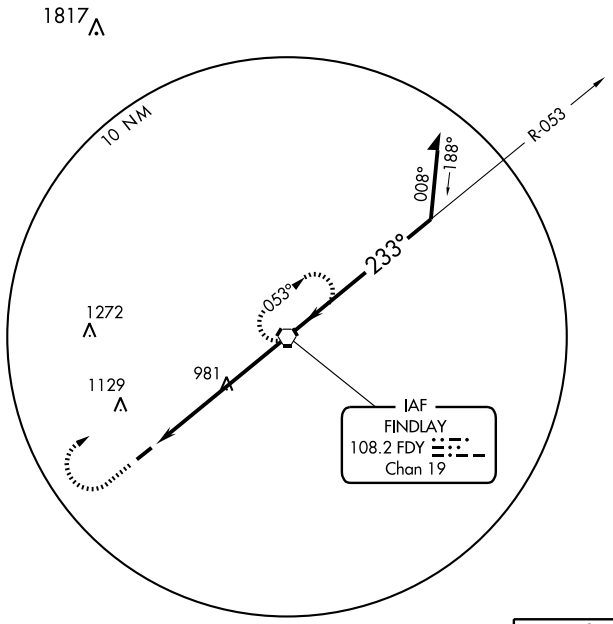
VOR RWY 23

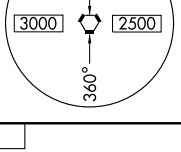
BLUFFTON (5G7)

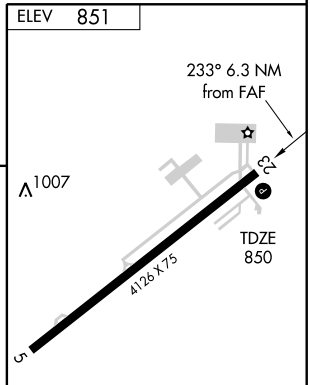
NA — Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received, use Lima Allen County altimeter setting and increase all MDA 20 feet, and Circling Cat D visibility ¼ mile.

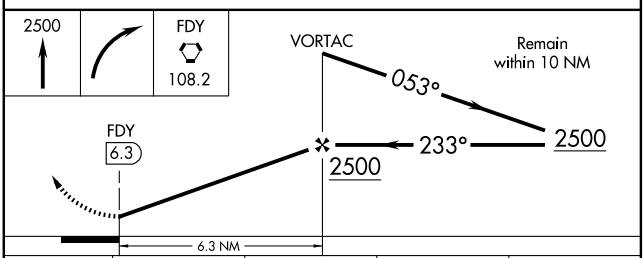
MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

FINDLAY ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-23	1280-1	430 (500-1)	1280-1¼ 430 (500-1¼)	1280-1½ 430 (500-1½)
CIRCLING	1340-1	489 (500-1)	1340-1½ 489 (500-1½)	1520-2 669 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BELLEFONTAINE RGNL (EDJ) 3 W UTC−5(−4DT) N40°22.34′ W83°49.16′ DETROIT
1122 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 07–25: H4999X100 (ASPH) MIRL 0.4% up NE IAP
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line. **RWY 25:** REIL. PAPI(P4L)—GA 4.0° TCH 57′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07, 25 and REIL Rwys 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (937) 599–4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 069° 11.5 NM to fld. 1080/5W.
NDB (MHW) 242 EDJ N40°22.26′ W83°48.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility and precipitation unreliable.

BENTON RIDGE N41°01.27′ W83°40.15′ NOTAM FILE FDY. DETROIT
NDB (MHW) 334 BNR at Findlay. Unmonitored. L–28J

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC−5(−4DT) N40°53.13′ W83°52.12′ DETROIT
851 B S3 **FUEL** 100LL, JET A TPA—1851(1000) NOTAM FILE CLE L–27E
RWY 05–23: H4126X75 (ASPH) S–12.5 MIRL IAP
RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. PAEW 1300–2200Z‡ Mon–Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23 REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 233° 6.6 NM to fld. 820/2W.
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN N39°49.16′ W83°12.29′ NOTAM FILE DAY. CINCINNATI
NDB (MHW/LOM) 230 BU 038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd. L–29A
NDB unusable 355°–010° beyond 15 NM.

BOWLING GREEN

BORDNER (3D8) 4 SW UTC−5(−4DT) N41°20.16′ W83°43.39′ DETROIT
690 NOTAM FILE CLE
RWY 09–27: 2703X30 (TURF) S–5 LIRL
RWY 09: P–line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09–27 call 419–352–5200.
COMMUNICATIONS: CTAF 122.9

WOOD CO (1GØ) 1 NE UTC−5(−4DT) N41°23.46′ W83°37.81′ DETROIT
673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE L–28J
RWY 10–28: H4199X75 (ASPH) MIRL IAP
RWY 10: REIL. PAPI(P4L). **RWY 28:** REIL. PAPI(P4L). Rgt tfc.
RWY 18–36: H2628X50 (ASPH) MIRL
RWY 18: REIL. PAPI(P4L). **RWY 36:** Thld dsplcd 57′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160′ AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. ACTIVATE MIRL Rwy 10–28 and Rwy 18–36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (419) 354–1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

WAAS	APP CRS	Rwy Idg	4199
CH 62803	096°	TDZE	673
W10A		Apt Elev	673

RNAV (GPS) RWY 10

BOWLING GREEN / WOOD COUNTY (1G0)

If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 direct MELIS and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at LEYIR via V6 westbound.

(IAF) LEYIR

2300 NoPT 186° (7)

(IF/IAF) UBAYA

096° 276° 4 NM

2300 096° (6.3)

(FAF) ZIMBO

806 ± RW10

1066 847 948 868 828 1002 926

1051

4 NM 096° 276° MELIS

2300 NoPT 006° (5)

(IAF) WUDAT

MSA RW10 25 NM 3100

2900 350° (22.1)

Procedure NA for arrivals at FDY VORTAC via airway radials 291 CW 012.

1817

FINDLAY FDY

4 NM Holding Pattern

UBAYA ZIMBO

2300 ←276° 096°→ 096°

2300

GS 3.00° TCH 40

2300 MELIS

*1.4 NM to RW10

RW10

* LNAV only

6.3 NM 3.5 NM 1.4

ELEV 673 Rwy 36 ldg 2571'

096° to RW10

TDZE 673

4199 X 75

2628 X 50

CATEGORY	A	B	C	D
LPV DA	926-1 253 (300-1)			
LNAV MDA	1160-1 487 (500-1)		1160-1¼ 487 (500-1¼)	1160-1½ 487 (500-1½)
CIRCLING	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

REIL Rwys 10, 18 and 28 L

MIRL Rwys 10-28 and 18-36 L

WAAS CH 97403 W18A	APP CRS 184°	Rwy Idg 2628 TDZE 672 Apt Elev 673

RNAV (GPS) RWY 18

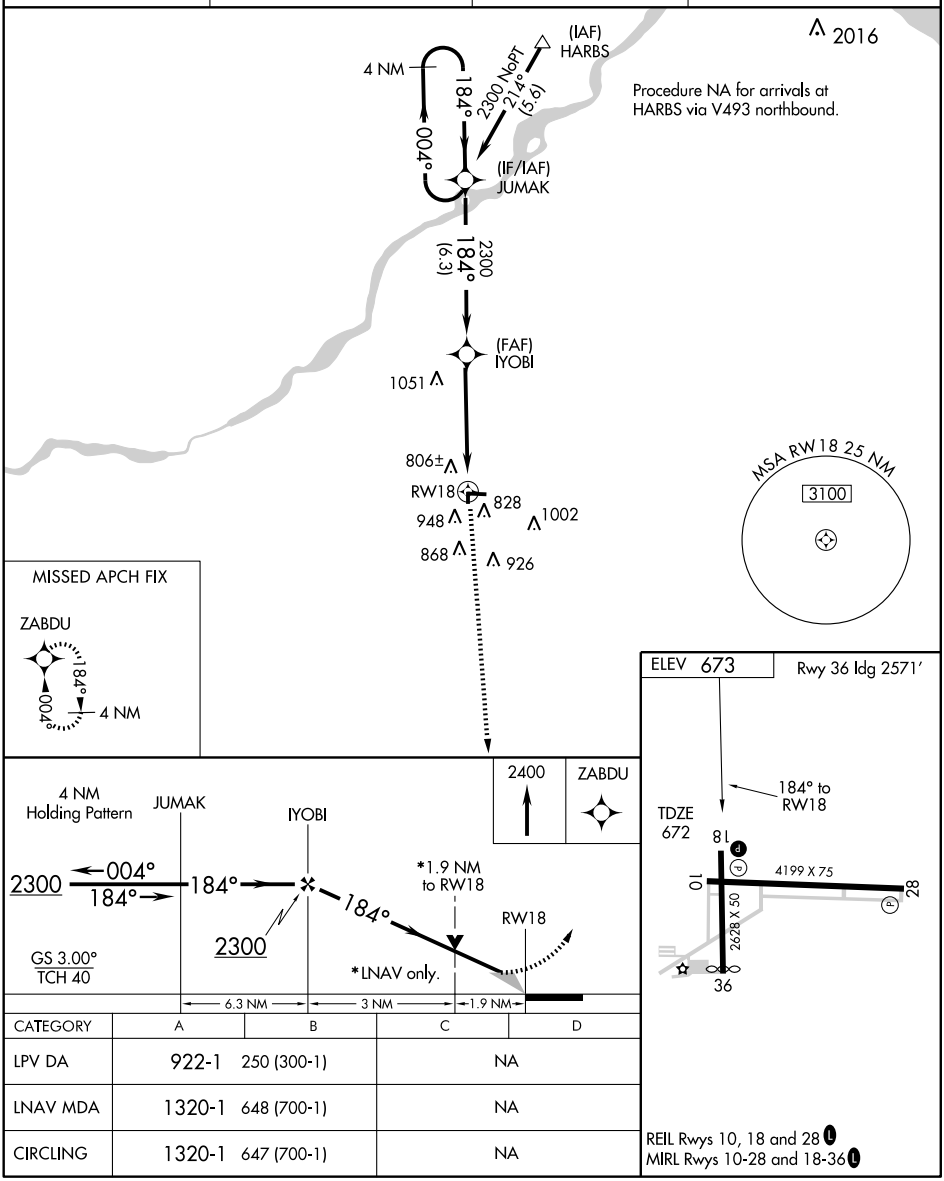
BOWLING GREEN / WOOD COUNTY (1G0)

If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2400 direct ZABDU and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	922-1	250 (300-1)	NA	
LNAV MDA	1320-1	648 (700-1)	NA	
CIRCLING	1320-1	647 (700-1)	NA	

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4199
CH 82702	276°	TDZE	673
W28A		Apt Elev	673

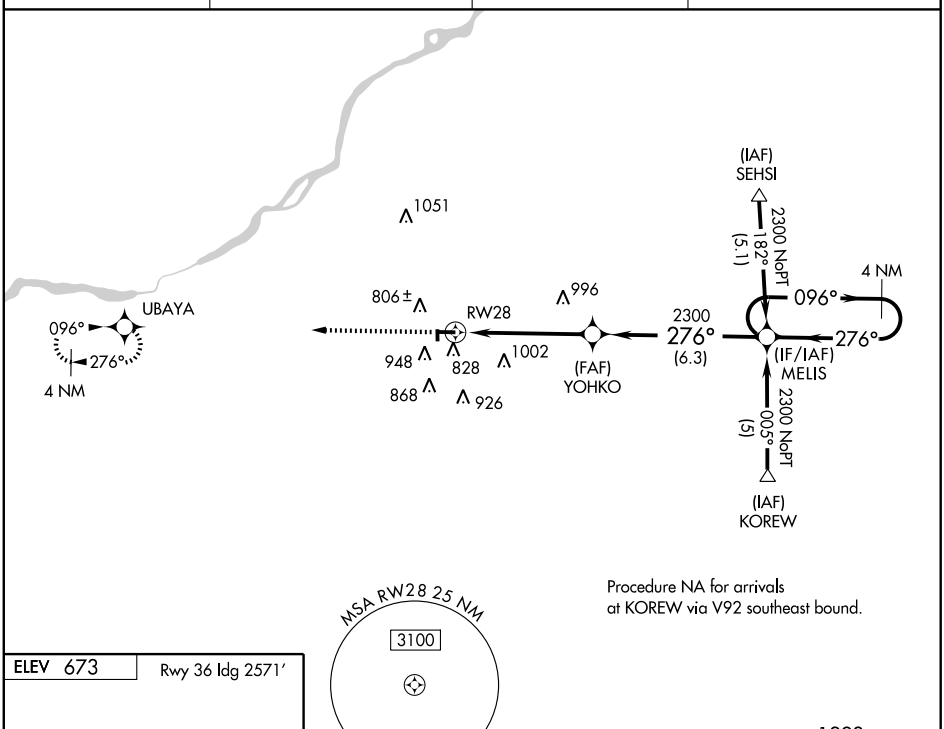
RNAV (GPS) RWY 28

BOWLING GREEN / WOOD COUNTY (1G0)

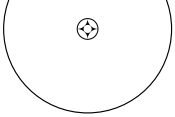
If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 direct UBAYA and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

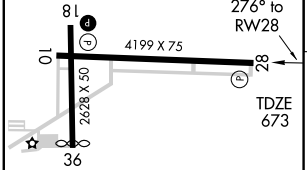


Procedure NA for arrivals at KOREW via V92 southeast bound.

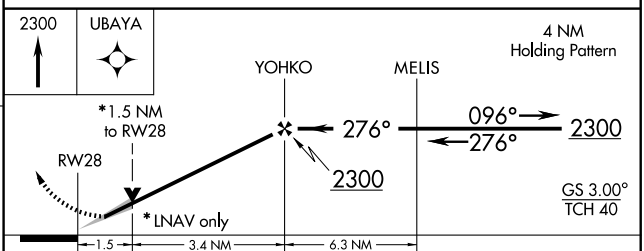


1293

ELEV 673 Rwy 36 Idg 2571'



REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	923-1 250 (300-1)			
LNAV MDA	1200-1 527 (600-1)		1200-1½ 527 (600-1½)	1200-1¾ 527 (600-1¾)
CIRCLING	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2571
004°	TDZE	672
	Apt Elev	673

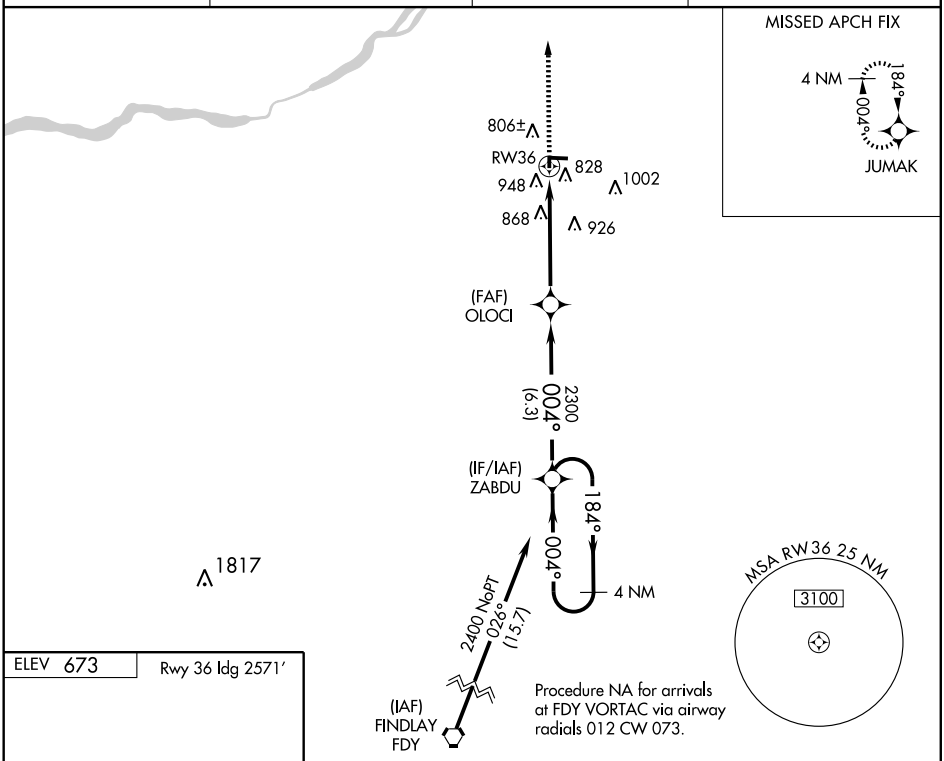
RNAV (GPS) RWY 36

BOWLING GREEN / WOOD COUNTY (1G0)

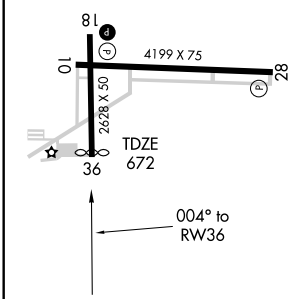
If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct JUMAK and hold.

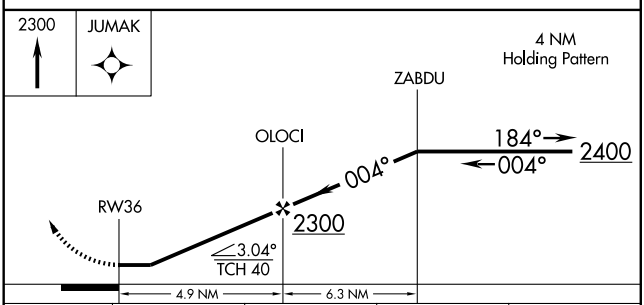
AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L



ELEV 673 Rwy 36 ldg 2571'



REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	588 (600-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME VWV 113.1 Chan 78	APP CRS 179°	Rwy Idg 2628 TDZE 672 Apt Elev 673

VOR RWY 18

BOWLING GREEN / WOOD COUNTY (1G0)

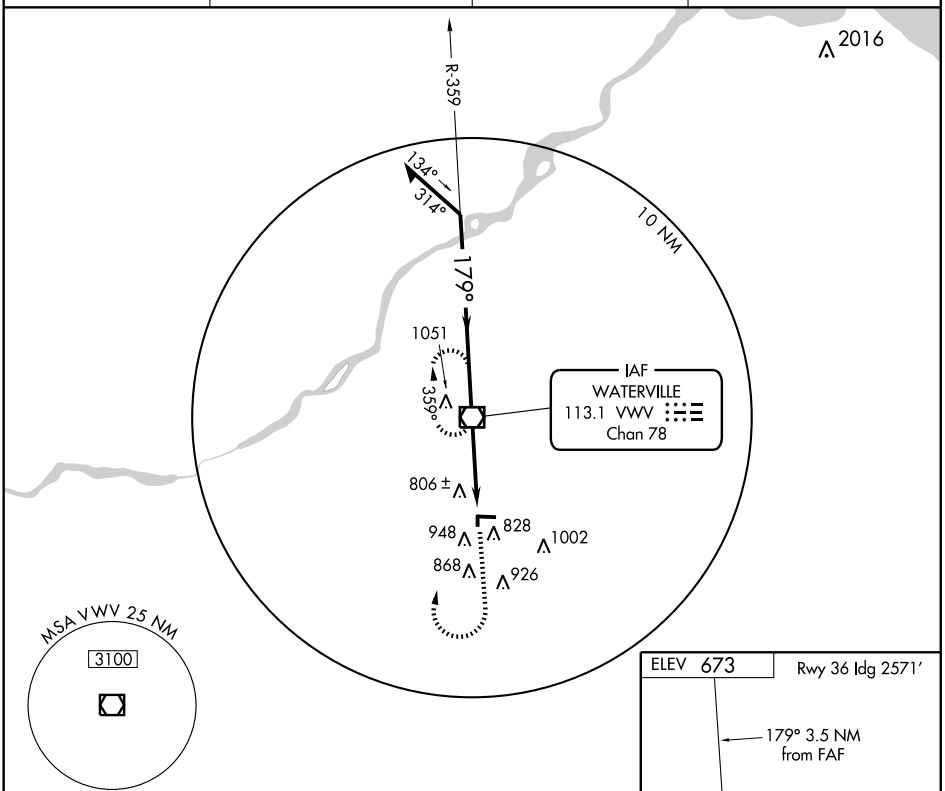
If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.

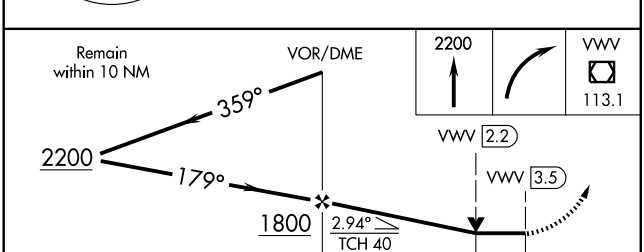
NA

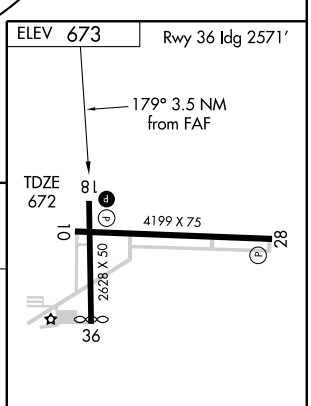
MISSED APPROACH: Climb to 2200 then right turn direct VWV VOR/DME and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-18	1120-1	448 (500-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

EC-2, 21 OCT 2010 to 18 NOV 2010

BRIGGS N40°44.44′ W81°25.93′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 112.4 BSV Chan 71 182° 16.2 NM to Harry Clever Fld. 1230/4W. H–10G, L–29B
RCO 122.1R 112.4T (CLEVELAND RADIO)

BROOKVILLE AIR–PARK (I62) 2 NW UTC−5(−4DT) N39°51.75′ W84°26.00′ CINCINNATI
1037 S4 **FUEL** 100LL NOTAM FILE DAY
RWY 09–27: H2500X30 (ASPH) LIRL
RWY 09: Road. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dark. Deer on and invof arpt. 100LL fuel avbl 24 hrs with credit card. Rwy 09–27 pavement condition–weathered, loose aggregate, broken pavement. ACTIVATE LIRL Rwy 09–27—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 134.45 (181°–359°)

BROWN CO (See GEORGETOWN)

BRUNY N39°50.82′ W84°20.09′ NOTAM FILE DAY. CINCINNATI
NDB (LOM) 315 AT 062° 6.3 NM to fld. James M Cox Dayton Intl.

BRYAN N41°28.79′ W84°27.96′ NOTAM FILE CLE. DETROIT
NDB (MHW) 260 BYN 252° 2 NM to Williams Co. L–28J

BRYAN

WILLIAMS CO (ØG6) 2 E UTC−5(−4DT) N41°28.04′ W84°30.41′ DETROIT
730 B **FUEL** 100LL, JET A NOTAM FILE CLE L–28J
RWY 07–25: H4781X75 (ASPH) S–30 LIRL IAP
RWY 07: REIL. SAVASI(S2L). Thld dsplcd 296′. Trees. **RWY 25:** REIL. Thld dsplcd 629′. Road.
AIRPORT REMARKS: Attended Apr–Nov 1300–2330Z‡, Dec–Mar 1300–2230Z‡. Occasional deer on and invof arpt. Rwy 07 VASI OTS indef. ACTIVATE REIL Rwy 07–25—123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 167° 37.5 NM to fld. 1040/05W.
BRYAN NDB (MHW) 260 BYN N41°28.79′ W84°27.96′ 252° 2 NM to fld. NOTAM FILE CLE.

BUCKEYE N40°37.00′ W83°03.83′ NOTAM FILE MNN. DETROIT
(T) VORW 109.8 BUD at Marion Muni. L–29A

NDB BYN 260	APP CRS 253°	Rwy Idg N/A TDZE N/A Apt Elev 730

NDB-A

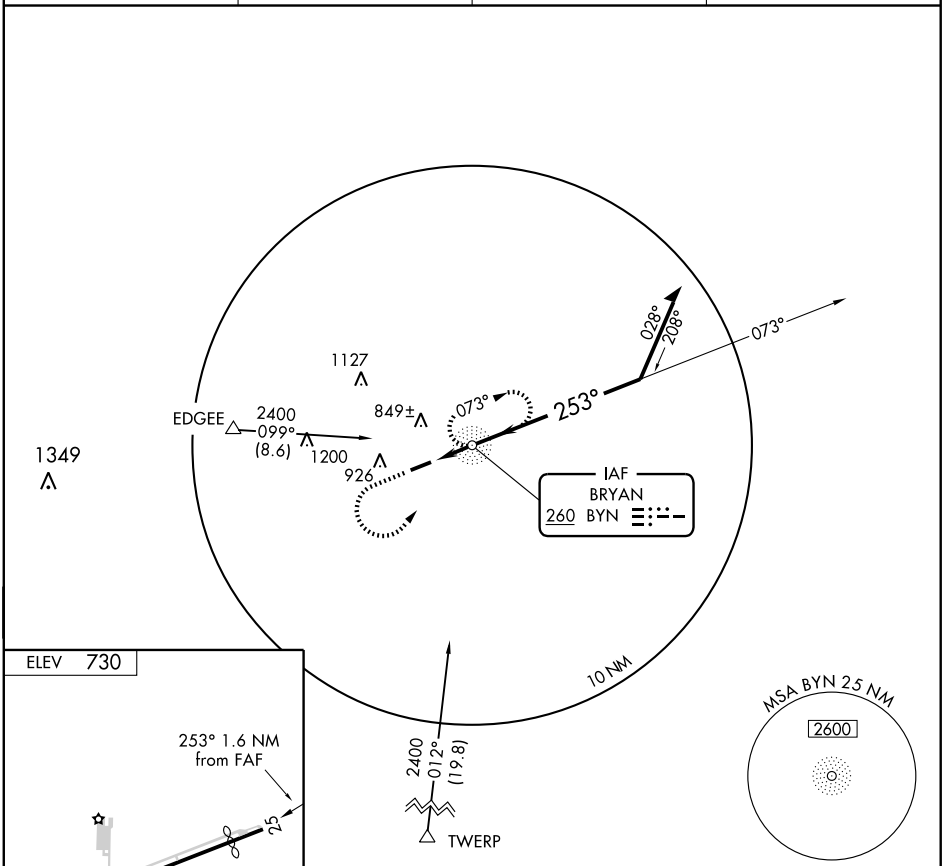
BRYAN/ WILLIAMS COUNTY (ØG6)

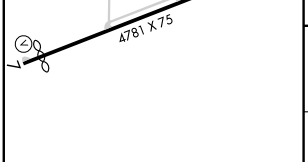
Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile..

NA

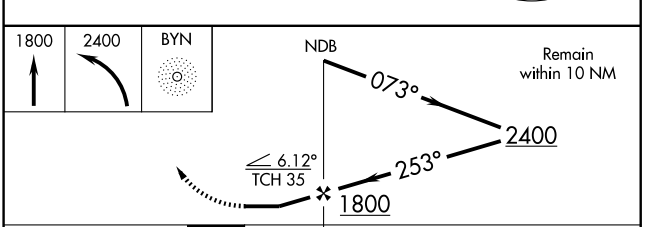
MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct BYN NDB and hold.

DEFIANCE ASOS	TOLEDO APP CON	UNICOM	
121.425	134.35 307.0	122.8 (CTAF)	123.0 L





LIRL Rwy 7-25
REIL Rwys 7 and 25 L



FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCLING	1300-1 570 (600-1)		1300-1½ 570 (600-1½)	1300-2 570 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4485
073°	TDZE	730
	Apt Elev	730

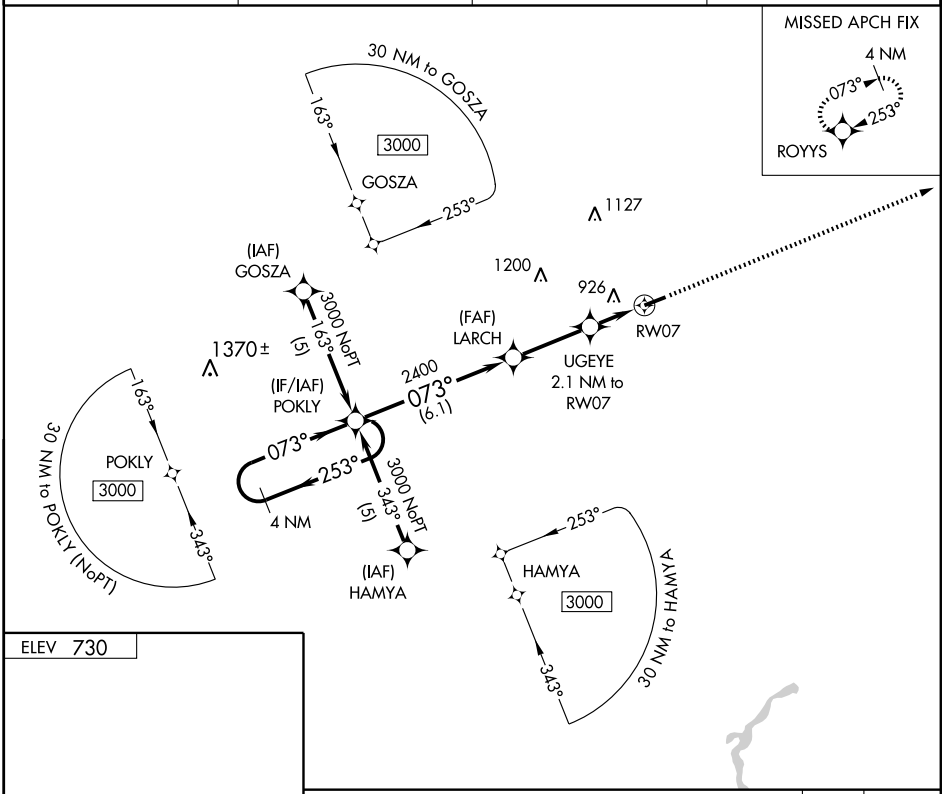
RNAV (GPS) RWY 7

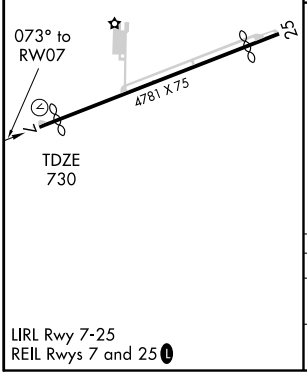
BRYAN/ WILLIAMS COUNTY (ØG6)

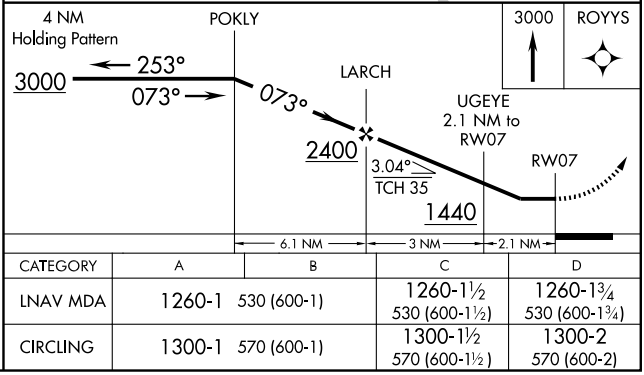
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Memorial altimeter setting; When not received, use De Kalb County altimeter setting and increase all MDA 60 feet, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ROYYS and hold.

DEFIANCE ASOS	TOLEDO APP CON	UNICOM	
121.425	134.35 307.0	122.8 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	530 (600-1)	1260-1½ 530 (600-1½)	1260-1¾ 530 (600-1¾)
CIRCLING	1300-1	570 (600-1)	1300-1½ 570 (600-1½)	1300-2 570 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

BRYAN/WILLIAMS COUNTY (ØG6)

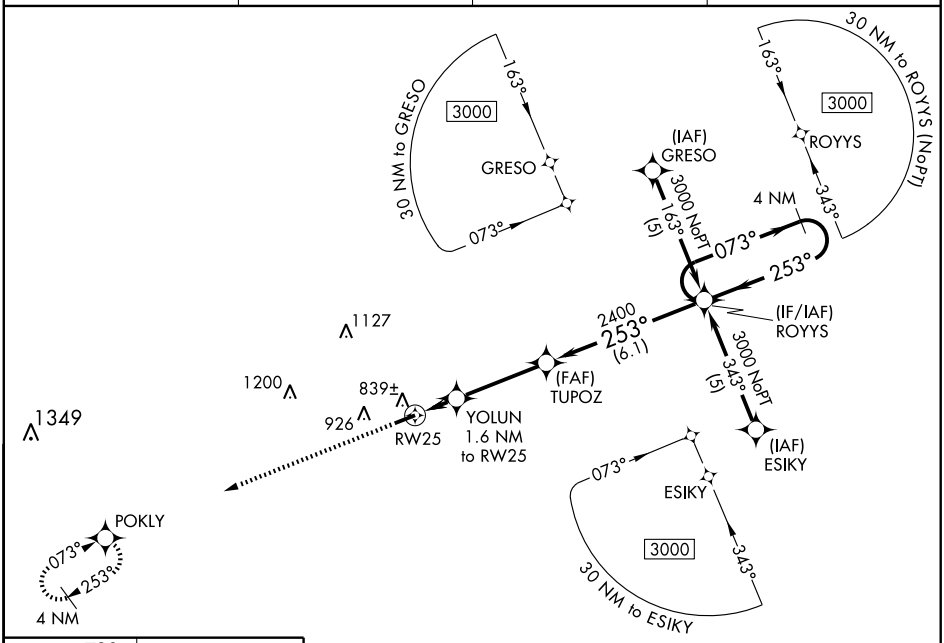
APP CRS	Rwy Idg	4152
253°	TDZE	730
	Apt Elev	730

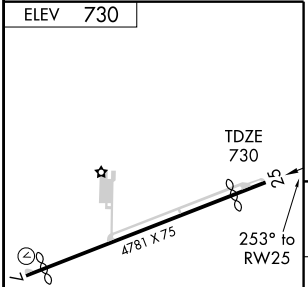
NA

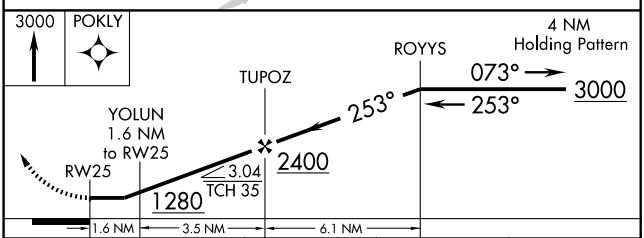
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct POKLY and hold.

DEFIANCE ASOS	TOLEDO APP CON	UNICOM	
121.425	134.35 307.0	122.8 (CTAF)	123.0 L







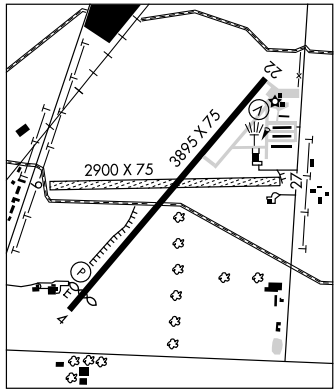
CATEGORY	A	B	C	D
LNAV MDA	1120-1 390 (400-1)			1120-1¼ 390 (400-1¼)
CIRCLING	1300-1 570 (600-1)		1300-1½ 570 (600-1½)	1300-2 570 (600-2)

LIRL Rwy 7-25
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BUCYRUS

PORT BUCYRUS–CRAWFORD CO (17G) 1 S UTC−5(−4DT) N40°46.89′ W82°58.49′ **DETROIT**
1003 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 04–22: H3895X75 (ASPH) S–17.1, D–35 MIRL **IAP**
RWY 04: REIL. PAPI(P4L). Thld dsplcd 277′. Trees.
RWY 22: REIL. SAVASI(S2L). Road.
RWY 09–27: 2900X75 (TURF) 0.4% up E
RWY 09: Pole. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–2200Z‡.
WEATHER DATA SOURCES: AWOS–3 126.625 (419) 562–0297.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 257° 18.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ 027° 10.7 NM to fld. NOTAM FILE MNN.



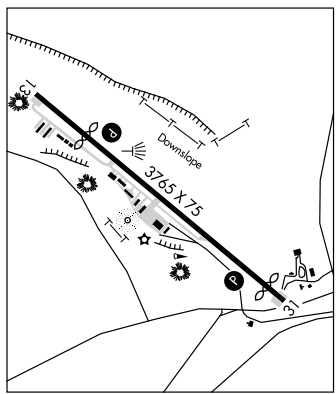
BURKE LAKEFRONT (See CLEVELAND)

BUTLER CO RGNL (See HAMILTON)

CADIZ N40°14.20′ W81°00.79′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 239 CFX at Harrison Co. Unmonitored. VFR only. Out of svc indefinitely.

CADIZ

HARRISON CO (8G6) 2 S UTC−5(−4DT) N40°14.30′ W81°00.77′ **DETROIT**
1174 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 13–31: H3765X75 (ASPH) S–30 MIRL 1.9% up NW **IAP**
RWY 13: PAPI(P2L). Thld dsplcd 876′. Hill.
RWY 31: PAPI(P2L). Thld dsplcd 168′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 13–31 asphalt poor due to large cracks, vegetation and weathering. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 274° 20.5 NM to fld. 1269/07W.
CADIZ NDB (MHW) 239 CFX N40°14.20′ W81°00.79′ at fld. NOTAM FILE CLE. Unmonitored. VFR only. Out of svc indefinitely.



VOR or GPS RWY 22

BUCYRUS / PORT BUCYRUS-CRAWFORD COUNTY (17G)

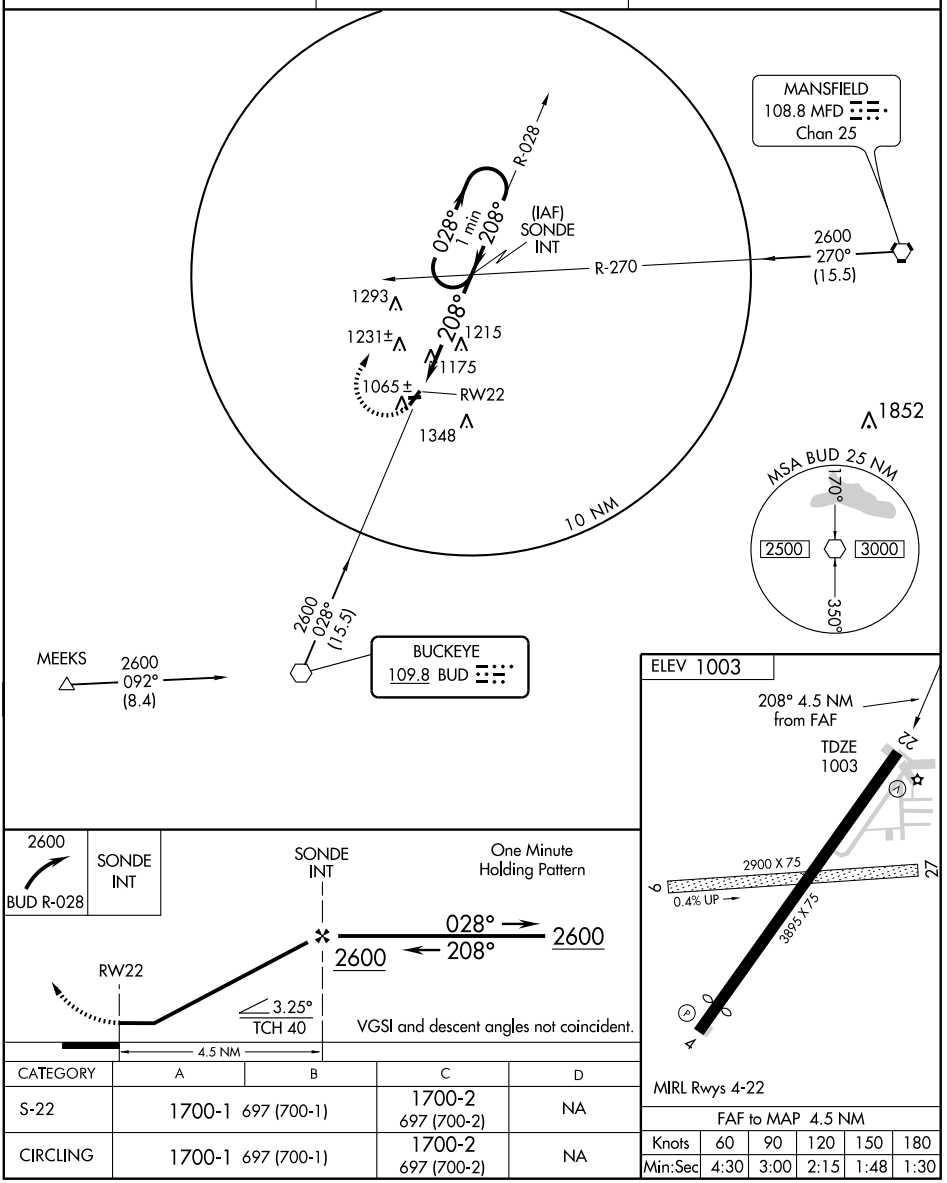
VOR BUD	APP CRS	Rwy Idg	3895
109.8	208°	TDZE	1003
		Apt Elev	1003

When local altimeter setting not received, use Mansfield altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2600 via BUD R-028 to SONDE Int and hold.

AWOS-3	MANSFIELD APP CON ★	UNICOM
126.625	124.2 390.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-22	1700-1	697 (700-1)	1700-2 697 (700-2)	NA
CIRCLING	1700-1	697 (700-1)	1700-2 697 (700-2)	NA

MIRL Rwys 4-22

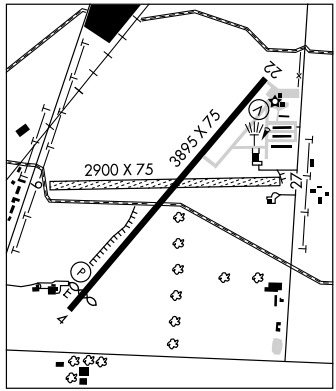
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

BUCYRUS

PORT BUCYRUS–CRAWFORD CO (17G) 1 S UTC−5(−4DT) N40°46.89′ W82°58.49′ **DETROIT**
1003 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 04–22: H3895X75 (ASPH) S–17.1, D–35 MIRL **IAP**
RWY 04: REIL. PAPI(P4L). Thld dsplcd 277′. Trees.
RWY 22: REIL. SAVASI(S2L). Road.
RWY 09–27: 2900X75 (TURF) 0.4% up E
RWY 09: Pole. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–2200Z‡.
WEATHER DATA SOURCES: AWOS–3 126.625 (419) 562–0297.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 257° 18.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ 027° 10.7 NM to fld. NOTAM FILE MNN.



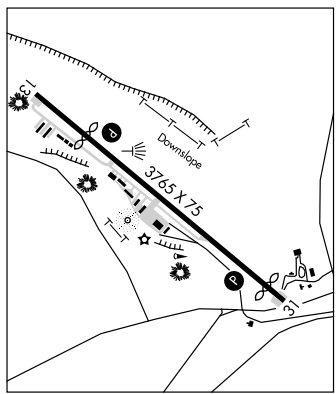
BURKE LAKEFRONT (See CLEVELAND)

BUTLER CO RGNL (See HAMILTON)

CADIZ N40°14.20′ W81°00.79′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 239 CFX at Harrison Co. Unmonitored. VFR only. Out of svc indefinitely.

CADIZ

HARRISON CO (8G6) 2 S UTC−5(−4DT) N40°14.30′ W81°00.77′ **DETROIT**
1174 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 13–31: H3765X75 (ASPH) S–30 MIRL 1.9% up NW **IAP**
RWY 13: PAPI(P2L). Thld dsplcd 876′. Hill.
RWY 31: PAPI(P2L). Thld dsplcd 168′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 13–31 asphalt poor due to large cracks, vegetation and weathering. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 274° 20.5 NM to fld. 1269/07W.
CADIZ NDB (MHW) 239 CFX N40°14.20′ W81°00.79′ at fld. NOTAM FILE CLE. Unmonitored. VFR only. Out of svc indefinitely.



APP CRS	Rwy Idg	3277
134°	TDZE	1161
	Apt Elev	1174

GPS RWY 13

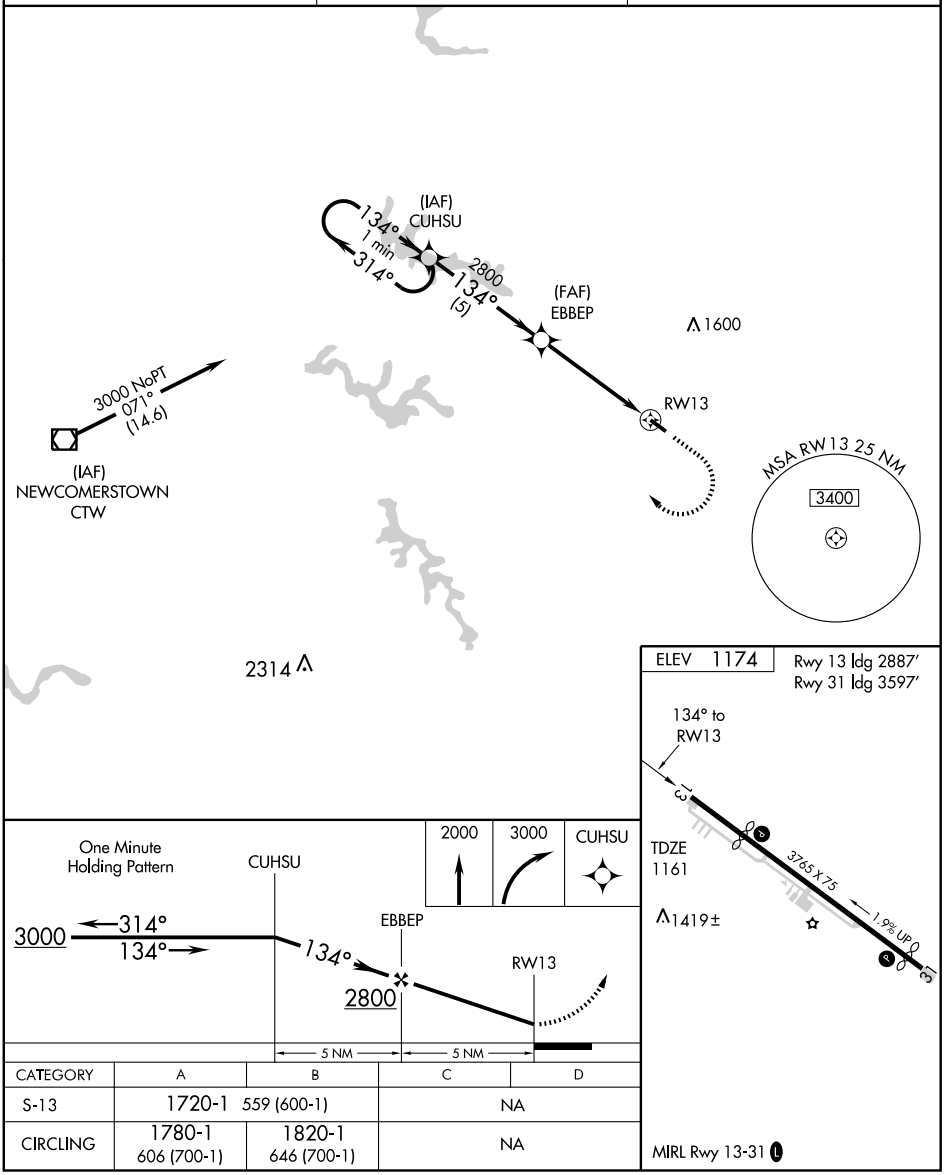
CADIZ / HARRISON COUNTY (8G6)

NA

Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CUHSU WP and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1720-1	559 (600-1)	NA	
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

MIRL Rwy 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3933
314°	TDZE	1160
	Apt Elev	1174

GPS RWY 31

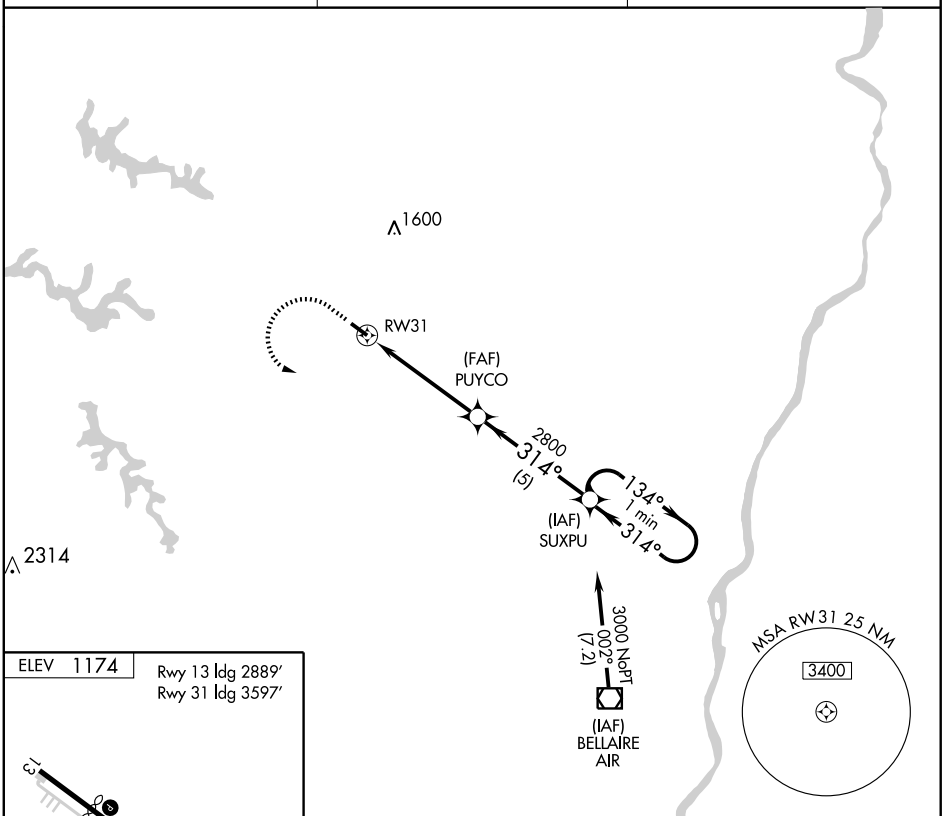
CADIZ / HARRISON COUNTY (8G6)

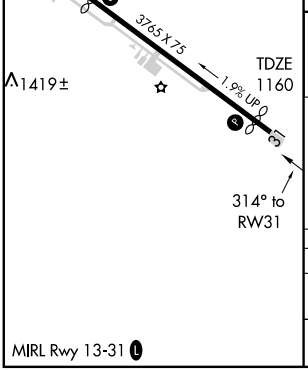
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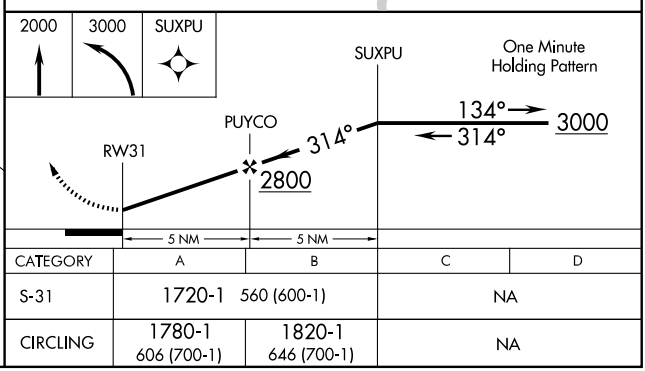
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct SUXPU WP and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1720-1	560 (600-1)	NA	
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	095°	TDZE	N/A
Chan 55		Apt Elev	1174

VOR-A

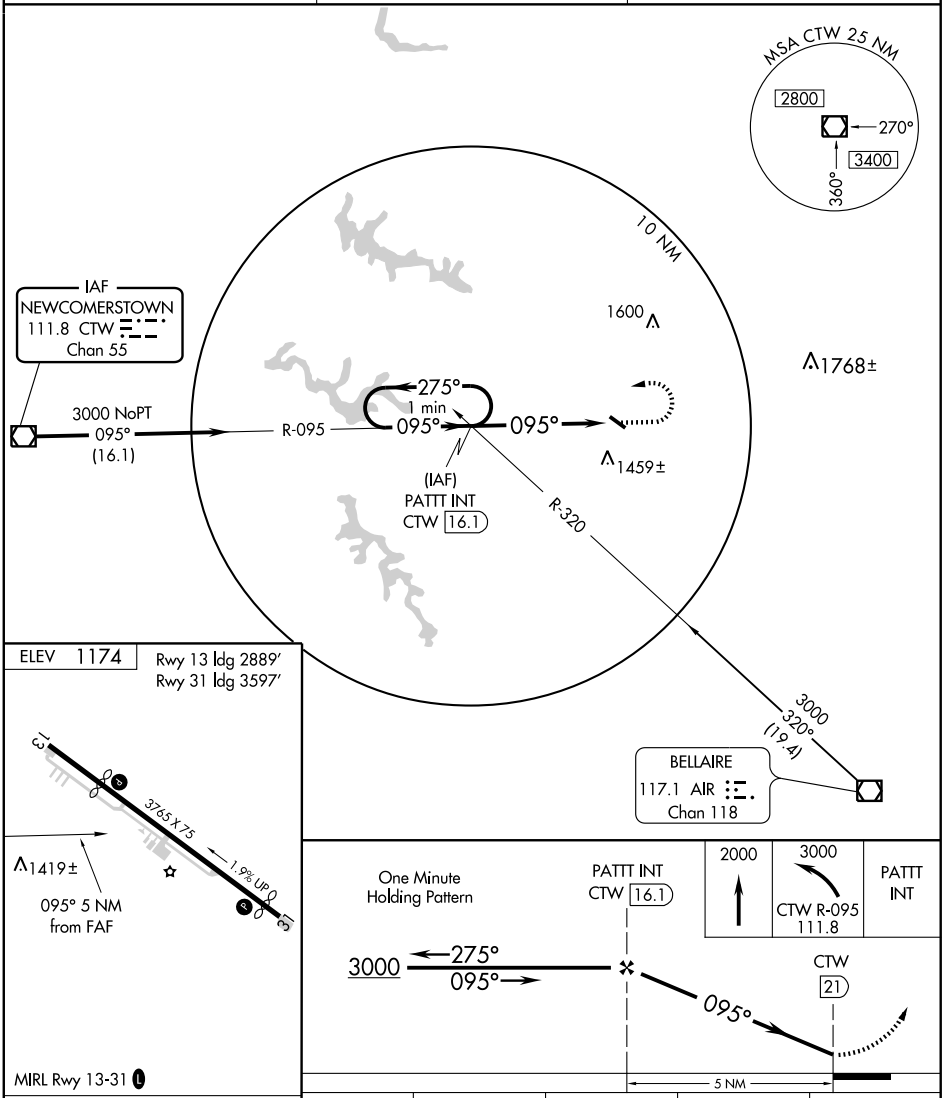
CADIZ / HARRISON COUNTY (8G6)

Use Wheeling, WV altimeter setting.

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via CTW VOR/DME R-095 to PATTT Int/CTW 16.1 DME and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF)



MIRL Rwy 13-31 (L)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1780-1 606 (700-1)	1820-1¼ 646 (700-1¼)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

CALDWELL

NOBLE CO (I1Ø) 3 N UTC−5(−4DT) N39°48.06′ W81°32.18′ CINCINNATI

879 B **FUEL** 100LL NOTAM FILE CLE L–29B

RWY 05–23: H3811X65 (ASPH) S–12.5 MIRL IAP

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Thld dsplcd 413′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡, Sat–Sun irregularly. For fuel after hrs call 740–525–9901 or 740–581–1167. Model acft activity on arpt–Sundays. ACTIVATE MIRL Rwy 05–23 and rotating bcn—122.7. Red obstruction lgts mark 56′ hill 947′ from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC−5(−4DT) N39°58.50′ W81°34.66′ CINCINNATI

799 B S2 **FUEL** 100LL TPA—1799(1000) NOTAM FILE CLE L–29B

RWY 04–22: H4298X75 (ASPH) S–18.5 MIRL IAP

RWY 04: REIL. VASI(V2L)—GA 3.5°. Thld dsplcd 400′. Pole. **RWY 22:** REIL. VASI(V2L)—GA 3.5°. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Sat–Sun 1300–2200Z‡. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04–22; REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (740) 435–0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I–CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC−5(−4DT) N40°06.66′ W81°31.57′ DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC−5(−4DT) N40°50.39′ W81°18.49′ DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress–Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO–TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO–TOLSON (TSO) 1 SE UTC−5(−4DT) N40°33.71′ W81°04.65′ DETROIT

1163 B S4 **FUEL** 100LL, JET A TPA—2013(850) NOTAM FILE CLE L–29B

RWY 07–25: H4300X75 (ASPH) MIRL IAP

RWY 07: REIL. PAPI(P2L). Tree. **RWY 25:** REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100–0000Z‡. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.6 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 049° 27.1 NM to fld. 1180/7W.

HIWAS.

APP CRS	Rwy Idg	3398
228°	TDZE	878
	Apt Elev	880

GPS RWY 23

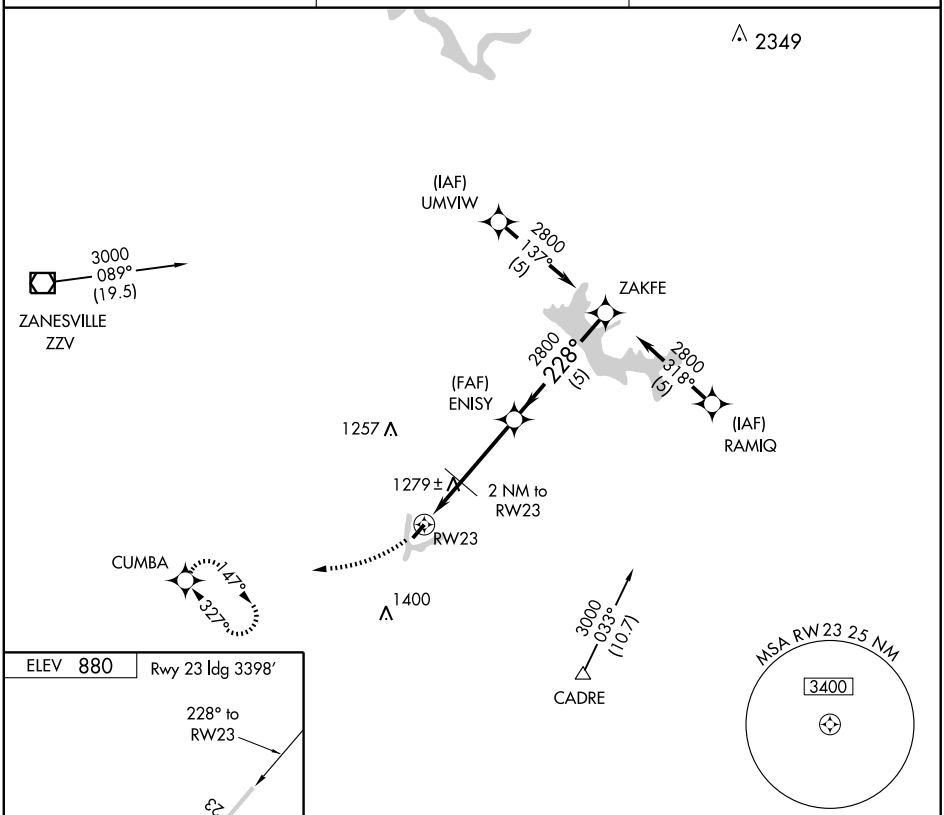
CALDWELL/ NOBLE COUNTY (I10)

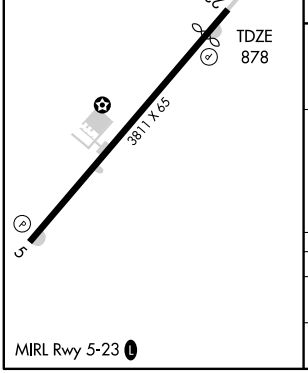
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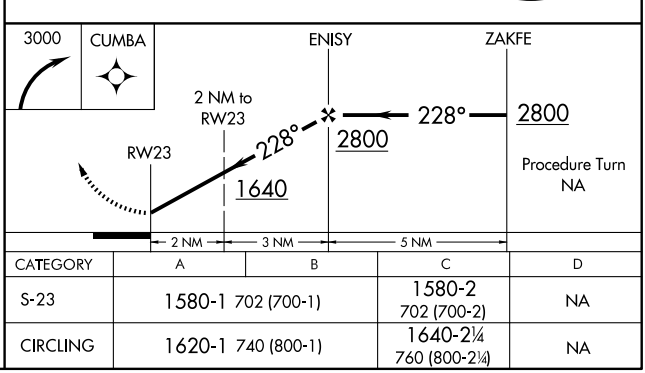
Use Zanesville altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA WP and hold.

INDIANAPOLIS CENTER	UNICOM	
124.45 370.9	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-23	1580-1 702 (700-1)		1580-2 702 (700-2)	NA
CIRCLING	1620-1 740 (800-1)		1640-2¼ 760 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	123°	TDZE	N/A
Chan 51		Apt Elev	880

VOR or GPS-A

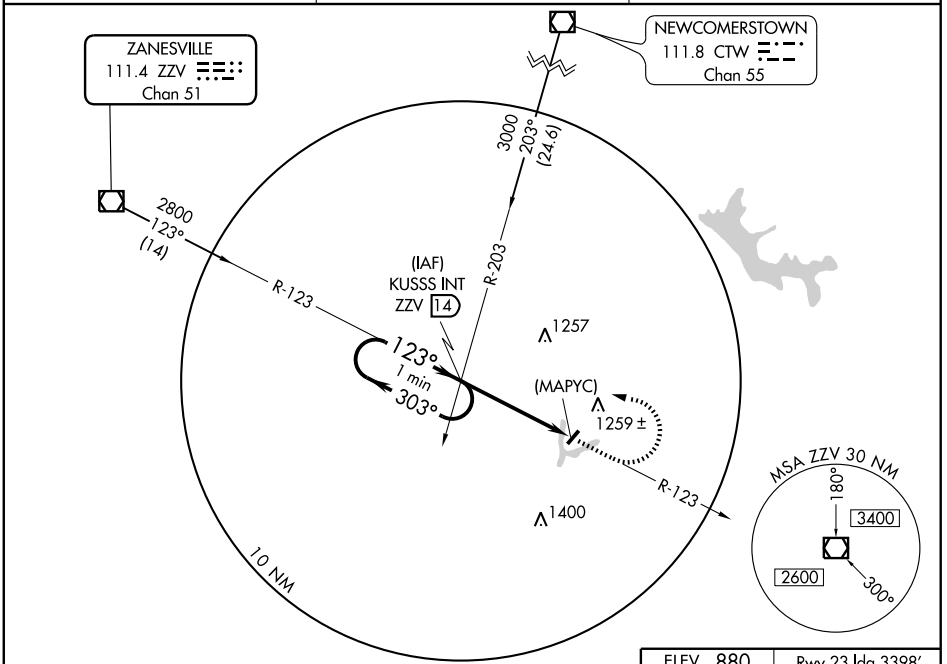
CALDWELL/ NOBLE COUNTY (I1Ø)

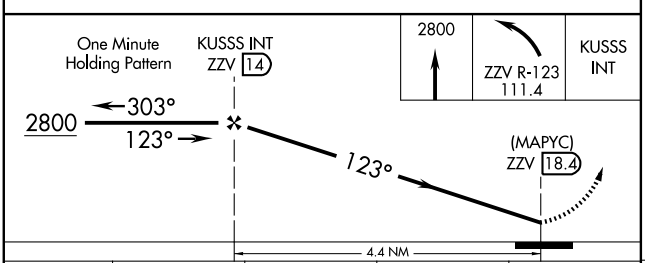
T
A NA

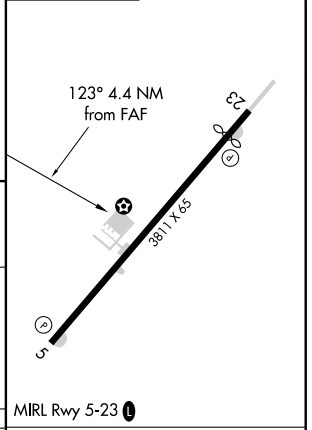
Use Zanesville altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via ZZV R-123 to KUSSS Int/ZZV 14 DME and hold.

INDIANAPOLIS CENTER	UNICOM	
124.45 370.9	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
CIRCLING	1620-1	740 (800-1)	1640-2¼ 760 (800-2¼)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010

CALDWELL

NOBLE CO (I1Ø) 3 N UTC−5(−4DT) N39°48.06′ W81°32.18′ CINCINNATI

879 B **FUEL** 100LL NOTAM FILE CLE L–29B

RWY 05–23: H3811X65 (ASPH) S–12.5 MIRL IAP

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Thld dsplcd 413′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡, Sat–Sun irregularly. For fuel after hrs call 740–525–9901 or 740–581–1167. Model acft activity on arpt–Sundays. ACTIVATE MIRL Rwy 05–23 and rotating bcn—122.7. Red obstruction lgts mark 56′ hill 947′ from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC−5(−4DT) N39°58.50′ W81°34.66′ CINCINNATI

799 B S2 **FUEL** 100LL TPA—1799(1000) NOTAM FILE CLE L–29B

RWY 04–22: H4298X75 (ASPH) S–18.5 MIRL IAP

RWY 04: REIL. VASI(V2L)—GA 3.5°. Thld dsplcd 400′. Pole. **RWY 22:** REIL. VASI(V2L)—GA 3.5°. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Sat–Sun 1300–2200Z‡. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04–22; REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (740) 435–0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I–CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC−5(−4DT) N40°06.66′ W81°31.57′ DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC−5(−4DT) N40°50.39′ W81°18.49′ DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress–Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO–TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO–TOLSON (TSO) 1 SE UTC−5(−4DT) N40°33.71′ W81°04.65′ DETROIT

1163 B S4 **FUEL** 100LL, JET A TPA—2013(850) NOTAM FILE CLE L–29B

RWY 07–25: H4300X75 (ASPH) MIRL IAP

RWY 07: REIL. PAPI(P2L). Tree. **RWY 25:** REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100–0000Z‡. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.6 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 049° 27.1 NM to fld. 1180/7W.

HIWAS.

LOC/DME I-CZM	APP CRS	Rwy Idg 4298
109.35	220°	TDZE 799
Chan 30 (Y)		Apt Elev 799

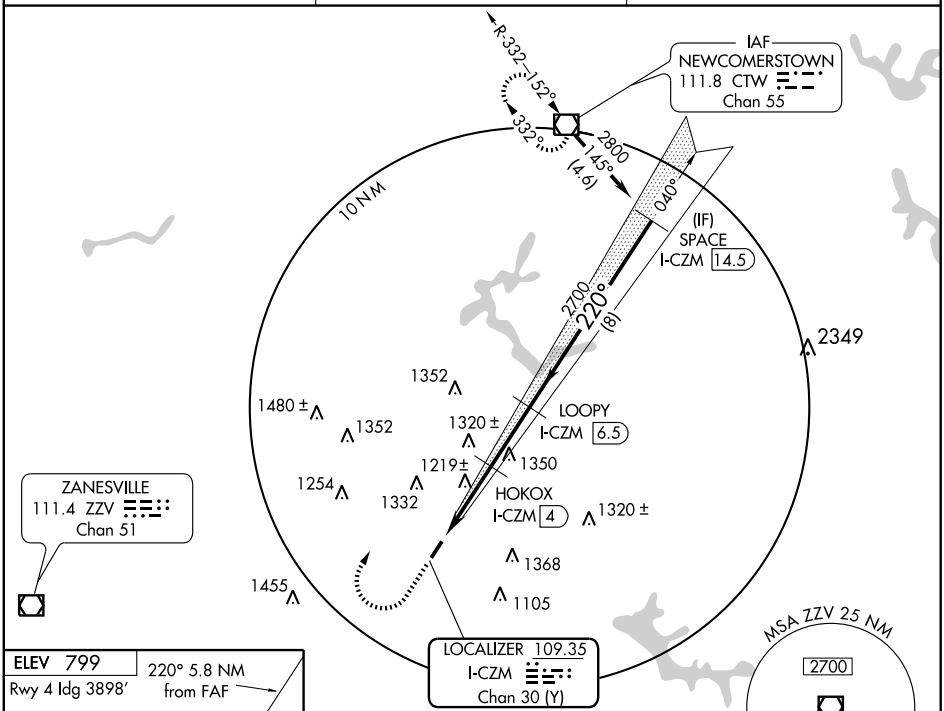
LOC/DME RWY 22

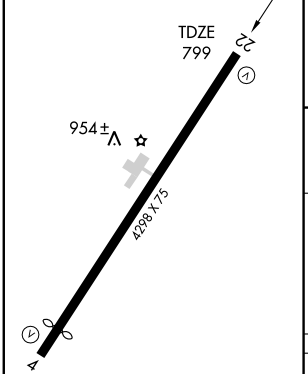
CAMBRIDGE MUNI (CDI)

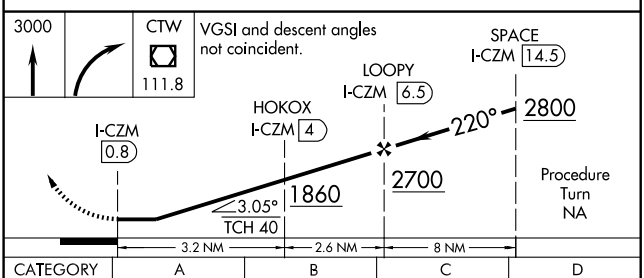
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Zanesville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct CTW VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.525	120.4 257.975	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-22	1480-1 681 (700-1)		1480-2 681 (700-2)	NA
CIRCLING	1540-1 741 (800-1)	1540-1¼ 741 (800-1¼)	1560-2¼ 761 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	088°	TDZE	N/A
Chan 51		Apt Elev	799

VOR or GPS-A

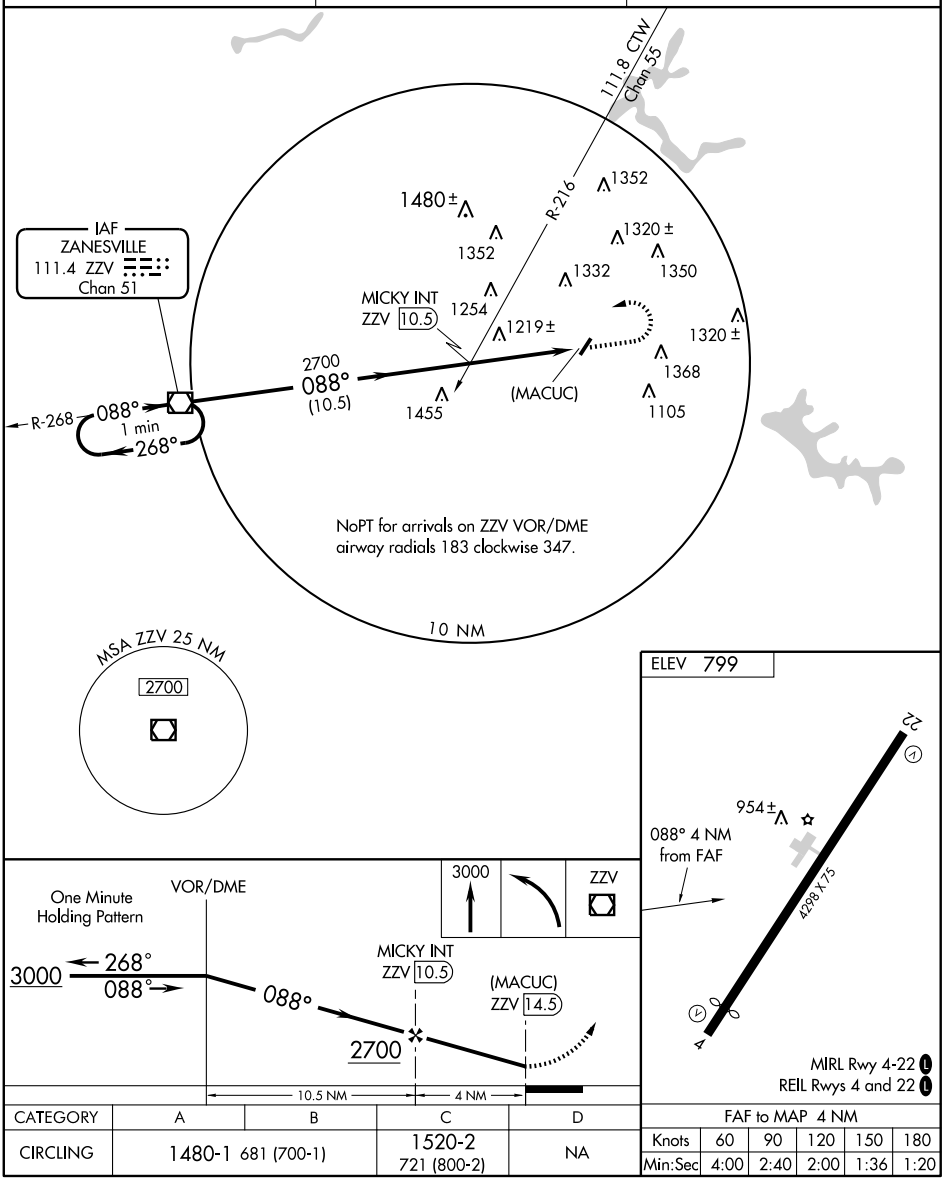
CAMBRIDGE MUNI (CDI)

When local altimeter setting not received, use Zanesville altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000, then left turn direct ZZV VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.525	124.45 370.9	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1 681 (700-1)		1520-2 721 (800-2)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-2, 21 OCT 2010 to 18 NOV 2010

CALDWELL

NOBLE CO (I1Ø) 3 N UTC−5(−4DT) N39°48.06′ W81°32.18′ CINCINNATI

879 B **FUEL** 100LL NOTAM FILE CLE L–29B

RWY 05–23: H3811X65 (ASPH) S–12.5 MIRL IAP

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Thld dsplcd 413′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡, Sat–Sun irregularly. For fuel after hrs call 740–525–9901 or 740–581–1167. Model acft activity on arpt–Sundays. ACTIVATE MIRL Rwy 05–23 and rotating bcn—122.7. Red obstruction lgts mark 56′ hill 947′ from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC−5(−4DT) N39°58.50′ W81°34.66′ CINCINNATI

799 B S2 **FUEL** 100LL TPA—1799(1000) NOTAM FILE CLE L–29B

RWY 04–22: H4298X75 (ASPH) S–18.5 MIRL IAP

RWY 04: REIL. VASI(V2L)—GA 3.5°. Thld dsplcd 400′. Pole. **RWY 22:** REIL. VASI(V2L)—GA 3.5°. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Sat–Sun 1300–2200Z‡. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04–22; REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (740) 435–0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I–CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC−5(−4DT) N40°06.66′ W81°31.57′ DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC−5(−4DT) N40°50.39′ W81°18.49′ DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress–Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO–TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO–TOLSON (TSO) 1 SE UTC−5(−4DT) N40°33.71′ W81°04.65′ DETROIT

1163 B S4 **FUEL** 100LL, JET A TPA—2013(850) NOTAM FILE CLE L–29B

RWY 07–25: H4300X75 (ASPH) MIRL IAP

RWY 07: REIL. PAPI(P2L). Tree. **RWY 25:** REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100–0000Z‡. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.6 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 049° 27.1 NM to fld. 1180/7W.

HIWAS.

APP CRS	Rwy Idg	4300
071°	TDZE	1163
	Apt Elev	1163

GPS RWY 7

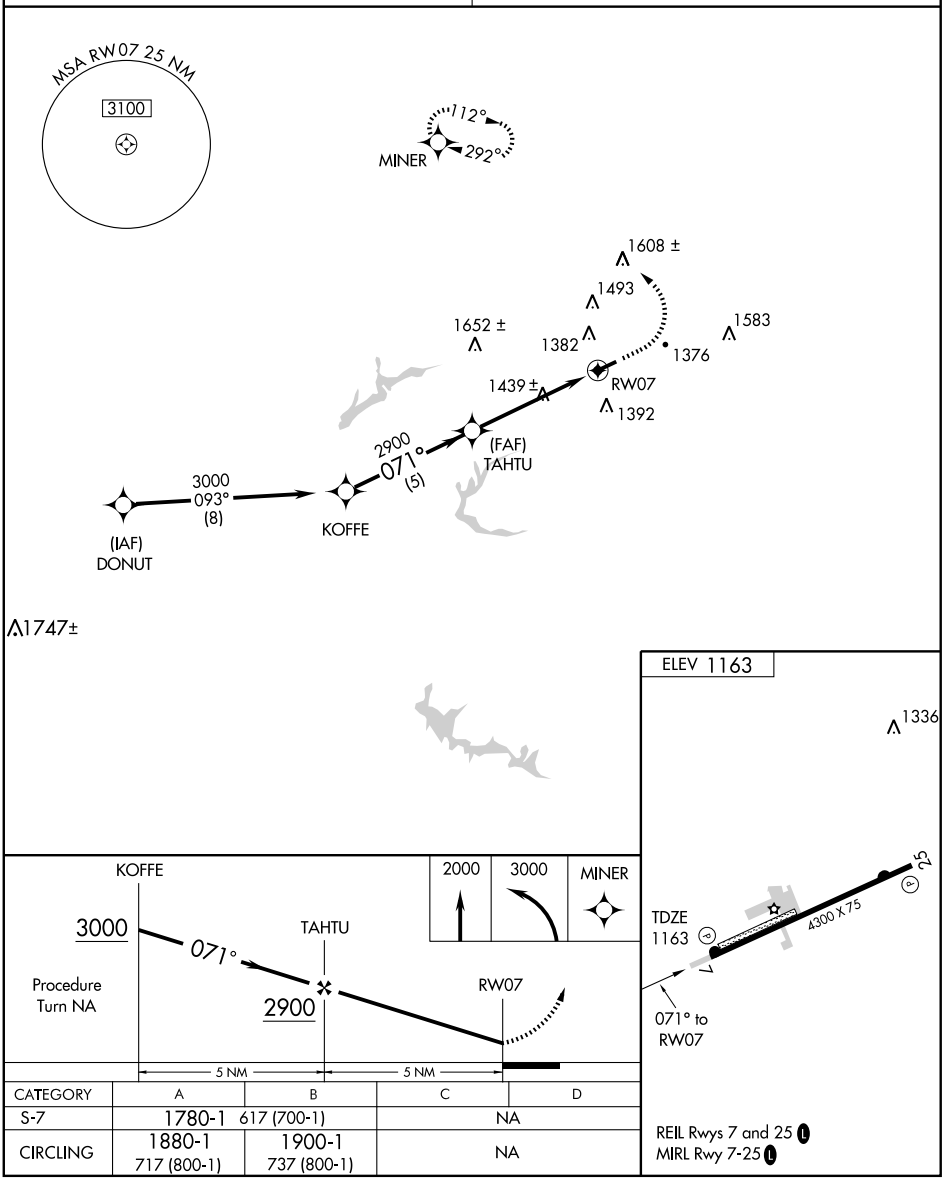
CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

NA

Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct MINER WP and hold.

AKRON-CANTON APP CON ★	UNICOM
125.5 371.875	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-7	1780-1	617 (700-1)	NA	
CIRCLING	1880-1 717 (800-1)	1900-1 737 (800-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV 112.4 Chan 71	APP CRS 127°	Rwy Idg N/A TDZE N/A Apt Elev 1163

VOR or GPS-A

CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

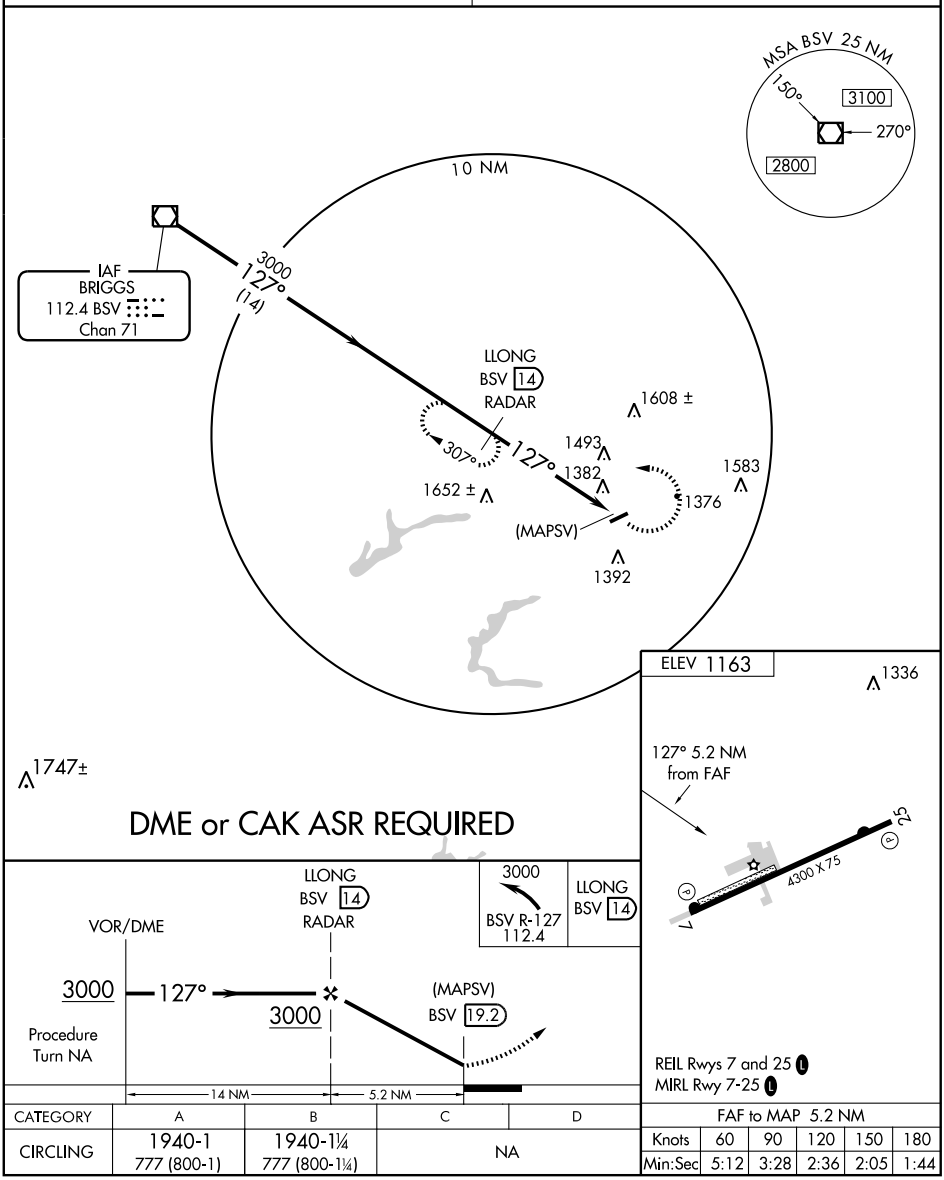
NA

Use Akron-Canton altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via BSV R-127 to LLONG/BSV 14 DME/RADAR and hold.

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1940-1 *777 (800-1)*	1940-1¼ *777 (800-1¼)*	NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PARSONS (5D6) 5 N UTC−5(−4DT) N40°38.89′ W81°04.12′ **DETROIT**

1290 S2 NOTAM FILE CLE

RWY 09–27: 2530X75 (TURF)

RWY 09: Trees. **RWY 27:** Tree.

AIRPORT REMARKS: Attended irregularly. Deer and birds on and invof arpt. Rwy 09–27 slopes up to the W. Rwy soft when wet. No line of sight between rwy ends. Aerobatic practice area 2280′ MSL to 5000′ MSL within 1 mile radius of arpt. Rwy 09 outlined with orange and white barrel halves and yellow tires at rwy end.

COMMUNICATIONS: CTAF 122.9

CASER N39°44.93′ W82°32.12′ NOTAM FILE DAY. **CINCINNATI**

NDB (LOM) 338 LH 280° 5.7 NM to Fairfield Co. Unmonitored.

CELINA

LAKEFIELD (CQA) 6 SE UTC−5(−4DT) N40°29.06′ W84°33.49′ **DETROIT**

894 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**

RWY 08–26: H4400X75 (ASPH) S–30 MIRL **IAP**

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 20′. P–line. **RWY 26:** REIL. PAPI (P4L)—GA 3.0° TCH 29′. Tree.

AIRPORT REMARKS: Attended 1330Z‡–dusk. 100LL fuel 24 hr with credit card self svc. After hrs call ahead for Jet A service. Parachute Jumping. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08–26—123.3.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 302° 26.4 NM to fld. 1080/5W.

NDB (MHW) 205 CQA N40°28.92′ W84°33.86′ on fld.

CHARDON N41°31.02′ W81°09.79′ NOTAM FILE CLE. **DETROIT**

(H) VOR/DME 112.7 CXR Chan 74 137° 6.1 NM to Geauga Co. 1310/5W. **H–10G, L–30G**

VOR portion unusable

357°–073° byd 10 NM blo 11,000′

074°–084° byd 10 NM blo 3,300′

085°–099° byd 10 NM blo 11,000′

104°–180° byd 10 NM 6000′

RCO 122.1R 112.7T (CLEVELAND RADIO)

CHESAPEAKE/HUNTINGTON W VA

LAWRENCE CO AIRPARK (HTW) 2 W UTC−5(−4DT) N38°25.15′ W82°29.66′ **CINCINNATI**

568 B **FUEL** 100LL NOTAM FILE DAY **L–26H**

RWY 08–26: H3001X70 (ASPH) MIRL (NSTD)

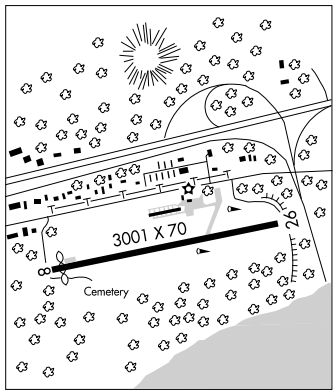
RWY 08: Thld dsplcd 173′. Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Attended Oct–Apr 1400Z‡–dusk, May–Sep 1300Z‡–dusk. Parachute Jumping. Rwy 08–26 has many cracks, exhibits foreign object damage. Rwy 08–26 NSTD MIRL 70′ from rwy edges; Rwy 08 relocated thld 28′ at ngt; 2973′ lgtd at ngt.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 125° 26.5 NM to fld. 1040/5W.



NDB CQA 205	APP CRS 100°	Rwy Idg 4400 TDZE 894 Apt Elev 894

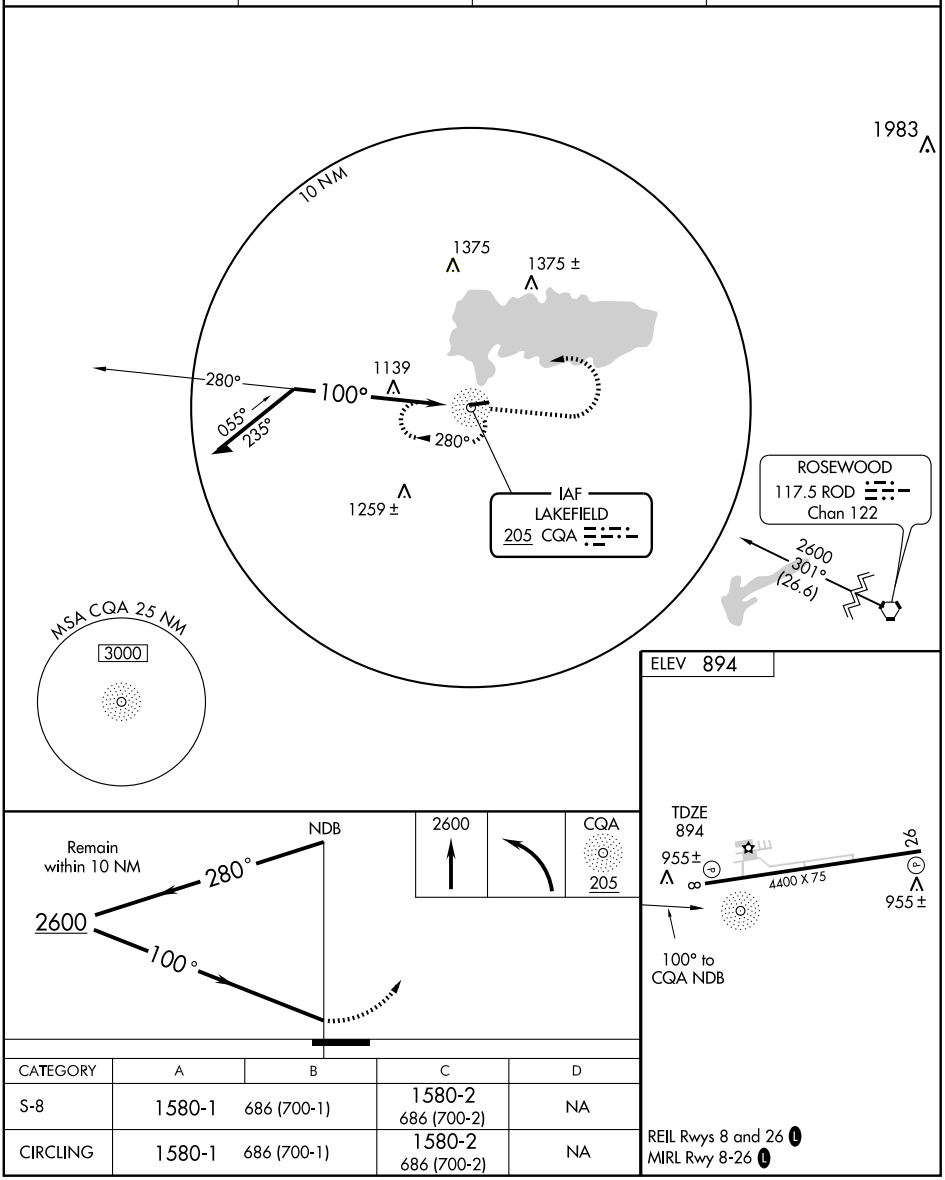
NDB RWY 8

CELINA/LAKEFIELD (CQA)

▼ NA — Visibility reduction by helicopters NA. Use Wapakoneta altimeter setting; when not received use James M. Cox Dayton Intl altimeter setting and increase all MDA 80 feet and increase S-8 and circling Cats B/C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 then left turn direct CQA NDB and hold.

WAPAKONETA AWOS-3	DAYTON APP CON	UNICOM	
128.325	134.45 352.05	122.8 (CTAF)	123.3 L



CATEGORY	A	B	C	D
S-8	1580-1	686 (700-1)	1580-2 686 (700-2)	NA
CIRCLING	1580-1	686 (700-1)	1580-2 686 (700-2)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4400
CH 61116	087°	TDZE	894
W08A		Apt Elev	894

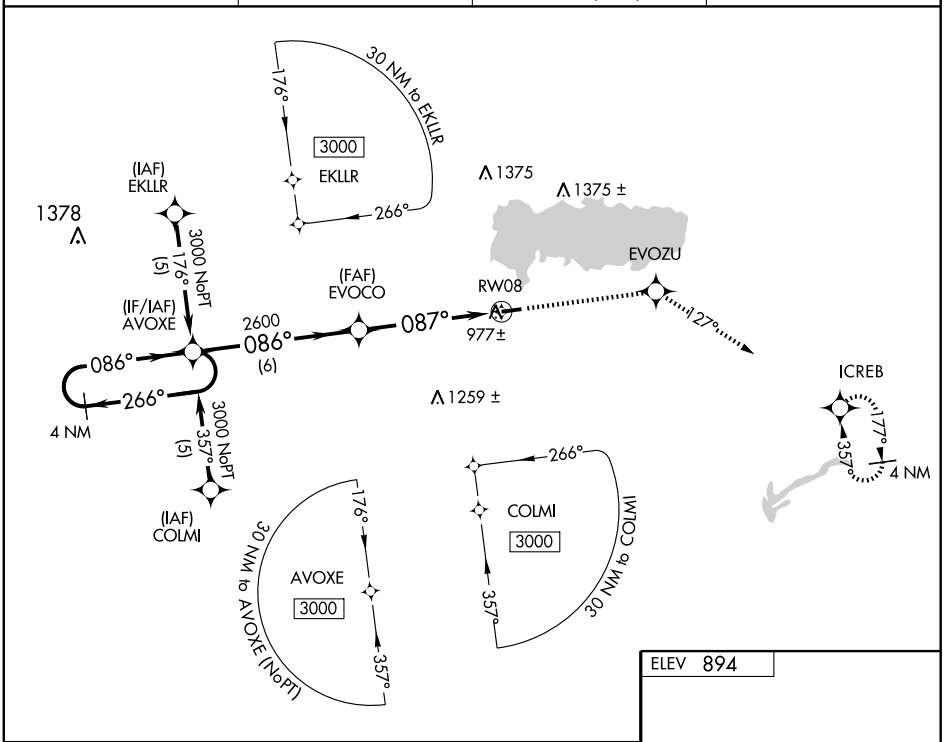
RNAV (GPS) RWY 8

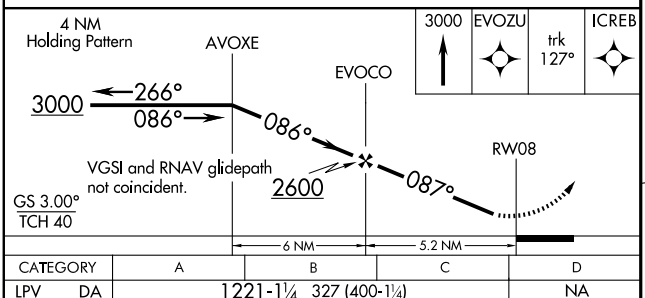
CELINA/LAKEFIELD (CQA)

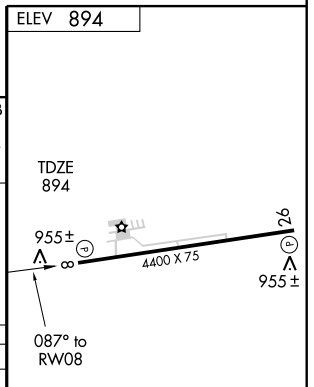
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet; increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile and LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EVOZU and via track 127° to ICREB and hold.

WAPAKONETA AWOS-3	DAYTON APP CON	UNICOM	
128.325	134.45 352.05	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
LPV DA	1221-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	1278-1¼ 384 (400-1¼)			NA
LNAV MDA	1440-1 546 (600-1)		1440-1½ 546 (600-1½)	NA
CIRCLING	1440-1 546 (600-1)		1440-1½ 546 (600-1½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4400
267°	TDZE	893
	Apt Elev	894

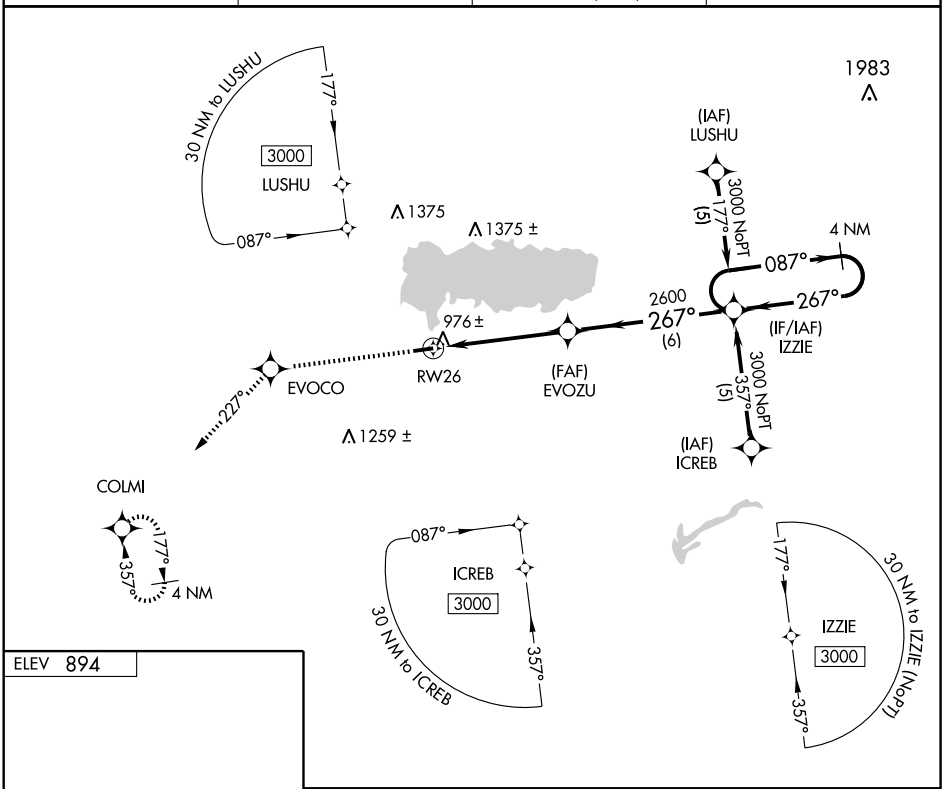
RNAV (GPS) RWY 26

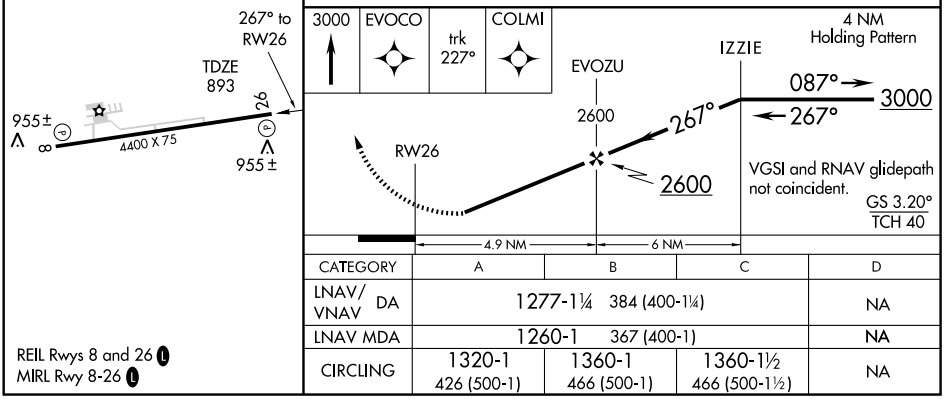
CELINA/LAKEFIELD (CQA)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet and increase LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EVOCO and via track 227° to COLMI and hold.

WAPAKONETA AWOS-3	DAYTON APP CON	UNICOM	
128.325	134.45 352.05	122.8 (CTAF)	123.3 L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1277-1¼ 384 (400-1¼)			NA
LNAV MDA	1260-1 367 (400-1)			NA
CIRCLING	1320-1 426 (500-1)	1360-1 466 (500-1)	1360-1½ 466 (500-1½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CHILLICOTHE

ROSS CO (RZT) 6 NW UTC−5(−4DT) N39°26.43′ W83°01.38′ **CINCINNATI**

725 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**

RWY 05–23: H5404X100 (ASPH) S–30, D–60 MIRL 0.4% up SW **IAP**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 12–30: 3130X125 (TURF)

RWY 12: Thld dsplcd 330′. P–line. **RWY 30:** Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 12–30 CLOSED indef. Avionics Shop on fld. MIRL Rwy 05–23 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 05 and 23—123.0. Rwy 05–23 555′ SW end marked with Chevrons is unusable.

WEATHER DATA SOURCES: AWOS–3 119.225 (740) 779–1364. SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 211° 47.1 NM to fld. 1350/6W. **HIWAS.**

YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ 207° 5.6 NM to fld.

NDB (MHW) 236 RZT N39°26.29′ W83°01.73′ at fld.

NDB unusable 330°–001° byd 10 NM; 060°–077° byd 10 NM and 200°–230° byd 10 NM.

COMM/NAV/WEATHER REMARKS: SAWRS avbl 1300–2300Z‡ and upon req call (740) 773–4788.

CINCINNATI

CINCINNATI–BLUE ASH (ISZ) 6 NE UTC−5(−4DT) N39°14.80′ W84°23.34′ **CINCINNATI**

856 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE DAY **L–27E**

RWY 06–24: H3499X75 (ASPH) S–12.5 MIRL 0.7% up SW **IAP**

RWY 06: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees.

RWY 24: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr–Nov 1200Z‡–dusk, Dec–Mar 1300Z‡–dusk. Deer and wildlife on and invof arpt. Noise abatement procedures departing Rwy 24; turn rgt heading 270° after tkf, departing Rwy 06 turn left 360° after tkf. Rwy 06 REIL OTS indef. MIRL Rwy 06–24 preset on low ints dusk–dawn; to increase ints and ACTIVATE twy lgts and wind indicator and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (513) 794-1520.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **APP/DEP CON** 121.0 **CLNC DEL** 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 051° 20.2 NM to fld. 879/04W.

NDB (MHW) 388 ISZ N39°14.93′ W84°23.38′ at fld. NOTAM FILE DAY. NDB OTS indef.

APP CRS	Rwy Idg	5400
228°	TDZE	716
	Apt Elev	725

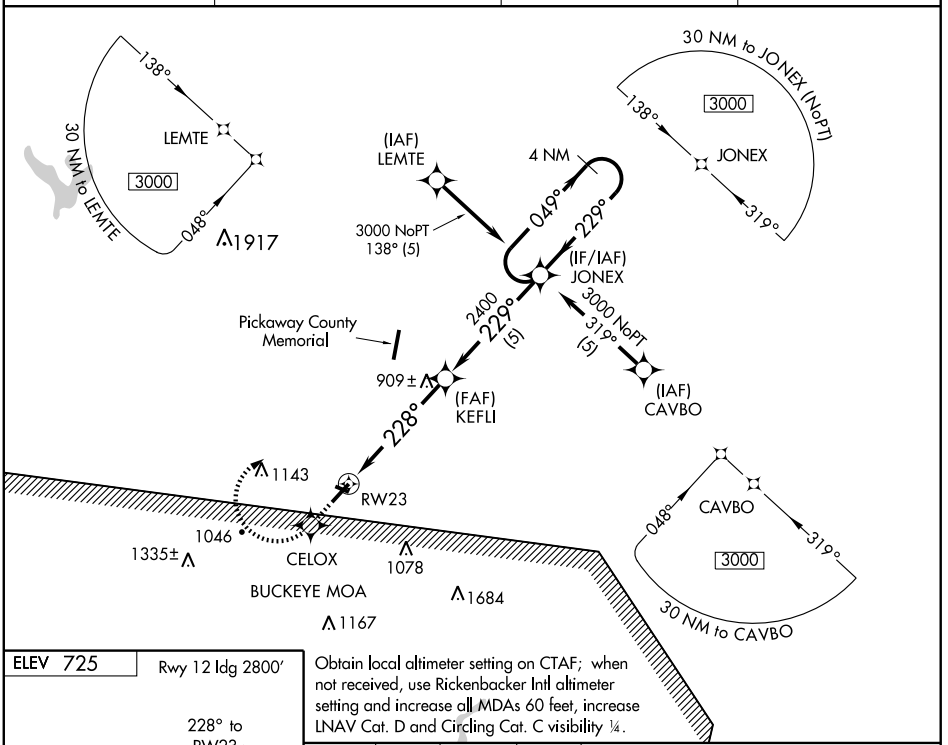
RNAV (GPS) RWY 23

CHILLICOTHE / ROSS COUNTY (RZT)

Baro-VNAV and VDP NA with Rickenbacker Intl altimeter setting.
Baro-VNAV NA below -16°C (3°F)
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

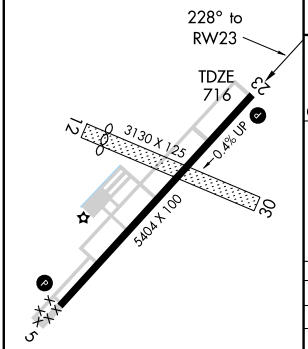
MISSED APPROACH: Climb to 3000 via 229° course to CELOX WP, then right turn via 048° course to JONEX WP and hold.

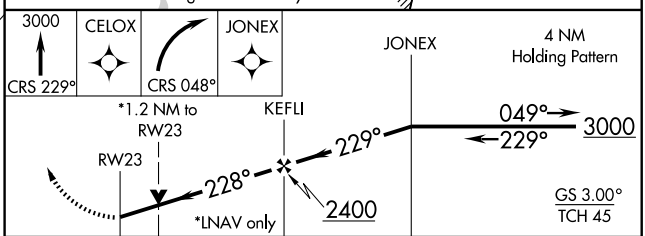
AWOS-3	COLUMBUS APP CON	UNICOM	123.0 L
119.225	132.3 317.775	122.8 (CTAF)	



ELEV 725 Rwy 12 Idg 2800′

Obtain local altimeter setting on CTAF; when not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, increase LNAV Cat. D and Circling Cat. C visibility ¼.





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1040-1 ¼	324 (400-1 ¼)		
LNAV MDA	1120-1	404 (500-1)	1120-1 ¼	404 (500-1 ¼)
CIRCLING	1320-1 ¼ 595 (600-1 ¼)	1340-1 ¼ 615 (700-1 ¼)	1380-1 ¾ 655 (700-1 ¾)	1400-2 ¼ 675 (700-2 ¼)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR XUB	APP CRS	Rwy Idg	5400
112.5	204°	TDZE	716
		Apt Elev	725

VOR RWY 23

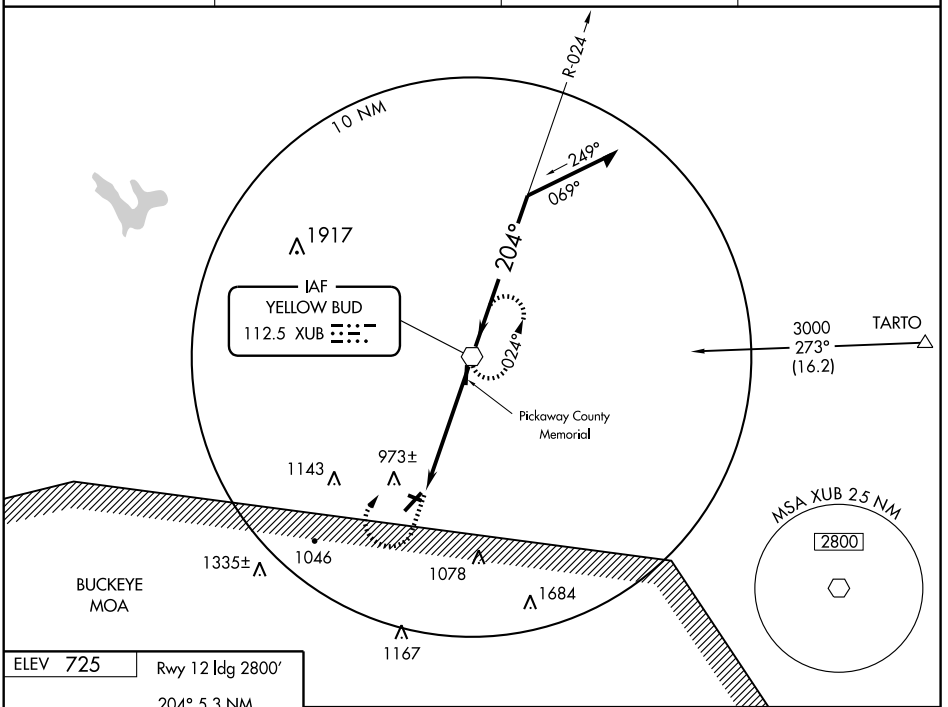
CHILLICOTHE / ROSS COUNTY (RZT)

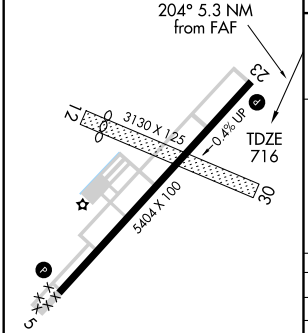
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting. Circling NA to Rwys 12 and 30.

NA

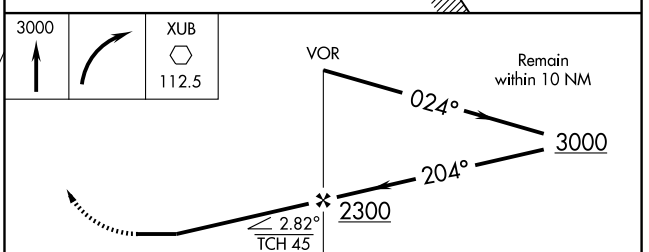
MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	UNICOM	
119.225	132.3 317.775	122.8 (CTAF)	123.0 L





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-23	1220-1	504 (500-1)	1220-1½	504 (500-1½)
CIRCLING	1340-1 615 (700-1)	1360-1 635 (700-1)	1380-1¾ 655 (700-1¾)	1400-2¼ 675 (700-2¼)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-23	1320-1	604 (600-1)	1320-1¾ 604 (600-1¾)	1320-2 604 (600-2)
CIRCLING	1420-1 695 (700-1)	1460-1 735 (800-1)	1480-2¼ 755 (800-2¼)	1500-2½ 775 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CHILLICOTHE

ROSS CO (RZT) 6 NW UTC−5(−4DT) N39°26.43′ W83°01.38′ **CINCINNATI**

725 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**

RWY 05–23: H5404X100 (ASPH) S–30, D–60 MIRL 0.4% up SW **IAP**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 12–30: 3130X125 (TURF)

RWY 12: Thld dsplcd 330′. P–line. **RWY 30:** Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 12–30 CLOSED indef. Avionics Shop on fld. MIRL Rwy 05–23 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 05 and 23—123.0. Rwy 05–23 555′ SW end marked with Chevrons is unusable.

WEATHER DATA SOURCES: AWOS–3 119.225 (740) 779–1364. SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 211° 47.1 NM to fld. 1350/6W. **HIWAS.**

YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ 207° 5.6 NM to fld.

NDB (MHW) 236 RZT N39°26.29′ W83°01.73′ at fld.

NDB unusable 330°–001° byd 10 NM; 060°–077° byd 10 NM and 200°–230° byd 10 NM.

COMM/NAV/WEATHER REMARKS: SAWRS avbl 1300–2300Z‡ and upon req call (740) 773–4788.

CINCINNATI

CINCINNATI–BLUE ASH (ISZ) 6 NE UTC−5(−4DT) N39°14.80′ W84°23.34′ **CINCINNATI**

856 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE DAY **L–27E**

RWY 06–24: H3499X75 (ASPH) S–12.5 MIRL 0.7% up SW **IAP**

RWY 06: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees.

RWY 24: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr–Nov 1200Z‡–dusk, Dec–Mar 1300Z‡–dusk. Deer and wildlife on and invof arpt. Noise abatement procedures departing Rwy 24; turn rgt heading 270° after tkf, departing Rwy 06 turn left 360° after tkf. Rwy 06 REIL OTS indef. MIRL Rwy 06–24 preset on low ints dusk–dawn; to increase ints and ACTIVATE twy lgts and wind indicator and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (513) 794-1520.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **APP/DEP CON** 121.0 **CLNC DEL** 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

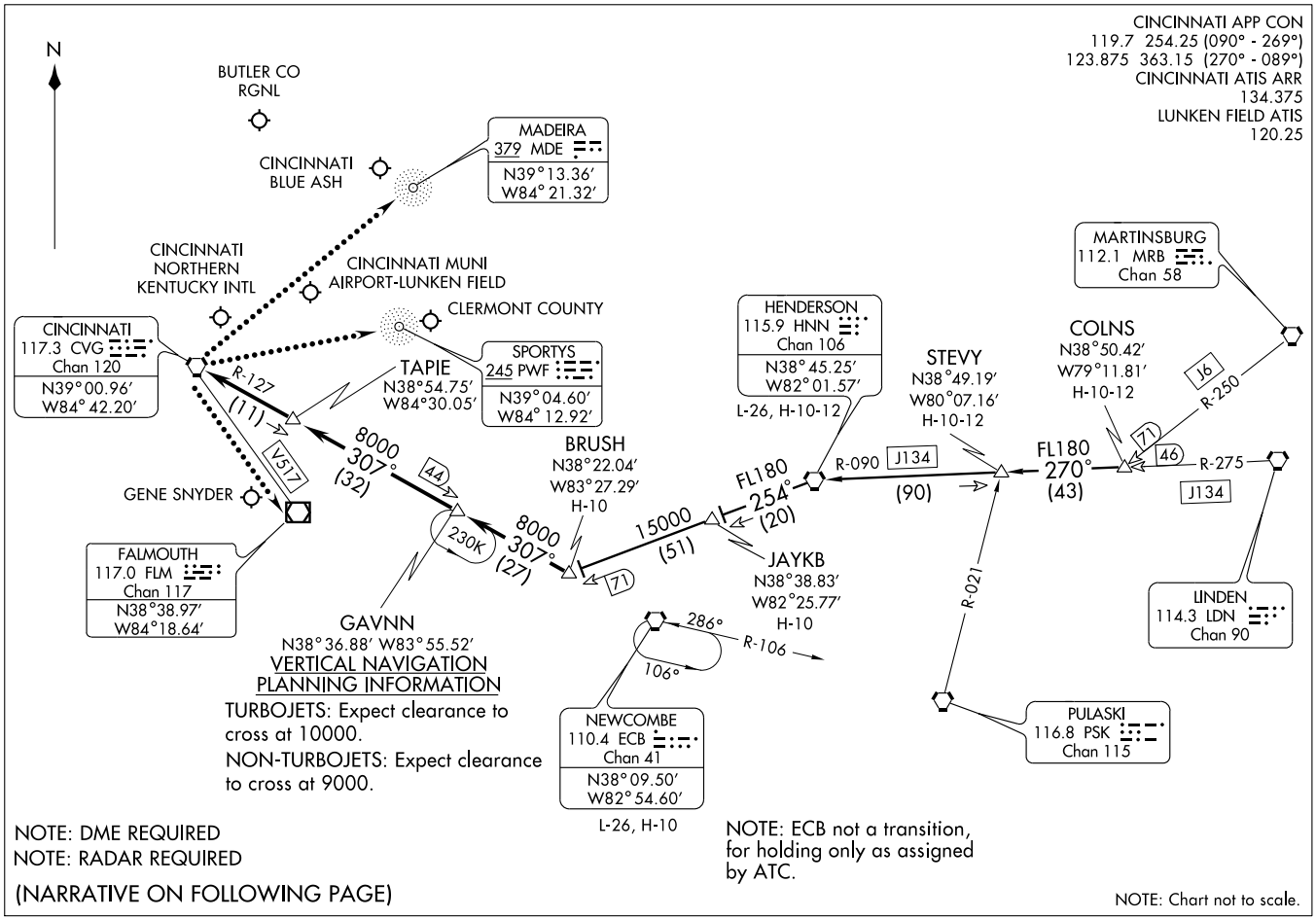
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 051° 20.2 NM to fld. 879/04W.

NDB (MHW) 388 ISZ N39°14.93′ W84°23.38′ at fld. NOTAM FILE DAY. NDB OTS indef.

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

ST-655 (FAA)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

55

ORLEE
N39°42.67′
W83°38.04′

64
10000
(9)

HEDEE
N39°38.25′
W83°48.34′

70
10000
248°
(6)

51
8000
231°
(9)

JARSO
N39°35.50′
W83°54.70′

42
8000
(9)

230K

N

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

R-169

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

8000
(33)
231°

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

R-051

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

V517

GENE SNYDER

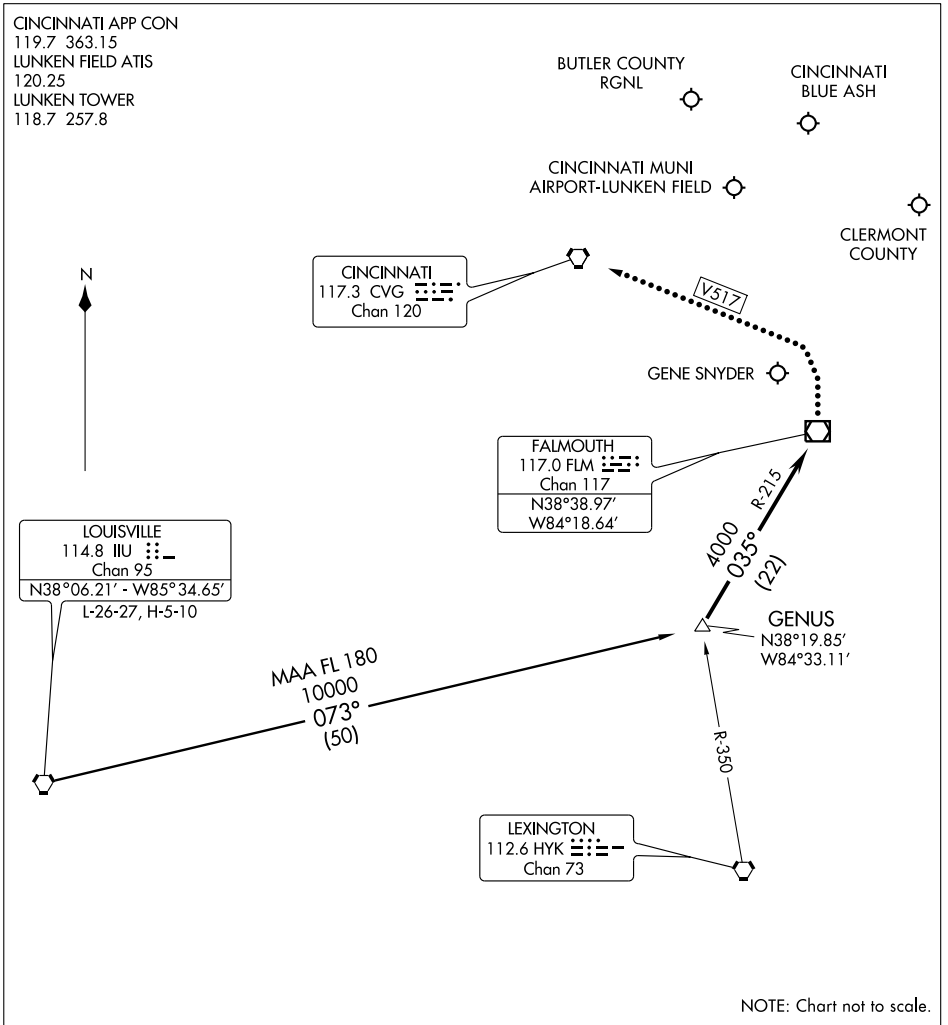
APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

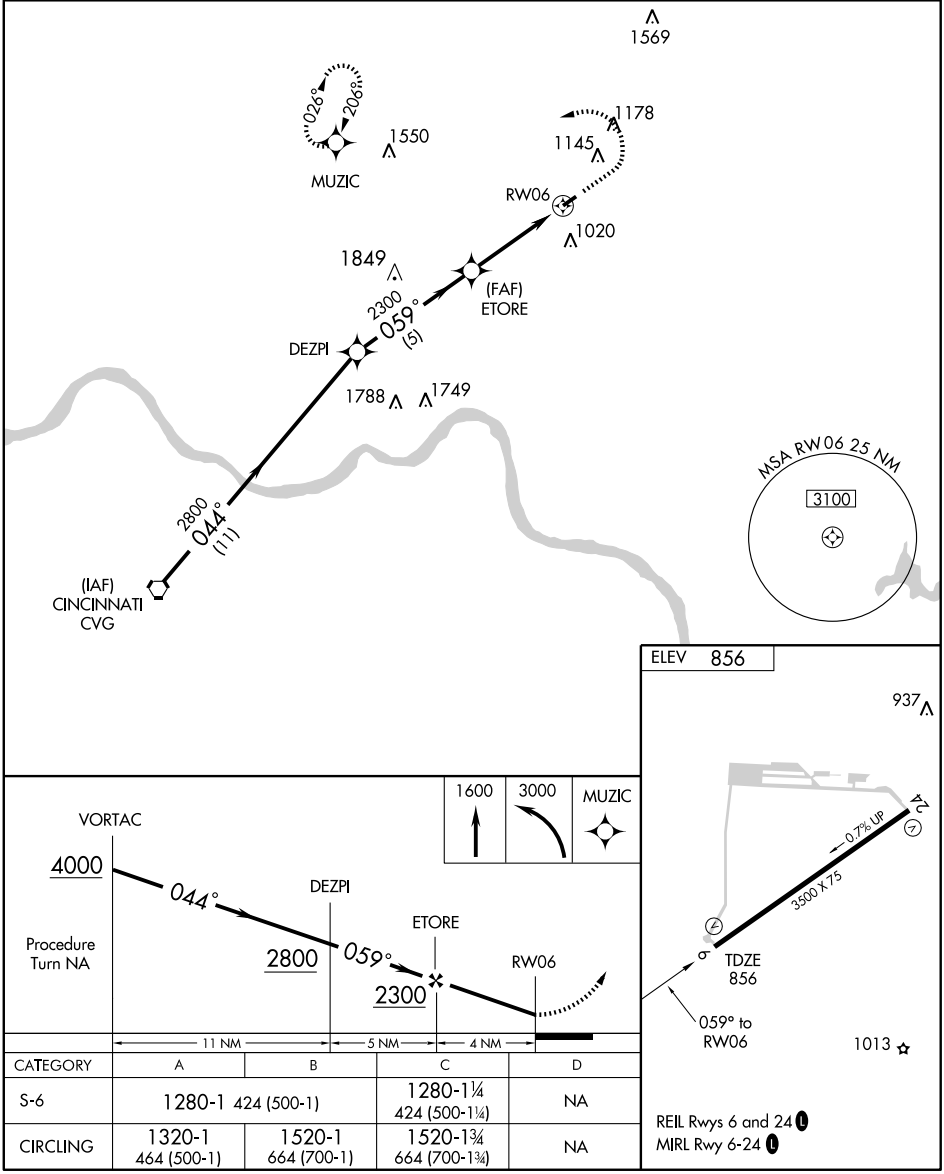
APP CRS	Rwy Idg	3500
059°	TDZE	856
	Apt Elev	856

GPS RWY 6
CINCINNATI-BLUE ASH (ISZ)

NA

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct MUZIC WP and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-6	1280-1 424 (500-1)		1280-1¼ 424 (500-1¼)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

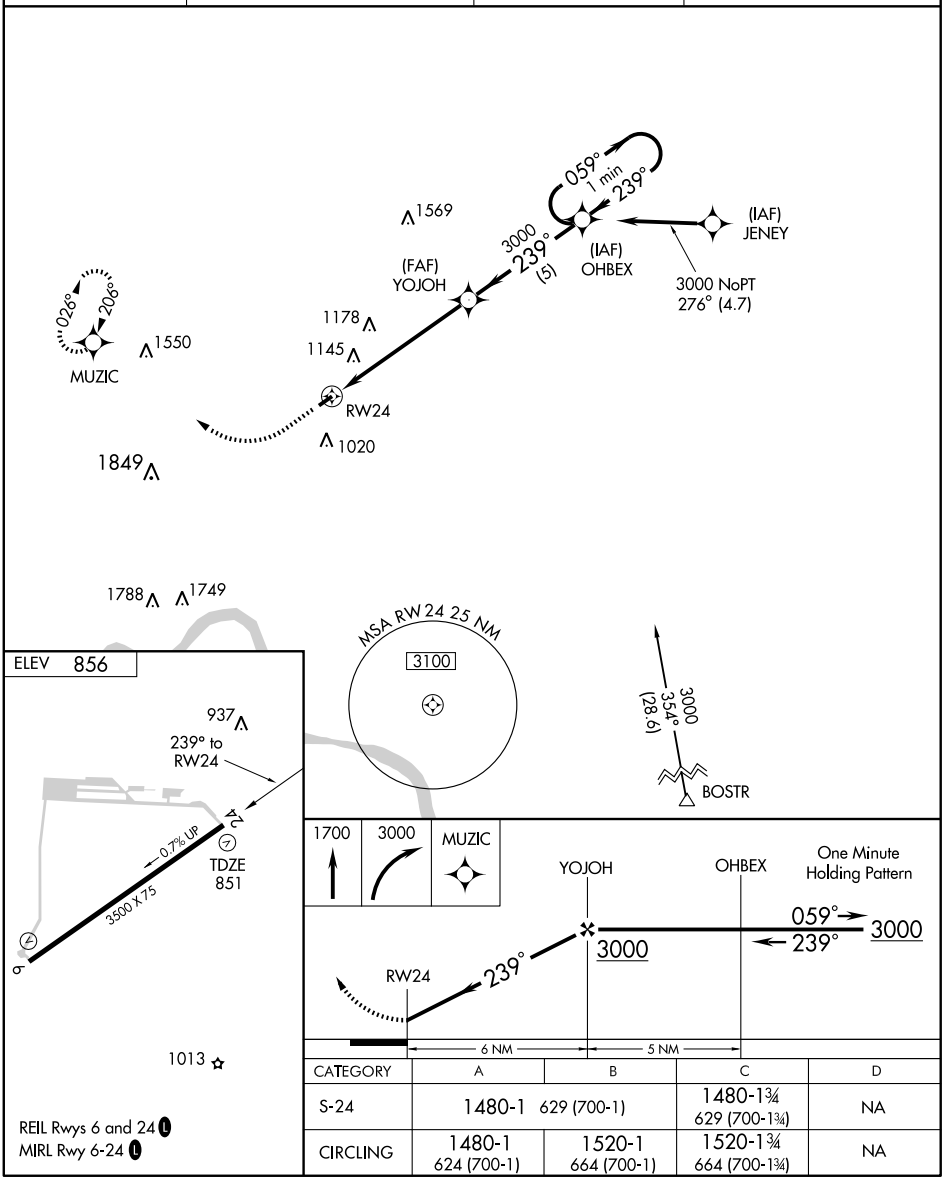
APP CRS	Rwy Idg	3500
239°	TDZE	851
	Apt Elev	856

GPS RWY 24
CINCINNATI-BLUE ASH (ISZ)

NA

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct MUZIC WP and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L



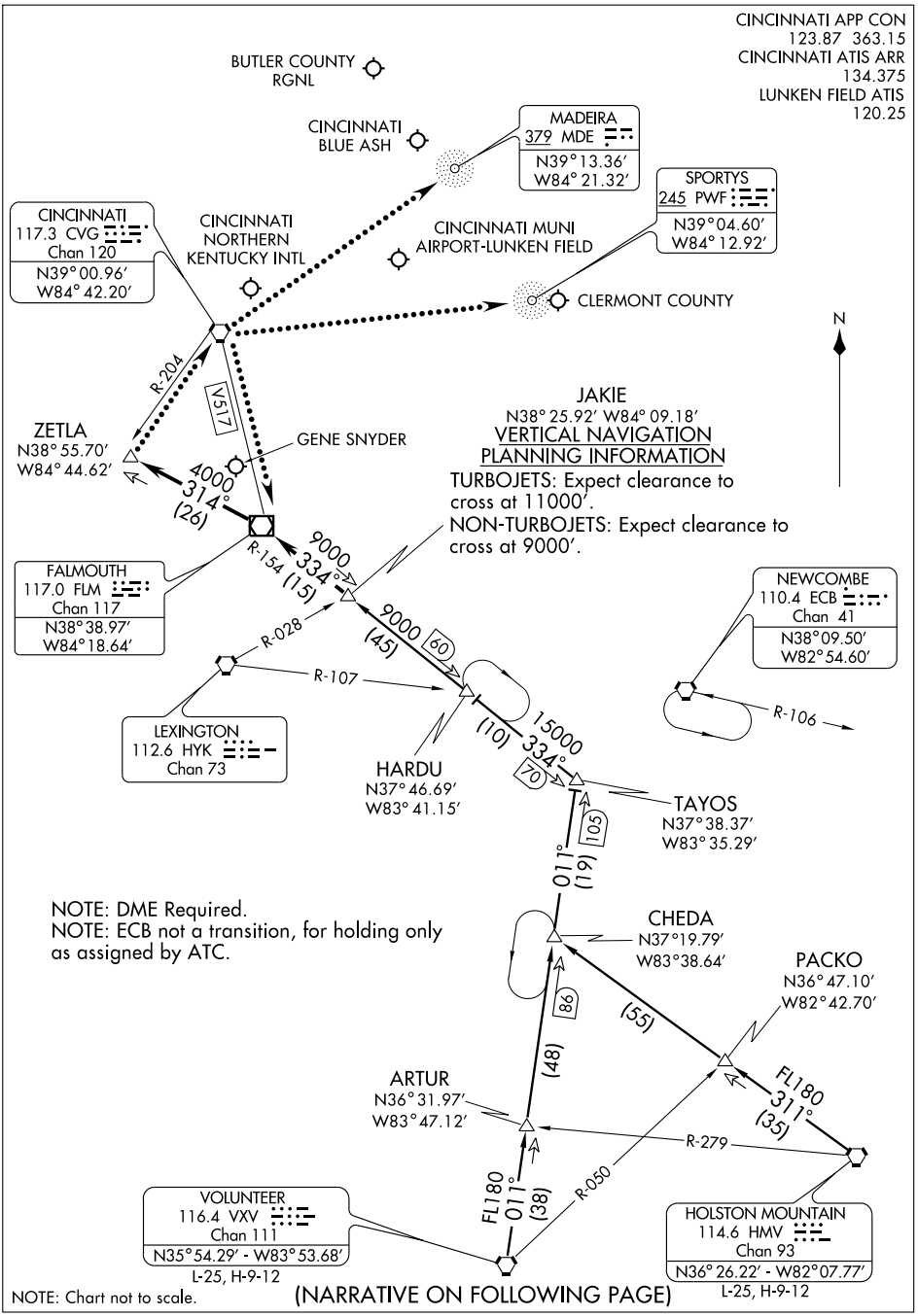
REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-24	1480-1 629 (700-1)		1480-1¾ 629 (700-1¾)	NA
CIRCLING	1480-1 624 (700-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

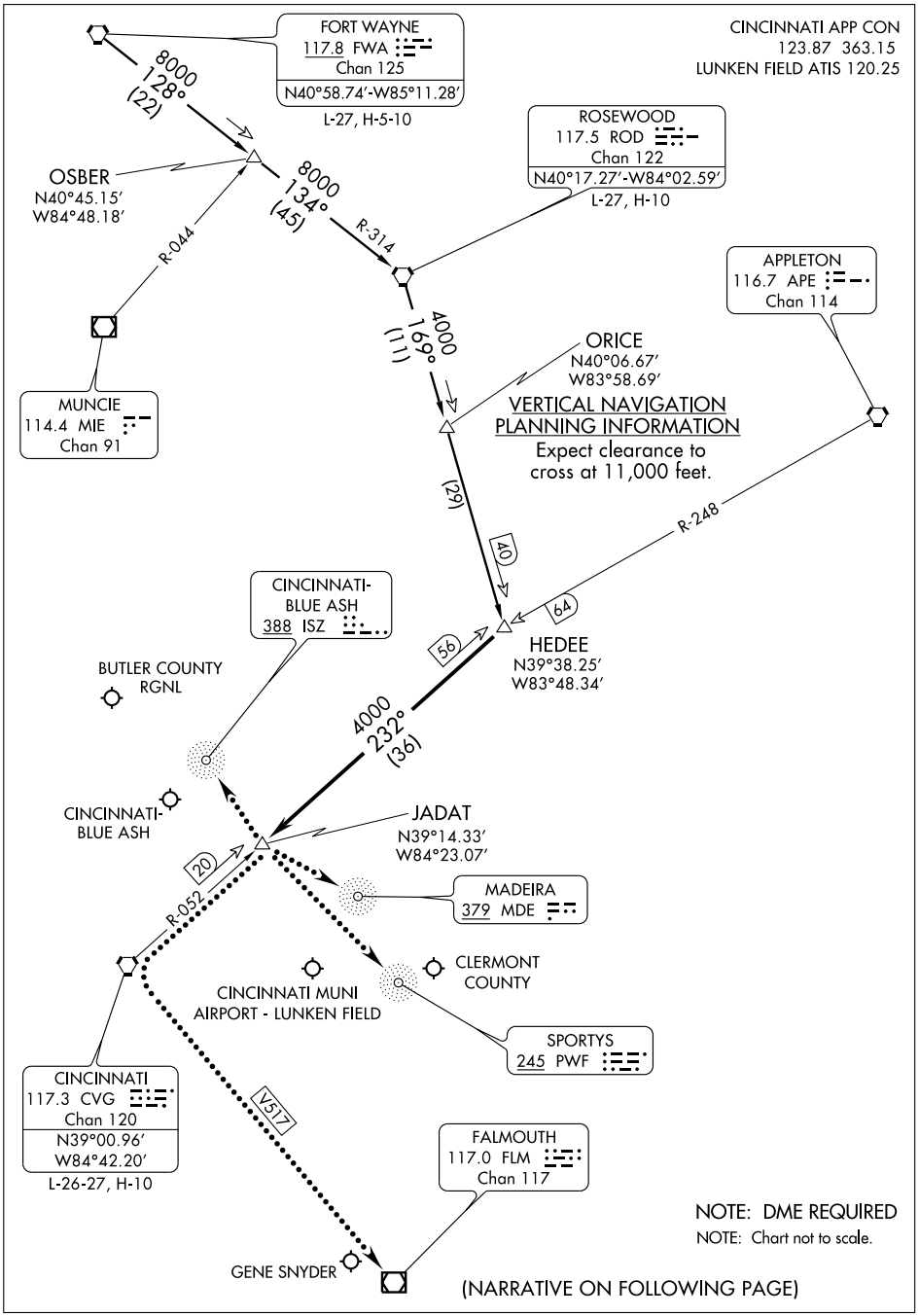
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

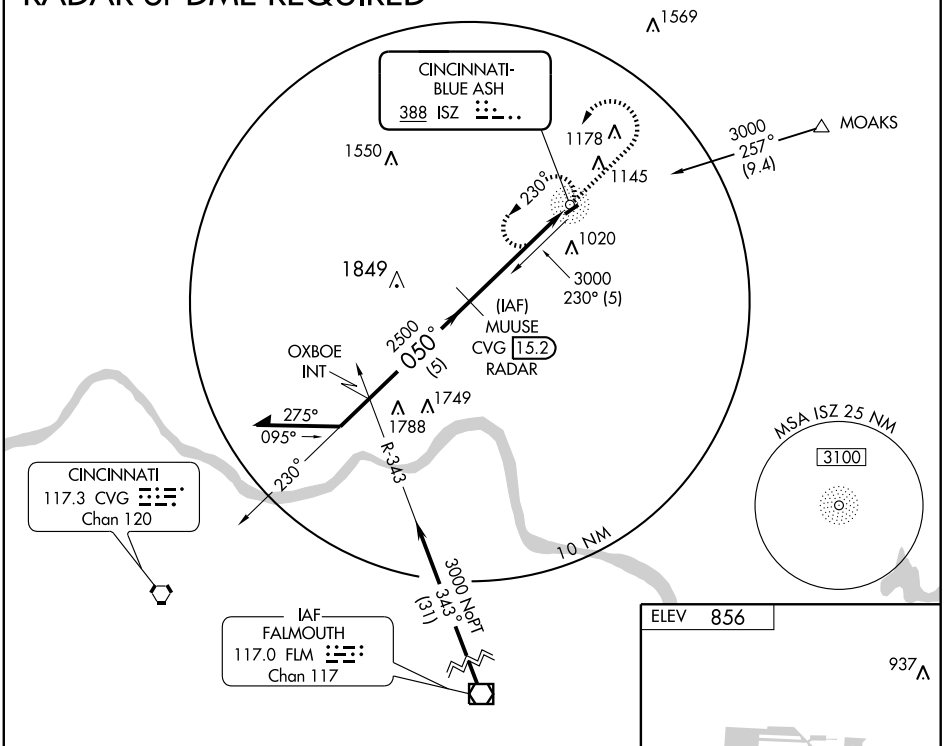
NDB ISZ	APP CRS	Rwy Idg	3500
388	050°	TDZE	856
		Apt Elev	856

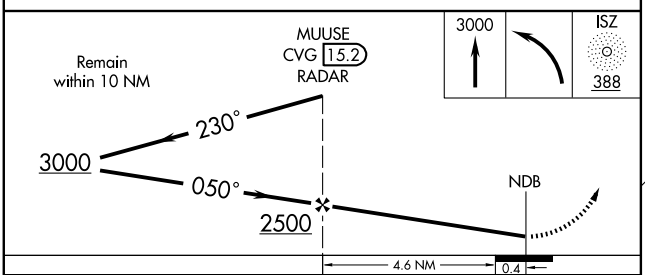
NDB RWY 6
CINCINNATI-BLUE ASH (ISZ)

NA	MISSED APPROACH: Climb to 3000 then left turn direct ISZ NDB and hold.

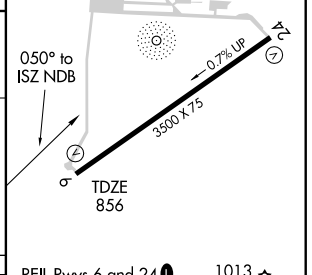
AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L

RADAR or DME REQUIRED





CATEGORY	A	B	C	D
S-6	1320-1 464 (500-1)		1320-1¼ 464 (500-1¼)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA



Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CVG 117.3 Chan 120	APP CRS 231°	Rwy Idg 3500 TDZE 851 Apt Elev 856

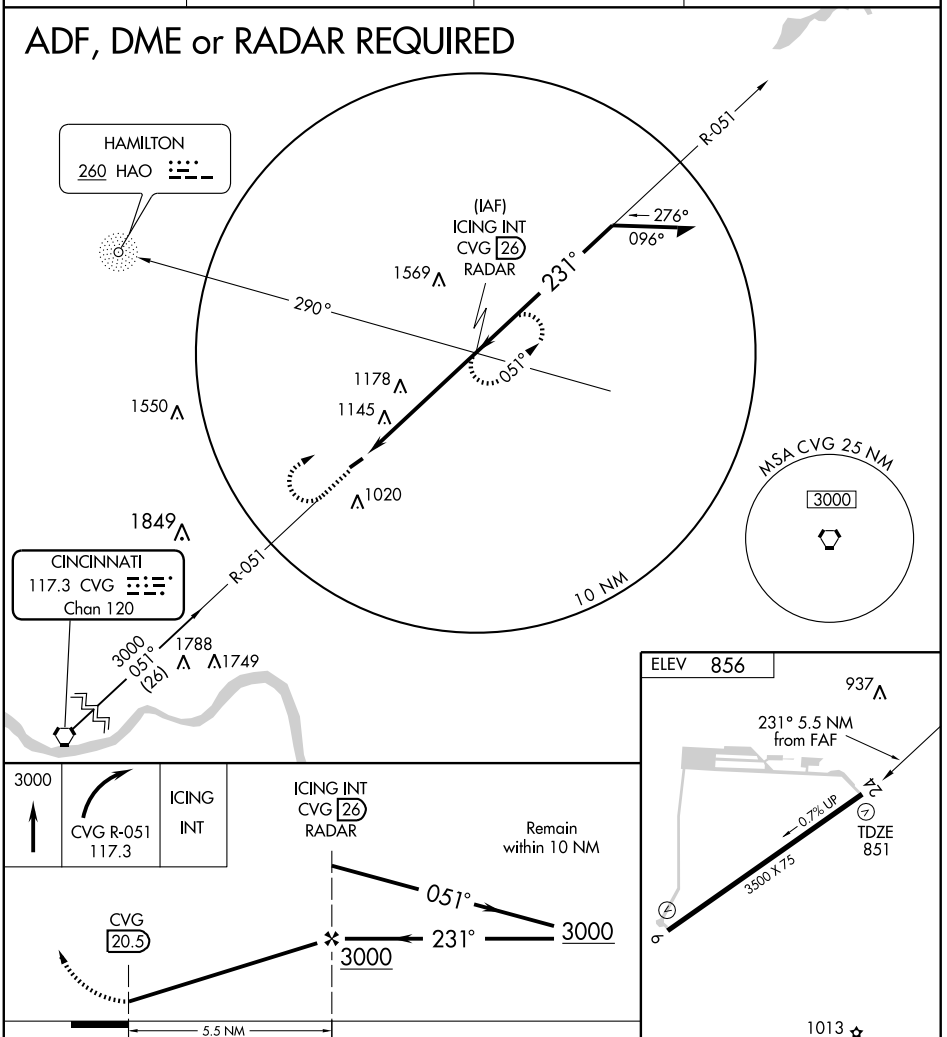
VOR RWY 24

CINCINNATI-BLUE ASH (ISZ)

NA	MISSED APPROACH: Climb to 3000 then right turn via CVG R-051 to ICING Int/26 DME/RADAR and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L

ADF, DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-24	1480-1 629 (700-1)	1480-1¼ 629 (700-1¼)	1480-1½ 629 (700-1½)	NA
CIRCLING	1480-1 624 (700-1)	1520-1¼ 664 (700-1¼)	1520-1¾ 664 (700-1¾)	NA

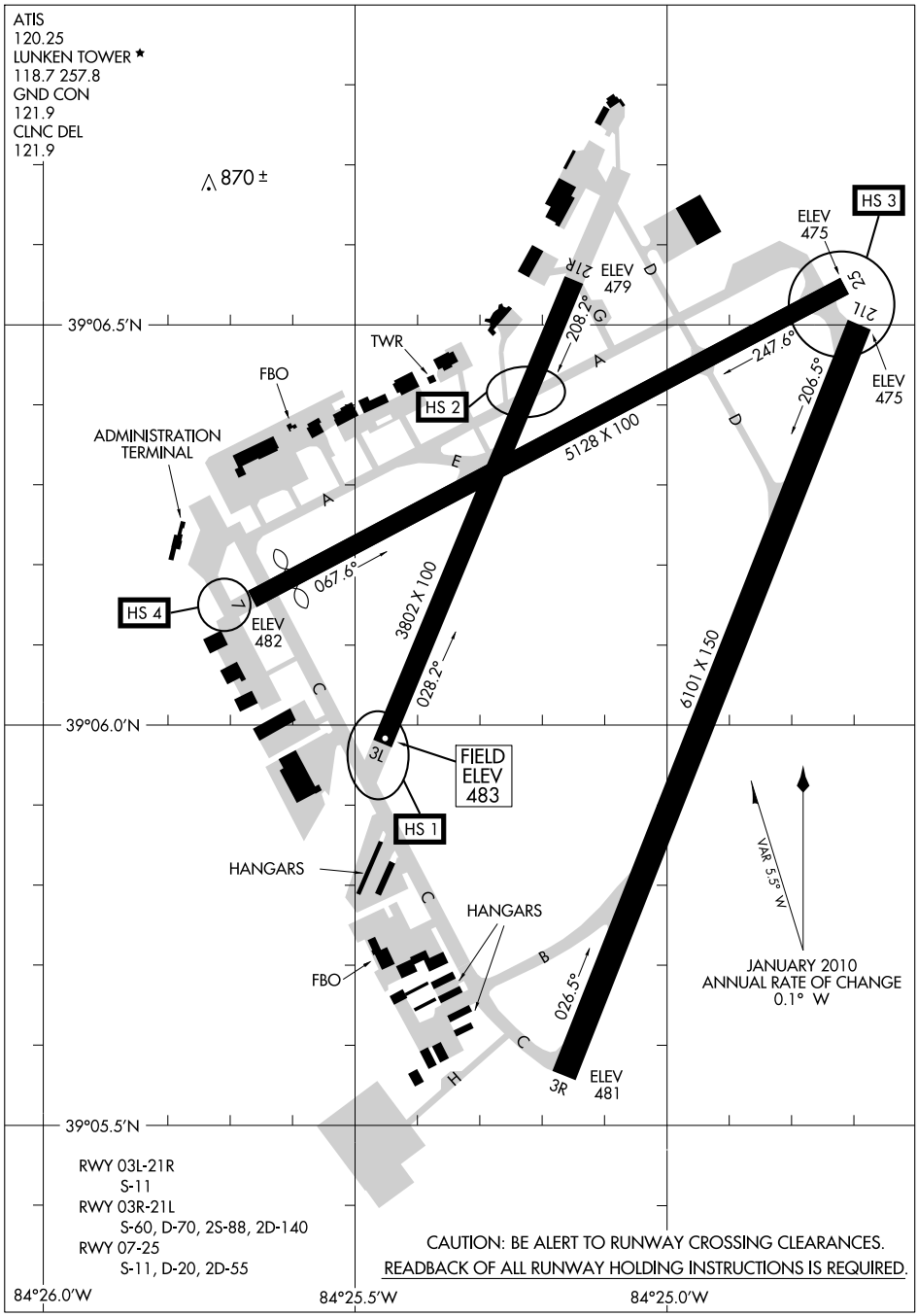
REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AL-83 (FAA)
CINCINNATI, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

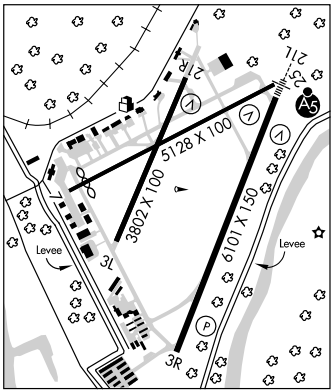
AIRPORT DIAGRAM

CINCINNATI, OHIO
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

10266

CINCINNATI MUNI ARPT LUNKEN FLD (LUK) 3 SE UTC−5(−4DT) **CINCINNATI**
N39°06.20′ W84°25.12′ **H–10G, L–27E**
483 B S4 **FUEL** 100LL, JET A+ OX 1 LRA Class IV, ARFF Index A NOTAM FILE LUK **IAP, AD**

RWY 03R–21L: H6101X150 (ASPH–GRVD) S–60, D–70, 2S–88, 2D–140 HIRL
RWY 03R: REIL. PAPI(P4R). Tree.
RWY 21L: MALSR. VASI(V4L)—GA 3.0° TCH 38′. Trees.
RWY 07–25: H5128X100 (ASPH–GRVD) S–11, D–20, 2D–55 MIRL
RWY 07: Thld dsplcd 439′. Tree.
RWY 25: VASI(V4L)—GA 3.0° TCH 39′. Trees.
RWY 03L–21R: H3802X100 (ASPH) S–11 MIRL
RWY 03L: Trees. **RWY 21R:** VASI(V4L)—GA 4.0 TCH 46′. Tree.



AIRPORT REMARKS: Attended continuously. Fuel JET A+ C513–871–2020. Deer and birds on and invof arpt. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call 513–352–6340. Noise abatement procedures in effect call 513–352–6340. Acft maintenance run–ups restricted between 0200–1200Z‡. Rwy 25 and Rwy 21L apch ends are closely aligned. Rotating bcn located 1.7 NM east of the center of Lunken arpt. Verify correct rwy and compass heading prior to departure. Rwys 03L–21R and 07–25 and Twy D not avbl for acft with more than 30 passenger seats. When twr clsd HIRL Rwy 03R–21L preset on med ints; to increase ints and ACTIVATE MALSR Rwy 21L—CTAF. MIRL Rwy 03L–21R and Rwy 07–25 unavbl. Ldg fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (513) 321–6291.
COMMUNICATIONS: CTAF 118.7 **ATIS** 120.25 **UNICOM** 122.95
RCO 122.4 (DAYTON RADIO).
Ⓡ **APP/DEP CON** 121.0
LUNKEN TOWER 118.7 133.925 (1200–0400Z‡) **CLNC DEL** 124.9 (use when twr closed)
GND CON/CLNC DEL 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 072° 14.3 NM to fld. 879/04W.
NDB (MHW) 335 LUK N39°09.58′ W84°20.48′ 231° 4.9 NM to fld. NOTAM FILE LUK. Unmonitored when twr clsd.
MADEIRA NDB (MHW) 379 MDE N39°13.37′ W84°21.32′ 206° 7.7 NM to fld. NOTAM FILE LUK. Unmonitored when twr clsd.
ILS/DME 110.9 I–LUK Chan 46 Rwy 21L. Class IA. LOC BC unusable byd 10 NM and 15° left and right of course. DME unusable byd 5° left and right of BC. DME unusable byd 25° left and right of course.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

CINCINNATI/NORTHERN KENTUCKY INTL (See COVINGTON, KY)

CINCINNATI WEST (See HARRISON)

CIRCLEVILLE N39°31.39′ W82°58.78′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 366 CYO at Pickaway Co Meml. Unmonitored. SHUTDOWN. **L–29A**

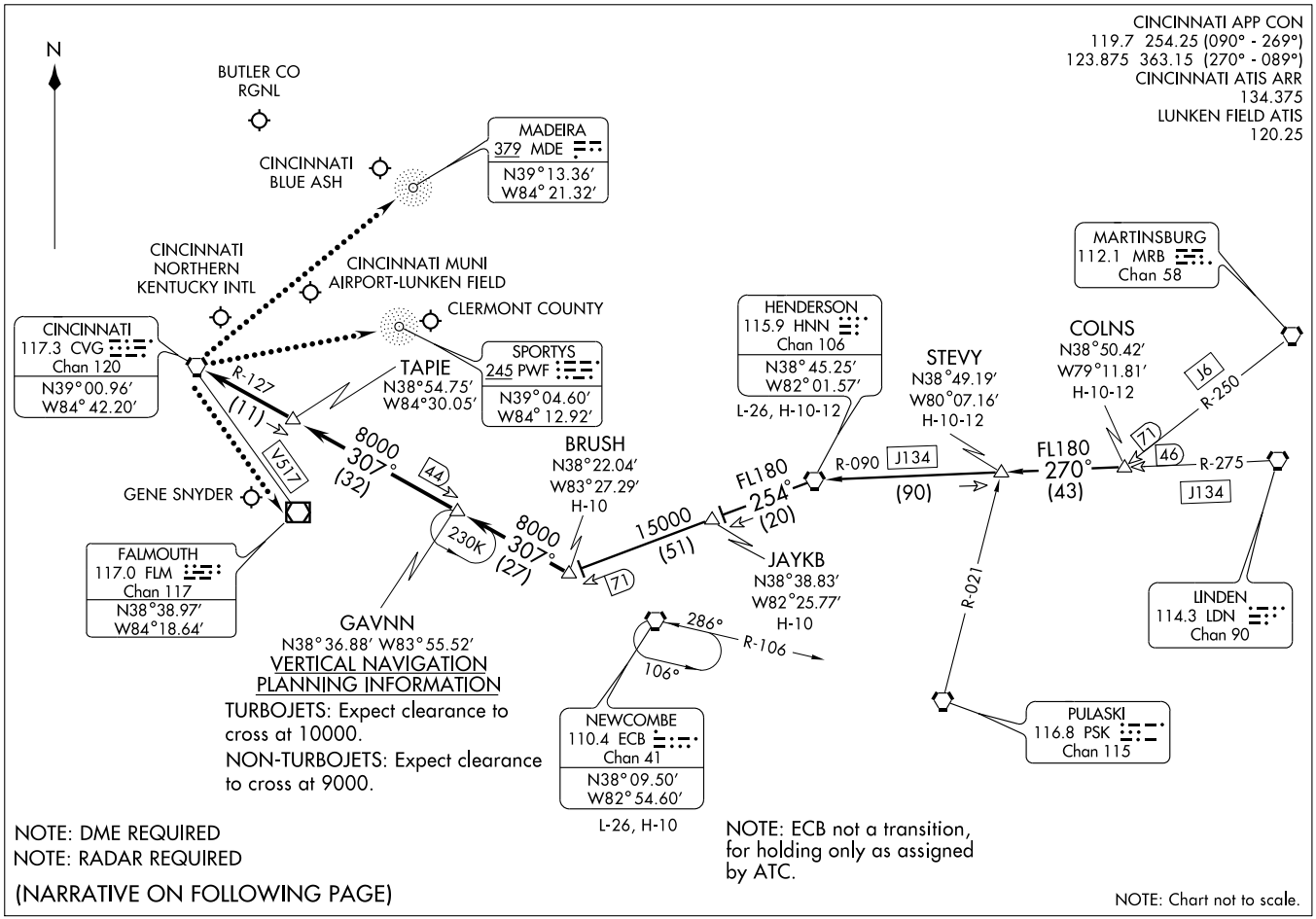
CIRCLEVILLE

CLARKS DREAM STRIP (Ø3I) 4 NW UTC−5(−4DT) N39°38.62′ W83°01.05′ **CINCINNATI**
680 NOTAM FILE DAY
RWY 13–31: 2375X90 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. Parachute jumping. Repairs—part time weekends.
COMMUNICATIONS: CTAF 122.9

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

ST-655 (FAA)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

55

ORLEE
N39°42.67′
W83°38.04′

64
10000
(9)

HEDEE
N39°38.25′
W83°48.34′

70
10000
248°
(6)

51
8000
231°
(9)

JARSO
N39°35.50′
W83°54.70′

42
8000
(9)

230K

N

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

R-169

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

8000
(33)
231°

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

R-051

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

V517

GENE SNYDER

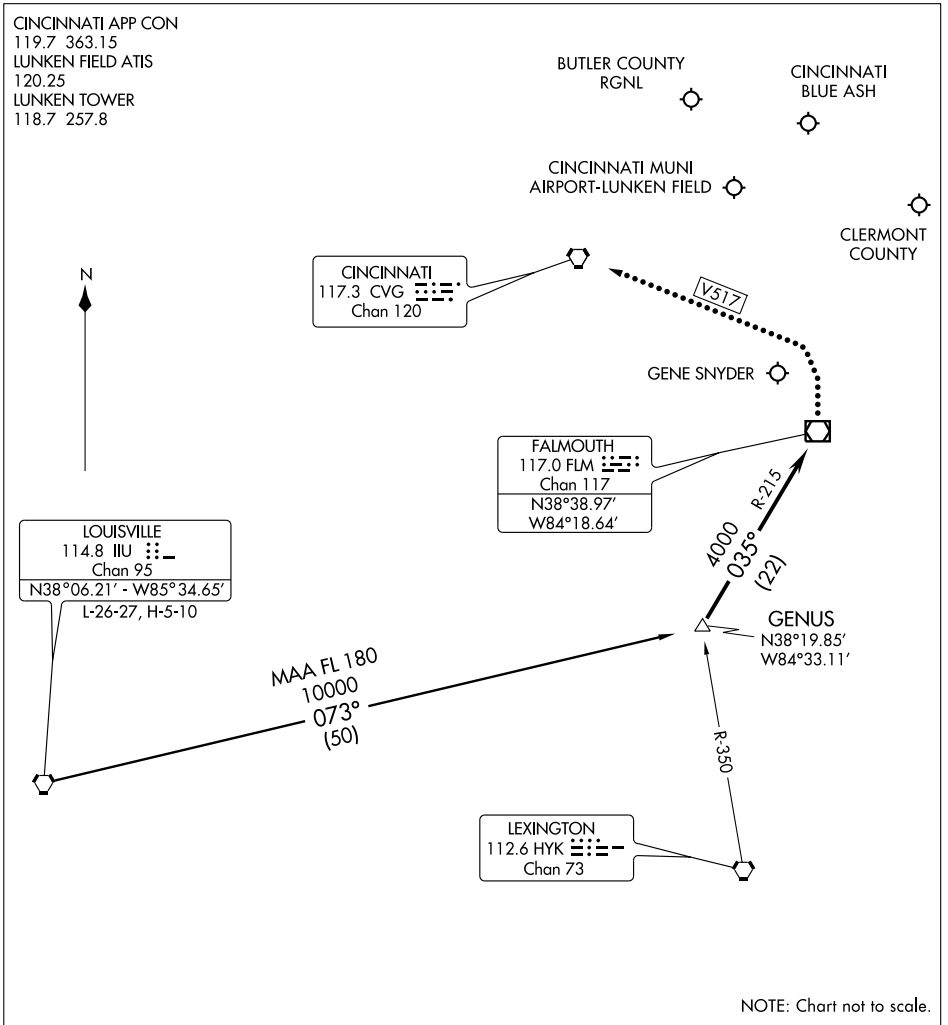
APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

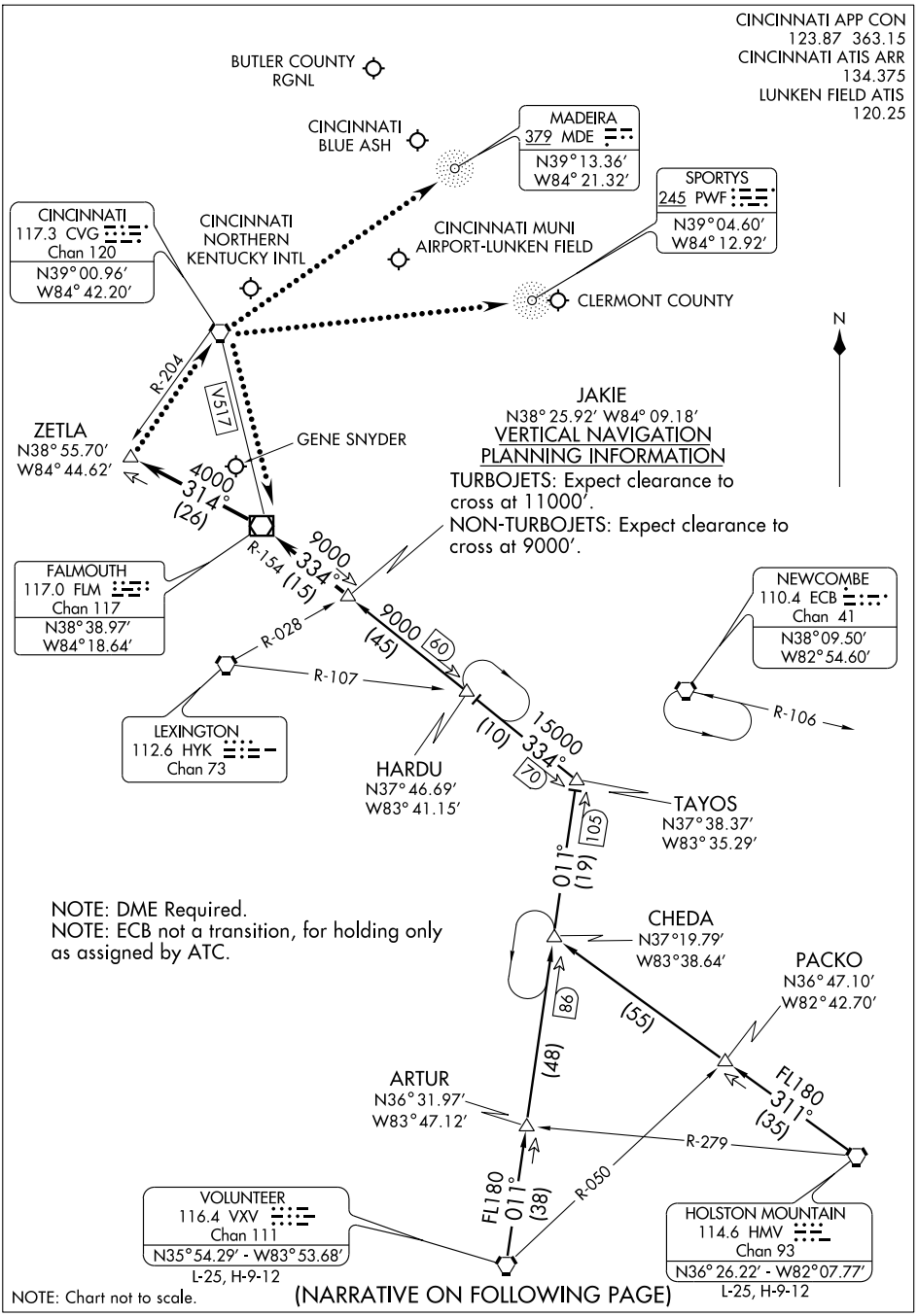
. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

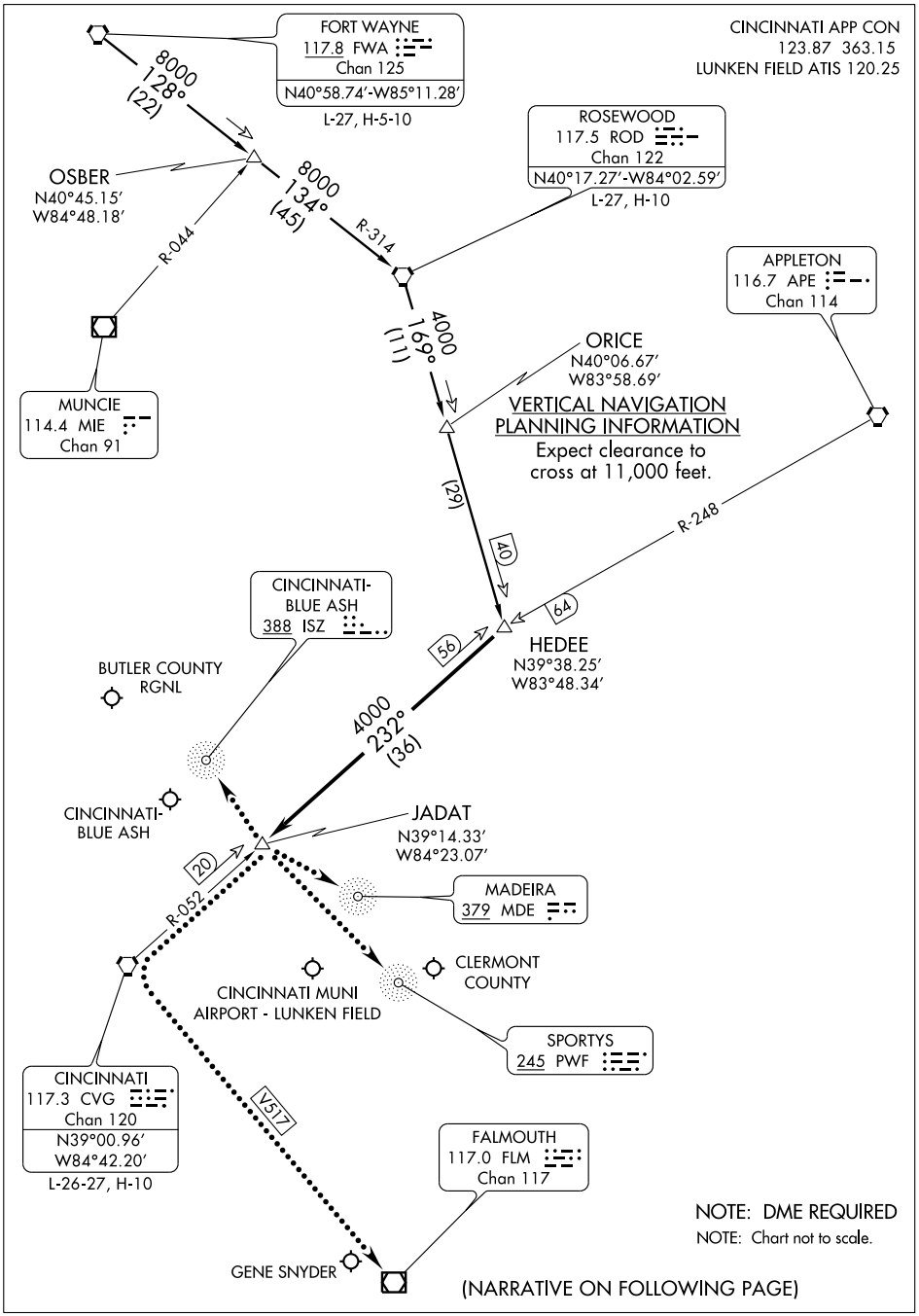
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-LUK	APP CRS	Rwy Idg	6101
110.9	205°	TDZE	475
Chan 46		Apt Elev	483

ILS or LOC RWY 21L

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet. For KEELY OM Minimums: increase S-LOC-21L Cats. C and D, Circling Cats. A, B and D visibility ¼ mile, Circling Cat. C visibility ½ mile. Inoperative table does not apply to S-LOC-21L Cat. A. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For inoperative MALSR, increase S-LOC-21L Cat. B visibility ¼ mile. For KEELY OM Minimums: Increase S-LOC-21L Cats. A and B visibility ¼ mile. When using Cincinnati/Northern Kentucky Intl altimeter setting: Increase S-ILS-21L all Cats. visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 via heading 140° and CVG VORTAC R-109 to CALIF INT/CVG 19 DME and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95

ADF REQUIRED

025° 250° 070° 205° 3000 244° (8.6) MOAKS

MSA MDE 25 NM 3000

IAF MADEIRA 379 MDE I-LUK 8.5

KEELY OM I-LUK 4.6

10 NM

LOCALIZER 110.9 I-LUK Chan 46

FALMOUTH FLM 117.0 Chan 117

ALTERNATE MISSED APCH FIX

FALMOUTH FLM 117.0 Chan 117

R-324 144° 324°

MISSED APCH FIX

117.3 CVG Chan 120 109° 289° R-109

CALIF CVG 19 R-004 117.0 FLM Chan 117

1550 1849 1286± 1087 1050 1082± 1041 919 900 950 880 676± 1788 1715 1749 797 1062 675± 1020 870 1373 1147 1050± 1046 1009 1170 523 965 1044 1092 990 1060 3000 001° (34.4) 1320 1151 985 1158 1185 1120

ELEV 483

205° 7.3 NM from FAF

522 555 870 621± 551 576 559 578 TWR 553 TDZE 475

2R 21R 3L 21L 3R

5128 X 100 3802 X 100 6101 X 150

REIL Rwy 3R HIRL Rwy 3R-21L L MIRL Rwy 3L-21R and 7-25

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

2000	2600	CVG R-109 117.3	CALIF
	140°		

NDB I-LUK 8.5

Remain within 10 NM

* LOC only.

KEELY OM I-LUK 4.6 I-LUK 2.9 I-LUK 1.2 2902 1607 1600* 025° 205° 3000 3000

GS 3.00° TCH 39

1.7 1.7 3.9 NM

CATEGORY	A	B	C	D
S-ILS 21L	750/40 275 (300-¾)			
S-LOC 21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-LOC 21L	1040/40 565 (600-¾)		1040/50 565 (600-1)	1040/60 565 (600-1¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LUK	APP CRS	Rwy Idg	6101
110.9	025°	TDZE	482
Chan 46		Apt Elev	483

LOC BC RWY 3R

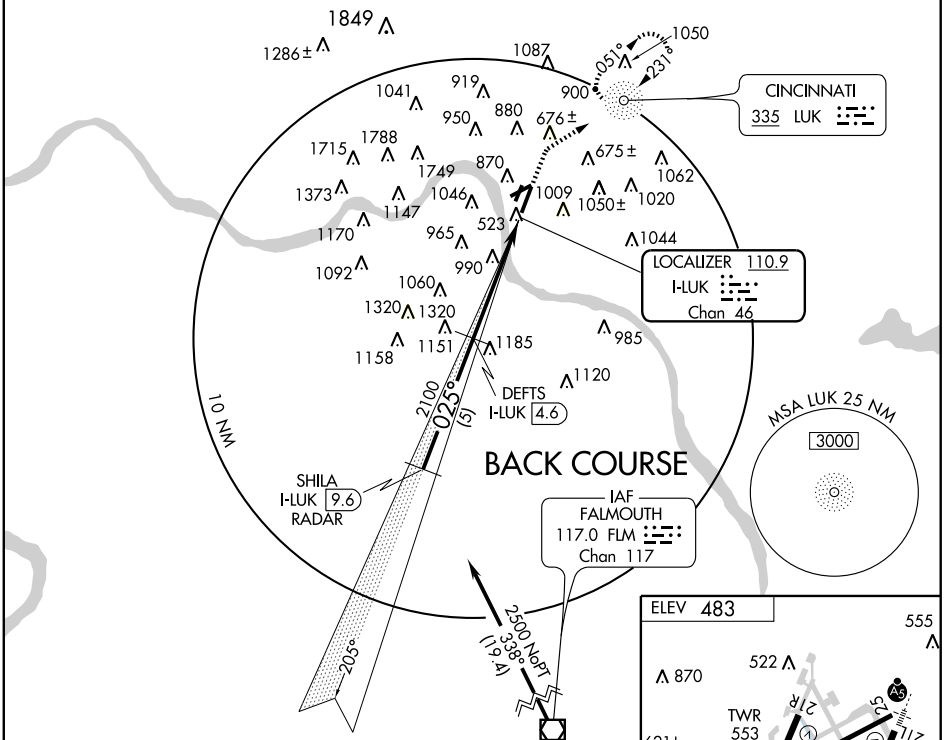
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

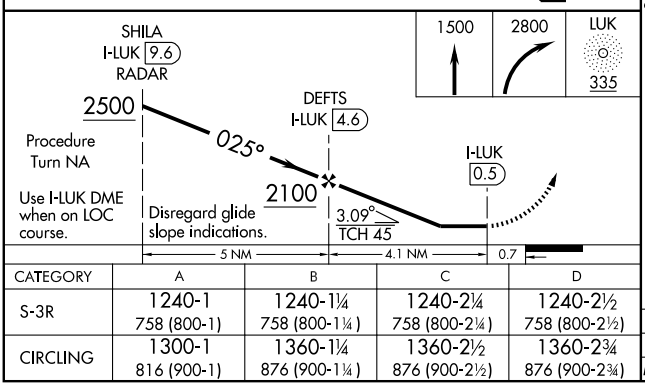
LOC back course unusable beyond 10 NM.
LOC back course unusable 15 degrees left and right of course within 10 NM of threshold.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct LUK NDB and hold.

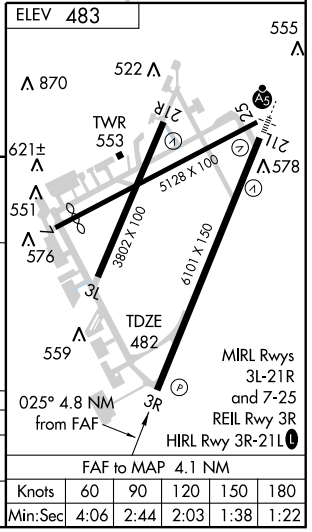
ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95

DME or RADAR and ADF REQUIRED





CATEGORY	A	B	C	D
S-3R	1240-1 758 (800-1)	1240-1¼ 758 (800-1¼)	1240-2¼ 758 (800-2¼)	1240-2½ 758 (800-2½)
CIRCLING	1300-1 816 (900-1)	1360-1¼ 876 (900-1¼)	1360-2½ 876 (900-2½)	1360-2¾ 876 (900-2¾)



FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB MDE	APP CRS	Rwy Idg	6101
379	205°	TDZE	475
		Apt Elev	483

NDB RWY 21L

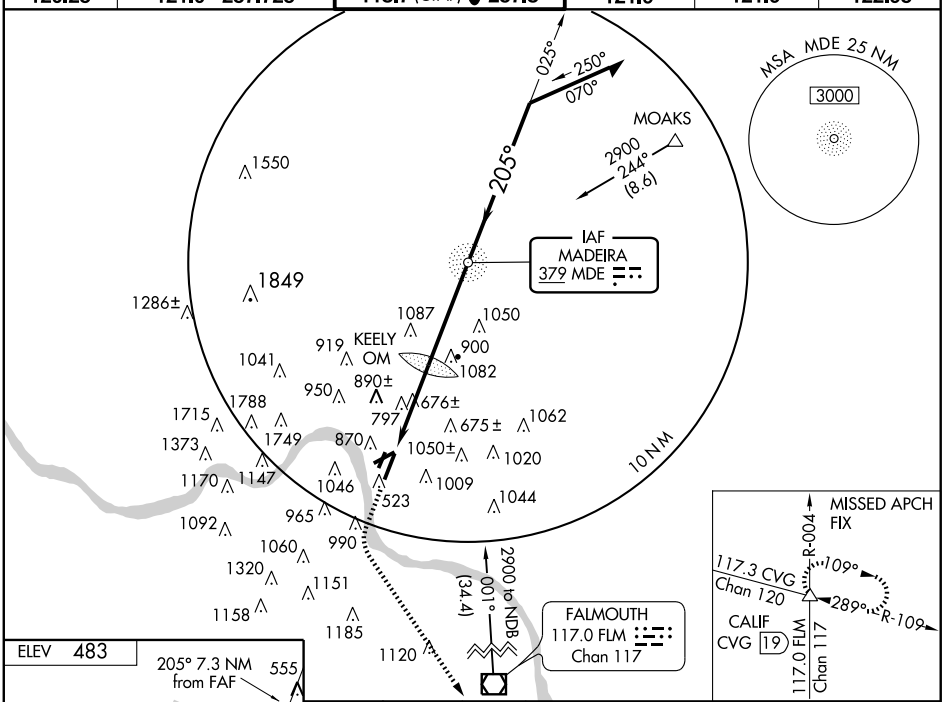
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

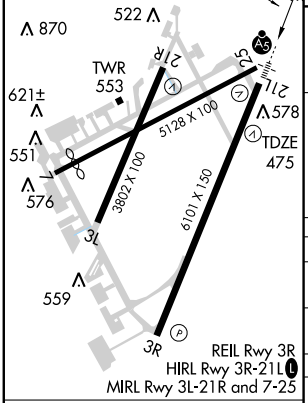
T Inoperative table does not apply to S-21L Cat A. KEELY OM Minimums: For inoperative MALSR increase S-21L Cat B visibility to RVR 6000. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet, increase KEELY OM Minimums S-21L Cats C and D, circling Cats A, B & D visibility ¼ mile, and increase circling Cat C visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 via heading 205° then climbing left turn to 2600 via heading 150° and via CVG VORTAC R-109 to CALIF INT and hold.

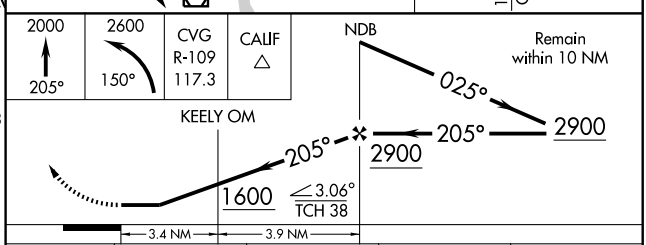
ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95





FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min: Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	1600-2¾ 1125 (1200-2¾)
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-21L	1240/40 765 (800-¾)		1240-1¾ 765 (800-1¾)	1240-2¼ 765 (800-2¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB LUK	APP CRS	Rwy Idg	5128
335	232°	TDZE	478
		Apt Elev	483

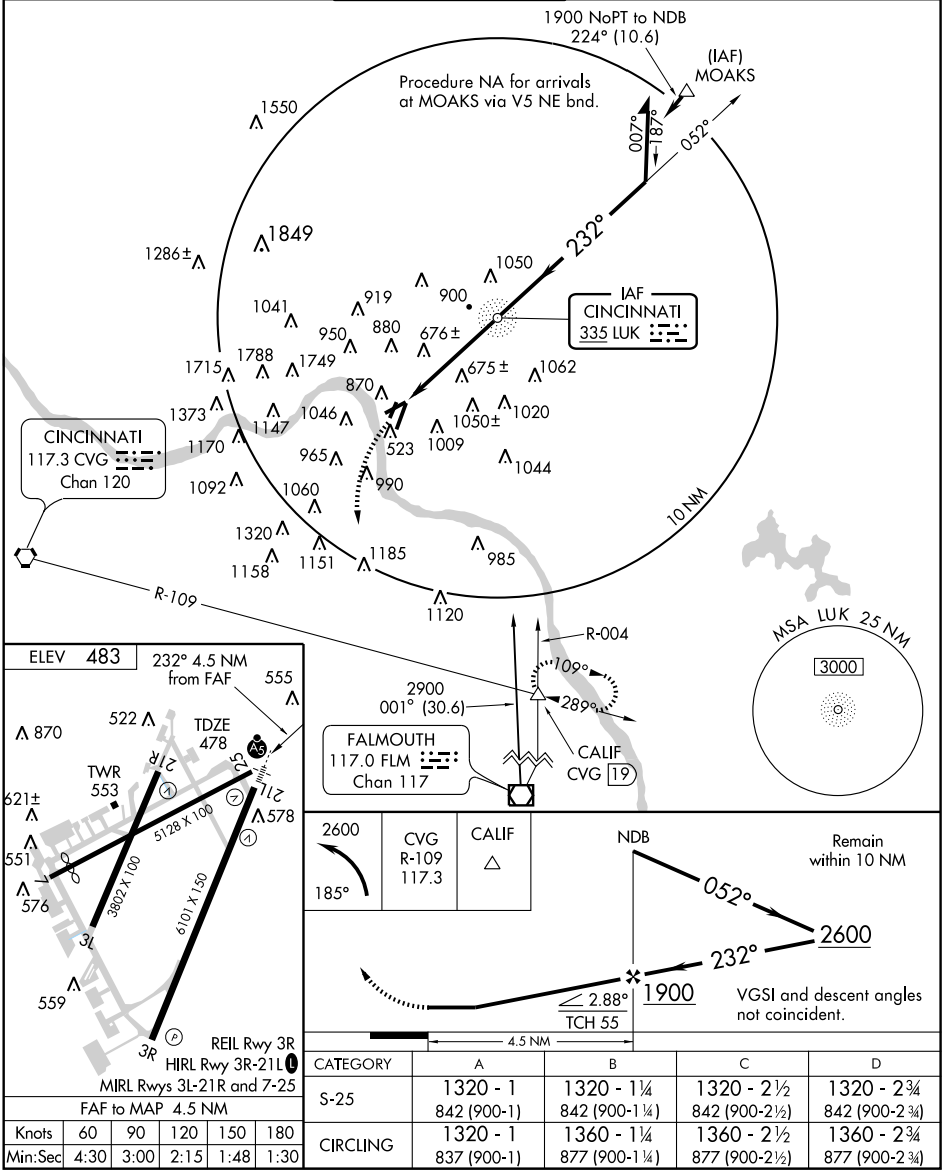
NDB RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 via heading 185° and CVG VORTAC R-109 to CALIF Int and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95



FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-25	1320 - 1 842 (900-1)	1320 - 1¼ 842 (900-1¼)	1320 - 2½ 842 (900-2½)	1320 - 2¾ 842 (900-2¾)
CIRCLING	1320 - 1 837 (900-1)	1360 - 1¼ 877 (900-1¼)	1360 - 2½ 877 (900-2½)	1360 - 2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6101
CH 42511	205°	TDZE	475
W21A		Apt Elev	483

RNAV (GPS) RWY 21L

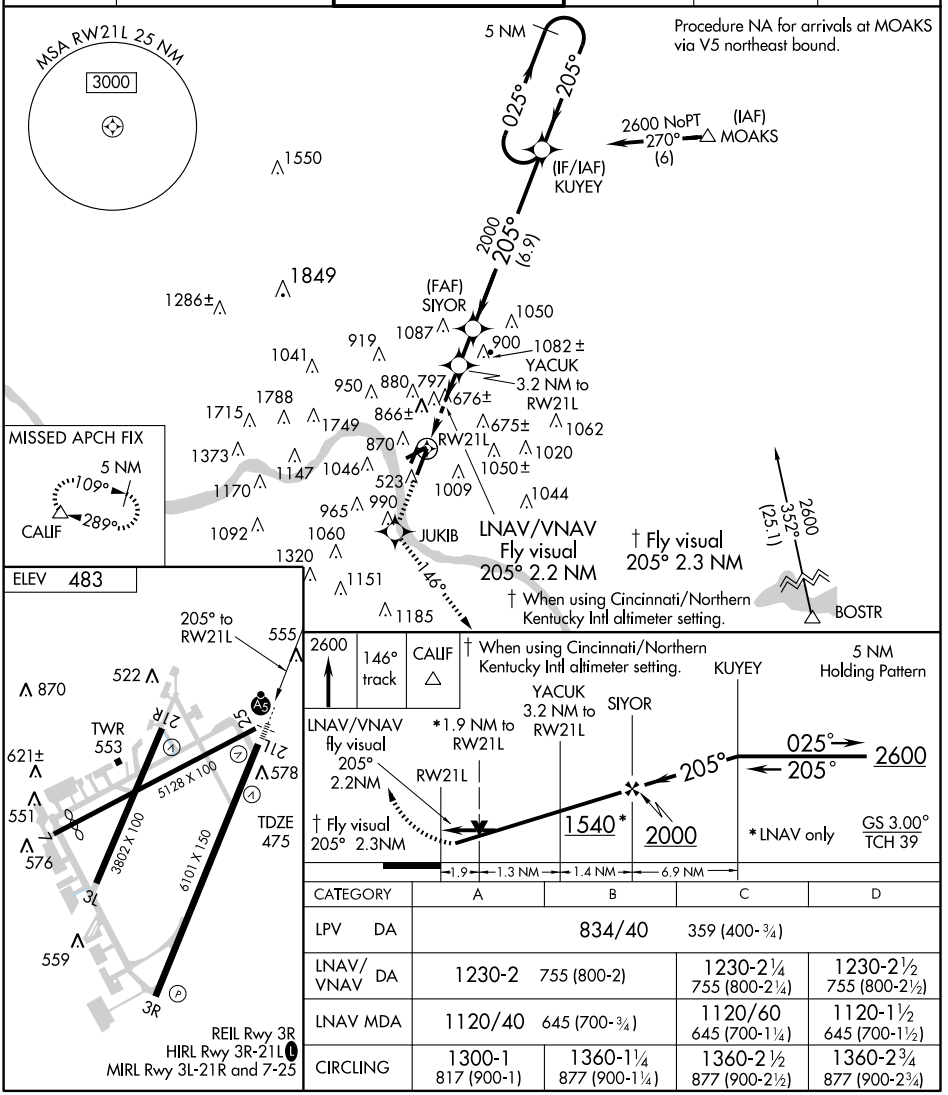
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet, all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV Cats C and D, LNAV Cat B, and Circling Cats B & D visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. For inoperative MALSR, increase LPV all Cats visibility ½ mile. Inoperative table does not apply to LNAV/VNAV.

MALSR

MISSED APPROACH: Climb to 2600 direct JUKIB and via 146° track to CALIF and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	834/40		359 (400-¾)	
LNAV/VNAV DA	1230-2 *755 (800-2)*		1230-2¼ *755 (800-2¼)*	1230-2½ *755 (800-2½)*
LNAV MDA	1120/40	645 (700-¾)	1120/60 645 (700-1¼)	1120-1½ 645 (700-1½)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5128
CH 86701	246°	TDZE	478
W25A		Apt Elev	483

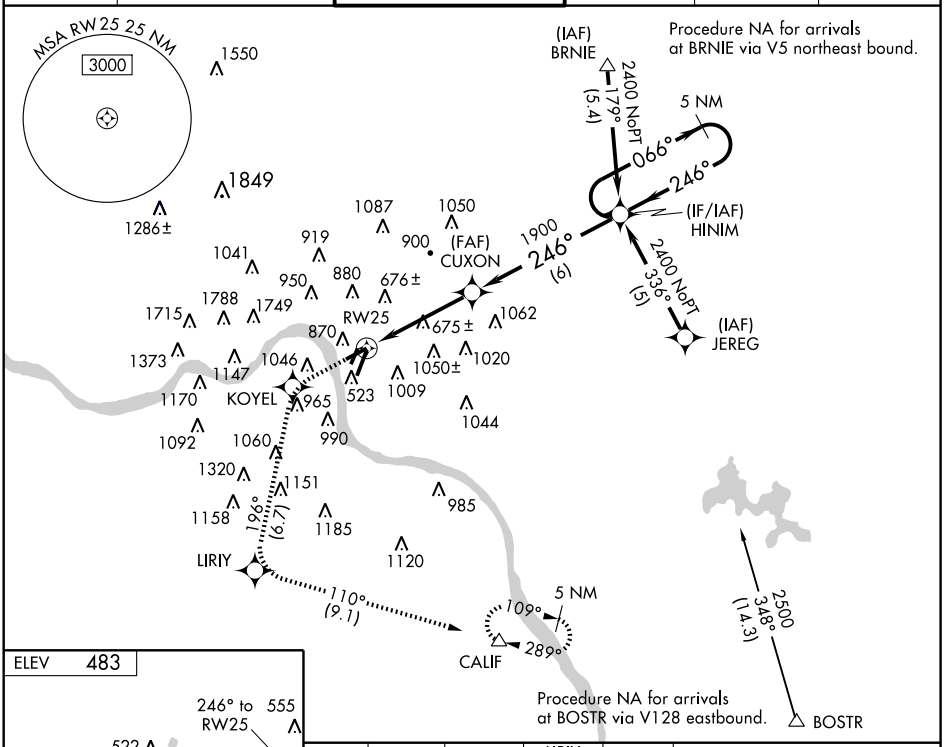
RNAV (GPS) RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopter NA.

MISSED APPROACH: Climb to 2600 direct KOYEL and left turn via 196° track to LIRIY, and via 110° track to CALIF and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	875-1½ 397 (400-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1160-1 682 (700-1)		1160-2 682 (700-2)	1160-2¼ 682 (700-2¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ROCKT FIVE DEPARTURE (RNAV)

(ROCKT5.ROCKT) 10154

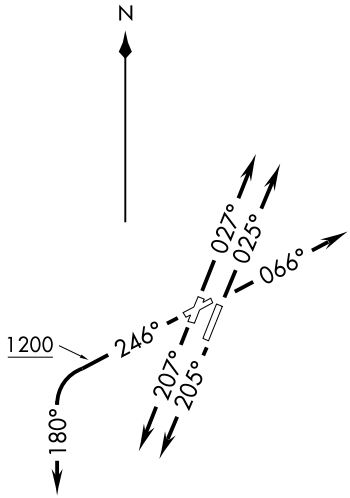
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

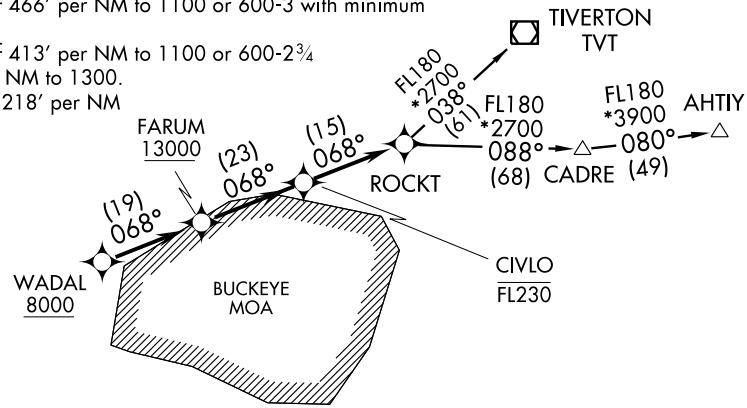
CINCINNATI, OHIO

ATIS 120.25
LUNKEN TOWER★
118.7 (CTAF) 257.8
LUNKEN GND CON
121.9
LUNKEN CLNC DEL
121.9
CINCINNATI DEP CON
121.0 257.725

TAKE-OFF MINIMUMS:

Rwy 3L: Standard with minimum climb of 392′ per NM to 1000 or 400-2 with minimum climb of 213′ per NM to 1400.
Rwy 3R: Standard with minimum climb of 355′ per NM to 1000 or 400-2 with minimum climb of 231′ per NM to 1400.
Rwy 7: Standard with minimum climb of 424′ per NM to 1000 or 400-1¾ with minimum climb of 205′ per NM to 1300.
Rwy 21R: Standard with minimum climb of 466′ per NM to 1100 or 600-3 with minimum climb of 223′ per NM to 1300.
Rwy 21L: Standard with minimum climb of 413′ per NM to 1100 or 600-2¾ with minimum climb of 228′ per NM to 1300.
Rwy 25: 600-2¾ with minimum climb of 218′ per NM to 1300.





NOTE: Departure procedure limited to aircraft with the following destination airports and departure times:
Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights. LGA, between 1000-1800 UTC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR REQUIRED.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: TIVERTON TRANSITION (ROCKT5.TVT) limited to aircraft landing BKL, CAK, CLE, CGF, LNN and LPR.

NOTE: For Non-GPS equipped aircraft: APE, CVG, FLM, and SGH DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ROCKT FIVE DEPARTURE (RNAV)
(ROCKT5.ROCKT) 10154
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
CINCINNATI, OHIO

SL-83 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3L: Climb heading 027°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 3R: Climb heading 025°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 7: Climb heading 066°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 21R: Climb heading 207°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 21L: Climb heading 205°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 25: Climb heading 246° to 1200, then climbing left turn heading 180°, expect vectors to WADAL, thence . . . .

. . . . via depicted route to ROCKT. Maintain 2500. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT5.AHTIY) :

TIVERTON TRANSITION (ROCKT5.TVT) :

TAKEOFF OBSTACLE NOTES:

Rwy 3L: Bldg and Hangars beginning 305′ from DER, 259′ left of centerline, up to 41′ AGL/521′ MSL.
Trees beginning 957′ from DER, 144′ right of centerline, up to 77′ AGL/556′ MSL.
Trees 1.2 NM from DER, 2270′ left of centerline, up to 97′ AGL/866′ MSL.
Pole 1.6 NM from DER, 320′ left of centerline, 68′ AGL/797′ MSL.

Rwy 3R: Trees beginning 1426′ from DER, 196′ left of centerline, up to 68′ AGL/557′ MSL.
Trees beginning 840′ from DER, 130′ right of centerline, up to 83′ AGL/572′ MSL.
Trees 1.3 NM from DER, 2393′ left of centerline, up to 97′ AGL/856′ MSL.
Pole 1.5 NM from DER, 2062′ left of centerline, 68′ AGL/797′ MSL.

Rwy 7: Trees beginning 447′ from DER, 68′ left of centerline, up to 87′ AGL/576′ MSL.
Trees beginning 664′ from DER, 45′ right of centerline, up to 88′ AGL/575′ MSL.
Trees 4515′ from DER, 1519′ right of centerline, up to 81′ AGL/720′ MSL.
Trees 1.3 NM from DER, 2088′ right of centerline, up to 85′ AGL/824′ MSL.

Rwy 21R: Trees beginning 1444′ from DER, 203′ left of centerline, up to 66′ AGL/555′ MSL.
Trees beginning 1073′ from DER, 25′ right of centerline, up to 79′ AGL/568′ MSL.
Trees 1.1 NM from DER, 2262′ right of centerline, up to 86′ AGL/895′ MSL.
Tower 2.3 NM from DER, 527′ left of centerline, 168′ AGL/990′ MSL.
Trees 2.4 NM from DER, 1847′ left of centerline, up to 71′ AGL/890′ MSL.

Rwy 21L: Trees beginning 122′ from DER, 63′ left of centerline, up to 118′ AGL/597′ MSL.
Trees beginning 15′ from DER, 248′ right of centerline, up to 82′ AGL/571′ MSL.
Trees 4581′ from DER, 1503′ left of centerline, up to 144′ AGL/723′ MSL.
Tower 2.0 NM from DER, 2027′ right of centerline, 168′ AGL/990′ MSL.
Pole 2.2 NM from DER, 281′ right of centerline, 78′ AGL/841′ MSL.

Rwy 25: Sign, Pole, Hangars, and Trees beginning 177′ from DER, 13′ left of centerline, up to 86′ AGL/575′ MSL.
Road, Bldg, Poles, and Trees beginning 185′ from DER, 5′ right of centerline, up to 73′ AGL/562′ MSL.
Tank 1.4 NM from DER, 1755′ right of centerline, 210′ AGL/1046′ MSL.
Tower 2.6 NM from DER, 2052′ left of centerline, 158′ AGL/885′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

PICKAWAY CO MEML (CYO) 5 S UTC−5(−4DT) N39°30.96′ W82°58.93′ **CINCINNATI**
684 B S2 **FUEL** 100LL, JET A ARFF Index Ltd. NOTAM FILE DAY **L–29A**
RWY 01–19: H4351X75 (ASPH) S–30, D–40 MIRL 0.5% up N **IAP**
RWY 01: Trees. **RWY 19:** REIL. PAPI (P4R)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–0100Z‡, Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 19 and REIL Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 212° 42.2 NM to fld. 1350/6W. HIWAS.
YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ at fld.
CIRCLEVILLE NDB (MHW) 366 CYO N39°31.39′ W82°58.78′ at fld. Unmonitored. SHUTDOWN.

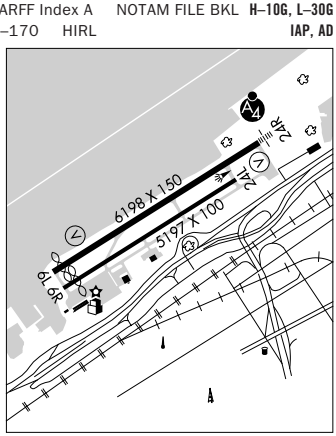
CLARK CO N39°52.42′ W83°46.77′ NOTAM FILE SGH. **CINCINNATI**
NDB (MHW) 341 CCJ 238° 3.4 NM to Springfield–Beckley Muni. Unmonitored. **L–27E**

CLARKS DREAM STRIP (See CIRCLEVILLE)

CLERMONT CO (See BATAVIA)

CLEVELAND

BURKE LAKEFRONT (BKL) .9 N UTC−5(−4DT) N41°31.05′ W81°41.00′ **DETROIT**
583 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A NOTAM FILE BKL **H–10G, L–30G**
RWY 06L–24R: H6198X150 (ASPH–GRVD) S–93, D–113, 2S–144, 2D–170 HIRL **IAP, AD**
RWY 06L: REIL. VASI(V4L)—GA 3.0° TCH 32′. Thld dsplcd 265′.
RWY 24R: MALSF. VASI(V4L)—GA 3.35° TCH 26′. Bldg. Rgt tfc.
RWY 06R–24L: H5197X100 (ASPH–GRVD) S–43, D–50, 2D–82 HIRL
RWY 06R: Thld dsplcd 267′.
RWY 24L: REIL. Antenna. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Rwy 06R–24L CLOSED when twr clsd. Birds and waterfowl on and invof airport. 72′ ship crane 1300′ SW of Rwy 06R. When twr clsd HIRL Rwy 06L–24R preset; To increase ints radio req on UNICOM. ACTIVATE MALSF Rwy 24R—CTAF. PPR for unscheduled air carrier ops with more than 9 passenger seats ctc 216–781–6411. Rwy 06R–24L not authorized for ops involving air carrier acft with more than 9 passenger seats. Rwy 06L–24R and Rwy 06R–24L apch surfaces have navigable waterways creating possible vessel obstruction areas—check local NOTAMS for current activity; vessel height; etc. Twy G east of twy F CLOSED. Rwy 06L VASI unusable byd 8° left and right of centerline. Ldg fee. Fee schedule based on number of engines and gross weight. Flight Notification Service (ADCUS) avbl 24 hrs Mon–Fri reg for svc on Sat; Sun and Holidays must be made prior to 2130Z‡ on Fri; 2 hrs advance notice req call 216–267–3600. Private acft and general aviation only.
WEATHER DATA SOURCES: ASOS 125.25 (ops during twr hrs) (216) 241–6904. LLWAS.
COMMUNICATIONS: CTAF 124.3 **ATIS** 125.25 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35
LAKEFRONT TOWER 124.3 (Mon 1200Z‡ to Sat 0400Z‡; Sat 1200–0400Z‡, Sun 1300–0500Z‡)
GND CON 121.9
AIRSPACE: CLASS D svc Mon 1200Z‡ to Sat 0400Z‡, Sat 1200–0400Z‡, Sun 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 275° 23.4 NM to fld. 1310/5W.
TABEY NDB (LOM) 248 BF N41°34.15′ W81°34.43′ 245° 5.8 NM to fld. SHUTDOWN.
ILS/DME 109.75 I–BFT Chan 34(Y) Rwy 24R. Class IE. LOM TABEY NDB. LOM SHUTDOWN.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clearance delivery provided by Cleveland apch on 121.9 or call 216–898–2077 when Lakefront twr clsd.

VOR XUB	APP CRS	Rwy Idg	4351
112.5	165°	TDZE	685
		Apt Elev	685

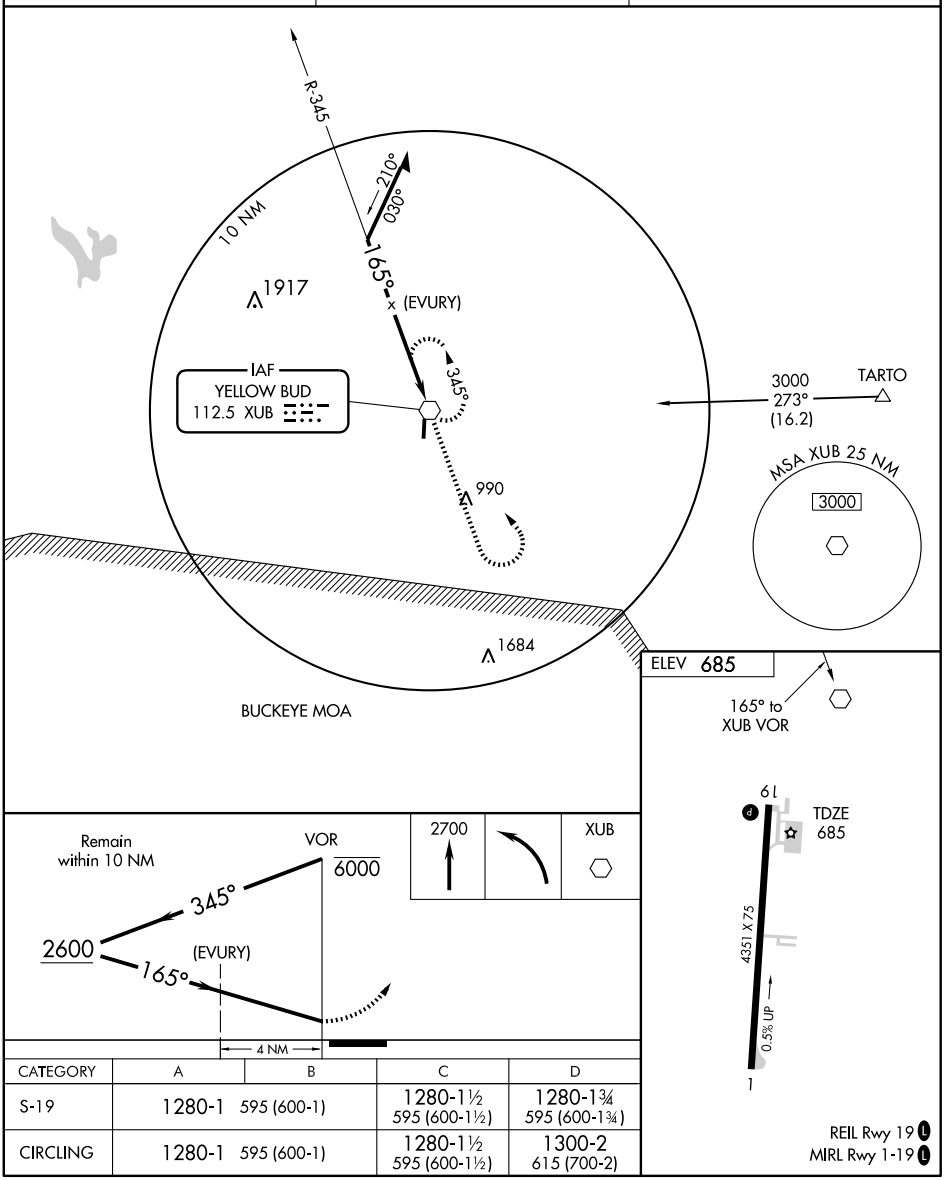
VOR or GPS RWY 19

CIRCLEVILLE / PICKAWAY COUNTY MEMORIAL (CYO)

NA Use Rickenbacker Intl altimeter setting.

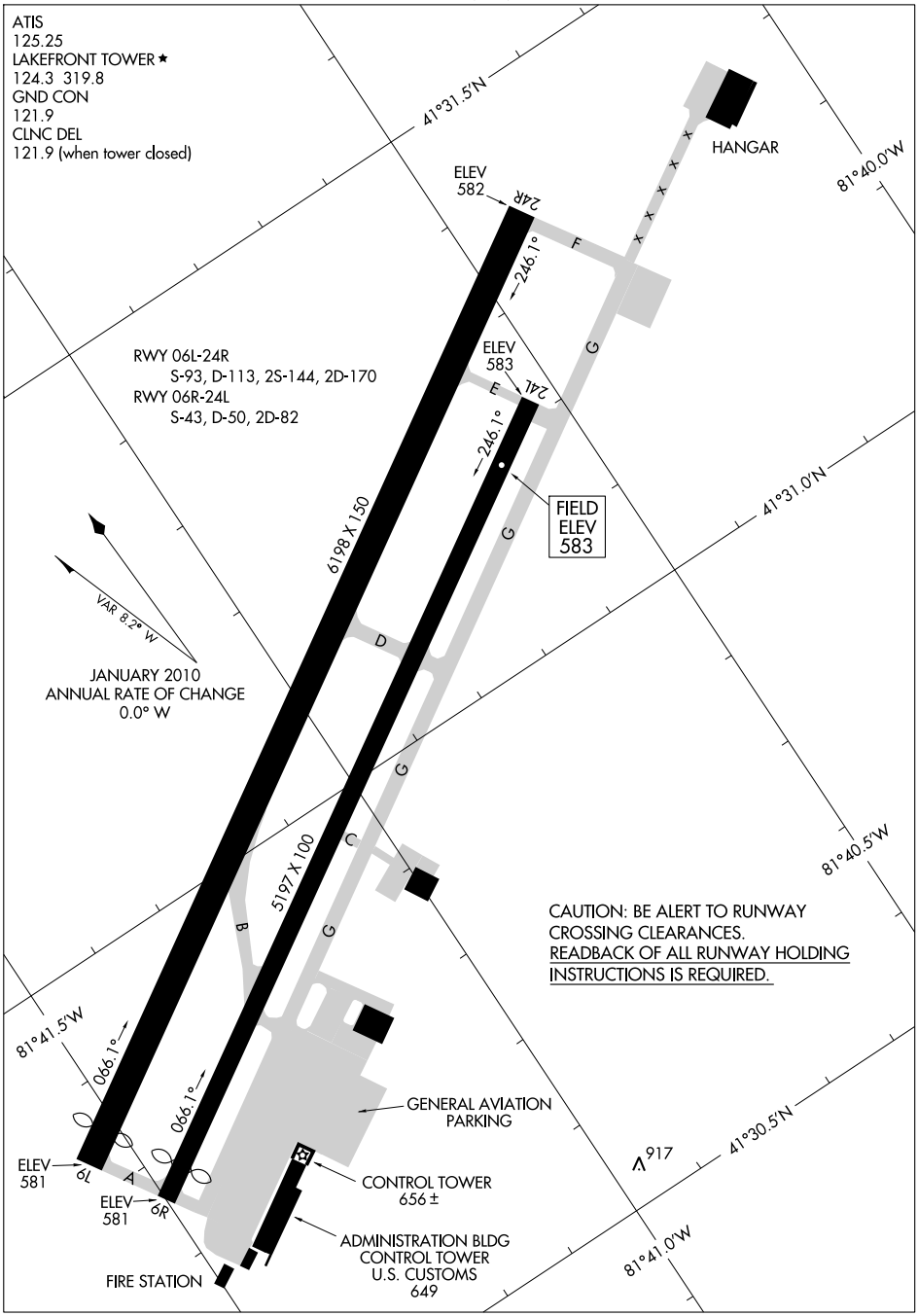
MISSED APPROACH: Climb to 2700 then left turn direct XUB VOR and hold.

RICKENBACKER INTL AWOS-3	COLUMBUS APP CON	UNICOM
132.75	132.3 279.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-19	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1280-1¾ 595 (600-1¾)
CIRCLING	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1300-2 615 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010

PICKAWAY CO MEML (CYO) 5 S UTC−5(−4DT) N39°30.96′ W82°58.93′ **CINCINNATI**
684 B S2 **FUEL** 100LL, JET A ARFF Index Ltd. NOTAM FILE DAY **L–29A**
RWY 01–19: H4351X75 (ASPH) S–30, D–40 MIRL 0.5% up N **IAP**
RWY 01: Trees. **RWY 19:** REIL. PAPI (P4R)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–0100Z‡, Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 19 and REIL Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 212° 42.2 NM to fld. 1350/6W. HIWAS.
YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ at fld.
CIRCLEVILLE NDB (MHW) 366 CYO N39°31.39′ W82°58.78′ at fld. Unmonitored. SHUTDOWN.

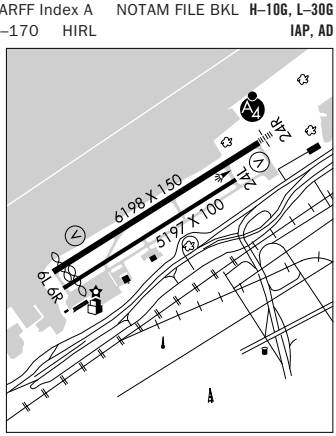
CLARK CO N39°52.42′ W83°46.77′ NOTAM FILE SGH. **CINCINNATI**
NDB (MHW) 341 CCJ 238° 3.4 NM to Springfield–Beckley Muni. Unmonitored. **L–27E**

CLARKS DREAM STRIP (See CIRCLEVILLE)

CLERMONT CO (See BATAVIA)

CLEVELAND

BURKE LAKEFRONT (BKL) .9 N UTC−5(−4DT) N41°31.05′ W81°41.00′ **DETROIT**
583 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A NOTAM FILE BKL **H–10G, L–30G**
RWY 06L–24R: H6198X150 (ASPH–GRVD) S–93, D–113, 2S–144, 2D–170 HIRL **IAP, AD**
RWY 06L: REIL. VASI(V4L)—GA 3.0° TCH 32′. Thld dsplcd 265′.
RWY 24R: MALSF. VASI(V4L)—GA 3.35° TCH 26′. Bldg. Rgt tfc.
RWY 06R–24L: H5197X100 (ASPH–GRVD) S–43, D–50, 2D–82 HIRL
RWY 06R: Thld dsplcd 267′.
RWY 24L: REIL. Antenna. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Rwy 06R–24L CLOSED when twr clsd. Birds and waterfowl on and invof airport. 72′ ship crane 1300′ SW of Rwy 06R. When twr clsd HIRL Rwy 06L–24R preset; To increase ints radio req on UNICOM. ACTIVATE MALSF Rwy 24R—CTAF. PPR for unscheduled air carrier ops with more than 9 passenger seats ctc 216–781–6411. Rwy 06R–24L not authorized for ops involving air carrier acft with more than 9 passenger seats. Rwy 06L–24R and Rwy 06R–24L apch surfaces have navigable waterways creating possible vessel obstruction areas—check local NOTAMS for current activity; vessel height; etc. Twy G east of twy F CLOSED. Rwy 06L VASI unusable byd 8° left and right of centerline. Ldg fee. Fee schedule based on number of engines and gross weight. Flight Notification Service (ADCUS) avbl 24 hrs Mon–Fri reg for svc on Sat; Sun and Holidays must be made prior to 2130Z‡ on Fri; 2 hrs advance notice req call 216–267–3600. Private acft and general aviation only.
WEATHER DATA SOURCES: ASOS 125.25 (ops during twr hrs) (216) 241–6904. LLWAS.
COMMUNICATIONS: CTAF 124.3 **ATIS** 125.25 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35
LAKEFRONT TOWER 124.3 (Mon 1200Z‡ to Sat 0400Z‡; Sat 1200–0400Z‡, Sun 1300–0500Z‡)
GND CON 121.9
AIRSPACE: CLASS D svc Mon 1200Z‡ to Sat 0400Z‡, Sat 1200–0400Z‡, Sun 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 275° 23.4 NM to fld. 1310/5W.
TABEY NDB (LOM) 248 BF N41°34.15′ W81°34.43′ 245° 5.8 NM to fld. SHUTDOWN.
ILS/DME 109.75 I–BFT Chan 34(Y) Rwy 24R. Class IE. LOM TABEY NDB. LOM SHUTDOWN.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clearance delivery provided by Cleveland apch on 121.9 or call 216–898–2077 when Lakefront twr clsd.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

SL-5370 (FAA)

ATIS
125.25
CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

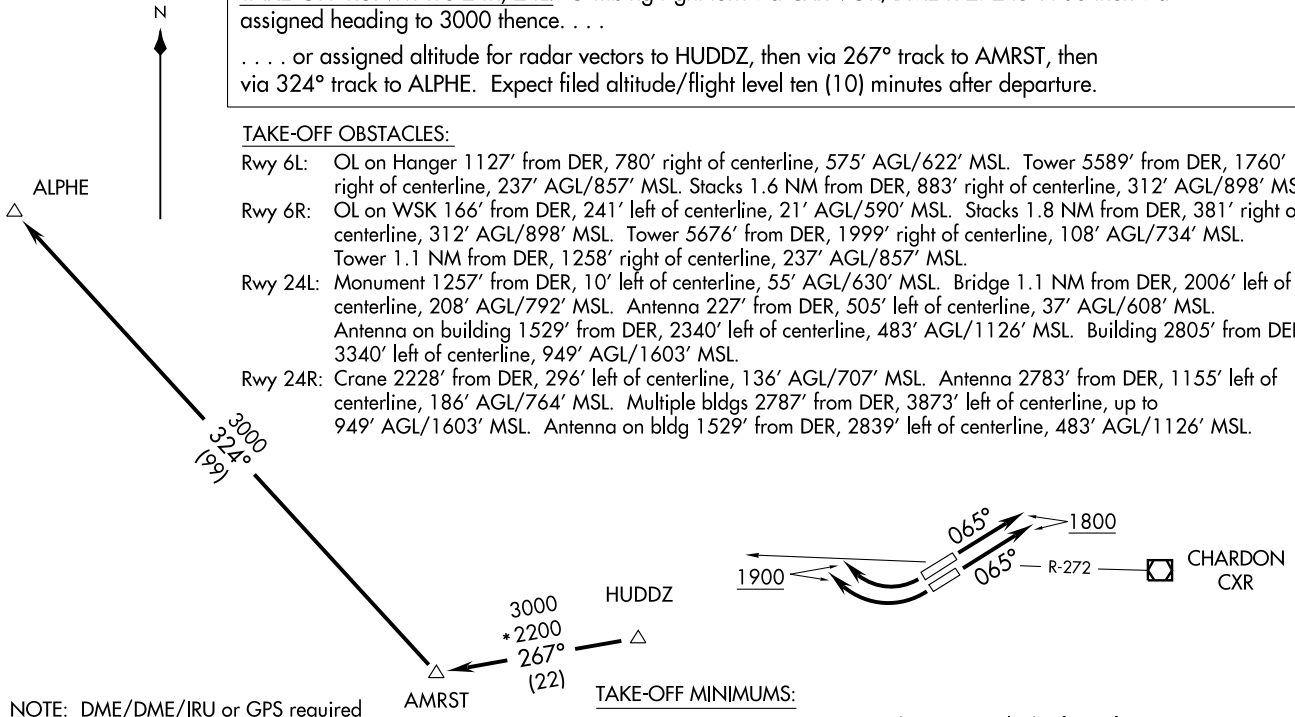
TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL. Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL. Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.

Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL. Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL. Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL. Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.

Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL. Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL. Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL. Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL. Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.

Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL. Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL. Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL. Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.



NOTE: DME/DME/IRU or GPS required
NOTE: RNAV 1
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6L: 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800′.
Rwy 6R: 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800′.
Rwy 24L: 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900′.
Rwy 24R: 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900′.

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

ATIS DEP
125.25
CLEVELAND DEP CON
125.35 346.325

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence . . .

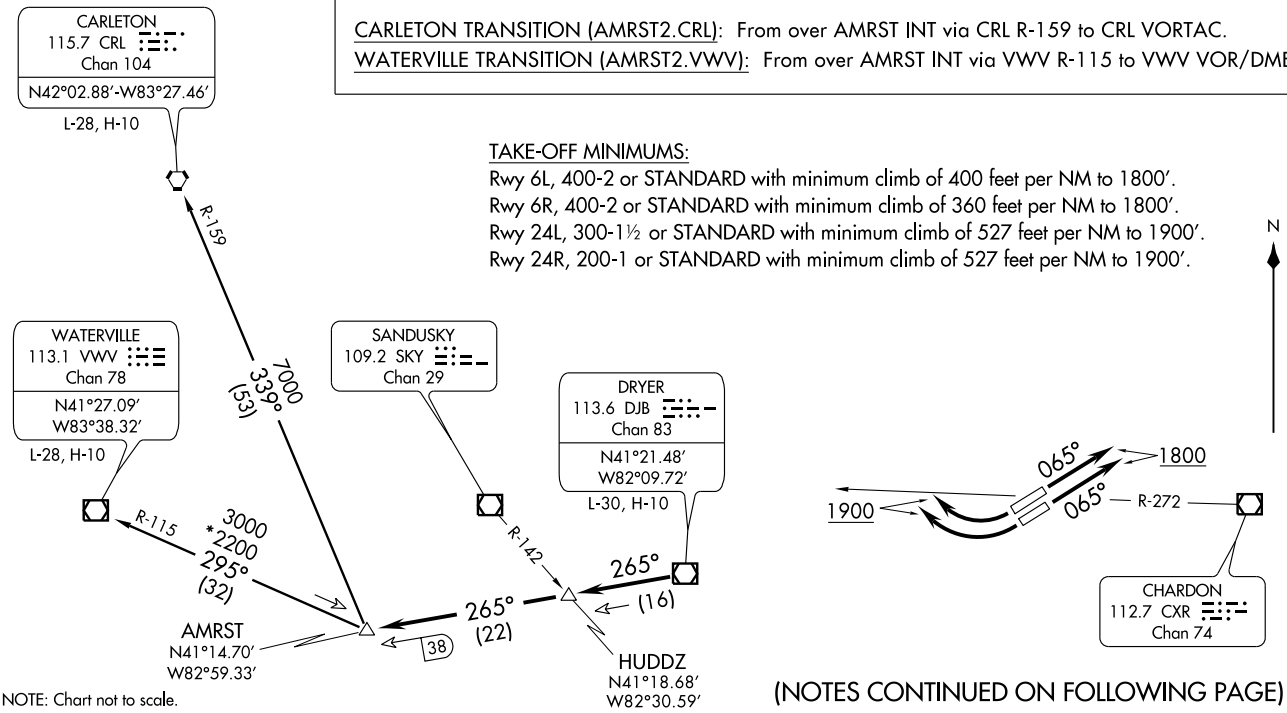
TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF MINIMUMS:
Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800′.
Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800′.
Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900′.
Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900′.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

AMRST TWO DEPARTURE
(AMRST2.AMRST) 09183
CLEVELAND / BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

SL-5370 (FAA)

AMRST TWO DEPARTURE

TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL.
Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL.
Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.

Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL.
Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL.
Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL.
Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.

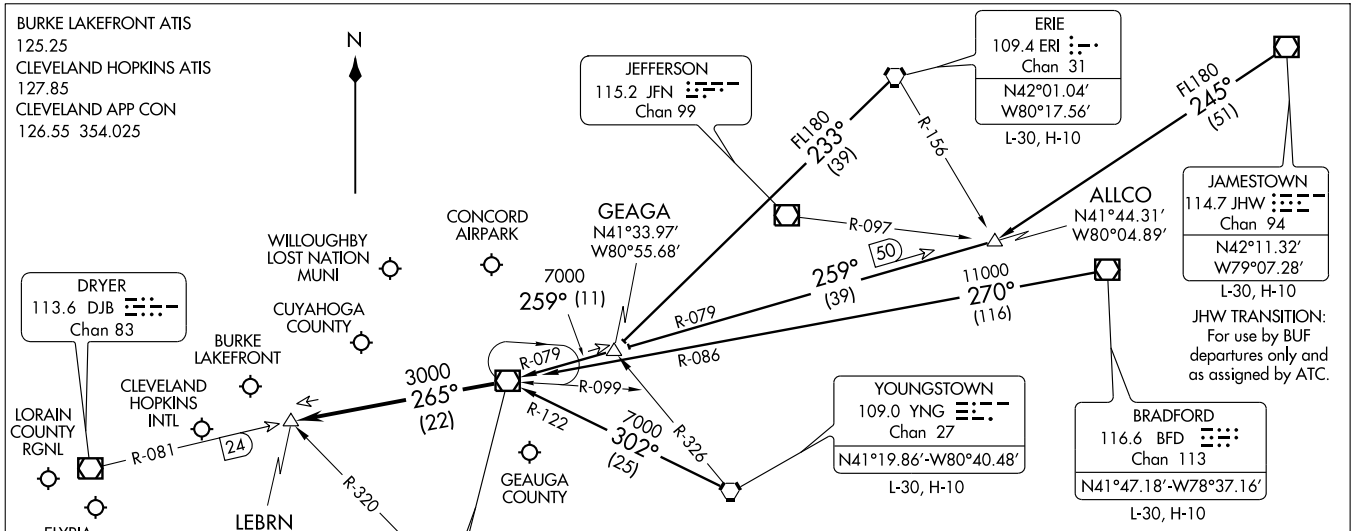
Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL.
Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL.
Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL.
Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL.
Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.

Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL.
Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL.
Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL.
Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

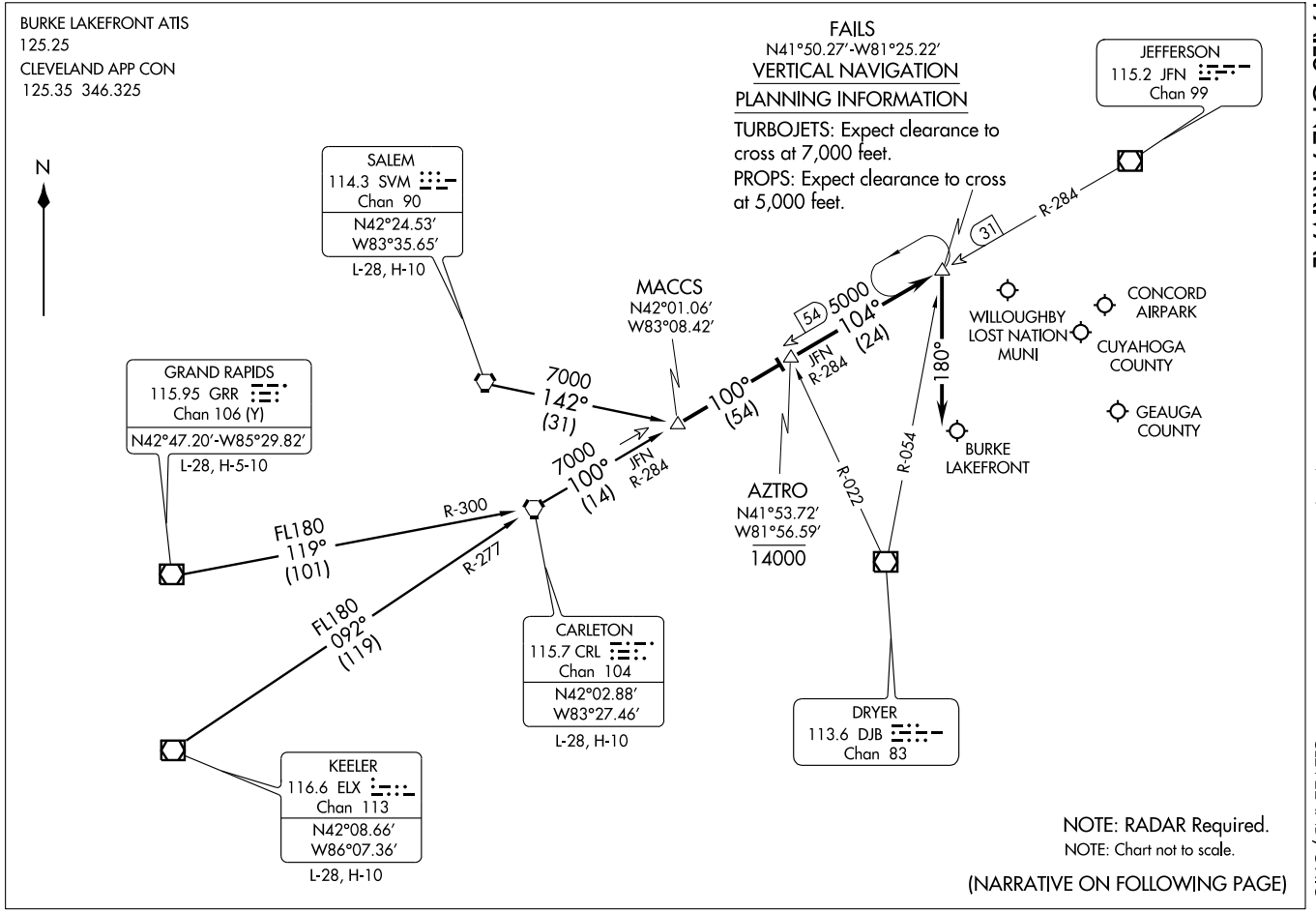
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BFT	APP CRS	Rwy Idg	24R	24L
109.75	245°	TDZE	583	583
Chan 34 (Y)		Apt Elev	583	583

ILS or LOC RWY 24R

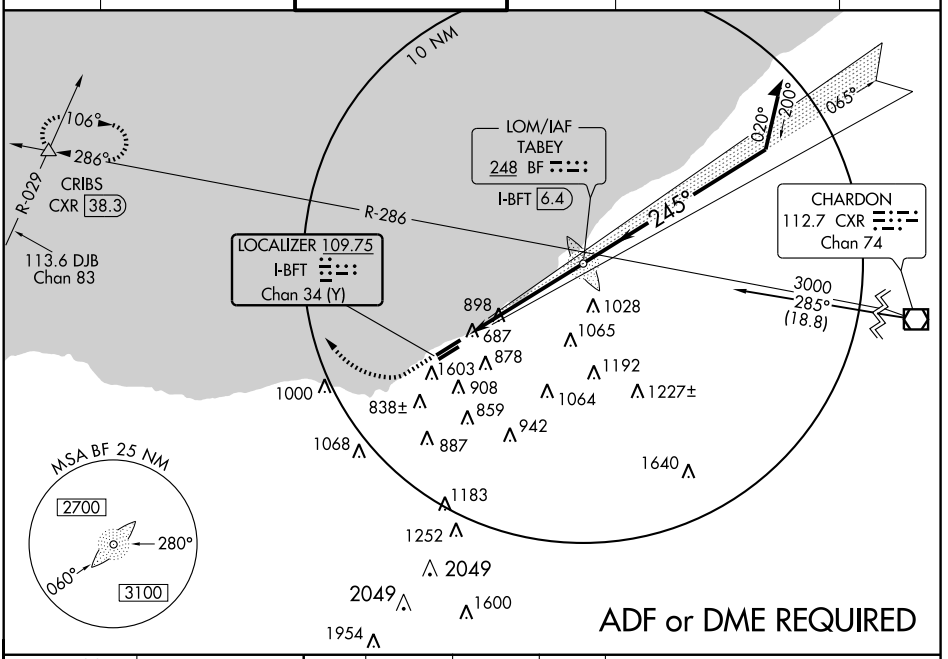
CLEVELAND / BURKE LAKEFRONT (BKL)

▼ Circling not authorized SE of Rwy 6R-24L.
▲ Inoperative table does not apply to S-LOC Cat C.
▲ S-ILS minimums not authorized when control tower closed.

MALSF

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 heading 350°, intercept CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

ATIS	CLEVELAND APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	125.35 354.025	124.3 (CTAF) L 319.8	121.9	121.9 (when tower closed)	122.95



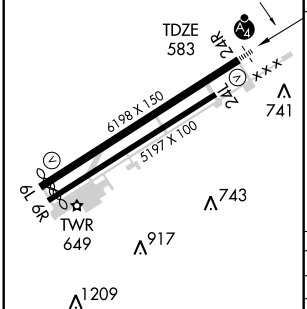
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 583

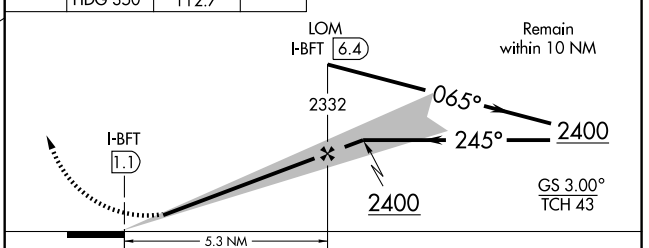
Rwy 6L Idg 5933′
Rwy 6R Idg 4930′

245° 5.3 NM from FAF



REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

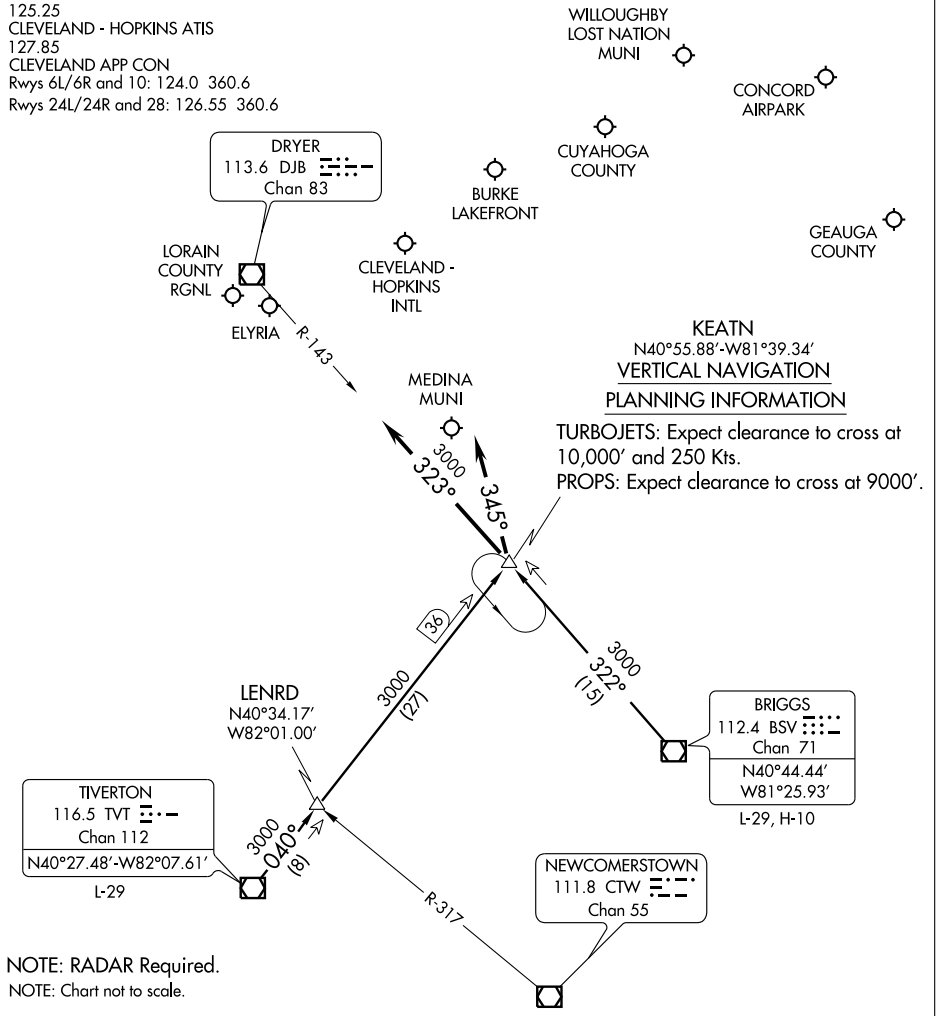


CATEGORY	A	B	C	D
S-ILS 24R	856-1 273 (300-1)			
S-LOC 24R	1160-¾ 577 (600-¾)		1160-1½ 577 (600-1½)	1160-1¾ 577 (600-1¾)
SIDESTEP 24L	1160-1 577 (600-1)		1160-1½ 577 (600-1½)	1160-2 577 (600-2)
CIRCLING	1160-1 577 (600-1)		1160-1½ 577 (600-1½)	1160-2 577 (600-2)

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

NDB BKL 416	APP CRS 245°	Rwy Idg 6198 TDZE 583 Apt Elev 584

NDB or GPS RWY 24R

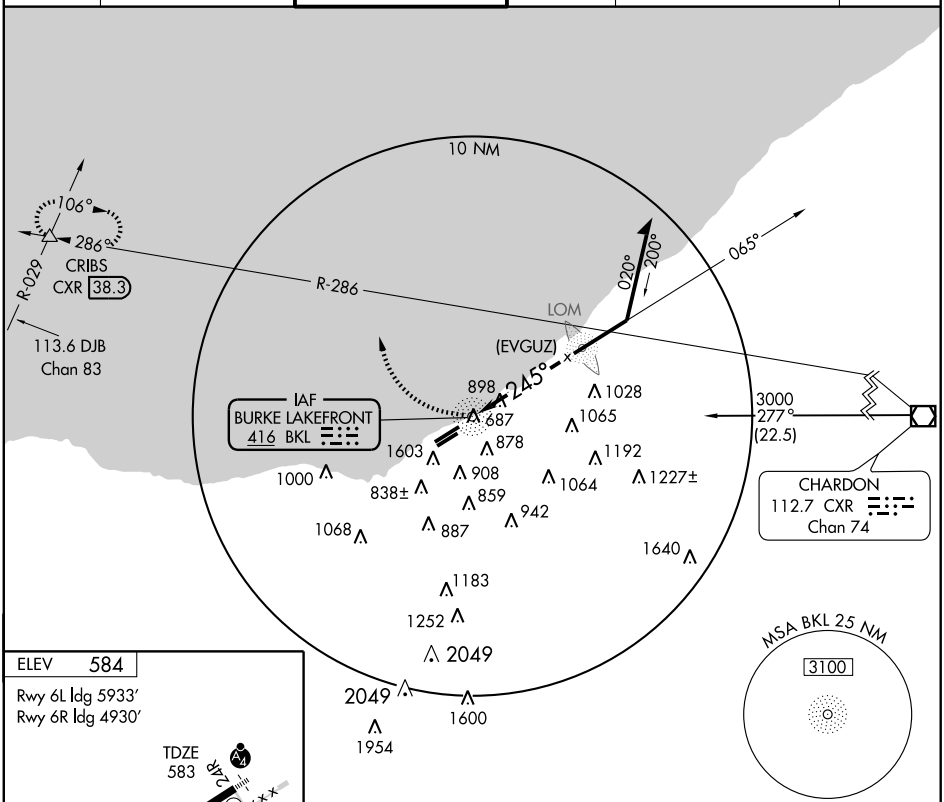
CLEVELAND / BURKE LAKEFRONT (BKL)

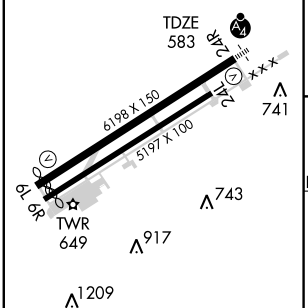
Circling NA southeast of Rwy 6R-24L.
Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 2000 heading 350° to CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

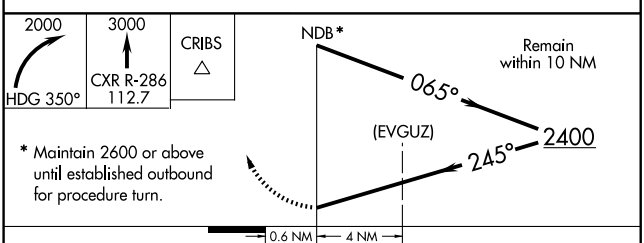
ATIS	CLEVELAND APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	125.35 354.025	124.3 (CTAF) L 319.8	121.9	121.9 (when tower closed)	122.95





REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

Knots	60	90	120	150	180
Min:Sec					



* Maintain 2600 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-24R	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)
CIRCLING	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09183

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.
Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.
Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.
Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.

CHARDON
112.7 CXR
Chan 74

065°
065°
1800
1900
R-272

FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10

FINDLAY
108.2 FDY
Chan 19
N40°57.32'
W83°45.36'

OBRLN
N41°06.39'
W82°44.09'

30

245°
(18)

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

MUNCIE
114.4 MIE
Chan 91
N40°14.24'
W85°23.64'
L-27

3500
*2400
261°
(47)
R-081

3500
*2300
274°
(65)
R-091

(12)

BRUNZ
N41°12.60'
W82°30.02'
3500

R-338

R-014

3500
*2500
243°
(86)
R-063

6000
*2700
235°
(77)
R-055

3500
*2900
244°
(52)
R-059

3500
*2400
217°
(87)
R-037

MANSFIELD
108.8 MFD
Chan 25

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5-10

RICHMOND
110.6 RID
Chan 43
N39°45.30'
W84°50.33'
L-27, H-10

N

NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-5370 (FAA)

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL.
Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL.
Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.
Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL.
Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL.
Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL.
Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.
Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL.
Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL.
Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL.
Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL.
Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.
Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL.
Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL.
Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL.
Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

CLEVELAND/BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

(NARRATIVE ON FOLLOWING PAGE)

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

CARLETON
115.7 CRL
Chan 104
N42°02.89'
W83°27.46'
L-28, H-10

TAKE-OFF MINIMUMS:
Rwy 6L: 400-2 or STANDARD with minimum climb of 400' per NM to 1800.
Rwy 6R: 400-2 or STANDARD with minimum climb of 360' per NM to 1800.
Rwy 24L: 300-1½ or STANDARD with minimum climb of 527' per NM to 1900.
Rwy 24R: 200-1 or STANDARD with minimum climb of 527' per NM to 1900.

N

CHARDON
112.7 CXR
Chan 74

R-160
3100
340°
(31)

FILUP
N41°33.99'
W83°11.14'

3000
*2300
292°
(25)

SANDUSKY
109.2 SKY
Chan 29
N41°26.07'
W82°39.29'
L-30

065°
1800
065°
R-272
1900

287°
(23)

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

TAKE-OFF OBSTACLES:
Rwy 6L: OL on hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL.
Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.
Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.
Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.
Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.
Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.
Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.
Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.
Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.
Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.
Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.
Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.
Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.
Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.
Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.
Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
CLEVELAND/BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

SL-5370 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

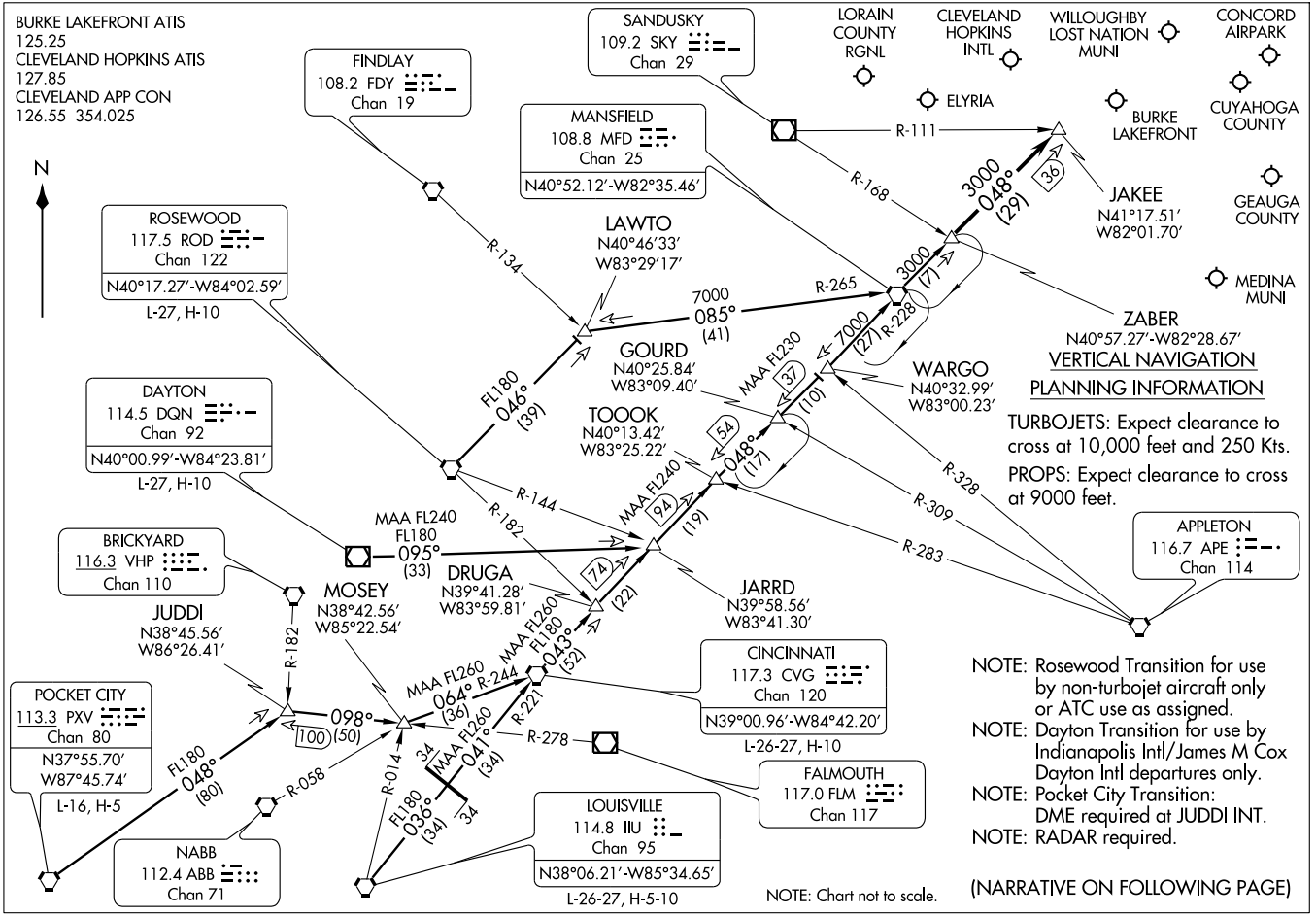
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

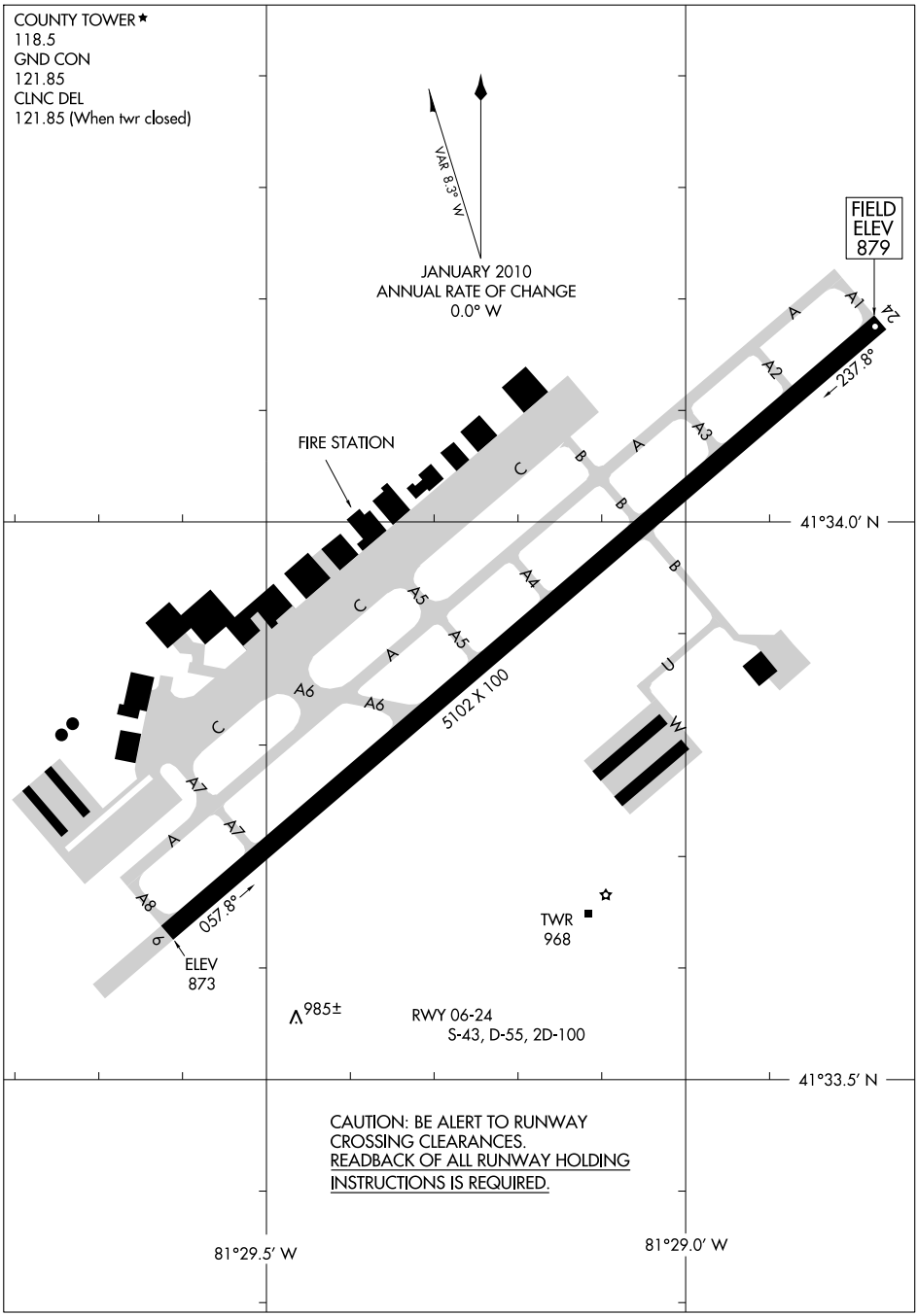
. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

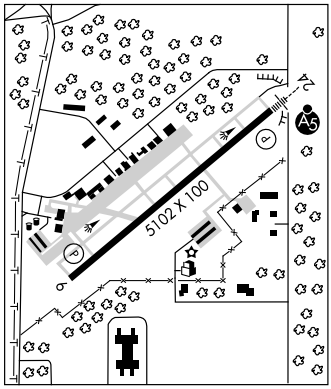
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

10210

CUYAHOGA CO (CGF) 10 E UTC−5(−4DT) N41°33.91′ W81°29.18′ **DETROIT**
879 B S4 **FUEL** 100LL, JET A, A1+ OX 3 TPA—See Remarks NOTAM FILE CGF **H–10G, L–30G**
RWY 06–24: H5102X100 (ASPH–GRVD) S–43, D–55, 2D–100 HIRL **IAP, AD**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Pole.
RWY 24: MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
AIRPORT REMARKS: Attended continuously. Rwy 06–24 CLOSED to jet acft with more than 30 passengers. Birds and deer on and invof arpt. Flight training prohibited 0400–1200Z‡. Tower visibility SW reduced within 500′ AER 06. Rwy 24 PAPI unusable byd 7° right of course. HIRL Rwy 06–24 step one OTS indef. TPA–1879 (1000), turbines 2379 (1500). Twy A4 not avbl for air carrier ops with more than 30 passenger seats. When twr clsd ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24–CTAF. PAPI Rwy 06 and Rwy 24 and windsock operate continuously. Ldg fee. Parking fee for over two hrs.
WEATHER DATA SOURCES: LAWRS.
COMMUNICATIONS: CTAF 118.5 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35 **CLEVELAND CLNC DEL** 121.85
COUNTY TOWER 118.5 (1200–0400Z‡) **GND CON** 121.85
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 286° 14.9 NM to fld. 1310/5W.
HOGAF NDB (LMM) 521 GF N41°34.45′ W81°28.27′ at fld. NOTAM FILE CGF. SHUTDOWN.
ILS/DME 111.1 I–CGF Chan 48 Rwy 24. Class IB. LOC unusable byd 10 NM blo 3000′. LOC BC unusable byd 10 NM and unusable byd 15°R of course. (BACK) GS unusable for coupled apchs blo 2020′.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clnc del provided by Cleveland apch on 121.85 when twr clsd.



CLINTON FLD (See WILMINGTON)

COBBS N39°44.58′ W83°01.22′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 253 DD 050° 6.0 NM to Rickenbacker Intl.

COLUMBIA (See COLUMBIA STATION)

COLUMBIA STATION

COLUMBIA (4G8) 1 NW UTC−5(−4DT) N41°19.13′ W81°57.61′ **DETROIT**
813 **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 18R–36L: H3152X40 (ASPH) LIRL (NSTD)
RWY 18R: Thld dsplcd 300′. Trees. **RWY 36L:** Thld dsplcd 209′. Tree.
RWY 18L–36R: 2974X65 (TURF)
RWY 18L: Trees. **RWY 36R:** Tree.
RWY 02–20: 2580X85 (TURF)
RWY 02: Brush. **RWY 20:** Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 02–20 CLOSED indef. Use hard surface rwy when wet. Rwy 02–20 surface rough. Rwy 18L–36R sfc rough, only south one third of rwy mowed. Rwy 18R–36L pavement poor–weathered. ACTIVATE NSTD LIRL Rwy 18R–36L—CTAF. Rwy 18R–36L NSTD LIRL; no thld lgts. Rwy 18R–36L N 300′ and S 200′ unmarked. Rwy 18R NSTD dsplcd thld markings, no arrowheads. Rwy 36L NSTD dsplcd thld markings, no arrowheads.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.49′ W82°09.72′ 109° 9.4 NM to fld. 780/5W. **HIWAS.**

COLUMBIANA CO (See EAST LIVERPOOL)

COLUMBUS N39°59.69′ W82°53.13′ **CINCINNATI**
RCO 122.2 122.3 (DAYTON RADIO) **H–10G, L–29A**

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09295

CLEVELAND, OHIO

CLEVELAND / CUYAHOGA COUNTY (CGF)

CLEVELAND DEP CON
125.35 346.325

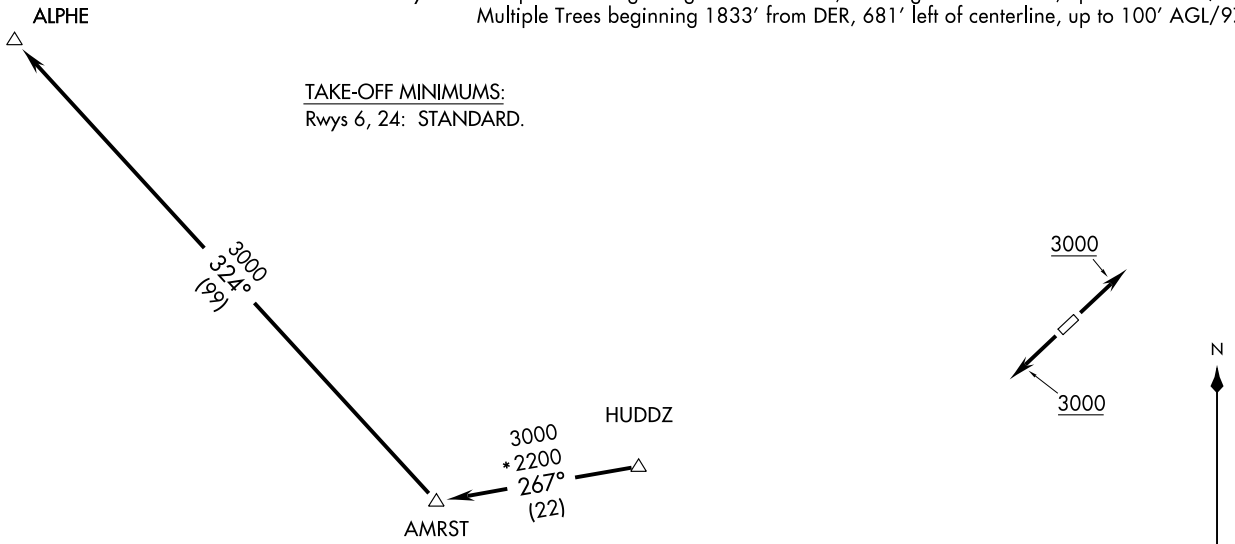
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.
Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.
Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

TAKE-OFF MINIMUMS:
Rwys 6, 24: STANDARD.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(ALPHE2.ALPHE) 09295

ALPHE TWO DEPARTURE (RNAV)

SL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)

CLEVELAND, OHIO

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND, OHIO

CLEVELAND / CUYAHOGA COUNTY (CGF)

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 6, 24: STANDARD.

NOTE: RADAR REQUIRED

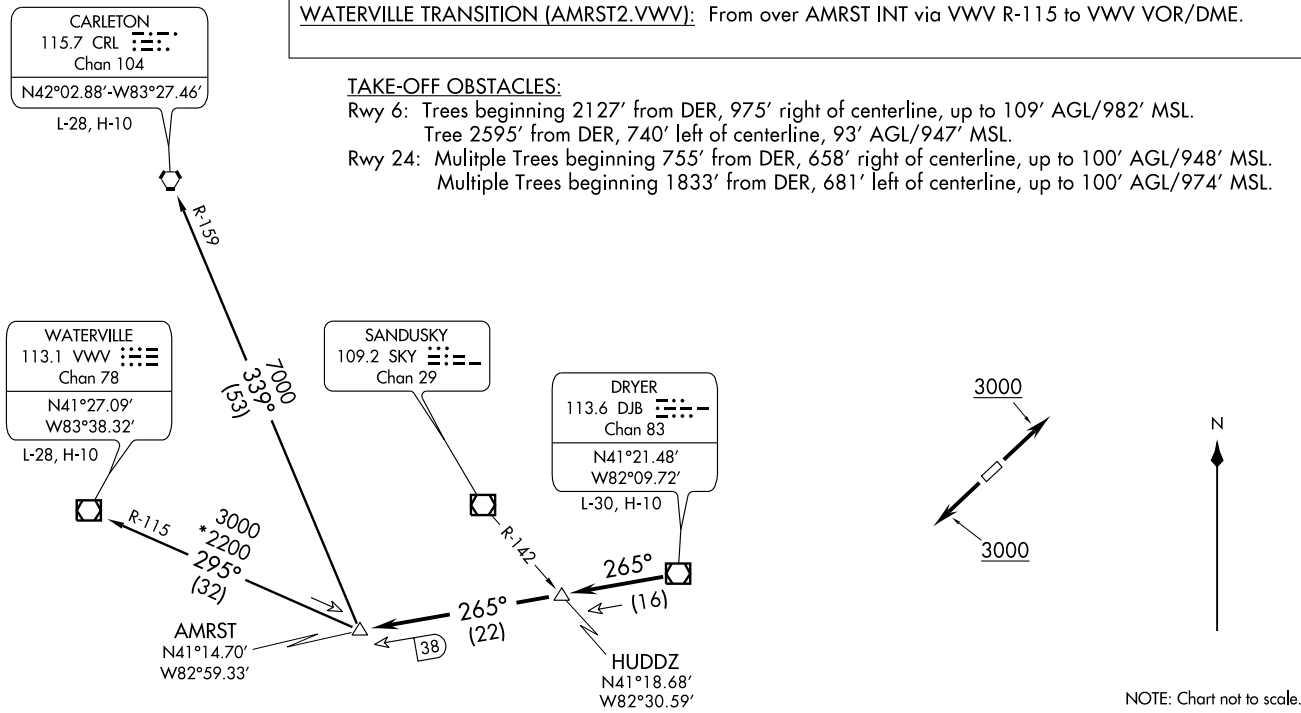
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.
Rwy 24: Mulitple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

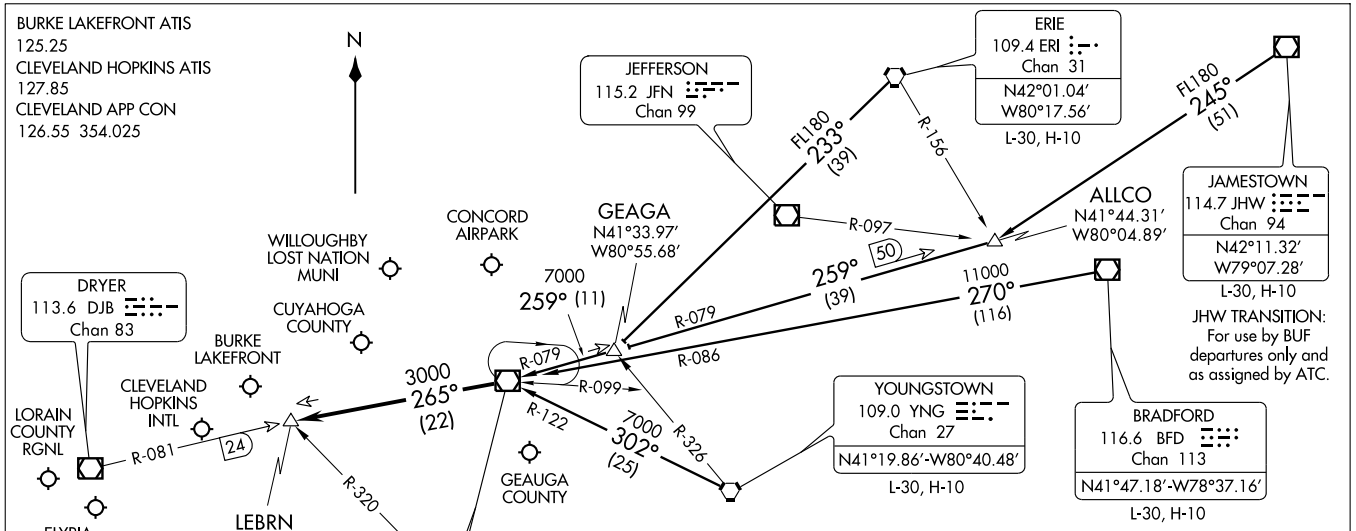


NOTE: Chart not to scale.

SL-5027 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

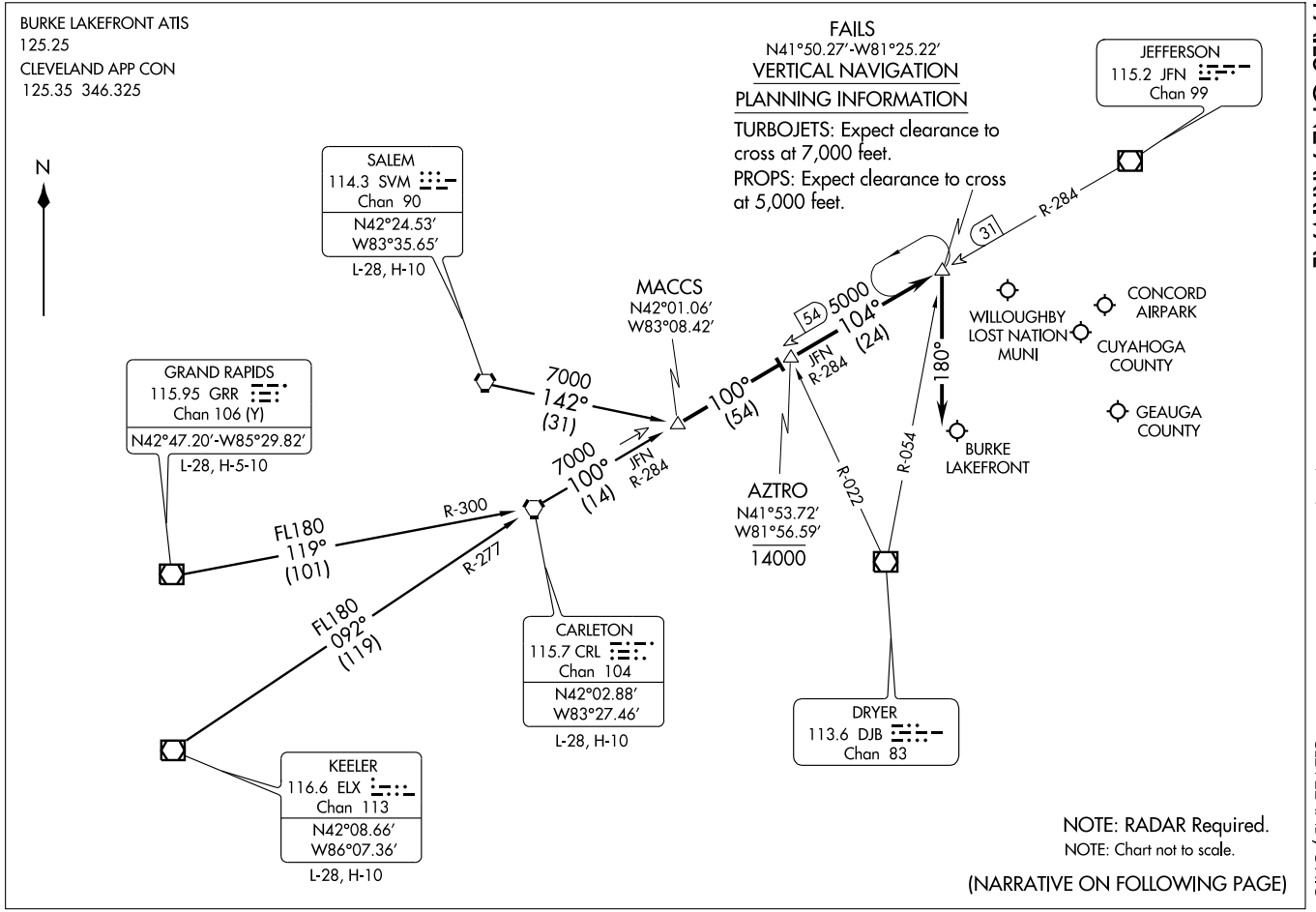
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CGF	APP CRS	Rwy Idg	5102
111.1	237°	TDZE	879
Chan 48		Apt Elev	879

ILS or LOC RWY 24

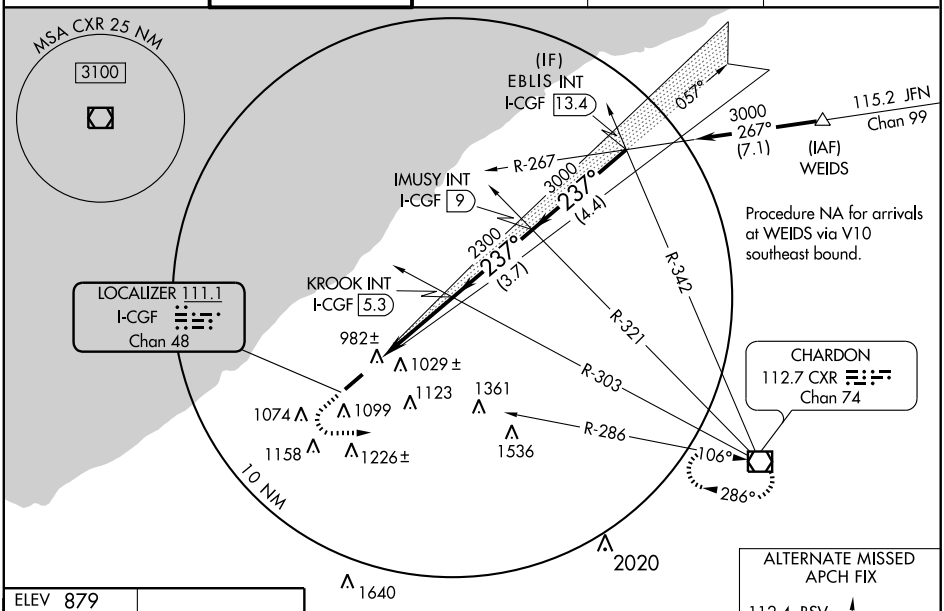
CLEVELAND/CUYAHOGA COUNTY (CGF)

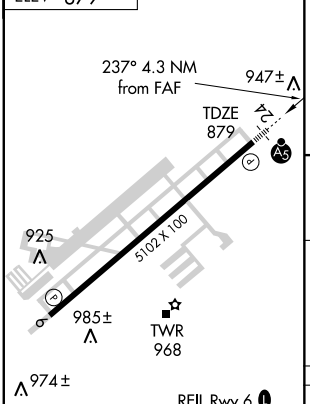
For inoperative MALSR, increase S-LOC 24 Cat A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. For inoperative MALSR, when using Cleveland-Hopkins Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1¼ mile and S-LOC 24 Cat A/B visibility to 1 mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase DA 56 feet, and all MDA 60 feet. Increase circling Cat C visibility ¼ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

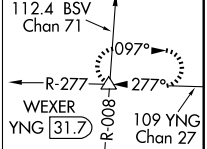
MALSR

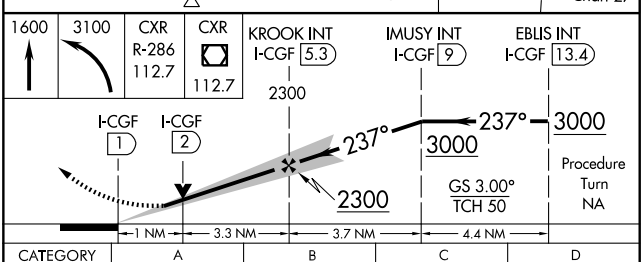
MISSED APPROACH: Climb to 1600, then climbing left turn to 3100 via CXR VOR/DME R-286 to CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95









CATEGORY	A	B	C	D
S-ILS 24	1192-¾		313 (400-¾)	
S-LOC 24	1240-¾		361 (400-¾)	
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

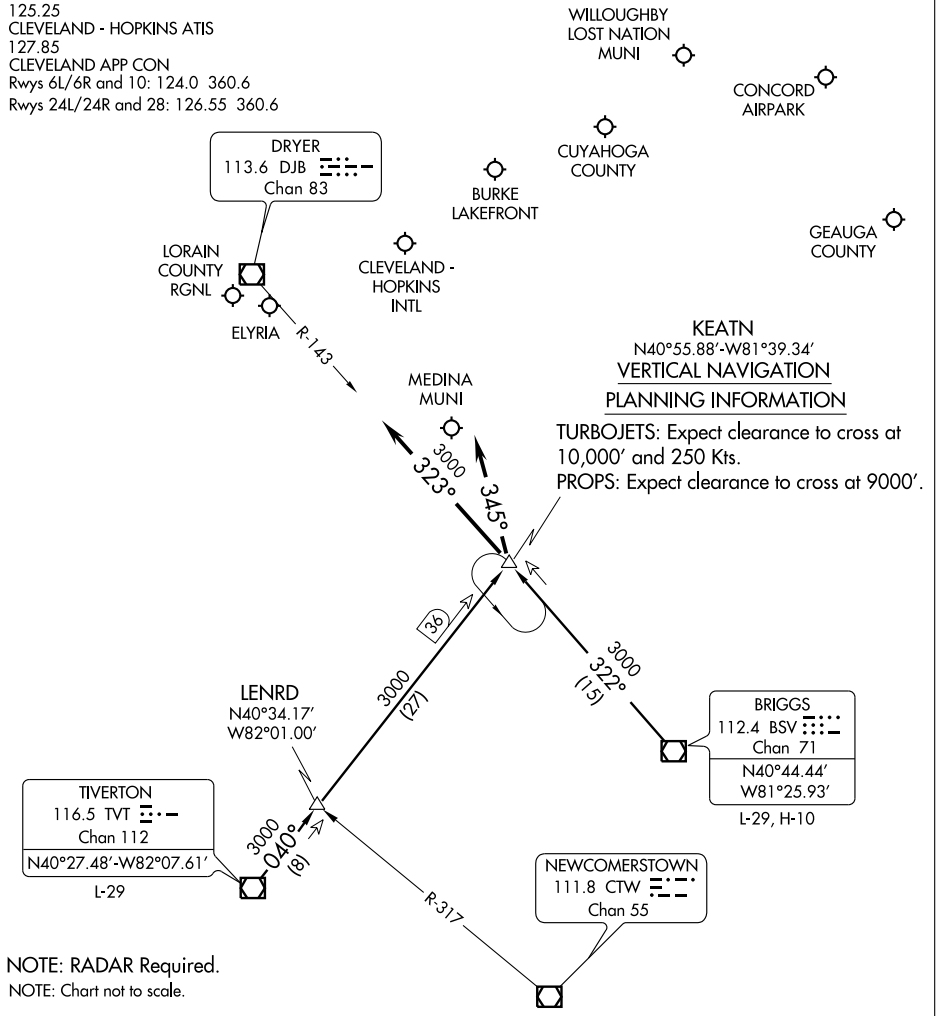
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CGF	APP CRS	Rwy Idg	5102
111.1	057°	TDZE	873
Chan 48		Apt Elev	879

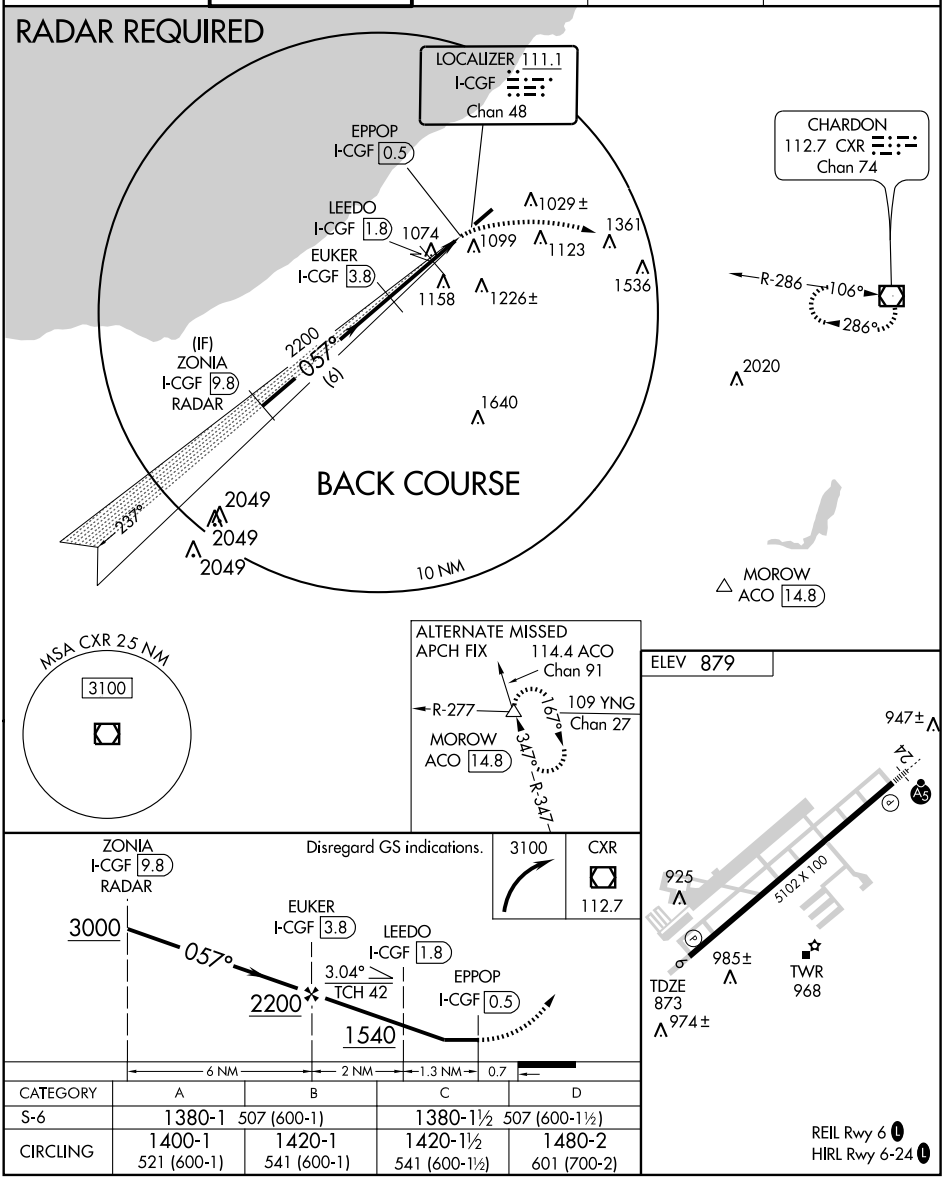
LOC/DME BC RWY 6

CLEVELAND/CUYAHOGA COUNTY (CGF)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and S-6 Cat D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 direct CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95



CATEGORY	A	B	C	D
S-6	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE
(OBRLN2.OBRLN) 09183
CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.

Rwy 24: Mulitple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

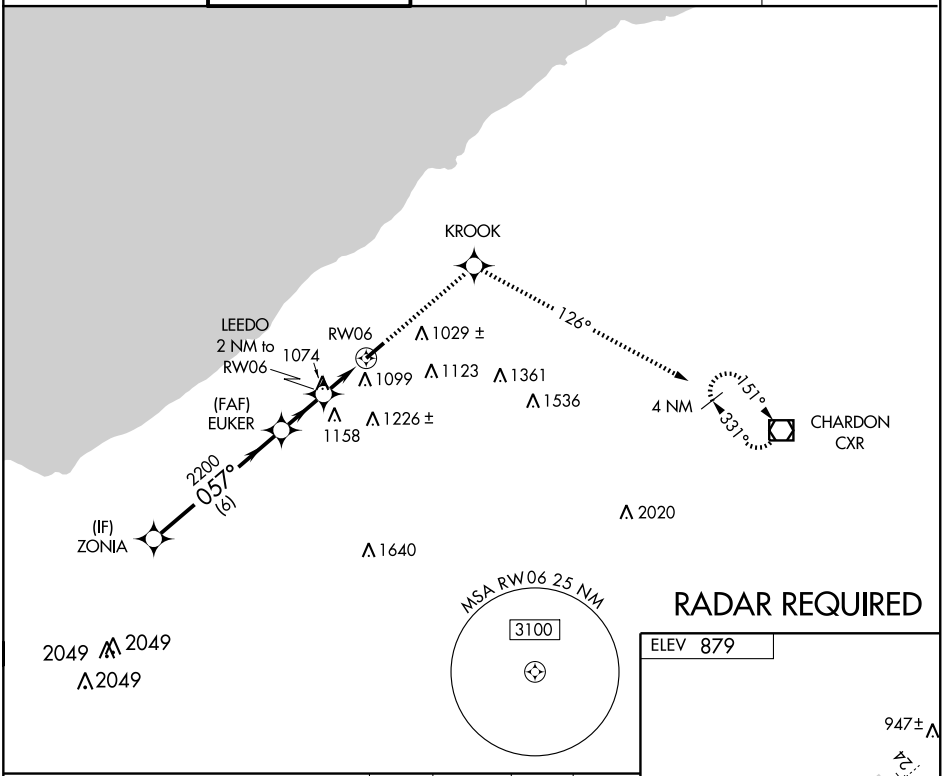
CLEVELAND/CUYAHOGA COUNTY (CGF)

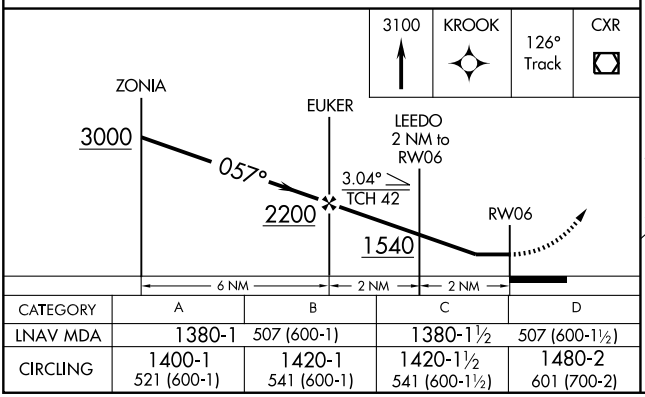
APP CRS	Rwy Idg	5102
057°	TDZE	873
	Apt Elev	879

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet. Increase LNAV Cat D and Circling Cat C visibility ¼ mile.

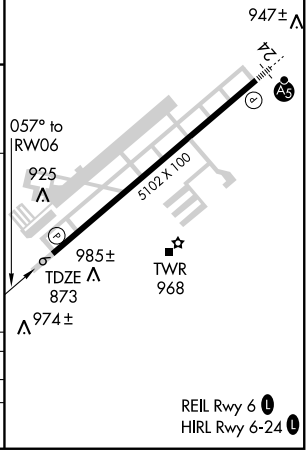
MISSED APPROACH: Climb to 3100 direct KROOK and via 126° Track to CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1380-1	507 (600-1)	1380-1½	507 (600-1½)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5102
238°	TDZE	879
	Apt Elev	879

RNAV (GPS) RWY 24

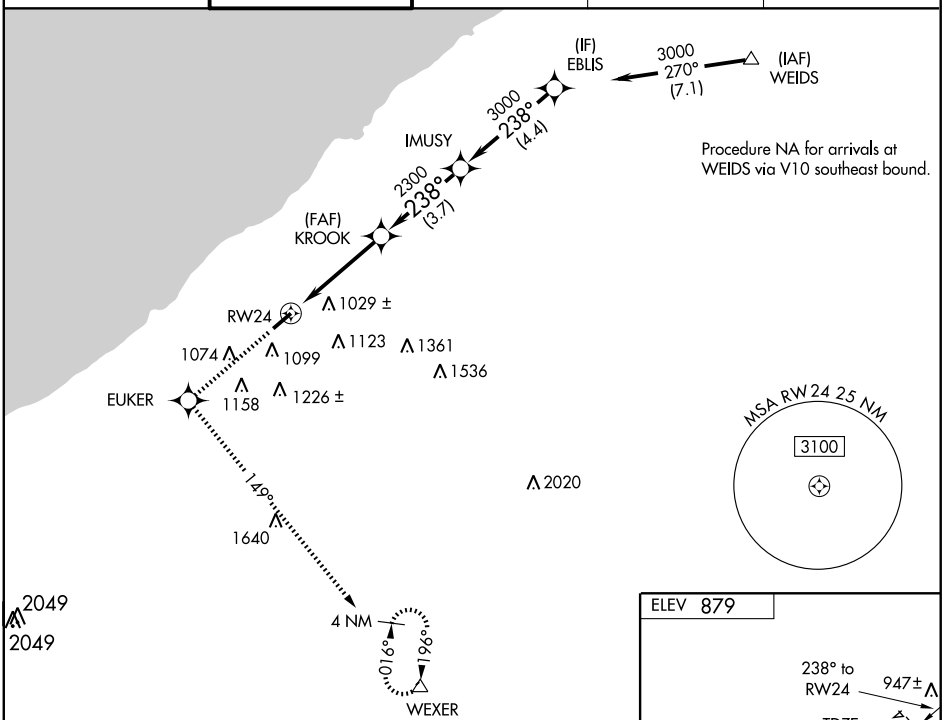
CLEVELAND/CUYAHOGA COUNTY (CGF)

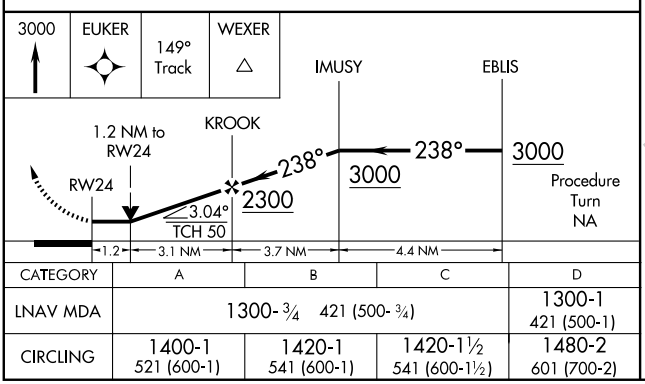
For inoperative MALSR, increase LNAV Cats A/B visibility to 1 mile and Cat D to 1¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicoptors NA. For inoperative MALSR when using Cleveland-Hopkins Intl altimeter setting, increase LNAV Cats A/B visibility to 1mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

MALSR

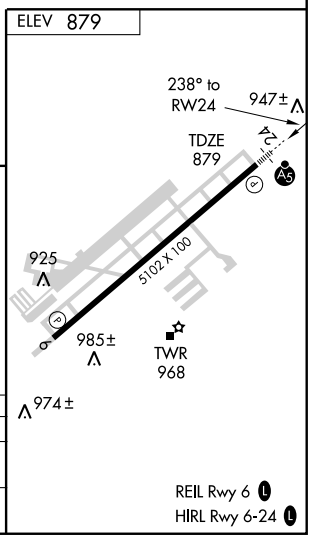
MISSED APPROACH: Climb to 3000 direct EUKER and via 149° Track to WEXER and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1300-¾ 421 (500-¾)			1300-1 421 (500-1)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

CLEVELAND/CUYAHOGA COUNTY (CGF)

CLEVELAND, OHIO

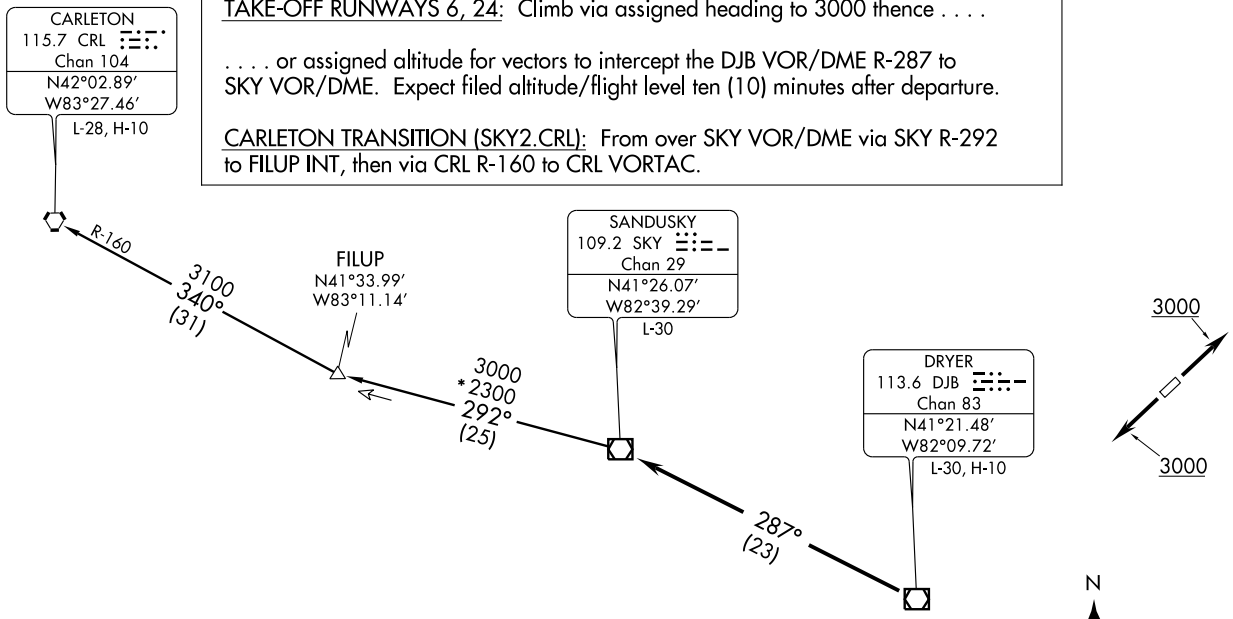
DEPARTURE ROUTE DESCRIPTION

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 6, 24 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.
Rwy 24: Multiple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

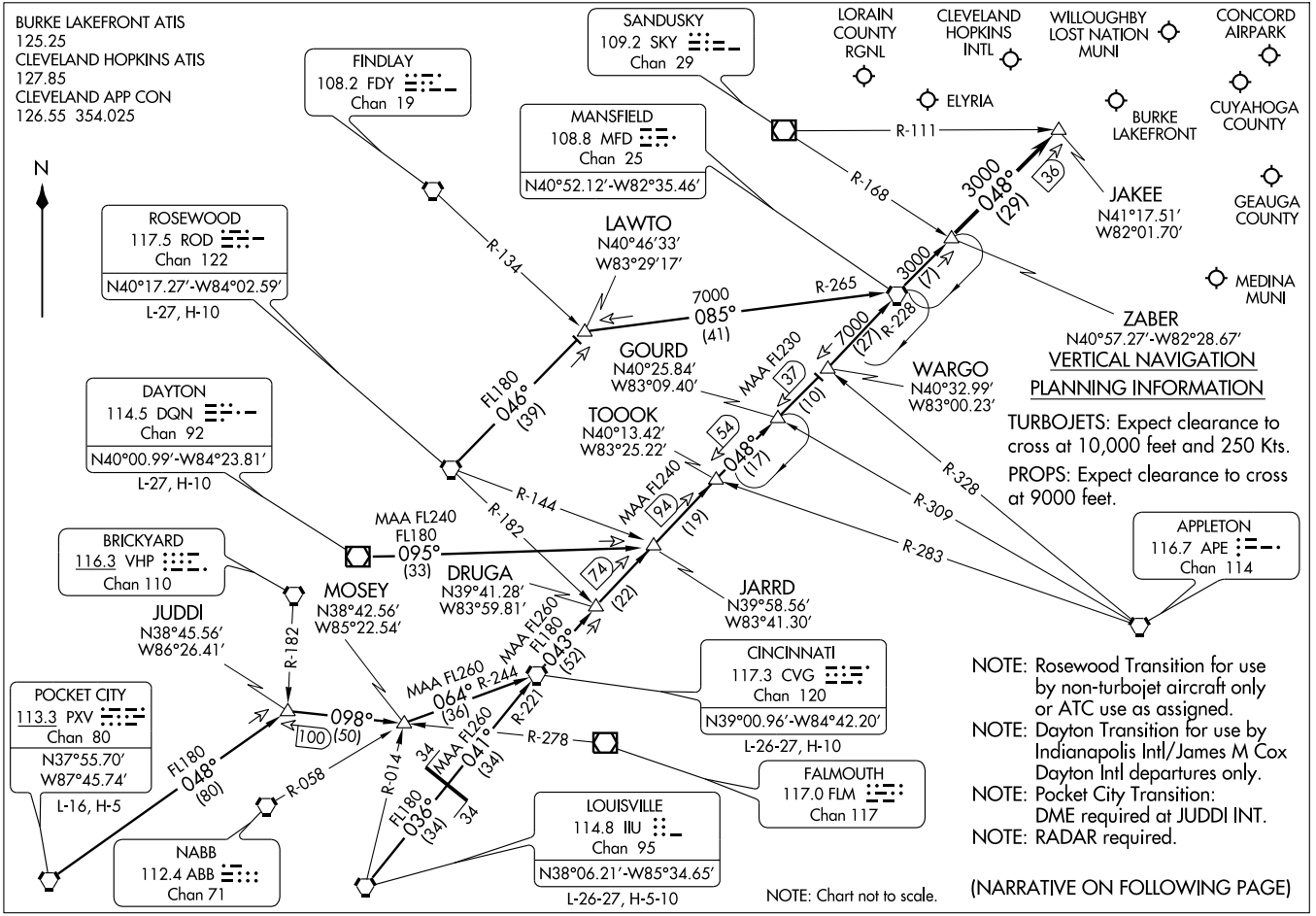
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
CLEVELAND/CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

SL-5027 (FAA)

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

10266 AIRPORT DIAGRAM CLEVELAND-HOPKINS INTL (CLE) CLEVELAND, OHIO

ATIS ARR 127.85
DEP 132.375
CLEVELAND TOWER
120.9 273.45 (RWY 06R-24L, 10-28)
124.5 273.45 (RWY 06L-24R)
GND CON
121.7 273.45 (RWY 06R-24L, 10-28)
133.6 273.45 (RWY 06L-24R)
CLNC DEL
125.05 273.45

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 791

D

VAR 8.0° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

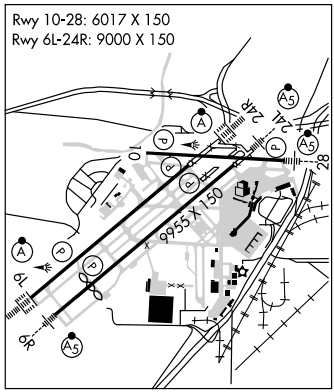
RWY 06L-24R
S-75, D-200, 2S-175, 2D-400
RWY 06R-24L
S-100, D-185, 2S-175, 2D-340
RWY 10-28
S-155, D-200, 2S-175, 2D-400

101.3° 0.5% UP
6017 X 150
281.3°
10
28
41°25'N
ELEV 762
NASA
WEST SIDE CARGO RAMP
238.0°
ELEV 780
ELEV 787
9000 X 150
9955 X 150
TWR 993
HS 1
HS 2
GENERAL AVIATION
U.S. CUSTOMS IMMIGRATION
Pad-1
M1
M2
J2
J1
ELEV 787
FIRE STATION
Pad-2
CARGO
FENCE
POST OFFICE
PAD-5
PAD-7
057.9°
ELEV 770
ELEV 776
41°24'N
GENERAL AVIATION
CARGO/FREIGHT AREA
81°52'W
81°51'W
81°50'W

AL-84 (FAA)

CLEVELAND–HOPKINS INTL (CLE) 9 SW UTC−5(−4DT) N41°24.57′ W81°51.30′ **DETROIT**
791 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 AOE Class I, ARFF Index C **H–10G, L–30G**
NOTAM FILE CLE **IAP, AD**

RWY 06R–24L: H9955X150 (CONC–GRVD) S–100, D–185, 2S–175, 2D–340 HIRL CL
RWY 06R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 47′. Thld dsplcd 1926′. Trees.
RWY 24L: MALSR. PAPI (P4R)—GA 3.0° TCH 75′.
RWY 06L–24R: H9000X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL CL
RWY 06L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
RWY 24R: ALSF2. TDZL. PAPI (P2R)—GA 3.0° TCH 55′.
RWY 10–28: H6017X150 (ASPH–CONC–GRVD) S–155, D–200, 2S–175, 2D–400 HIRL 0.5% up E.
RWY 10: PAPI(P4L). Road.
RWY 28: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 42′. Pole.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 06R: LDA–8029

AIRPORT REMARKS: Attended continuously. Deer and birds, including waterfowl, on and invof arpt. All apchs are over noise sensitive areas. Arpt late night noise abatement procedures are in effect 0400–1100Z‡. Additional noise abatement procedures are in effect, call arpt manager normal business hrs at 216–265–6090. Twy L2 clsd between Rwy 06R–24L and Twy L: area marked with lgtd barricades and reflectors. The following twys are clsd annually from 15 Oct through 15 Apr to support deicing ops at Cleveland–Hopkins Intl: Twy M, Twy M1 between Twy L and Twy J1, Twy M2 between Twy L and Twy J1, Twy J2 between Twy A and Twy K. Taxilane J south of Twy K restricted to acft with a wingspan of 171′ or less. Pad 2 rstd to Group II acft, less than 79′ wingspan. NASA Glenn Research Center; NASA ramp PPR call 216–433–2020; Mon–Fri 1300–2230Z‡. Contact NASA ops on freq 122.925 within 50 NM. Ldg Fee. Rwys 06L, 24L and 24R runway visual range touchdown, midfield, rollout avbl. Rwy 28 runway visual range touchdown avbl. Flight Notification Service (ADCUS) available Mon–Fri 1200–0200Z‡; Sat–Sun 1400–2200Z‡; all request for svc must be made with the U.S. Customs Svc office lctd at gate A–14 call 216–267–3600 during listed hours. NOTE: All CLE SOIA/PRM users refer to Special Notices Section. NOTE: See Special Notices—ILS Prior (Simultaneous Close Parallel) Procedure For Pilots Filing Flight Plans to Cleveland–Hopkins Intl (CLE). Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (216) 267–9955/9956. TDWR.
COMMUNICATIONS: D–ATIS ARR 127.85 **D–ATIS DEP** 132.375 **UNICOM** 122.95
RCO 122.35 122.2 122.1R 113.6T (CLEVELAND RADIO)
Ⓡ **APP CON** 124.0 (Rwy 06R–24L and Rwy 28) 126.55 and Rwy 28 119.625 (Rwy 06L–24R)
Ⓡ **DEP CON** 118.15 (057°–236°) 128.25 (237°–056°) 125.85
TOWER 120.9 (Rwy 06R–24L and Rwy 10–28) 124.5 135.225 (Rwy 06L–24R)
GND CON 121.7 (Rwy 06R–24L and Rwy 10–28) 133.6 (Rwy 06L–24R)
CLNC DEL 125.05 **PRE–TAXI CLNC** 125.05 **RAMP CTL** 129.17
AIRSPACE: CLASS B: See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 082° 14.2 NM to fld. 780/5W. **HIWAS.**
ILS/DME 109.9 I–HPI Chan 36 Rwy 24L. Class IE.
ILS/DME 111.9 I–CLE Chan 56 Rwy 06R. Class IE.
ILS/DME 110.7 I–PXP Chan 44 Rwy 28. Class IE. Autopilot coupled apch not authorized blow 1080′.
ILS/DME 111.55 I–LIZ Chan 52Y Rwy 06L. CLASS IIIE.
ILS/DME 111.55 I–PVY Chan 52Y Rwy 24R. Class IIIE.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at FSS.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ATIS DEP
132.375
CLEVELAND DEP CON
128.25 346.32

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence . . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

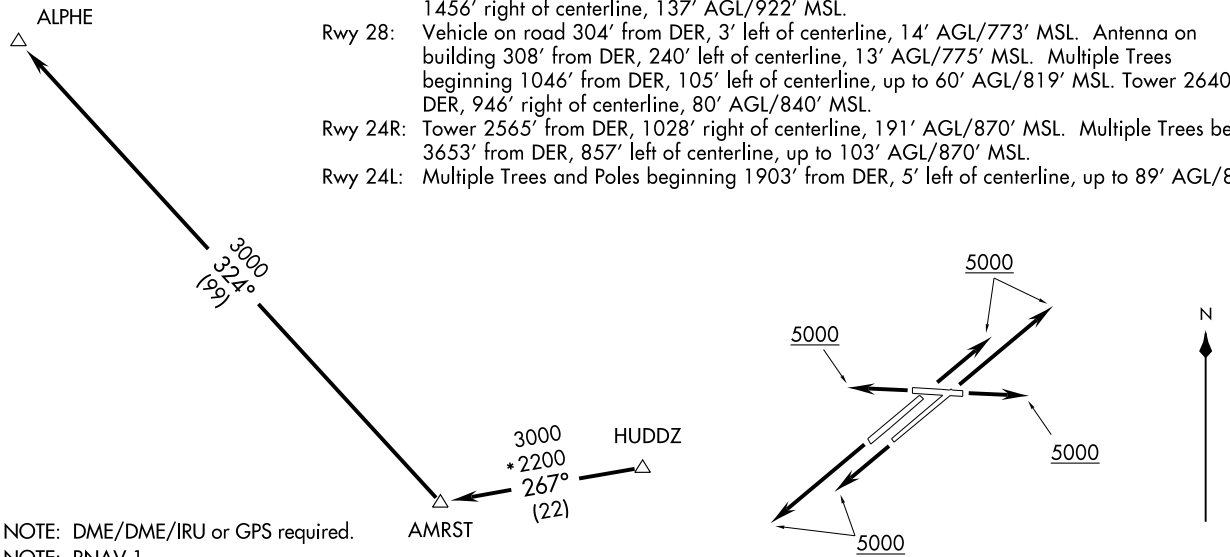
TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

SL-84 (FAA)

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ATIS DEP
132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

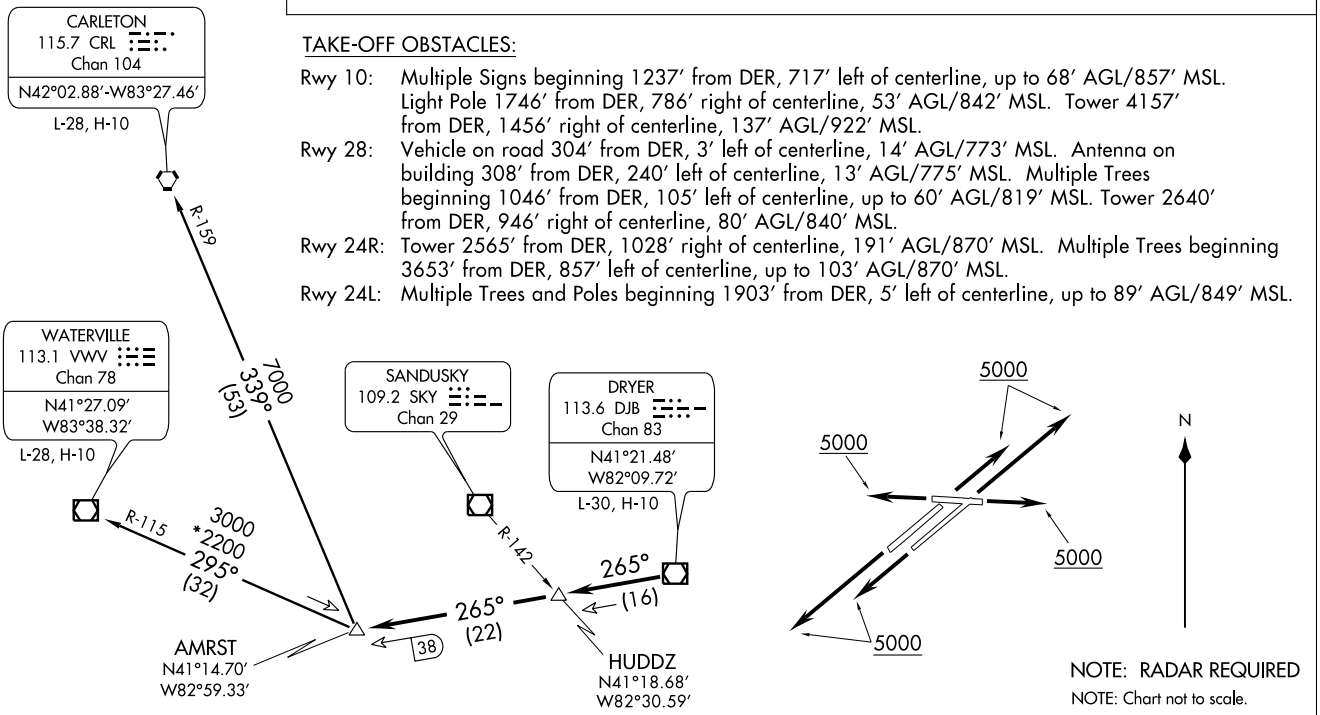
TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

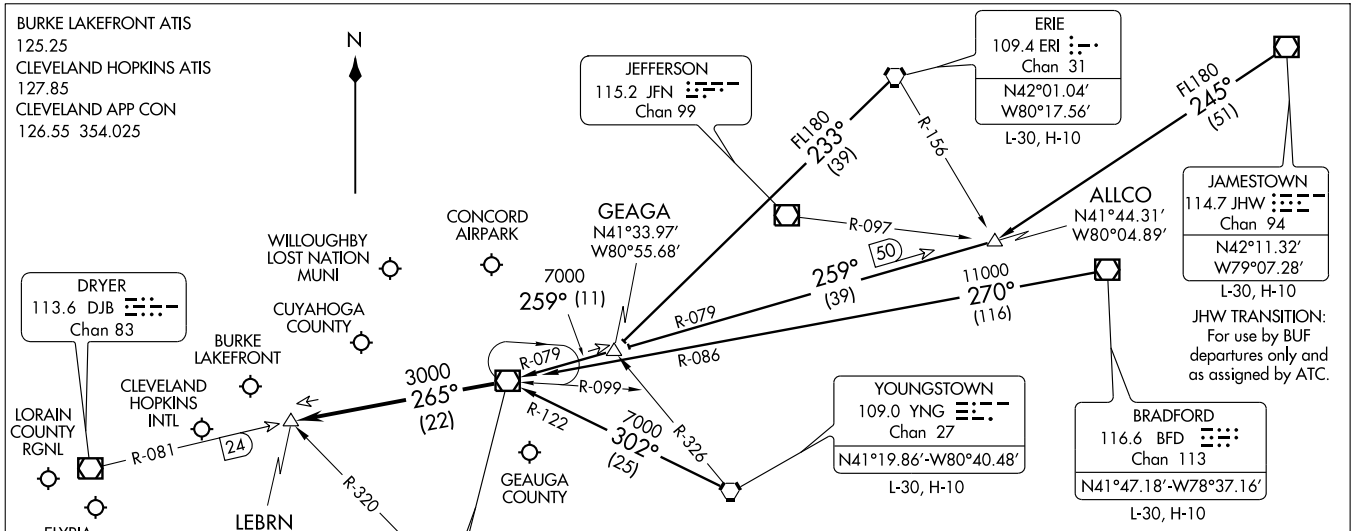
Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.



AMRST TWO DEPARTURE
(AMRST2.AMRST) 09183
CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

CONVERGING ILS RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

Inoperative table does not apply. Simultaneous converging approach authorized with converging ILS Rwy 28.

NA

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

MISSED APCH FIX

094° 274° R-094 SANDUSKY SKY 109.2 Chan 29

R-309 029° R-029 209° OTOCE DJB 12.6 113.6 DJB Chan 83 114.4 ACO Chan 91

OTOCE DJB 12.6

10 NM

R-288 057° 6000* 288° (18.9)

LACIK I-PVY 12.8 5000* 237° (3.1) (IAF) PUDSE INT I-PVY 15.9

4000* 237° (3.1)

3000 237° (3.1) 1603 (IF) CIVAC I-PVY 9.6

JEDSU I-PVY 6.5

CHARDON 112.7 CXR Chan 74

982 919± 939± 854± 890± 1019 928 995 2049 2049 2049 1600 1966 1385 1493 1561

LOCALIZER 111.55 I-PVY Chan 52(Y)

MSA DJB 25 NM 3100

ELEV 791 D

237° TDZE 780 845± 24R 24L 6017 X 150 0.5% UP 833 10 881 28 930 993 9000 X 150 9955 X 150 6L 6R 858±

3000 SKY

* When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

VGSI and ILS glidepath not coincident.

JEDSU I-PVY 6.5 CIVAC I-PVY 9.6 LACIK I-PVY 12.8 PUDSE INT I-PVY 15.9

237° *6000 *5000 *4000 3000 3000

GS 3.00° TCH 51

6.8 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 24R	2240-2	1460 (1500-2)	2240-3	1460 (1500-3)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PXP	APP CRS	Rwy Idg	6017
110.7	280°	TDZE	791
Chan 44		Apt Elev	791

CONVERGING ILS RWY 28

CLEVELAND-HOPKINS INTL (CLE)

NA — Inoperative table does not apply. Simultaneous converging approach authorized with converging ILS Rwy 24R. Autopilot coupled approach NA below 1080.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via heading 180° and DJB VOR/DME R-143 to SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

113.6 DJB R-143 Chan 83 — 142° — SAROW INT BSV 29.7 — 322° — 112.4 BSV R-322 Chan 71 — 108.8 MFD R-069 Chan 25

MSA DJB 25 NM 3100

Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

IAF CHARDON 112.7 CXR Chan 74

LOCALIZER 110.7 I-PXP Chan 44

ZANGI INT I-PXP 7.7 RADAR — KUYED INT I-PXP 10.7 RADAR — NISYI INT I-PXP 13.7 RADAR — (IF) OPTOO INT I-PXP 16.6 RADAR

PARMA OM

3000 — *4000 — *5000 — 280° (3) (3) (2.9) — R-250 — 100° — 6000* 250° (16.3)

R-314 — R-318 — R-322 — R-327 — 6000* 327° (21.9)

MISSED APCH FIX

113.6 DJB R-143 Chan 83 — SAROW INT DJB 20 — 143° — 112.4 BSV R-322 Chan 71 — 108.8 MFD R-069 Chan 25

RADAR REQUIRED

10 NM

Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

IAF AKRON 114.4 ACO Chan 91

ELEV 791 D

6017 X 150 0.5% UP — 9000 X 150 — 9955 X 150 — 6L-6R — 10-28 — 6R-24L — 6L-24R — TDZE 791

3000 hdg 180° — DJB R-143 — SAROW

* When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.

ZANGI INT I-PXP 7.7 RADAR — KUYED INT I-PXP 10.7 RADAR — NISYI INT I-PXP 13.7 RADAR — OPTOO INT I-PXP 16.6 RADAR

3000 — *4000 — *5000 — 280° — *6000 — GS 3.00° TCH 42

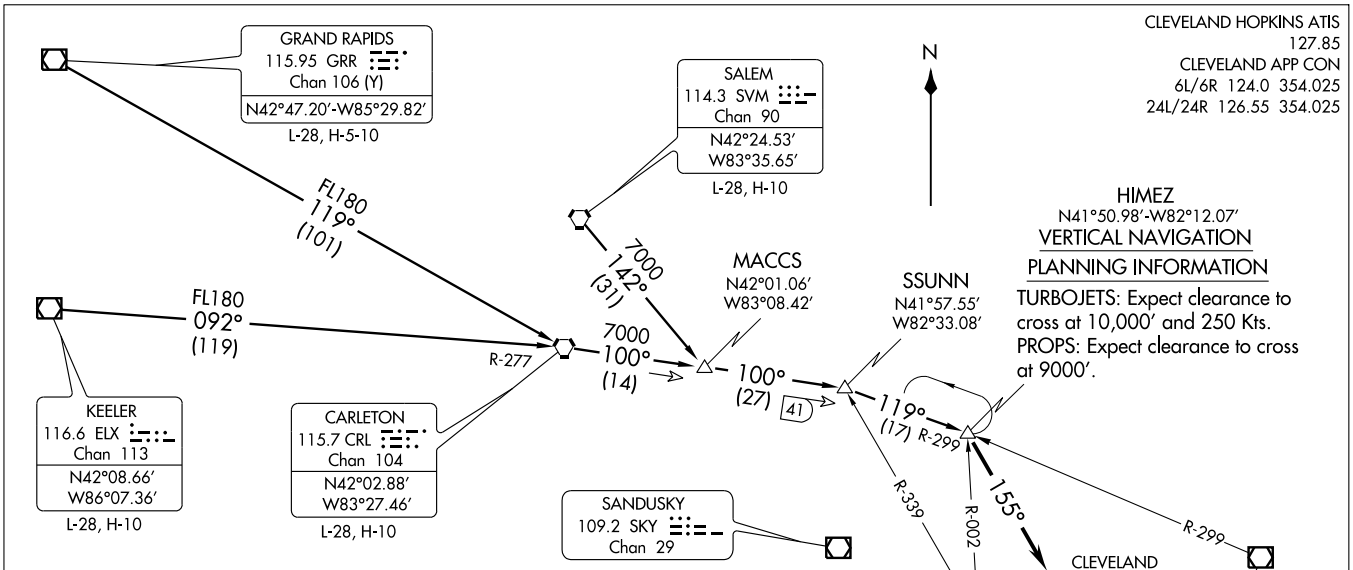
6.7 NM — 3 NM — 3 NM — 2.9 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 28	1791-2 1000 (1000-2)		1791-3 1000 (1000-3)	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)

07354

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS		24R	24L
I-PVY		Rwy Idg	9000	9955
111.55	237°	TDZE	780	787
Chan 52 (Y)		Apt Elev	791	791

Inoperative table does not apply to sidestep 24L.

24L MALSR (A5) 24R ALSF-2 (A)

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO SKY 23

109.2 SKY R-105 Chan 29 105° 285°

10 NM

(IAF) PUDSE INT I-PVY 15.9

R-288 057° *5000 237° (3.11) *6000 288° (18.9)

*4000 237° (3.11) LACIK I-PVY 12.8

3000 237° (3.11) 1603 (IF) CIVAC I-PVY 9.6

FIDIN I-PVY 2.1 JEDSU I-PVY 6.5

MISSED APCH FIX

DRYER DJB 113.6 Chan 83

R-257 077° 257°

CHARDON 112.7 CXR Chan 74

879± 919± 910 939± 956 982 854± IM 1019 928 890± 995 2049 2049 1600 1966 1385 1493

LOCALIZER 111.55 I-PVY Chan 52(Y)

MSA DJB 25 NM 3100

1561

DME REQUIRED

ELEV 791 D 237° 6.8 NM from FAF

TDZE 780 845± TDZE 787 833 881 930 993 858±

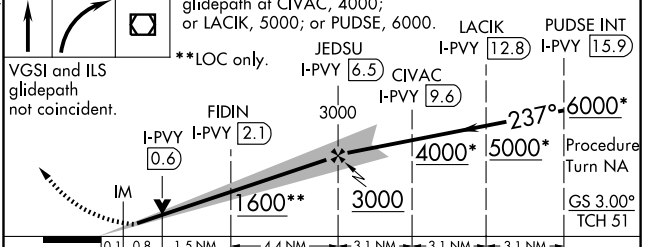
6017 X 150 0.5% UP 9000 X 150 9955 X 150

1700 3000 DJB

VGSI and ILS glidepath not coincident.

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

**LOC only.



CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			
S-LOC 24R	1140/24 360 (400-½)			1140/40 360 (400-¾)
SIDESTEP 24L	1260/60 473 (500-1¼)		1260-1¾ 473 (500-1¾)	1260-2¼ 473 (500-2¼)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

10238

ILS or LOC RWY 6L

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS		6L	6R
111.55	057°	Rwy ldg	9000	8029
Chan 52 (Y)		TDZE	773	777
		Apt Elev	791	791

Inoperative table does not apply to Sidestep 6R. Sidestep maneuver not authorized prior to passing HADOS INT.

6L ALSF-2 (A) | 6R MALSR (A5)

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX: WAMDO SKY 23 RADAR; 109.2 SKY R-105 Chan 29; 105°–285°

PASLE DJB 20 ACO 39.9; 234°/054°; R-319; 114.4 ACO Chan 91

10 NM; DJB R-054

LOCALIZER 111.55 I-LIZ Chan 52 (Y)

CHARDON 112.7 CXR Chan 74

DRYER 113.6 DJB Chan 83

WAMDO SKY 23 RADAR

109.2 SKY R-105 Chan 29

R-094; R-105

3000 (6.5) 149°

2800 (6) 057°

HADOS INT I-LIZ 5.4

SASCO INT I-LIZ 7.9

(IF/IAF) DUPAY INT I-LIZ 13.9

MSA DJB 25 NM 3100

057° 1 min 237°; R-149; 237°

3100 to DUPAY 256° (43.9)

ELEV 791 D

6017 X 150 0.5% UP; 9000 X 150; 9955 X 150

TDZE 773; TDZE 777 858±

057° 6.1 NM from FAF

One Minute Holding Pattern: DUPAY INT I-LIZ 13.9; SASCO INT I-LIZ 7.9; 1800; 3000 hdg 350°; DJB R-054; PASLE

3000 ← 237° / 057° →; 057°; 2800; HADOS INT I-LIZ 5.4; * I-LIZ 2.9; IM I-LIZ 1.8; 2800; *2000

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 55

*LOC only.

6 NM | 2.5 | 2.5 | 0.9 | 0.2

CATEGORY	A	B	C	D
S-ILS 6L	973/18 200 (200-½)			
S-LOC 6L	1140/24 367 (400-½)			1140/40 367 (400-¾)
SIDESTEP 6R	1180/60 403 (400-1¼)		1180-1½ 403 (400-1½)	1180-2 403 (400-2)
CIRCLING	1300-1 509 (600-1)		1320-1½ 529 (600-1½)	1380-2 589 (600-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-CLE	APP CRS		6R	6L
111.9	057°	Rwy Idg	8029	9000
Chan 56		TDZE	777	773
		Apt Elev	791	791

Inoperative table does not apply to Sidestep 6L Cats A and B.

6L ALSF-2 (A) 6R MALSR (As)

MISSED APPROACH: Climbing right turn to 3000 via heading 072° and CXR VOR/DME R-265 to LEBRN INT/CXR 22 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

R-320 081° R-081 R-265 261° 113.6 DJB Chan 83 112.7 CXR Chan 74 LEBRN CXR 22 DJB 24.1 114.4 ACO Chan 91

LOCALIZER 111.9 I-CLE Chan 56

CHARDON 112.7 CXR Chan 74

DRYER 113.6 DJB Chan 83

LEBRN CXR 22 DJB 24.1

3100 to SERLE 255° (43.5)

3000 NoPT 146° (6.7)

(IF/IAF) SERLE INT I-CLE 13.7 RADAR

2800 057° (6)

TUBOE INT I-CLE 7.7 RADAR

R-104 R-255 R-146

MSA DJB 25 NM 3100

10 NM

One Minute Holding Pattern

SERLE INT I-CLE 13.7 RADAR

TUBOE INT I-CLE 7.7 RADAR

3000 hdg 072° CXR R-265 LEBRN

3000 237° 057° 2800 057° I-CLE 2.6 I-CLE 1.6

GS 3.00° TCH 57

VGSI and ILS glidepath not coincident.

6 NM 5.1 NM 1 NM

ELEV 791 D

TDZE 773 TDZE 777 858± 845± 833 930 881 993 9000 X 150 9955 X 150 6017 X 150 +0.5% UP 24L 24R 10 28 6L-24R 6R-24L

057° 6.1 NM from FAF

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 6R	977/18 200 (200-½)			
S-LOC 6R	1140/24 363 (400-½)			1140/40 363 (400-¾)
SIDESTEP 6L	1140/60 367 (400-1¼)			1140-1¾ 367 (400-1¾)
CIRCLING	1300-1 509 (600-1)		1320-1½ 529 (600-1½)	1360-2 569 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 24L
CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-HPI	APP CRS		24R	24L
109.9	237°	Rwy Idg	9000	9955
Chan 36		TDZE	780	787
		Apt Elev	791	791

Inoperative table does not apply to Sidestep 24R. DME or RADAR required.

24L MALSR | 24R ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 200° and DJB R-143 to SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

CAUTION: Burke Lakefront OM may be received in intermediate segment.

MISSED APCH FIX
113.6 DJB R-143 Chan 83
SAROW DJB 20
143°
323°
108.8 MFD R-069 Chan 25
112.4 BSV R-322 Chan 71

(IAF) FUVEN I-HPI 17.3 RADAR
057°
NATON I-HPI 14.4 RADAR
(IF) CAASS I-HPI 11.5 RADAR
SCOTZ I-HPI 8.5 RADAR
BLESU I-HPI 3.8 RADAR
*5000
*4000
3000
237°
(2.9)
(3)
1603
R-287
6000*
287°
(19.1)
BURKE LAKEFRONT I-BFT OM
CHARDON 112.7 CXR Chan 74

LOCALIZER 109.9 I-HPI Chan 36

Sidestep maneuver not authorized prior to BLESU.

MSA DJB 25 NM
3100
879± 910 919± 874± 982 854± 939± 956 890± 1019 928 995 2049 2049 2049 1600 1966
10 NM

ALTERNATE MISSED APCH FIX
113.6 DJB R-143 Chan 83
SAROW BSV 29.7
142°
322°
108.8 MFD R-069 Chan 25
112.4 BSV R-322 Chan 71

ELEV 791 D
237° 6.7 NM from FAF
TDZE 780
TDZE 787
845± 833 881 930 993
6017 X 150 0.5% UP
9000 X 150
9955 X 150
858±
6L 24R

DME or RADAR REQUIRED

1300 | 3000 hdg 200° | DJB R-143 | SAROW

* When authorized by ATC, intercept glidepath at 4000; or 5000; or 6000.
LOC only

VGSI and ILS glidepath not coincident.
I-HPI 1.8
I-HPI 2.7
BLESU I-HPI 3.8 RADAR
SCOTZ I-HPI 8.5 RADAR
CAASS I-HPI 11.5 RADAR
NATON I-HPI 14.4 RADAR
FUVEN I-HPI 17.3 RADAR
3000
237°
*4000
*5000
*6000
#1460
GS 3.00°
TCH 51
0.9 | 1.1 NM | 4.7 NM | 3 NM | 3 NM | 2.9 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
S-ILS 24L	987/18 200 (200-½)			
S-LOC 24L	1140/24 353 (400-½)			1140/40 353 (400-¾)
SIDESTEP 24R	1140/60 360 (400-1¼)		1140-1½ 360 (400-1½)	1140-2 360 (400-2)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PXP	APP CRS	Rwy Idg	6017
110.7	280°	TDZE	791
Chan 44		Apt Elev	791

ILS or LOC RWY 28

CLEVELAND-HOPKINS INTL (CLE)

Autopilot coupled approach NA below 1080.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
094°
274° R-094
SANDUSKY
109.2 SKY
Chan 29

Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

IAF
CHARDON
112.7 CXR
Chan 74

10 NM

LOCALIZER 110.7
I-PXP
Chan 44

ZANGI INT
I-PXP 7.7
RADAR

KUYED INT
I-PXP 10.7
RADAR

NISYI INT
I-PXP 13.7
RADAR

(IF)
OPTOO INT
I-PXP 16.6
RADAR

1603
1183
964
939±
956
919±
982
854±
928
890±
1019
995
2049
2049
2049
1966
1600
1385
1493
1561

3000
*4000
*5000
280°
280°
280°
(3)
(3)
(2.9)
PARMA OM

*6000
250°
(16.3)
R-250
100°
R-322
R-327
R-318
R-314
*6000
327°
(21.9)

MISSED APCH FIX
DRYER
113.6 DJB
Chan 83
R-257 077° 257°

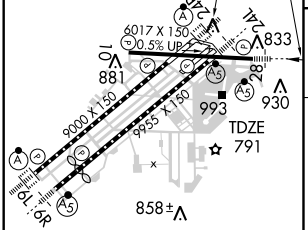
MSA DJB 25 NM
3100

IAF
AKRON
114.4 ACO
Chan 91

Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

ELEV 791 D

280° 6.7 NM from FAF

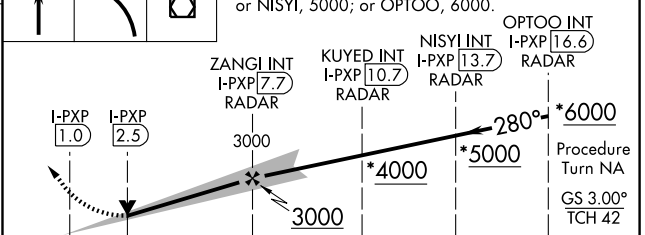


TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

1400	3000	DJB

*When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.



CATEGORY	A	B	C	D
S-ILS 28	991/24 200 (200-½)			
S-LOC 28	1300/24 509 (600-½)		1300/50 509 (600-1)	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 6L
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

Procedure NA when glideslope not available. Simultaneous approach authorized with LDA Rwy 6R. Dual VHF Comm required. See additional requirements on PRM information page. Runway 6L and 6R separated by 1241 feet centerline to centerline.

NA

ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 118.975	

CLNC DEL 125.05 273.45

MSA DJB 25 NM
3100

10 NM

234°
054°

PASLE
DJB 20
ACO 39.9

R-319
114.4 ACO
Chan 91

1603

R-054

DRYER
113.6 DJB
Chan 83

LOCALIZER 111.55
I-LIZ
Chan 52 (Y)

982
919±
939±
854±
956

SASCO INT
I-LIZ 7.9

928
890±
1019
995
2049
2049
2049
1600
1966
1385
1493
1561

R-105
R-129
R-149

4000
057°
(2.4)

054°
LDA Rwy 6R

BASHR INT
I-LIZ 11.5

237°

DUPAY INT
I-LIZ 13.9

ELEV 791 D

845±
833
881
993
930
858±

TDZE
773

6017 X 150
0.5% UP
9000 X 150
9955 X 150

RADAR REQUIRED

DUPAY INT
I-LIZ 13.9

BASHR INT
I-LIZ 11.5

SASCO INT
I-LIZ 7.9

4000
057°
4000
057°
2800

GS 3.00°
TCH 55

VGSI and ILS glidepath not coincident.

1800	3000 hdg 350°	DJB R-054	PASLE

2.4 NM | 3.6 NM | 6.1 NM

CATEGORY	A	B	C	D
S-ILS 6L	973/18 200 (200-½)			

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 6L approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,700 feet at CLE.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA TRAFFIC:** While conducting this ILS/PRM approach to Runway 6L, other aircraft may be conducting the Offset LDA/PRM approach to Runway 6R. These aircraft will approach from the right-rear and will re-align with 6R after making visual contact with the ILS traffic.

EC-2, 21 OCT 2010 to 18 NOV 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 24R
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PVY	APP CRS	Rwy ldg	9000
111.55	237°	TDZE	780
Chan 52 (Y)		Apt Elev	791

NA — Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with LDA PRM Rwy 24L. Dual VHF comm required. Runways 24R and 24L separated by 1241 feet centerline to centerline. See additional requirements on adjacent information page.

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45
			PRM 118.975			

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO
SKY 23
RADAR

109.2 SKY
R-105
Chan 29
105°
285°

(IAF)
LACIK
I-PVY 12.8
057°

CIVAC
I-PVY 9.6
4000
237°
(3.1)

JEDSU
I-PVY 6.5
1603

10 NM

LOCALIZER 111.55
I-PVY
Chan 52(Y)

FIDIN
I-PVY 2.1

DRYER
113.6 DJB
Chan 83

R-257
077°
257°

982 919± 854± 939± 956 IM 928 890± 995 1019 2049 2049 2049 1600 1966 1385 1493 1561

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

MSA DJB 25 NM
3100

RADAR and DME REQUIRED

ELEV 791 D

237°
TDZE
780
845±
6017 X 150
0.5% UP
833
881
993
930
9000 X 150
9955 X 150
858±

1700 | 3000 | DJB

VGSI and ILS glidepath not coincident.

CIVAC I-PVY 9.6 4000 237° 4000
JEDSU I-PVY 6.5 3000
LACIK I-PVY 12.8 4000
FIDIN I-PVY 2.1
IM 1600
GS 3.00°
TCH 51

0.1 | 2.3 | 4.4 NM | 3.1 NM | 3.1 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			

CLEVELAND, OHIO
Orig-B 26AUG10

41°25'N - 81°51'W

CLEVELAND-HOPKINS INTL (CLE)

(SIMULTANEOUS CLOSE PARALLEL)
ILS PRM RWY 24R

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- **When instructed, immediately switch to the tower frequency and select the monitor frequency audio.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 24R and LDA/PRM 24L approaches are in progress, pilots should brief to fly the ILS/PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R chart may be used after completing the following briefing items:

   a. Minimums and missed approach procedures are unchanged.
   b. Monitor frequency no longer required.
   c. A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R approach.

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,600 feet at CLE.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA Traffic:** While conducting this ILS/PRM 24R approach, other aircraft may be conducting the Offset LDA/PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

5. **Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 6L (CAT II)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

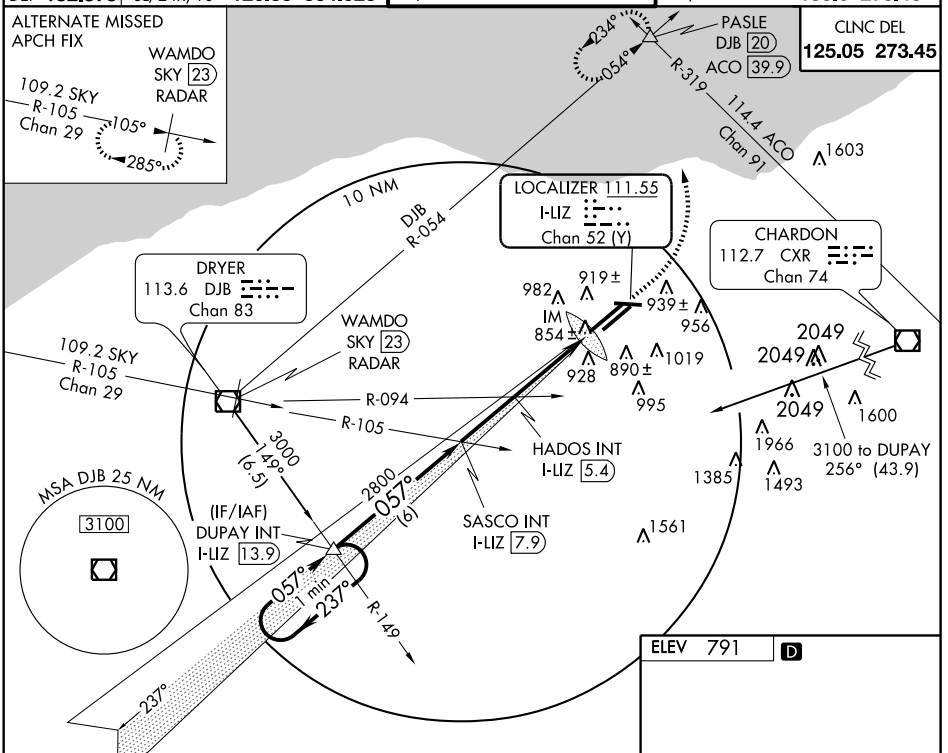
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold

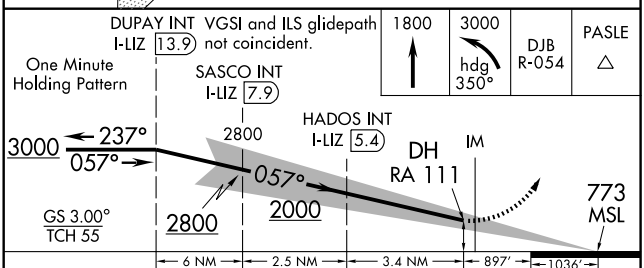
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

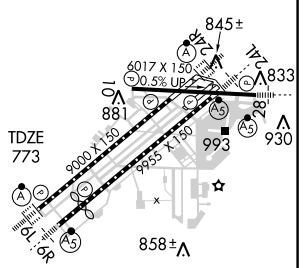
CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX: WAMDO SKY 23 RADAR; 109.2 SKY R-105 Chan 29; 105°–285°



ELEV 791 D





TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LIZ	APP CRS	Rwy Idg 9000
111.55	057°	TDZE 773
Chan 52 (Y)		Apt Elev 791

ILS RWY 6L (CAT III)

CLEVELAND-HOPKINS INTL (CLE)

ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO
SKY 23
RADAR

109.2 SKY
R-105
Chan 29

105°
285°

PASLE
DJB 20
ACO 39.9

234°
054°
R-319
114.4 ACO
Chan 91

1603

10 NM
DJB
R-054

LOCALIZER 111.55
I-LIZ
Chan 52 (Y)

CHARDON
112.7 CXR
Chan 74

DRYER
113.6 DJB
Chan 83

982
919±
939±
956
IM
854±
928
890±
1019
995

2049
2049
2049
1600

R-094
R-105

3000
149°
(6.5)

HADOS INT
I-LIZ 5.4

1966
3100 to DUPAY
256° (43.9)
1385
1493

MSA DJB 25 NM
3100

(IF/IAF)
DUPAY INT
I-LIZ 13.9

2800
057°
(6)

SASCO INT
I-LIZ 7.9

1561

057°
1 min
237°
R-149

237°

ELEV 791 D

DUPAY INT
I-LIZ 13.9

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

SASCO INT
I-LIZ 7.9

HADOS INT
I-LIZ 5.4

1800 | 3000 hdg 350° | DJB R-054 | PASLE

3000 ← 237°
057° →
2800
057°
2000
IM
872
773 MSL

GS 3.00°
TCH 55

2800

6 NM — 2.5 NM — 3.4 NM — 879' — 1036'

CATEGORY	A	B	C	D
S-ILS 6L	CAT IIIa RVR 07			
S-ILS 6L	CAT IIIb RVR 06			
S-ILS 6L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

845±
6017 X 150
0.5% UP
833
881
TDZE 773
9000 X 150
9955 X 150
993
930
858±
6L
6R

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 24R (CAT II)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS	Rwy Idg	9000
I-PVY 111.55 Chan 52(Y)	237°	TDZE	780
		Apt Elev	791

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
WAMDO
SKY 23
109.2 SKY R-105 Chan 29
105°
285°

(IAF) PUDSE INT I-PVY 15.9
057°
10 NM
R-288
057°
*5000
237°
(3.1)
*6000
288°
(18.9)
*4000
237°
(3.1)
LACIK I-PVY 12.8
3000
237°
(3.1)
1603
(IF) CIVAC I-PVY 9.6

LOCALIZER 111.55
I-PVY
Chan 52(Y)

MISSED APCH FIX
DRYER
DJB
113.6
Chan 83
R-257-077°
257°

FIDIN I-PVY 2.1
JEDSU I-PVY 6.5

CHARDON
112.7 CXR
Chan 74

879±
919±
910
982
939±
956
854±
IM
1019
928
890±
995
2049
2049
2049
1600
1966
1385
1493

MSA DJB 25 NM
3100

ELEV 791 D

1561

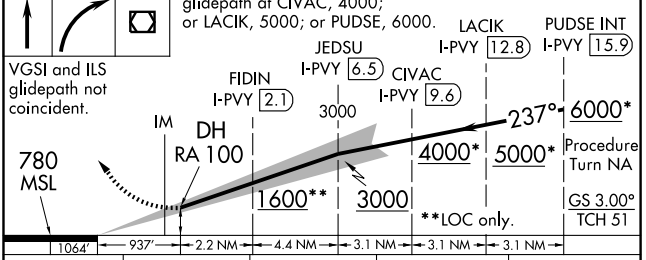
DME REQUIRED

TDZE 780
845±
6017 X 150
0.5% UP
833
881
930
993
9000 X 150
9955 X 150
858±
6L 6R

1700	3000	DJB

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 24R	RA 100/12 100 DA 880			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 24R (CAT III)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS	Rwy Idg	9000
I-PVY 111.55 Chan 52(Y)	237°	TDZE	780
		Apt Elev	791

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
WAMDO
109.2 SKY R-105 Chan 29
SKY 23
105°
285°

(IAF) PUDSE INT I-PVY 15.9

10 NM

R-288

057°

*5000 237° (3.1)

*6000 288° (18.9)

*4000 237° (3.1)

LACIK I-PVY 12.8

LOCALIZER 111.55 I-PVY Chan 52(Y)

3000 237° (3.11) 1603

(IF) CIVAC I-PVY 9.6

MISSED APCH FIX
DRYER DJB 113.6 Chan 83
R-257
077°
257°

FIDIN I-PVY 2.1

JEDSU I-PVY 6.5

CHARDON 112.7 CXR Chan 74

879± 919± 910 939± 956 982 854± IM 1019 928 890± 995 2049 2049 2049 1600 1966 1385 1493

MSA DJB 25 NM
3100

DME REQUIRED

ELEV 791 D

TDZE 780 845± 833 881 930 993 858±

6017 X 150 0.5% UP
9000 X 150
7955 X 150
10-28
6L-6R
24L
24R

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

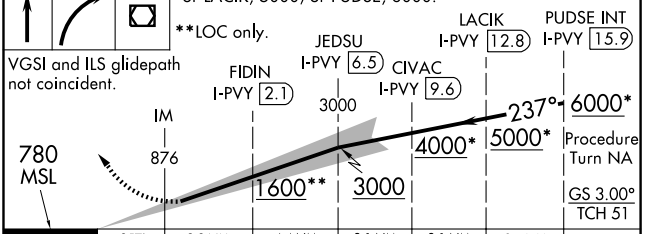
1561

1700	3000	DJB

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

**LOC only.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 24R	CAT IIIa RVR 07			
S-ILS 24R	CAT IIIb RVR 06			
S-ILS 24R	CAT IIIc NA			

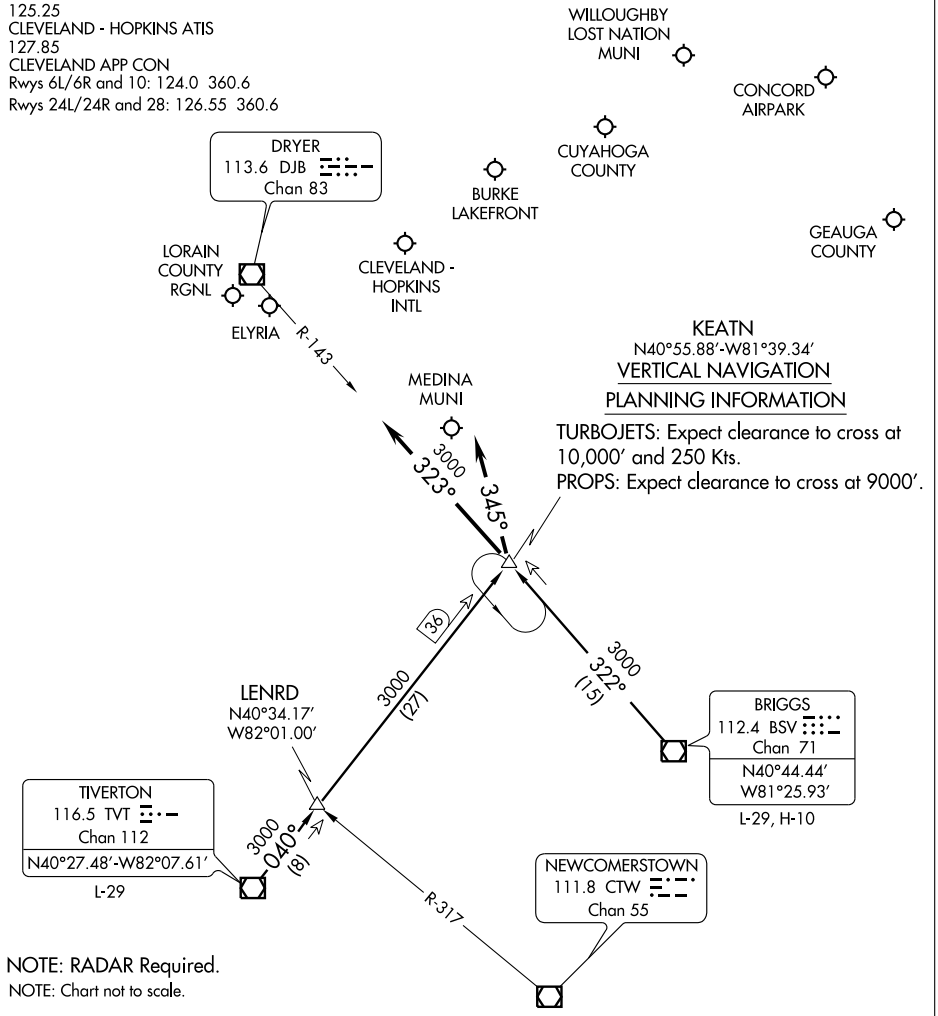
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EYU	APP CRS	Rwy Idg	8029
111.35	054°	TDZE	777
Chan 50 (Y)		Apt Elev	791

LDA/DME RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

NA

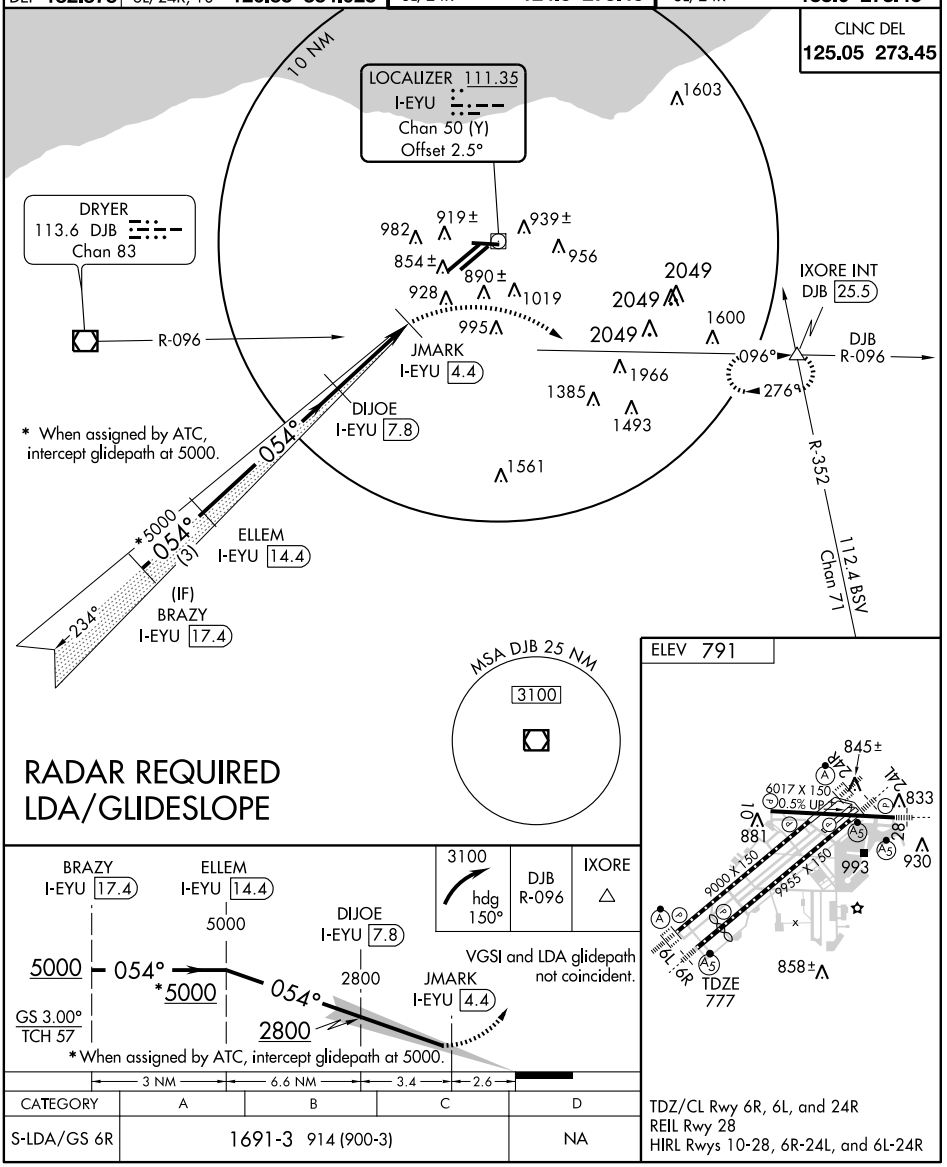
Runway 6L and 6R separated by 1241 feet centerline to centerline. Inoperative table does not apply. Procedure NA when glideslope not available. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45



RADAR REQUIRED
LDA/GLIDESLOPE

CATEGORY	A	B	C	D
S-LDA/GS 6R	1691-3 914 (900-3)			NA

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LDA/DME RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS	Rwy ldg	TDZE
I-FVZ 111.35 Chan 50 (Y)	239°	9955	786
		Apt Elev	791

▼ NA — Inoperative table does not apply. Runway 24L and 24R separated by 1241 feet centerline to centerline. Procedure NA when glideslope not available.

MALSR

MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL 125.05 273.45

MSA DJB 25 NM
3100

RADAR REQUIRED
LDA/GLIDESLOPE

10 NM

059°

*5000 239° (2.9) (IF) KIVLE I-FVZ 15.1

*4000 239° (3) LEFEW I-FVZ 12.2

3000 239° (3) 1603 JCALL I-FVZ 9.3

FRNCO I-FVZ 2.3

ALLAM I-FVZ 6.3

DRYER
113.6 DJB
Chan 83

LOCALIZER 111.35
I-FVZ
Chan 50 (Y)
LOC offset 2.51°

982 919± 939± 956 854± 928 890± 1019 995 2049 2049 2049 1600 1966 1385 1493 1561

R-114

R-342

WOMGO
DJB 22.1

114°

294°

R-293 114.4 ACO Chan 91

112.4 BSV Chan 71

ELEV 791 D

845± 833 881 930 993 858± TDZE 786

6017 X 150 0.5% UP

9000 X 150

9935 X 150

3100 hdg 170° | DJB R-114 | WOMGO △

*When assigned by ATC, intercept glidepath at JCALL, 4000; or LEFEW 5000.

KIVLE I-FVZ 15.1
LEFEW I-FVZ 12.2
JCALL I-FVZ 9.3
ALLAM I-FVZ 6.3
FRNCO I-FVZ 2.3
3000
*4000
*5000
239° 6000
3000
GS 3.00°
TCH 51

2.7 | 4 NM | 3 NM | 3 NM | 2.9 NM

CATEGORY	A	B	C	D
S-LDA/GS 24L	1700-3	914 (1000-3)		NA

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CLEVELAND, OHIO

AL-84 (FAA)

LDA PRM RWY 6R
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-EYU	APP CRS	Rwy Idg	8029
111.35	054°	TDZE	777
Chan 50 (Y)		Apt Elev	791

Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with ILS PRM Rwy 6L. Dual VHF Comm required. See additional requirements on AAUP. Inoperative table does not apply. Runway 6R and 6L separated by 1241 feet centerline to centerline.

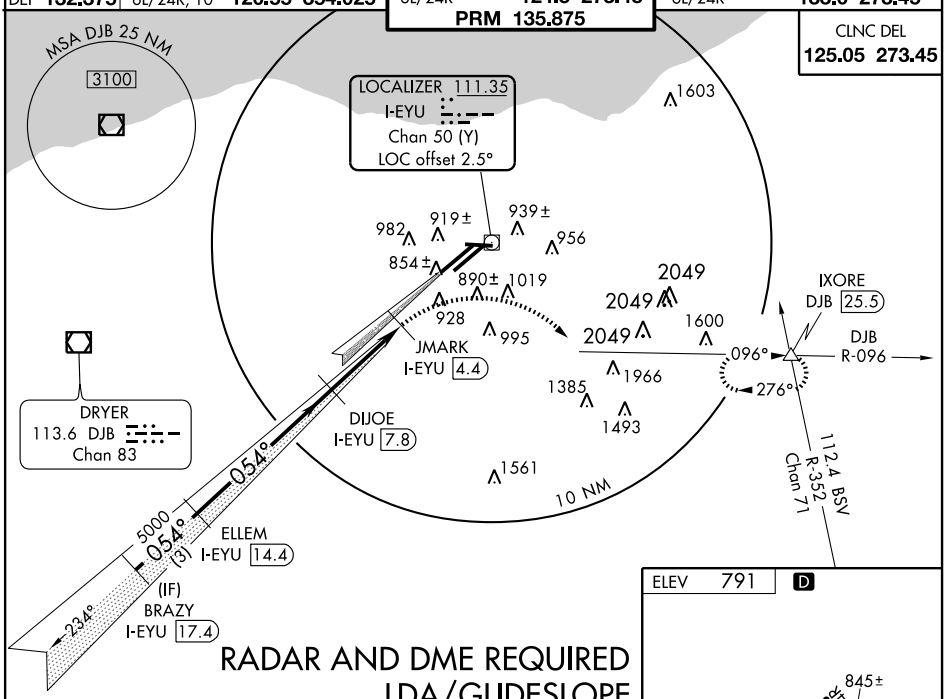
NA

MALSR

MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

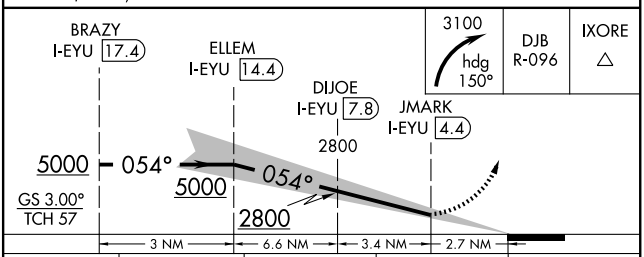
ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 135.875	

CLNC DEL 125.05 273.45

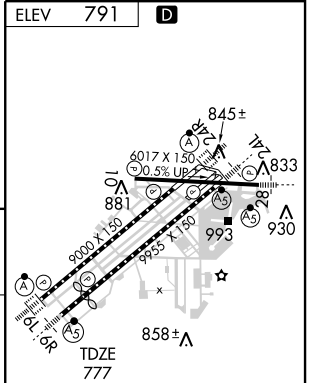


RADAR AND DME REQUIRED
LDA/GLIDESLOPE

If go around executed after crossing JMARK, obstacles in missed approach area requires a rate of climb of at least 404 FPM/100K, 605 FPM/150K, 807 FPM/200K, to 2500 no wind conditions.



CATEGORY	A	B	C	D
S-LDA/GS 6R	1691-3	914 (1000-3)		NA



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Points:

-- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
-- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
-- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 6R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,700 feet at CLE.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:

a) the ILS traffic is in sight and is expected to remain in sight.
b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

CLEVELAND, OHIO

AL-84 (FAA)

LDA PRM RWY 24L
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-FVZ	APP CRS	Rwy ldg	9955
111.35	239°	TDZE	786
Chan 50 (Y)		Apt Elev	791

Simultaneous (Close Parallel) approach authorized with ILS PRM Rwy 24R. Dual VHF comm required. Inoperative table does not apply. See additional requirements on adjacent information page. Runways 24L and 24R separated by 1241 feet centerline to centerline. Procedure NA when glideslope not available.

NA

MALSR

MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 135.875	

CLNC DEL 125.05 273.45

MSA DJB 25 NM 3100

(IF) KIVLE I-FVZ 15.1

059°

LEFEW I-FVZ 12.2 *5000 239° (2.9)

JCALL I-FVZ 9.3 *4000 239° (3)

ALLAM I-FVZ 6.3 1603

3000 239° (3)

FRNCO I-FVZ 2.3

DRYER 113.6 DJB Chan 83

LOCALIZER 111.35 I-FVZ Chan 50 (Y) LOC offset 2.51°

982 919± 854± 956 939± 928 1019 2049 2049 890± 995 2049 1600 1966 1385 1493

10 NM

R-114

1561

WOMGO DJB 22.1

R-342 114° 294° 112.4 BSV Chan 71

R-293 114.4 ACO Chan 91

ELEV 791 D

845± TDZE 786 24R 24L 6017 X 150 0.5% UP 833 10 881 28 993 930 9000 X 150 9955 X 150 19 858±

RADAR and DME REQUIRED LDA/GLIDESLOPE

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

3100 hdg 170° | DJB R-114 | WOMGO

*When assigned by ATC, intercept glidepath at JCALL, 4000; or LEFEW, 5000.

ALLAM I-FVZ 6.3 | JCALL I-FVZ 9.3 | LEFEW I-FVZ 12.2 | KIVLE I-FVZ 15.1

FRNCO I-FVZ 2.3 3000 *4000 *5000 239° 6000 GS 3.00° TCH 51 3000

2.7 NM | 4 NM | 3 NM | 3 NM | 2.9 NM

CATEGORY	A	B	C	D
S-LDA/GS	1700-3	914 (1000-3)		NA

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- **When instructed, immediately switch to tower frequency and select the monitor frequency audio.**
- **Report the ILS traffic in sight as soon as practical and prior to FRNCO. DO NOT PASS.**
- **Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

   a. **Minimums and missed approach procedures are unchanged.**
   b. **Monitor frequency no longer required.**
   c. **Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 24L approach.**

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at FRNCO, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **CLE LDA Visual Segment:** If advised that there is traffic on the 24R ILS, pilots may continue past the LDA MAP if:
   a) the ILS traffic is in sight and is expected to remain in sight,
   b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
   c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to inflight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

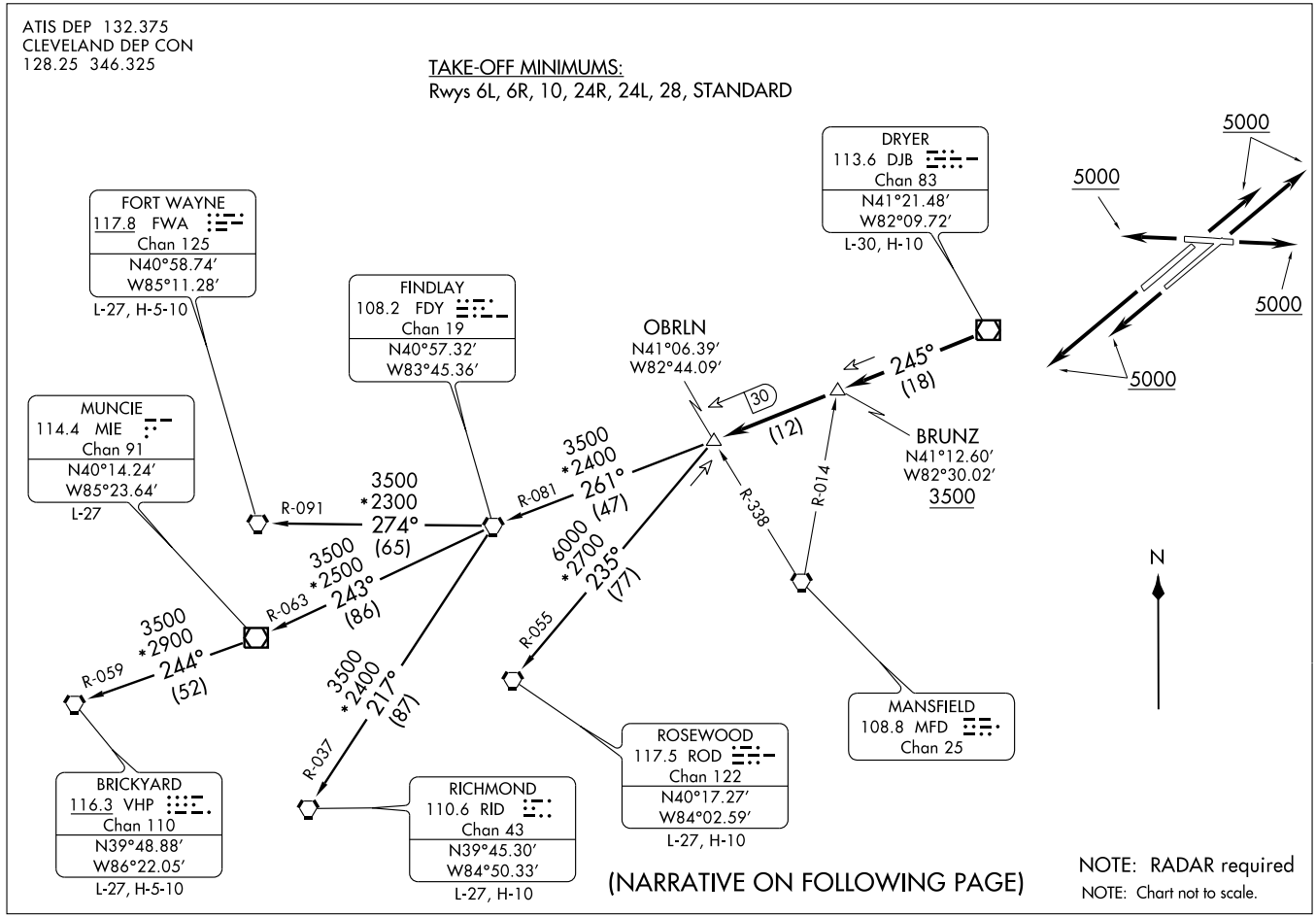
(OBRLN2.OBRLN) 09183

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required

NOTE: Chart not to scale.

(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL.
Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL.
Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL.
Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL.
Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL.
Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6L

CLEVELAND-HOPKINS INTL (CLE)

WAAS	APP CRS	Rwy Idg	9000
CH 56204	057°	TDZE	773
W06A		Apt Elev	791

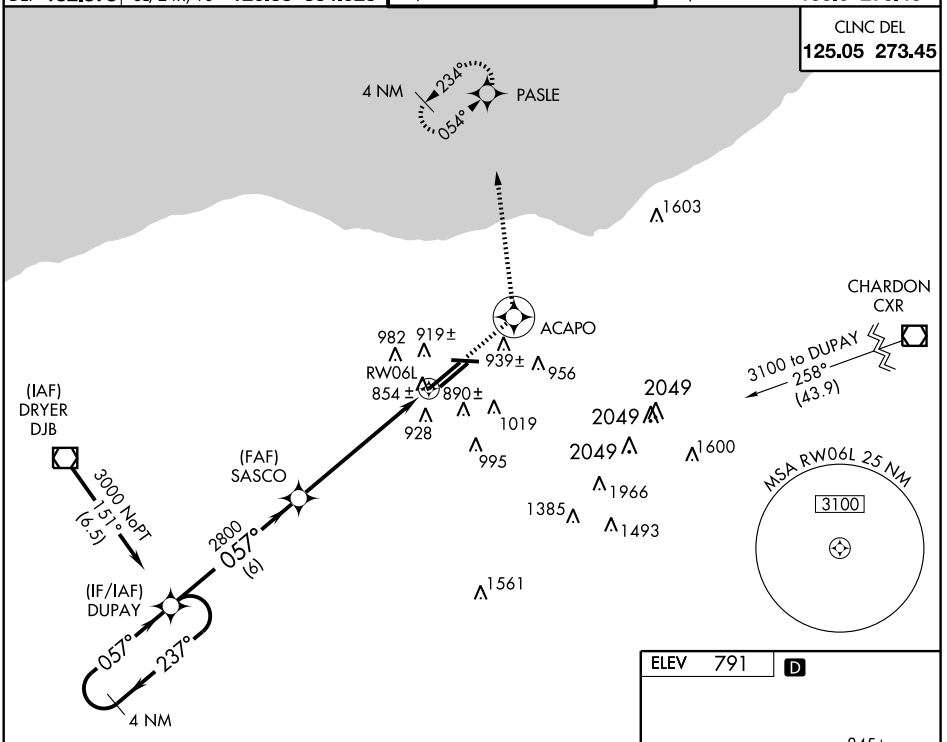
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

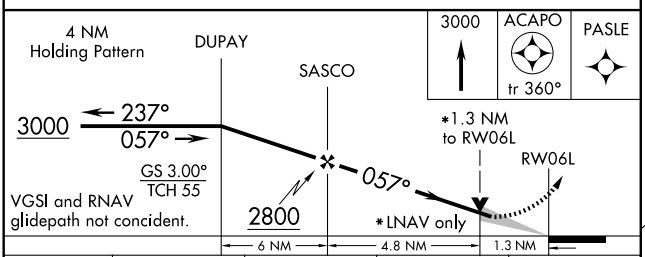
ALSF-2

MISSED APPROACH: Climb to 3000 direct ACAPO, then via 360° track to PASLE and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

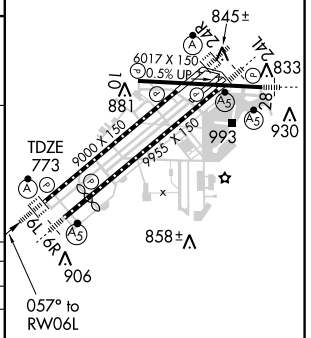
CLNC DEL 125.05 273.45





CATEGORY	A	B	C	D
LPV DA	1110/40 337 (400-¾)			
LNAV/VNAV DA	1220/50 447 (500-1)			
LNAV MDA	1240/24 467 (500-½)		1240/40 467 (500-¾)	1240/50 467 (500-1)
CIRCLING	1300-1½ 509 (600-1½)		1320-1½ 529 (600-1½)	1380-2 589 (600-2)

ELEV 791 D



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8029
CH 81806	057°	TDZE	777
W06B		Apt Elev	791

RNAV (GPS) RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

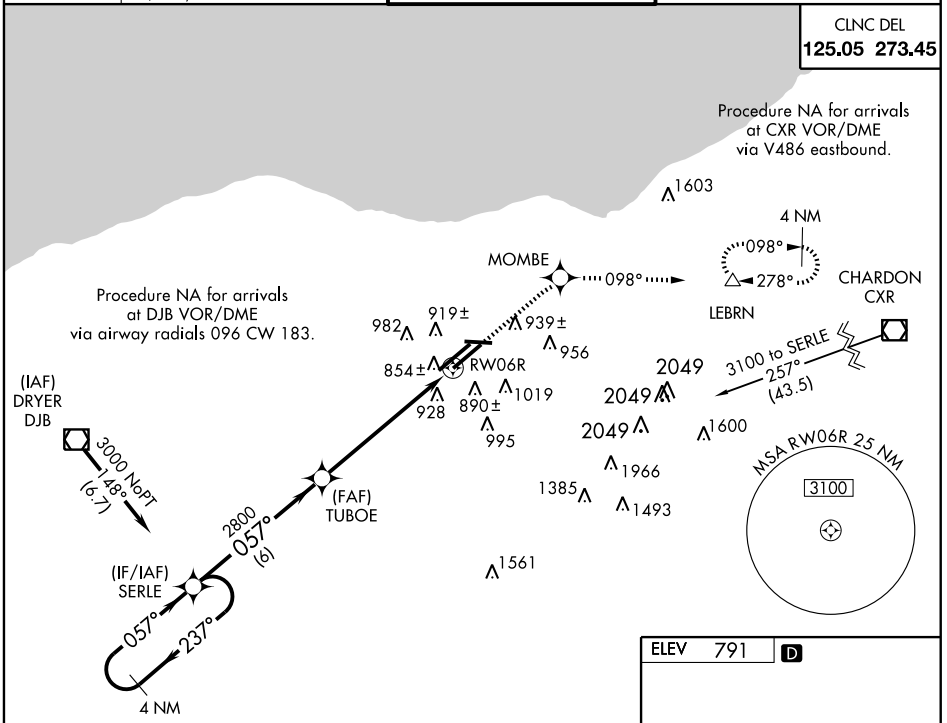
MISSED APPROACH: Climb to 3000 direct MOMBE and via 098° track to LEBRN and hold.

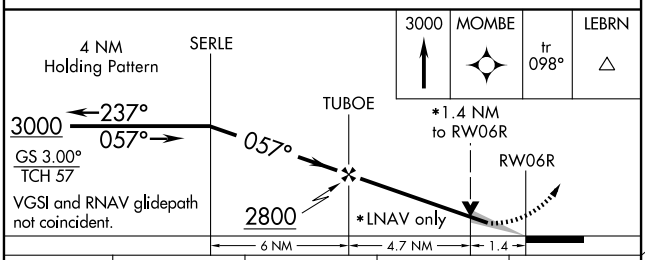
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

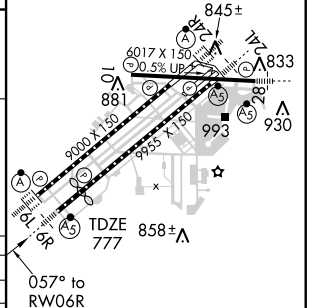
Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

Procedure NA for arrivals at DJB VOR/DME via airway radials 096 CW 183.





CATEGORY	A	B	C	D
LPV DA		1104/40	327 (400-¾)	
LNAV/VNAV DA		1215/50	438 (500-1)	
LNAV MDA	1260/24	483 (500-½)	1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1300-1	509 (600-1)	1320-1½ 529 (600-1½)	1360-2 569 (600-2)



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

CLEVELAND-HOPKINS INTL (CLE)

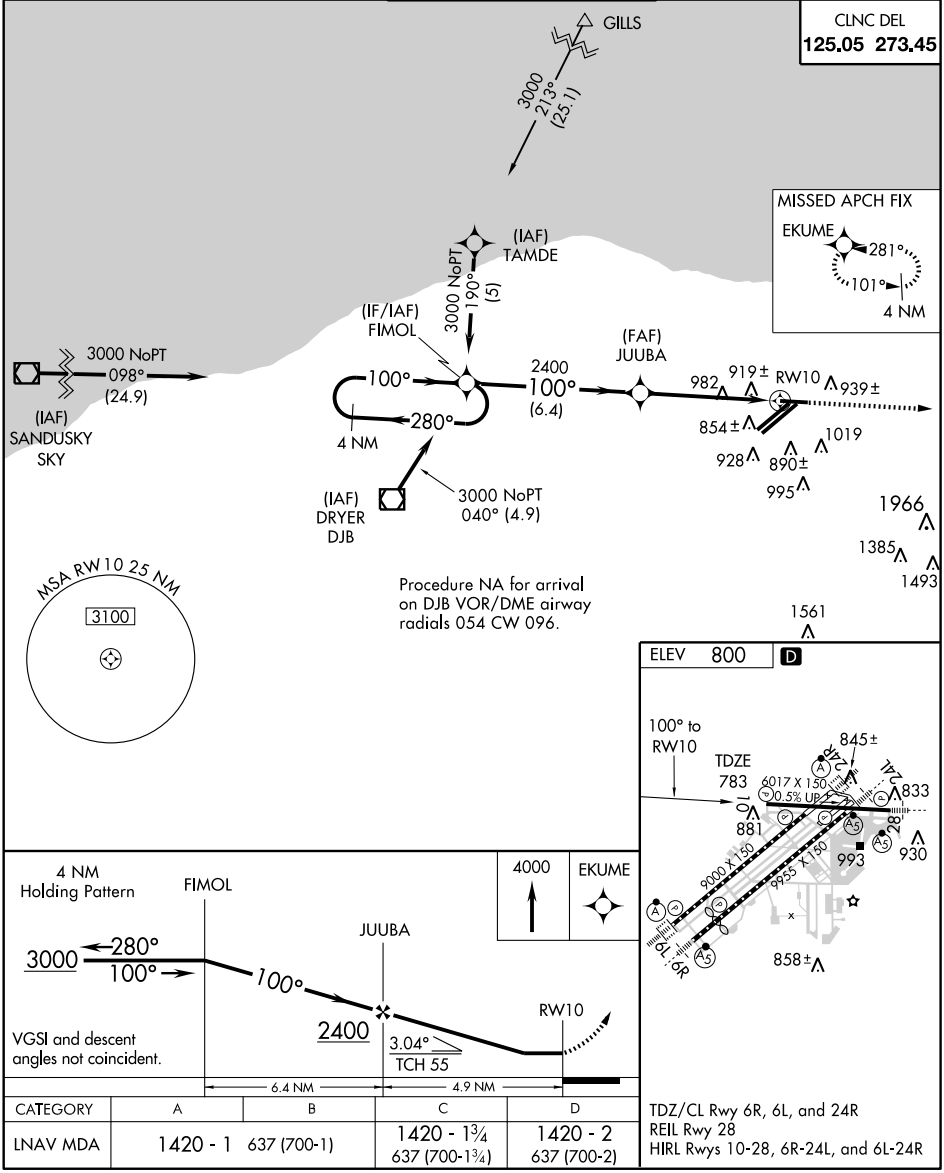
APP CRS	Rwy ldg	6017
100°	TDZE	783
	Apt Elev	800

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct EKUME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45



CATEGORY	A	B	C	D
LNAV MDA	1420 - 1	637 (700-1)	1420 - 1¾	1420 - 2
			637 (700-1¾)	637 (700-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9955
CH 77506	237°	TDZE	787
W24B		Apt Elev	791

RNAV (GPS) RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct HASLE and via 177° track to SAROW and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

4 NM 057° 237° 3000 NoPT 295° (4) 4000 280° (17.1) CHARDON CXR

(IF/IAF) RILKE

(IAF) SUPME

3000 237° (6)

(FAF) SCOTZ 1603

BLESU 2 NM to RW24L 1068

Procedure NA for arrivals at CXR VOR/DME on airway radials 265 CW 325.

RW24L 919± 982 927 939± 956 854± 928 890± 1019 995 2049 2049 1966 2049 1600 1385 1493 1561

HASLE

177°

MSA RW24L 25 NM 3100

ELEV 791 D

237° to RW24L

TDZE 787

845± 833 881 930 993 858±

6017 X 150 0.5% UP

9000 X 150

9955 X 150

MISSED APCH FIX 4 NM 178° 358° SAROW

3000	HASLE	177° TRK	SAROW

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

*LNAV only

*1.3 NM to RW24L

BLESU 2 NM to RW24L

SCOTZ

RILKE

237° 3000

057° 237° 3000

1460*

GS 3.00° TCH 51

1.3 0.7 4.7 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	1098/24		311 (400-½)	
LNAV/VNAV DA	1280/60		493 (500-1¼)	
LNAV MDA	1260/24	473 (500-½)	1260/40 473 (500-¾)	1260/50 473 (500-1)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

WAAS	APP CRS	Rwy Idg	9000
CH 60904	237°	TDZE	780
W24A		Apt Elev	791

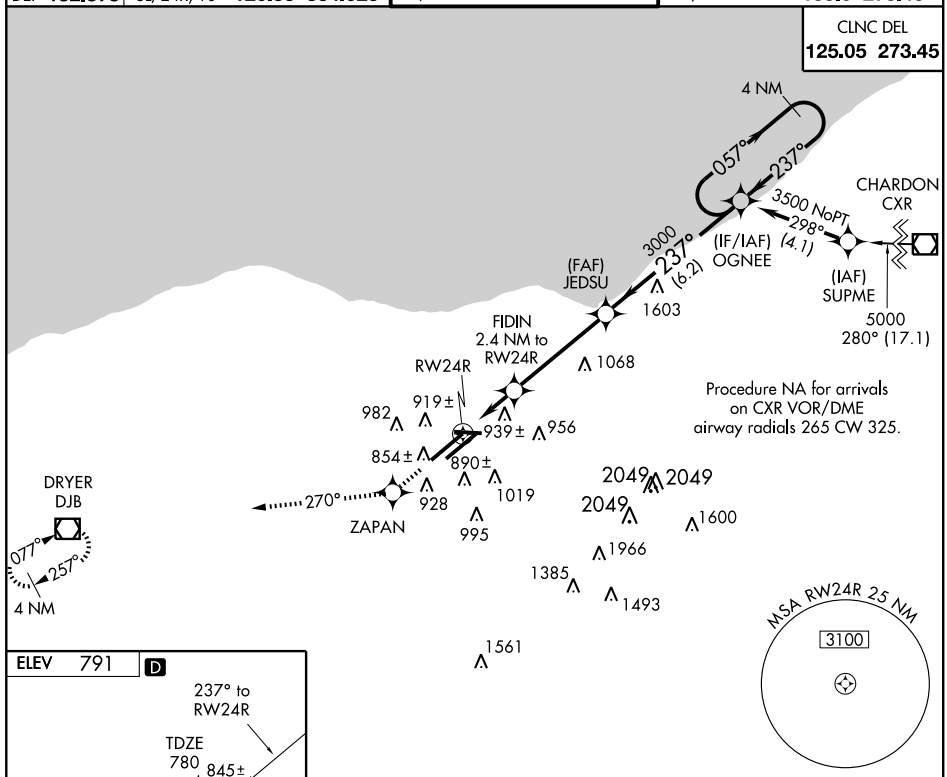
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F) DME/DME RNP-0.3 NA.

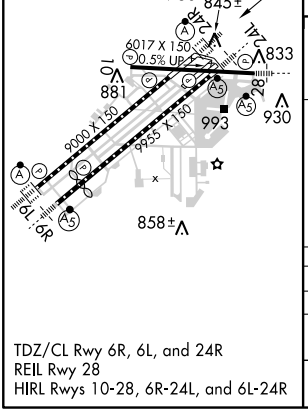
ALSF-2

MISSED APPROACH: Climb to 3000 direct ZAPAN and via 270° track to DJB VOR/DME and hold.

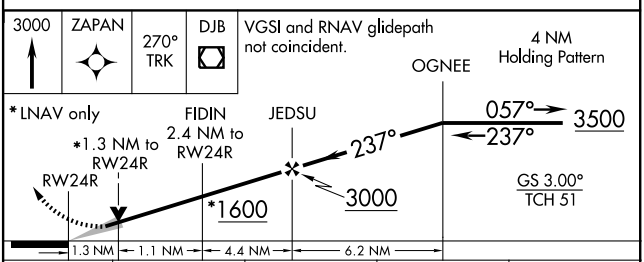
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45





TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R



CATEGORY	A	B	C	D
LPV DA	1030/24 250 (300-½)			
LNAV/VNAV DA	1243/50 463 (500-1)			
LNAV MDA	1260/24 480 (500-½)		1260/40 480 (500-¾)	1260/50 480 (500-1)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6017
CH 40109	280°	TDZE	791
W28A		Apt Elev	791

RNAV (GPS) RWY 28
CLEVELAND-HOPKINS INTL (CLE)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

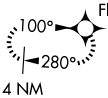
MALSR

MISSED APPROACH: Climb to 3000 direct FIMOL and hold.

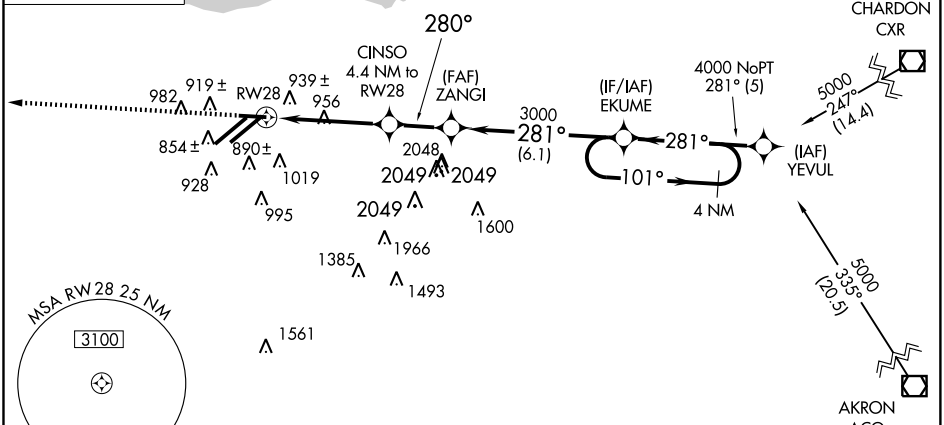
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

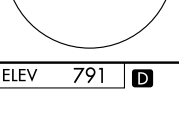
CLNC DEL 125.05 273.45

MISSED APCH FIX



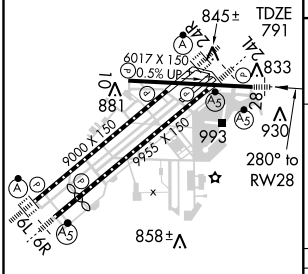
Procedure NA for arrivals at CXR VOR/DME via V486 eastbound

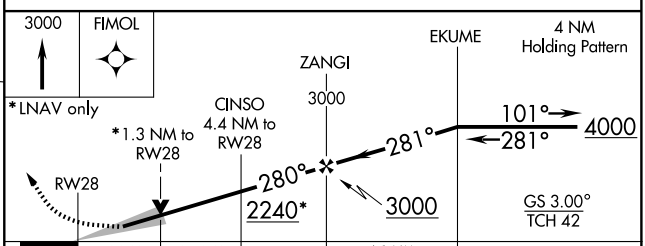




Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

ELEV 791 D





CATEGORY		A	B	C	D
LPV	DA		1068/24	277 (300-½)	
LNAV/VNAV	DA		1247/50	456 (500-1)	
LNAV MDA		1260/24	469 (500-½)	1260/40 469 (500-¾)	1260/50 469 (500-1)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

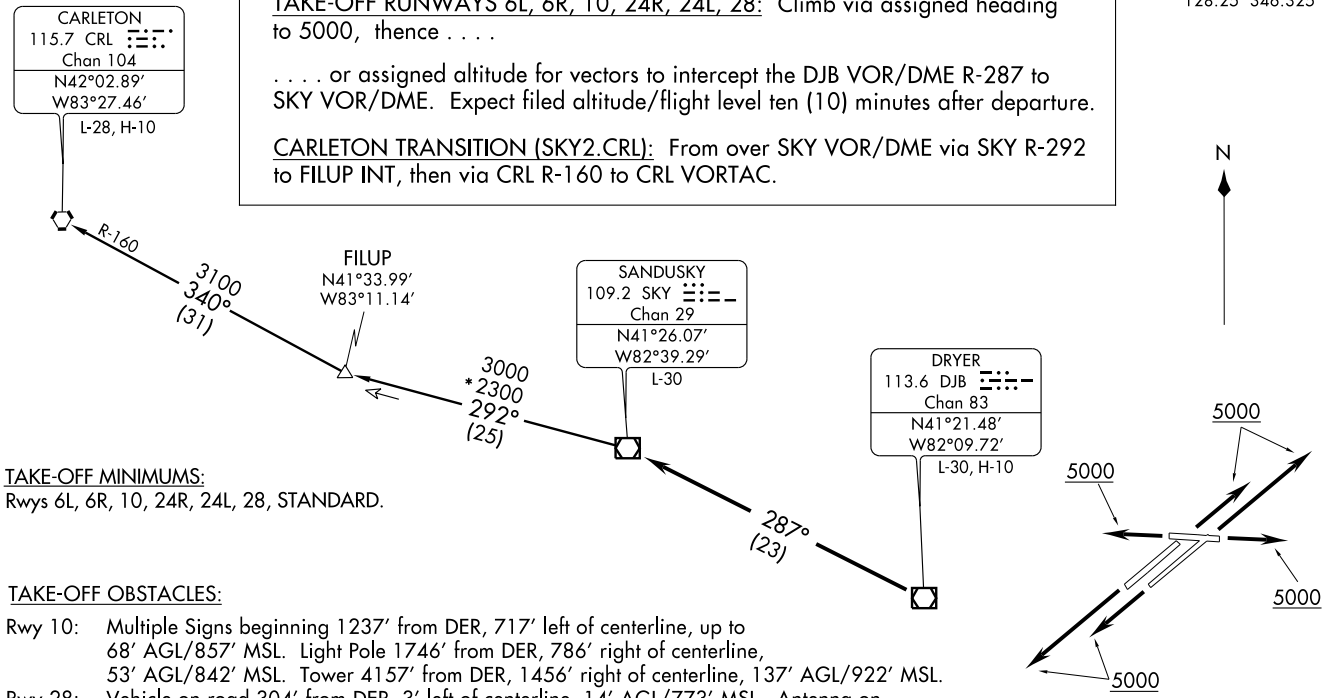
DEPARTURE ROUTE DESCRIPTION

ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000, thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD.

TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

(SKY2.SKY) 09183

SANDUSKY TWO DEPARTURE

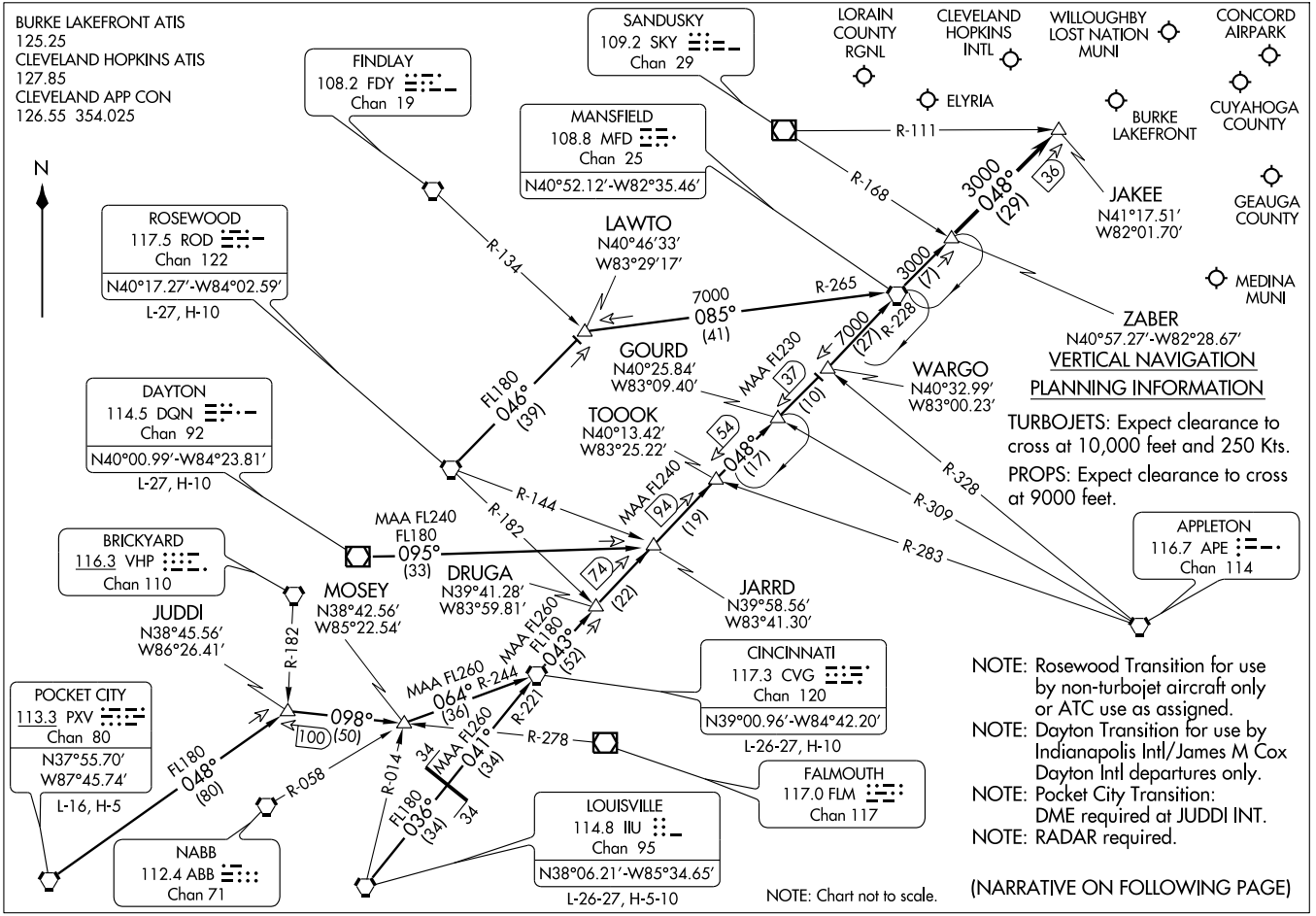
SL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

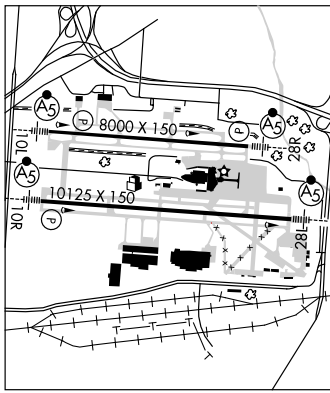
COLUMBUS/ PORT COLUMBUS INTL (CMH)
COLUMBUS, OHIO

AL-94 (FAA)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

PORT COLUMBUS INTL (CMH) 6 E UTC−5(−4DT) N39°59.88′ W82°53.51′ **CINCINNATI**
815 B S4 **FUEL** 100, JET A1 + OX 3, 4 LRA Class I, ARFF Index C NOTAM FILE CMH **H–10G, L–29A**
RWY 10R–28L: H10125X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–325 HIRL **IAP, AD**
RWY 10R: MALSR. PAPI(P4R)—GA 3.0° TCH 72′
RWY 28L: MALSR.
RWY 10L–28R: H8000X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–275 HIRL
RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51′
RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 50′.

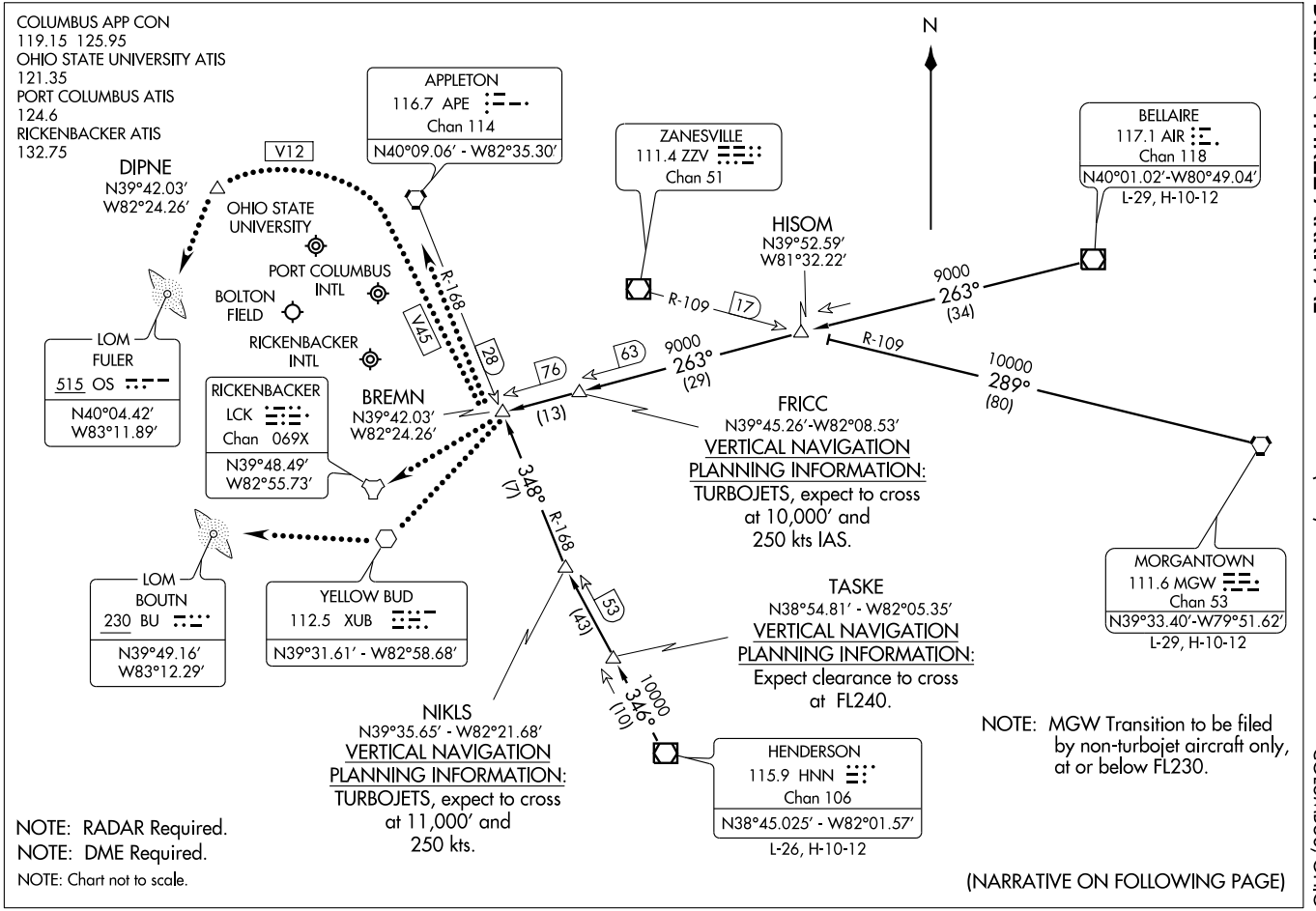


RUNWAY DECLARED DISTANCE INFORMATION
RWY 10L: TORA–8000 TODA–8000 ASDA–8000 LDA–8000
RWY 10R: TORA–10125 TODA–10125 ASDA–10125 LDA–10125
RWY 28L: TORA–10125 TODA–10125 ASDA–10125 LDA–10125
RWY 28R: TORA–8000 TODA–8000 ASDA–8000 LDA–8000
AIRPORT REMARKS: Attended continuously. Birds invof arpt. PAEW adjacent all rwys and twys. Model acft tfc within a 1 NM radius of a point 8 NM on a 010° bearing from the arpt; surface–5000 ft AGL; SR–SS daily. Be alert: Rwy 10L/28R restrictions on Stage I and II turbojet acft 0300–1300Z‡ and on Stage III turbojet acft 0300–1200Z‡. Practice apchs for high noise level type acft including non-Stage III military jet acft shall not be approved unless Rwy 10R/28L is in use and the apch terminates in a full stop taxi–back ops. All surfaces around terminal; N of Twy 'C' and S of Twy 'E' are non–movement areas. Twy B3 S of Twy B restricted to acft with wingspan less than 79′. C–3 pavement (north of Twy C) is 35′ wide; restricted to acft 50,000 lbs or less with wing span less than 79′. Twy L1 restricted to acft with wingspan less than 118′. Twy L2 restricted to acft with wingspan less than 118′. Twy J2 restricted to acft with wingspan less than 120′. Twy B between Twys B4 and B5 restricted to acft with wingspan less than 126′. Twys F and G, S of Twy B, restricted to acft weighing 45,000 lbs or less. Noise barrier located at SE side of airfield restricted to acft with wingspan less than 79′. Ldg fee. Twy F lgts S of Twy 'G' OTS indef. To req ldg rights ctc US Customs between 1230–0300Z‡ Mon–Fri at 614–497–1865. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS (614) 338–0561. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS 124.6 **UNICOM** 122.95
COLUMBUS RCO 122.2 122.3 (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 119.15 132.3 (100°–279°) 125.95 (280°–099°) 118.2 119.65
COLUMBUS TOWER 132.7 **GND CON** 121.9 **CLNC DEL** 126.3
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 243° 16.7 NM to fld. 1350/6W. **HIWAS.**
GRENS NDB (MHW) 272 CHC N40°00.61′ W83°01.74′ 102° 6.4 NM to fld. NOTAM FILE CMH.
SUMIE NDB (HW/LOM) 391 CM N39°59.17′ W82°45.27′ 281° 6.4 NM to fld. Unmonitored.
ILS/DME 109.1 I–CBP Chan 28 Rwy 10L. Class IA. LOM GRENS NDB. DME also serves Rwy 28R.
ILS/DME 108.7 I–CMH Chan 24 Rwy 28L. LOM SUMIE NDB. LOM unmonitored. DME also serves Rwy 10R.
ILS/DME 108.7 I–AQI Chan 24 Rwy 10R. DME also serves Rwy 28L.
ILS/DME 109.1 I–ONB Chan 28 Rwy 28R. DME also serves Rwy 10L. Glide slope unusable for autopilot coupled apchs blo 2023′.
COMM/NAV/WEATHER REMARKS: ILS/DME Rwy 10L outer marker OTS indef.

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 21 OCT 2010 to 18 NOV 2010

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

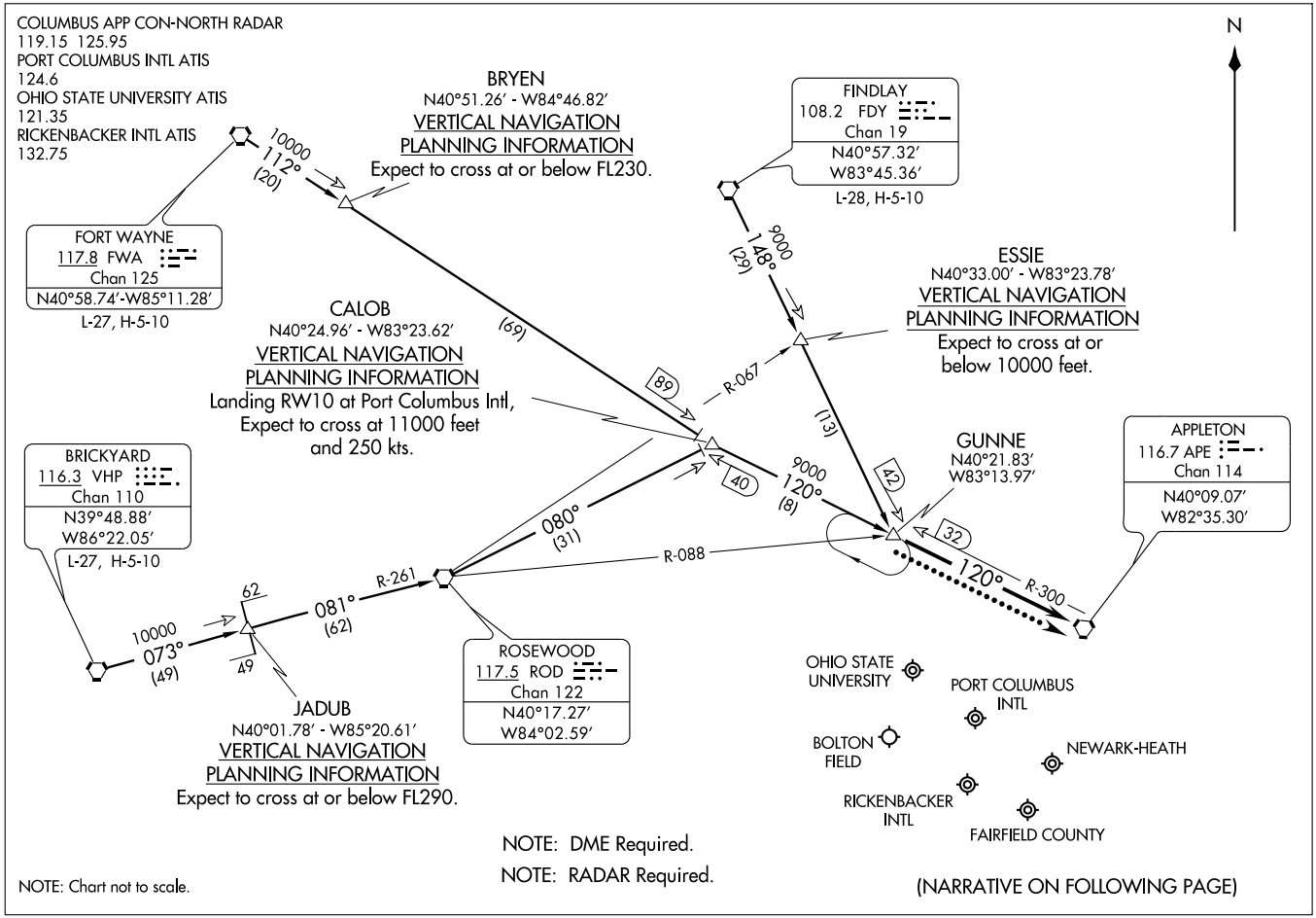
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-CBP	APP CRS	Rwy Idg	8000
109.1	099°	TDZE	815
Chan 28		Apt Elev	815

ILS or LOC RWY 10L

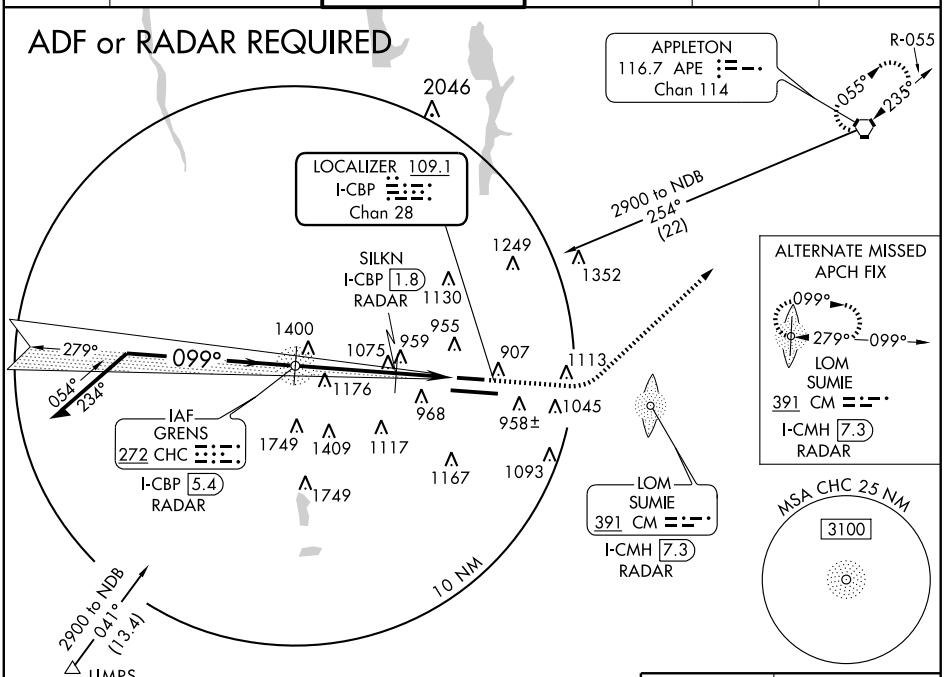
COLUMBUS / PORT COLUMBUS INTL (CMH)

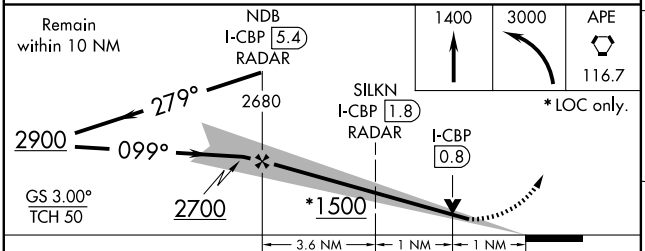
ADF or RADAR REQUIRED
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

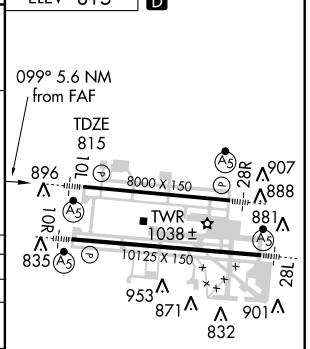
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95







CATEGORY	A	B	C	D
S-ILS 10L	**1015/24 200 (200-½)			
S-LOC 10L	1500/24 685 (700-½)		1500-1½ 685 (700-1½)	1500-1¾ 685 (700-1¾)
CIRCLING	1500-1 685 (700-1)		1500-2 685 (700-2)	1500-2¼ 685 (700-2¼)
SILKN FIX MINIMUMS				
S-LOC 10L	1180/24 365 (400-½)			1180/40 365 (400-¾)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AQI	APP CRS	Rwy Idg	10125
108.7	099°	TDZE	810
Chan 24		Apt Elev	815

ILS or LOC RWY 10R

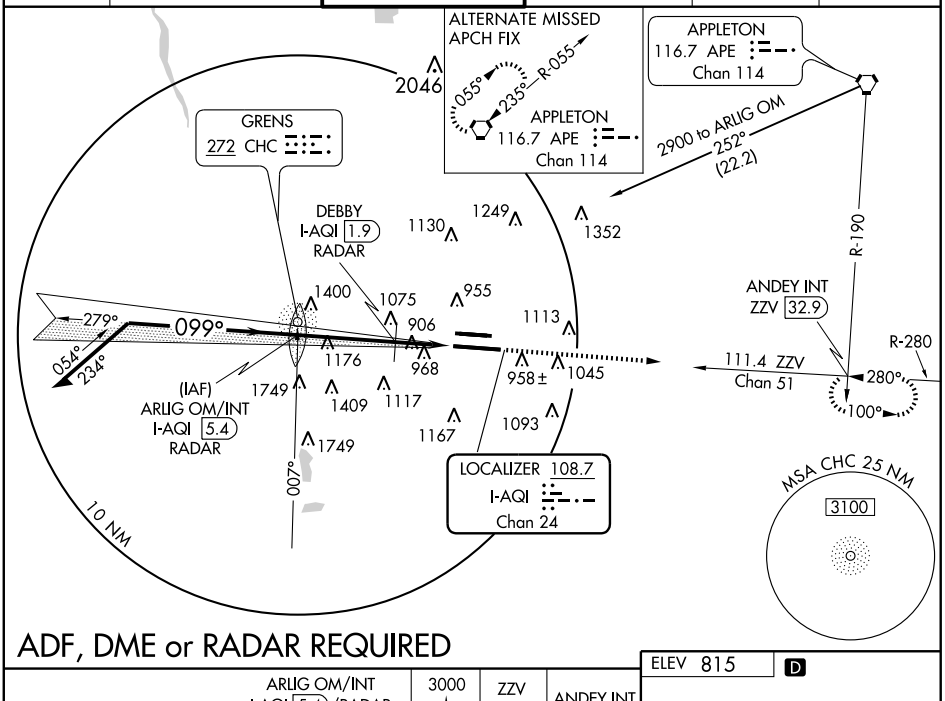
COLUMBUS / PORT COLUMBUS INTL (CMH)

If local altimeter not received, use Rickenbacker Intl altimeter setting and increase all DAs and MDAs 40 feet.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

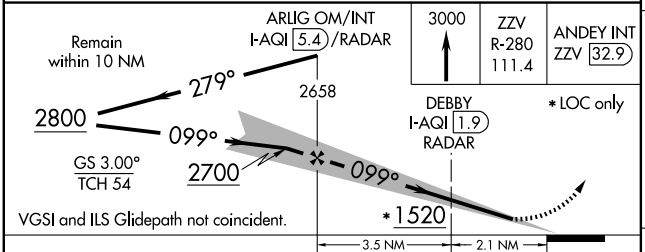
MALSR

MISSED APPROACH: Climb to 3000 via ZZV R-280 to ANDEY Int/ZZV 32.9 DME and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

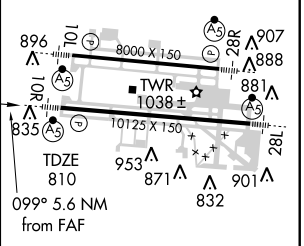


ADF, DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10R		**1010/24 200 (200-½)		
S-LOC 10R	1520/24 710 (800-½)		1520-1½ 710 (800-1½)	1520-1¾ 710 (800-1¾)
CIRCLING	1520-1 705 (800-1)		1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)
DEBBY FIX MINIMUMS				
S-LOC 10R	1220/24 410 (500-½)		1220/40	410 (500-¾)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CMH	APP CRS	Rwy Idg 10125
108.7	279°	TDZE 813
Chan 24		Apt Elev 815

ILS or LOC RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 210° and APE R-242 to LIMPS Int/34.2 DME and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

ALTERNATE MISSED APCH FIX
GRENS
272 CHC
GRENS INT
RADAR
099°
279°

APPLETON
116.7 APE
Chan 114

LOCALIZER 108.7
I-CMH
Chan 24

GRENS
272 CHC
GRENS INT
RADAR

LOM/IAF
SUMIE
391 CM
I-CMH 7.3
RADAR

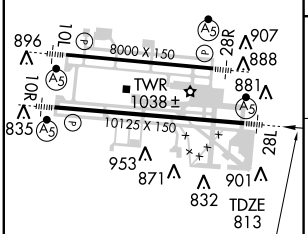
LIMPS
APE 34.2

R-242
062°
242°
2900
071°
(22.6)
2900
224°
(12.5)
054°
234°
279°
099°
10 NM

MSA CM 25 NM
180°
3100
2800
360°

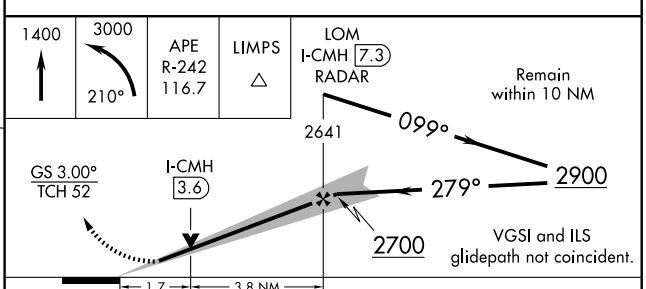
ADF or DME REQUIRED
RADAR REQUIRED

ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 28L	**1013/24 200 (200-½)			
S-LOC 28L	1420/24 607 (700-½)		1420/60 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1 605 (700-1)		1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ONB	APP CRS	Rwy Idg 8000
109.1	279°	TDZE 813
Chan 28		Apt Elev 815

ILS or LOC RWY 28R

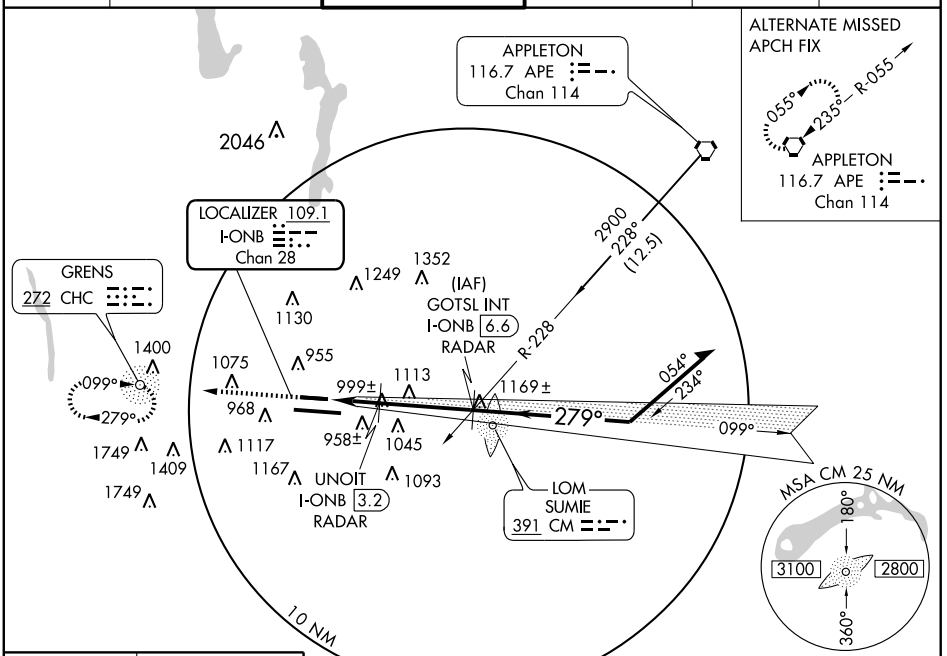
COLUMBUS / PORT COLUMBUS INTL (CMH)

Autopilot coupled approach NA below 2023. ADF Required.

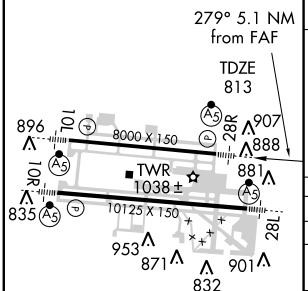
MALSR

MISSED APPROACH: Climb to 2800 direct GRENS NDB and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

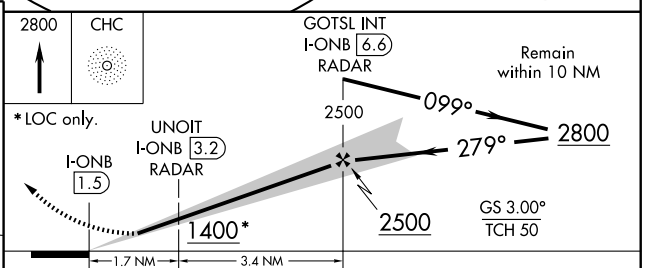


ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 28R	1013-½ 200 (200-½)			
S-LOC 28R	1400-½ 587 (600-½)		1400-1 587 (600-1)	1400-1¼ 587 (600-1¼)
CIRCLING	1400-1 585 (600-1)		1400-1½ 585 (600-1½)	1400-2 585 (600-2)
UNOIT FIX MINIMUMS				
S-LOC 28R	1260-½ 447 (500-½)		1260-¾ 447 (500-¾)	1260-1 447 (500-1)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 40299	099°	TDZE	815
W10B		Apt Elev	815

RNAV (GPS) Y RWY 10L

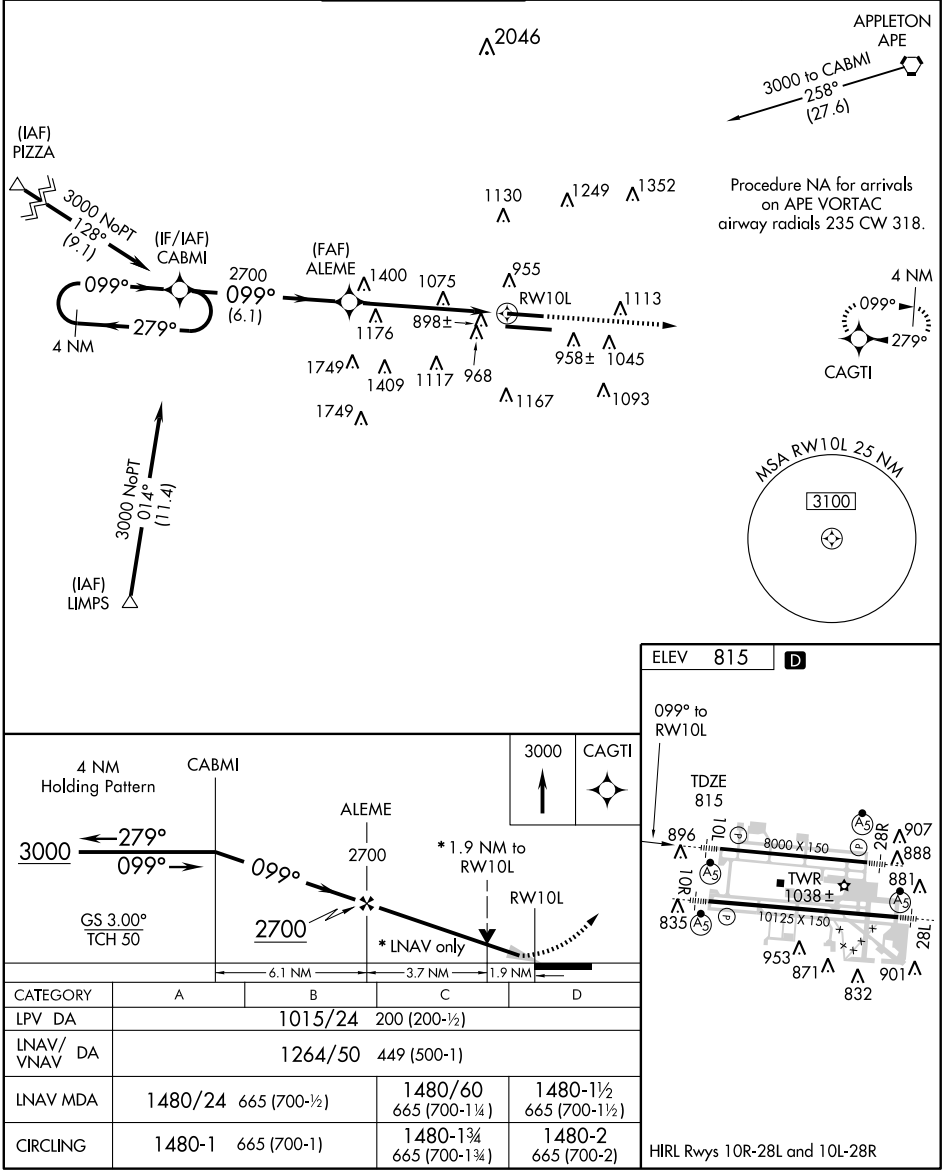
COLUMBUS / PORT COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CAGTI and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



CATEGORY	A	B	C	D
LPV DA	1015/24 200 (200-½)			
LNAV/ VNAV DA	1264/50 449 (500-1)			
LNAV MDA	1480/24 665 (700-½)		1480/60 665 (700-1¼)	1480-1½ 665 (700-1½)
CIRCLING	1480-1 665 (700-1)		1480-1¾ 665 (700-1¾)	1480-2 665 (700-2)

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10125
CH 99603	099°	TDZE	810
W10A		Apt Elev	815

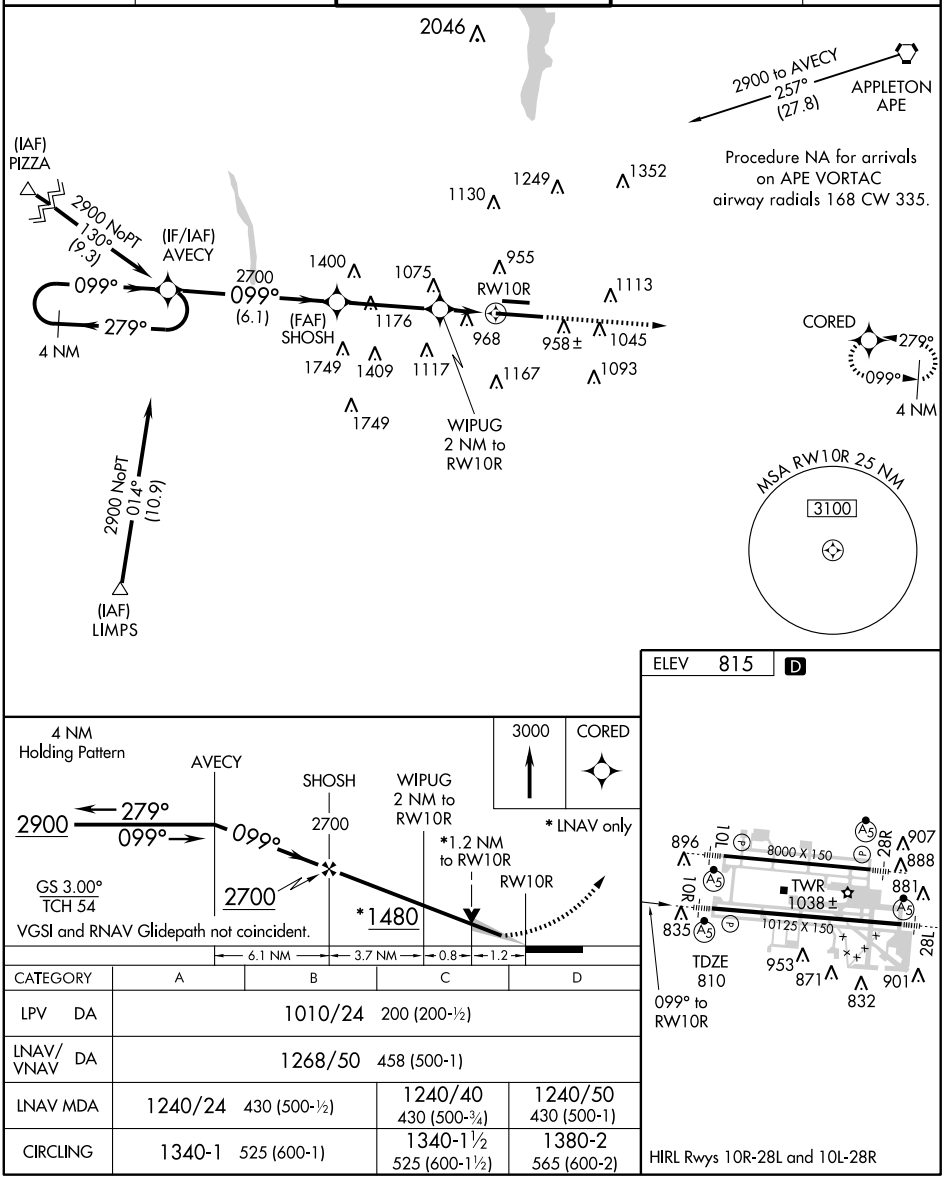
RNAV (GPS) Y RWY 10R

COLUMBUS / PORT COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CORED and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



CATEGORY	A	B	C	D
LPV DA	1010/24 200 (200-½)			
LNAV/VNAV DA	1268/50 458 (500-1)			
LNAV MDA	1240/24 430 (500-½)		1240/40 430 (500-¾)	1240/50 430 (500-1)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10125
CH 48999	279°	TDZE	814
W28A		Apt Elev	815

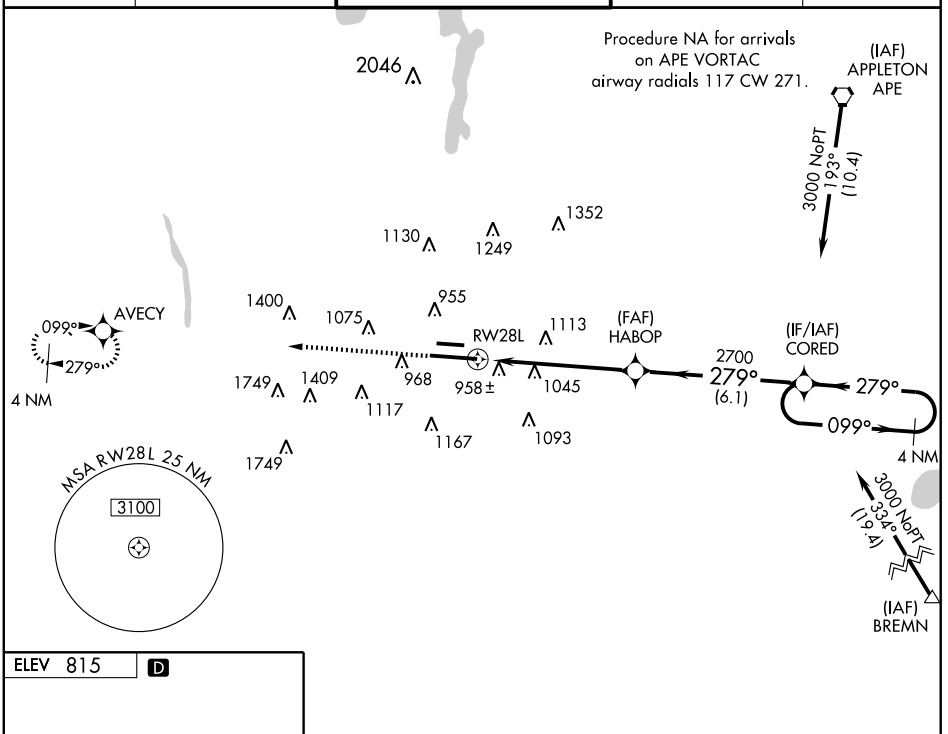
RNAV (GPS) Y RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

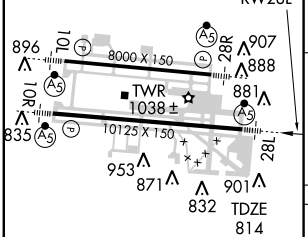
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

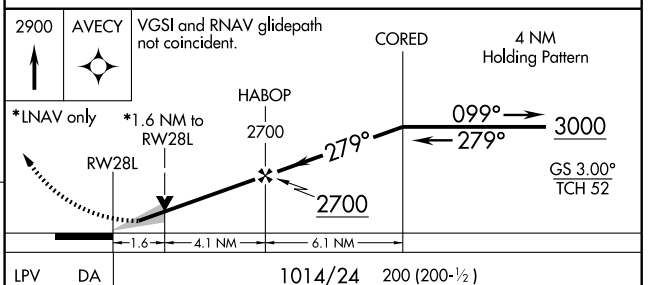
MISSED APPROACH: Climb to 2900 direct AVECY and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



ELEV 815 D





LPV	DA	1014/24	200 (200-½)	
LNAV/VNAV	DA	1341/60	527 (600-1¼)	
LNAV MDA		1380/24	566 (600-½)	
CIRCLING		1380-1 565 (600-1)	1380-1½ 565 (600-1½)	1380-2 565 (600-2)

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 86619	279°	TDZE	813
W28B		Apt Elev	815

RNAV (GPS) Y RWY 28R

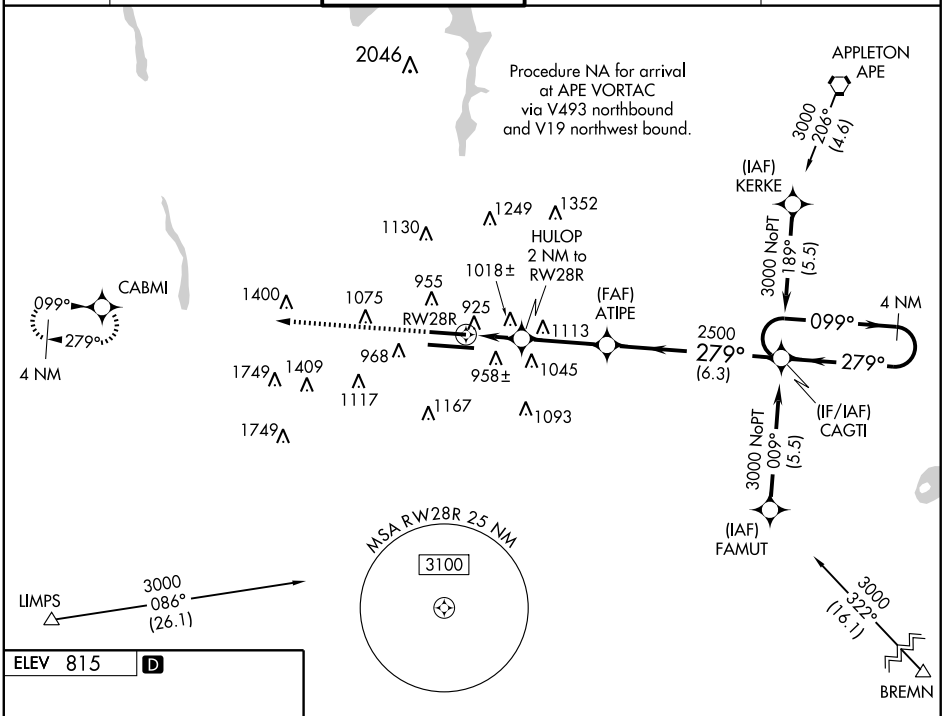
COLUMBUS / PORT COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CABMI and hold.

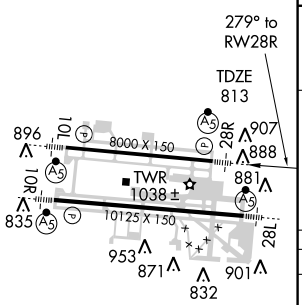
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3

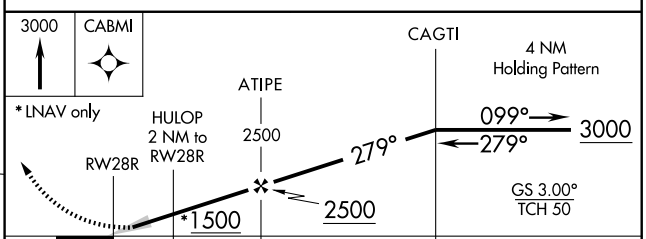


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 815 D





CATEGORY	A	B	C	D
LPV DA	1013-½ 200 (200-½)			
LNAV/VNAV DA	1175-¾ 362 (400-¾)			
LNAV MDA	1420-½ 607 (700-½)		1420-1¼ 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1 605 (700-1)		1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

HIRL Rwys 10R-28L and 10L-28R

RNAV (RNP) Z RWY 10L

COLUMBUS / PORT COLUMBUS INTL (CMH)

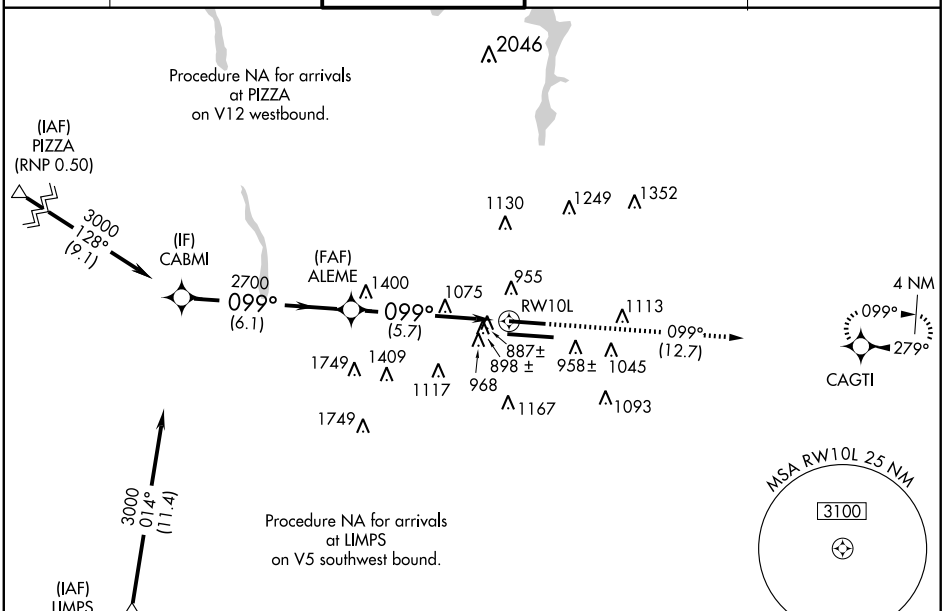
APP CRS	Rwy Idg	8000
099°	TDZE	815
	Apt Elev	815

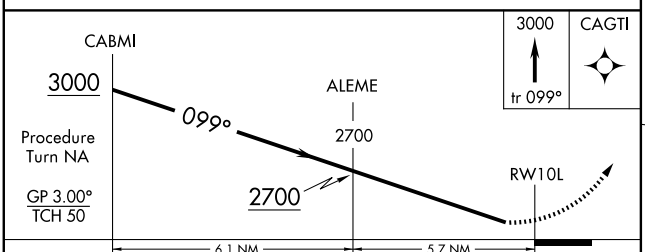
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (1°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.20 all Cats visibility to RVR 6000, and RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 on track 099° to CAGTI and hold.

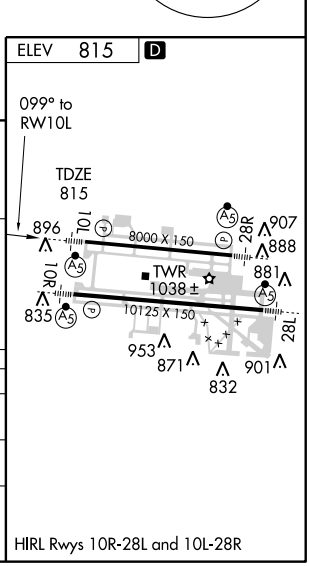
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3





CATEGORY	A	B	C	D
RNP 0.20 DA	1164/40 349 (400-¾)			
RNP 0.30 DA	1216/50 401 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10125
099°	TDZE	810
	Apt Elev	815

RNAV (RNP) Z RWY 10R

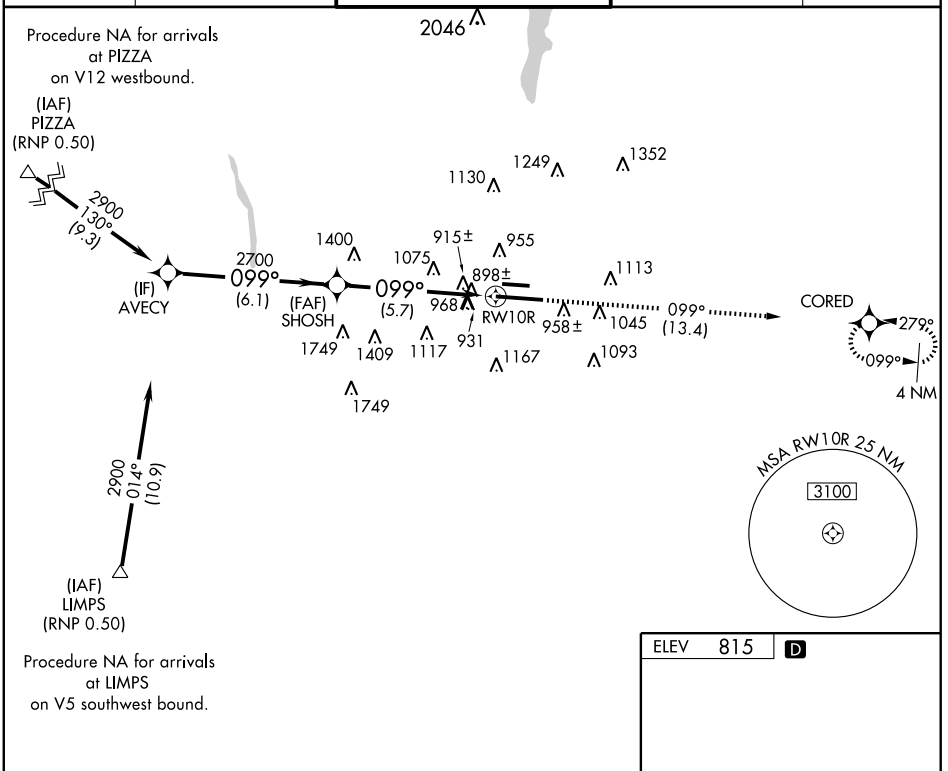
COLUMBUS / PORT COLUMBUS INTL (CMH)

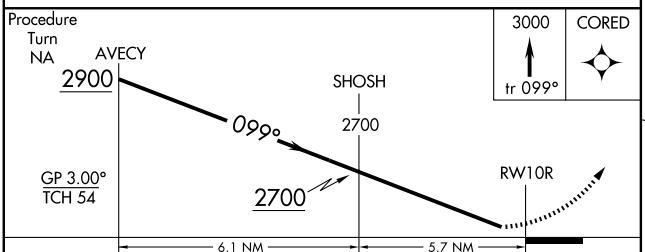
T GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (2°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.22 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾.
*When VGSI inop, procedure NA at night.

MALSR

MISSED APPROACH: Climb to 3000 on track 099° to CORED and hold.

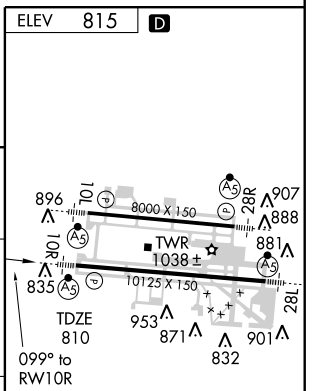
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3





CATEGORY	A	B	C	D
RNP 0.22 DA	1189/40 379 (400-¾)			
*RNP 0.30 DA	1314/60 504 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10125
279°	TDZE	814
	Apt Elev	815

RNAV (RNP) Z RWY 28L

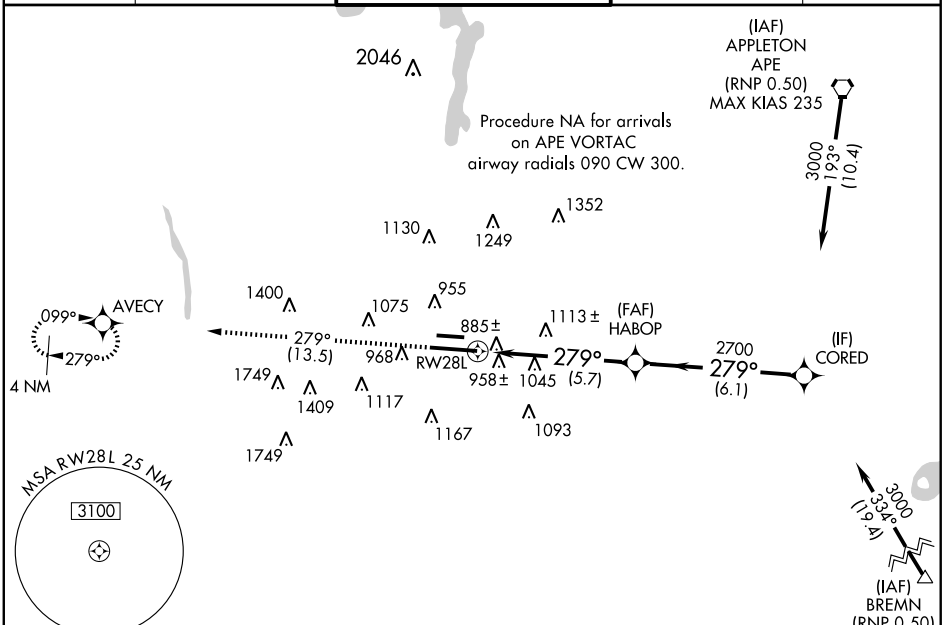
COLUMBUS / PORT COLUMBUS INTL (CMH)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (2°F) or above 47°C (117°F). For inoperative MALSR, increase all visibilities ½ mile.

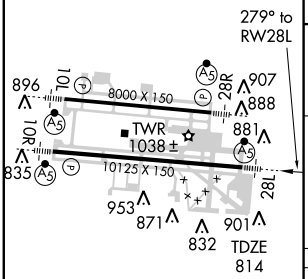
MALSR

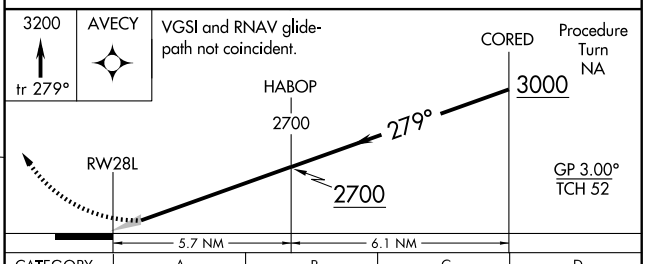
MISSED APPROACH: Climb to 3200 on track 279° to AVECY and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



ELEV 815 D





CATEGORY	A	B	C	D
RNP 0.15 DA		1144/40	330 (400-¾)	
RNP 0.20 DA		1196/40	382 (400-¾)	
RNP 0.30 DA		1293/60	497 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
279°	TDZE	813
	Apt Elev	815

RNAV (RNP) Z RWY 28R

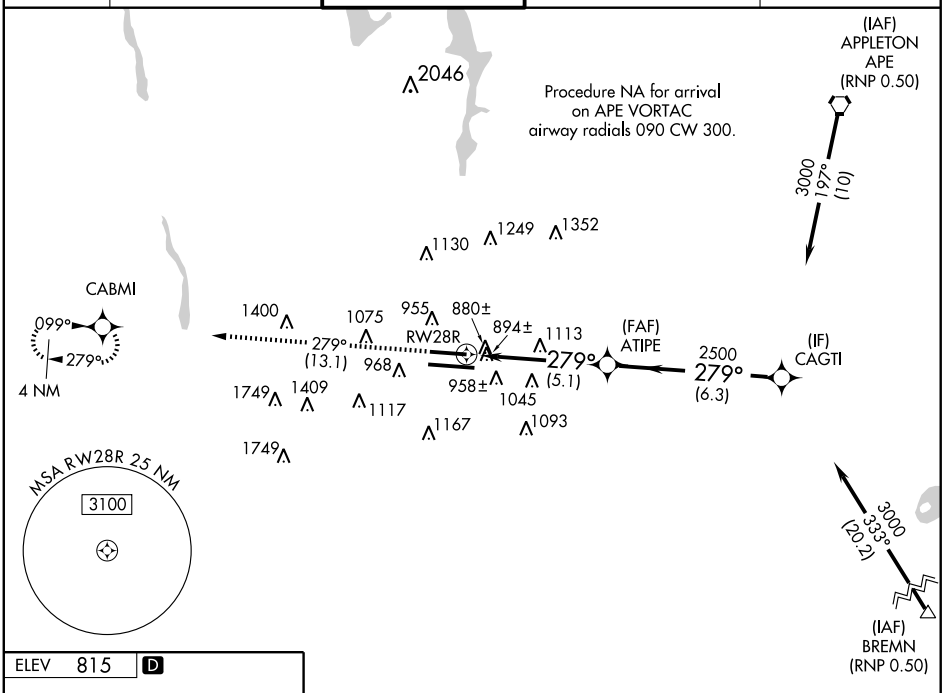
COLUMBUS / PORT COLUMBUS INTL (CMH)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (1°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to 1, and RNP 0.30 all Cats visibility to 1¼.

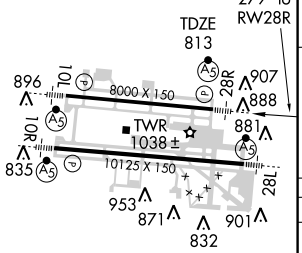
MALSR

MISSED APPROACH: Climb to 3000 on track 279° to CABMI and hold.

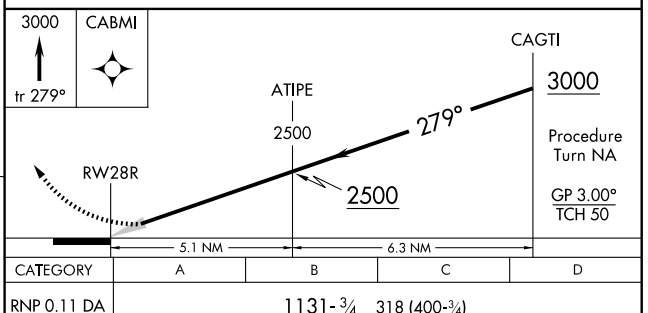
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R



CATEGORY	A	B	C	D
RNP 0.11 DA	1131- ¾ 318 (400-¾)			
RNP 0.30 DA	1194- ¾ 381 (400-¾)			

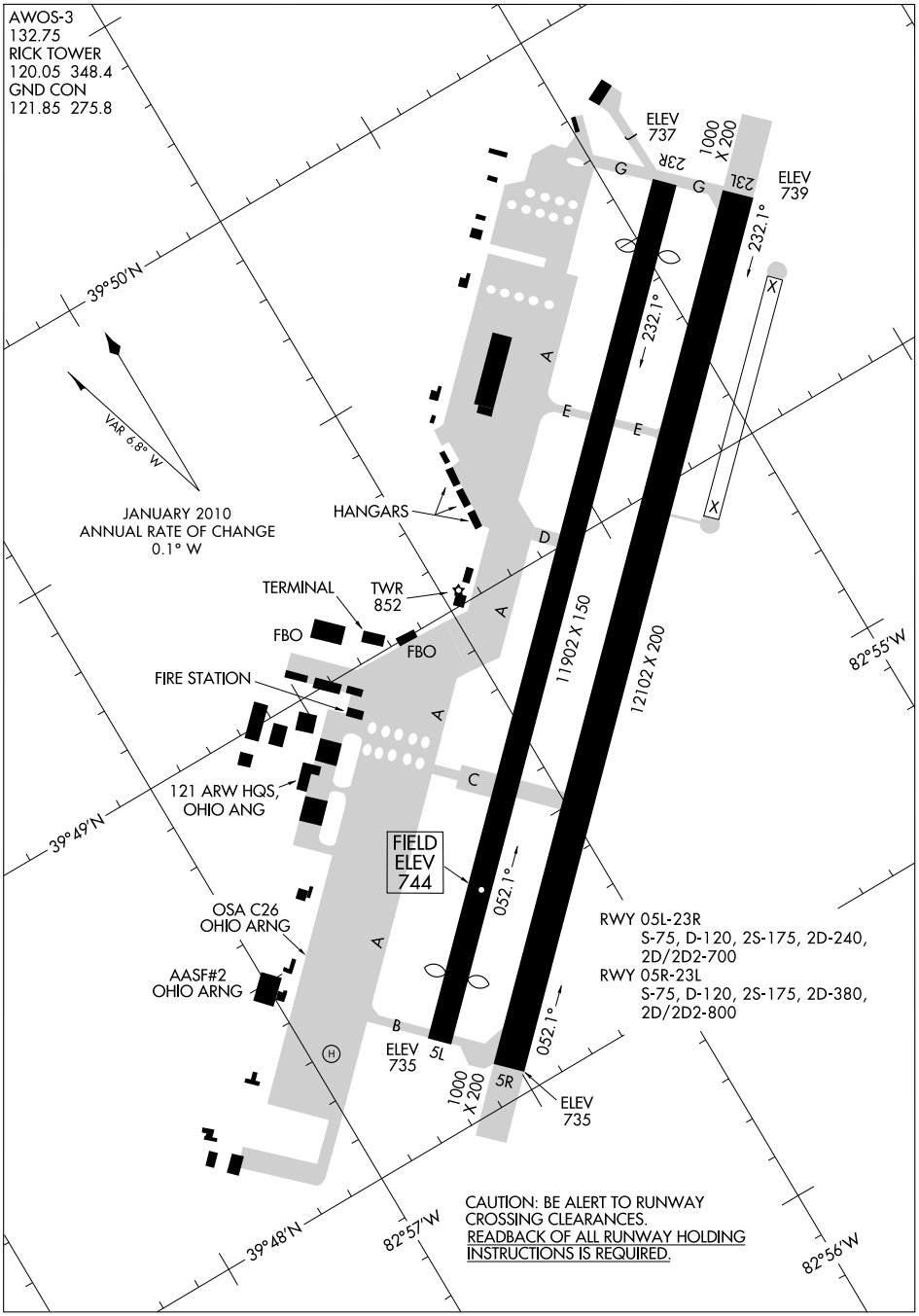
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6846 (FAA)

COLUMBUS/ RICKENBACKER INTL (LCK)
COLUMBUS, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

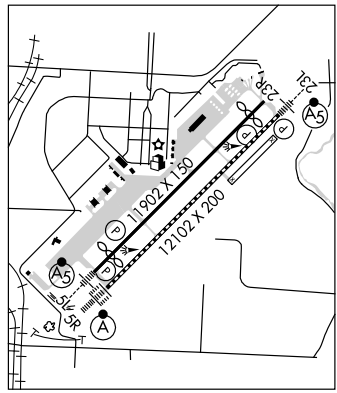
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/ RICKENBACKER INTL (LCK)

10210

RICKENBACKER INTL (LCK)(KLCK) CIV/MIL/ANG/ARNG 10 S UTC−5(−4DT) **CINCINNATI**
N39°48.83′ W82°55.67′ **H–10G, L–29A**
744 B S4 **FUEL** 100LL, JET A TPA –See Remarks LRA Class I, ARFF Index A **IAP, DIAP, AD**
NOTAM FILE LCK

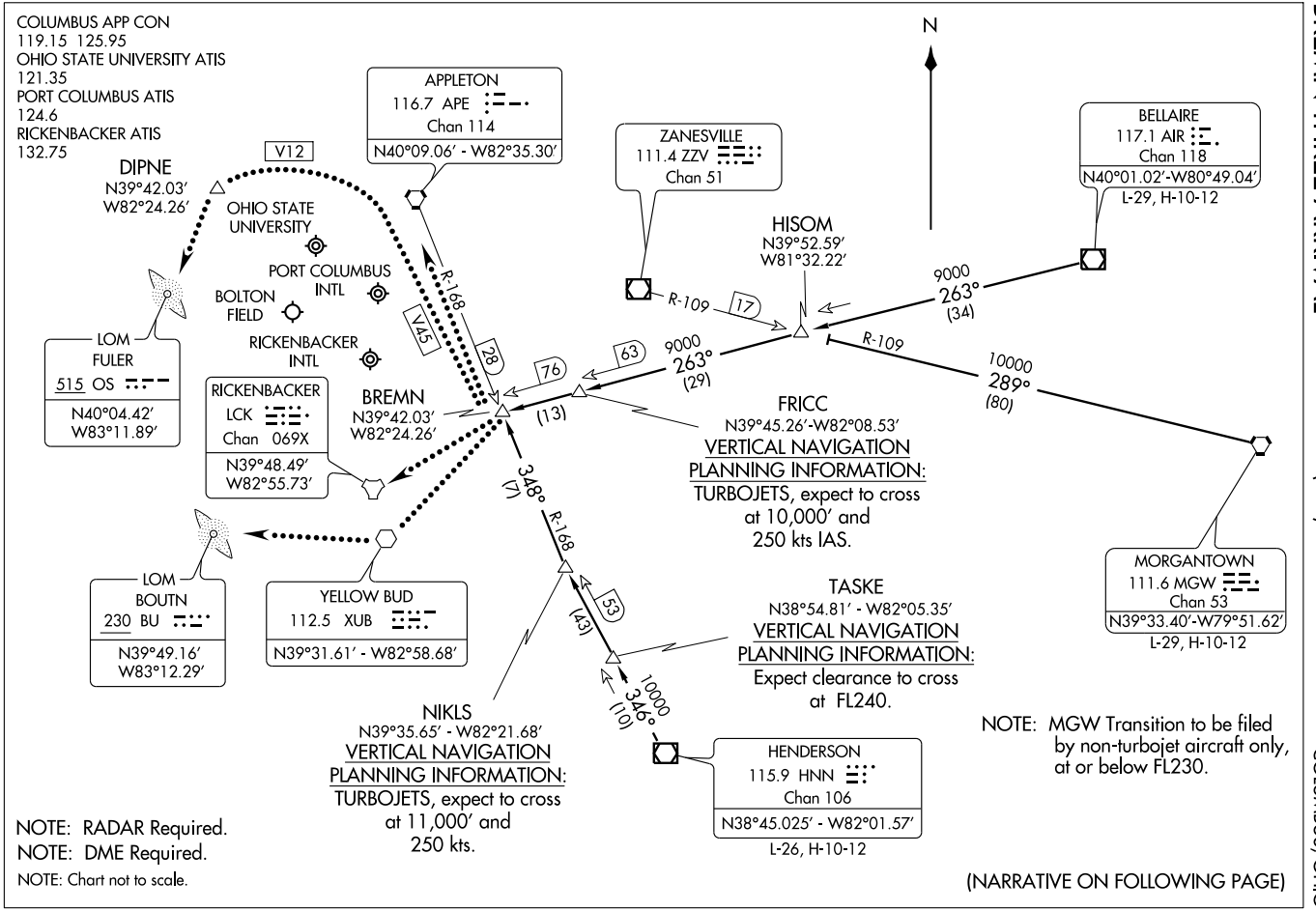


RWY 05R–23L: H12102X200 (ASPH–CONC–GRVD) S–75, D–120, 2S–175, 2D–380, 2D/2D2–800 HIRL CL
RWY 05R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.
RWY 23L: MALSR. PAPI(P4L)—GA 3.0° TCH 74′.
RWY 05L–23R: H11902X150 (ASPH–GRVD) S–75, D–120, 2S–175, 2D–240, 2D/2D2–700 HIRL
RWY 05L: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 898′.
RWY 23R: REIL. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 989′.
MILITARY SERVICE: LGT Boundary lgt avbl. **JASU** 2(A/M–32A) (MA–1A) 3(AM32–95) **FUEL** J8(Military) (NC–100LL). A, A+ (Air BP, avbl Mon–Fri 24 hours, Sat 0500–0200Z‡, Sun including holidays 0900–0500Z‡, 4 hour prior notice required but no PPR C614–492–9674, after hour fee $130. **FLUID** SP PRESAIR LHOX **OIL** O–128 **TRAN ALERT** Ltd svc avbl but no PPR. No ANG tran svc off ANG ramp.
AIRPORT REMARKS: Attended continuously. General aviation svcs attended continuously call C614–237–3747 ext 318, or 614–409–4900. Birds on and invof arpt. Twy M clsd indef. Twy J clsd to group V acft. Noise abatement procedures in effect from 0400–1200Z‡, dep Rwy 23L and 23R winds 10 knots or less; arrivals Rwy 05L and 05R winds 10 knots or less; arpt ops C614–492–2436. PPR for unscheduled Air Carrier ops with more than 30 passenger seats. Rwy 05R–23L has 1000′ stopway on both ends; not avbl for ASDA. Rwy 05R–23L PAPI and ILS radar position indicator not coincidental. TPA for lgt acft weighing 12,500 lbs or less 1400(656), TPA for acft greater than 12,500 lbs 1900(1156), TPA for overhead tfc 2400(1656). Rwy 05R ALSF II unmonitored indef. Rwy 05R–23L PAPI and ILS Runway Point of Intercept not coincidental. To req ldg rights ctc US Customs between 1230–0300Z‡ Mon–Fri at 614–497–1865.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** AMC acft opr restricted during Bird Watch Conditions Moderate (tkf and ldg permission only when departure/arrival routes avoid identification bird activity, no local IFR/VFR tfc pattern) and Severe (tkf and ldg prohibited without OG/CC approval) ctc Comd Post for current Bird Watch Conditions code. All military acft must RON on 121 ARW or Detachment–21 ramp when space is avbl. All fixed wing military acft requiring parking and/or svc on 121 ARW ramp must have PPR number 48 hr in advance from Base OPS DSN 696–4595, C614–492–4595. Base OPS hr vary. Clsd holidays. **CAUTION** Bird and deer hazard. **CSTMS/AG/IMG** Avbl only with prior coordination. **ANG** 121 ARW KC–135–R Comd Post DSN 696–4468. Limited tran svc avbl, weekdays 1200–2000Z‡ except holidays. Limited tran fuel/parking, tran aircrew must assist/perform refuel opr. Fuel avbl on ANG ramp on prior request only. Acft support not coordinated by PPR 48 hr prior with 121 ARW may not be avbl. **ARNG** Opr weekdays 1200–2100Z‡ except holidays. No tran svc after 1900Z‡, DSN 346–6411, C614–336–6411. Ctc C–26 OPS prior to entering C–26 ramp park area, 139.3 DSN 346–6473, C614–336–6473.
WEATHER DATA SOURCES: AWOS–3 132.750 (C614) 492–2441.
COMMUNICATIONS: UNICOM 122.95
Ⓡ **COLUMBUS APP/DEP CON** 119.15 279.6
RICK TOWER 120.05 348.4 **GND CON** 121.85 257.8
ANG COMD POST 238.8 (RICK CON) **ARNG OPS** 142.6 228.8 36.7 **ARNG C–26 OPS** 139.3 **121 ARW OPS** 238.8 (BRUTUS OPS)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 224° 25.6 NM to fld. 1350/6W. **HIWAS.**
(T) TACAN Chan 69 LCK (134.2) N39°48.49′ W82°55.73′ at fld. 732/5W. NOTAM FILE LCK. No NOTAM MP Wed 1300–1500Z‡.
TACAN azimuth unusable:
290°–300° blo 4,000′ 130°–170° byd 18 NM blo 5,000′
TACAN azimuth and DME unusable:
075°–130° byd 12 NM blo 5,000′
075°–170° blo 3,000′
COBBS NDB (LOM) 253 DD N39°44.58′ W83°01.22′ 050° 6.0 NM to fld.
PICKL NDB (LOM) 376 LC N39°52.86′ W82°50.17′ 231° 5.9 NM to fld.
ILS/DME 110.1 I–DDV Chan 38 Rwy 05R. Class IIE. LOM COBBS NDB. No NOTAM MP Mon, Tue 1300–1700Z‡.
ILS 110.1 I–LCK Rwy 23L. Class IE. LOM PICKL NDB. MM OTS indef. No NOTAM MP Mon, Tue 1300–1700Z‡.
ILS/DME 110.55 I–FQS Chan 42Y Rwy 05L. Class IE.
COMM/NAV/WEATHER REMARKS: Ctc ground control for clearance prior to push back onto Twy A from cargo ramp 2.

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 21 OCT 2010 to 18 NOV 2010

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

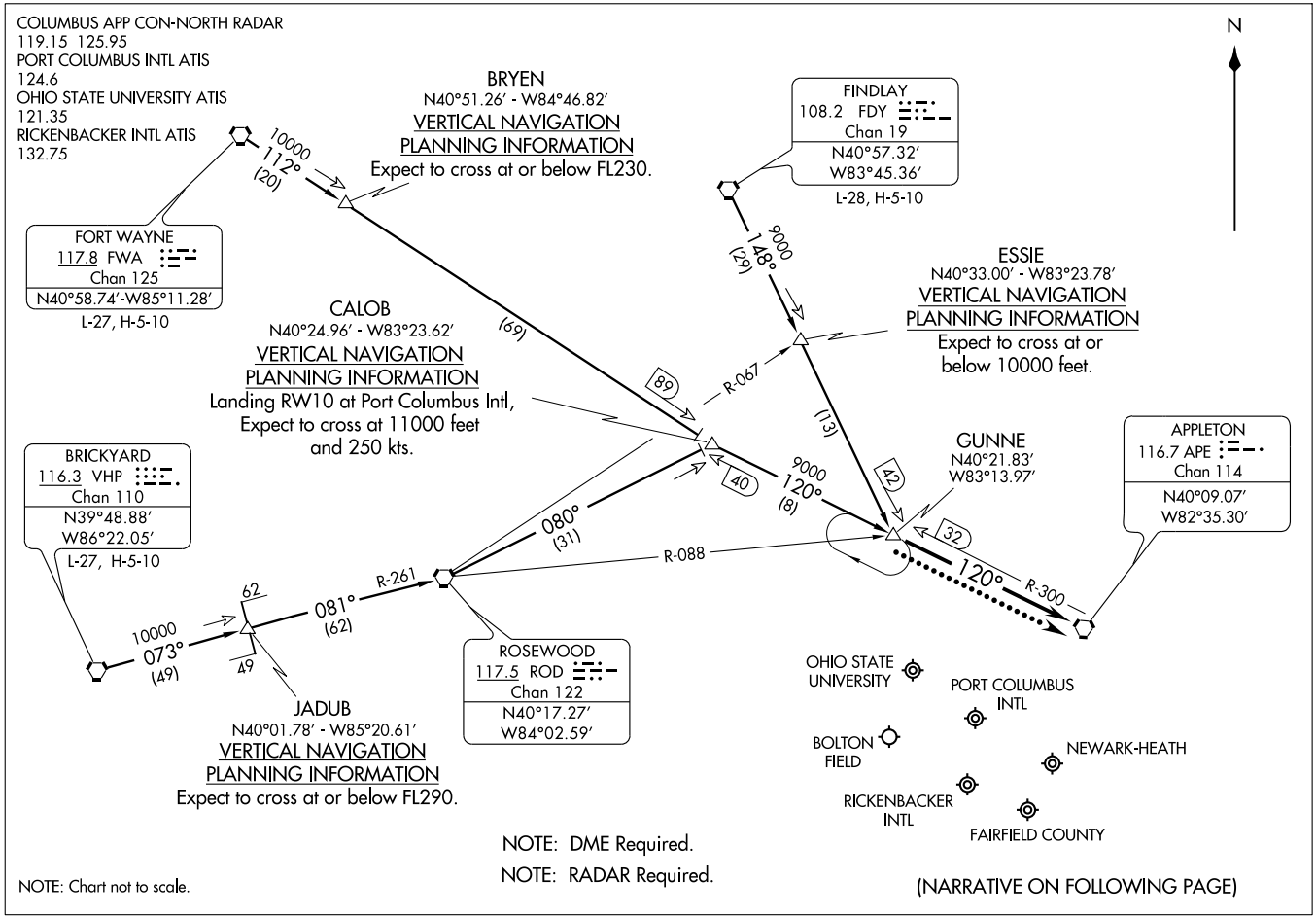
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 5R

LOC I-DDV	APCH CRS	Rwy ldg 12,102
110.1	050°	TDZE 736
Chan 38		Arpt Elev 744

JAL-6846 [USAF] COLUMBUS/RICKENBACKER INTL (KLCK)

* When ALS inop, increase CAT CDE RVR to 4000,
** When ALS inop, increase CAT C RVR to 5000, CAT DE RVR to 6000.
*** Circling NA NW of Rwy 5L/23R.

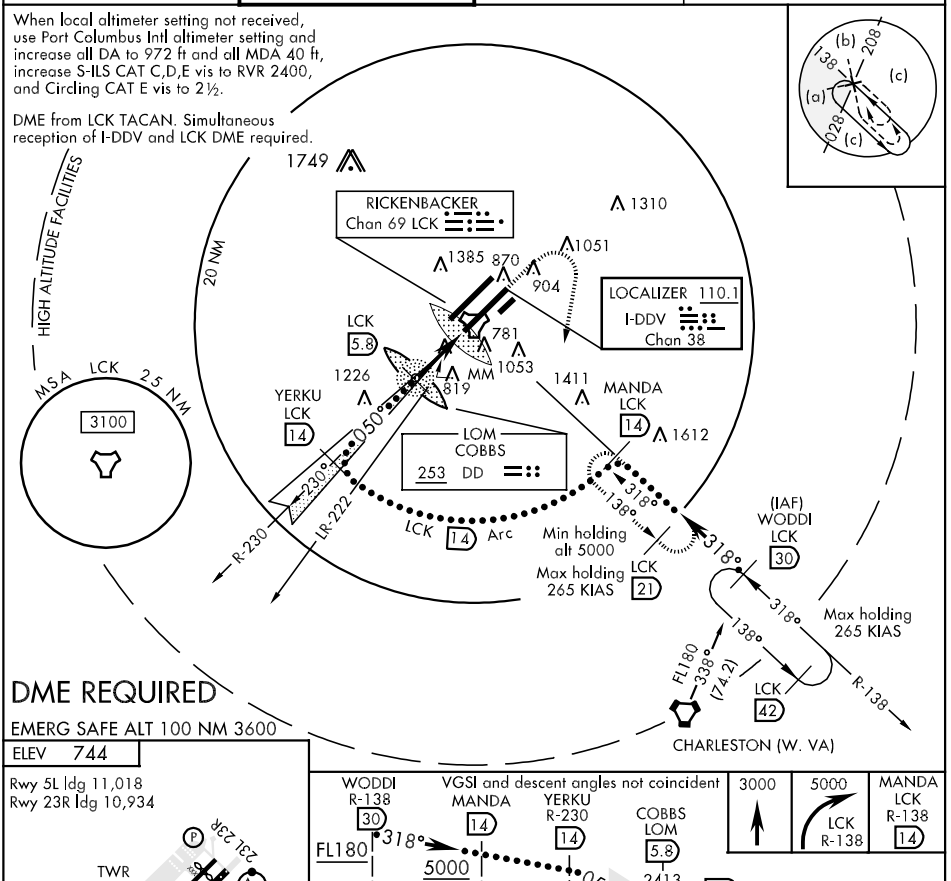
ALSF-2

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and LCK R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3
119.15 279.6	120.05 348.4	121.85 275.8	132.75

When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA to 972 ft and all MDA 40 ft, increase S-ILS CAT C,D,E vis to RVR 2400, and Circling CAT E vis to 2½.

DME from LCK TACAN. Simultaneous reception of I-DDV and LCK DME required.

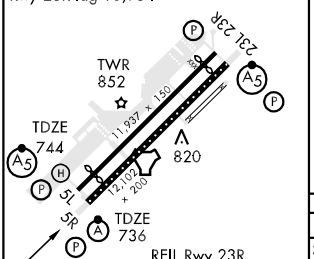


DME REQUIRED

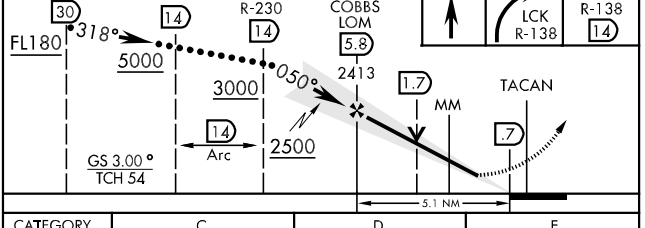
EMERG SAFE ALT 100 NM 3600

ELEV 744

Rwy 5L ldg 11,018
Rwy 23R ldg 10,934



FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32



CATEGORY	C	D	E
S-ILS 5R *	936/18 200 (200-¼)		936/24 200 (200-½)
S-LOC 5R **	1080/24 344 (400-½)	1080/40 344 (400-¾)	
SIDESTEP RWY 5L	1180-1½ 444 (500-1½)	1180- 2 444 (500-2)	
CIRCLING ***	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 23L

LOC I-LCK	APCH CRS	Rwy ldg 12,102 / TDZE 739 / Arpt Elev 744
110.1	230°	

JAL-6846 [USAF] COLUMBUS/RICKENBACKER INTL (KLCK)

*When ALS inop, increase CAT CDE RVR to 4000, increase S-LOC CAT C RVR to 6000, CAT DE vis to 1½.
**Circling NA NW of Rwy 5L-23R.

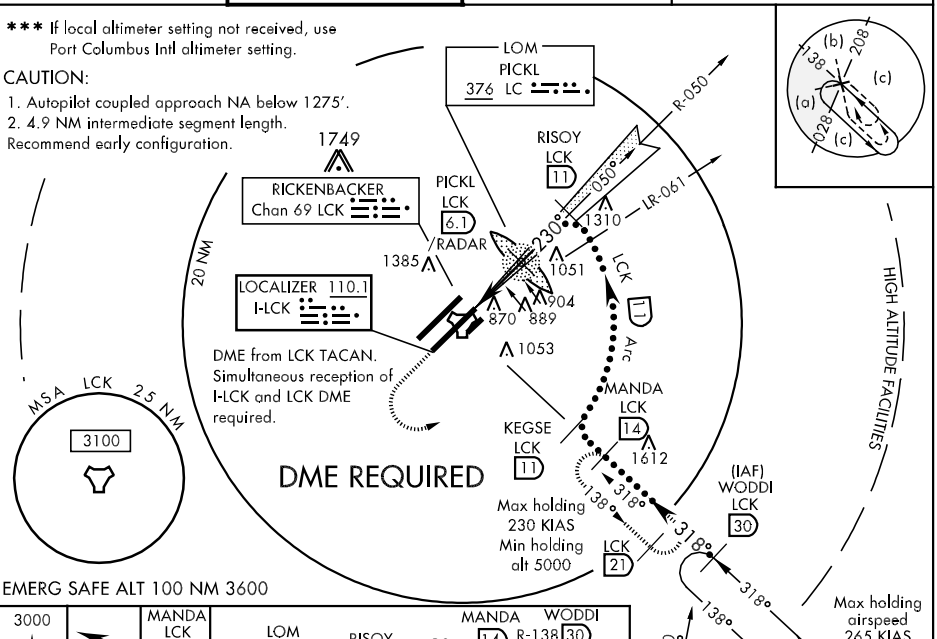
MALSR A5

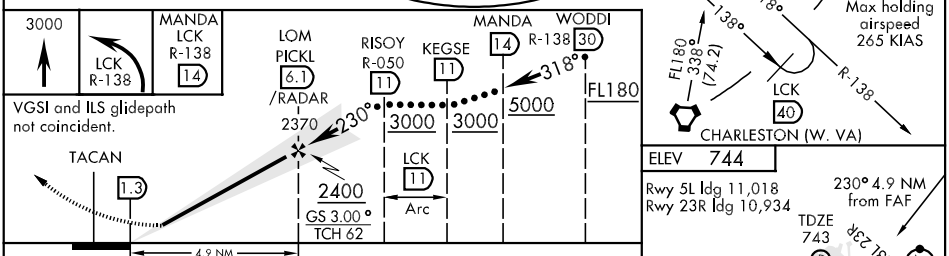
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 080° and LCK R-138 to MANDA/ LCK 14 DME and hold (RADAR or DME REQUIRED).

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3
119.15 279.6	120.05 348.4	121.85 275.8	132.75

*** If local altimeter setting not received, use Port Columbus Intl altimeter setting.

CAUTION:
1. Autopilot coupled approach NA below 1275'.
2. 4.9 NM intermediate approach segment length. Recommend early configuration.

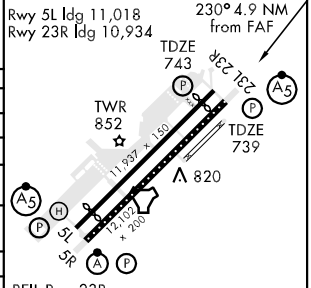




CATEGORY	C	D	E
S-ILS 23L *	939/24 200 (200-½)		
S-LOC 23L	1180/40 441 (500-¾)	1180/50 441 (500-1)	
SIDESTEP RWY 23R	1220-1½ 477 (500-1½)	1220-2 477 (500-2)	
CIRCLING**	1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)
*** PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS			
S-ILS 23L *	975/24 236 (300-½)		
S-LOC 23L	1220/40 481 (500-¾)	1220/50 481 (500-1)	1220/60 481 (500-1¼)
SIDESTEP RWY 23R	1260-1½ 517 (600-1½)	1260-2 517 (600-2)	
CIRCLING**	1260-1½ 516 (600-1½)	1340-2 596 (600-2)	1420-2¼ 676 (700-2¼)

ELEV 744

Rwy 5L ldg 11,018
Rwy 23R ldg 10,934



FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

HI-ILS or LOC RWY 23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FQS	APP CRS	Rwy Idg	11004
110.55	050°	TDZE	744
Chan 42 (Y)		Apt Elev	744

ILS or LOC RWY 5L

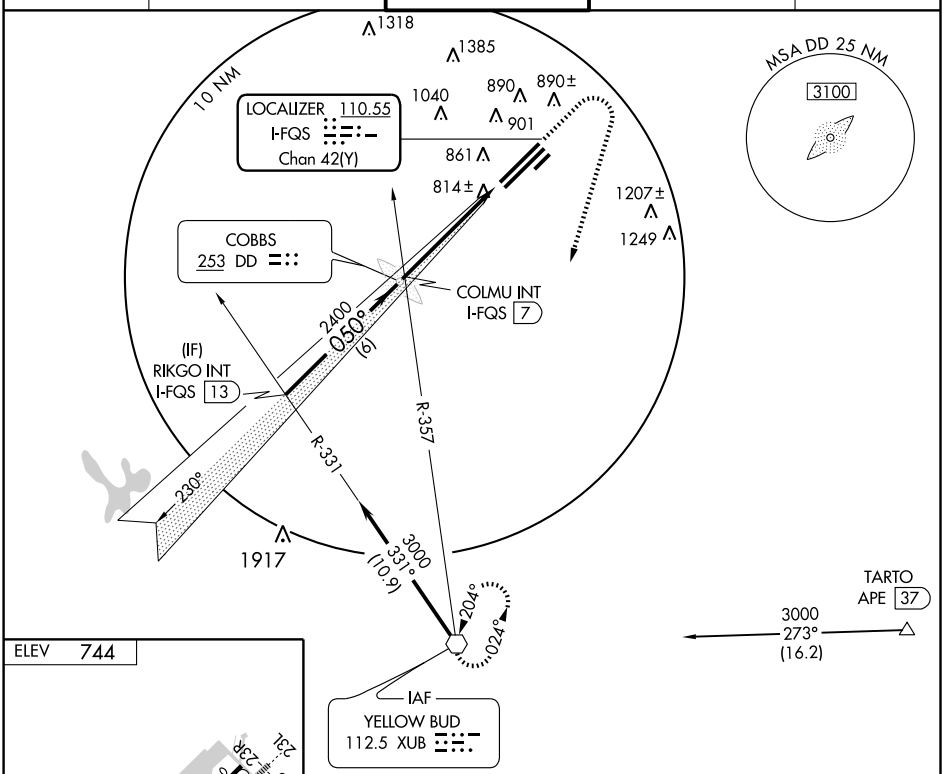
COLUMBUS / RICKENBACKER INTL (LCK)

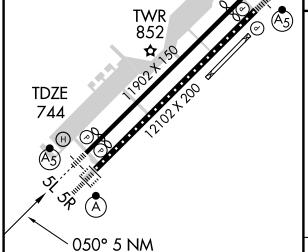
If local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs to 980 feet and increase all MDAs 40 feet. Circling not authorized NW of Rwy 5L-23R. For inoperative MALSR increase S-LOC Cat D visibility to 1 mile.

MALSR (A5)

MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

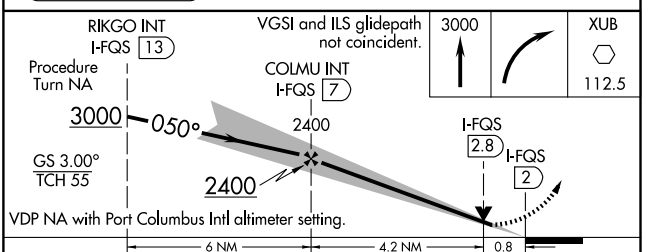
AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95





TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 5L	944-½	200 (200-½)		
S-LOC 5L	1080-½	336 (400-½)		1080-¾ 336 (400-¾)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DDV	APP CRS		5R	5L
110.1	050°	Rwy Idg	12102	11004
Chan 38		TDZE	736	744
		Apt Elev	744	744

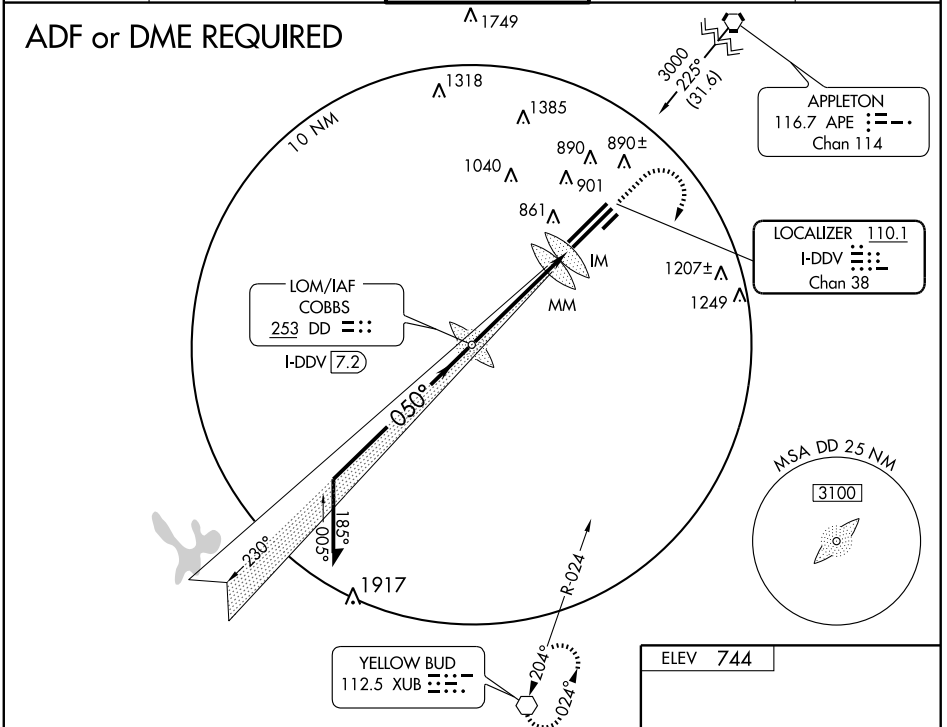
ILS or LOC RWY 5R

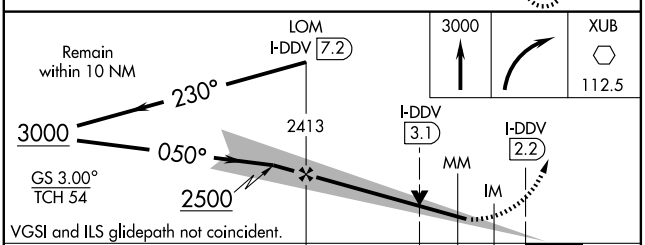
COLUMBUS / RICKENBACKER INTL (LCK)

When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA to 975 feet, and all MDA 40 feet; increase S-ILS 5R visibility to RVR 2400 all Cats. Circling not authorized NW of Rwy 5L-23R.	5R ALSF-2 (A)	5L MALSR (A5)	MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

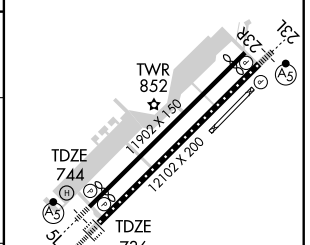
AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 5R	936/18 200 (200-½)			
S-LOC 5R	1080/24 344 (400-½)			1080/40 344 (400-¾)
SIDESTEP RWY 5L	1180-1 436 (500-1)		1180-1½ 436 (500-1½)	1180-2 436 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LCK	APP CRS		23L	23R
110.1	230°	Rwy Idg	12102	10913
		TDZE	739	743
		Apt Elev	744	744

ILS or LOC RWY 23L

COLUMBUS / RICKENBACKER INTL (LCK)

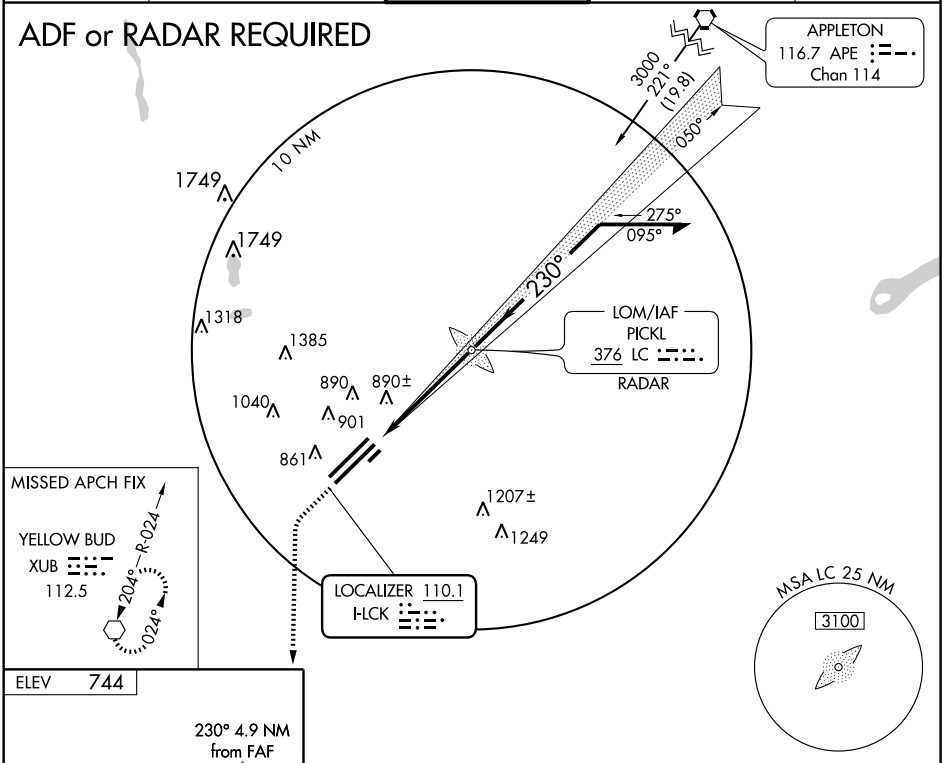
When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA to 975 feet and all MDA 40 feet. Circling not authorized NW of Rwy 5L-23R.

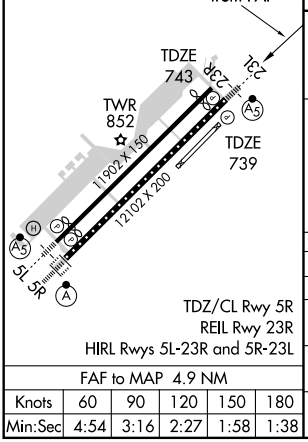
MALSR

MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

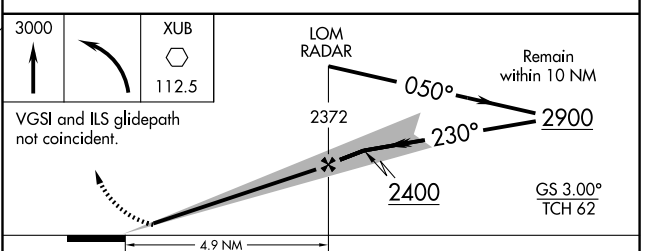
ADF or RADAR REQUIRED





TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 23L	939/24 200 (200-½)			
S-LOC 23L	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)
SIDESTEP RWY 23R	1220-1 477 (500-1)		1220-1½ 477 (500-1½)	1220-2 477 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DDV	APP CRS	Rwy Idg	12102
110.1	050°	TDZE	736
Chan 38		Apt Elev	744

ILS RWY 5R (CAT II)

COLUMBUS / RICKENBACKER INTL (LCK)

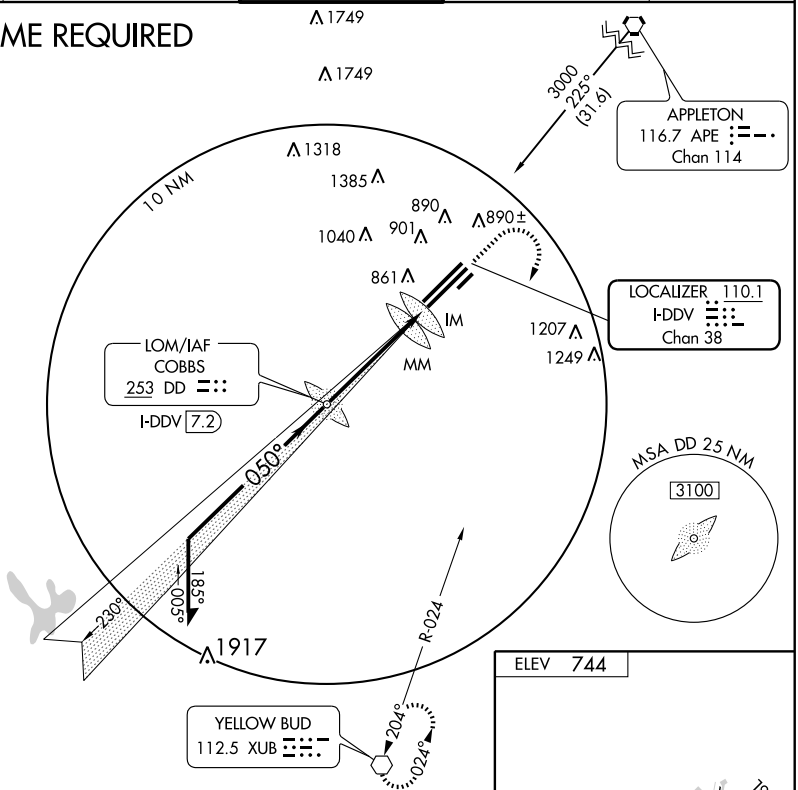
Cat II NA when using Port Columbus altimeter setting.

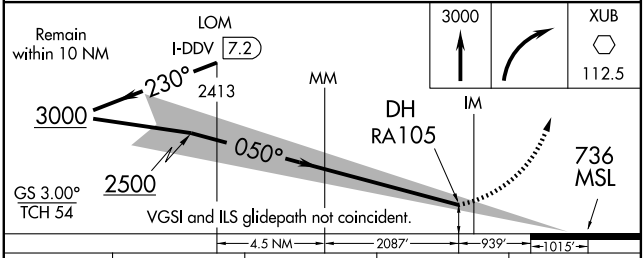
ALSF2

MISSED APPROACH: Climb to 3000, then turn right direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

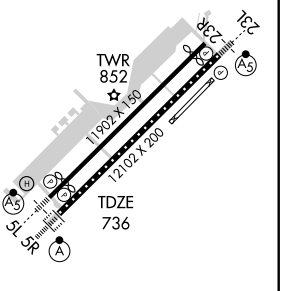
ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 5R	RA 105/12 103 DA 839			

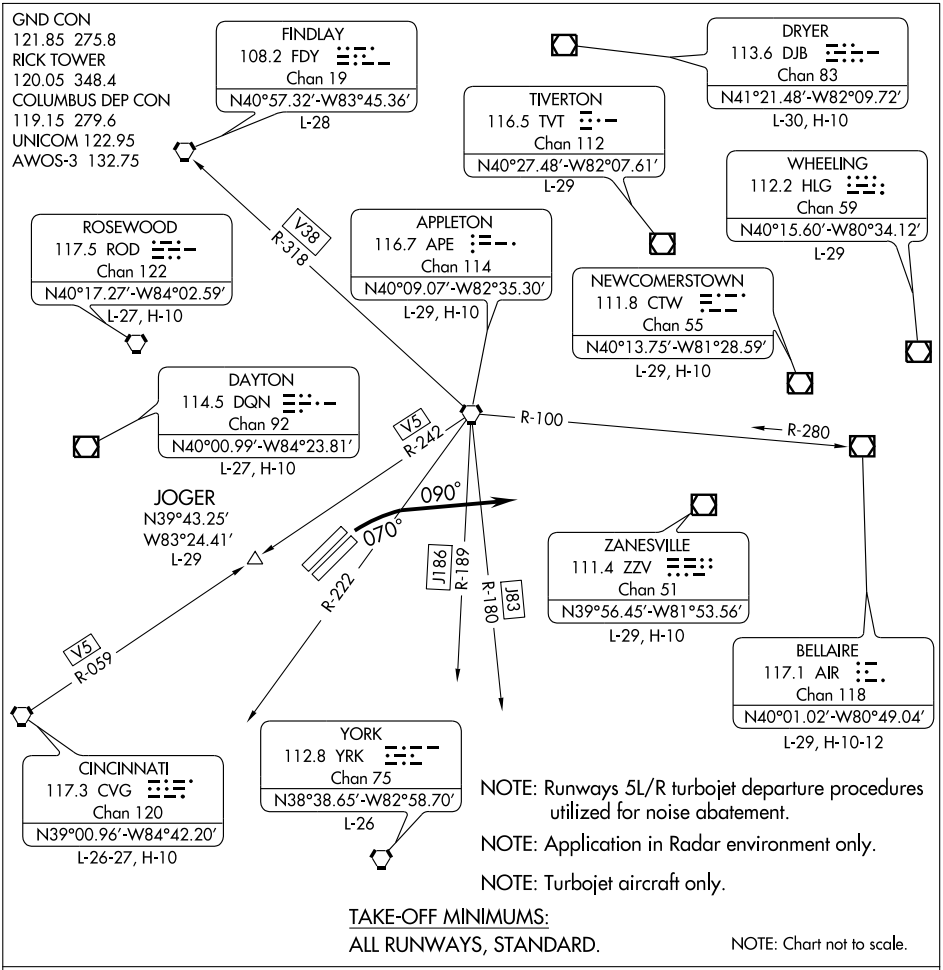
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOCKBOURNE TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 5L or 5R: Climbing right turn to 3000' via heading 070° until crossing APE R-222, then right turn heading 090°. Expect vectors to assigned route and clearance to filed altitude 10 minutes after departure.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM DD	APP CRS	Rwy Idg	12102
253	051°	TDZE	736
		Apt Elev	744

NDB RWY 5R

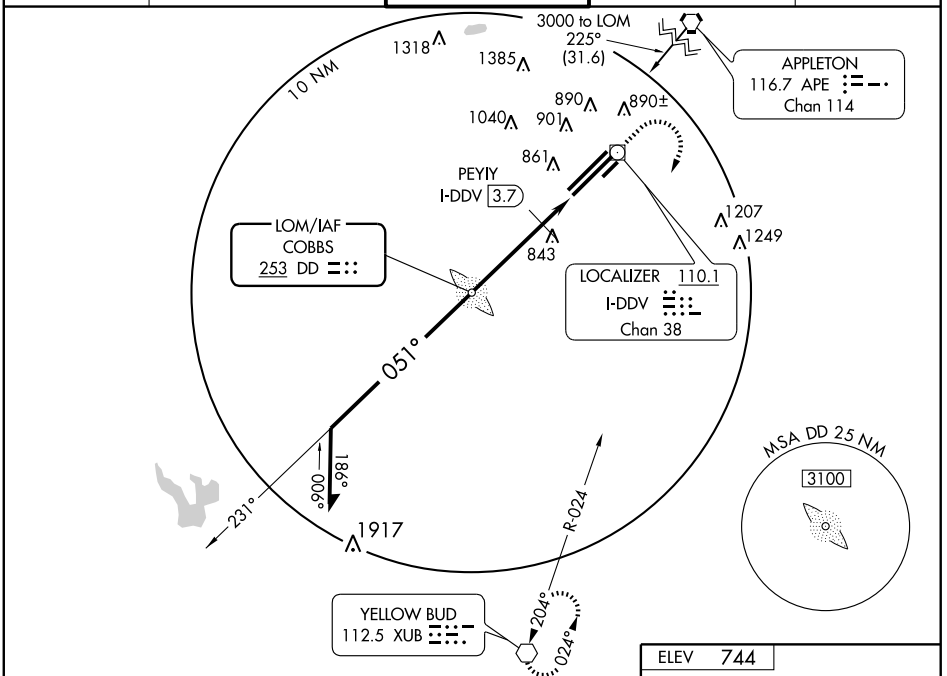
COLUMBUS / RICKENBACKER INTL (LCK)

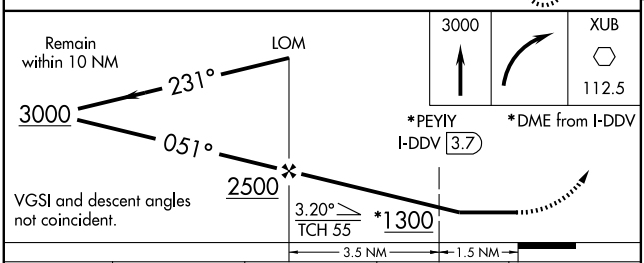
⚠ Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase S-5R Cat C visibility to RVR 6000, Cat D visibility to 1¾ mile and PEYIY fix minimums Cat D visibility to RVR 6000.

ALSF2

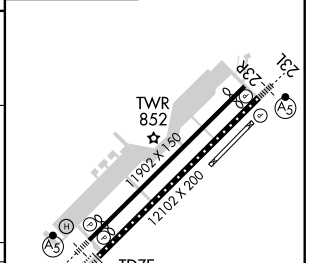
MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95





CATEGORY	A	B	C	D
S-5R	1300/40 564 (600-¾)		1300/50 564 (600-1)	1300-1½ 564 (600-1½)
CIRCLING	1300-1 556 (600-1)		1300-1½ 556 (600-1½)	1300-2 556 (600-2)
*PEYIY FIX MINIMUMS				
S-5R	1160/40 424 (500-¾)			1160/50 424 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (600-1½)	1300-2 556 (600-2)



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOM LC	APP CRS	Rwy Idg	12102
376	231°	TDZE	739
		Apt Elev	744

NDB RWY 23L

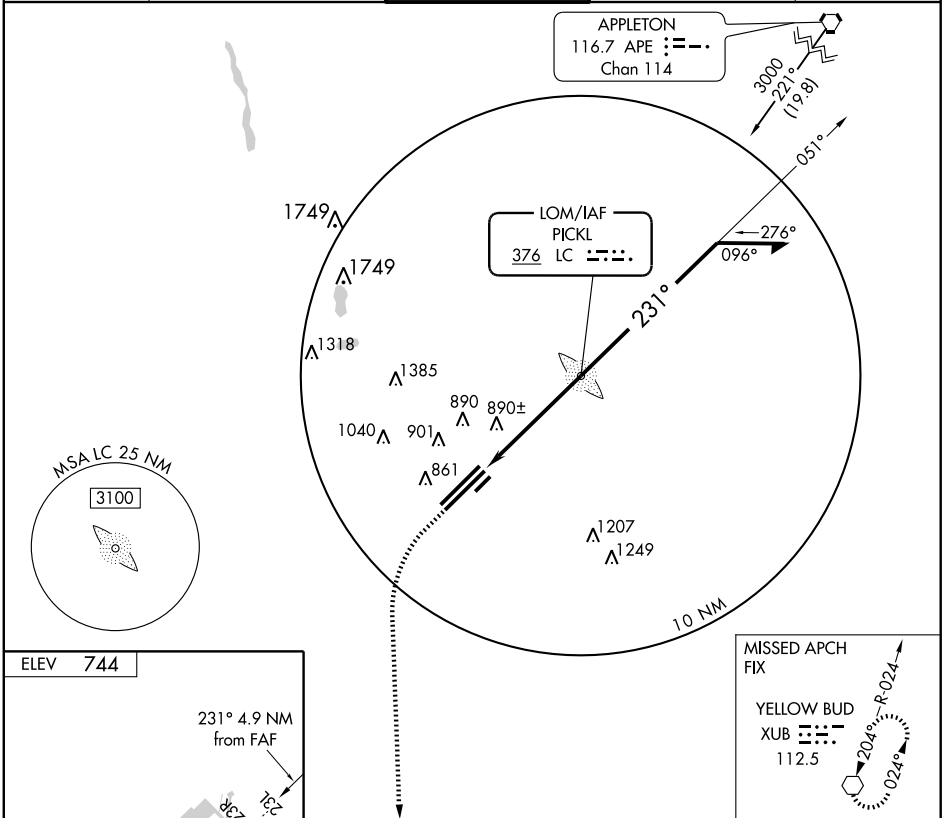
COLUMBUS / RICKENBACKER INTL (LCK)

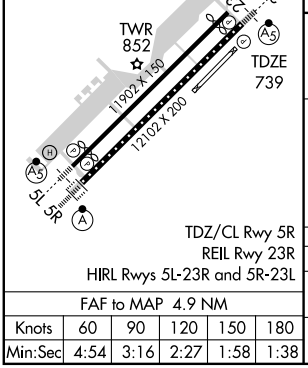
Circling NA NW of Rwy 5L-23R.
When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct XUB VOR and hold.

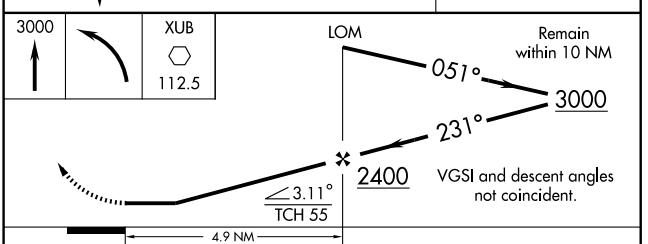
AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95





TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-23L	1280/40 541 (600-¾)		1280/50 541 (600-1)	1280-1½ 541 (600-1½)
CIRCLING	1280-1 536 (600-1)		1280-1½ 536 (600-1½)	1300-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78410 W05A	APP CRS 050°	Rwy Idg 12102 TDZE 736 Apt Elev 744

RNAV (GPS) RWY 5R

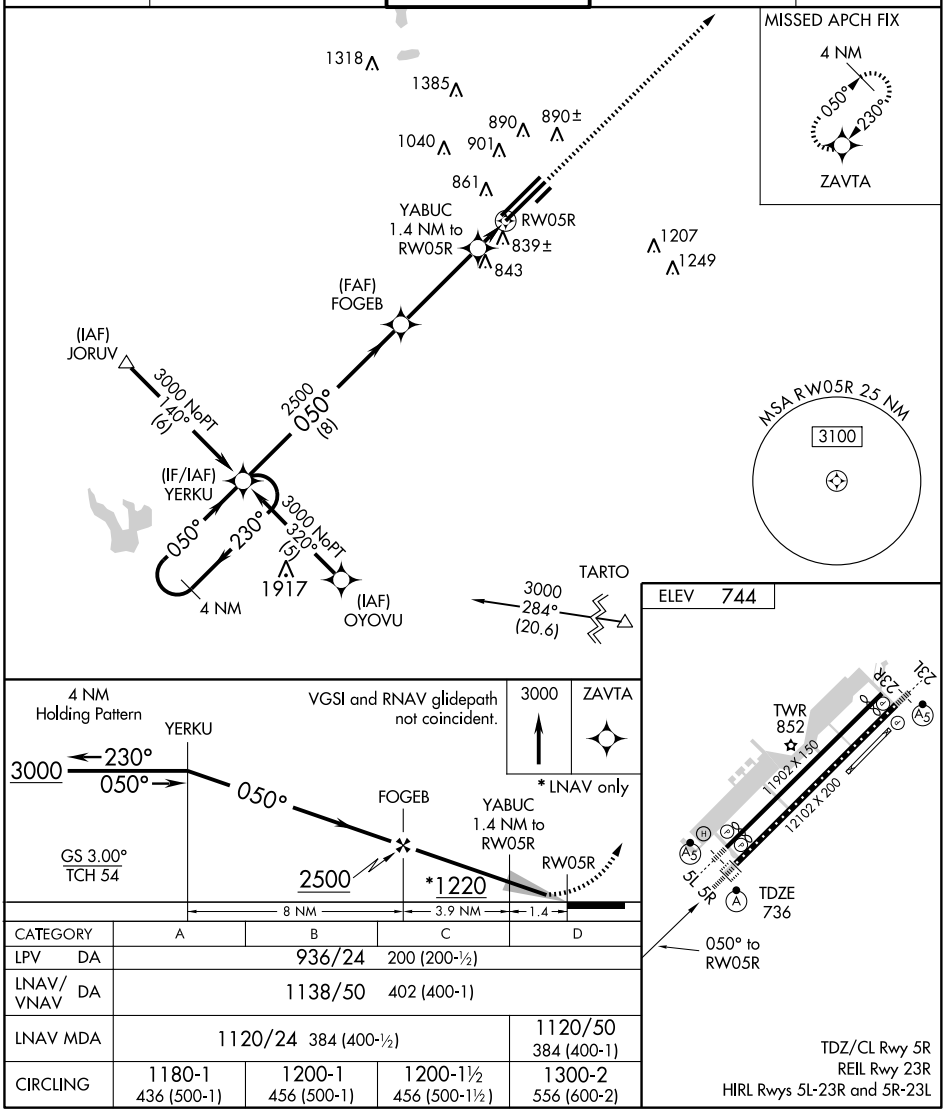
COLUMBUS / RICKENBACKER INTL (LCK)

For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet, increase all MDA 40 feet and LNAV Cat C visibility to RVR 4000.

ALSF2

MISSED APPROACH: Climb to 3000 direct ZAVTA and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95



CATEGORY	A	B	C	D
LPV DA	936/24 200 (200-½)			
LNAV/VNAV DA	1138/50 402 (400-1)			
LNAV MDA	1120/24 384 (400-½)			1120/50 384 (400-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 62811 W23A	APP CRS 230°	Rwy Idg 12102 TDZE 739 Apt Elev 744

RNAV (GPS) RWY 23L

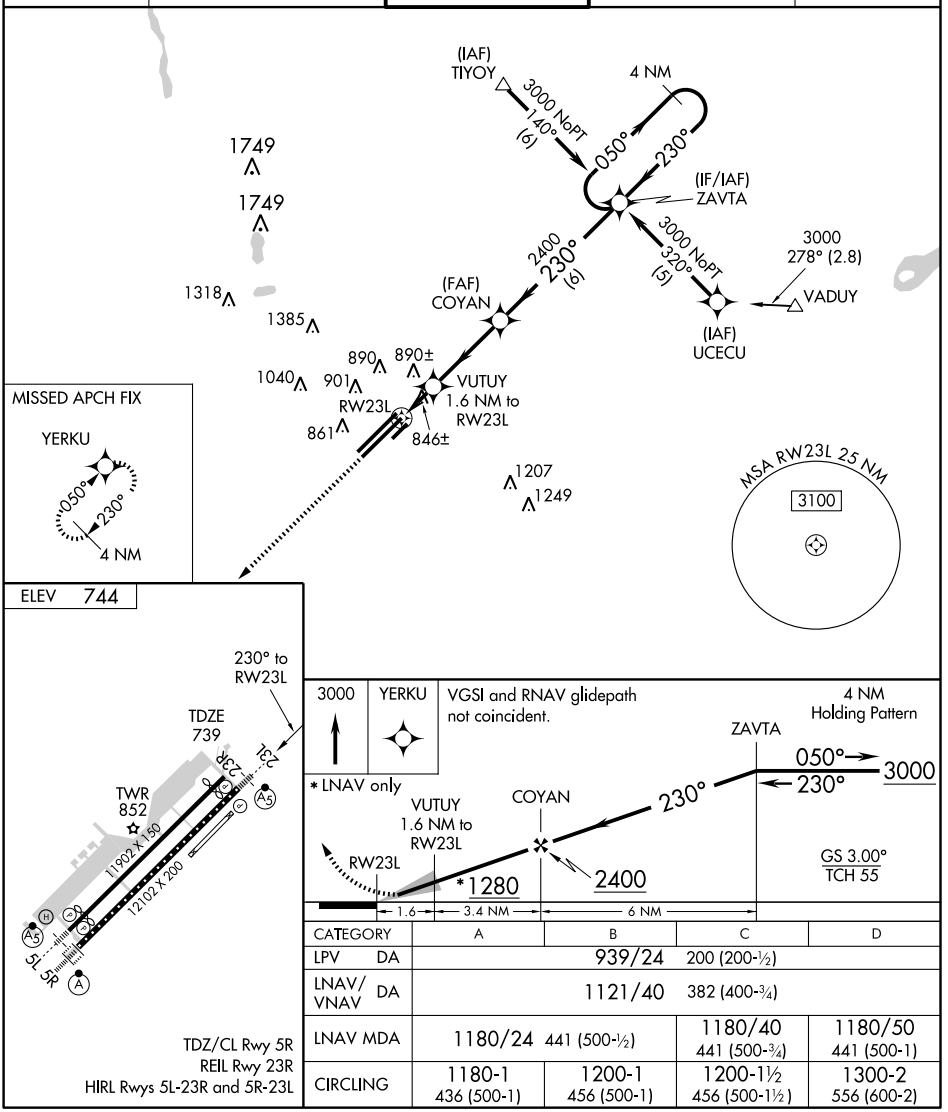
COLUMBUS / RICKENBACKER INTL (LCK)

Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 3000 direct YERKU and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95



CATEGORY	A	B	C	D
LPV DA	939/24		200 (200-½)	
LNAV/VNAV DA	1121/40		382 (400-¾)	
LNAV MDA	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5L

LCK TACAN Chan 69	APCH CRS 062°	Rwy ldg 11,018 TDZE 744 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

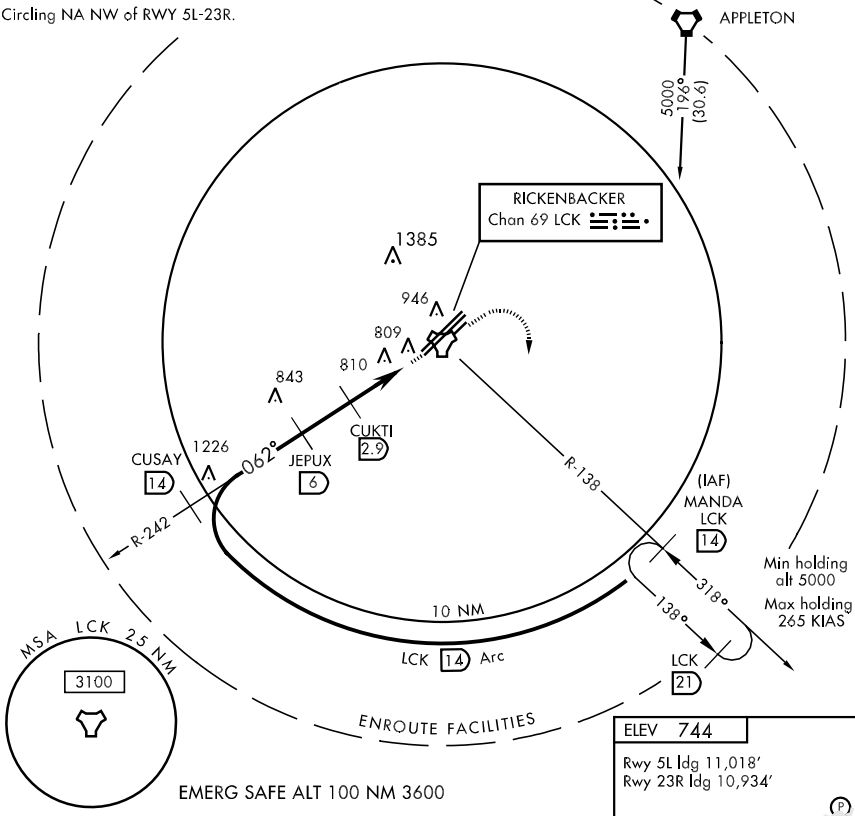
When local altimeter setting not received, use Port Columbus Intl altimeter setting, and increase all MDA 40 ft, increase CAT E vis to 1½ miles, and Circling CAT E vis to 2½ miles.

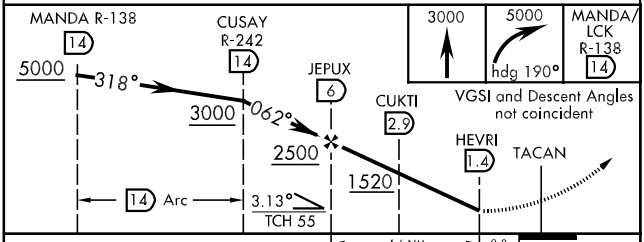
MALSR A5

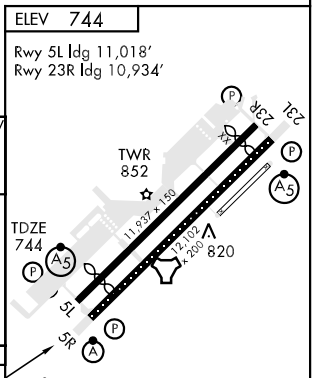
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

* Circling NA NW of RWY 5L-23R.







CATEGORY	A	B	C	D	E
S-5L	1100-1 356 (400-1)			1100-1¼ 356 (400-1¼)	
CIRCLING *	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5R

LCK TACAN Chan 69	APCH CRS 056°	Rwy ldg 12,102 TDZE 736 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

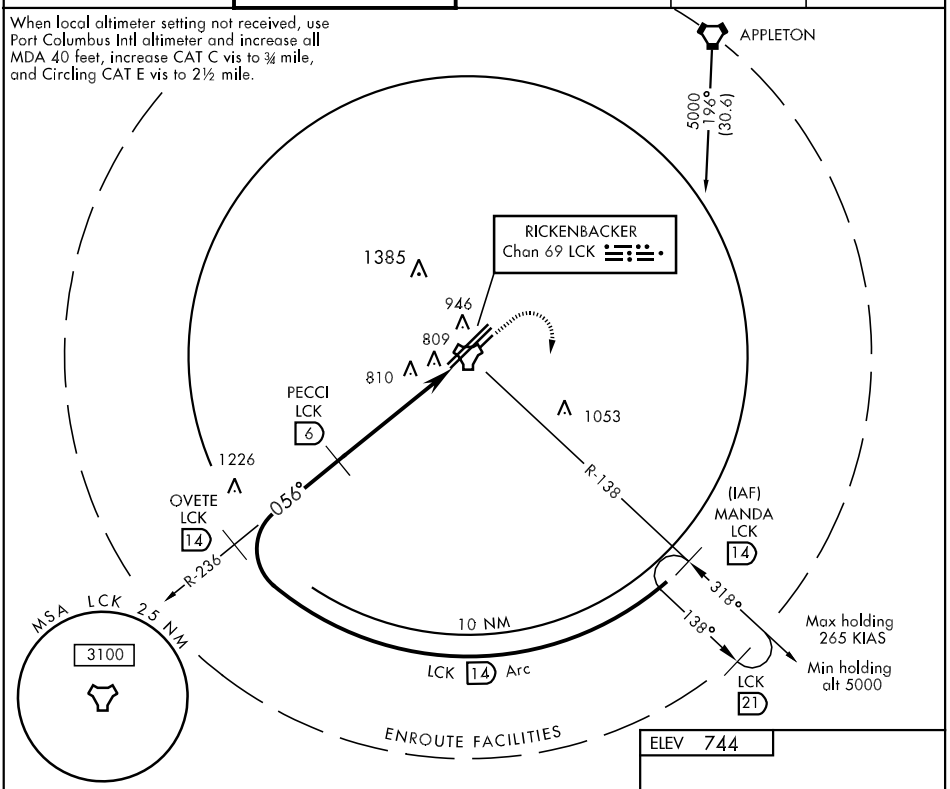
T* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ mile and CAT E vis to 1¾ mile.
* *Circling not authorized NW of Rwy 5L-23R.

ALSF-2

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via hdg 190° and via LCK R-138 to MANDA/ LCK 14.0 DME and hold, continue climb-in-hold to 5000.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

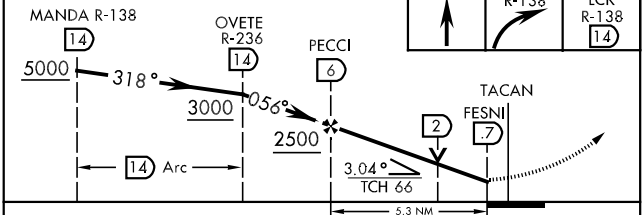
When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase CAT C vis to ¾ mile, and Circling CAT E vis to 2½ mile.

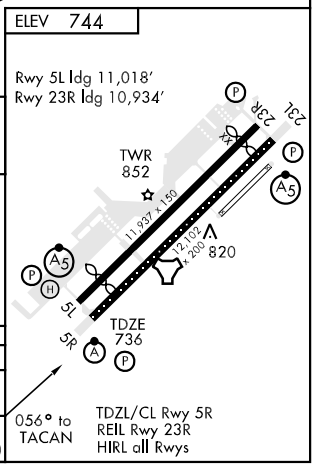


EMERG SAFE ALT 100 NM 3600

VDP NA when using Port Columbus Intl altimeter setting.

3000	5000 R-138	MANDA LCK R-138 14





CATEGORY	A	B	C	D	E
S-5R *	1200/24 464 (500-½)		1200/40 464 (500-¾)	1200/50 464 (500-1)	1200/60 464 (500-1¼)
CIRCLING* *	1200-1 456 (500-1)		1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23L

LCK TACAN Chan 69	APCH CRS 226°	Rwy ldg 12,102 TDZE 740 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

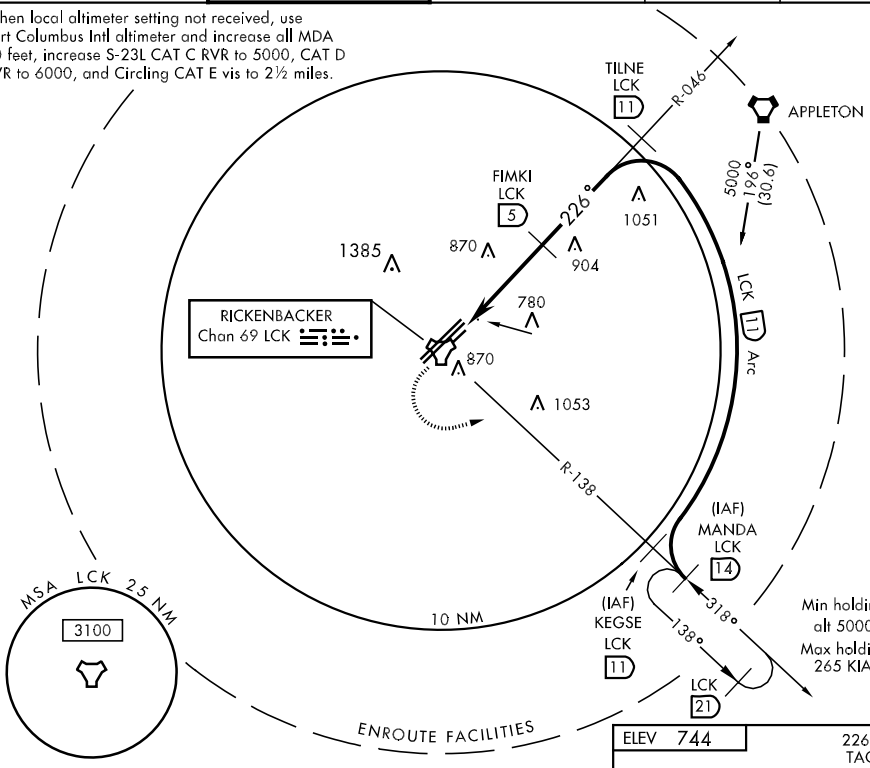
* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
* * Circling NA NW of Rwy 5L-23R.

MALSR

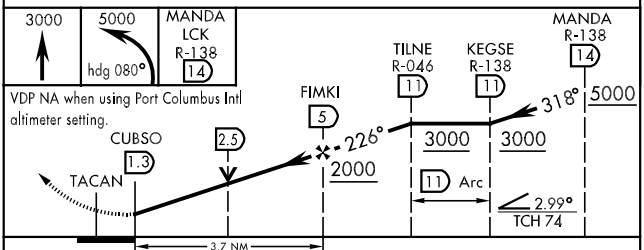
MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

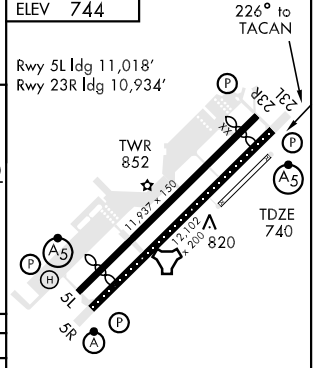
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase S-23L CAT C RVR to 5000, CAT D RVR to 6000, and Circling CAT E vis to 2½ miles.



EMERG SAFE ALT 100 NM 3600





TDZL/CL Rwy 5R
REIL Rwy 23R
HIRL all Rwys

CATEGORY	A	B	C	D	E
S-23L*	1220/24 481 (500-½)		1220/40 481 (500-¾)	1220/50 481 (500-1)	1220/60 481 (500-1¼)
CIRCLING**	1220-1 476 (500-1)		1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23R

LCK TACAN Chan 69	APCH CRS 220°	Rwy ldg 10,934 TDZE 743 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

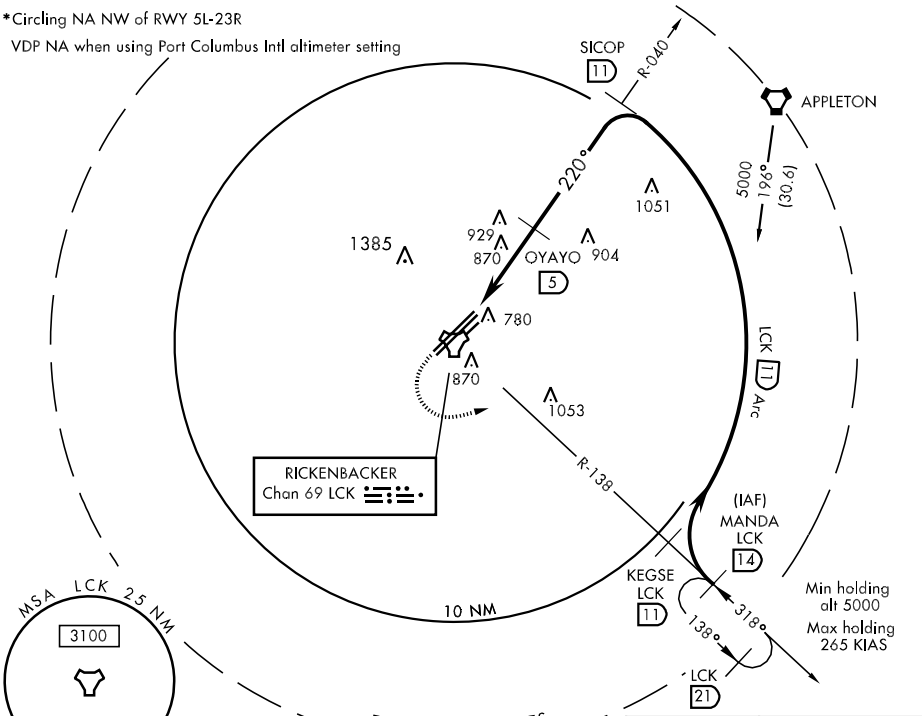
* When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase CAT E vis to 1¾ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

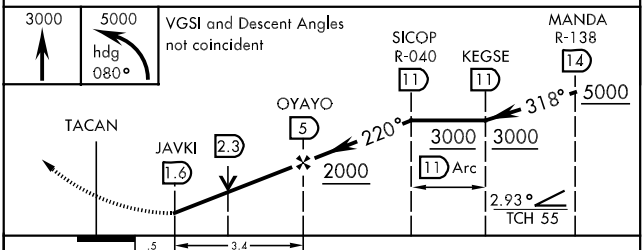
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

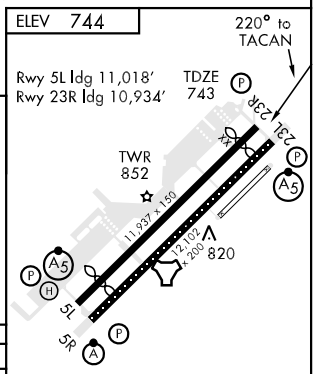
**Circling NA NW of RWY 5L-23R

VDP NA when using Port Columbus Intl altimeter setting



EMERG SAFE ALT 100 NM 3600





TDZL/CL Rwy 5R
REIL Rwy 23R
HIRL all Rwys

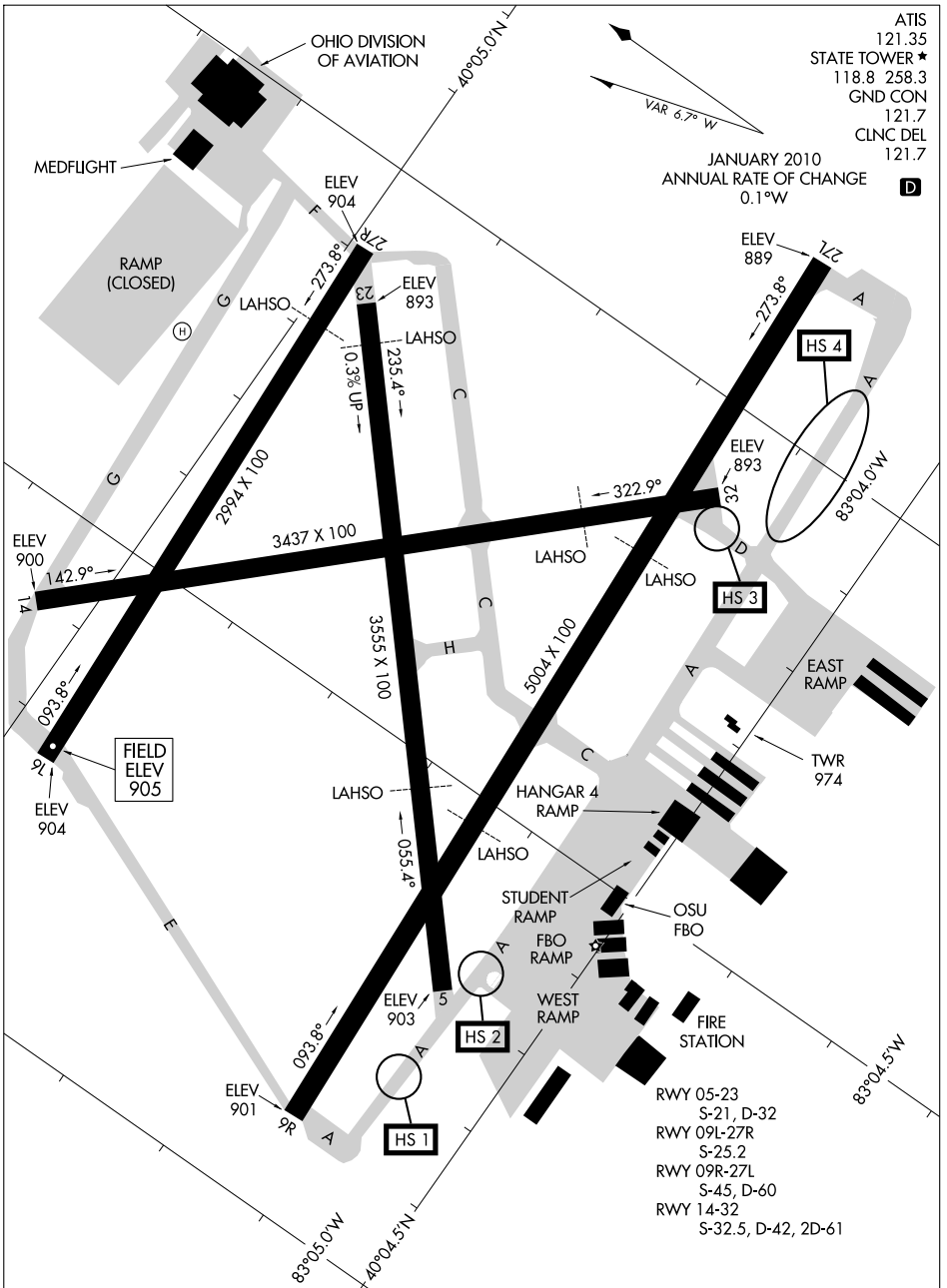
CATEGORY	A	B	C	D	E
S-23R *	1180-1 437 (500-1)		1180-1¼ 437 (500-1¼)	1180-1½ 437 (500-1½)	
CIRCLING **	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5387 (FAA)

COLUMBUS/OHIO STATE UNIVERSITY (OSU)
COLUMBUS, OHIO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

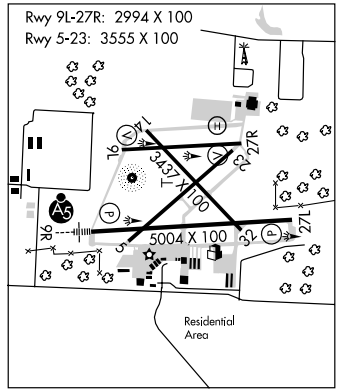
COLUMBUS, OHIO
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

10266

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

OHIO STATE UNIVERSITY (OSU) 10 NW UTC−5(−4DT) N40°04.79′ W83°04.38′ **DETROIT**
905 B S4 **FUEL** 100LL, JET A1 + 0X 1, 2 Class IV, ARFF Index A NOTAM FILE OSU **H–10G, L–29A**
RWY 09R–27L: H5004X100 (ASPH–GRVD) S–45, D–60 HIRL **IAP, AD**
RWY 09R: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Pole.
RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Tree.
RWY 05–23: H3555X100 (ASPH) S–21, D–32 MIRL 0.3% up SW
RWY 05: Trees. **RWY 23:** Trees.
RWY 14–32: H3437X100 (ASPH) S–32.5, D–42, 2D–61 MIRL
RWY 14: Trees. **RWY 32:** Trees
RWY 09L–27R: H2994X100 (ASPH) S–25.2 MIRL 0.4% up W
RWY 09L: VASI(V2L)—GA 3.0° TCH 29′. Silo.
RWY 27R: VASI(V2L)—GA 3.0° TCH 42′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09L–27R	3350
RWY 09L	05–23	2550
RWY 09R	14–32	3300
RWY 14	09R–27L	2750
RWY 23	09R–27L	2500
RWY 27L	05–23	3300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–3555	TODA–3555	ASDA–3555	LDA–3555
RWY 09L:	TORA–2994	TODA–2994	ASDA–2994	LDA–2994
RWY 09R:	TORA–5004	TODA–5004	ASDA–5004	LDA–5004
RWY 23:	TORA–3555	TODA–3555	ASDA–3555	LDA–3555
RWY 27L:	TORA–5004	TODA–5004	ASDA–5004	LDA–5004
RWY 27R:	TORA–2994	TODA–2994	ASDA–2994	LDA–2994

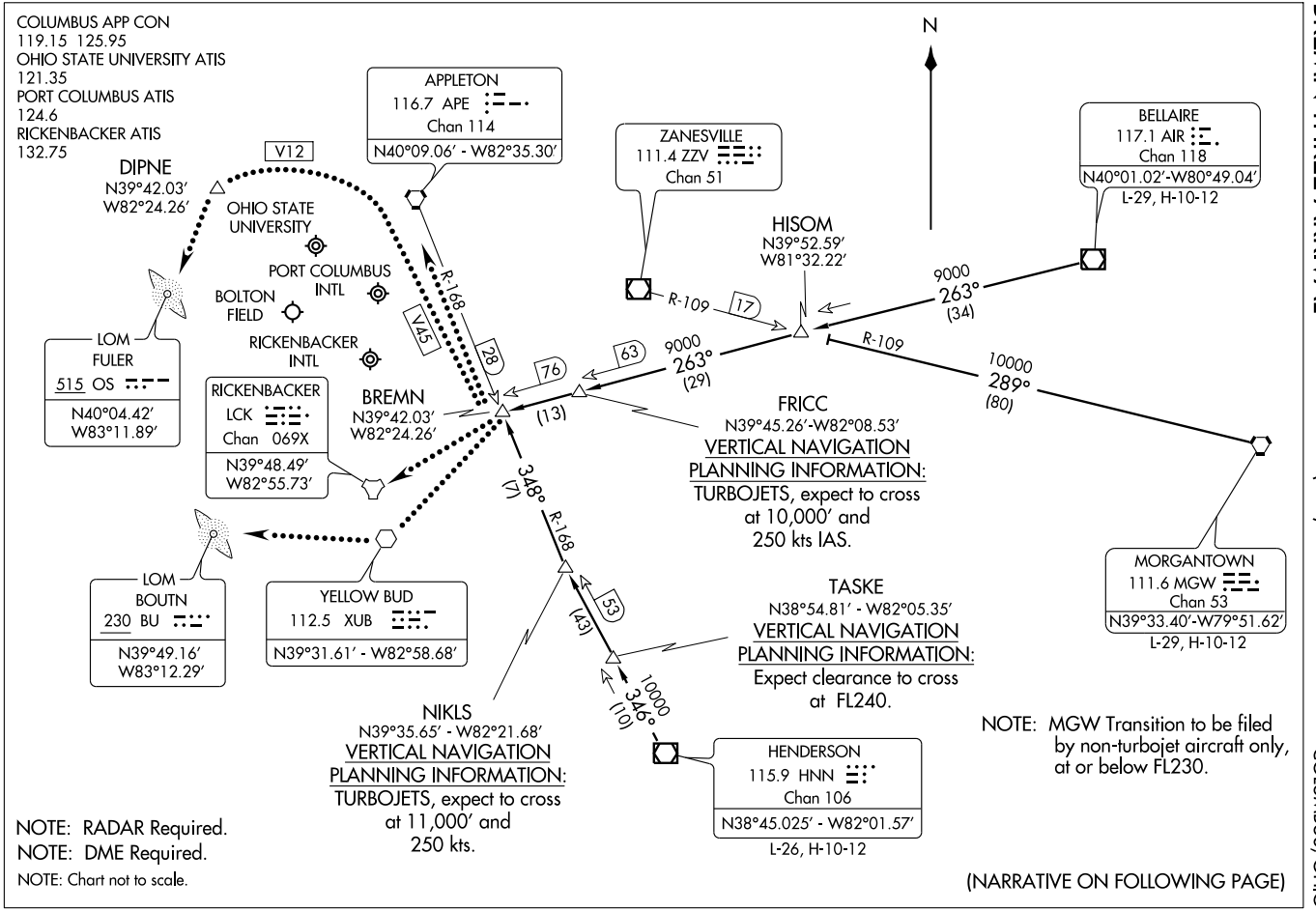
AIRPORT REMARKS: Attended 1130–0400Z‡. Helicopter lndgs on Twy A prohibited. Helicopter ldg/tkfs from the FBO ramp prohibited. Birds and deer on and invof arpt. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 614–292–5460. Noise sensitive area within 4 miles to the N and NE. Noise abatement restrictions: No touch and go ldgs or repeated tkf and ldgs 0400–1200Z‡ daily. All movement area N of Rwy 09R–27L are not avbl for air carrier ops with more than 30 passenger seats. Snow removal operating procedures: when twr clsd announce arrival on freq 118.8. When twr clsd HIRL Rwy 09R–27L, and either MIRL Rwy 05–23 or Rwy 14–32 may be preset med ints in favor of forecasted wind, and MIRL Rwy 09L–27R not avbl.
WEATHER DATA SOURCES: ASOS (614) 451–2465. LAWRS.
COMMUNICATIONS: CTAF 118.8 **ATIS** 121.35 **UNICOM** 122.95
Ⓡ **COLUMBUS APP/DEP CON** 120.2
STATE TOWER 118.8 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 121.7
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 265° 22.7 NM to fld. 1350/6W. **HIWAS.**
DON SCOTT NDB (MHW) 348 DKG N40°04.82′ W83°04.73′ at fld. NOTAM FILE OSU. Unmonitored when twr clsd. SHUTDOWN.
FULER NDB (MHW/LOM) 515 OS N40°04.42′ W83°11.89′ 091° 5.8 NM to fld.
ILS 108.5 I–OSU Rwy 09R LOM FULER NDB. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

• • • •

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 21 OCT 2010 to 18 NOV 2010

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

APP CRS	Rwy Idg	5004
272°	TDZE	903
	Apt Elev	905

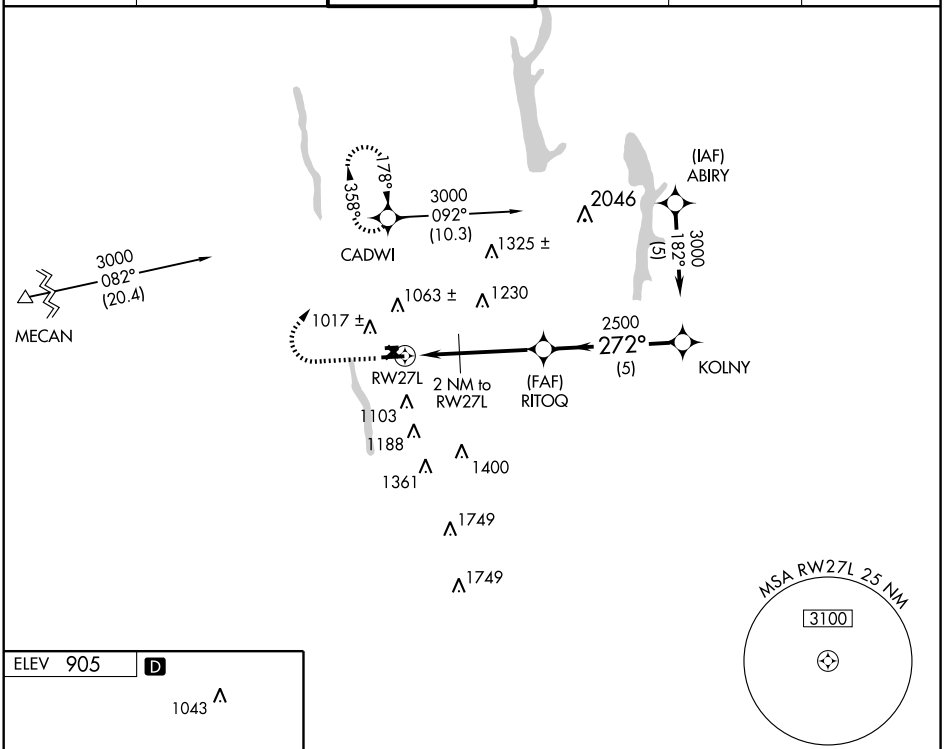
GPS RWY 27L

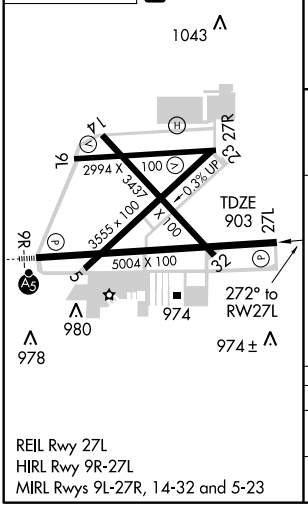
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

NA

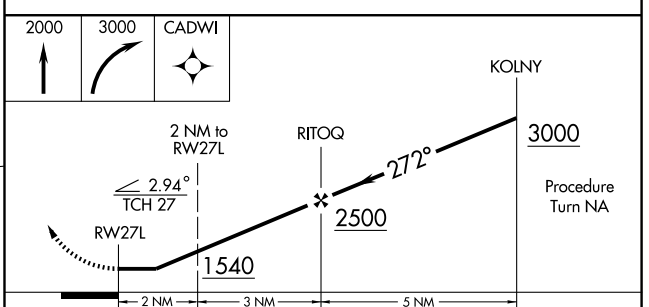
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95





REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R, 14-32 and 5-23



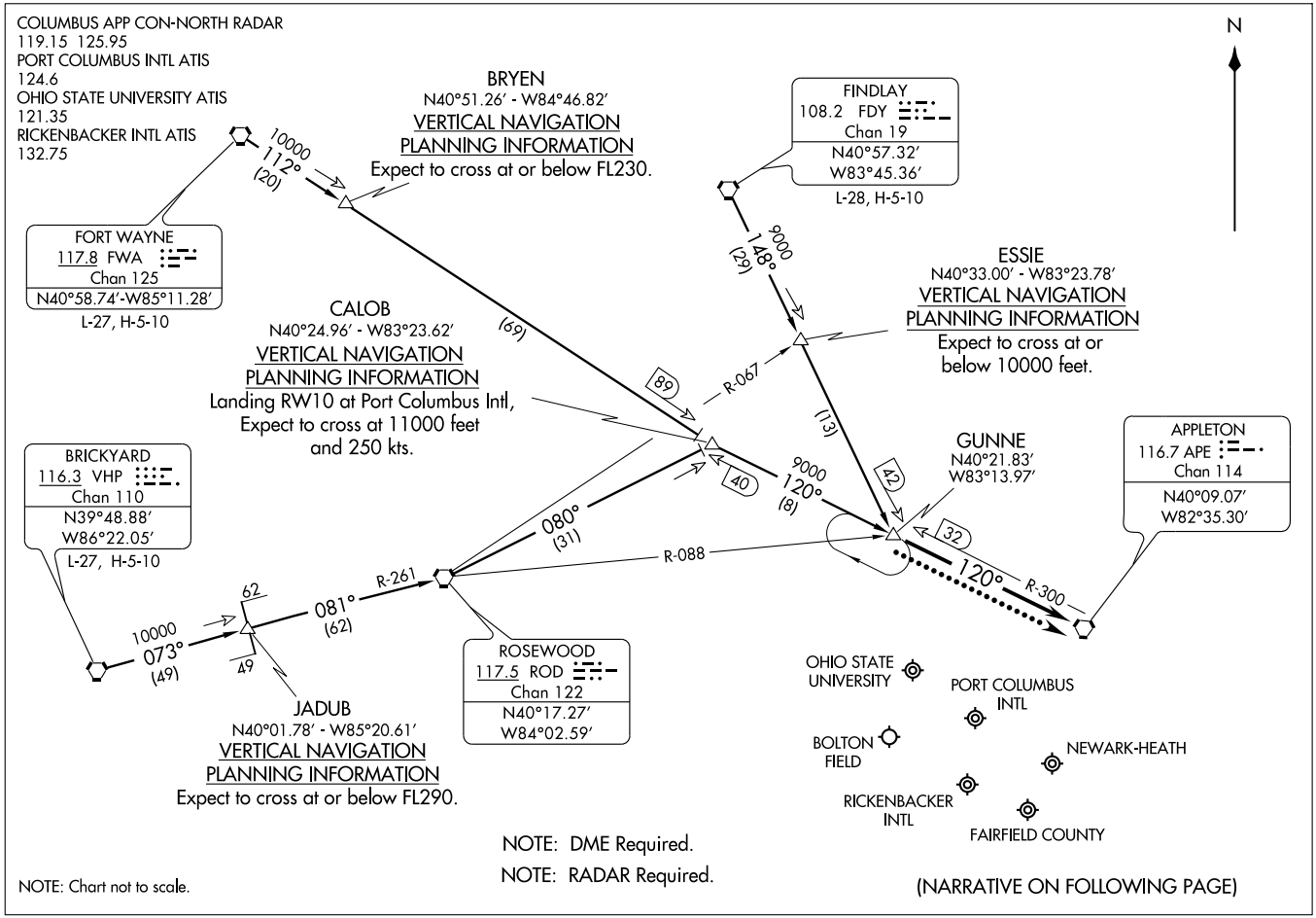
CATEGORY	A	B	C	D
S-27L	1280-1 377 (400-1)			1280-1¼ 377 (400-1¼)
CIRCLING	1380-1 475 (500-1)		1380-1½ 475 (500-1½)	1460-2 555 (600-2)

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EC-2, 21 OCT 2010 to 18 NOV 2010

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

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LOC I-OSU	APP CRS	Rwy Idg	5004
108.5	092°	TDZE	905
		Apt Elev	905

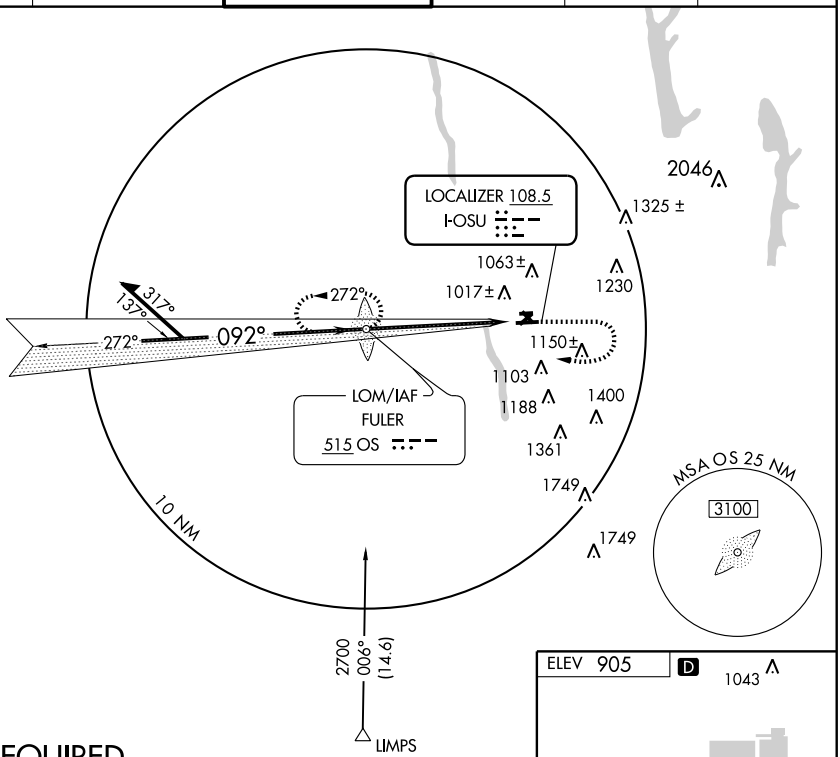
ILS or LOC RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

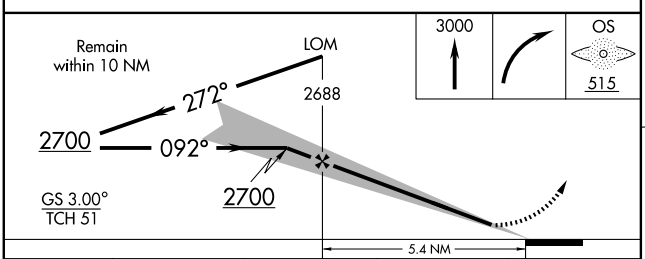
MALSR

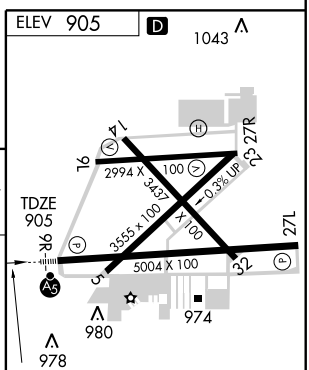
MISSED APPROACH: Climb to 3000, then right turn direct OS LOM and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95



ADF REQUIRED





092° 5.4 NM from FAF

REIL Rwy 27L

HIRL Rwy 9R-27L

MIRL Rwys 9L-27R, 14-32 and 5-23

CATEGORY	A	B	C	D
S-ILS 9R	1105-½ 200 (200-½)			
S-LOC 9R	1360-½ 455 (500-½)		1360-¾ 455 (500-¾)	1360-1 455 (500-1)
CIRCLING	1380-1 475 (500-1)		1380-1½ 475 (500-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOM OS	APP CRS	Rwy Idg	5004
515	092°	TDZE	905
		Apt Elev	906

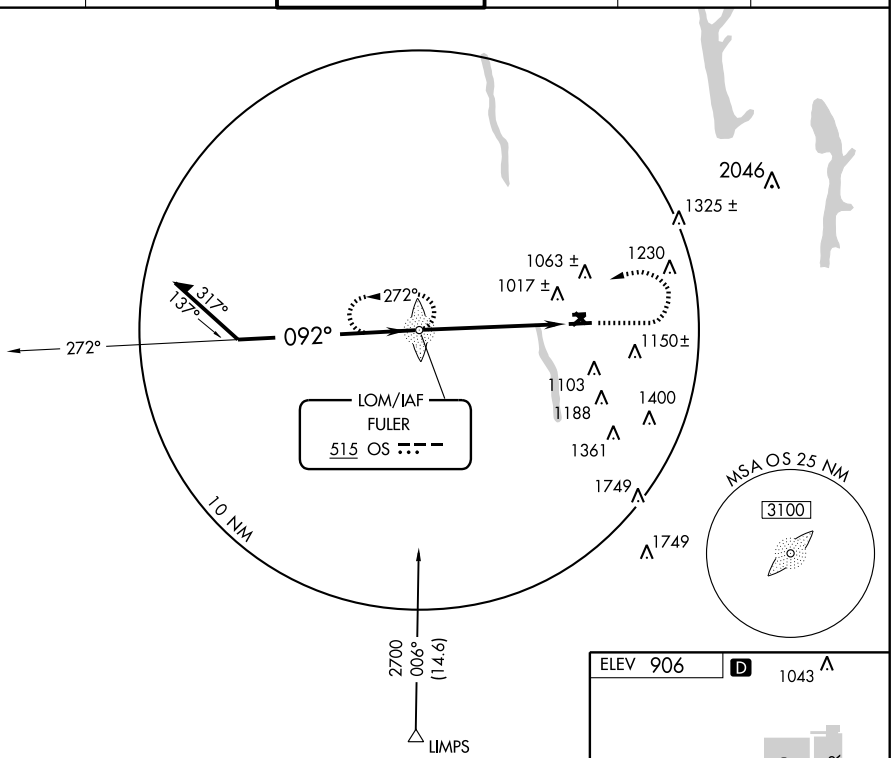
NDB RWY 9R

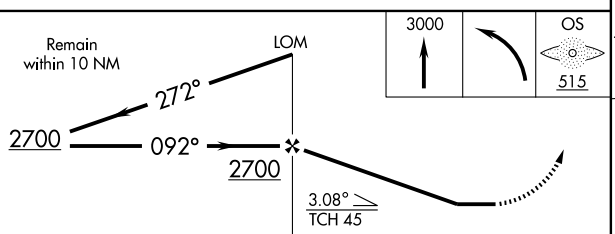
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

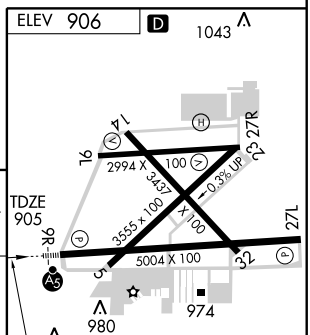
MALSR

MISSED APPROACH: Climb to 3000, then left turn direct OS LOM and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95







REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R, 14-32 and 5-23

CATEGORY	A	B	C	D
S-9R	1400-¾ 495 (500-¾)			1400-1¼ 495 (500-1¼)
CIRCLING	1400-1 495 (500-1)		1400-1½ 495 (500-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

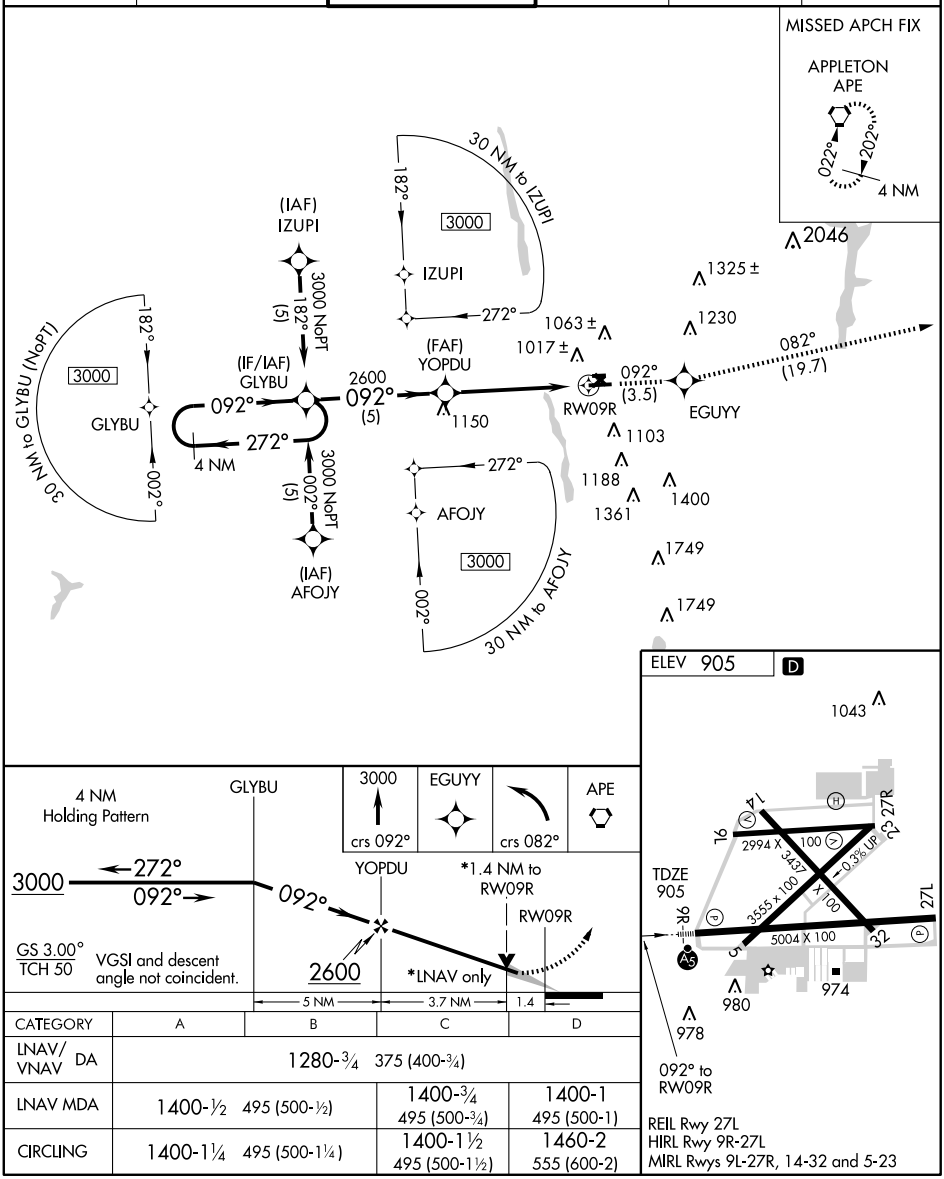
APP CRS	Rwy Idg	5004
092°	TDZE	905
	Apt Elev	905

NA — DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MALSR

MISSED APPROACH: Climb to 3000 via course 092° to EGUYY WP, then left turn via 082° course to APE VORTAC and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95



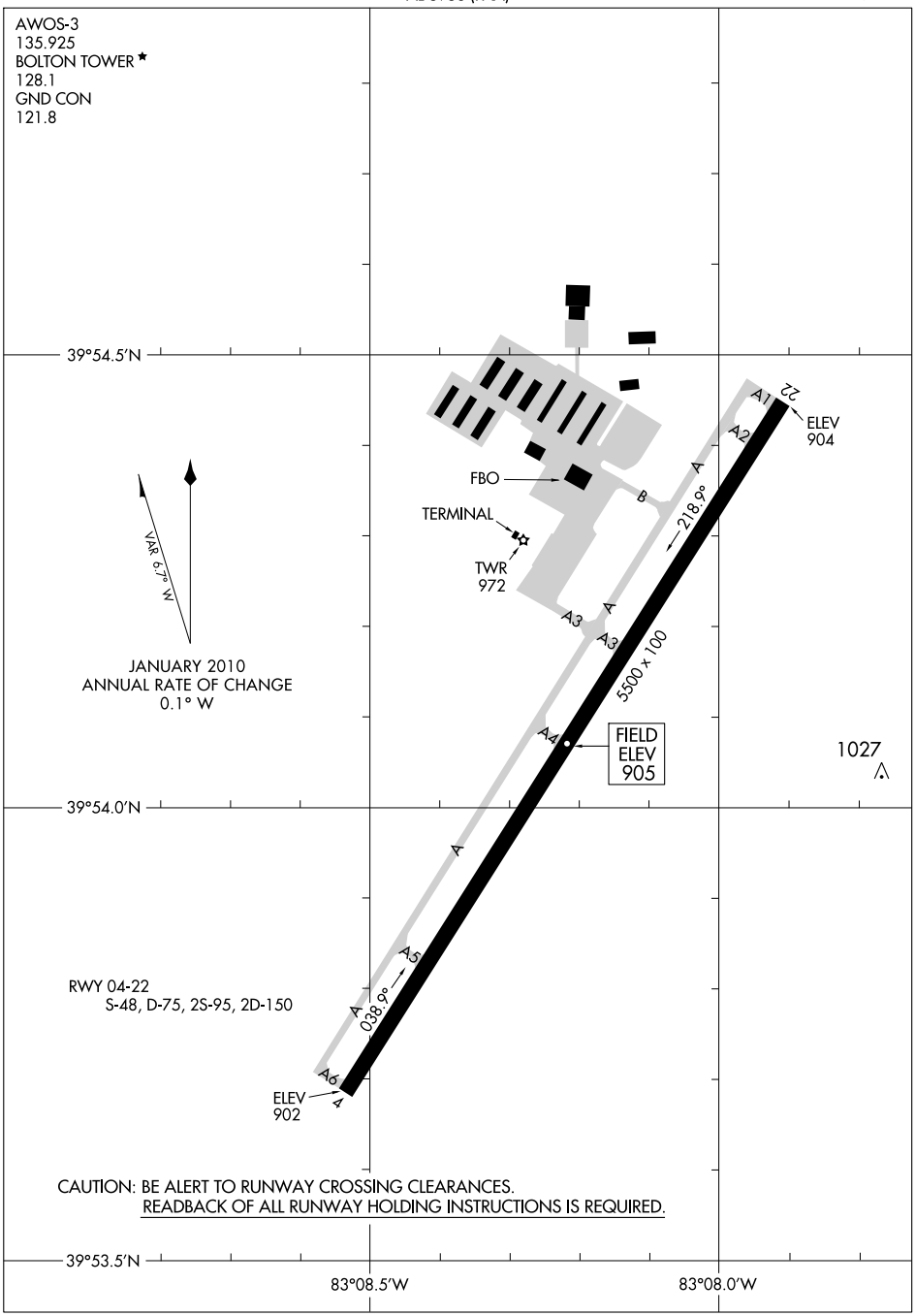
CATEGORY	A	B	C	D
LNAV/VNAV DA	1280-¾ 375 (400-¾)			
LNAV MDA	1400-½ 495 (500-½)		1400-¾ 495 (500-¾)	1400-1 495 (500-1)
CIRCLING	1400-1¼ 495 (500-1¼)		1400-1½ 495 (500-1½)	1460-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS/ BOLTON FIELD (TZR)
COLUMBUS, OHIO

AL-5958 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/ BOLTON FIELD (TZR)

10210

COLUMBUS

BOLTON FLD (TZR) 8 SW UTC−5(−4DT) N39°54.07′ W83°08.22′ CINCINNATI

905 B S4 **FUEL** 100LL, JET A1+ OX 3 TPA—1705(800) NOTAM FILE TZR H–10G, L–29A

RWY 04–22: H5500X100 (ASPH) S–48, D–75, 2S–95, 2D–150 MIRL IAP, AD

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.

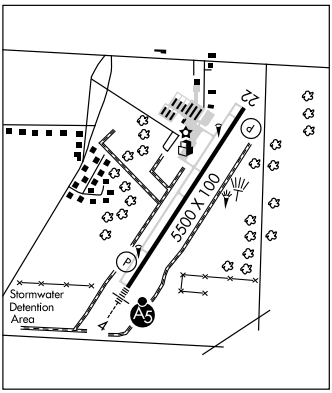
AIRPORT REMARKS: Attended 1200–0200Z‡. Balloon and banner activity on and invof arpt. Birds and deer and coyote on and invof arpt. When twr clsd MIRL Rwy 04–22 preset medium ints, to increase ints–ACTIVATE MALSR Rwy 04 and REIL Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 135.925 (614) 878–1722. Unavbl 1230–0030Z‡.

COMMUNICATIONS: CTAF 128.1

Ⓡ **COLUMBUS APP/DEP CON** 132.3

TOWER 128.1 (1230–0030Z‡) **GND CON** 121.8



AIRSPACE: CLASS D svc 1230–0030Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 246° 29.4 NM to fld. 1350/6W. **HIWAS.**

BOUTN NDB (MHW/LOM) 230 BU N39°49.16′ W83°12.29′ 038° 5.8 NM to fld. Unmonitored when twr clsd. NDB unusable 355°–010° byd 15 NM.

ILS 111.7 I–BUZ Rwy 04 LOM BOUTN NDB. Unmonitored when twr clsd. GS unmonitored when twr clsd. LOC unusable 355°–010° byd 15 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency not monitored all times. Ctc Gnd Con 121.8 for weather 1230–0030Z‡.

COLUMBUS SOUTHWEST (Ø4I) 11 SW UTC−5(−4DT) N39°54.67′ W83°11.33′ CINCINNATI

920 B NOTAM FILE DAY

RWY 06–24: 2382X120 (TURF) LIRL

RWY 06: Trees. **RWY 24:** Bldg.

AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 06–24 undulating surface; rwy soft when wet; check NOTAMS or call arpt manager at 614–878–4080. Helicopters, acft towing banners and ultralights use rgt tfc. Rwy 06–24 has soft spots. For LIRL Rwy 06–24 and rotating bcn call 614–878–4080. Rwy 06–24 NSTD LIRL; Rwy 06–24 NSTD LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

DARBY DAN (6I6) 10 W UTC−5(−4DT) N39°56.52′ W83°12.29′ CINCINNATI

928 B **FUEL** 100LL, JET A NOTAM FILE DAY H–10G, L–29A

RWY 09–27: H5892X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P4L). Thld dsplcd 1343′. Tree.

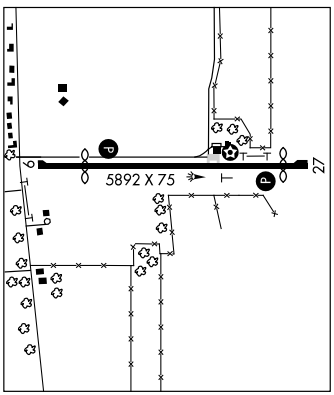
RWY 27: REIL. PAPI(P4L). Thld dsplcd 543′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Prior arrangement for Sat–Sun call 614–853–2400. Rwy 09 PAPI OTS indef. Rwy 27 PAPI OTS indef. ACTIVATE MIRL Rwy 09–27; rotating bcn; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF. Rwy 09 and Rwy 27 REILS OTS indef. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 252° 31.1 NM to fld. 1350/6W. **HIWAS.**



DEPARTMENT OF TRANSPORTATION HELIPORT (2A7) 0 W UTC−5(−4DT) CINCINNATI

N39°57.59′ W83°02.65′

715 NOTAM FILE DAY

HELIPAD H1: H40X40 (ASPH)

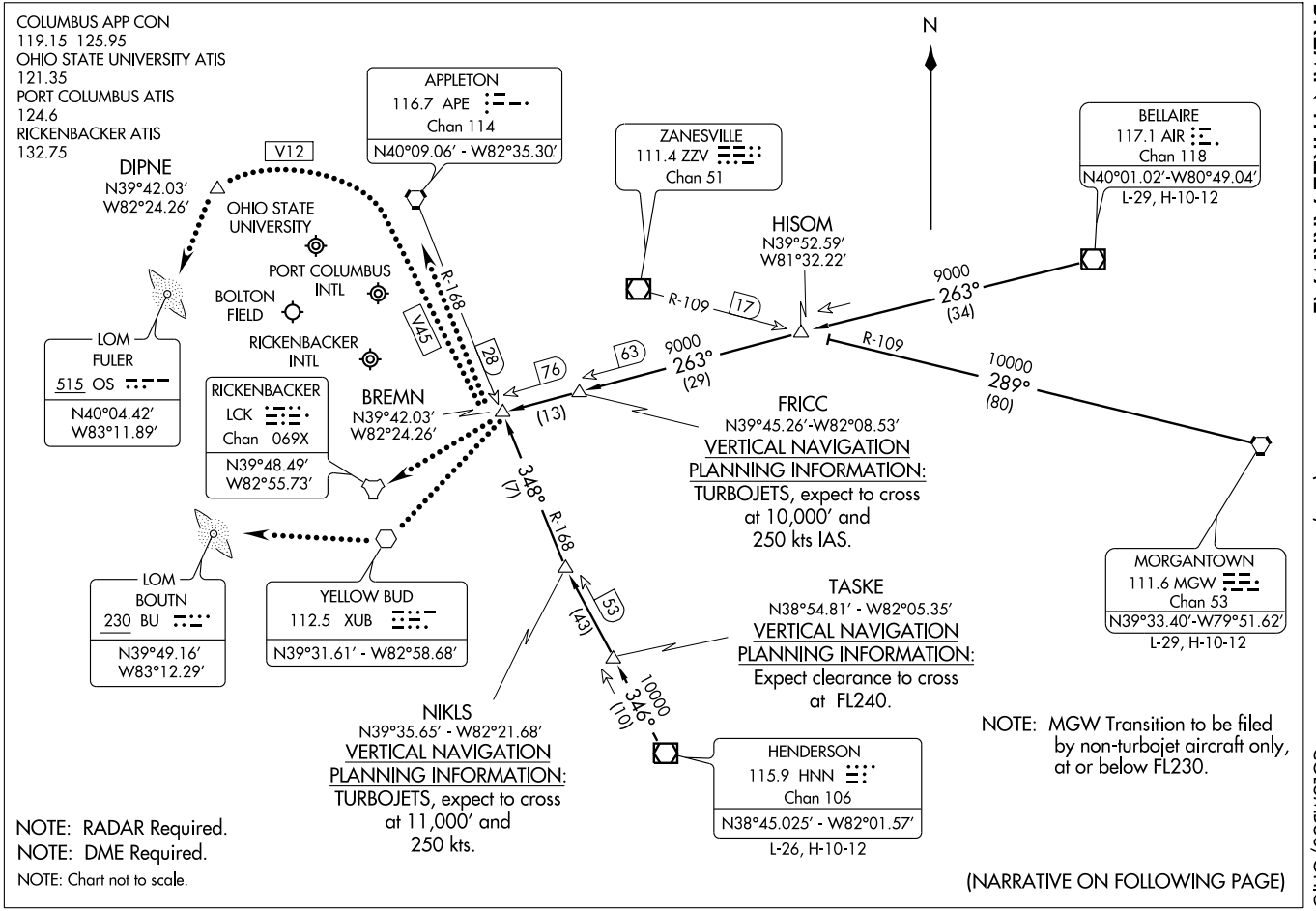
HELIPORT REMARKS: Attended continuously.

COMMUNICATIONS: CTAF 122.9

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

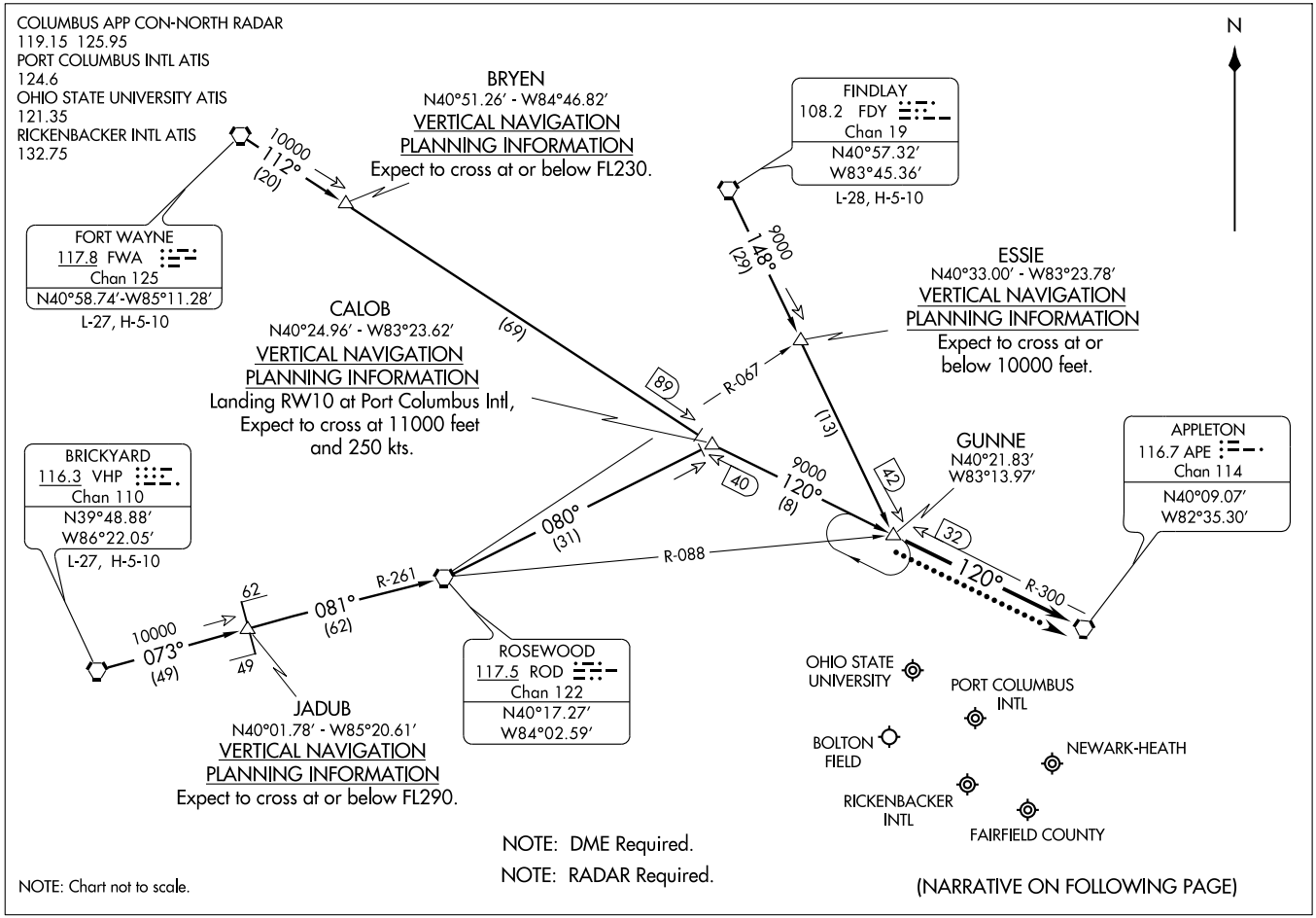
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BUZ	APP CRS	Rwy Idg	5500
111.7	037°	TDZE	905
		Apt Elev	905

ILS or LOC RWY 4

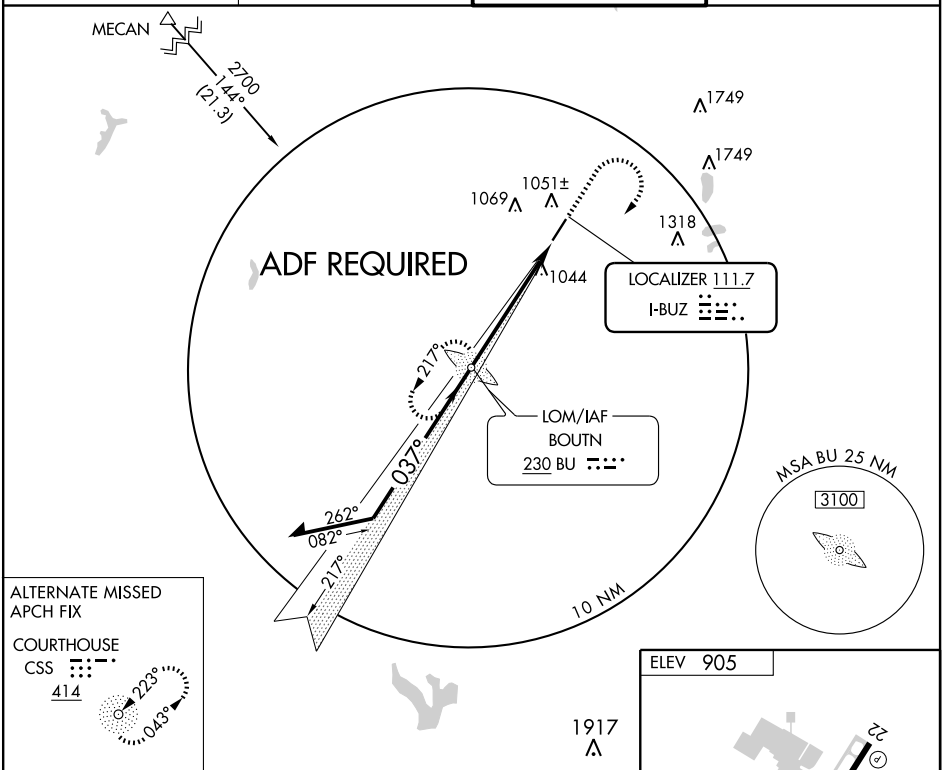
COLUMBUS/BOLTON FIELD (TZR)

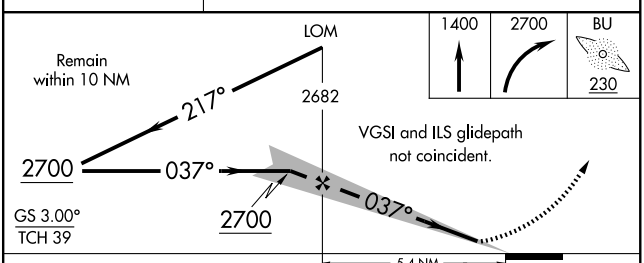
ADF Required. When local altimeter setting not received use Port Columbus altimeter setting and increase DA to 1147 and all MDA 60 feet.

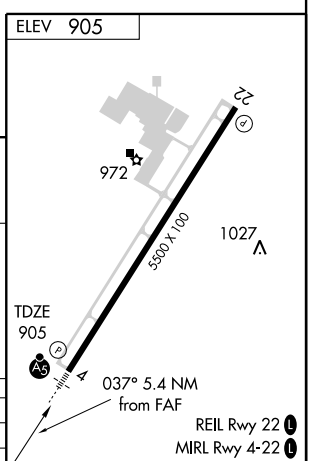
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-ILS 4	1105-½ 200 (200-½)			
S-LOC 4	1340-½ 435 (500-½)		1340-¾ 435 (500-¾)	1340-1 435 (500-1)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM BU	APP CRS	Rwy Idg	5500
230	038°	TDZE	905
		Apt Elev	905

NDB RWY 4

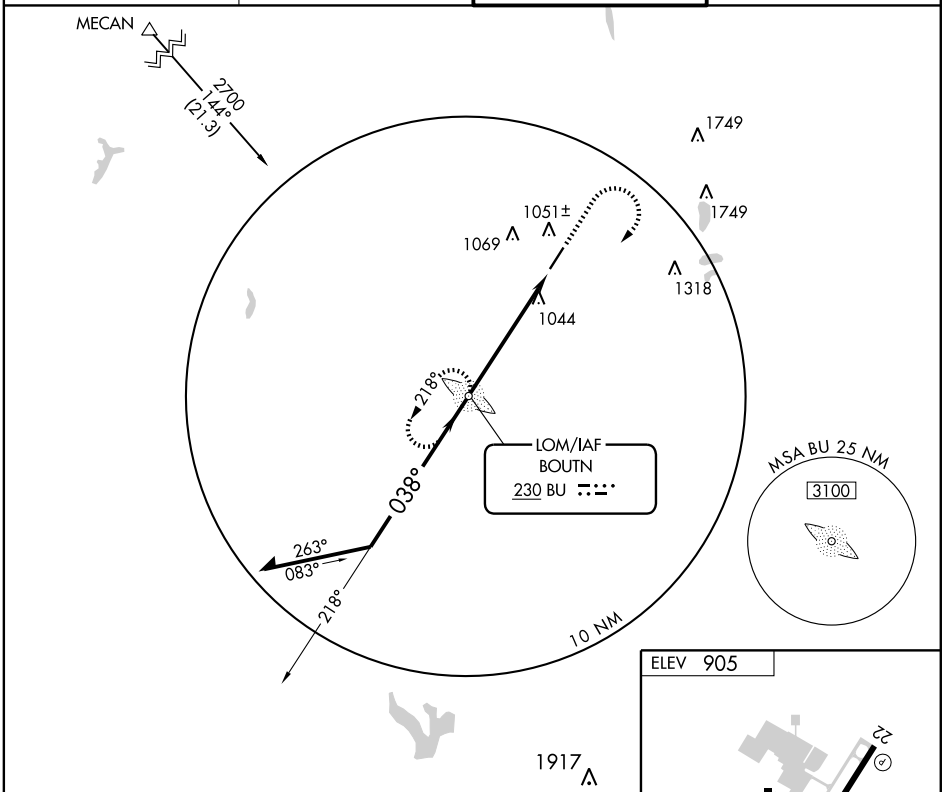
COLUMBUS/BOLTON FIELD (TZR)

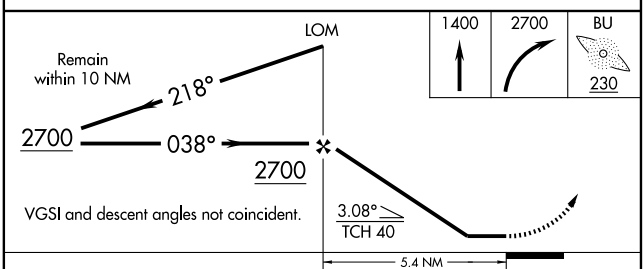
When local altimeter setting not received use Port Columbus altimeter setting and increase all MDA 60 feet and increase S-4 Cat C/D visibility ¼ mile.

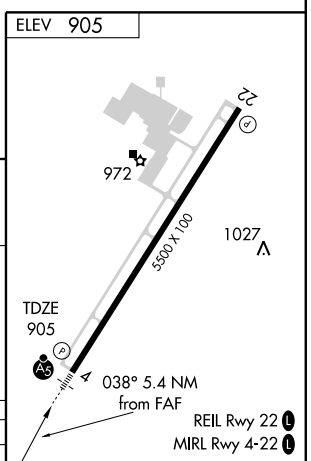
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-4	1400- ¾ 495 (500-¾)			1400-1¼ 495 (500-1¼)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 90505	037°	TDZE	905
W04A		Apt Elev	905

RNAV (GPS) RWY 4

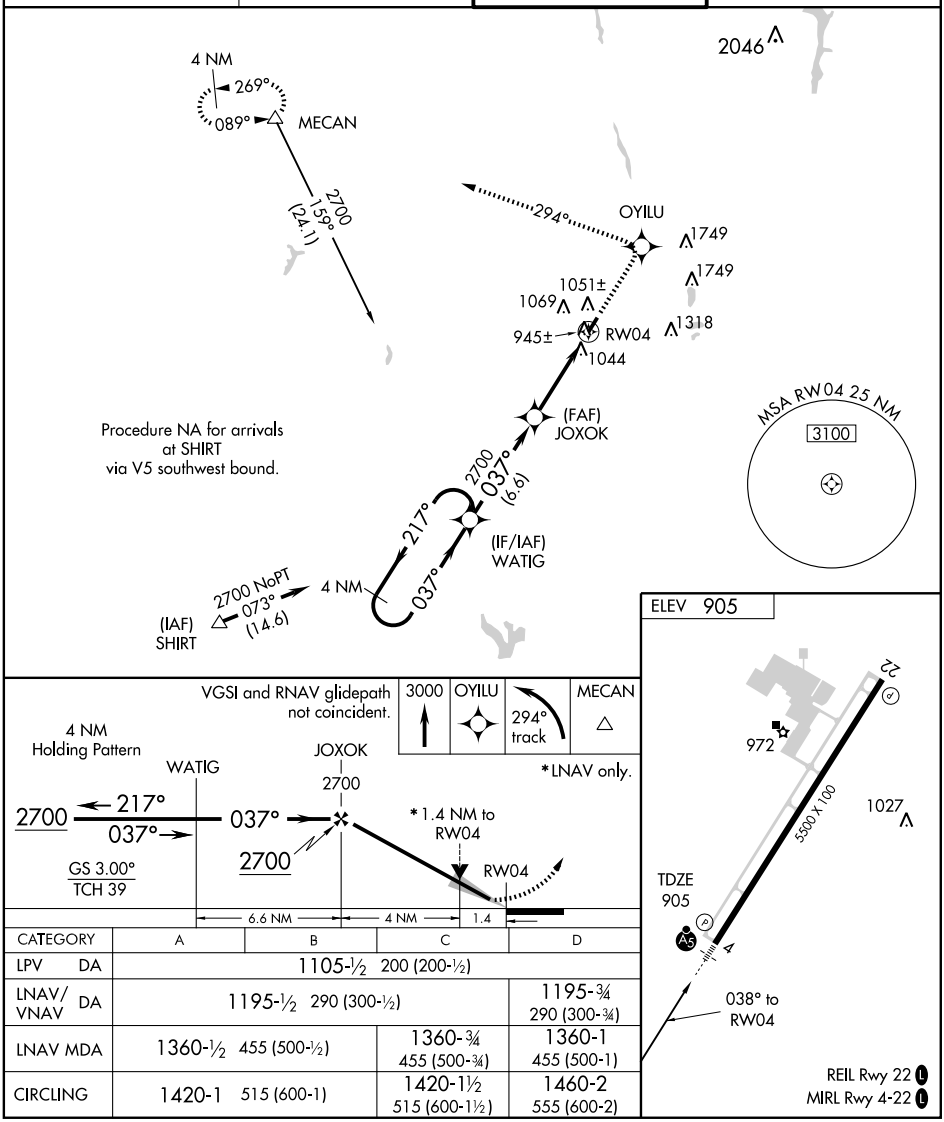
COLUMBUS/BOLTON FIELD (TZR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile Cats A/B/C, LNAV Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Port Columbus altimeter setting. For inoperative MALSR increase LNAV/VNAV Cat D visibility to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct OYILU and left turn via 294° track to MECAN and hold..

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8



CATEGORY	A	B	C	D
LPV DA	1105-½ 200 (200-½)			
LNAV/VNAV DA	1195-½ 290 (300-½)			1195-¾ 290 (300-¾)
LNAV MDA	1360-½ 455 (500-½)		1360-¾ 455 (500-¾)	1360-1 455 (500-1)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CONCORD AIRPARK (See PAINESVILLE)

COSHOCTON

RICHARD DOWNING (I4Ø) 3 N UTC−5(−4DT) N40°18.55′ W81°51.20′ **DETROIT**

979 B **FUEL** 100LL, JET A NOTAM FILE CLE **L–29B**

RWY 04–22: H4099X75 (ASPH) S–30, D–35 MIRL **IAP**

RWY 04: PAPI(P2L)—GA 3.5°. Trees. **RWY 22:** REIL. PAPI(P2L).

AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡, Nov–Apr 1300–2200Z‡. Deer on and invof arpt. Rwy 22 REIL OTS indef. PAPI Rwys 04 and 22 opr continuously. ACTIVATE MIRL Rwy 04–22—122.9.

WEATHER DATA SOURCES: AWOS–3 118.875 (740) 295–7370.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 011° 22.2 NM to fld. 900/6W.

COURT HOUSE N39°36.05′ W83°23.50′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 414 CSS 222° 2.3 NM to Fayette Co. NDB unusable 115°–165° byd 20 NM. **L–29A**

APP CRS	Rwy Idg	4099
224°	TDZE	979
	Apt Elev	979

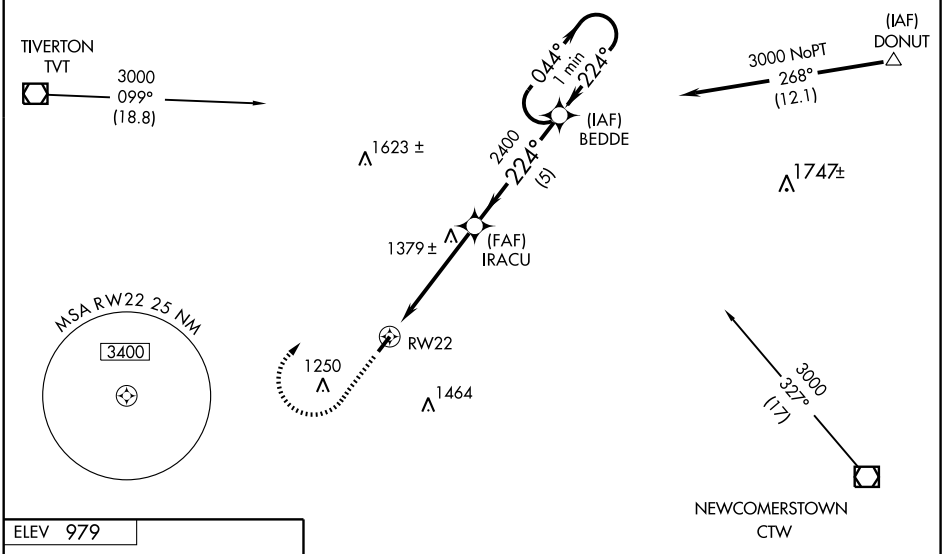
GPS RWY 22

COSHOCTON/ RICHARD DOWNING (I40)

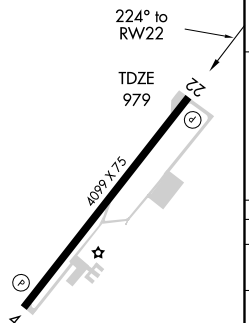
When local altimeter setting not received, use Zanesville altimeter setting.
VDP NA with Zanesville altimeter setting

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BEDDE WP and hold.

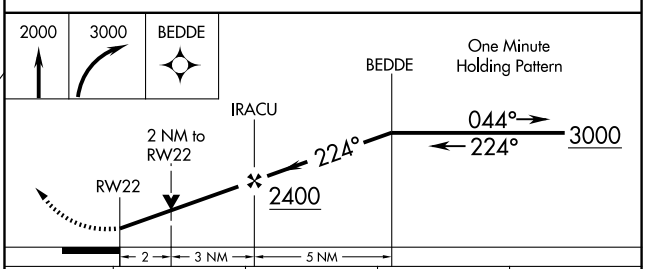
AWOS-3	INDIANAPOLIS CENTER	UNICOM	
118.875	124.45 370.9	123.0 (CTAF)	122.9 L



ELEV 979



REIL Rwy 22
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-22	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1640-2 661 (700-2)
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1820-2¾ 841 (900-2¾)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
S-22	1700-1	721 (800-1)	1700-2 721 (800-2)	1700-2¼ 721 (800-2¼)
CIRCLING	1700-1	721 (800-1)	1700-2 721 (800-2)	1880-3 901 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	011°	TDZE	N/A
Chan 51		Apt Elev	979

VOR or GPS-A

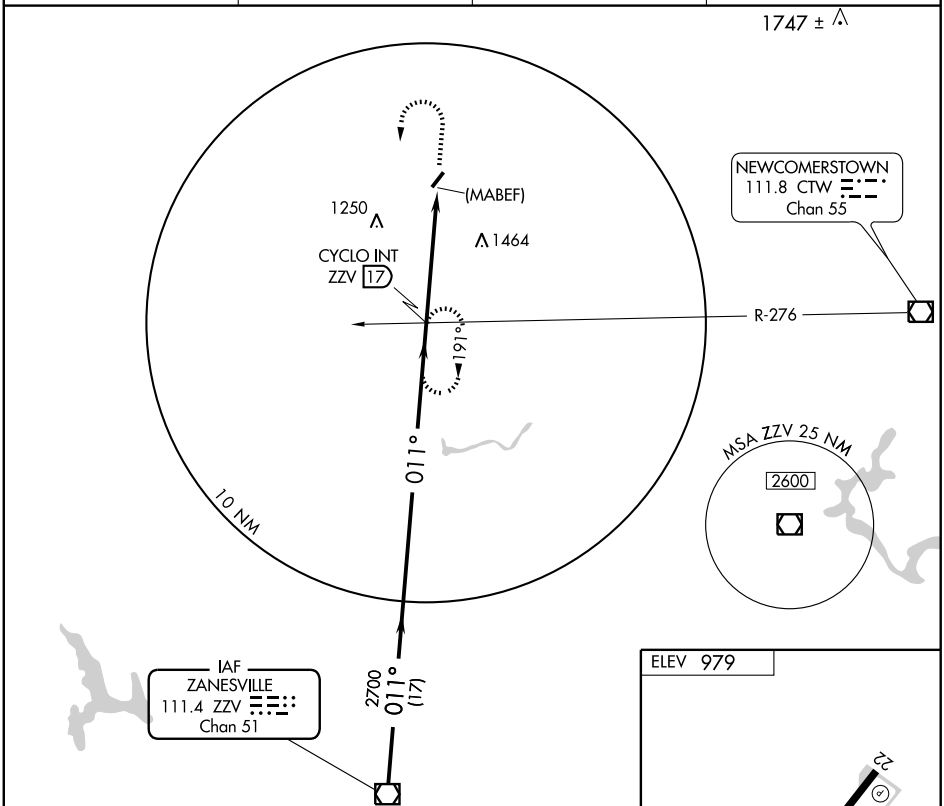
COSHOCTON/ RICHARD DOWNING (I40)

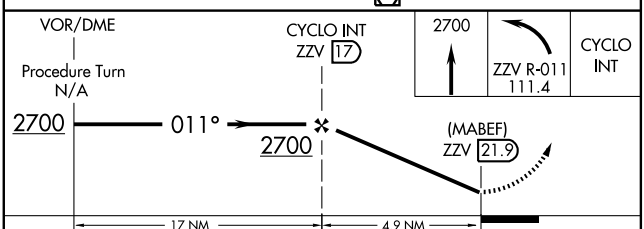
Obtain local altimeter setting on CTAF; when not recieved, use Zanesville altimeter setting.

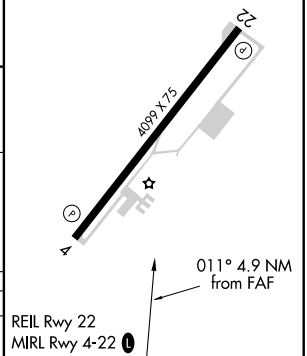
NA

MISSED APPROACH: Climb to 2700 then left turn via ZZV R-011 to CYCLO Int and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	
118.875	124.45 370.9	123.0 (CTAF)	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1720-1 741 (800-1)	1720-1¼ 741 (800-1¼)	1720-2¼ 741 (800-2¼)	1720-2½ 741 (800-2½)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1780-1 801 (900-1)	1780-1¼ 801 (900-1¼)	1780-2¼ 801 (900-2¼)	1780-2½ 801 (900-2½)

REIL Rwy 22
MIRL Rwy 4-22 L

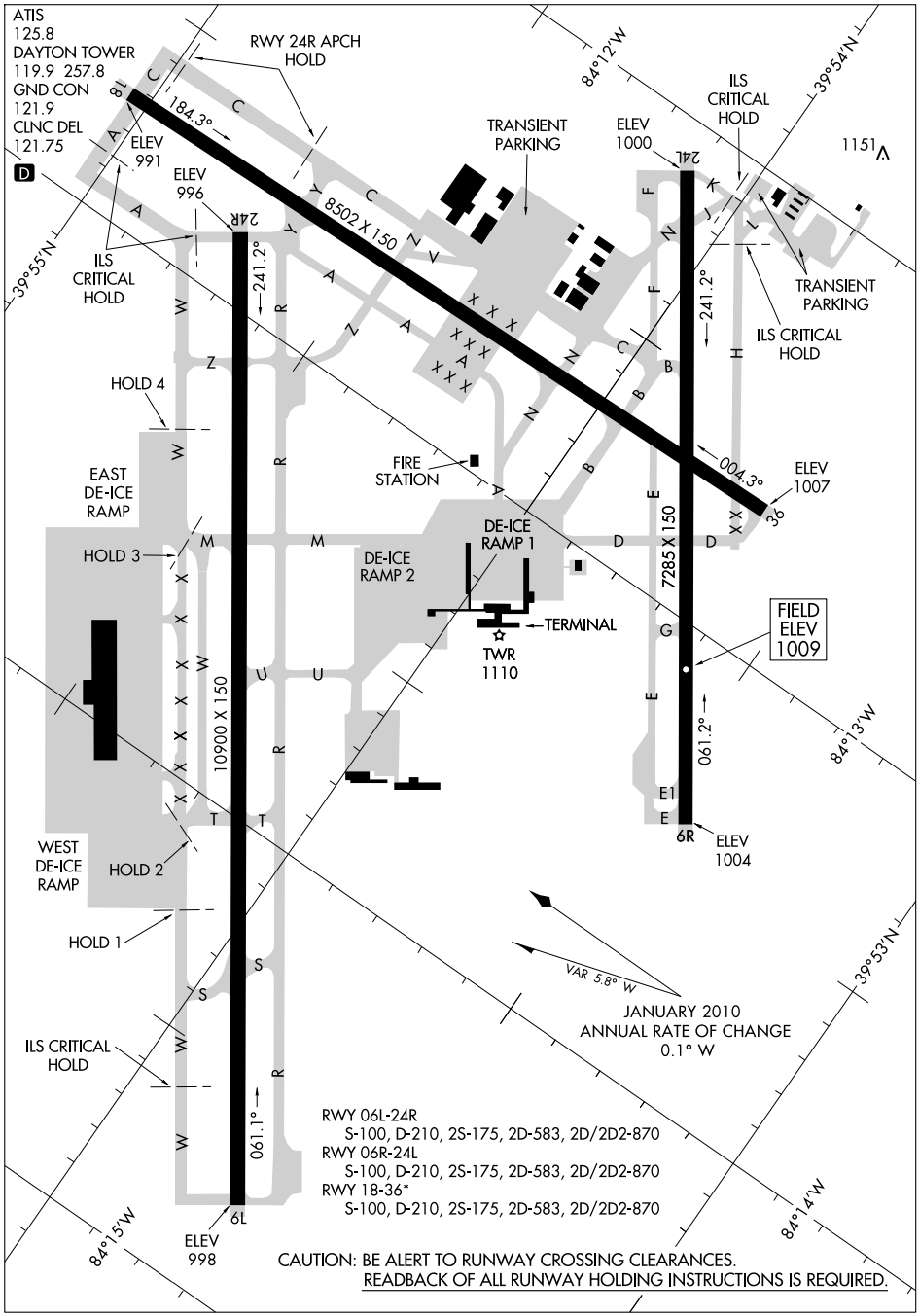
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DAYTON / JAMES M. COX-DAYTON INTL (DAY)
DAYTON, OHIO
AL-107 (FAA)

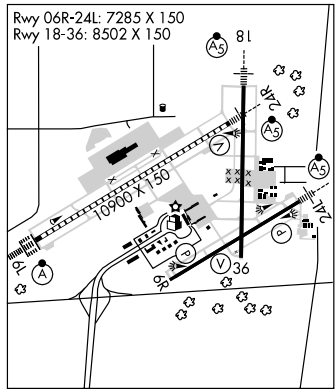


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

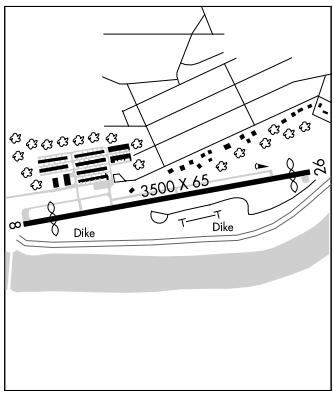
AIRPORT DIAGRAM
DAYTON, OHIO
DAYTON / JAMES M. COX-DAYTON INTL (DAY)
10210

JAMES M COX DAYTON INTL (DAY) 9 N UTC−5(−4DT) N39°54.14′ W84°13.16′ **CINCINNATI**
1009 B S4 **FUEL** 100, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE DAY **H–10G, L–27E**
RWY 06L–24R: H10900X150 (ASPH–CONC–GRVD) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL CL **IAP, AD**
RWY 06L: ALSF2. TDZL.
RWY 24R: MALSR. VASI(V4L)—GA 3.0° TCH 54′. Tree.
RWY 18–36: H8502X150 (ASPH–CONC–GRVD) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL
RWY 18: MALSR. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 46′. Trees.
RWY 06R–24L: H7285X150 (CONC) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL
RWY 06R: REIL. PAPI(P4L)—GA 3.0°. TCH 52′. Tree.
RWY 24L: MALSR. PAPI(P4L)—GA 3.0°. TCH 51′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 06R: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 24L: TORA–7000 TODA–7000 ASDA–7000 LDA–7000



AIRPORT REMARKS: Attended continuously. Deer, coyotes, birds and waterfowl on and invof arpt. First 1400′ Rwy 24R concrete. First 1500′ of Rwy 18 concrete. Rwy 36 VASI OTS indef. Class I, ARFF Index C. ARFF index E avbl with 24 hrs notice; call arpt operations 937–454–8299. Twy H clsd between Twy D and Rwy 18–36 indef. Twy C between Twy N and Twy V not avbl for air carrier ops. Twy K, Twy H and Twy J not avbl for group IV and higher acft. Terminal ramp is a non–movement area. Runups prohibited in Rwy 24L holding area. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (937) 454–7845. **HIWAS** 114.5 DQN. TDWR.
COMMUNICATIONS: ATIS 125.8 **UNICOM** 122.95
DAYTON RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.85 126.45 (091°–180°) 134.45 (181°–359°) 118.425 (360°–090°) 118.0 126.5
DAYTON TOWER 119.9 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 131° 10.7 NM to fld. 990/1W. **HIWAS.**
BRUNY NDB (LOM) 315 AT N39°50.82′ W84°20.09′ 062° 6.3 NM to fld.
ILS/DME 108.3 I–DAY Chan 20 Rwy 18.
ILS 108.9 I–ATD Rwy 06L. LOM BRUNY NDB.
ILS 110.3 I–EGK Rwy 24L.
ILS/DME 111.9 I–VUQ Chan 56 Rwy 24R. Class IE.
ASR

MORAINE AIR PARK (I73) 4 SW UTC−5(−4DT) N39°40.95′ W84°14.58′ **CINCINNATI**
720 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 08–26: H3500X65 (ASPH) MIRL
RWY 08: Thld dsplcd 558′. Dike.
RWY 26: Thld dsplcd 136′. Dike.
AIRPORT REMARKS: Attended dalgt hrs. PAEW adjacent twys.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
DAYTON APP/DEP CON 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 248° 20.6 NM to fld. 1047/4W.



DARBY DAN (See COLUMBUS)

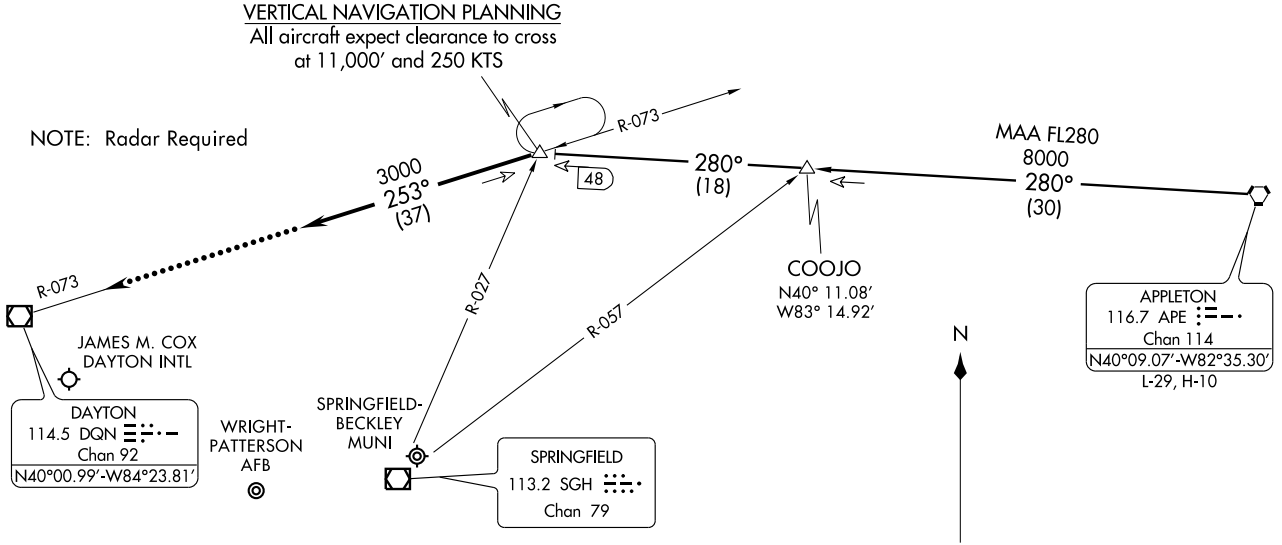
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

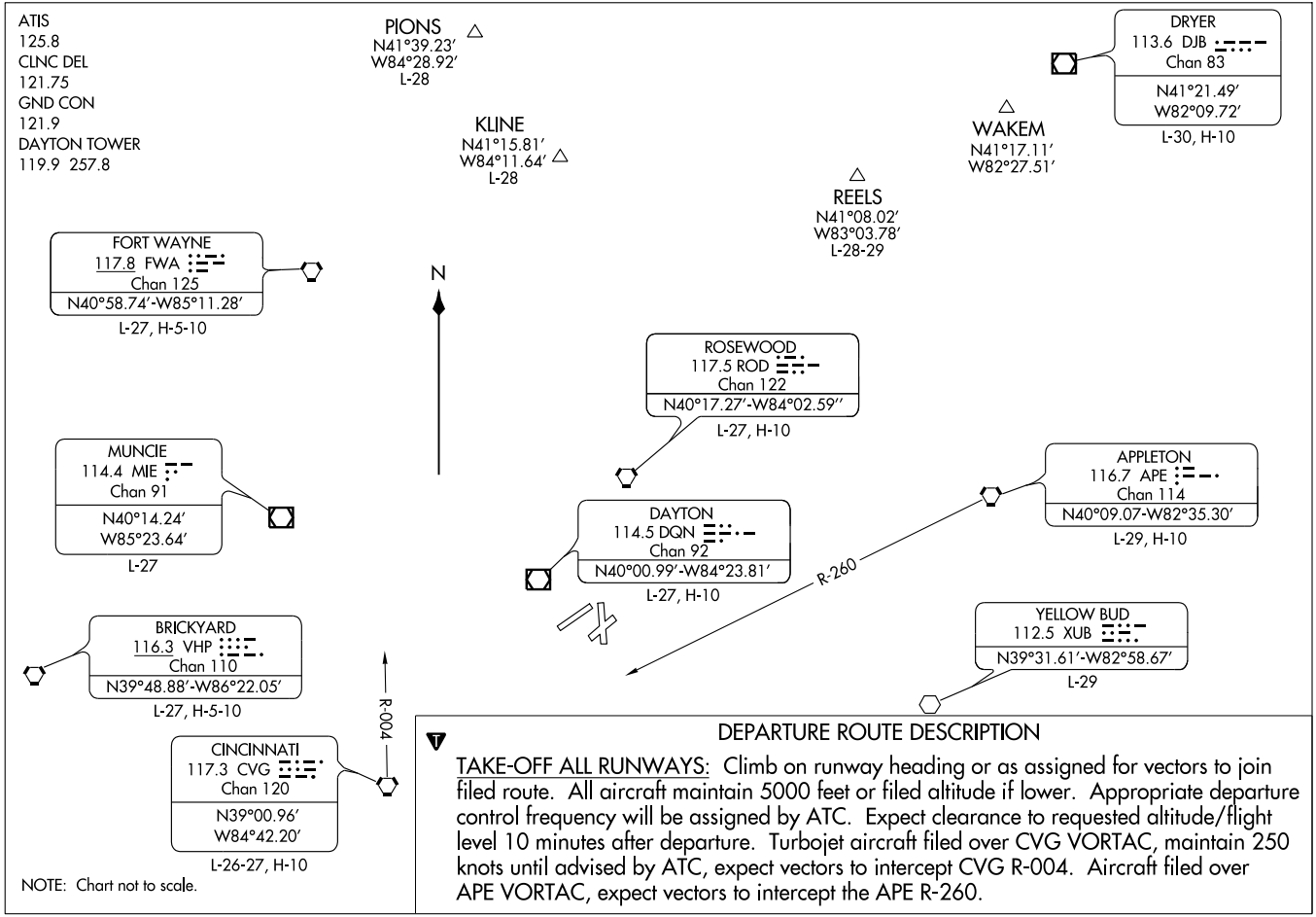
DAYTON, OHIO

DAYTON FOUR DEPARTURE

(DAY4.DAY) 07298

DAYTON/ JAMES M. COX DAYTON INTL (DAY)

DAYTON, OHIO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned for vectors to join filed route. All aircraft maintain 5000 feet or filed altitude if lower. Appropriate departure control frequency will be assigned by ATC. Expect clearance to requested altitude/flight level 10 minutes after departure. Turbojet aircraft filed over CVG VORTAC, maintain 250 knots until advised by ATC, expect vectors to intercept CVG R-004. Aircraft filed over APE VORTAC, expect vectors to intercept the APE R-260.

(DAY4.DAY) 07298

DAYTON FOUR DEPARTURE

SL-107 (FAA) DAYTON/ JAMES M. COX DAYTON INTL (DAY)

DAYTON, OHIO

LOC I-ATD	APP CRS	Rwy Idg	10900
108.9	061°	TDZE	998
		Apt Elev	1009

ILS or LOC RWY 6L

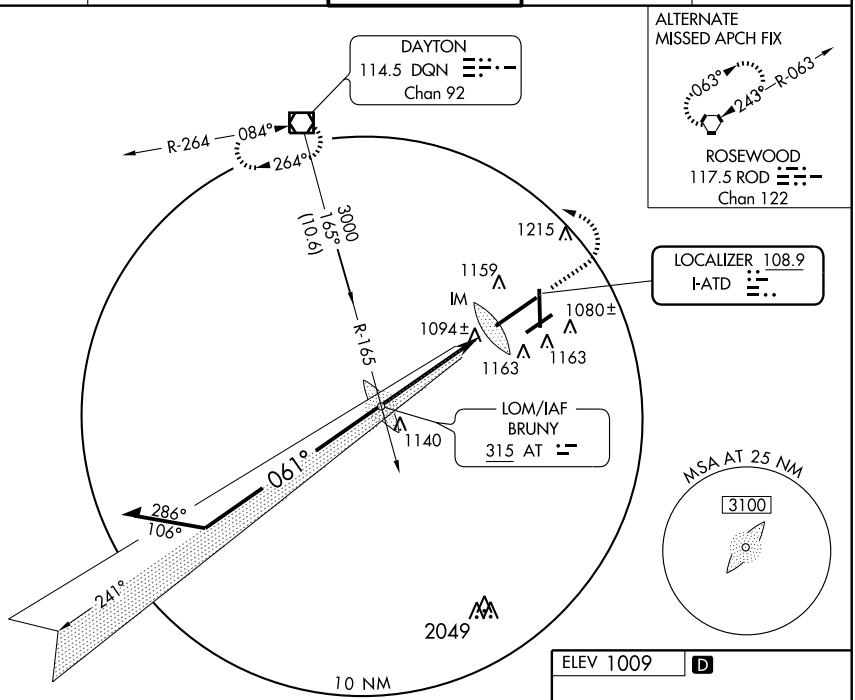
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

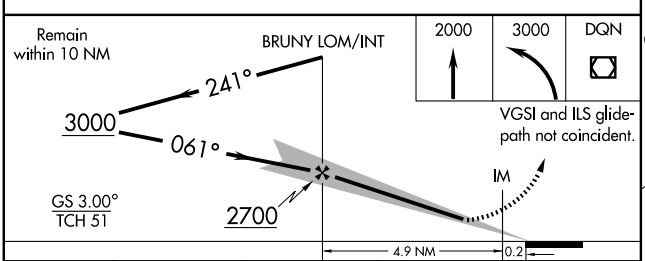
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

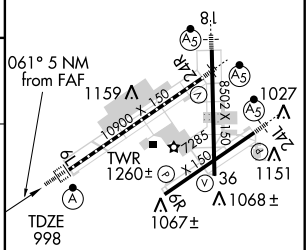


ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	1198/18 200 (200-½)			
S-LOC 6L	1380/24 382 (400-½)			1380/40 382 (400-¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

ELEV 1009 D



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DAY	APP CRS	Rwy Idg	8502
108.3	183°	TDZE	995
Chan 20		Apt Elev	1009

ILS or LOC RWY 18

DAYTON/JAMES M. COX DAYTON INTL (DAY)

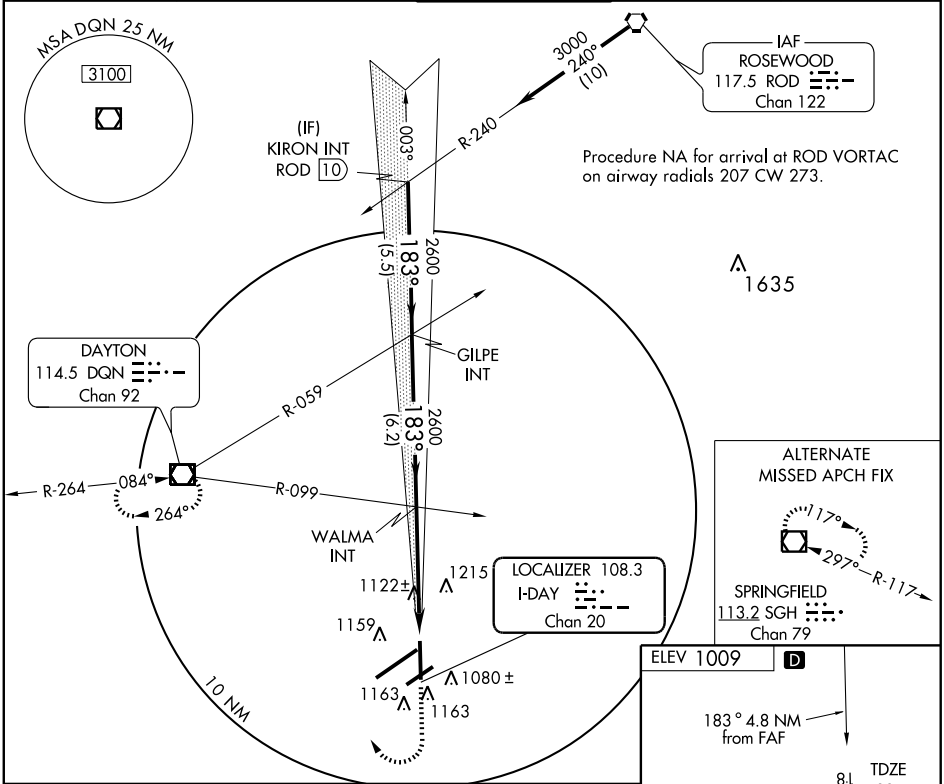
ASR

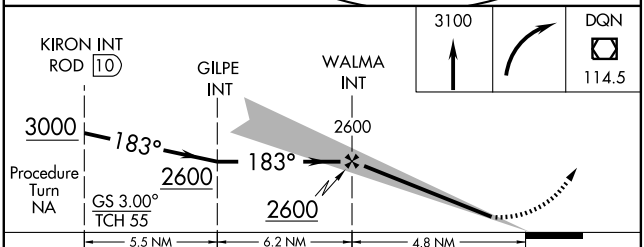
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

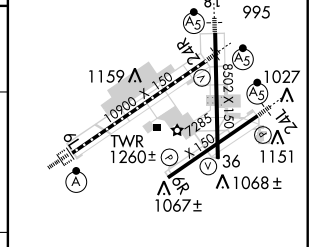
MALSR

MISSED APPROACH: Climb to 3100 then right turn direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
S-ILS 18	*1195/24 200 (200-½)			
S-LOC 18	1380/24 385 (400-½)			1380/40 385 (400-¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EGK	APP CRS	Rwy Idg	7000
110.3	239°	TDZE	1006
		Apt Elev	1009

ILS or LOC RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

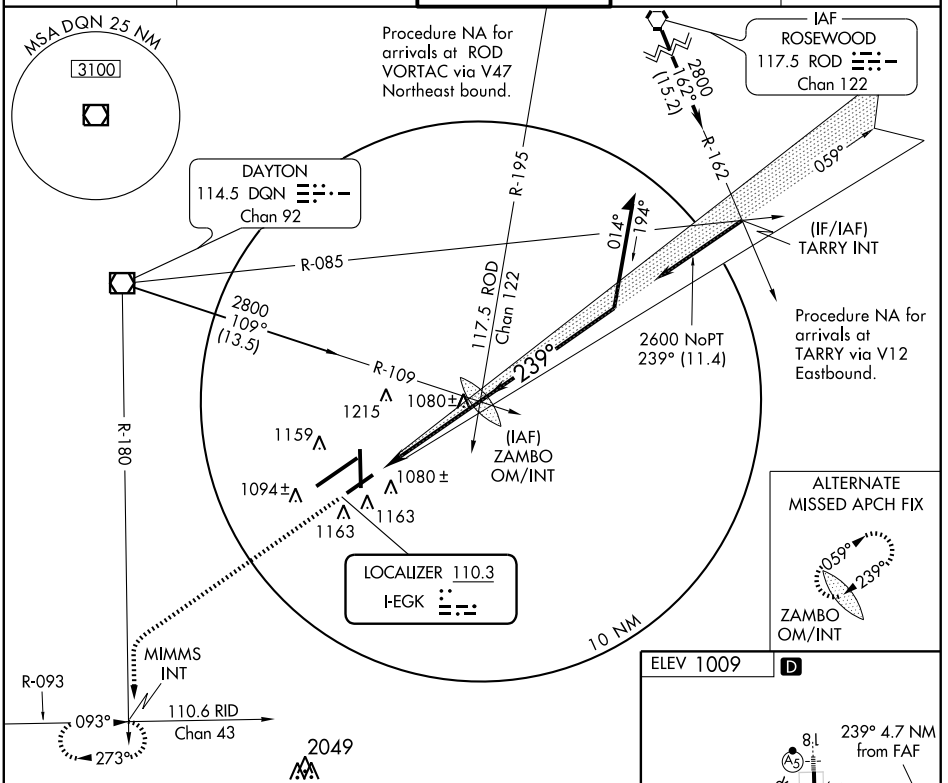
ASR

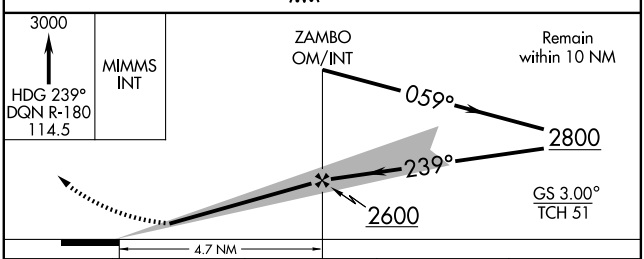
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

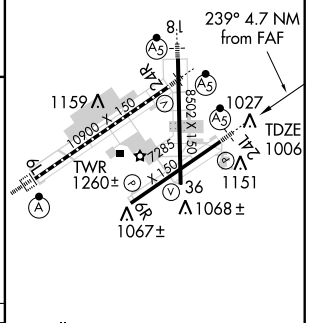
MALSR

MISSED APPROACH: Climb to 3000 via heading 239° and DQN VOR/DME R-180 to MIMMS Int and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
S-ILS 24L		*1206/24 200 (200-½)		
S-LOC 24L	1500/24 494 (500-½)		1500/40 494 (500-¾)	1500/50 494 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VUQ	APP CRS	Rwy Idg 10900
111.9	239°	TDZE 997
Chan 56		Apt Elev 1009

ILS or LOC RWY 24R

DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

ROD VORTAC R-196 and DQN VOR/DME R-107 may be used to locate HABNU INT.

ROSEWOOD 117.5 ROD Chan 122

DAYTON 114.5 DQN Chan 92

(IAF) HABNU INT I-VUQ 6.8

(IAF) BONEE INT I-VUQ 16.8

2700 NoPT 239° (4)

2600 239° (6.1)

(IF) UYOGO INT I-VUQ 12.8

LOCALIZER 111.9 I-VUQ Chan 56

LOM BRUNY 315 AT

ALTERNATE MISSED APCH FIX BRUNY 315 AT

MSA DQN 25 NM 3100

10 NM

ELEV 1009 D

239° 4.8 NM from FAF

TDZE 997

TWR 1260±

10900 X 150

8502 X 150

4285 X 150

1159 1027 1151 1068± 1067±

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

2049

3000 DQN

† LOC Only

HABNU INT I-VUQ 6.8

Remain within 10 NM

059° 2800 239° 2600

GS 3.00° TCH 55

1.1 3.7 NM

CATEGORY	A	B	C	D
S-ILS 24R	*1197/24 200 (200-½)			
S-LOC 24R	1400/24 403 (400-½)		1400/40 403 (400-¾)	
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ATD	APP CRS	Rwy Idg	10900
108.9	061°	TDZE	998
		Apt Elev	1009

ILS RWY 6L (CAT II)

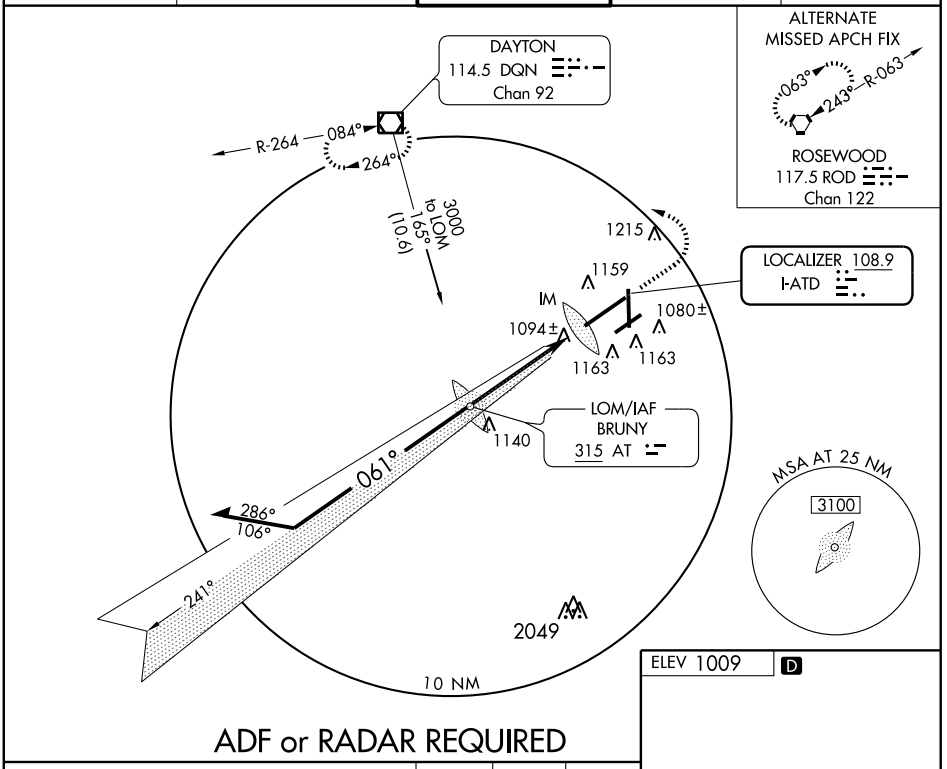
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

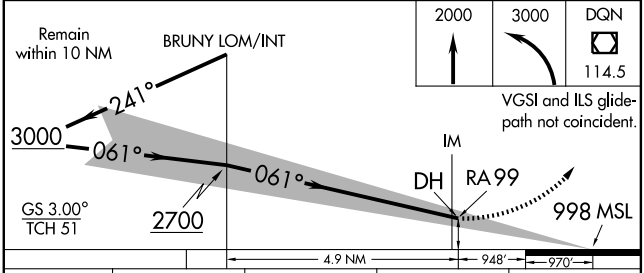
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



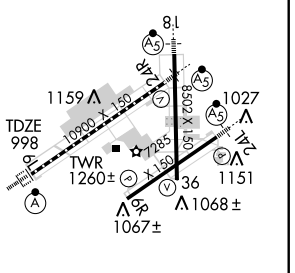
ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	RA 99/12		100 DA 1098	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1009 D



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ATD	APP CRS	Rwy Idg	10900
108.9	061°	TDZE	998
		Apt Elev	1009

ILS RWY 6L (CAT III)

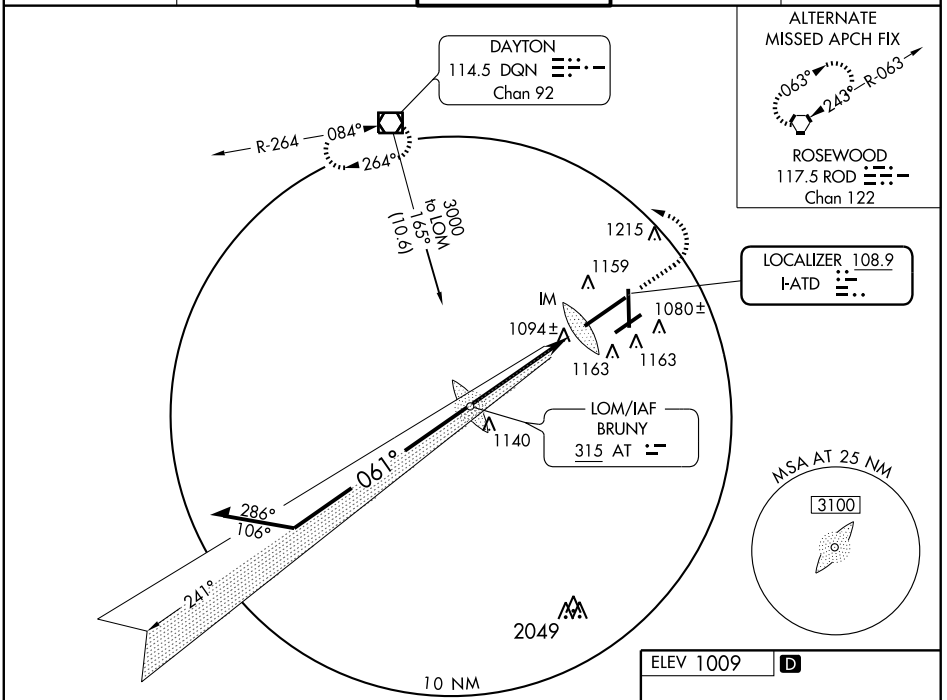
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

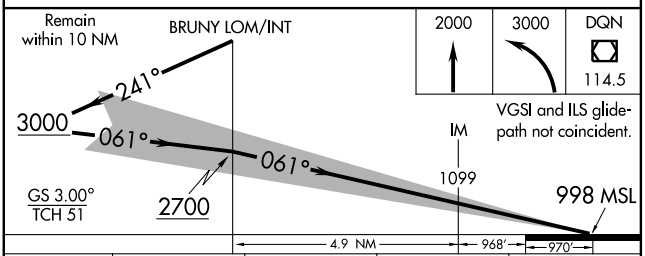
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



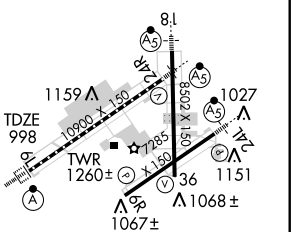
ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	CAT IIIa	RVR 07		
S-ILS 6L	CAT IIIb	RVR 06		
S-ILS 6L	CAT IIIc	NA		

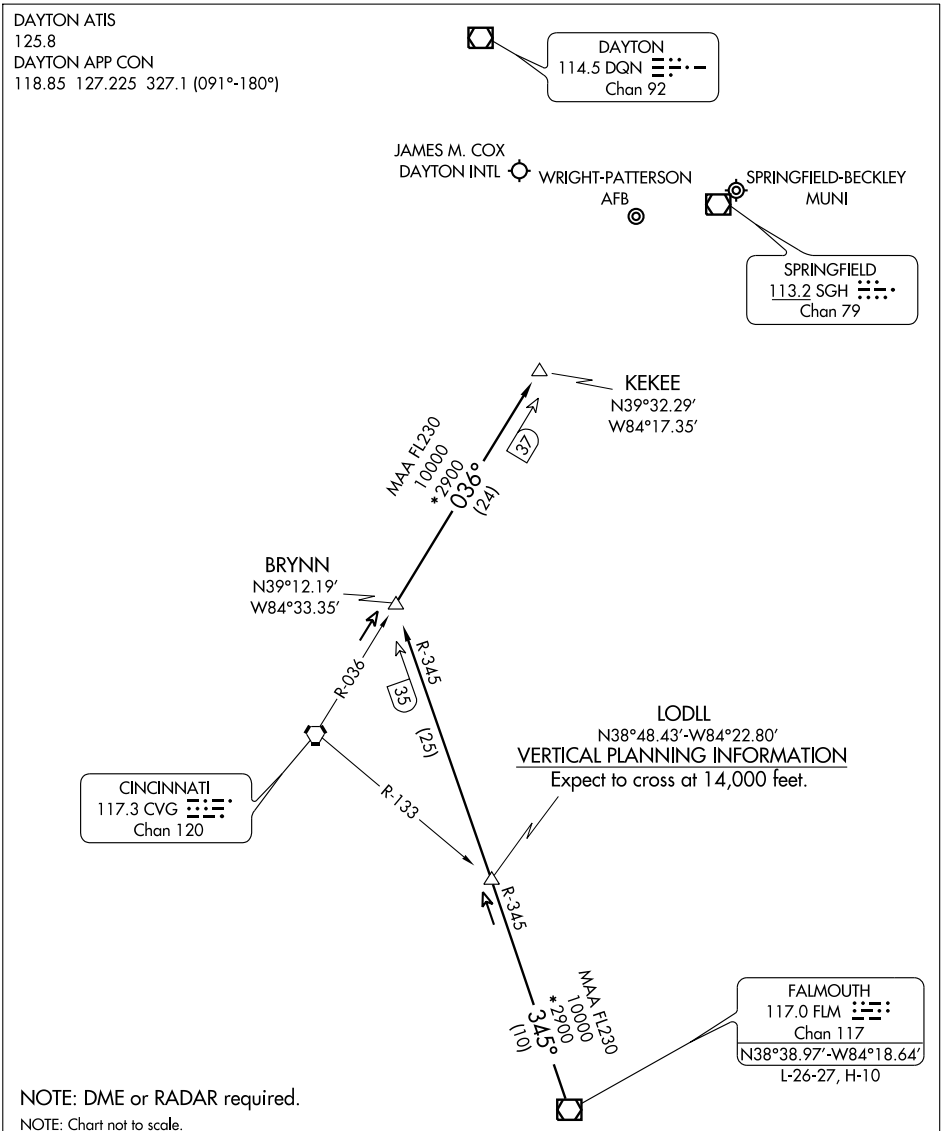
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1009 D



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOM AT	APP CRS	Rwy Idg	7000
315	069°	TDZE	1007
		Apt Elev	1009

NDB RWY 6R

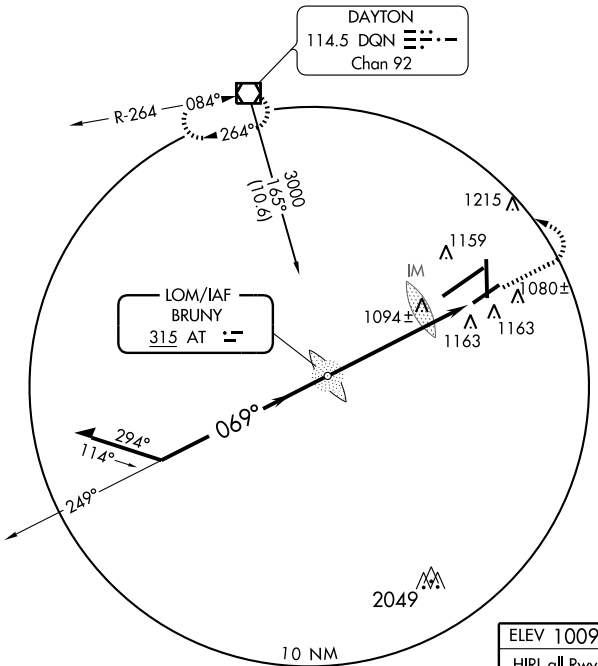
DAYTON/JAMES M. COX DAYTON INTL (DAY)

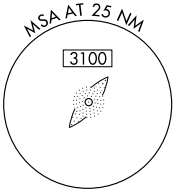
ASR

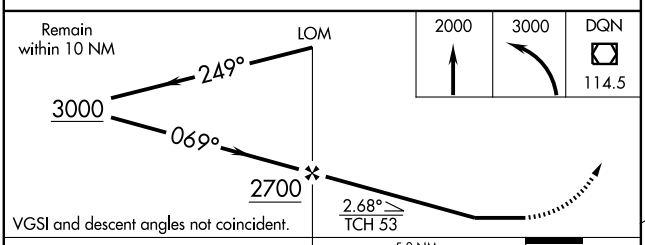
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



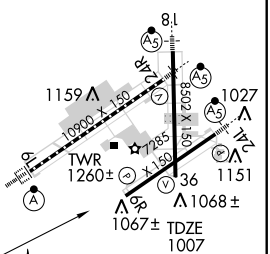




CATEGORY	A	B	C	D
S-6R	1540-1	533 (600-1)	1540-1½ 533 (600-1½)	1540-1¾ 533 (600-1¾)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

ELEV 1009 D

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36



069° 5.8 NM from FAF

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10900
CH 42913	059°	TDZE	998
W06A		Apt Elev	1009

RNAV (GPS) RWY 6L

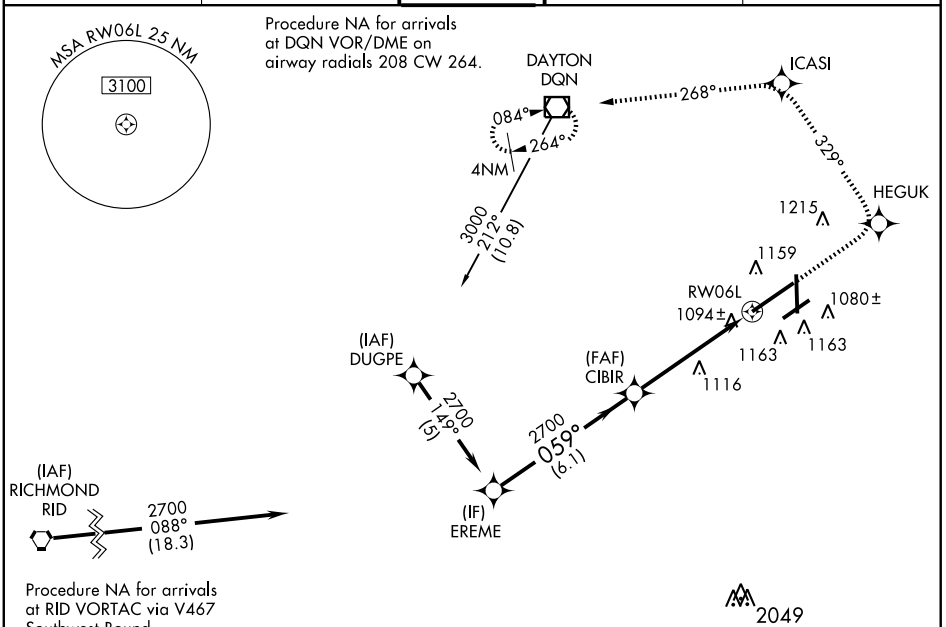
DAYTON/JAMES M. COX DAYTON INTL (DAY)

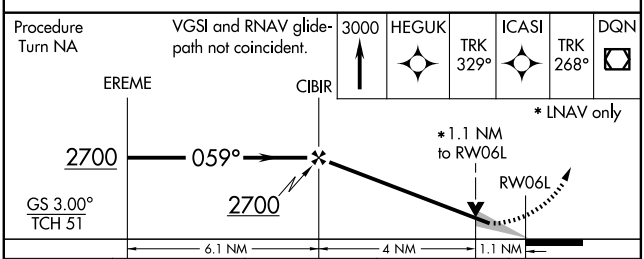
ASR For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

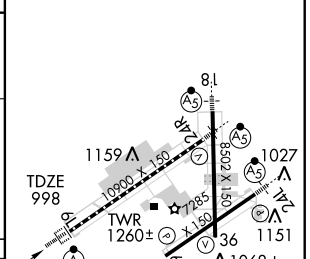
MISSED APPROACH: Climb to 3000 direct HEGUK and via track 329° to ICASI and via track 268° to DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75





CATEGORY	A	B	C	D
LPV DA	1198/24	200 (200-½)		
LNAV/VNAV DA	1366/40	368 (400-¾)		
LNAV MDA	1420/24	422 (500-½)	1420/40 422 (500-¾)	1420/50 422 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)



HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 90414	059°	TDZE	1007
W06B		Apt Elev	1009

RNAV (GPS) RWY 6R

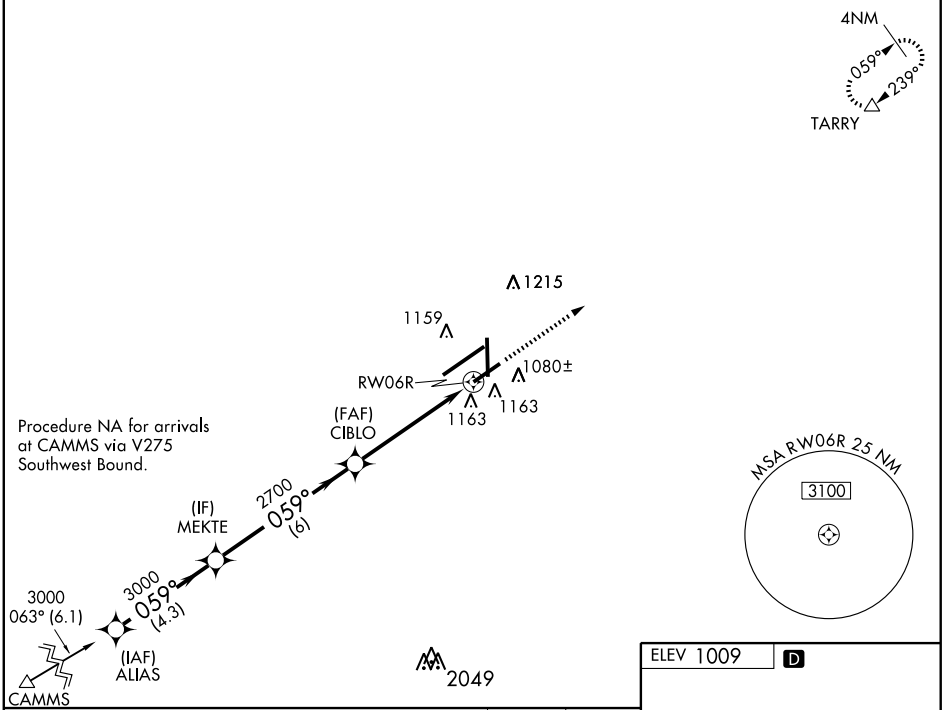
DAYTON/ JAMES M. COX DAYTON INTL (DAY)

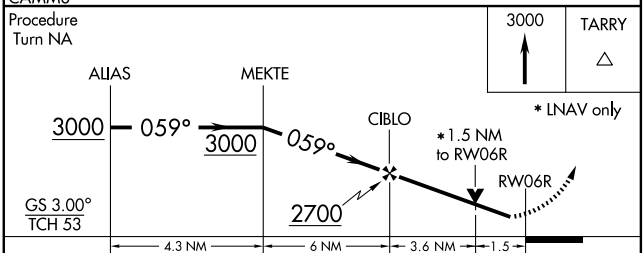
ASR

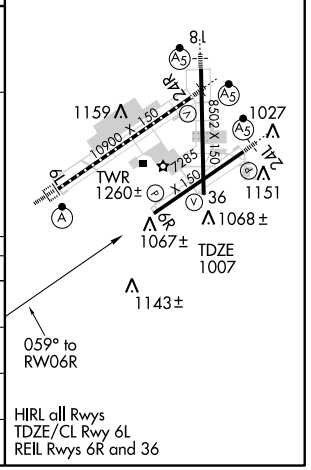
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TARRY and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
LPV DA	1257-¾ 250 (300-¾)			
LNAV/VNAV DA	1494-1¾ 487 (500-1¾)			
LNAV MDA	1520-1 513 (600-1)		1520-1½ 513 (600-1½)	1520-1¾ 513 (600-1¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8502
CH 86914	183°	TDZE	995
W18A		Apt Elev	1009

RNAV (GPS) RWY 18

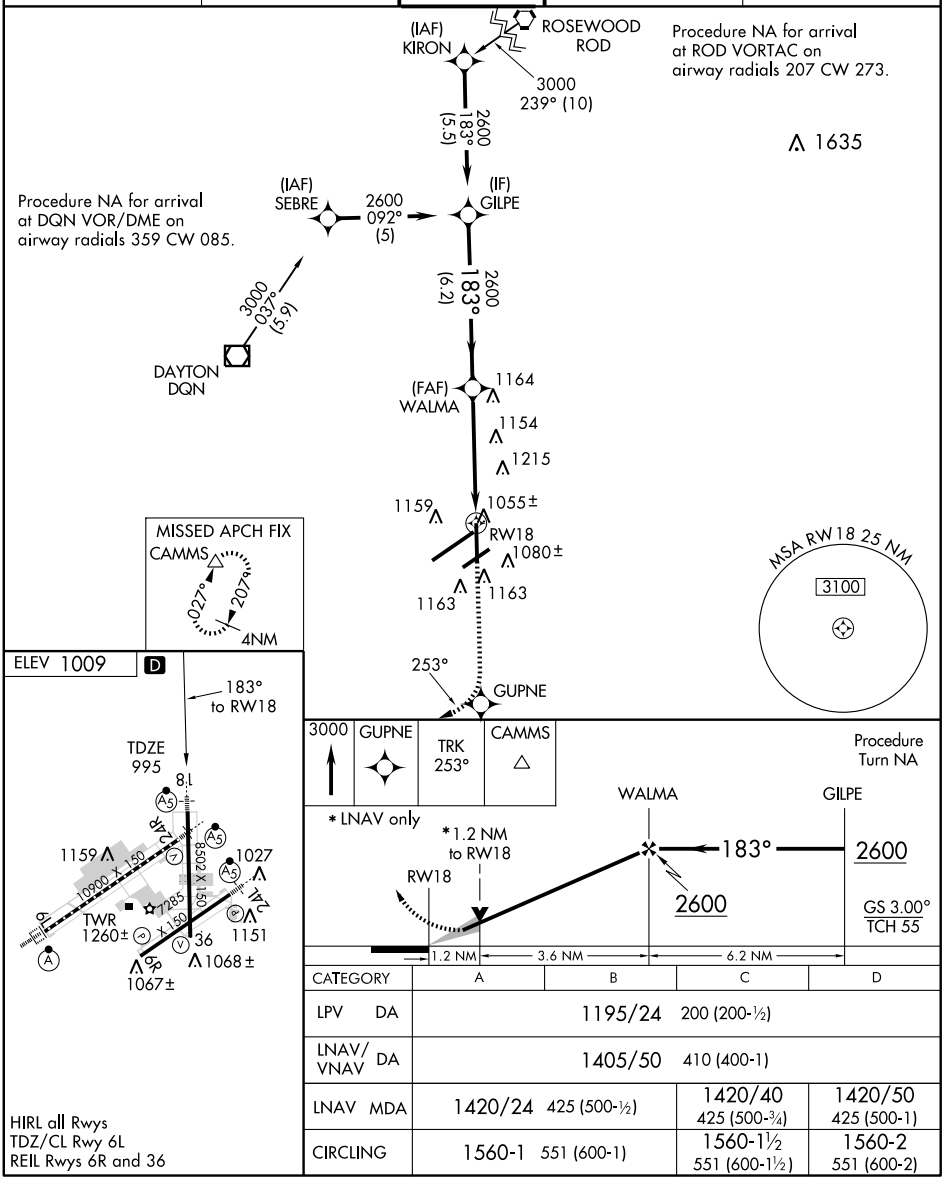
DAYTON/ JAMES M. COX DAYTON INTL (DAY)

ASR For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct GUPNE and via track 253° to CAMMS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



CATEGORY	A	B	C	D
LPV DA	1195/24 200 (200-½)			
LNAV/ VNAV DA	1405/50 410 (400-1)			
LNAV MDA	1420/24 425 (500-½)		1420/40 425 (500-¾)	1420/50 425 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 50414	239°	TDZE	1006
W24A		Apt Elev	1009

RNAV (GPS) RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

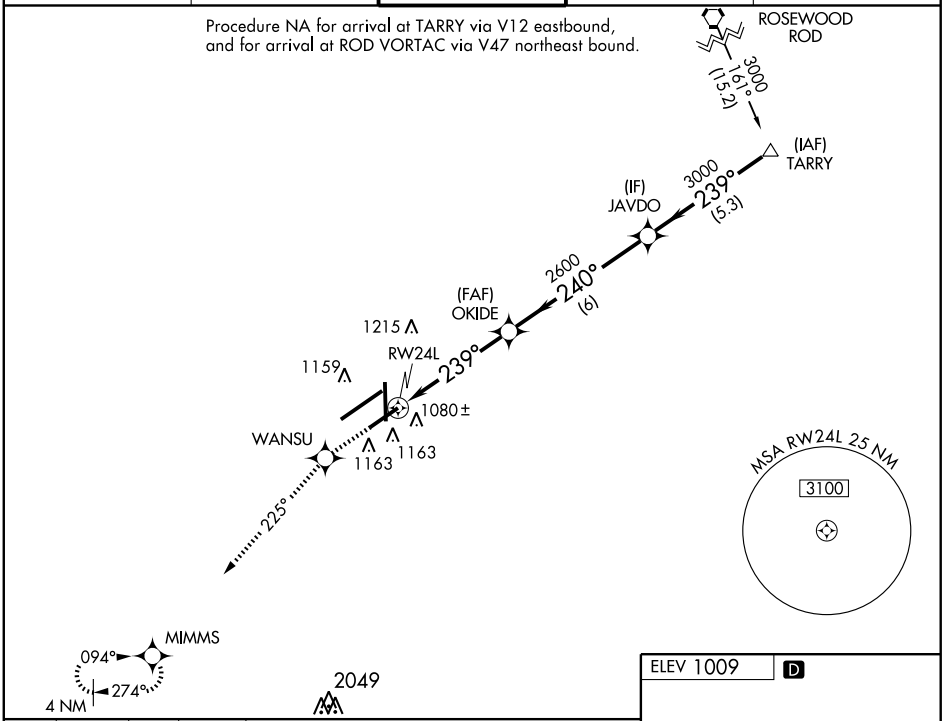
ASR For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

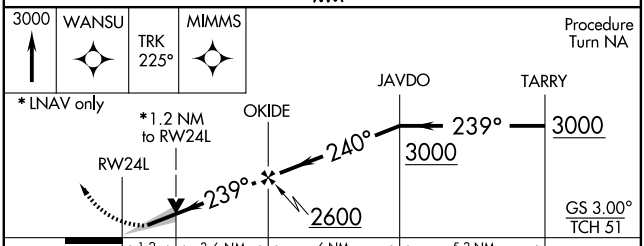
MALSR

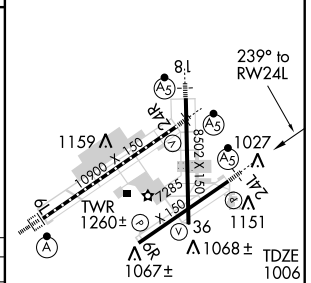
MISSED APPROACH: Climb to 3000 direct WANSU and via track 225° to MIMMS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

Procedure NA for arrival at TARRY via V12 eastbound, and for arrival at ROD VORTAC via V47 northeast bound.







CATEGORY	A	B	C	D
LPV DA	1206/24 200 (200-½)			
LNAV/VNAV DA	1401/50 395 (400-1)			
LNAV MDA	1420/24 414 (500-½)		1420/40 414 (500-¾)	1420/50 414 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 10900
CH 66013	239°	TDZE 997
W24B		Apt Elev 1009

RNAV (GPS) RWY 24R

DAYTON/JAMES M. COX DAYTON INTL (DAY)

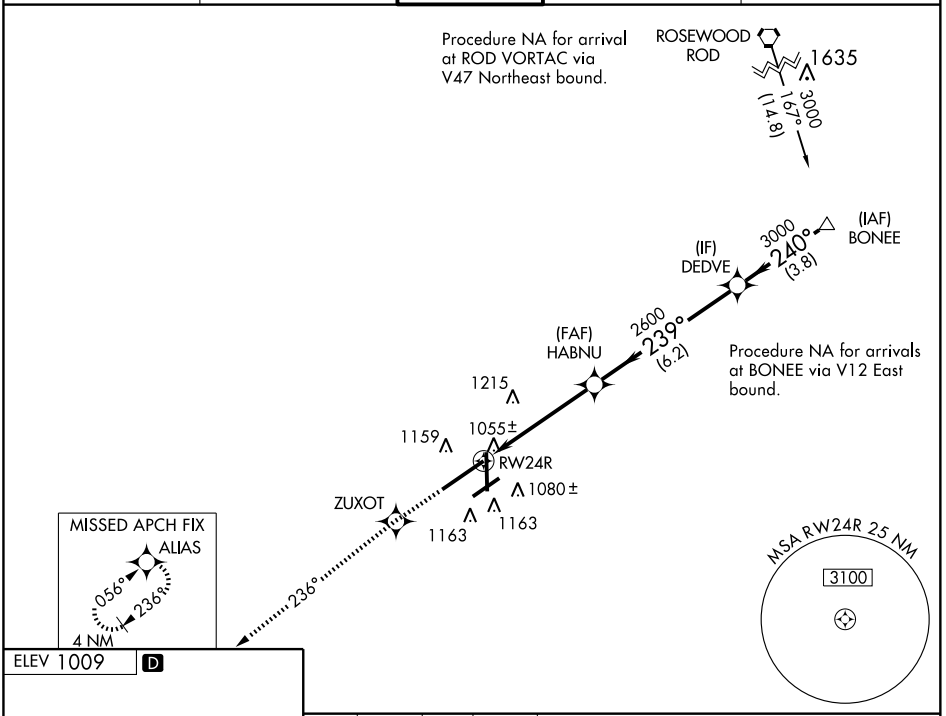
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

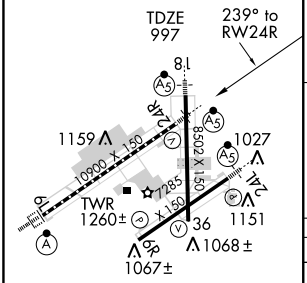
MALSR

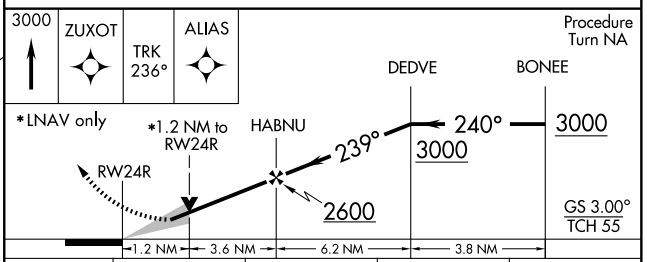
MISSED APPROACH: Climb to 3000 direct ZUXOT and via track 236° to ALIAS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



ELEV 1009 D





CATEGORY	A	B	C	D
LPV DA	1197/24 200 (200-½)			
LNAV/VNAV DA	1364/40 367 (400-¾)			
LNAV MDA	1440/24 443 (500-½)		1440/40 443 (500-¾)	1440/50 443 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8502
003°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 36

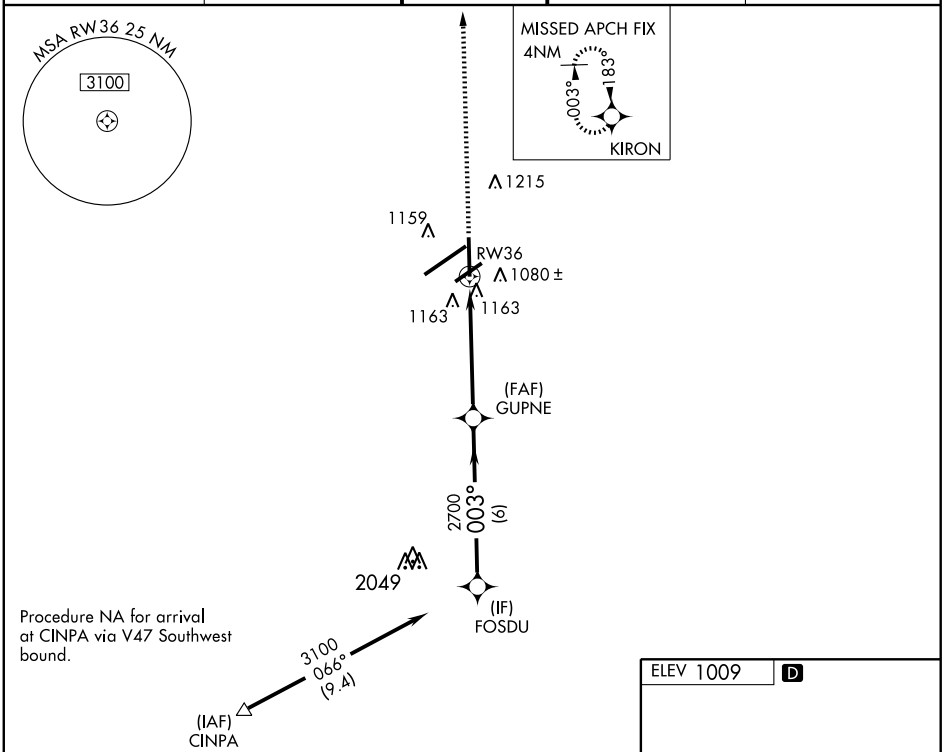
DAYTON/JAMES M. COX DAYTON INTL (DAY)

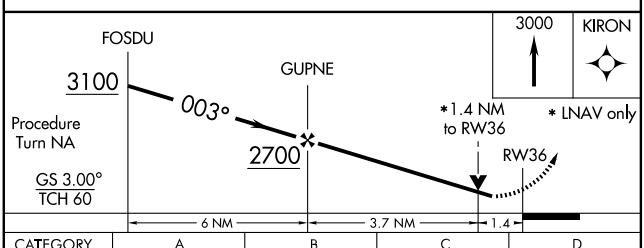
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

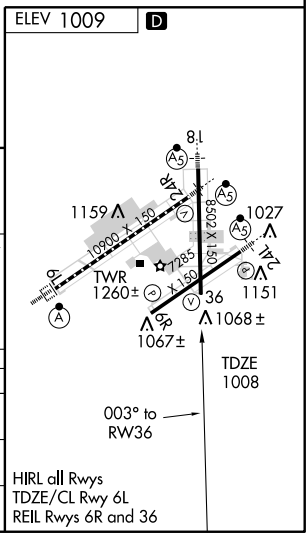
MISSED APPROACH: Climb to 3000 direct to KIRON and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

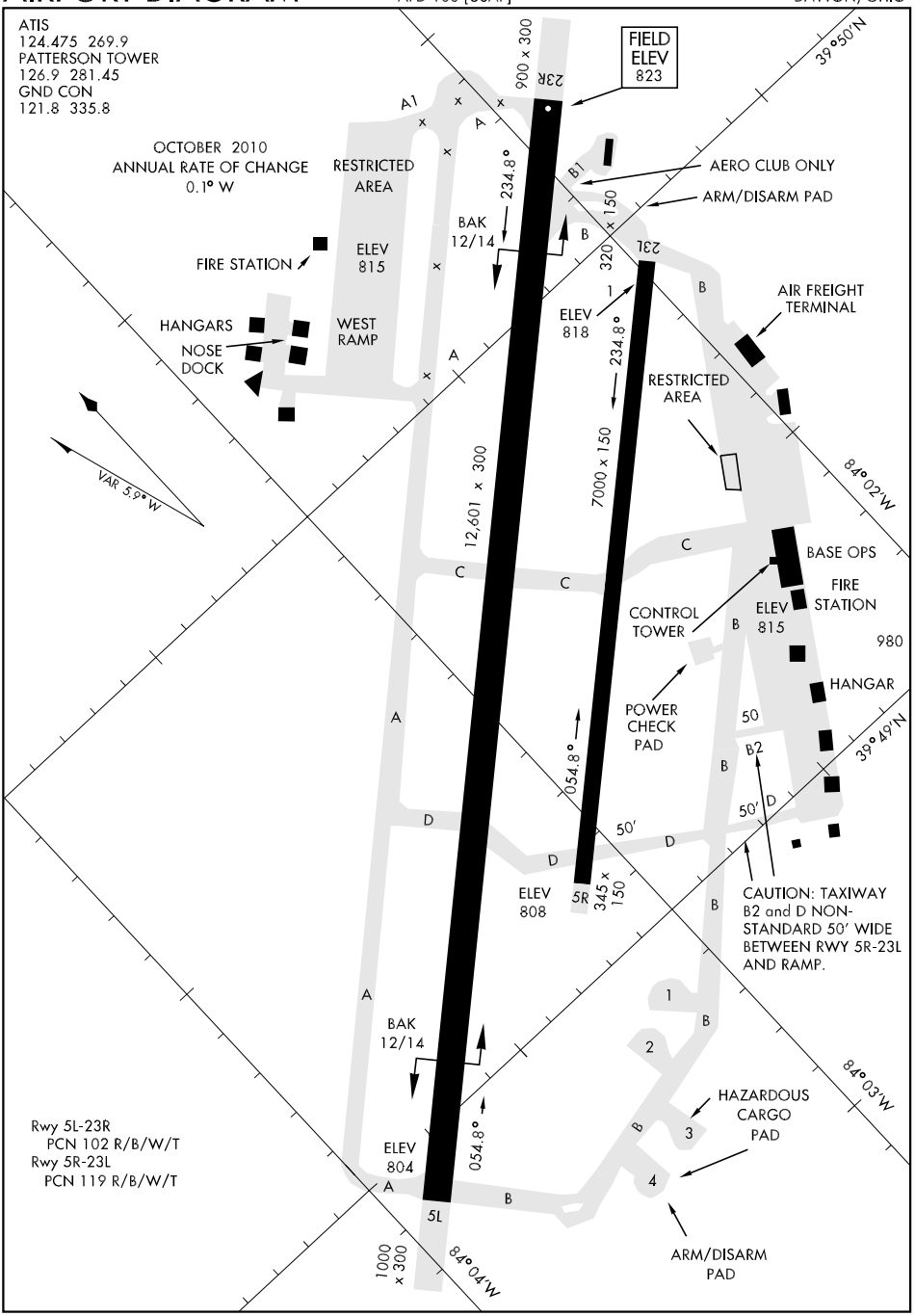




CATEGORY	A	B	C	D
LNAV/VNAV DA	1449-1½ 441 (500-1½)			
LNAV MDA	1500-1 492 (500-1)		1500-1¼ 492 (500-1¼)	1500-1½ 492 (500-1½)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WRIGHT PATTERSON AFB (FFO) (KFFO) AF (AFRC) 8 NE UTC−5(−4DT) N39°49.56′ W84°02.77′ **CHICAGO**
823 B TPA—See Remarks NOTAM FILE FFO Not insp. **H–10G, L–27E**
RWY 05L–23R: H8717X300 (PEM–GRVD) PCN 102 R/B/W/T HIRL **DIAP, AD**
RWY 05L: PAPI(P4L)—GA 3.0° TCH 50′. **RWY 23R:** ALSF1. PAPI(P4R)—GA 3.0° TCH 50′. Rgt tfc.
RWY 05R–23L: H7000X150 (ASPH) PNC 119 R/B/W/T MIRL
RWY 05R: PAPI(P4L). **RWY 23L:** PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05L: TORA–12601 TODA–12601
RWY 05R: TORA–7000 TODA–7000
RWY 23L: TORA–7000 TODA–7000
RWY 23R: TORA–12601 TODA–12601
ARRESTING GEAR/SYSTEM
BAK–14 BAK–12B(B) (1740′) **RWY 23R**
MILITARY SERVICE: A–GEAR Rwy 05L–23R south end arresting gear located 864′ s of dsplcd thld.
JASU 9(A/M32A–86) 1(MC–1A) 4(AM32–95) (8)(A/M32A–60A) **FUEL** J8 **FLUID** SP PRESAIR LHOX LOX
OIL O–148–156 SOAP Avbl weekdays 1200–2130Z‡ except Federal holiday. **TRAN ALERT** Opr 1000–0500Z‡, avbl other times with 24 hr prior notice to Base OPS. Fleet svc avbl 2 hr prior notice. Payment rqr by Avcard.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Aerodrome PPR. Ctc Base Ops DSN 787–2131, C937–257–2131. All dep acft fly rwy heading until 1800′ unless twr approves otherwise. Inbound acft with VIP ctc Base OPS on PTD 30 minutes prior to arrival. Arm/de–arm area S end Twy B clsd. Portion of Twy A located NE of the south entrance to the W Ramp is permanently clsd. Twy A1 entrance to the W Ramp is permanently clsd. **CAUTION** Bird Watch Condition Phase I (Nov–Jun) indicates lgt bird activity. Phase II (Jul–Oct) indicates heavy bird activity normally associated with migratory season. Portions of the flameout and overhead tfc pat not visible from twr. Unlgtd obstructions surround afld. Multiple crane ops 2.7 NM southwest of KFFO, 1171′ MSL and blo. **TFC PAT** TPA–Rectangular tactical/trainer 2800(1977), other turbojet/turboprop 2300(1477), lgt reciprocating engine acft (12,500 lb or blo gross weight) 1800(977), overhead 2800(1977). **CSTMS/AG/IMG** Ltd CSTMS avbl. 24 hr prior notice for CSTMS requests. Call DSN: 787–2131 COM: 937–257–2131. **MISC** Base OPS DSN 787–2131, C937–257–2131. Expect dep from Rwy 23 R at Twy B intersection 11600′ avbl, if full length rqr, request back–taxi from twr. Standard RSRS applied. Twy B from north of the restricted area to apch end of Rwy 23L clsd to acft except C–130 and C–17. **AFRC** 445 AW opr Mon–Fri and training weekend 1200–0330Z‡.
COMMUNICATIONS: ATIS 124.475 269.9 **PTD** 122.85 372.2
Ⓡ **DAYTON APP CON** 126.5 327.1 (091°–180°) 118.85 127.225
PATTERSON TOWER 126.9 281.45 **GND CON** 121.8 335.8
Ⓡ **DAYTON DEP CON** 126.5 327.1 (091°–180°)
445A W AFRC COMD POST (BUCKEYE CON) 349.4 **PMSV METRO** 344.6 (Tran aircrews ctc 15th OWS for weather briefing DSN 576–9755, C618–256–9755. Reported prevailing visibility may not represent entire afld due to obstruction from observation point; observation point obstruction from 050°–210°. Touchdown visibility not obstruction. ATC will enhance sfc observation when visibility less than 4 SM and different from reported visibility.)
AIRSPACE: CLASS D svc continuous other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 270° 9.3 NM to fld. 1047/4W.
PATTERSON (T) TACAN Chan 99 FFO (115.2) N39°49.14′ W84°03.33′ at fld. 804/4W.
ILS 109.7 I–FAE Rwy 05L. Glids slope not avbl.
ILS 109.7 I–FFO Rwy 23R.
COMM/NAV/WEATHER REMARKS: ILS Rwy 05L and 23R opr on same frequency 109.7, but different ident (I–FAE, I–FFO). Positive ident of ILS prior to flying apch.

WYANDOT CO (See UPPER SANDUSKY)

WYNKOOP (See MOUNT VERNON)

YELLOW BUD N39°31.61′ W82°58.68′ NOTAM FILE DAY. **CINCINNATI**
(T) VOR 112.5 XUB at Pickaway Co Meml. **L–29A**
RCO 122.1R 112.5T (DAYTON RADIO)

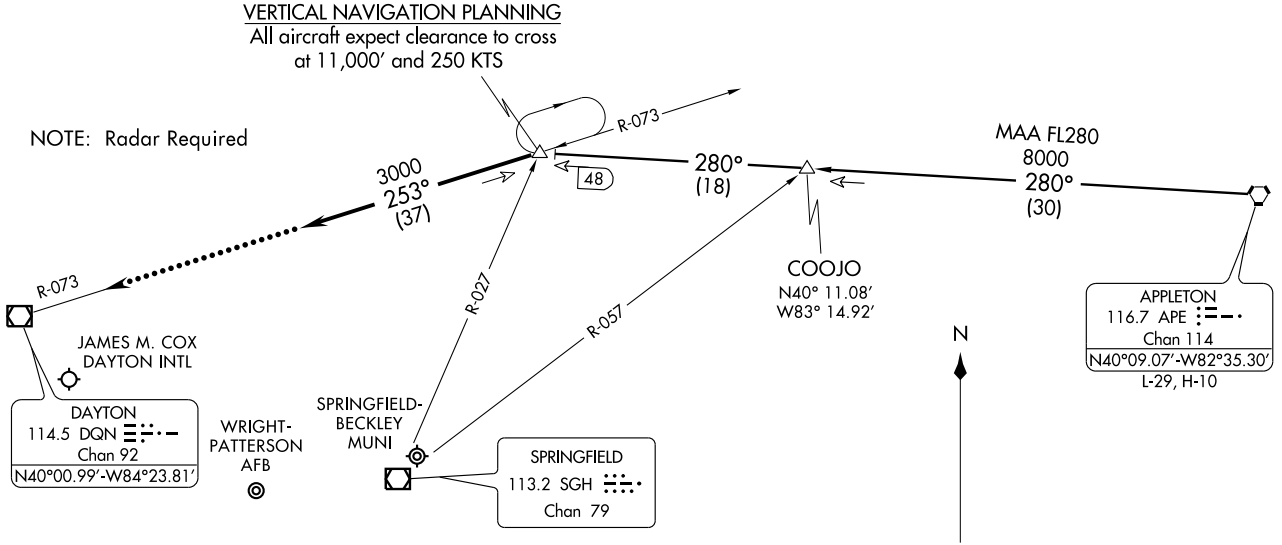
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC I-FFO	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.7	233°	12,601	823	823

JAL-108 [USAF]

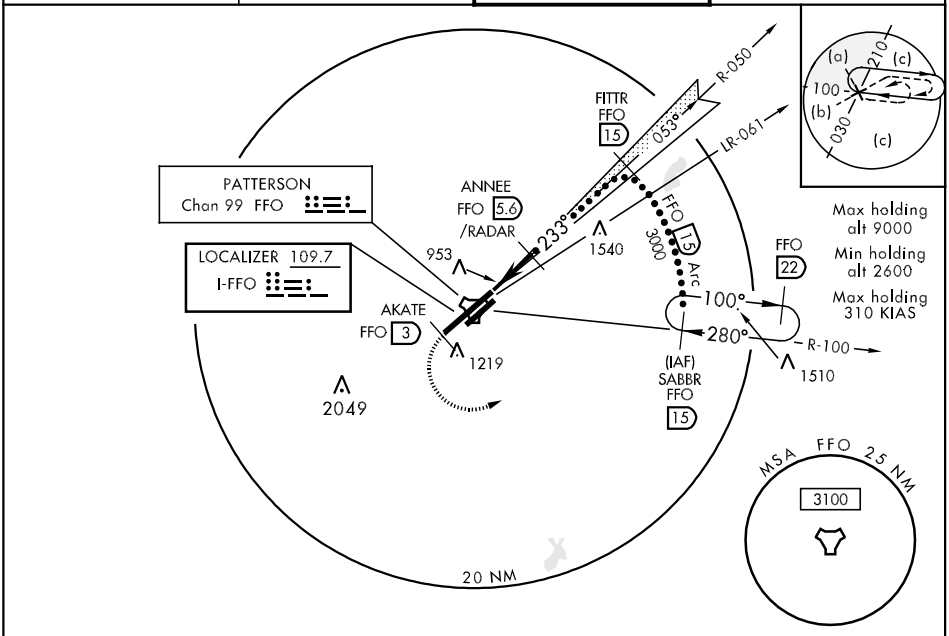
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase all CAT RVR/vis to 40/¾ mile.
** When ALS inop, increase CAT C RVR/vis to 60/1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

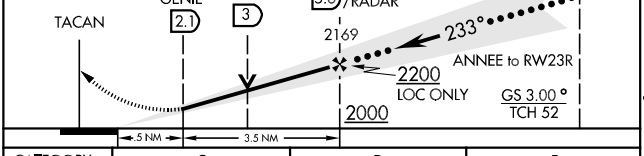
MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME (AKATE) turn left direct SABBR climbing to 3000 and hold.

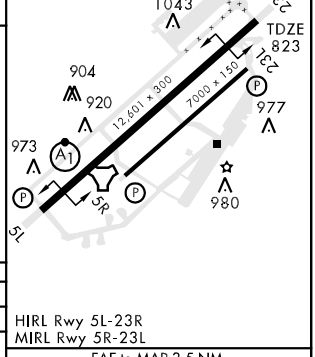
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 23R *	1023/24 200 (200-½)		
S-LOC 23R**	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

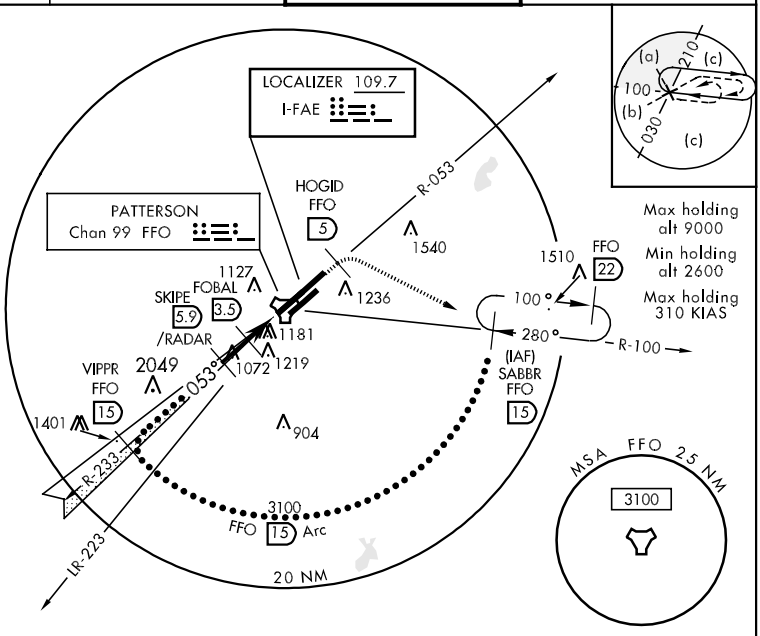
FAF to MAP 3.5 NM

Knots	120	140	160	180	200
Min:Sec	1:45	1:30	1:19	1:10	1:03

LOC I-FAE 109.7	APCH CRS 053°	Rwy ldg 12,601 TDZE 804 Arpt Elev 823	JAL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

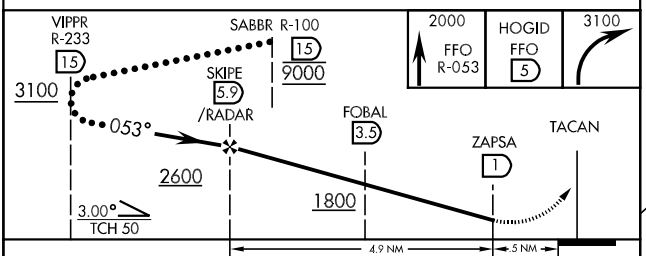
MISSED APPROACH: Climb to 2000 via FFO R-053, at 5 DME (HOGID) turn right direct SABBR climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

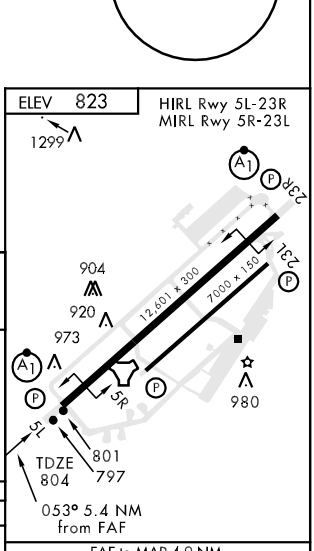


DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-LOC 5L	1320-1¾ 516 (600-1¾)		
CIRCLING	1460-1¾ 637 (700-1¾)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	12,601
FFO Chan 99	059°	TDZE	804
		Arpt Elev	823

JAL-108 [USAF]

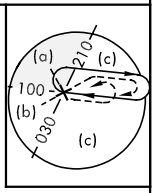
WRIGHT-PATTERSON AFB (KFFO)

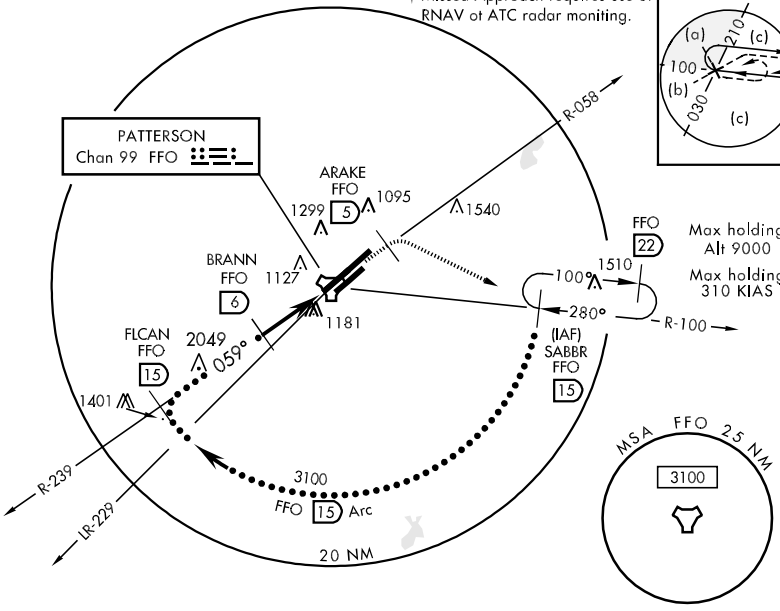
▼ * When RWY 23R VGSI inop, circling to RWY 23R NA at night.

† MISSED APPROACH: Climb to 2000 via FFO R-058, at 5 DME (ARAKE), turn right direct SABBR climbing to 3100 and hold.

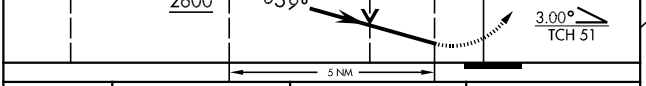
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

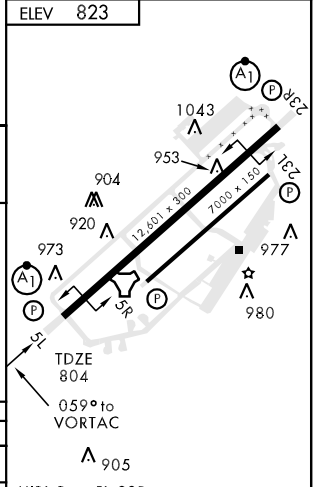
† Missed Approach requires use of RNAV or ATC radar moniting.





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-5L	1460-1⅜ 656 (700-1⅜)		
CIRCLING *	1480-1⅞ 657 (700-1⅞)	1500-2¼ 677 (700-2¼)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	12,601
FFO Chan 99	230°	TDZE	823
		Arpt Elev	823

JAL-108 [USAF]

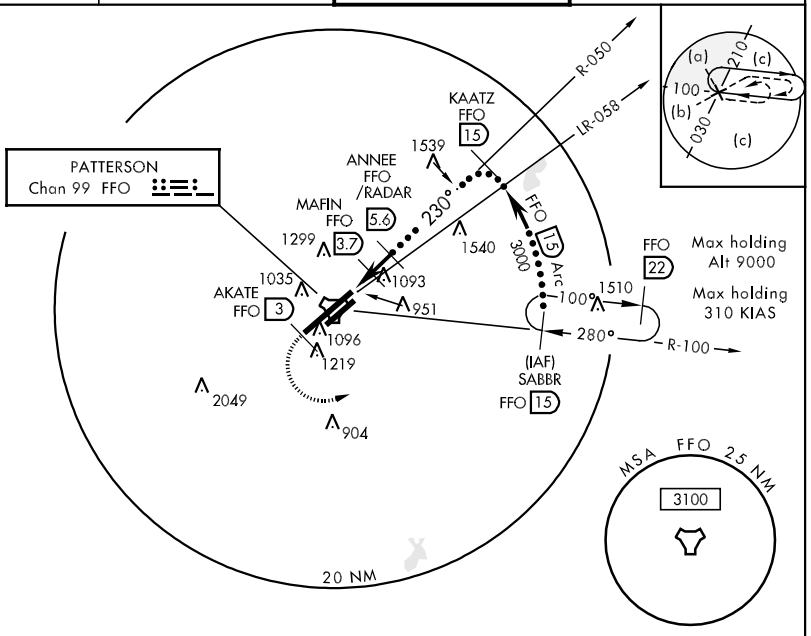
WRIGHT-PATTERSON AFB (KFFO)

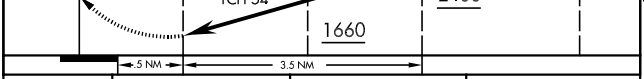
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

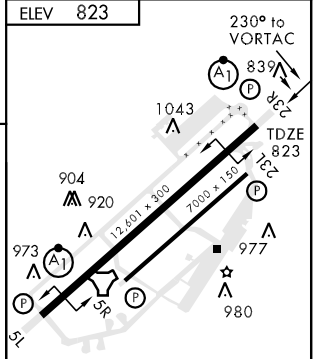
ALSF-1

MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME (AKATE), turn left direct SABBR climbing to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8







CATEGORY	C	D	E
S-23R *	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-FAE	APCH CRS	Rwy ldg 12,601 TDZE 804 Arpt Elev 823
109.7	053°	

AL-108 [USAF]

* Missed approach requires use of RNAV or ATC radar monitoring.

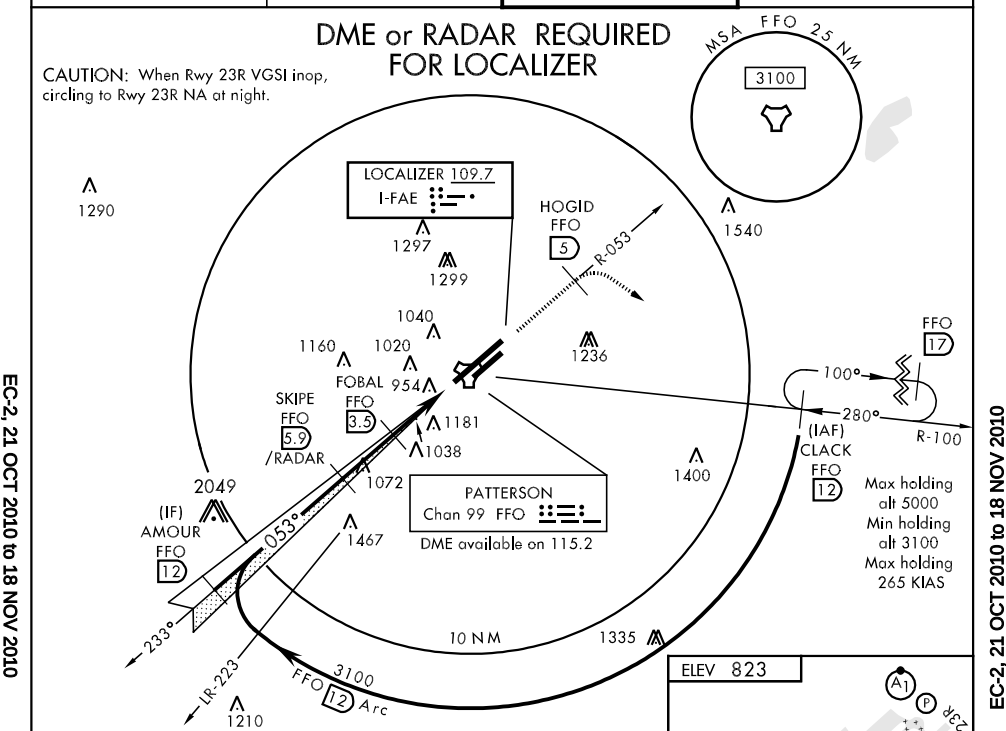
ALSF-1

*MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

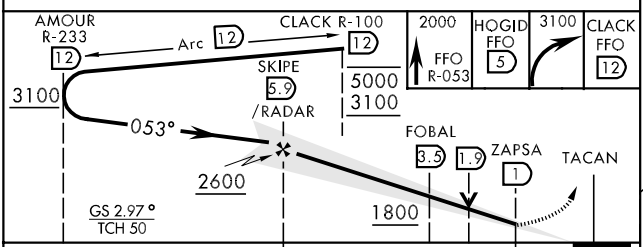
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

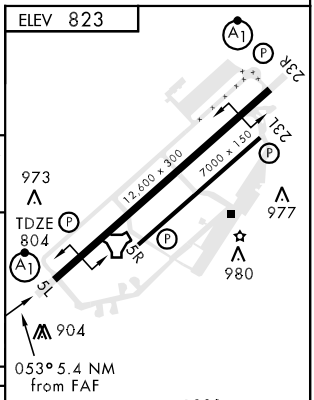
DME or RADAR REQUIRED FOR LOCALIZER

CAUTION: When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 5L	1004/24		200	(200-½)	
S-LOC 5L	1320/24 516 (500-½)		1320/55 516 (500-1)		
CIRCLING	1480-1 657 (700-1)		1480-1¾ 657 (700-1¾)	1500-2¼ 677 (700-2¼)	1620-2¾ 797 (800-2¾)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

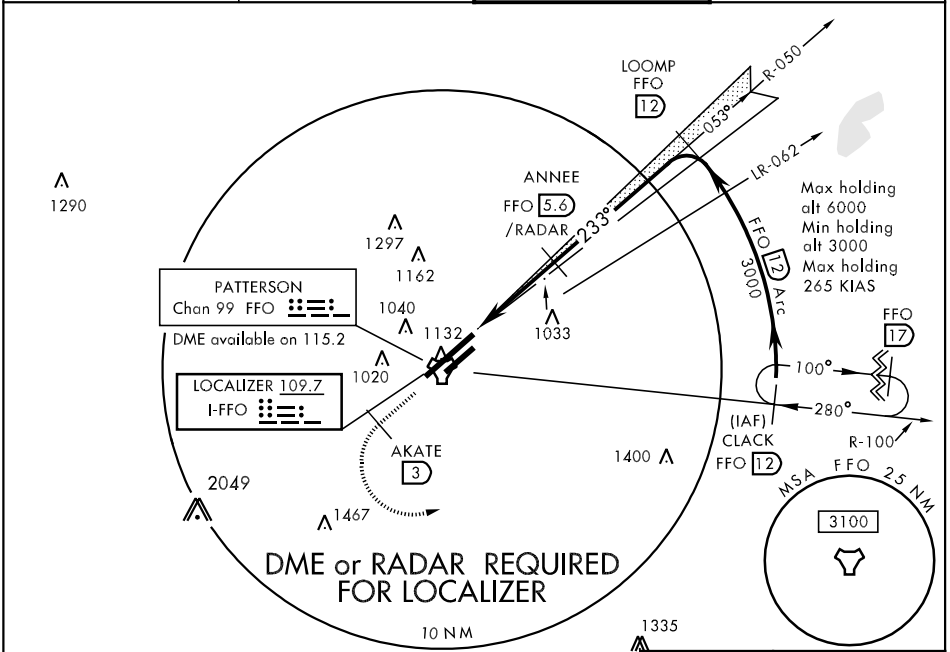
LOC I-FFO 109.7	APCH CRS 233°	Rwy ldg 12,601 TDZE 823 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

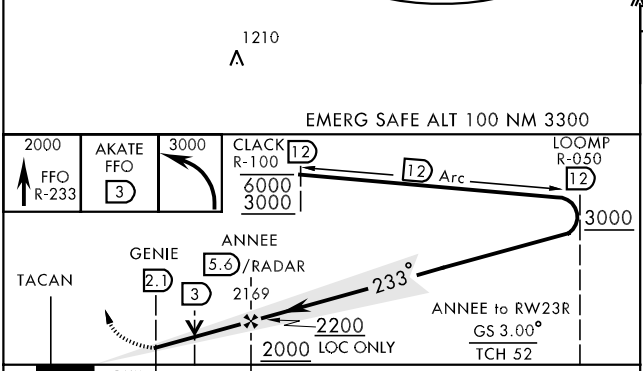
* When ALS inop, increase all CAT RVR/vis to 40/¾.
** When ALS inop, increase RVR/vis to CAT AB 50/1, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

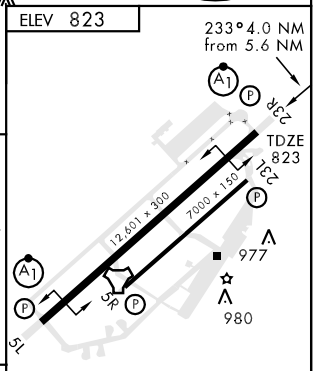
ALSF-1

MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME turn left direct CLACK to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8







CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200	(200-½)	
S-LOC 23R **	1320/24 497 (500-½)		1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

ILS Z RWY 23R

LOC I-FFO	APCH CRS	Rwy ldg 12,601 TDZE 823 Arpt Elev 823
109.7	233°	

AL-108 [USAF]

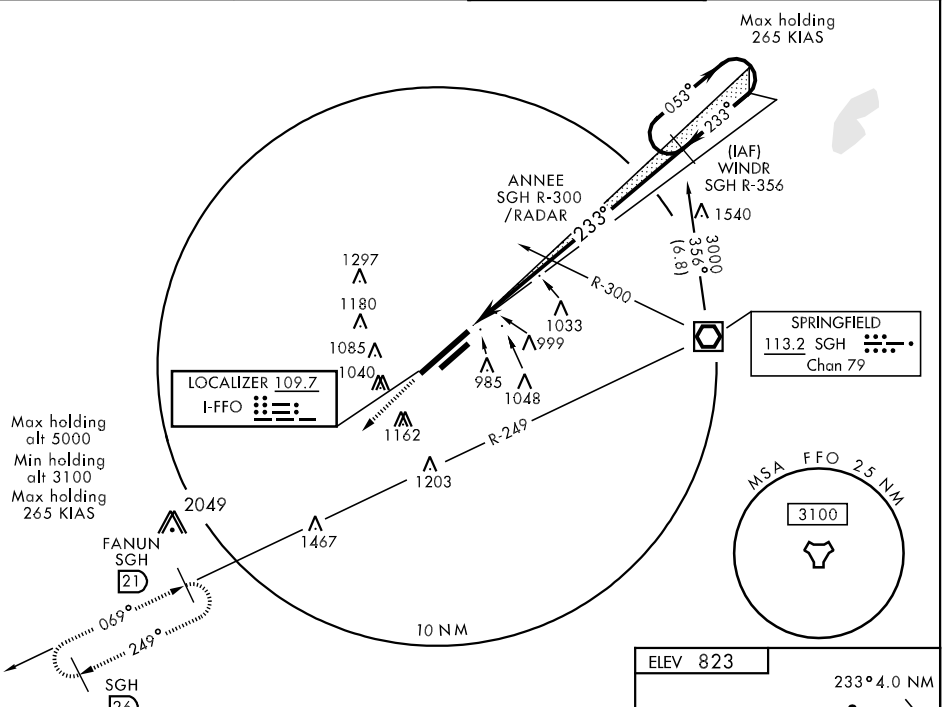
WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase all CAT RVR/vis to 40/¾.
** When ALS inop, increase RVR/vis to CAT AB 50/1, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

ALSF-1 (A1)

MISSED APPROACH: Track hdg 233° climb to 3100 intercept SGH R-249 to FANUN and hold.

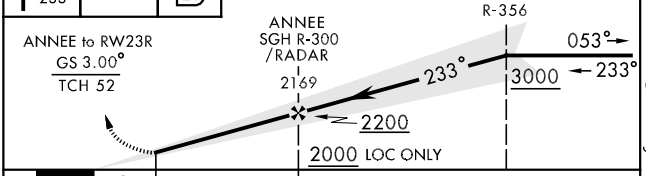
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

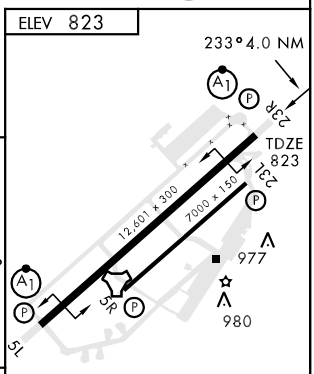


EMERG SAFE ALT 100 NM 3300

3100 Hdg 233° | SGH R-249 | FANUN SGH 21

VGSI and Descent Angle not coincident.





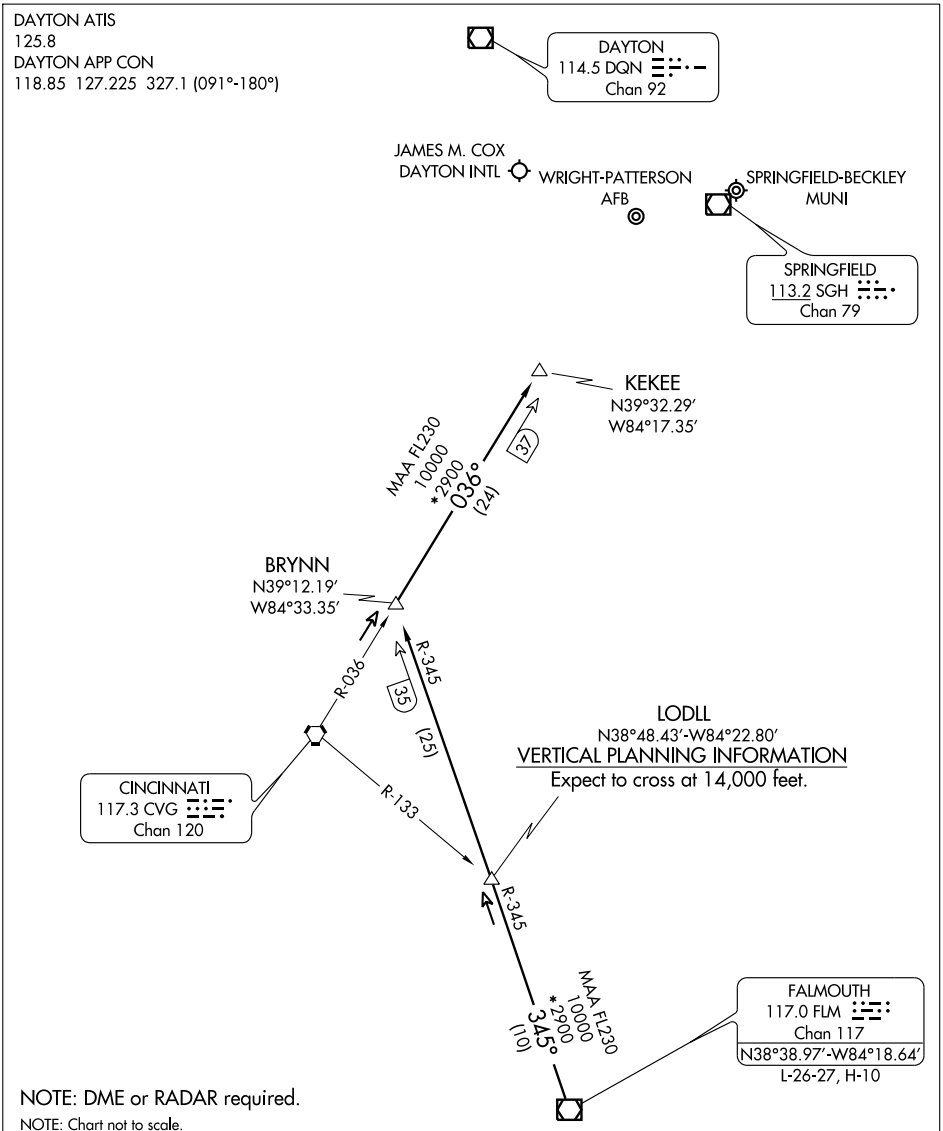
HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200	(200-½)	
S-LOC 23R **	1320/24 497 (500-½)		1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5R

APCH CRS	Rwy Idg	7,000
053°	THRE	808
	Arpt Elev	823

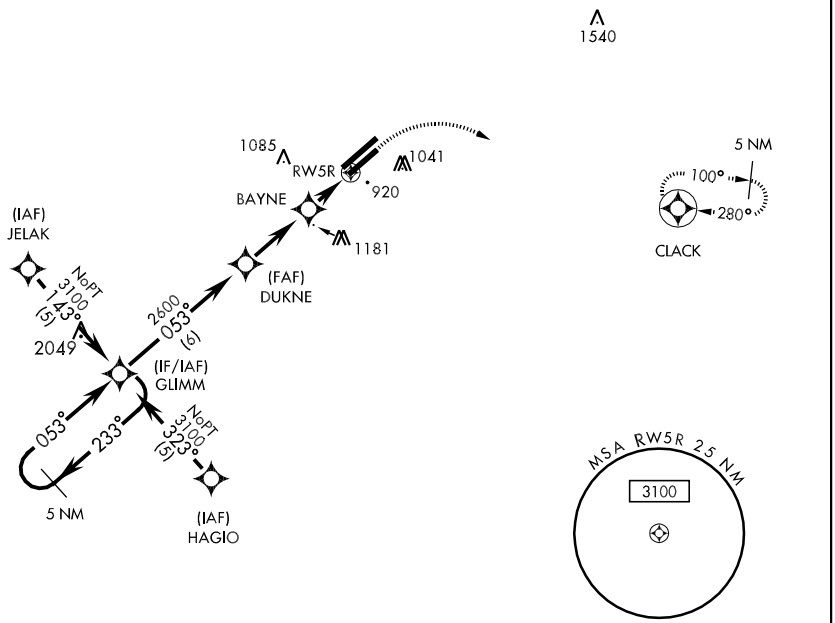
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

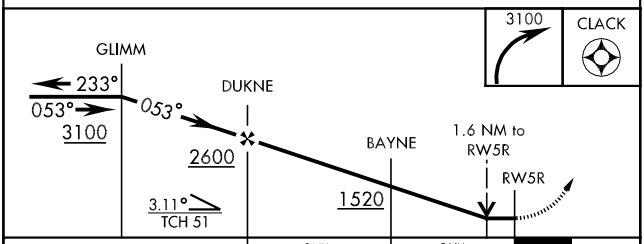
DME/DME RNP-0.3 NA

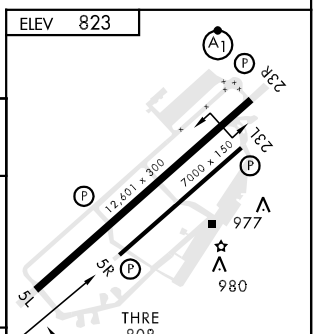
MISSED APPROACH: Turn right climb to 3100 direct CLACK WPT and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D
LNAV MDA	1380-1 572 (600-1)		1380-1⅝ 572 (600-1⅝)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1400-1⅝ 577 (600-1⅝)	1440-2 617 (700-2)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	7,000
233°	THRE	818
	Arpt Elev	823

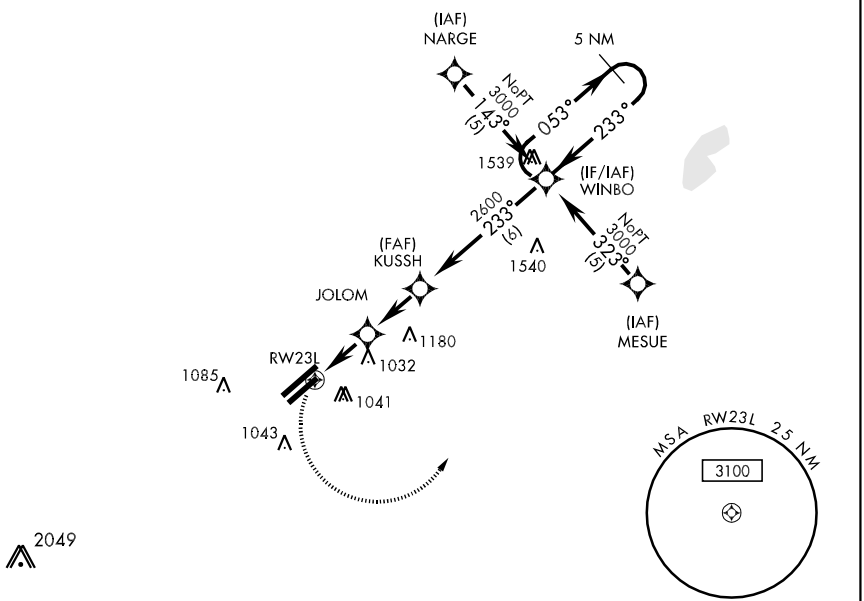
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

DME/DME RNP-0.3 NA

MISSED APPROACH: Turn left climb to 3000 direct WINBO WPT and hold

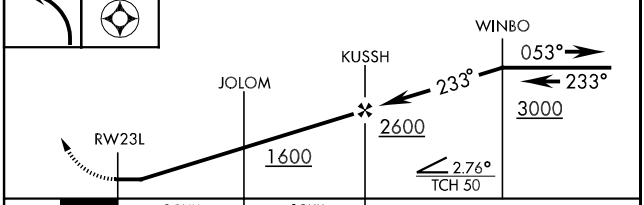
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



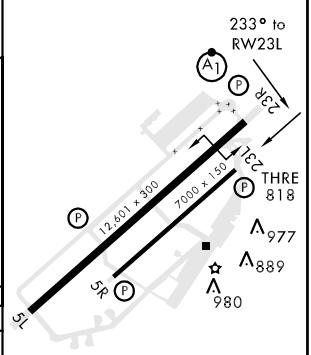
EMERG SAFE ALT 100 NM 3300

3000 WINBO

VGSI and descent angles not coincident



ELEV 823



CATEGORY	A	B	C	D
LNAV MDA	1320-1 502 (500-1)		1320-1⅜ 502 (500-1⅜)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1400-1½ 577 (600-1½)	1440-2 617 (700-2)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23R

APCH CRS	Rwy Idg	12,601
233°	TDZE	823
	Arpt Elev	823

AL-108 [USAF]

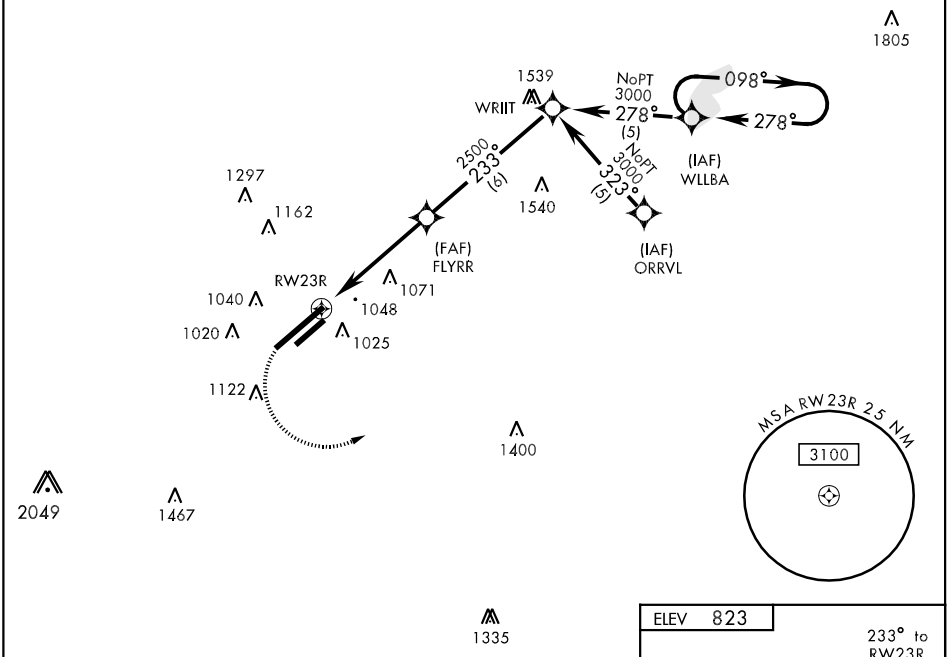
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
DME/DME RNP-0.3 NA

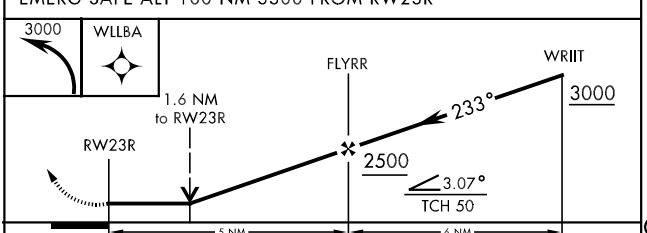
ALSF-1

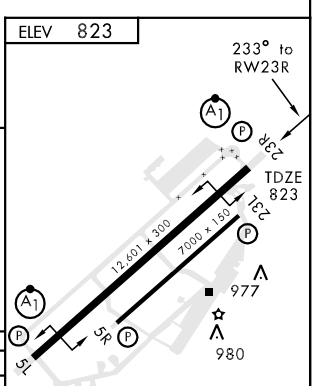
MISSED APPROACH: Turn left climb to 3000 direct WLLBA WPT and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300 FROM RW23R





CATEGORY	A	B	C	D
LNAV MDA*	1380/24 557 (600-½)		1380/50 557 (600-1)	1380/60 557 (600-1¼)
CIRCLING	1380/50 557 (600-1)		1380-1½ 557 (600-1½)	1380-1¾ 557 (600-1¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
FFO Chan 99	059°	12,601	804	823

AL-108 [USAF]

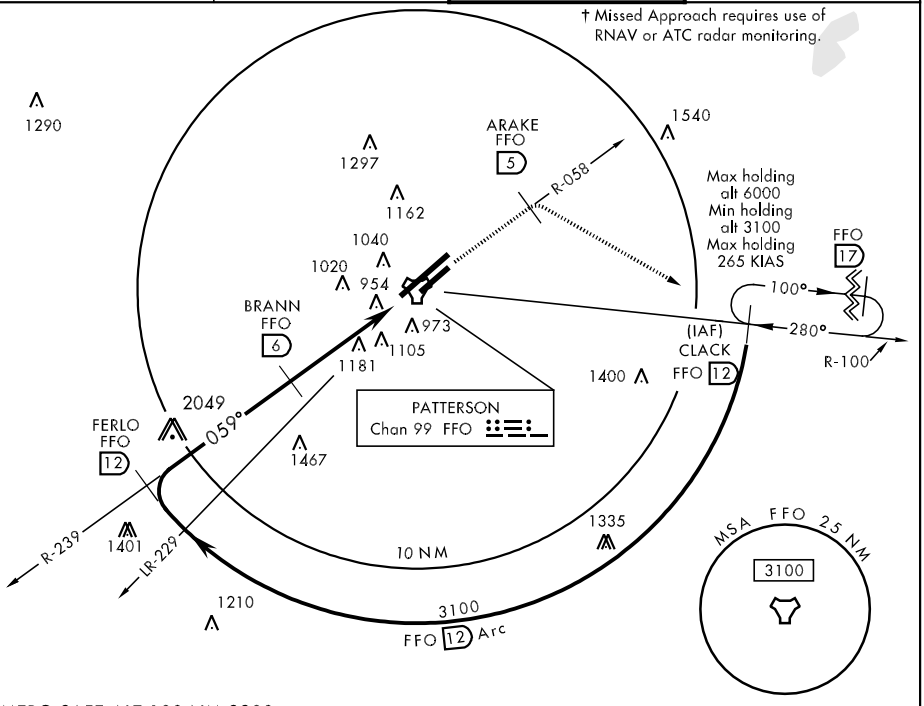
WRIGHT-PATTERSON AFB (KFFO)

∗ When RWY 23R VGSI inop, circling to RWY 23R NA at night.

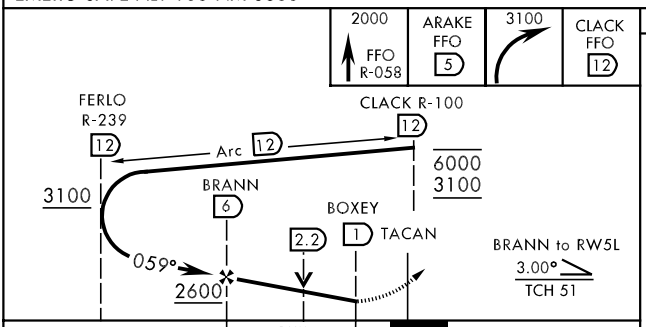
† MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.

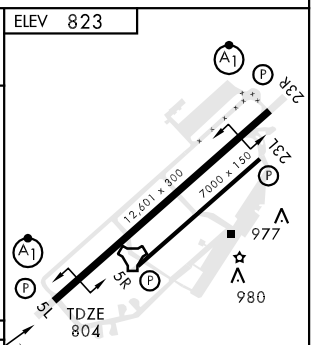
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

† Missed Approach requires use of RNAV or ATC radar monitoring.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-5L	1460/24 656 (700-½)		1460-1⅜ 656 (700-1⅜)		
CIRCLING ∗	1480-1 657 (700-1)		1480-1⅞ 657 (700-1⅞)	1500-2¼ 677 (700-2¼)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

39° 50′N-84° 03′W

TACAN RWY 5L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

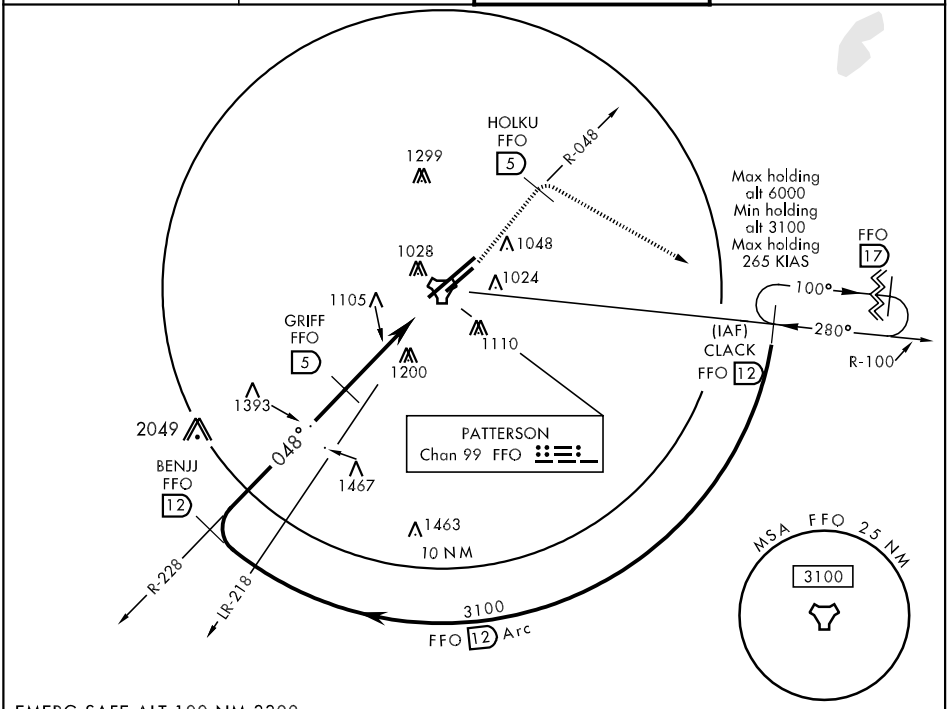
TACAN	APCH CRS	Rwy Idg	7000
FFO Chan 99	048°	TDZE	812
		Arpt Elev	823

AL-108 [USAF]

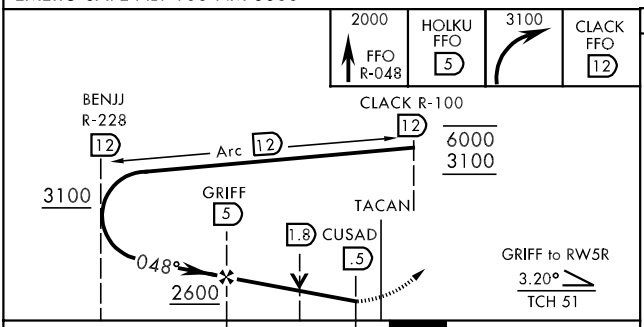
WRIGHT-PATTERSON AFB (KFFO)

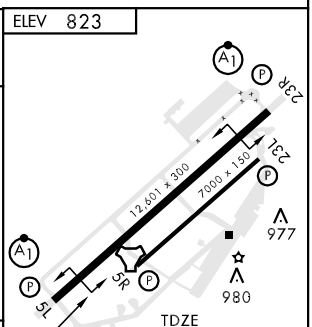
MISSED APPROACH: Climb to 2000 via FFO R-048 to HOLKU, turn right direct CLACK climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-5R	1480-1	668 (700-1)	1480-1¾ 668 (700-1¾)	1480-2 668 (700-2)	1480-2¼ 668(700-2¼)
CIRCLING	1480-1	657 (700-1)	1480-1¾ 657 (700-1¾)	1480-2 657 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

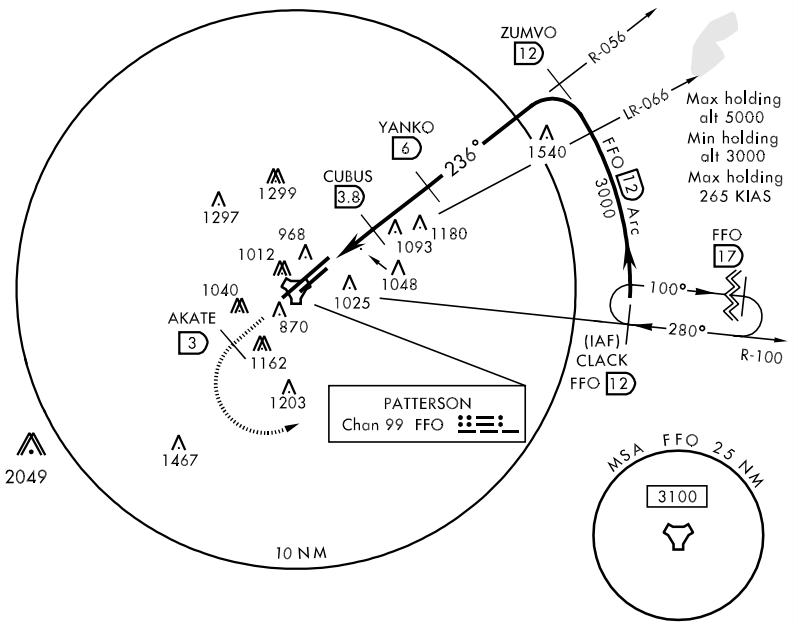
TACAN	APCH CRS	Rwy ldg	7000
FFO Chan 99	236°	TDZE	818
		Arpt Elev	823

AL-108 [USAF]

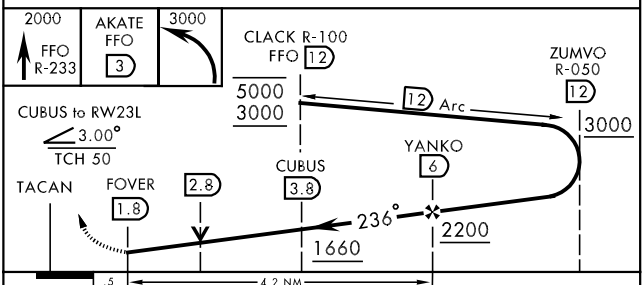
WRIGHT-PATTERSON AFB (KFFO)

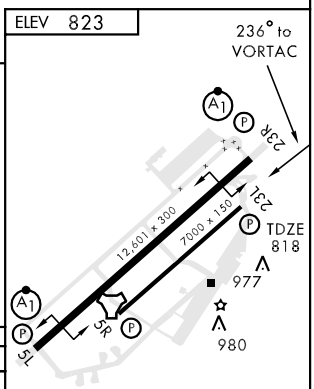
MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-23L	1340-1 522 (600-1)		1340-1½ 522 (600-1½)	1340-1¾ 522 (500-1¾)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23R

TACAN	APCH CRS	Rwy Idg	12,601
FFO	230°	TDZE	823
Chan 99		Arpt Elev	823

AL-108 [USAF]

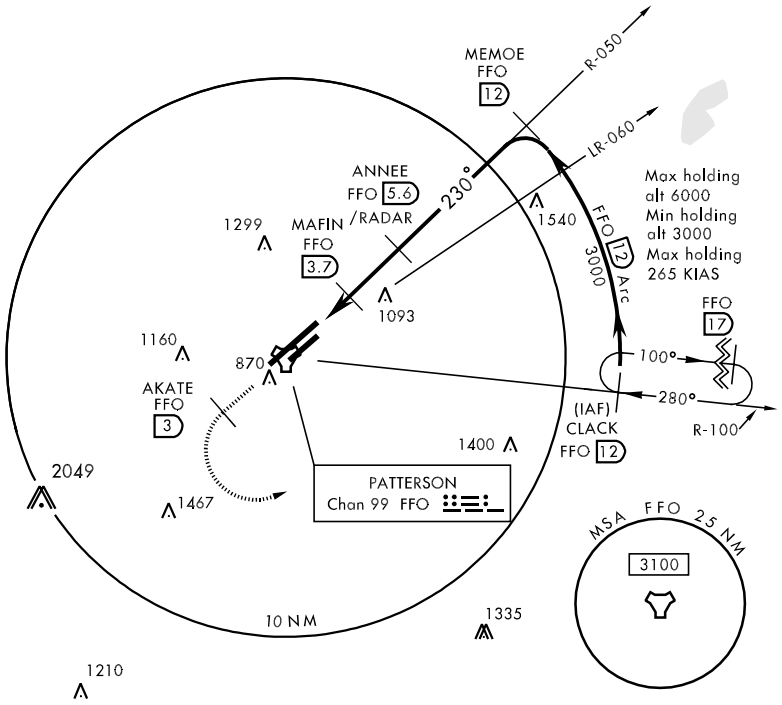
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

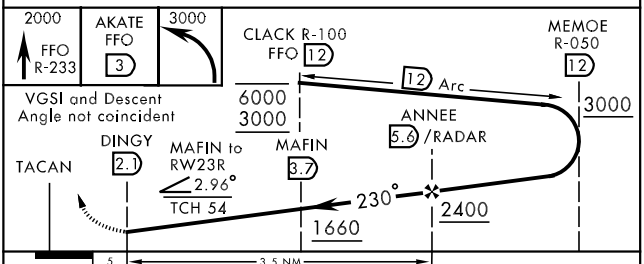
ALSF-1

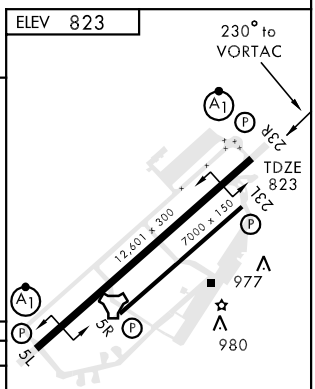
MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-23R *	1320/24 497 (500-½)		1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DAYTON N40°00.99′ W84°23.81′ NOTAM FILE DAY. DETROIT
(L) VOR/DME 114.5 DQN Chan 92 131° 10.7 NM to James M. Cox Dayton Intl. 990/1W. **HIWAS.** DME unusable byd 35 NM blo 2900′. H–10G, L–27E
RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

DAYTON

DAHIO TROTWOOD (I44) 7 W UTC−5(−4DT) N39°45.95′ W84°20.60′ CINCINNATI
925 B S5 NOTAM FILE DAY
RWY 04–22: H2900X52 (ASPH) S–5
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended irregularly. Ultralights on and invof arpt. PAEW N end ramp and N end Twy A Mon–Fri. Arpt bcn OTS indef.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 126.5 (091°–180°)

DAYTON TRANSPORTATION CENTER HELIPORT (5D7) 0 N UTC−5(−4DT) CINCINNATI
N39°45.50′ W84°11.50′
800 B NOTAM FILE DAY
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Unattended. 40′ x 40′ conc pad within 80′ x 60′ ldg/tkf area. Maximum ldg weight 4500 lbs. For perimeter lgts and rotating bcn call superintendent of acft ops at 937–454–8299. 24 hrs advance notice for use req. Helipad H1 perimeter lgts.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF 122.9

DAYTON–WRIGHT BROTHERS (MGY) 10 S UTC−5(−4DT) N39°35.34′ W84°13.49′ CINCINNATI
957 B S4 **FUEL** 100LL, JET A OX 1 TPA—1957(1000) NOTAM FILE MGY H–10G, L–27E
RWY 02–20: H5000X100 (ASPH–GRVD) S–50, D–60 MIRL 0.4% up N IAP
RWY 02: PAPI(P2L)—GA 3.0°. Trees. **RWY 20:** MALS. VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 590′. Road.
AIRPORT REMARKS: Attended 1300–0200Z‡. Birds and deer on and invof arpt. ACTIVATE MIRL RWY 02–20; MALS Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 ops 24 hrs.
WEATHER DATA SOURCES: ASOS 118.375 (937) 885–2171. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ**DEP CON** 126.5 (091°–180°) **CLNC DEL** 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATIONS: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 300° 21.9 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 086°4.6 NM to fld. NOTAM FILE MGY. Unmonitored.
ILS/DME 109.5 I–MGY Chan 32 Rwy 20 LOC only. LOC unusable inside 1.2 NM.

GREENE CO–LEWIS A. JACKSON RGNL (I19) 10 E UTC−5(−4DT) N39°41.46′ W83°59.52′ CINCINNATI
949 B S4 **FUEL** 100LL, JET A+ NOTAM FILE DAY L–27E
RWY 07–25: H4500X75 (ASPH) S–30 LIRL 0.7% up E IAP
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 34′. Trees. **RWY 25:** REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡; Nov–Mar 1300–2200Z‡. Unattended Christmas, New Years and Thanksgiving Days. Fuel available 24 hrs with credit card. Deer on and invof arpt. PAEW adjacent Rwy 07 SR–SS. REIL Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07–25 PAPI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (937) 372–4668. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°)
GCO 121.725 (DAYTON CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 335° 18 NM to fld. 1050/4W. Unmonitored when twr clsd.

WAAS	APP CRS	Rwy Idg 4500
CH 97702	068°	TDZE 936
W07A		Apt Elev 946

RNAV (GPS) RWY 7

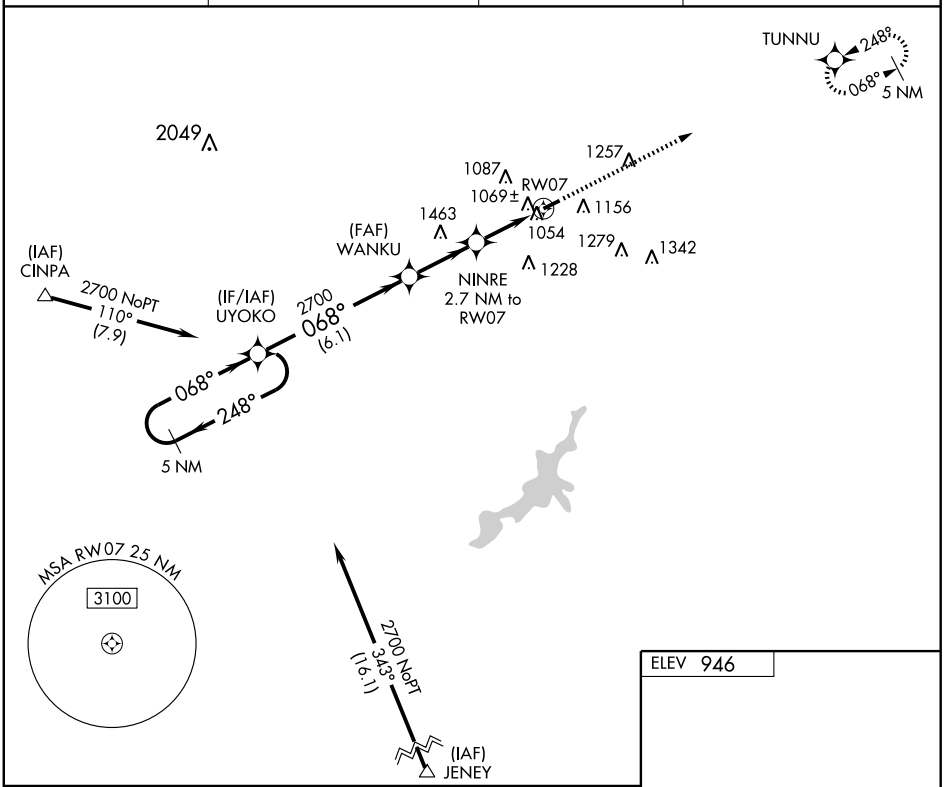
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

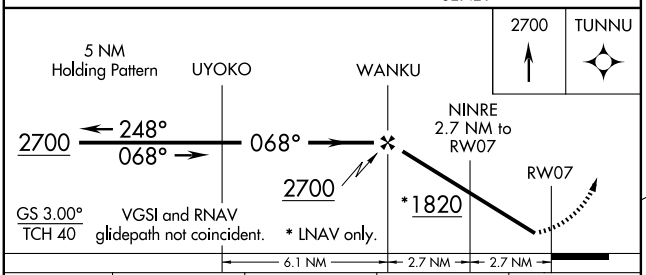
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA.

NA

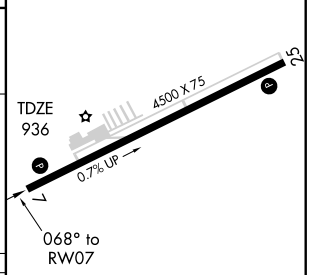
MISSED APPROACH: Climb to 2700 direct TUNNU and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1236-1¼ 300 (300-1¼)			NA
LNAV MDA	1320-1 384 (400-1)			NA
CIRCLING	1460-1 514 (600-1)		1460-1½ 514 (600-1½)	NA



LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4500
CH 56602	248°	TDZE 946
W25A		Apt Elev 946

RNAV (GPS) RWY 25

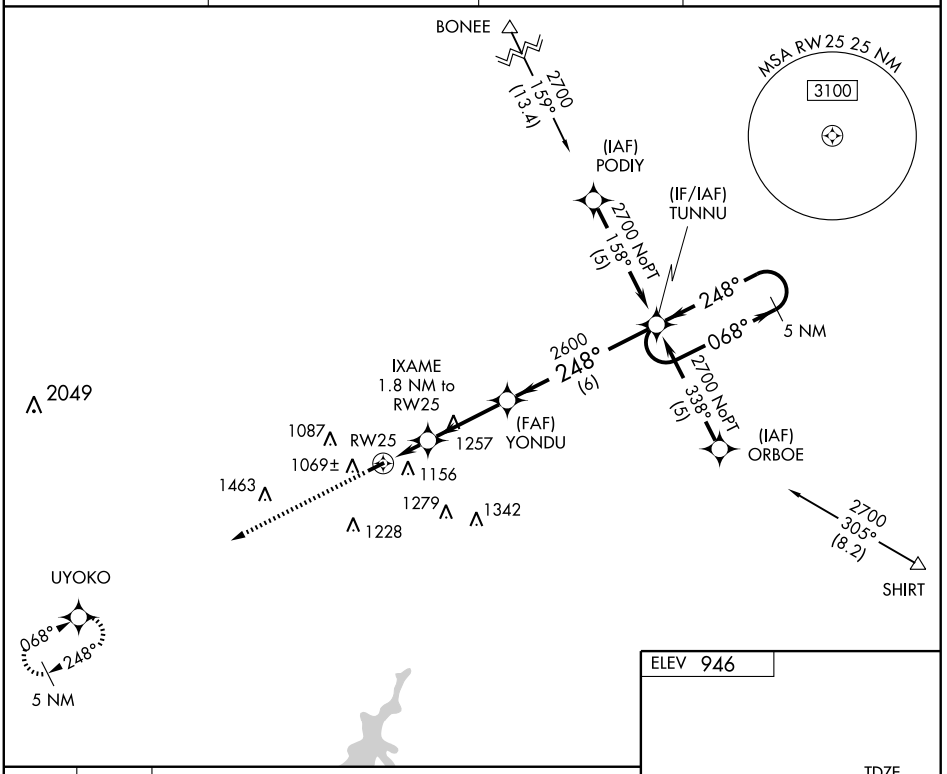
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

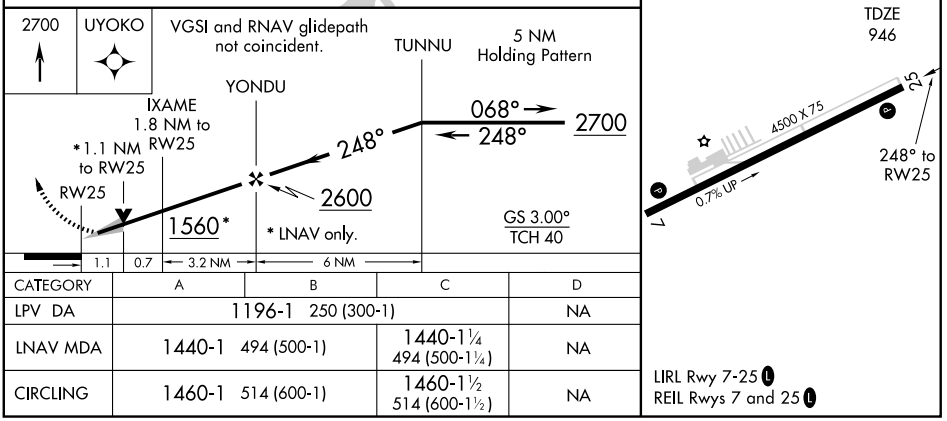
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Dayton-Wright Brothers altimeter setting.

NA

MISSED APPROACH: Climb to 2700 direct UYOKO and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1196-1 250 (300-1)			NA
LNAV MDA	1440-1 494 (500-1)		1440-1¼ 494 (500-1¼)	NA
CIRCLING	1460-1 514 (600-1)		1460-1½ 514 (600-1½)	NA

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH	APP CRS	Rwy Idg	N/A
113.2	042°	TDZE	N/A
Chan 79		Apt Elev	949

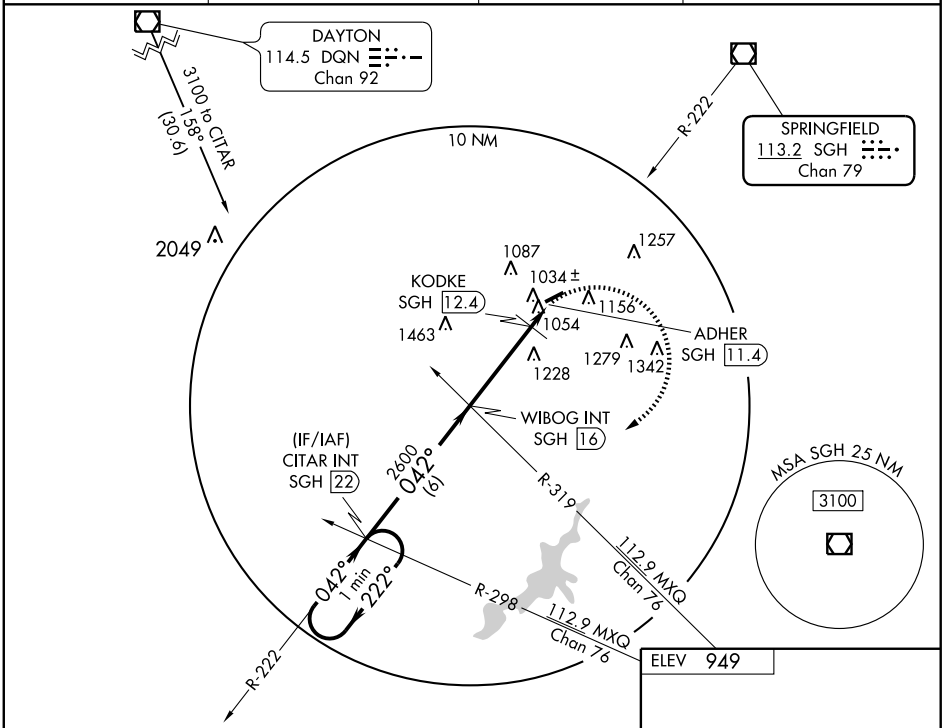
VOR-A

DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

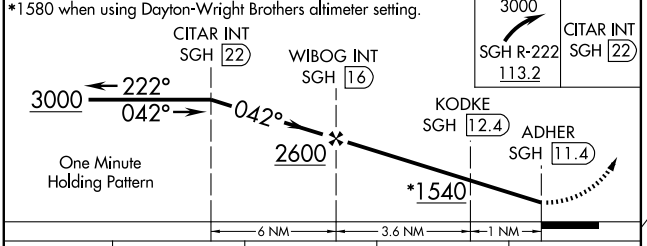
T NA When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile.

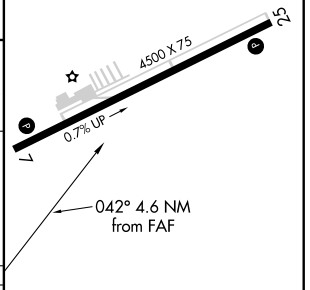
MISSED APPROACH: Climbing right turn to 3000 via SGH VOR/DME R-222 to CITAR Int/SGH 22 DME and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L



*1580 when using Dayton-Wright Brothers altimeter setting.





CATEGORY	A	B	C	D
CIRCLING	1540-1	591 (600-1)	1540-1½ 591 (600-1½)	NA
KODKE FIX MINIMUMS				
CIRCLING	1460-1	511 (600-1)	1460-1½ 511 (600-1½)	NA

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DAYTON N40°00.99′ W84°23.81′ NOTAM FILE DAY. DETROIT
(L) VOR/DME 114.5 DQN Chan 92 131° 10.7 NM to James M. Cox Dayton Intl. 990/1W. **HIWAS.** DME unusable byd 35 NM blo 2900′. H–10G, L–27E
RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

DAYTON

DAHIO TROTWOOD (I44) 7 W UTC−5(−4DT) N39°45.95′ W84°20.60′ CINCINNATI
925 B S5 NOTAM FILE DAY
RWY 04–22: H2900X52 (ASPH) S–5
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended irregularly. Ultralights on and invof arpt. PAEW N end ramp and N end Twy A Mon–Fri. Arpt bcn OTS indef.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 126.5 (091°–180°)

DAYTON TRANSPORTATION CENTER HELIPORT (5D7) 0 N UTC−5(−4DT) CINCINNATI
N39°45.50′ W84°11.50′
800 B NOTAM FILE DAY
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Unattended. 40′ x 40′ conc pad within 80′ x 60′ ldg/tkf area. Maximum ldg weight 4500 lbs. For perimeter lgts and rotating bcn call superintendent of acft ops at 937–454–8299. 24 hrs advance notice for use req. Helipad H1 perimeter lgts.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF 122.9

DAYTON–WRIGHT BROTHERS (MGY) 10 S UTC−5(−4DT) N39°35.34′ W84°13.49′ CINCINNATI
957 B S4 **FUEL** 100LL, JET A OX 1 TPA—1957(1000) NOTAM FILE MGY H–10G, L–27E
RWY 02–20: H5000X100 (ASPH–GRVD) S–50, D–60 MIRL 0.4% up N IAP
RWY 02: PAPI(P2L)—GA 3.0°. Trees. **RWY 20:** MALS. VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 590′. Road.
AIRPORT REMARKS: Attended 1300–0200Z‡. Birds and deer on and invof arpt. ACTIVATE MIRL RWY 02–20; MALS Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 ops 24 hrs.
WEATHER DATA SOURCES: ASOS 118.375 (937) 885–2171. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ**DEP CON** 126.5 (091°–180°) **CLNC DEL** 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATIONS: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 300° 21.9 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 086°4.6 NM to fld. NOTAM FILE MGY. Unmonitored.
ILS/DME 109.5 I–MGY Chan 32 Rwy 20 LOC only. LOC unusable inside 1.2 NM.

GREENE CO–LEWIS A. JACKSON RGNL (I19) 10 E UTC−5(−4DT) N39°41.46′ W83°59.52′ CINCINNATI
949 B S4 **FUEL** 100LL, JET A+ NOTAM FILE DAY L–27E
RWY 07–25: H4500X75 (ASPH) S–30 LIRL 0.7% up E IAP
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 34′. Trees. **RWY 25:** REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡; Nov–Mar 1300–2200Z‡. Unattended Christmas, New Years and Thanksgiving Days. Fuel available 24 hrs with credit card. Deer on and invof arpt. PAEW adjacent Rwy 07 SR–SS. REIL Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07–25 PAPI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (937) 372–4668. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°)
GCO 121.725 (DAYTON CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 335° 18 NM to fld. 1050/4W. Unmonitored when twr clsd.

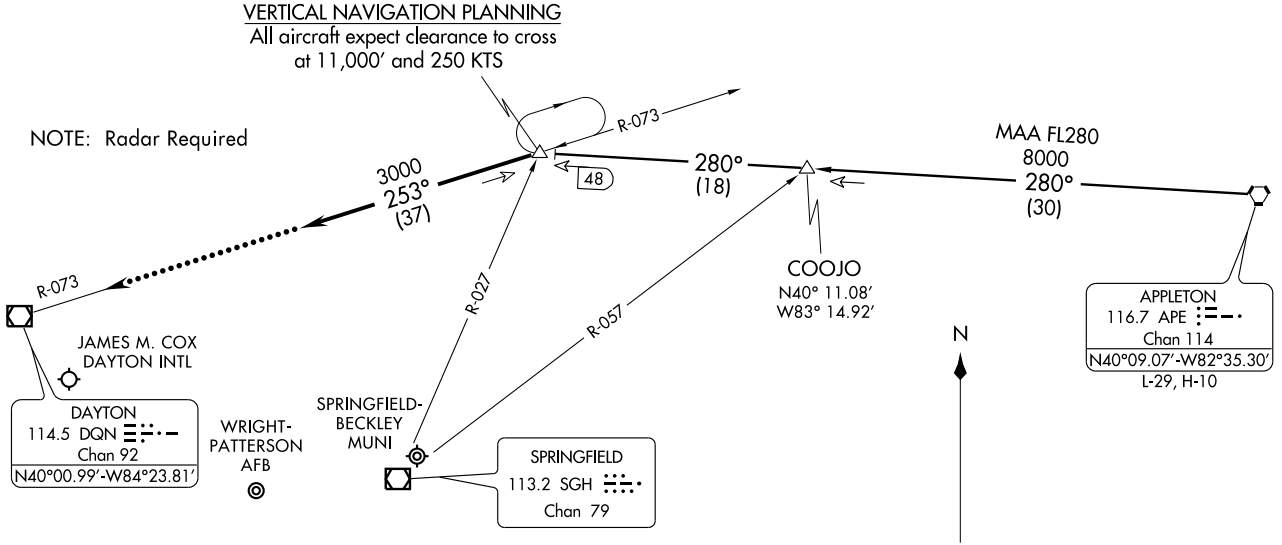
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC/DME I-MGY	APP CRS	Rwy Idg	4410
109.5	206°	TDZE	955
Chan 32		Apt Elev	957

LOC/DME RWY 20

DAYTON-WRIGHT BROTHERS (MGY)

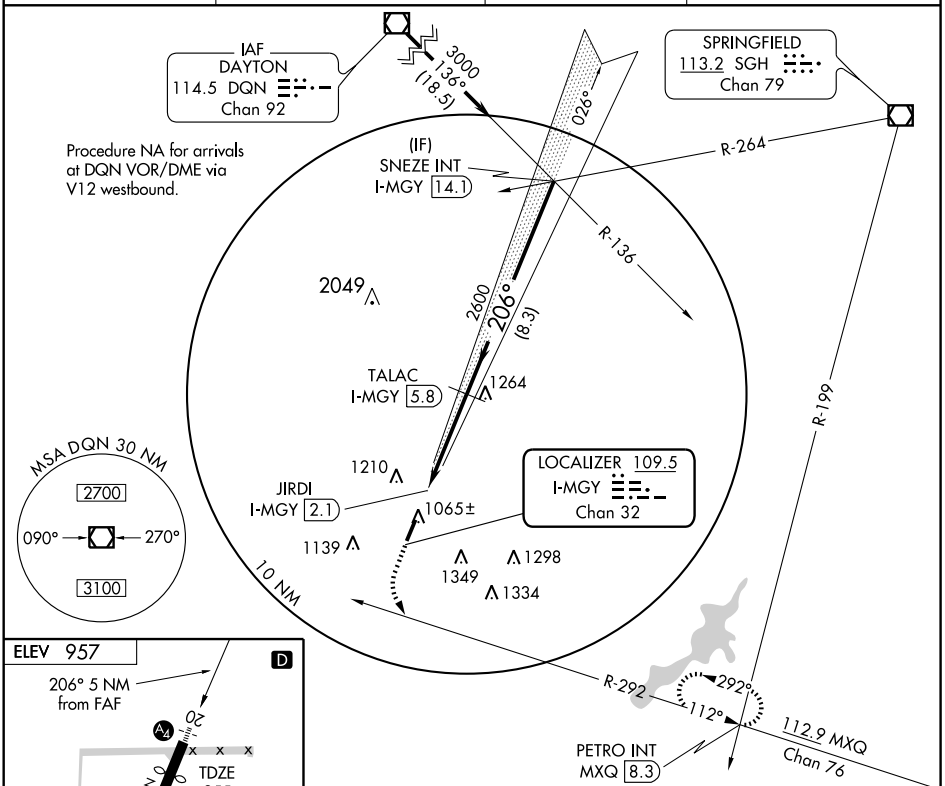
Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

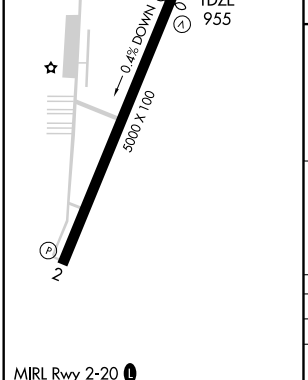
NA

MALSF

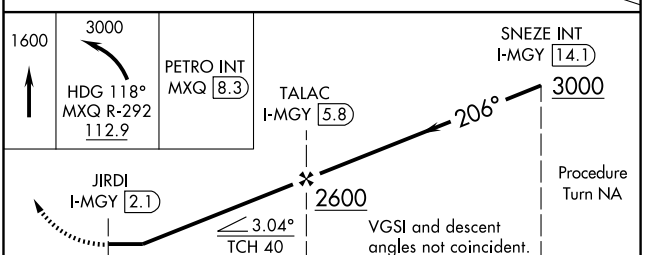
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 118° and MXQ VOR/DME R-292 to PETRO Int/MXQ 8.3 DME and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L





MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-20	1320-1½ 365 (400-1½)			
CIRCLING	1480-1½ 523 (600-1½)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM MW	APP CRS	Rwy Idg	N/A
223	085°	TDZE	N/A
		Apt Elev	957

NDB-A

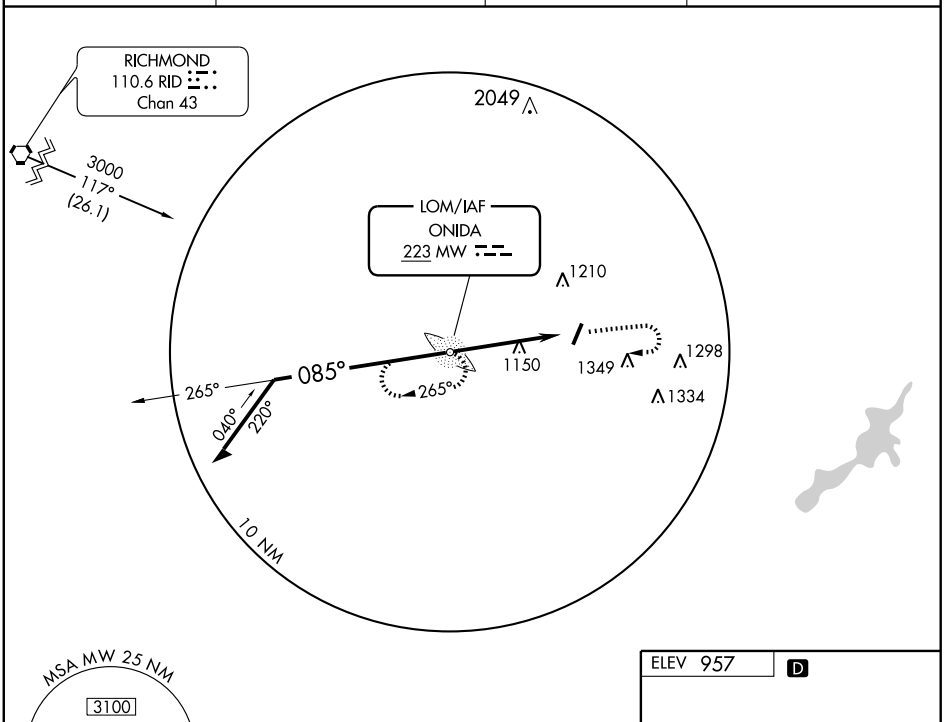
DAYTON-WRIGHT BROTHERS (MGY)

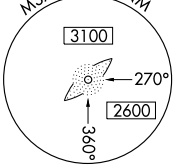
If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

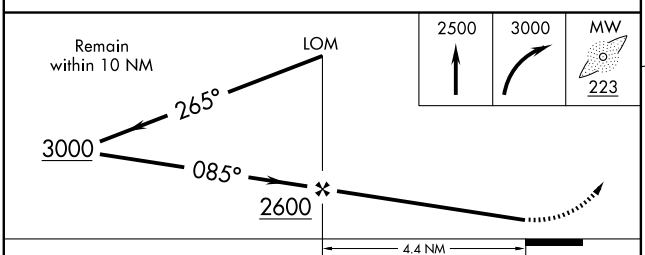
NA

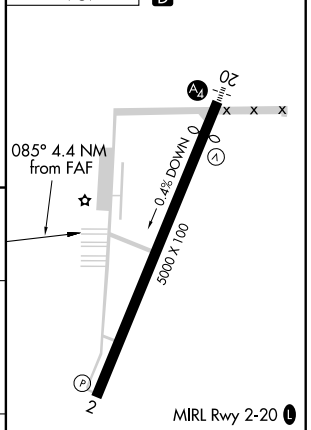
MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct MW LOM and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	1480-1	523 (600-1)	1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 45801	026°	TDZE	949
W02A		Apt Elev	957

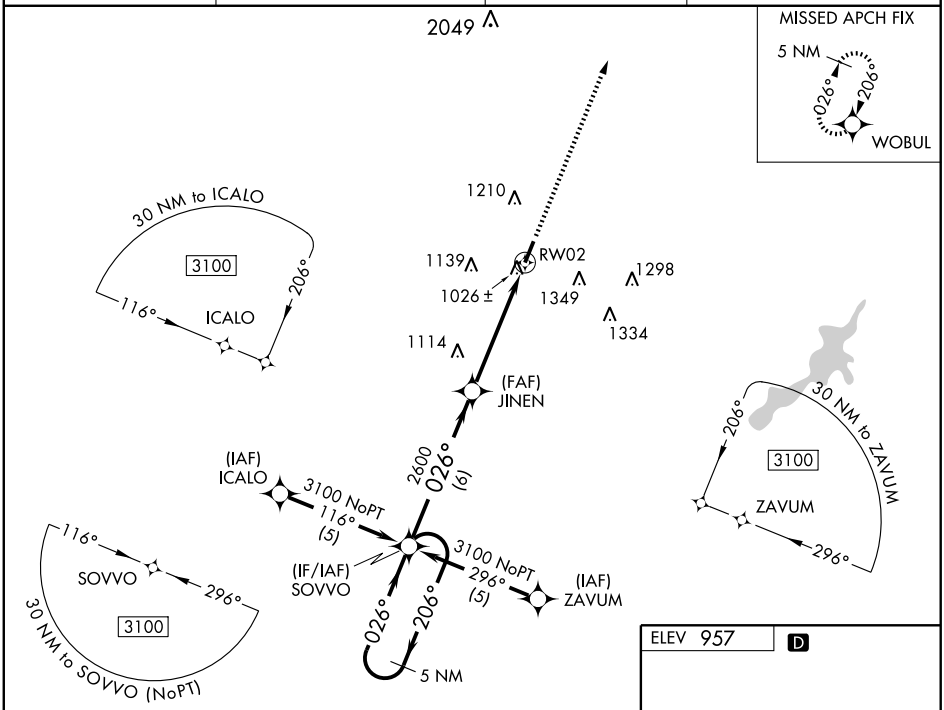
RNAV (GPS) RWY 2

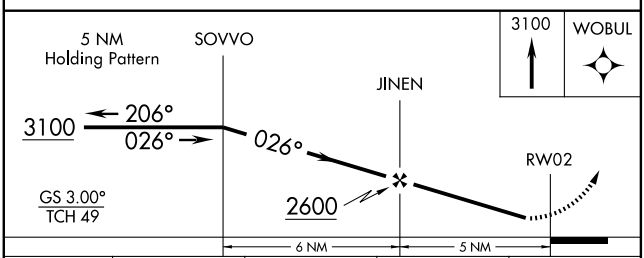
DAYTON-WRIGHT BROTHERS (MGY)

Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction for helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet.

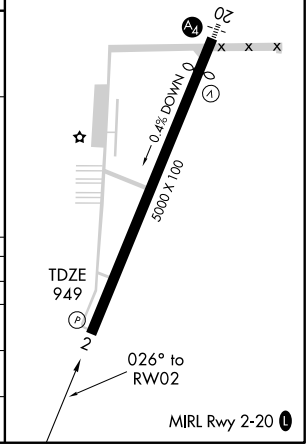
MISSED APPROACH: Climb to 3100 direct WOBUL and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1214-1 265 (300-1)			
LNAV/VNAV DA	1299-1¼ 350 (400-1¼)			
LNAV MDA	1420-1 471 (500-1)		1420-1¼ 471 (500-1¼)	1420-1½ 471 (500-1½)
CIRCLING	1480-1¼ 523 (600-1¼)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4410
CH 93601	206°	TDZE	955
W20A		Apt Elev	957

RNAV (GPS) RWY 20

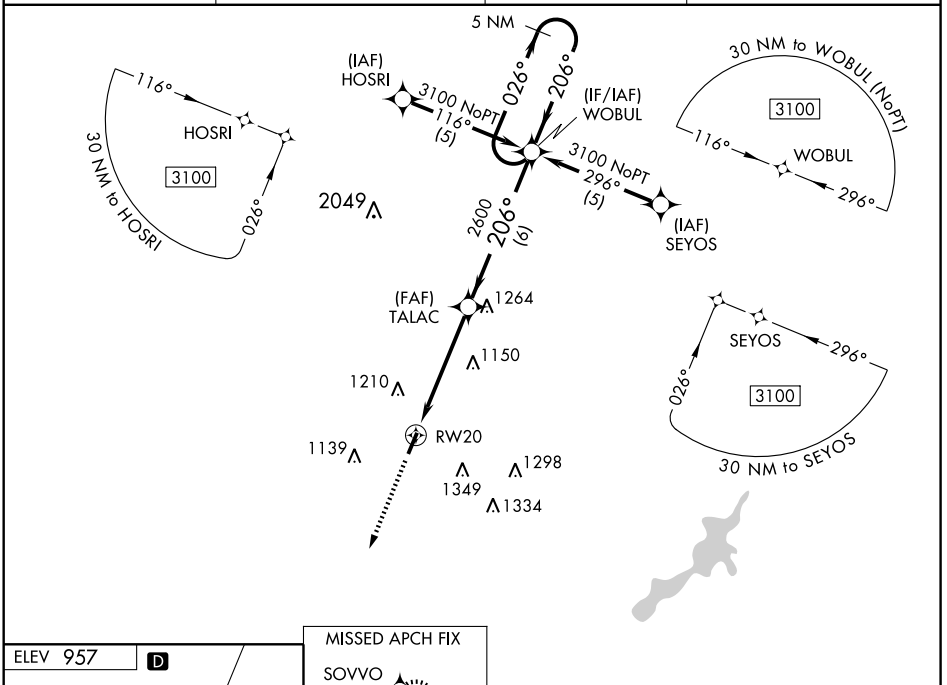
DAYTON-WRIGHT BROTHERS (MGY)

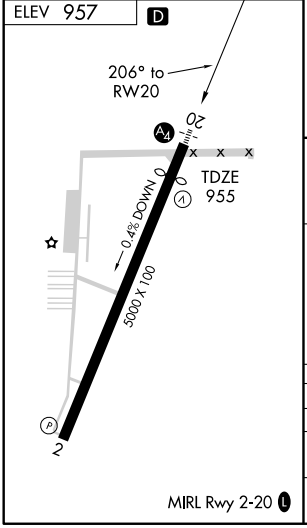
DME/DME RNP-0.3 NA. Inoperative table does not apply. If local altimeter setting not received, use James M Cox Dayton Intl and increase all DAs/MDAs 60 feet. Visibility reduction for helicopters NA. VDP NA when using James M Cox Dayton Intl altimeter setting.

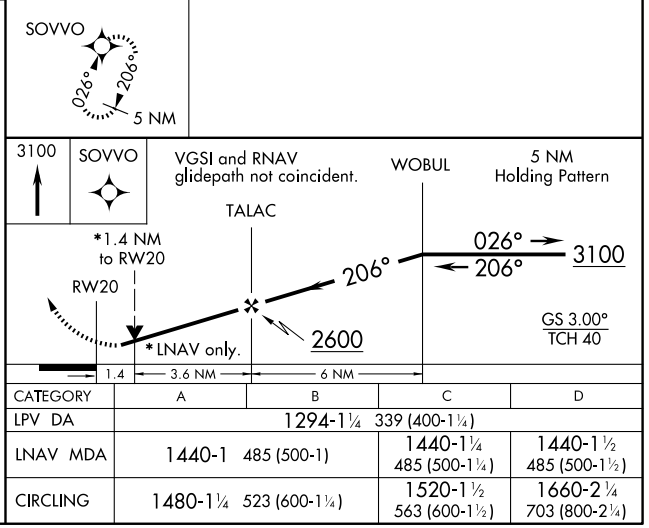
MALS

MISSED APPROACH: Climb to 3100 direct SOVVO and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1294-1¼ 339 (400-1¼)			
LNAV MDA	1440-1 485 (500-1)		1440-1¼ 485 (500-1¼)	1440-1½ 485 (500-1½)
CIRCLING	1480-1¼ 523 (600-1¼)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DEFIANCE MEM (DFI) 4 NW UTC−5(−4DT) N41°20.25′ W84°25.73′ **DETROIT**
707 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE DFI **L–28J**
RWY 12–30: H4197X72 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L). Trees. **RWY 30:** REIL. VASI(NSTD). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat 1300–2200Z‡, Sun 1700–2200Z‡. Deer on and invof arpt. Rwy 30 single box VASI left side of rwy. Rwy 12–30 parallel twy rstd to 5,000 lbs max gross weight. MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE REILS Rwy 02 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (419) 658–2301.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 261° 36.3 NM to fld. 660/2W.
NDB (MHW) 246 DFI N41°20.07′ W84°25.61′ at fld. NOTAM FILE DFI.

DELAWARE MUNI (DLZ) 3 SW UTC−5(−4DT) N40°16.78′ W83°06.89′ **DETROIT**
945 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**
RWY 10–28: H5000X100 (ASPH) S–30, D–55 MIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Hill. **RWY 28:** REIL. PAPI(P4L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. Ultralight tfc remain S of Rwy 10–28 at 400′ AGL. Rwy 28 PAPI OTS indef. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (740) 362–4416.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 294° 25.4 NM to fld. 1350/6W. **HIWAS.**
NDB (MHW) 215 DLZ N40°16.61′ W83°06.22′ at fld.

DEPARTMENT OF TRANSPORTATION HELIPORT (See COLUMBUS)

DESHLER MUNI LANDING STRIP (6D7) 2 NE UTC−5(−4DT) N41°12.95′ W83°52.46′ **DETROIT**
706 NOTAM FILE CLE
RWY 09–27: 2480X70 (TURF)
RWY 09: Thld dsplcd 740′. Trees. **RWY 27:** Trees.
RWY 05–23: 1725X60 (TURF)
RWY 05: Thld dsplcd 410′. Bldg. **RWY 23:** Thld dsplcd 90′. Fence.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 05–23 dsplcd thlds marked with yellow cones. Rwy 09 dsplcd thld marked with cones.
COMMUNICATIONS: CTAF 122.9

DON SCOTT N40°04.82′ W83°04.73′ NOTAM FILE OSU. **DETROIT**
NDB (MHW) 348 DKG at Ohio State University. Unmonitored when twr clsd. SHUTDOWN. **L–29A**

DRYER N41°21.48′ W82°09.72′ NOTAM FILE CLE. **DETROIT**
(H) VOR/DME 113.6 DJB Chan 83 226° 1.1 NM to Lorain Co Rgnl. 780/5W. **HIWAS.** **H–10G, L–30G**
VOR unusable 225°–245° byd 20 NM blo 3500′.
RCO 122.1R 113.6T (CLEVELAND RADIO)

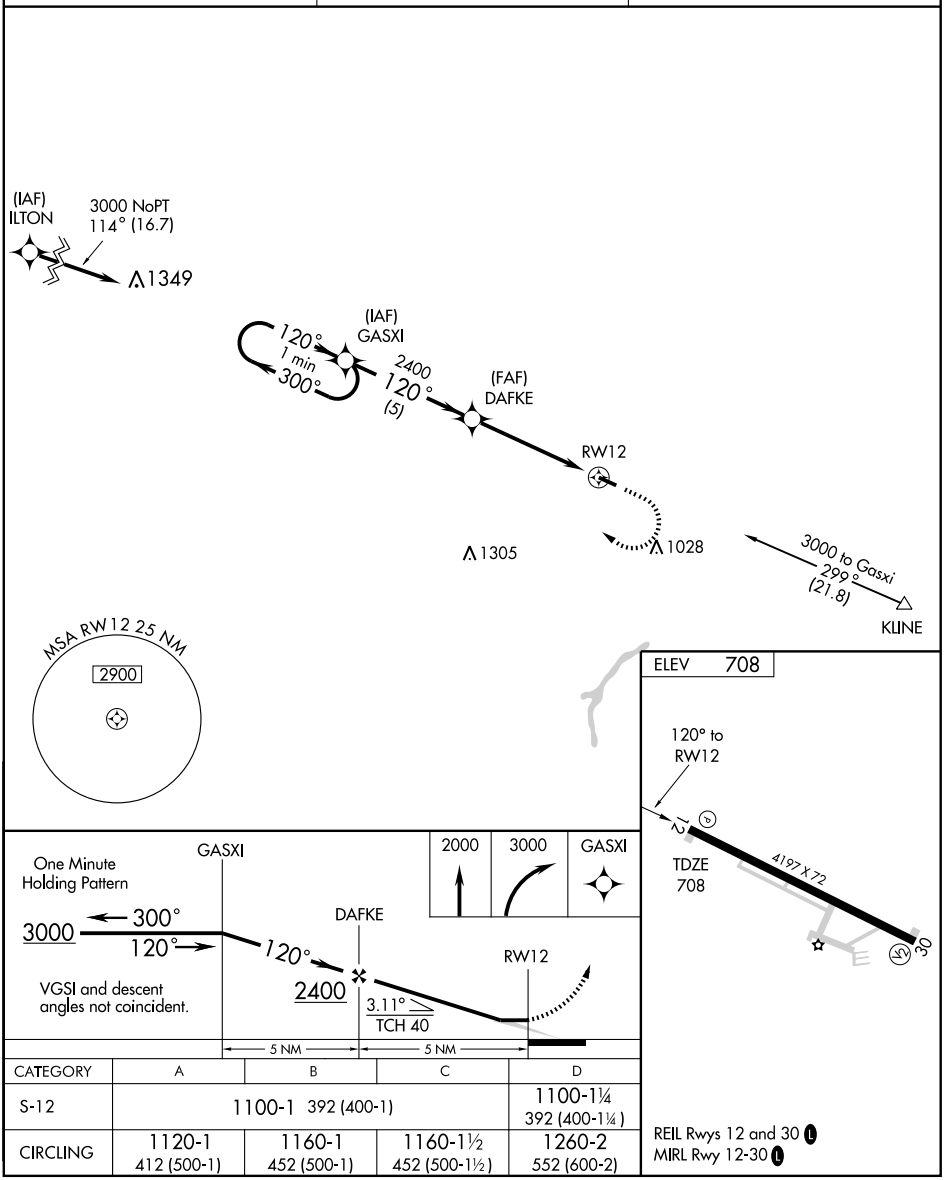
APP CRS		
120°	Rwy Idg	4197
	TDZE	708
	Apt Elev	708

GPS RWY 12
DEFIANCE MEMORIAL (DFI)

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GASXI WP and hold.

ASOS	TOLEDO APP CON	UNICOM
121.425	134.35 307.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-12	1100-1 392 (400-1)			1100-1¼ 392 (400-1¼)
CIRCLING	1120-1 412 (500-1)	1160-1 452 (500-1)	1160-1½ 452 (500-1½)	1260-2 552 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

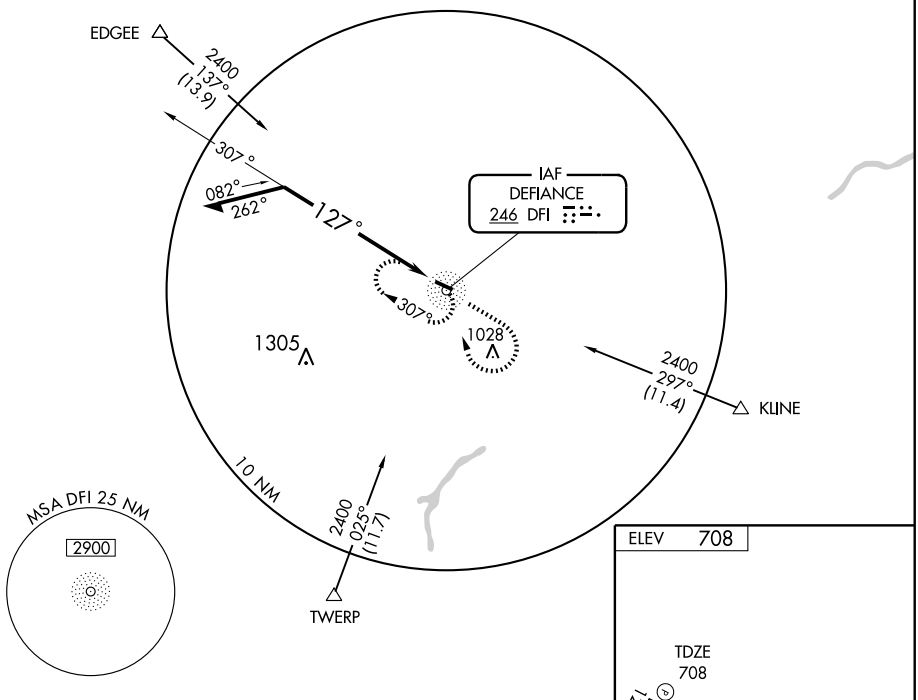
EC-2, 21 OCT 2010 to 18 NOV 2010

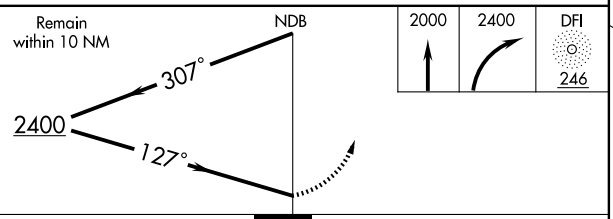
NDB DFI 246	APP CRS 127°	Rwy Idg 4197 TDZE 708 Apt Elev 708

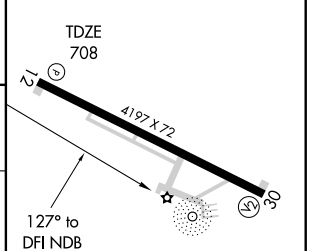
NDB RWY 12
DEFIANCE MEMORIAL (DFI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct DFI NDB and hold.

ASOS	TOLEDO APP CON	UNICOM
121.425	134.35 307.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-12	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1240-1¾ 532 (600-1¾)
CIRCLING	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1260-2 552 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DEFIANCE MEM (DFI) 4 NW UTC−5(−4DT) N41°20.25′ W84°25.73′ **DETROIT**
707 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE DFI **L–28J**
RWY 12–30: H4197X72 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L). Trees. **RWY 30:** REIL. VASI(NSTD). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat 1300–2200Z‡, Sun 1700–2200Z‡. Deer on and invof arpt. Rwy 30 single box VASI left side of rwy. Rwy 12–30 parallel twy rstd to 5,000 lbs max gross weight. MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE REILS Rwy 02 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (419) 658–2301.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 261° 36.3 NM to fld. 660/2W.
NDB (MHW) 246 DFI N41°20.07′ W84°25.61′ at fld. NOTAM FILE DFI.

DELAWARE MUNI (DLZ) 3 SW UTC−5(−4DT) N40°16.78′ W83°06.89′ **DETROIT**
945 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**
RWY 10–28: H5000X100 (ASPH) S–30, D–55 MIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Hill. **RWY 28:** REIL. PAPI(P4L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. Ultralight tfc remain S of Rwy 10–28 at 400′ AGL. Rwy 28 PAPI OTS indef. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (740) 362–4416.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 294° 25.4 NM to fld. 1350/6W. **HIWAS.**
NDB (MHW) 215 DLZ N40°16.61′ W83°06.22′ at fld.

DEPARTMENT OF TRANSPORTATION HELIPORT (See COLUMBUS)

DESHLER MUNI LANDING STRIP (6D7) 2 NE UTC−5(−4DT) N41°12.95′ W83°52.46′ **DETROIT**
706 NOTAM FILE CLE
RWY 09–27: 2480X70 (TURF)
RWY 09: Thld dsplcd 740′. Trees. **RWY 27:** Trees.
RWY 05–23: 1725X60 (TURF)
RWY 05: Thld dsplcd 410′. Bldg. **RWY 23:** Thld dsplcd 90′. Fence.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 05–23 dsplcd thlds marked with yellow cones. Rwy 09 dsplcd thld marked with cones.
COMMUNICATIONS: CTAF 122.9

DON SCOTT N40°04.82′ W83°04.73′ NOTAM FILE OSU. **DETROIT**
NDB (MHW) 348 DKG at Ohio State University. Unmonitored when twr clsd. SHUTDOWN. **L–29A**

DRYER N41°21.48′ W82°09.72′ NOTAM FILE CLE. **DETROIT**
(H) VOR/DME 113.6 DJB Chan 83 226° 1.1 NM to Lorain Co Rgnl. 780/5W. **HIWAS.** **H–10G, L–30G**
VOR unusable 225°–245° byd 20 NM blo 3500′.
RCO 122.1R 113.6T (CLEVELAND RADIO)

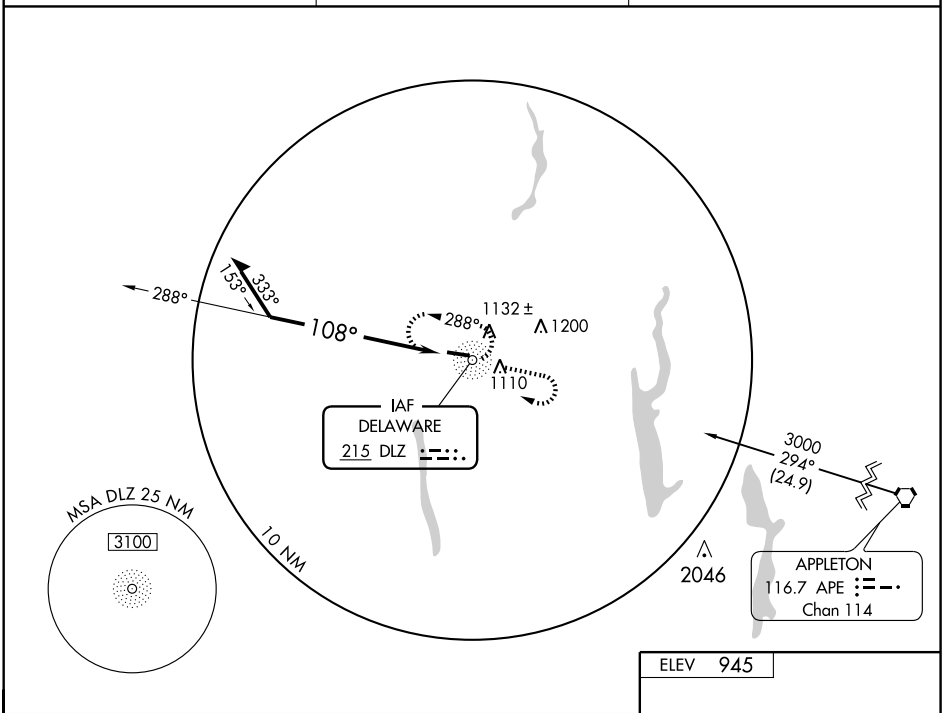
NDB DLZ 215	APP CRS 108°	Rwy Idg 5000 TDZE 945 Apt Elev 945

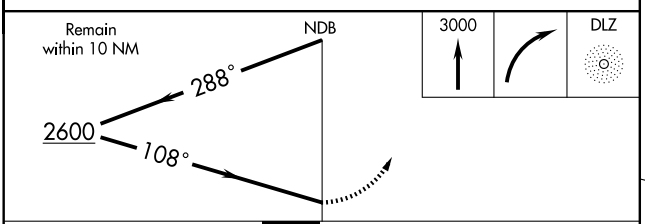
NDB RWY 10
DELAWARE MUNI (DLZ)

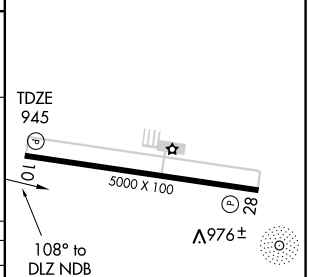
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct DLZ NDB and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-10	1600-1	655 (700-1)	1600-1¾ 655 (700-1¾)	1600-2 655 (700-2)
CIRCLING	1600-1	655 (700-1)	1600-1¾ 655 (700-1¾)	1600-2 655 (700-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-10	1680-1	735 (800-1)	1680-2 735 (800-2)	1680-2¼ 735 (800-2¼)
CIRCLING	1680-1	735 (800-1)	1680-2 735 (800-2)	1680-2¼ 735 (800-2¼)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90506 W10A	APP CRS 104°	Rwy Idg 5000 TDZE 945 Apt Elev 945

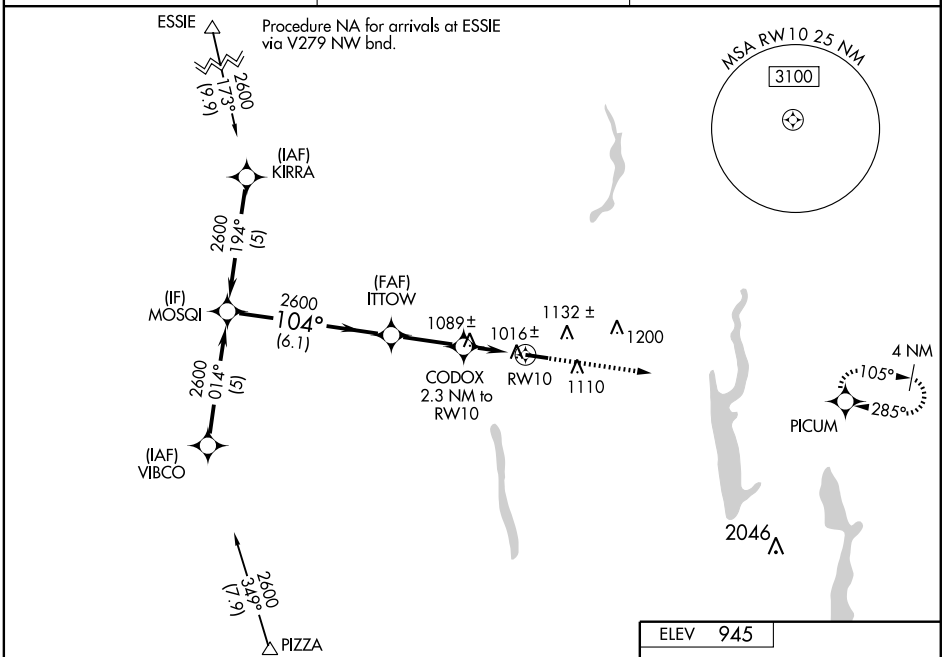
RNAV (GPS) RWY 10

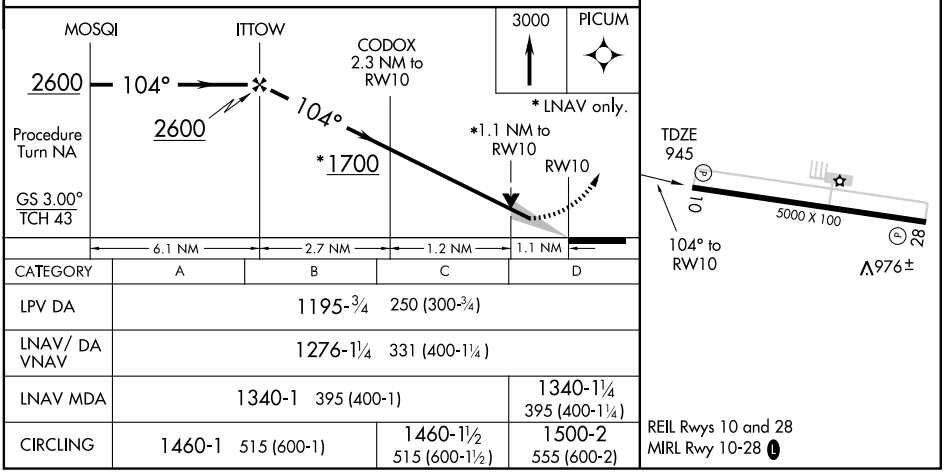
DELAWARE MUNI (DLZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1195-¾ 250 (300-¾)			
LNAV/ DA VNAV	1276-1¼ 331 (400-1¼)			
LNAV MDA	1340-1 395 (400-1)			1340-1¼ 395 (400-1¼)
CIRCLING	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 50506	284°	TDZE	945
W28A		Apt Elev	945

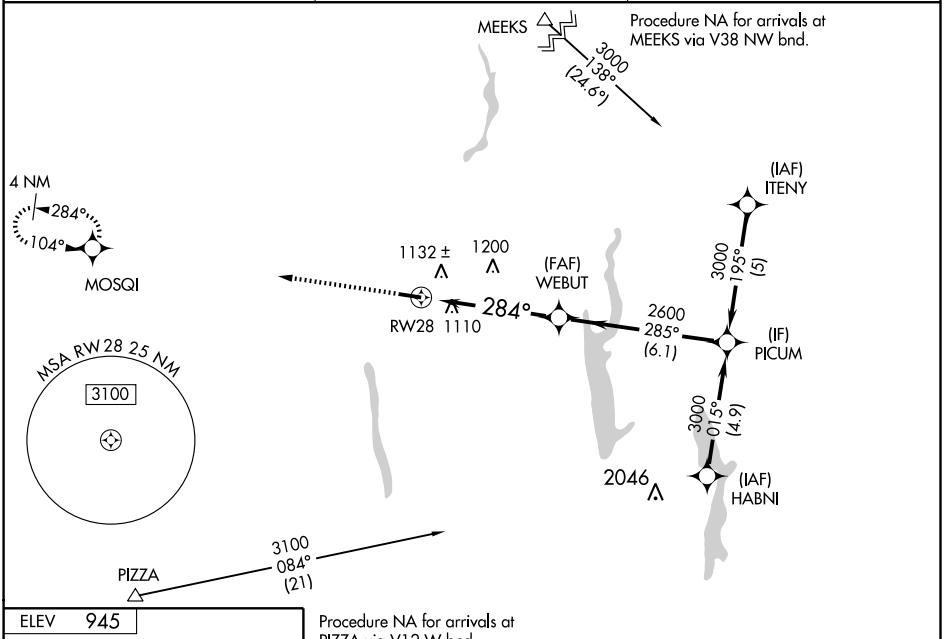
RNAV (GPS) RWY 28

DELAWARE MUNI (DLZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

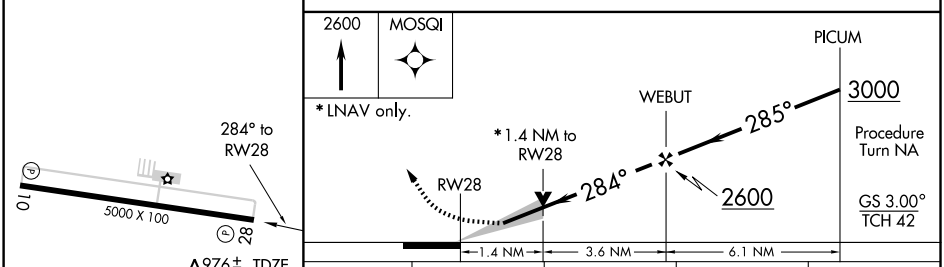
MISSED APPROACH: Climb to 2600 direct MOSQI and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L



ELEV 945

Procedure NA for arrivals at PIZZA via V12 W bnd.



CATEGORY	A	B	C	D
LPV DA	1210-1 265 (300-1)			
LNAV/ VNAV DA	1459-1¾ 514 (600-1¾)			
LNAV MDA	1420-1 475 (500-1)		1420-1¼ 475 (500-1¼)	1420-1½ 475 (500-1½)
CIRCLING	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR RWY 28

DELAWARE MUNI (DLZ)

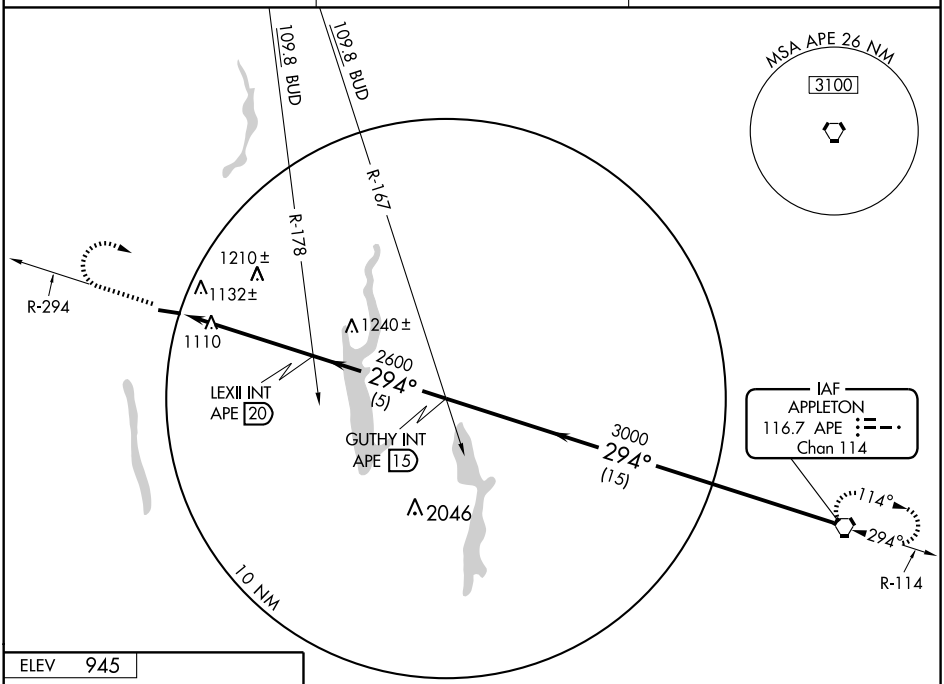
VORTAC APE	APP CRS	Rwy Idg	5000
116.7	294°	TDZE	945
Chan 114		Apt Elev	945

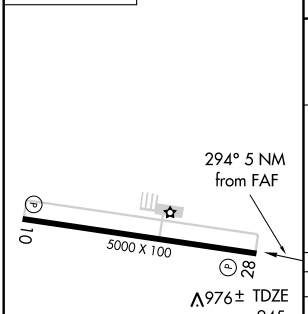
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

NA

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

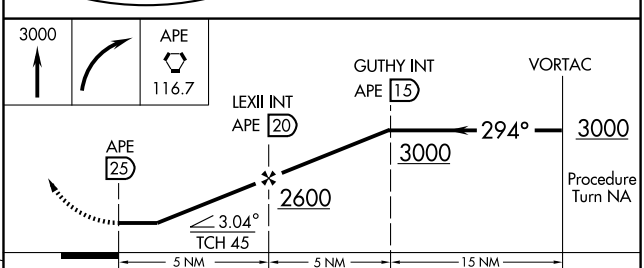
AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L





REIL Rwys 10 and 28
MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

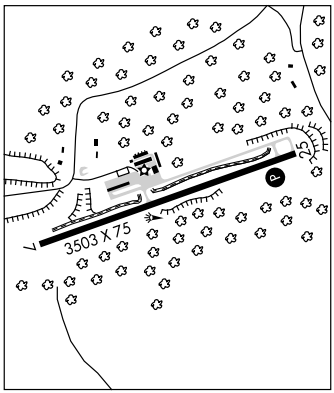


CATEGORY	A	B	C	D
S-28	1520-1 575 (600-1)	1520-1¼ 575 (600-¼)	1520-1½ 575 (600-½)	1520-1¾ 575 (600-1¾)
CIRCLING	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-28	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)
CIRCLING	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

EAST LIVERPOOL

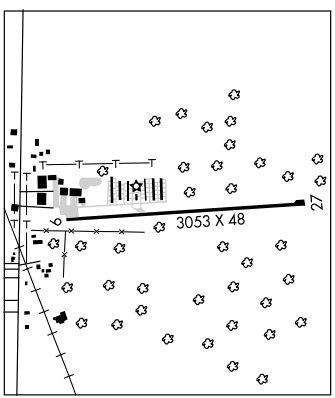
COLUMBIANA CO (Ø2G) 4 NW UTC−5(−4DT) N40°40.40′ W80°38.49′ **DETROIT**
1160 B S3 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3503X75 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 07: Trees. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended all major holidays. PAEW between twy and rwy. PAEW invof twy and ramp. Twy marked with reflectors. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 25 and REIL Rwy 25–CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0.
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.51′ W80°12.69′ 253° 21.6 NM to fld. 1227/08W. VOR unusable 090°–140° and 310°–335°



EDDIE DEW MEML AIRPARK (See TORONTO)

ELLIOTTS LANDING (See MOUNT VICTORY)

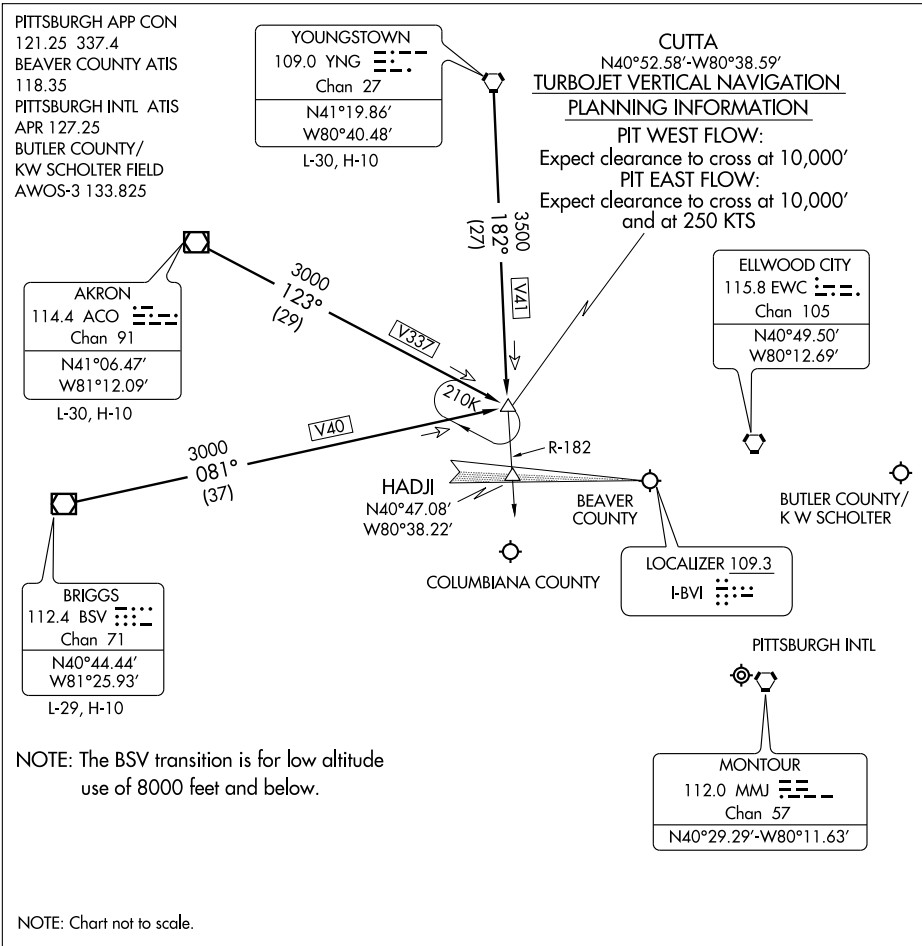
ELYRIA (1G1) 2 S UTC−5(−4DT) N41°19.89′ W82°06.02′ **DETROIT**
758 B **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 09–27: H3053X48 (ASPH) LIRL **IAP**
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 125° 3.2 NM to fld. 780/5W. **HIWAS**
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



FAIRFIELD CO (See LANCASTER)

FAYETTE CO (See WASHINGTON COURT HOUSE)

FETCH N41°12.03′ W80°35.77′ NOTAM FILE YNG. **DETROIT**
NDB (LOM) 338 YN 322° 5.1 NM to Youngstown–Warren Rgnl. Unmonitored. LOM unusable byd 10 NM.



AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

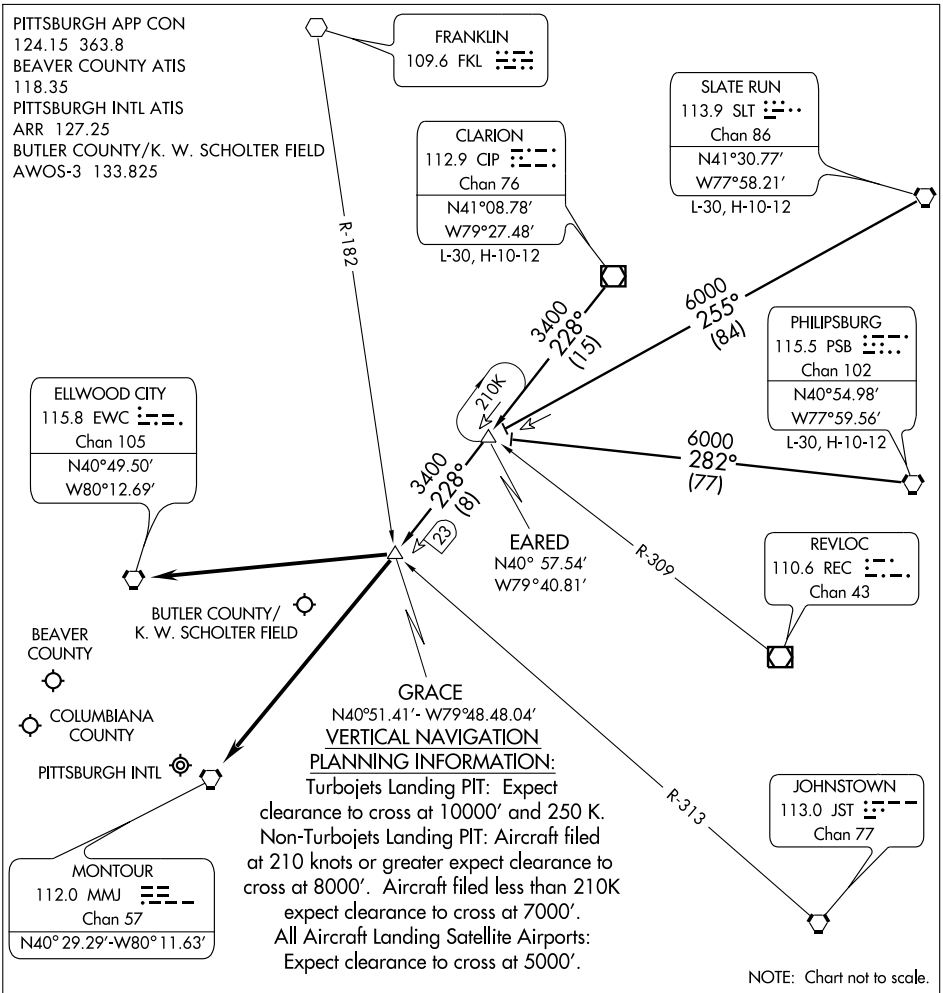
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3503
249°	TDZE	1160
	Apt Elev	1160

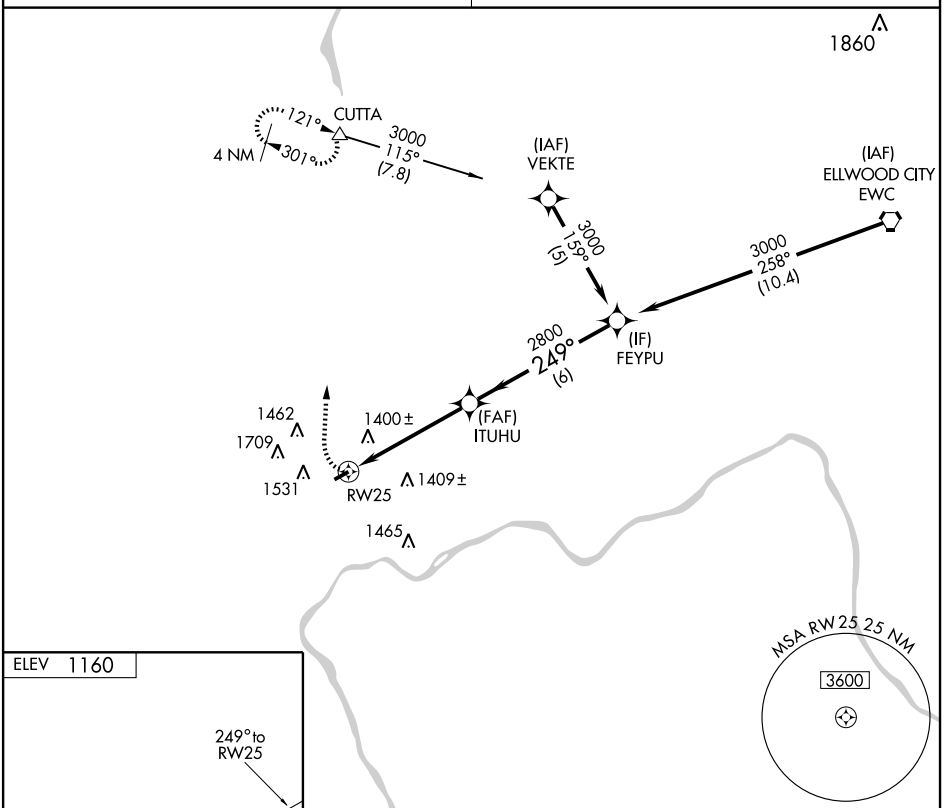
RNAV (GPS) RWY 25

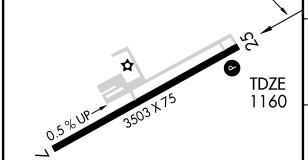
EAST LIVERPOOL/COLUMBIANA COUNTY (02G)

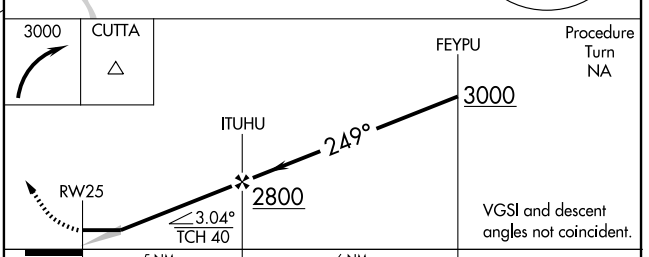
T
A NA DME/DME RNP-0.3 NA
Use Pittsburgh Intl altimeter setting, when not received, use Wheeling, WV altimeter setting and increase all MDA 20 feet, increase Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct CUTTA and hold.

PITTSBURGH APP CON	UNICOM
124.75 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1760-1 600 (600-1)		1760-1½ 600 (600-1½)	NA
CIRCLING	1960-1 800 (800-1)	1960-1¼ 800 (800-1¼)	1960-2¼ 800 (800-2¼)	NA

REIL Rwy 25 L
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC EWC 115.8 Chan 105	APP CRS 253°	Rwy Idg 3503 TDZE 1160 Apt Elev 1160

VOR RWY 25

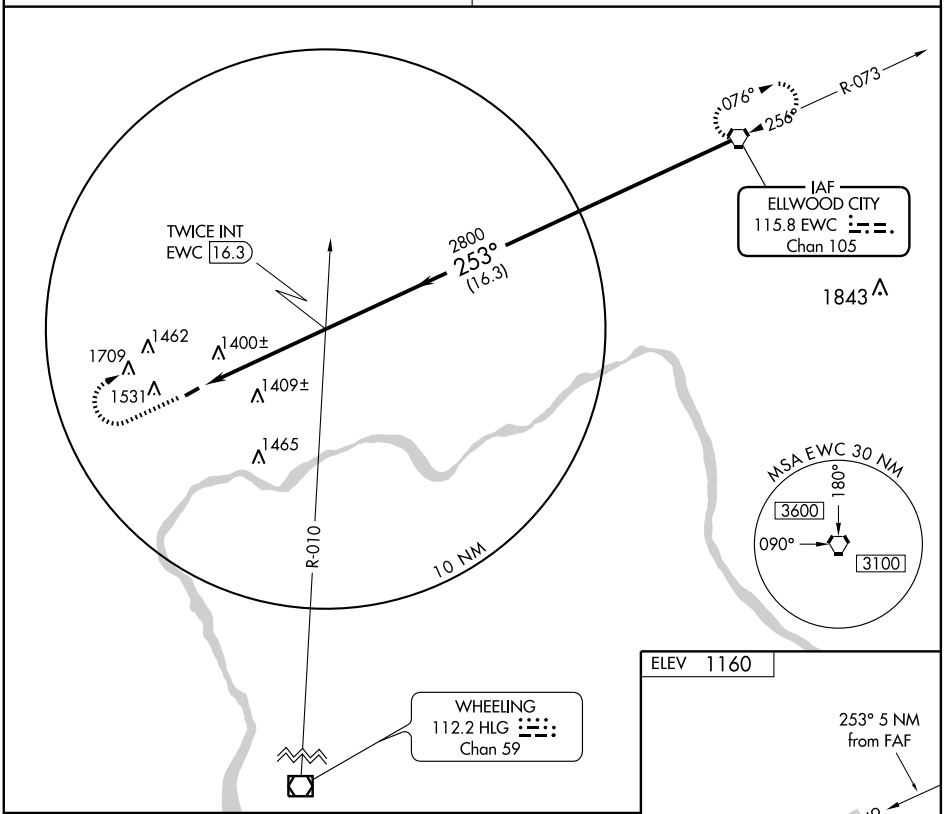
EAST LIVERPOOL/COLUMBIANA COUNTY (02G)

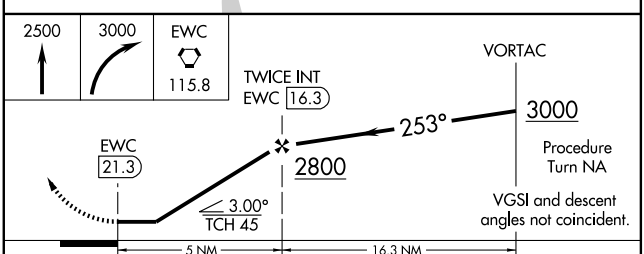
T A NA Use Pittsburgh Intl altimeter setting.

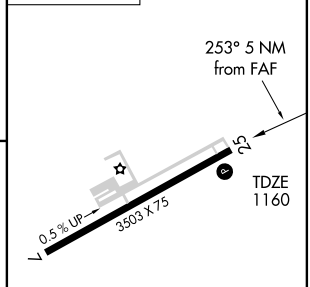
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EWC VORTAC and hold.

PITTSBURGH APP CON
124.75 338.2

UNICOM
123.0 (CTAF) L







REIL Rwy 25 L
MIRL Rwy 7-25 L

CATEGORY	A	B	C	D
S-25	1840-1 680 (700-1)	1840-1¼ 680 (700-1¼)	1840-2 680 (700-2)	NA
CIRCLING	1940-1 780 (800-1)	1940-1¼ 780 (800-1¼)	1940-2¼ 780 (800-2¼)	NA

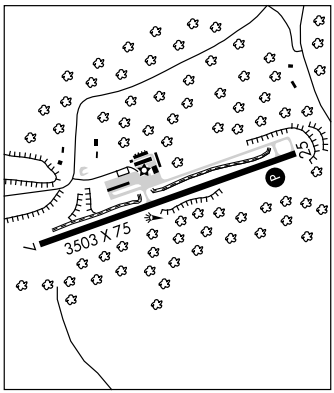
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

EAST LIVERPOOL

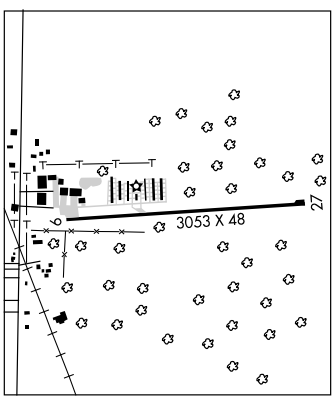
COLUMBIANA CO (Ø2G) 4 NW UTC−5(−4DT) N40°40.40′ W80°38.49′ **DETROIT**
1160 B S3 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3503X75 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 07: Trees. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended all major holidays. PAEW between twy and rwy. PAEW invof twy and ramp. Twy marked with reflectors. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 25 and REIL Rwy 25–CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0.
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.51′ W80°12.69′ 253° 21.6 NM to fld. 1227/08W. VOR unusable 090°–140° and 310°–335°



EDDIE DEW MEML AIRPARK (See TORONTO)

ELLIOTTS LANDING (See MOUNT VICTORY)

ELYRIA (1G1) 2 S UTC−5(−4DT) N41°19.89′ W82°06.02′ **DETROIT**
758 B **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 09–27: H3053X48 (ASPH) LIRL **IAP**
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 125° 3.2 NM to fld. 780/5W. **HIWAS**
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



FAIRFIELD CO (See LANCASTER)

FAYETTE CO (See WASHINGTON COURT HOUSE)

FETCH N41°12.03′ W80°35.77′ NOTAM FILE YNG. **DETROIT**
NDB (LOM) 338 YN 322° 5.1 NM to Youngstown–Warren Rgnl. Unmonitored. LOM unusable byd 10 NM.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

ELYRIA, OHIO
ELYRIA (1G1)

CLEVELAND DEP CON
126.35 346.32

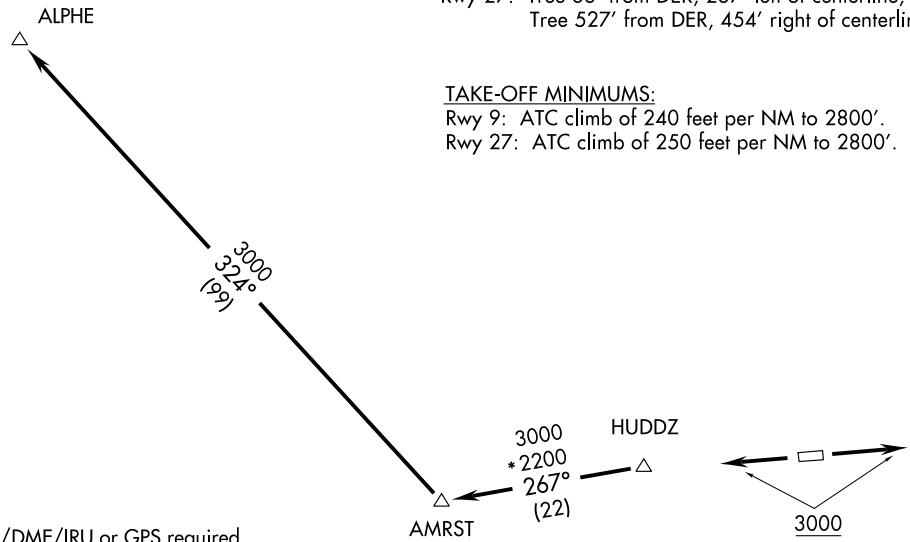
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

TAKE-OFF MINIMUMS:
Rwy 9: ATC climb of 240 feet per NM to 2800′.
Rwy 27: ATC climb of 250 feet per NM to 2800′.



NOTE: DME/DME/IRU or GPS required
NOTE: RNAV 1
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
ELYRIA, OHIO
ELYRIA (1G1)

SL-5333 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

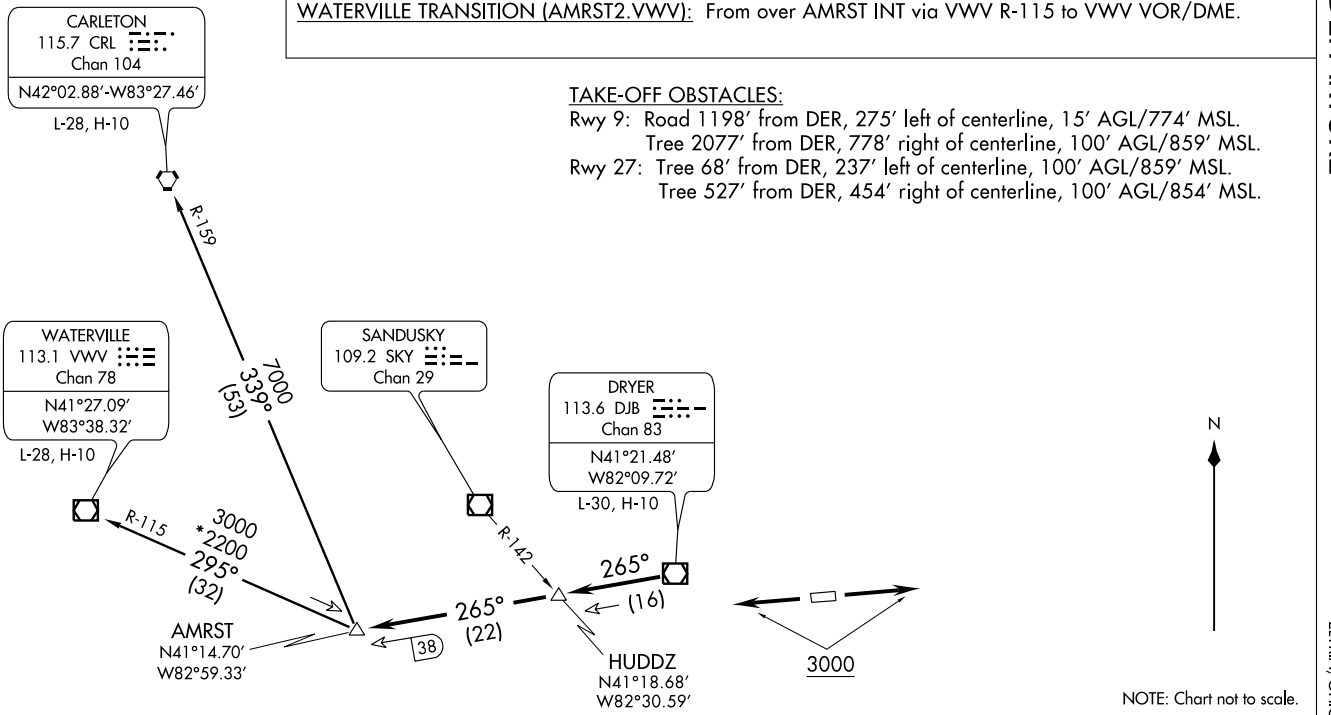
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF MINIMUMS:
Rwys 9, 27: STANDARD.

NOTE: RADAR REQUIRED

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

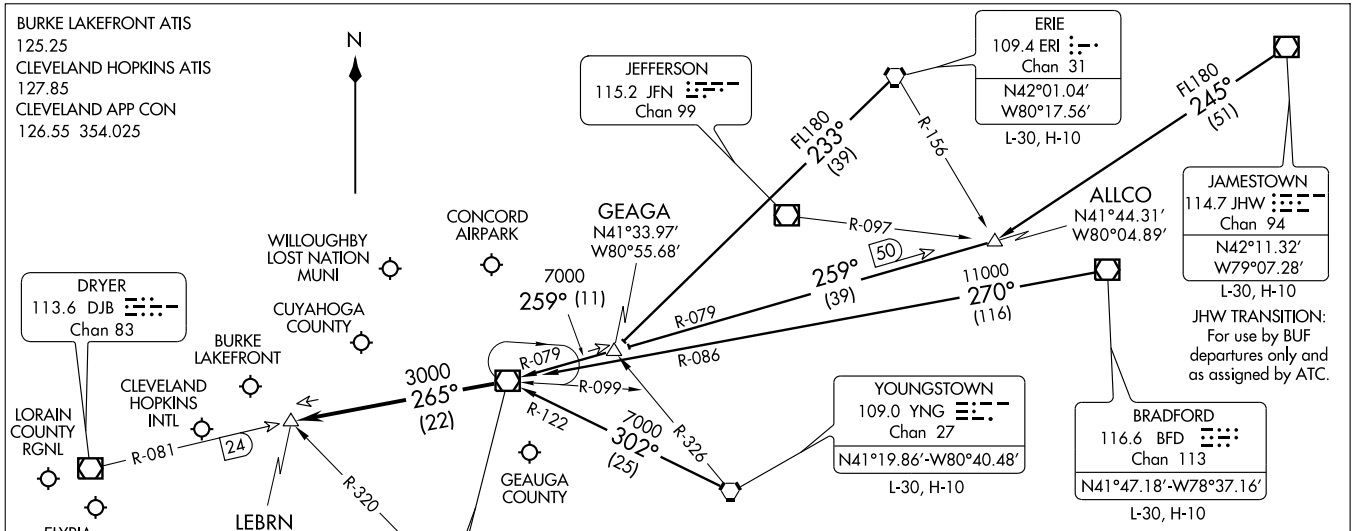


ELYRIA, OHIO
ELYRIA (1G1)

SL-5333 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

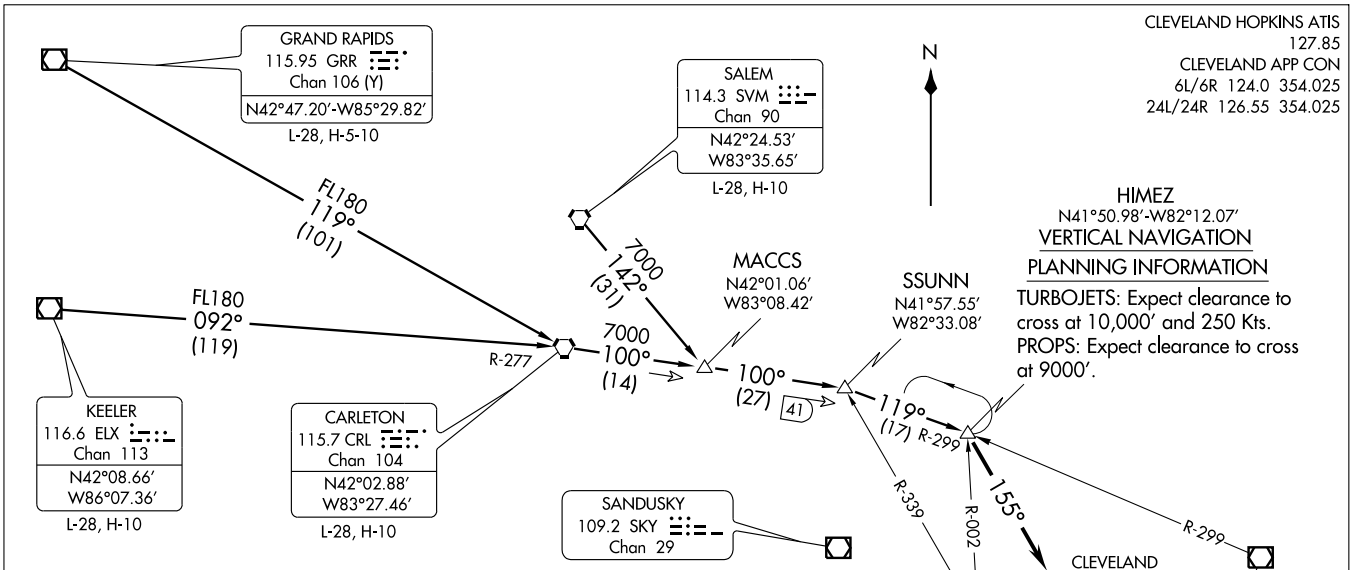
(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)

07354

ST-84 (FAA)

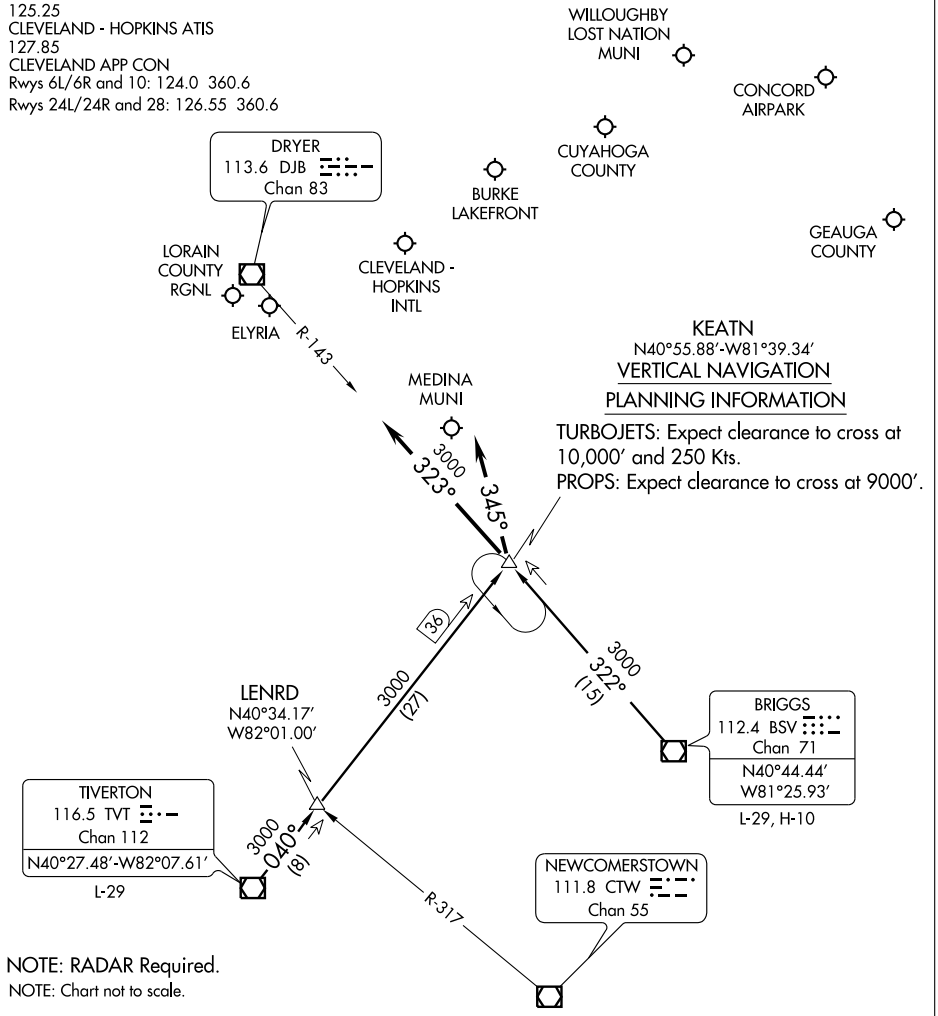
CLEVELAND, OHIO

CLEVELAND, OHIO

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE
(OBRLN2.OBRLN) 09183
ELYRIA, OHIO
ELYRIA (1G1)

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.

Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

ELYRIA, OHIO

ELYRIA (1G1)

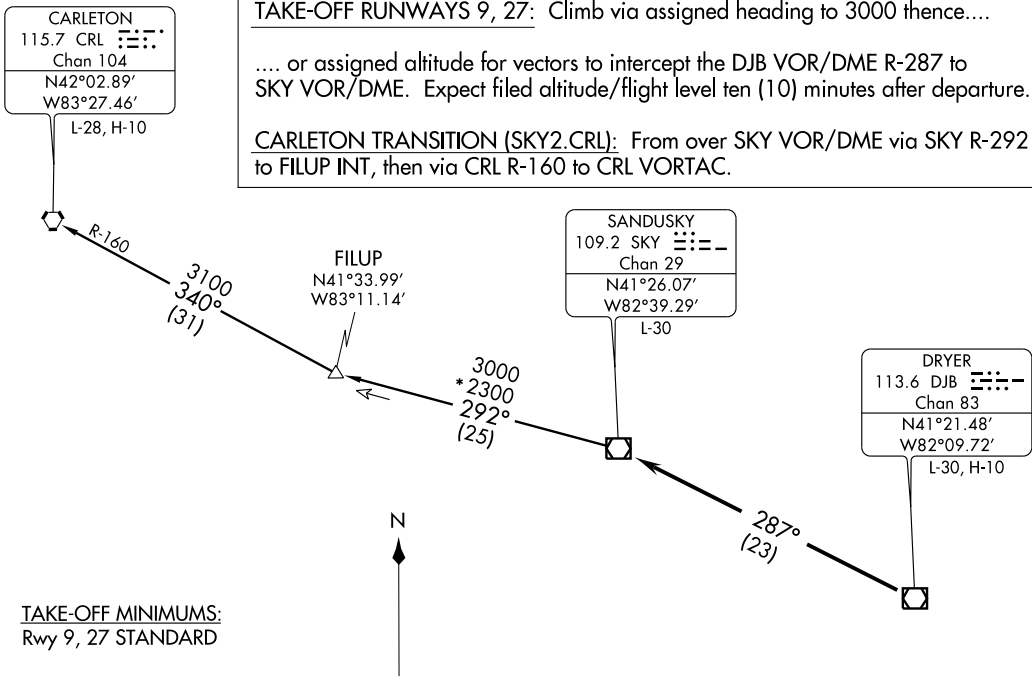
CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence....

.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 9, 27 STANDARD

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
ELYRIA, OHIO
ELYRIA (1G1)

SL-5333 (FAA)

VOR/DME DJB	APP CRS	Rwy Idg	N/A
113.6	125°	TDZE	N/A
Chan 83		Apt Elev	758

VOR or GPS-A

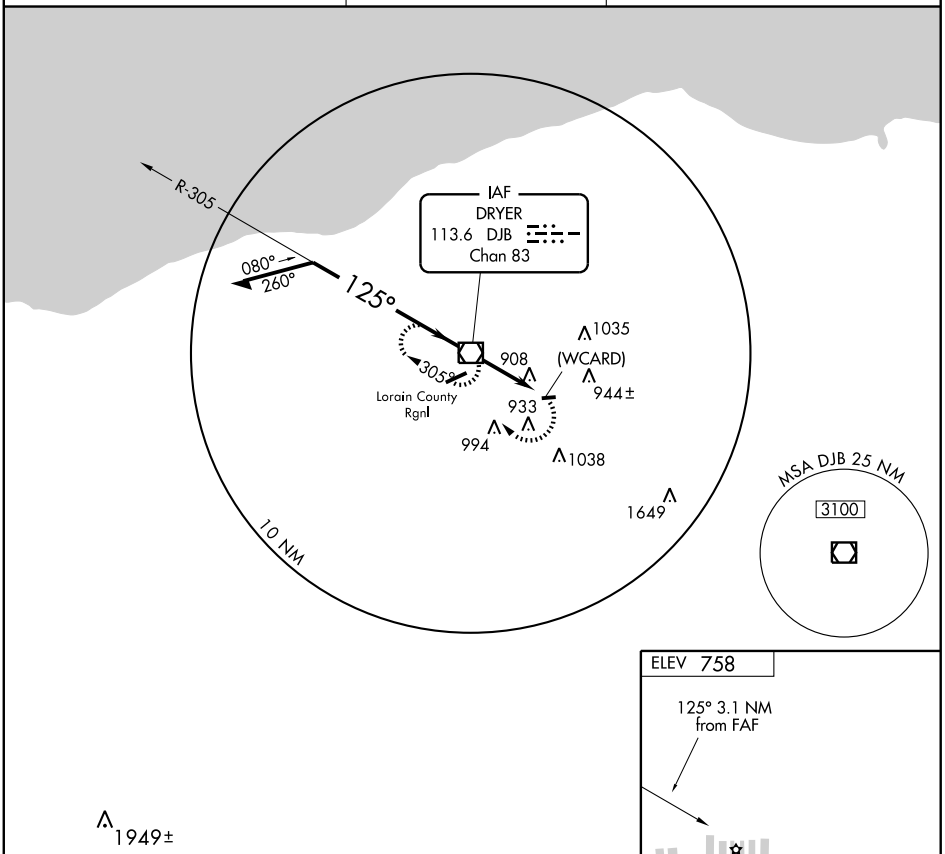
ELYRIA (1G1)

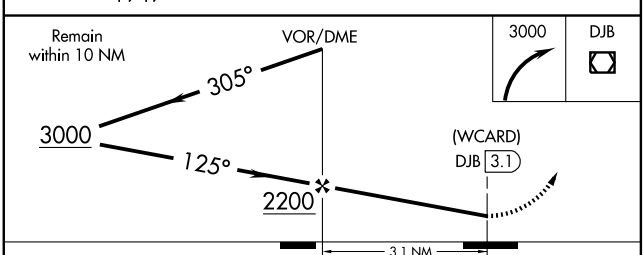
NA

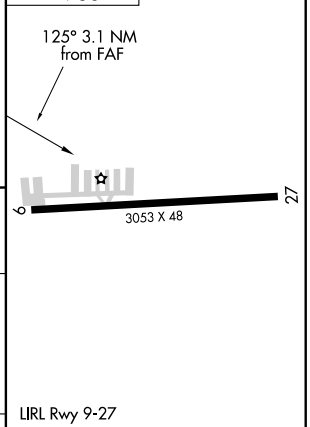
Use Cleveland Hopkins Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.

CLEVELAND APP CON	CLNC DEL	UNICOM
126.35 354.025	125.7	122.8 (CTAF)







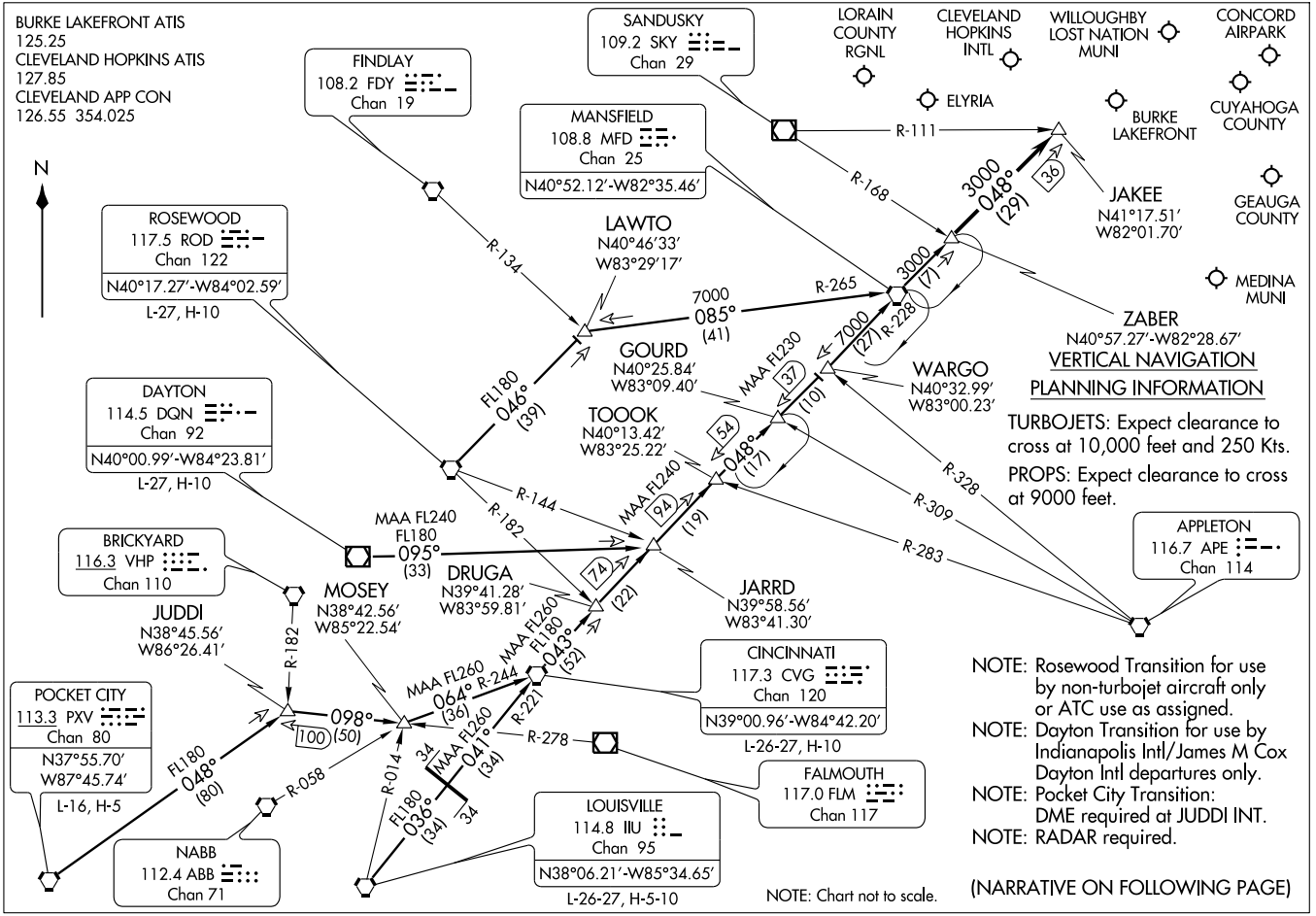
CATEGORY	A	B	C	D
CIRCLING	1280-1 522 (600-1)		1280-1½ 522 (600-1½)	NA

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

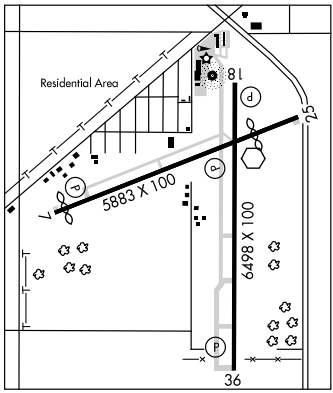
POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

FINDLAY (FDY) 1 SW UTC−5(−4DT) N41°00.72′ W83°40.12′ **DETROIT**
813 B **FUEL** 100LL, JET A NOTAM FILE FDY **H–10G, L–28J**
RWY 18–36: H6498X100 (ASPH) S–100, D–160, 2S–175, 2D–280 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31′.
RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55′. Trees.
RWY 07–25: H5883X100(ASPH) S–100, D–160, 2S–175, 2D–280 HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 324′. Bridge.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36′. Thld dsplcd 999′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5251 TODA–5251 ASDA–4881 LDA–4558
RWY 25: TORA–5786 TODA–5786 ASDA–5558 LDA–4558
AIRPORT REMARKS: Attended Sep–May Mon–Fri 1200–0100Z‡, Jun–Aug Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2300Z‡. Rwy 07–25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07–25 and Rwy 18–36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.
WEATHER DATA SOURCES: ASOS 124.425 (419) 427–8524.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 108.2T (CLEVELAND RADIO) **RCO** 122.65 122.2 (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
(L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 5.2 NM to fld. 820/2W.
MARATHON (T) VORW 114.9 MAH N41°00.89′ W83°39.86′ at fld. Unmonitored.
BENTON RIDGE NDB (MHW) 334 BNR N41°01.27′ W83°40.15′ at fld. Unmonitored.



FOSTORIA METRO (FZI) 2 NE UTC−5(−4DT) N41°11.45′ W83°23.59′ **DETROIT**
752 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **H–11A, L–28J, 29A**
RWY 09–27: H5005X100 (ASPH) S–30, D–35, 2D–52 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. FBO ops Mon–Sat 1200–2100Z‡. PAPI Rwys 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.
WEATHER DATA SOURCES: AWOS–3 124.625 (419) 436–0053.
COMMUNICATIONS: CTAF/UNICOM 122.7
FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 21.7 NM to fld. 820/2W.
NDB (MHW) 379 FZI N41°11.36′ W83°23.83′ at fld. NOTAM FILE CLE.

FREMONT

FREMONT (14G) 2 SW UTC−5(−4DT) N41°19.99′ W83°09.67′ **DETROIT**
663 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–28J**
RWY 09–27: H4137X60 (ASPH) S–13 LIRL **IAP**
RWY 09: REIL. VASI(NSTD). Thld dsplcd 126′. Road. **RWY 27:** Trees.
RWY 18–36: 2238X130 (TURF)
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–2200Z‡, Sun 1700Z‡–2200Z‡. For fuel after hrs call 419–332–8037. ACTIVATE LIRL Rwy 09–27; REIL Rwy 09 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 110° 22.7 NM to fld. 660/2W.

APP CRS	Rwy Idg	4558
074°	TDZE	809
	Apt Elev	813

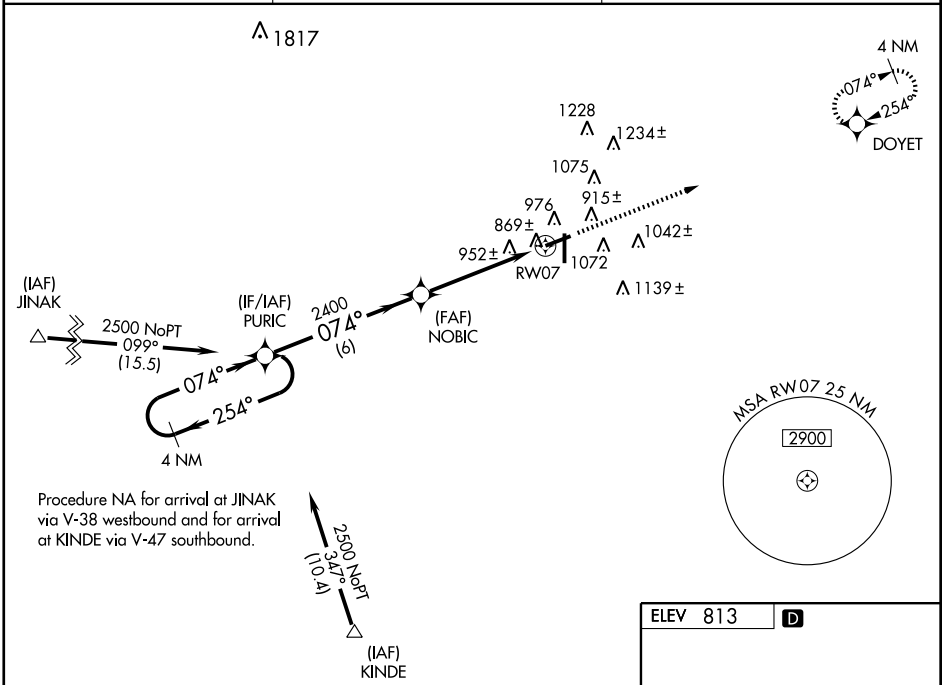
RNAV (GPS) RWY 7
FINDLAY (FDY)

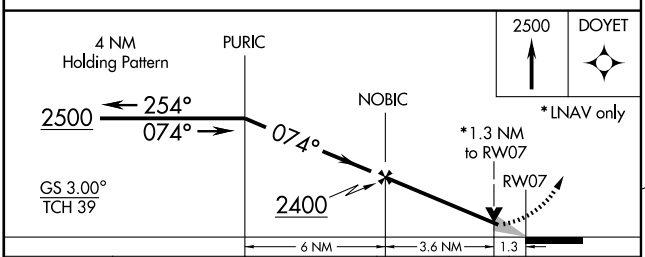
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
If local altimeter setting not received, use Lima Allen County altimeter setting and increase DA to 1280 feet, increase all MDAs 80 feet.
Baro-VNAV and VDP NA with Lima Allen County altimeter setting.

NA

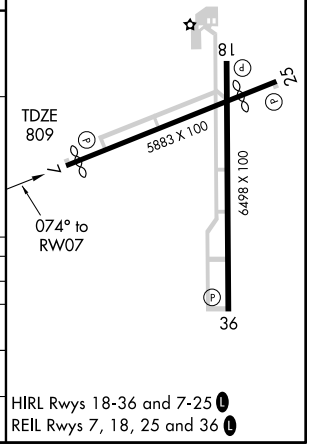
MISSED APPROACH: Climb to 2500 direct DOYET WP and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1200-1½ 391 (400-1½)			
LNAV MDA	1260-1 451 (500-1)		1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)
CIRCLING	1440-1½ 627 (700-1½)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6498
CH 70405	185°	TDZE	813
W18A		Apt Elev	813

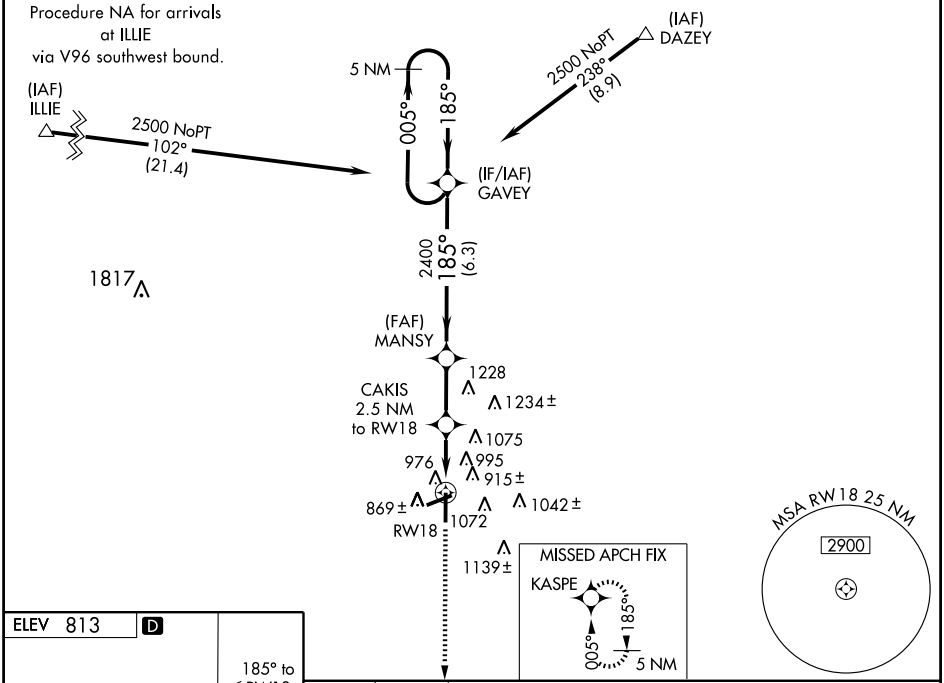
RNAV (GPS) RWY 18
FINDLAY (FDY)

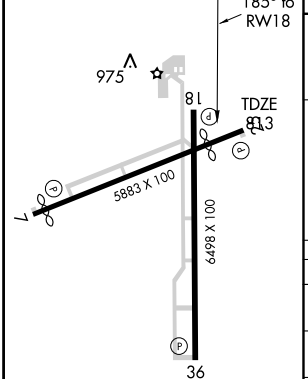
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct KASPE and hold.

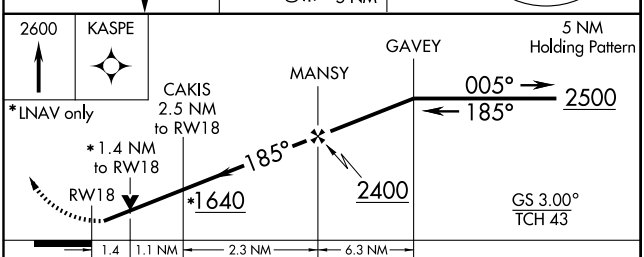
ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L

Procedure NA for arrivals at ILLIE via V96 southwest bound.





HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L



CATEGORY	A	B	C	D
LPV DA	1063-1 250 (300-1)			
LNAV/VNAV DA	1320-1¾ 507 (600-1¾)			
LNAV MDA	1300-1 487 (500-1)		1300-1¼ 487 (500-1¼)	1300-1½ 487 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

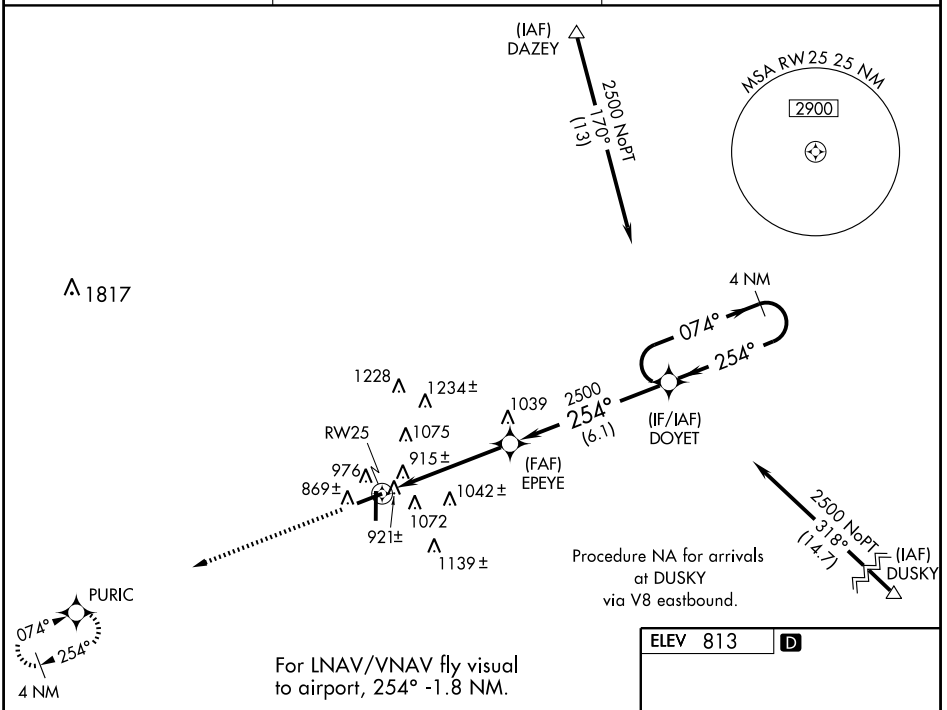
WAAS	APP CRS	Rwy Idg	4558
CH 56405	254°	TDZE	812
W25A		Apt Elev	813

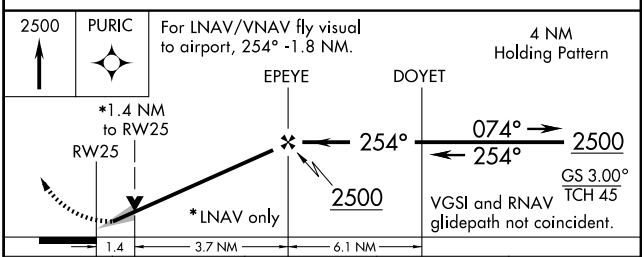
RNAV (GPS) RWY 25
FINDLAY (FDY)

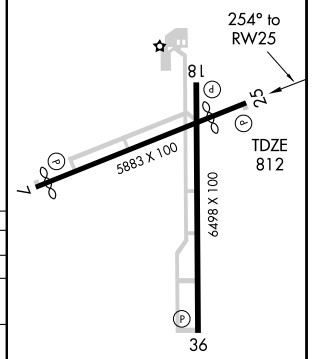
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct PURIC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1116-1 304 (400-1)			
LNAV/VNAV DA	1411-2 599 (600-2)			
LNAV MDA	1280-1 468 (500-1)		1280-1¼ 468 (500-1¼)	1280-1½ 468 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS
CH 72705
W36A

APP CRS
005°

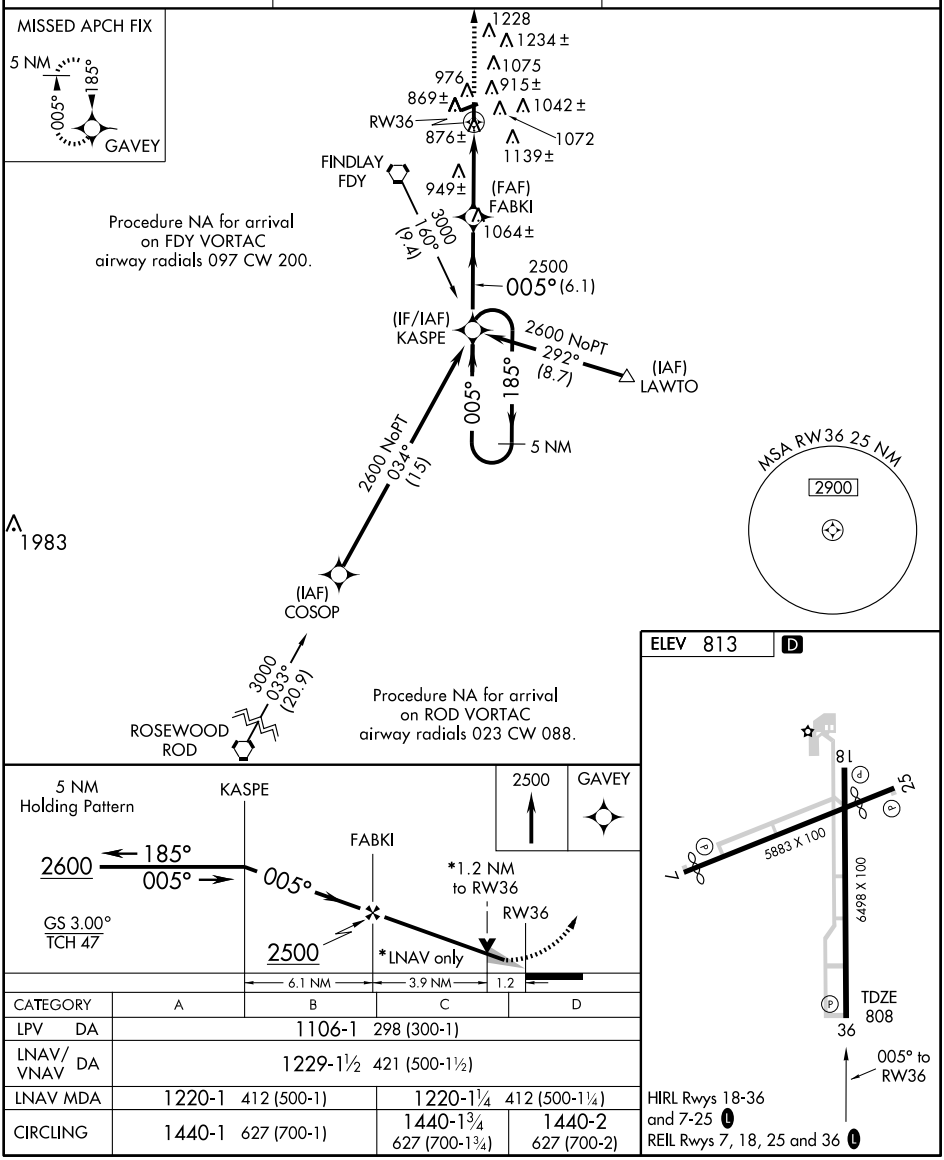
Rwy Idg 6498
TDZE 808
Apt Elev 813

RNAV (GPS) RWY 36
FINDLAY (FDY)

If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct GAVEY and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1106-1 298 (300-1)			
LNAV/VNAV DA	1229-1½ 421 (500-1½)			
LNAV MDA	1220-1 412 (500-1)		1220-1¼ 412 (500-1¼)	
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

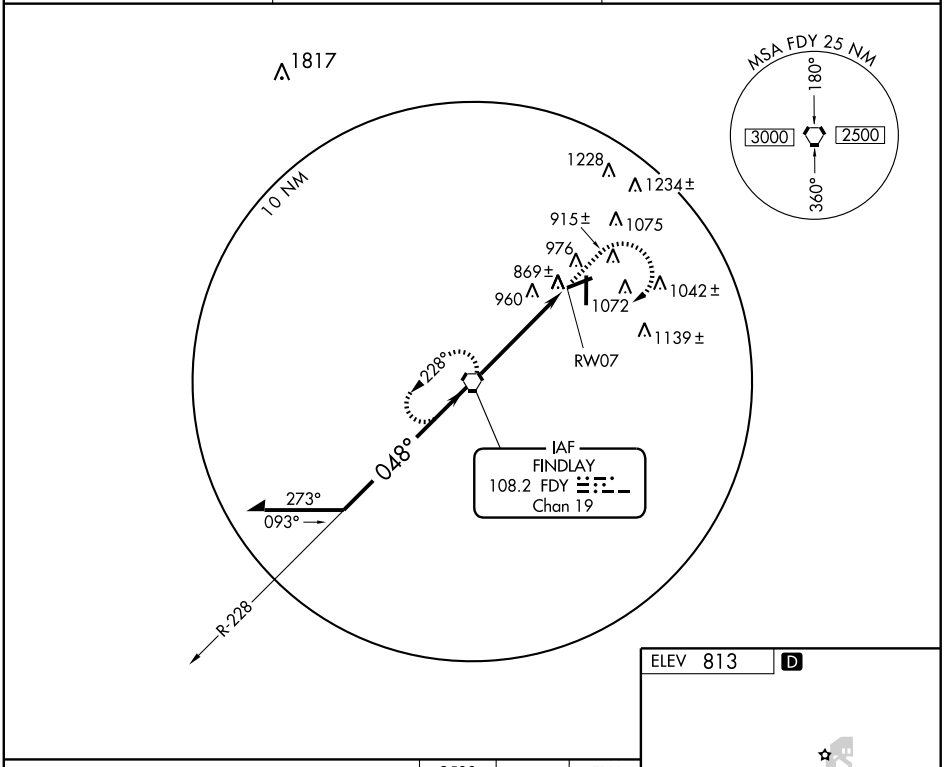
VORTAC FDY 108.2 Chan 19	APP CRS 048°	Rwy Idg 4558 TDZE 809 Apt Elev 813

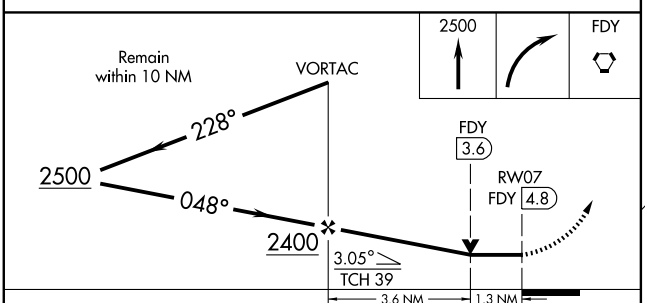
VOR RWY 7
FINDLAY (FDY)

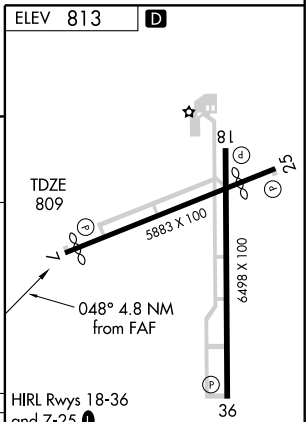
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.
VDP NA with Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-7	1260-1 451 (500-1)		1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR MAH	APP CRS	Rwy Idg	4558
114.9	253°	TDZE	812
		Apt Elev	813

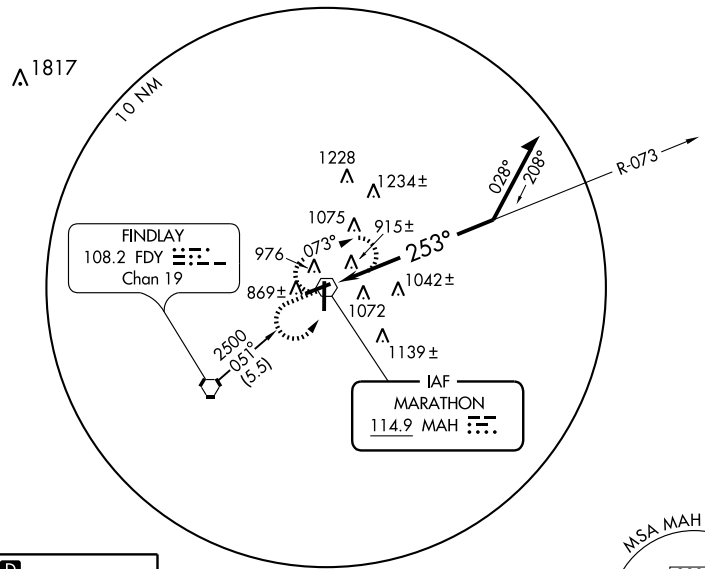
VOR RWY 25
FINDLAY (FDY)

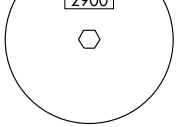
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.

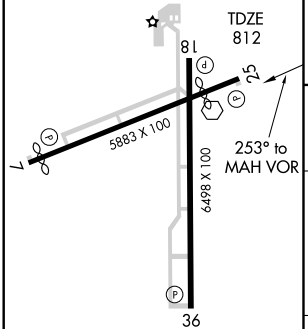
NA

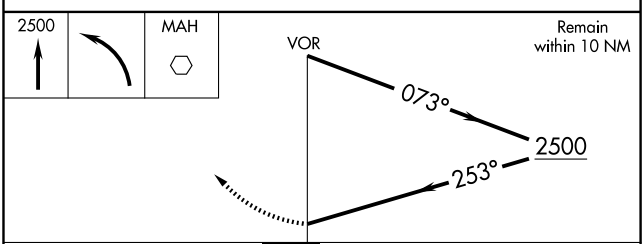
MISSED APPROACH: Climb to 2500 then left turn direct MAH VOR and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L









CATEGORY	A	B	C	D
S-25	1500-1	688 (700-1)	1500-2 688 (700-2)	1500-2¼ 688 (700-2¼)
CIRCLING	1500-1	687 (700-1)	1500-2 687 (700-2)	1500-2¼ 687 (700-2¼)

HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR MAH	APP CRS	Rwy Idg	6500
114.9	007°	TDZE	808
		Apt Elev	813

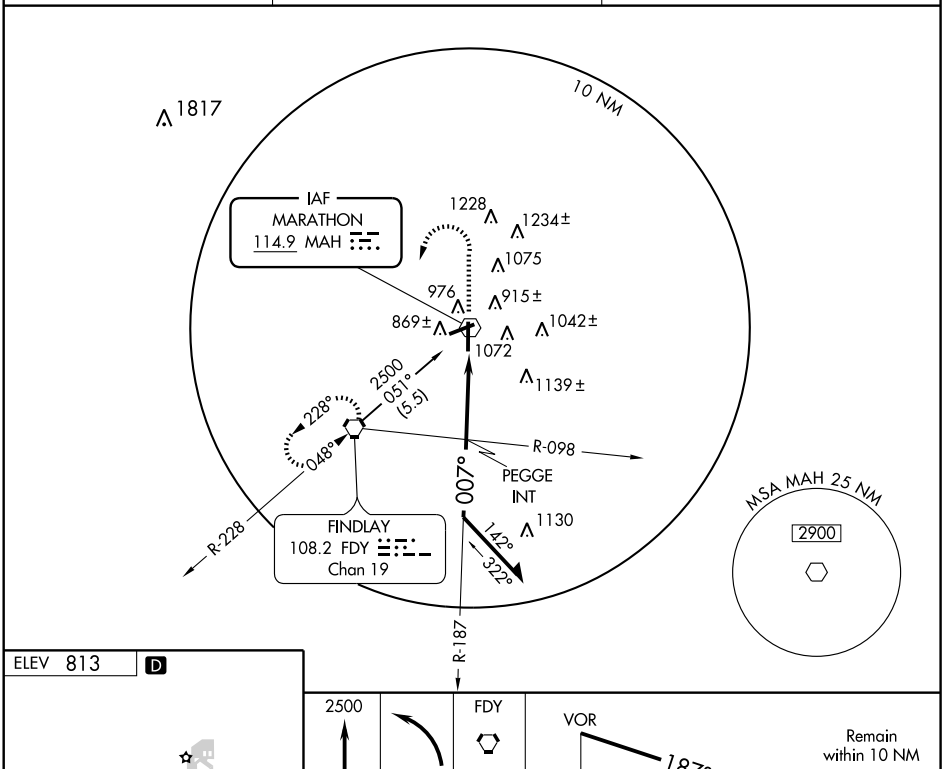
VOR RWY 36
FINDLAY (FDY)

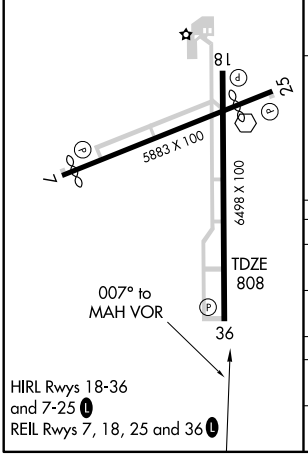
When local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDA 80 feet and increase all Cat C/D visibilities ¼ mile.

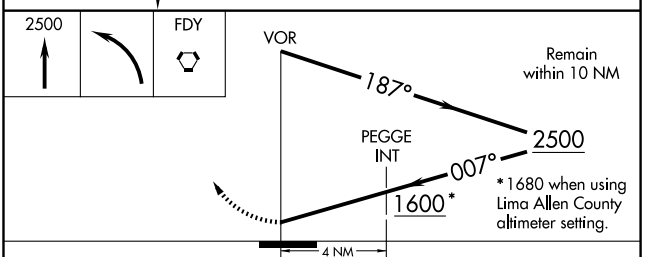
NA

MISSED APPROACH: Climb to 2500 then left turn direct FDY VORTAC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L



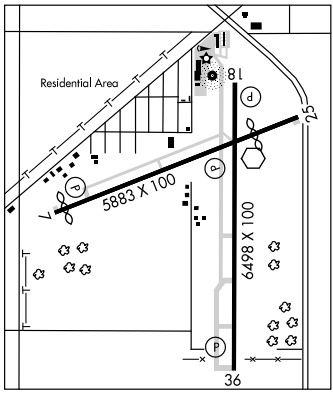




CATEGORY	A	B	C	D
S-36	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 787 (800-1)	1600-1¼ 787 (800-1¼)	1600-2¼ 787 (800-2¼)	1600-2½ 787 (800-2½)
PEGGE FIX MINIMUMS				
S-36	1200-1 392 (400-1)			1200-1¼ 392 (400-1¼)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

FINDLAY (FDY) 1 SW UTC−5(−4DT) N41°00.72′ W83°40.12′ **DETROIT**
813 B **FUEL** 100LL, JET A NOTAM FILE FDY **H–10G, L–28J**
RWY 18–36: H6498X100 (ASPH) S–100, D–160, 2S–175, 2D–280 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31′.
RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55′. Trees.
RWY 07–25: H5883X100(ASPH) S–100, D–160, 2S–175, 2D–280 HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 324′. Bridge.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36′. Thld dsplcd 999′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5251 TODA–5251 ASDA–4881 LDA–4558
RWY 25: TORA–5786 TODA–5786 ASDA–5558 LDA–4558
AIRPORT REMARKS: Attended Sep–May Mon–Fri 1200–0100Z‡, Jun–Aug Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2300Z‡. Rwy 07–25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07–25 and Rwy 18–36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.
WEATHER DATA SOURCES: ASOS 124.425 (419) 427–8524.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 108.2T (CLEVELAND RADIO) **RCO** 122.65 122.2 (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
(L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 5.2 NM to fld. 820/2W.
MARATHON (T) VORW 114.9 MAH N41°00.89′ W83°39.86′ at fld. Unmonitored.
BENTON RIDGE NDB (MHW) 334 BNR N41°01.27′ W83°40.15′ at fld. Unmonitored.



FOSTORIA METRO (FZI) 2 NE UTC−5(−4DT) N41°11.45′ W83°23.59′ **DETROIT**
752 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **H–11A, L–28J, 29A**
RWY 09–27: H5005X100 (ASPH) S–30, D–35, 2D–52 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. FBO ops Mon–Sat 1200–2100Z‡. PAPI Rwys 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.
WEATHER DATA SOURCES: AWOS–3 124.625 (419) 436–0053.
COMMUNICATIONS: CTAF/UNICOM 122.7
FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 21.7 NM to fld. 820/2W.
NDB (MHW) 379 FZI N41°11.36′ W83°23.83′ at fld. NOTAM FILE CLE.

FREMONT

FREMONT (14G) 2 SW UTC−5(−4DT) N41°19.99′ W83°09.67′ **DETROIT**
663 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–28J**
RWY 09–27: H4137X60 (ASPH) S–13 LIRL **IAP**
RWY 09: REIL. VASI(NSTD). Thld dsplcd 126′. Road. **RWY 27:** Trees.
RWY 18–36: 2238X130 (TURF)
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–2200Z‡, Sun 1700Z‡–2200Z‡. For fuel after hrs call 419–332–8037. ACTIVATE LIRL Rwy 09–27; REIL Rwy 09 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 110° 22.7 NM to fld. 660/2W.

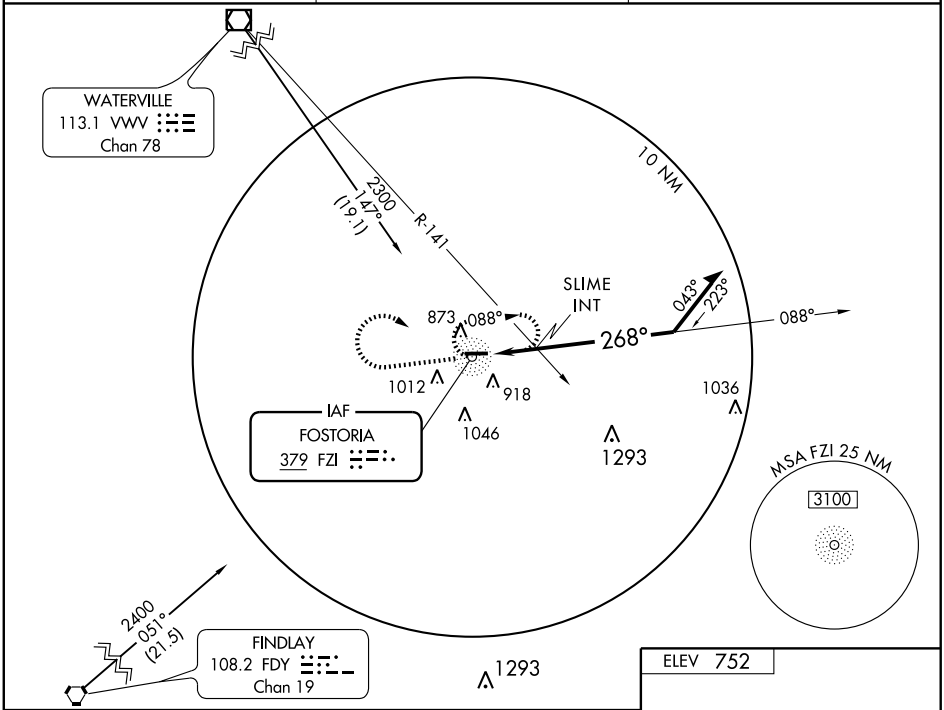
NDB FZI 379	APP CRS 268°	Rwy Idg 5005 TDZE 752 Apt Elev 752

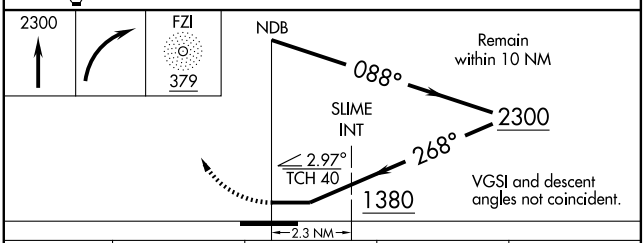
NDB RWY 27
FOSTORIA METROPOLITAN (FZI)

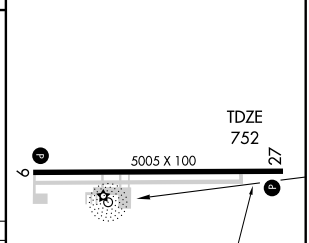
NA — Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then right turn direct FZI NDB and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-27	1380-1 628 (700-1)		1380-1¾ 628 (700-1¾)	NA
CIRCLING	1380-1 628 (700-1)		1380-1¾ 628 (700-1¾)	NA
SLIME INT MINIMUMS				
S-27	1240-1 488 (500-1)		1240-1¼ 488 (500-1¼)	NA
CIRCLING	1300-1 548 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5005
CH 45819	275°	TDZE 752
W27A		Apt Elev 752

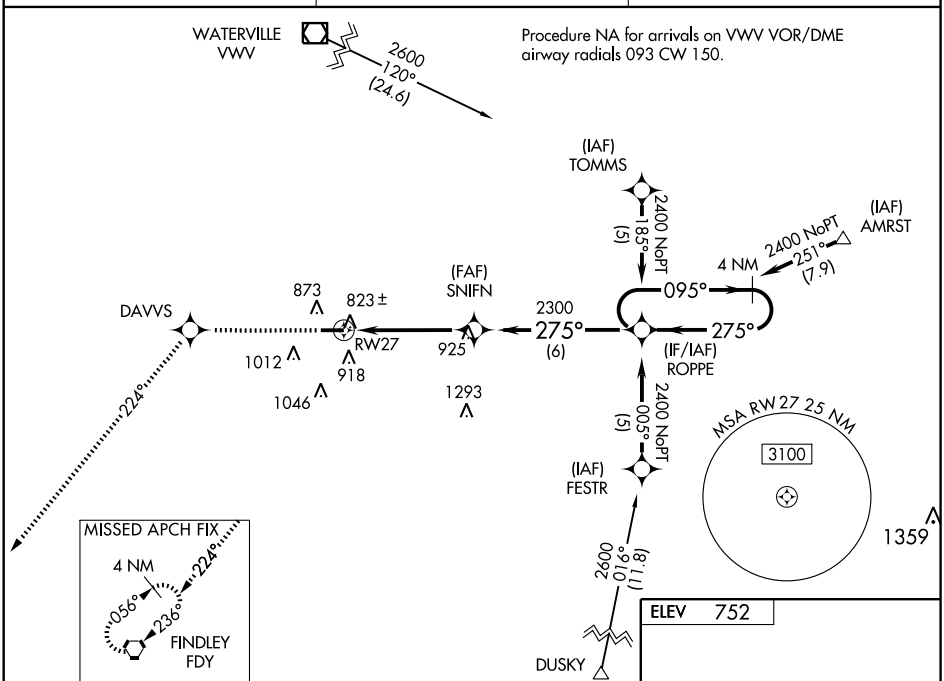
RNAV (GPS) RWY 27
FOSTORIA METROPOLITAN (FZI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Findlay altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct DAVVS and track 224° to FDY VORTAC and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1002-1 250 (300-1)			NA
LNAV/VNAV DA	1131-1¼ 379 (400-1¼)			NA
LNAV MDA	1160-1 408 (500-1)		1160-1¼ 408 (500-1¼)	NA
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY 108.2 Chan 19	APP CRS 051°	Rwy Idg N/A TDZE N/A Apt Elev 752

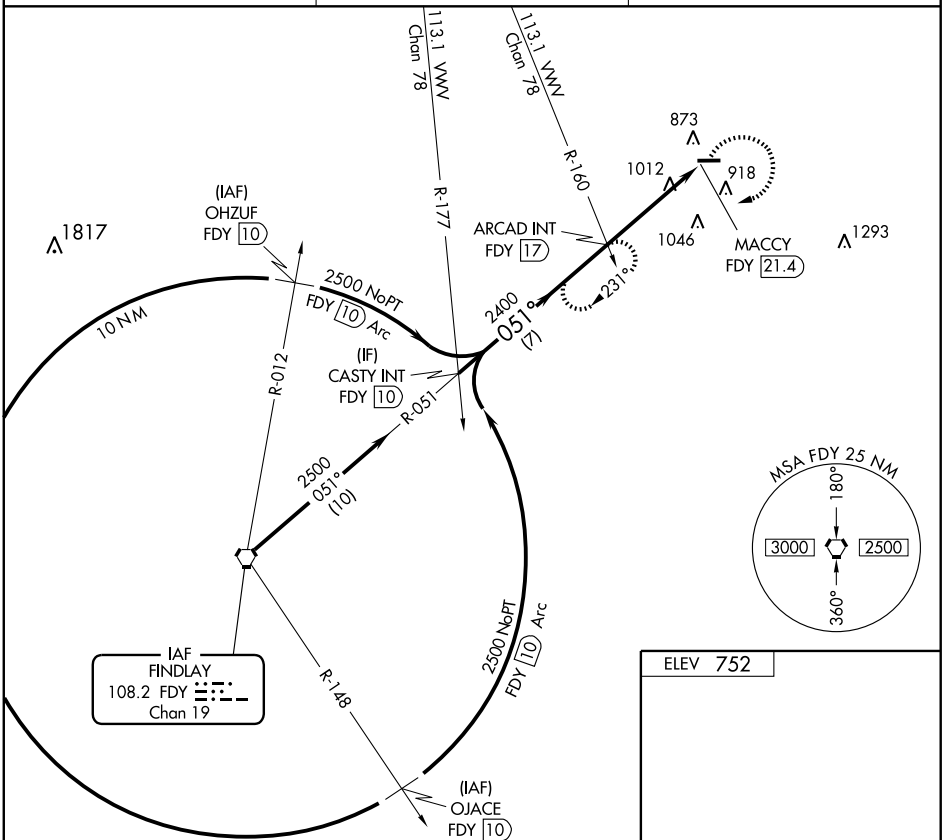
VOR-A

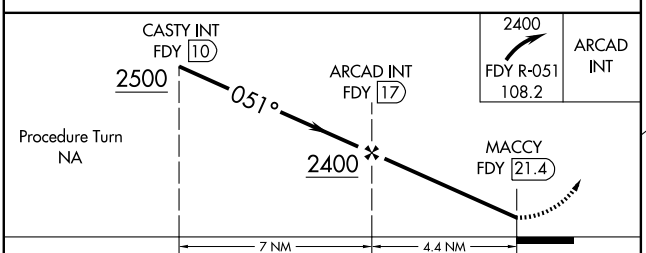
FOSTORIA METROPOLITAN (FZI)

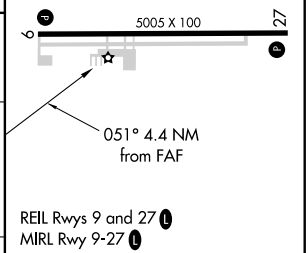
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via FDY VORTAC R-051 to ARCAD Int/FDY 17 DME and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L





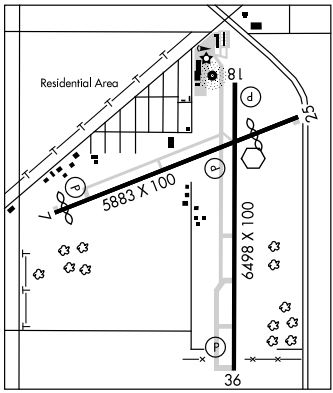


CATEGORY	A	B	C	D
CIRCLING	1400-1 648 (700-1)	1400-1¼ 648 (700-1¼)	1400-1¾ 648 (700-1¾)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

FINDLAY (FDY) 1 SW UTC−5(−4DT) N41°00.72′ W83°40.12′ **DETROIT**
813 B **FUEL** 100LL, JET A NOTAM FILE FDY **H–10G, L–28J**
RWY 18–36: H6498X100 (ASPH) S–100, D–160, 2S–175, 2D–280 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31′.
RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55′. Trees.
RWY 07–25: H5883X100(ASPH) S–100, D–160, 2S–175, 2D–280 HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 324′. Bridge.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36′. Thld dsplcd 999′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5251 TODA–5251 ASDA–4881 LDA–4558
RWY 25: TORA–5786 TODA–5786 ASDA–5558 LDA–4558
AIRPORT REMARKS: Attended Sep–May Mon–Fri 1200–0100Z‡, Jun–Aug Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2300Z‡. Rwy 07–25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07–25 and Rwy 18–36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.
WEATHER DATA SOURCES: ASOS 124.425 (419) 427–8524.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 108.2T (CLEVELAND RADIO) **RCO** 122.65 122.2 (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
(L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 5.2 NM to fld. 820/2W.
MARATHON (T) VORW 114.9 MAH N41°00.89′ W83°39.86′ at fld. Unmonitored.
BENTON RIDGE NDB (MHW) 334 BNR N41°01.27′ W83°40.15′ at fld. Unmonitored.



FOSTORIA METRO (FZI) 2 NE UTC−5(−4DT) N41°11.45′ W83°23.59′ **DETROIT**
752 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **H–11A, L–28J, 29A**
RWY 09–27: H5005X100 (ASPH) S–30, D–35, 2D–52 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. FBO ops Mon–Sat 1200–2100Z‡. PAPI Rwys 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.
WEATHER DATA SOURCES: AWOS–3 124.625 (419) 436–0053.
COMMUNICATIONS: CTAF/UNICOM 122.7
FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 21.7 NM to fld. 820/2W.
NDB (MHW) 379 FZI N41°11.36′ W83°23.83′ at fld. NOTAM FILE CLE.

FREMONT

FREMONT (14G) 2 SW UTC−5(−4DT) N41°19.99′ W83°09.67′ **DETROIT**
663 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–28J**
RWY 09–27: H4137X60 (ASPH) S–13 LIRL **IAP**
RWY 09: REIL. VASI(NSTD). Thld dsplcd 126′. Road. **RWY 27:** Trees.
RWY 18–36: 2238X130 (TURF)
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–2200Z‡, Sun 1700Z‡–2200Z‡. For fuel after hrs call 419–332–8037. ACTIVATE LIRL Rwy 09–27; REIL Rwy 09 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 110° 22.7 NM to fld. 660/2W.

APP CRS	Rwy Idg	4011
095°	TDZE	663
	Apt Elev	663

RNAV (GPS) RWY 9

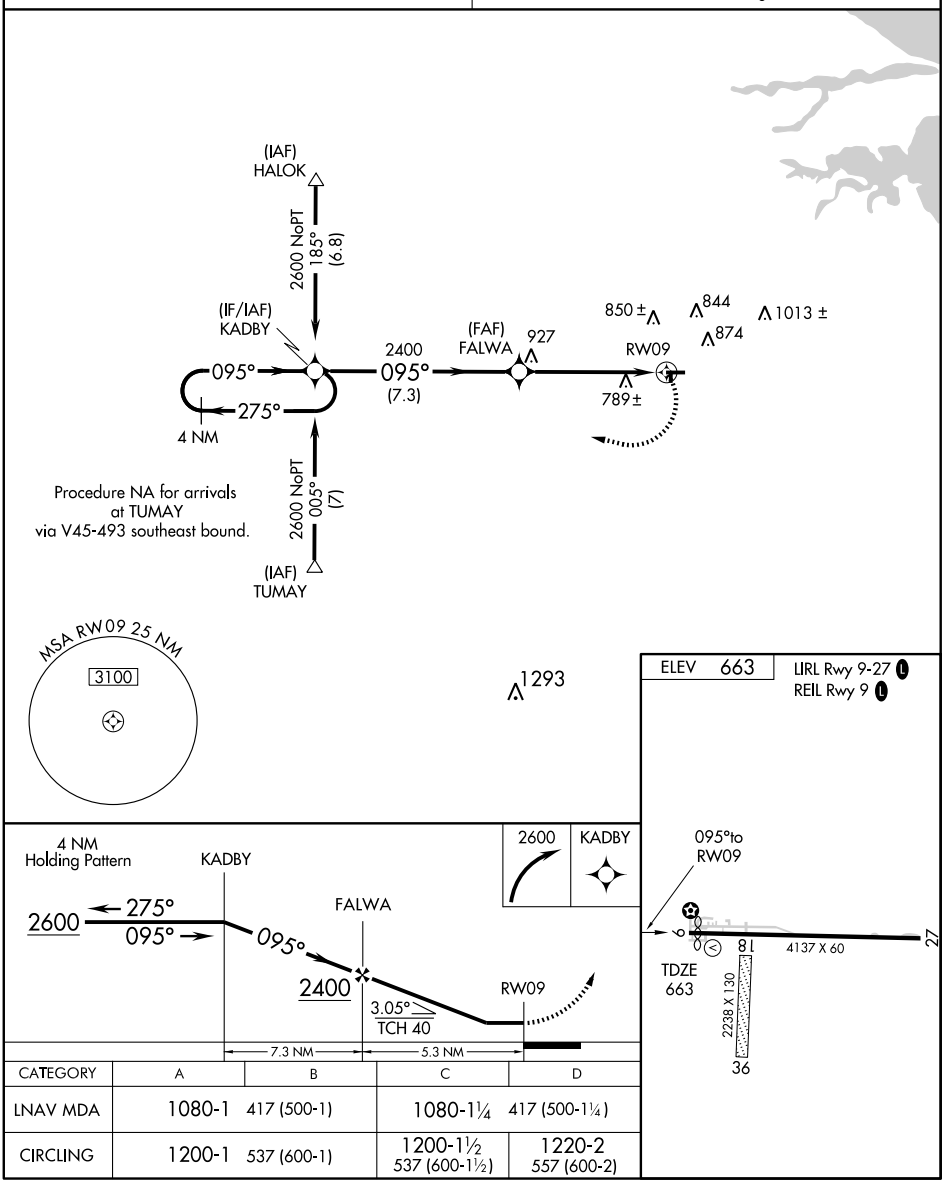
FREMONT (14G)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sandusky County Rgnl altimeter setting; when not received use Metcalf Field altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.

TOLEDO APP CON	UNICOM
126.1 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 417 (500-1)		1080-1¼ 417 (500-1¼)	
CIRCLING	1200-1 537 (600-1)		1200-1½ 537 (600-1½)	1220-2 557 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME VWV 113.1 Chan 78	APP CRS 110°	Rwy Idg 4011 TDZE 663 Apt Elev 663

VOR RWY 9

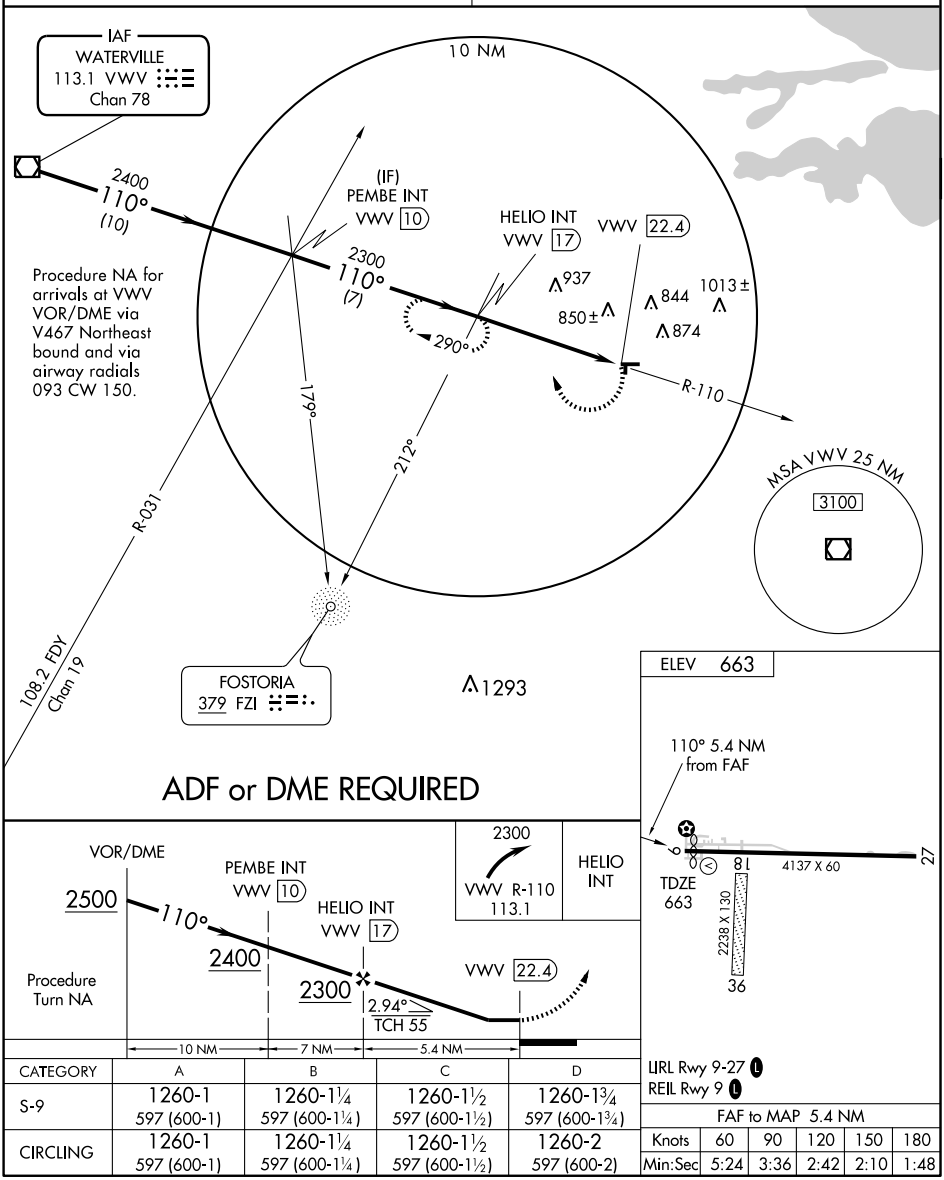
FREMONT (14G)

ADF or DME required. Use Sandusky County Rgnl altimeter setting; when not received, use Metcalf Field altimeter setting and increase all MDA 40 feet, increase S-9 Cats C and D and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2300 via VWV VOR/DME R-110 to HELIO Int/VWV 17 DME and hold.

TOLEDO APP CON	UNICOM
126.1 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-2 597 (600-2)

LIRL Rwy 9-27 L
REIL Rwy 9 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY CO RGNL (S24) 5 SE UTC−5(−4DT) N41°17.74′ W83°02.23′ **DETROIT**
665 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CLE **H–10G, L–28J**
RWY 06–24: H5500X100 (ASPH) S–30 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended 1200–2300Z‡. After hrs call 419–547–0131 or 419–360–3610. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.
WEATHER DATA SOURCES: AWOS–3 119.575 (419) 547–6932.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MANSFIELD APP/DEP CON** 127.35 (360°–180°) 1100–0400Z‡
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9 (360°–180°) 0400–1100Z‡
Ⓡ **TOLEDO APP/DEP CON** 126.1 (180°–360°)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 248° 19.2 NM to fld.

FULER N40°04.42′ W83°11.89′ NOTAM FILE OSU. **DETROIT**
NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University. **L–29A**

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC−5(−4DT) N40°45.20′ W82°43.43′ **DETROIT**
1224 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 05–23: H3505X75 (ASPH) S–12 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 188′. P–line.
RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Student training activity. Fuel self service–24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05–23; VASI and REIL Rwy 23; REIL Rwy 05 2300–1100Z‡—CTAF. ACTIVATE PAPI Rwy 05—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 224° 9.2 NM to fld. 1210/3W.

GALLIA–MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01′ W82°09.69′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 420 GAS at Gallia–Meigs Rgnl. VFR only.
RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA–MEIGS RGNL (GAS) 2 NE UTC−5(−4DT) N38°50.05′ W82°09.81′ **CINCINNATI**
566 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–26H**
RWY 05–23: H3998X75 (ASPH) S–30 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Fence. **RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
AIRPORT REMARKS: Attended 1400–2200Z‡. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23; PAPI Rwys 05 and 23, REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (740) 446–2149.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 310° 8 NM to fld. 880/03W.
GALLIPOLIS NDB (MHW) 420 GAS N38°50.01′ W82°09.69′ at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC−5(−4DT) N41°21.07′ W81°05.97′ **DETROIT**
1110 NOTAM FILE CLE Not insp.
RWY 08–26: 2800X100 (TURF–GRVL)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216–548–4511. Parachute Jumping. Rwy drops 10′ on E end. Rwy 26 has 16′ hill/brush starting 0′ from rwy apch end.
COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

APP CRS	Rwy Idg	5500
067°	TDZE	665
	Apt Elev	665

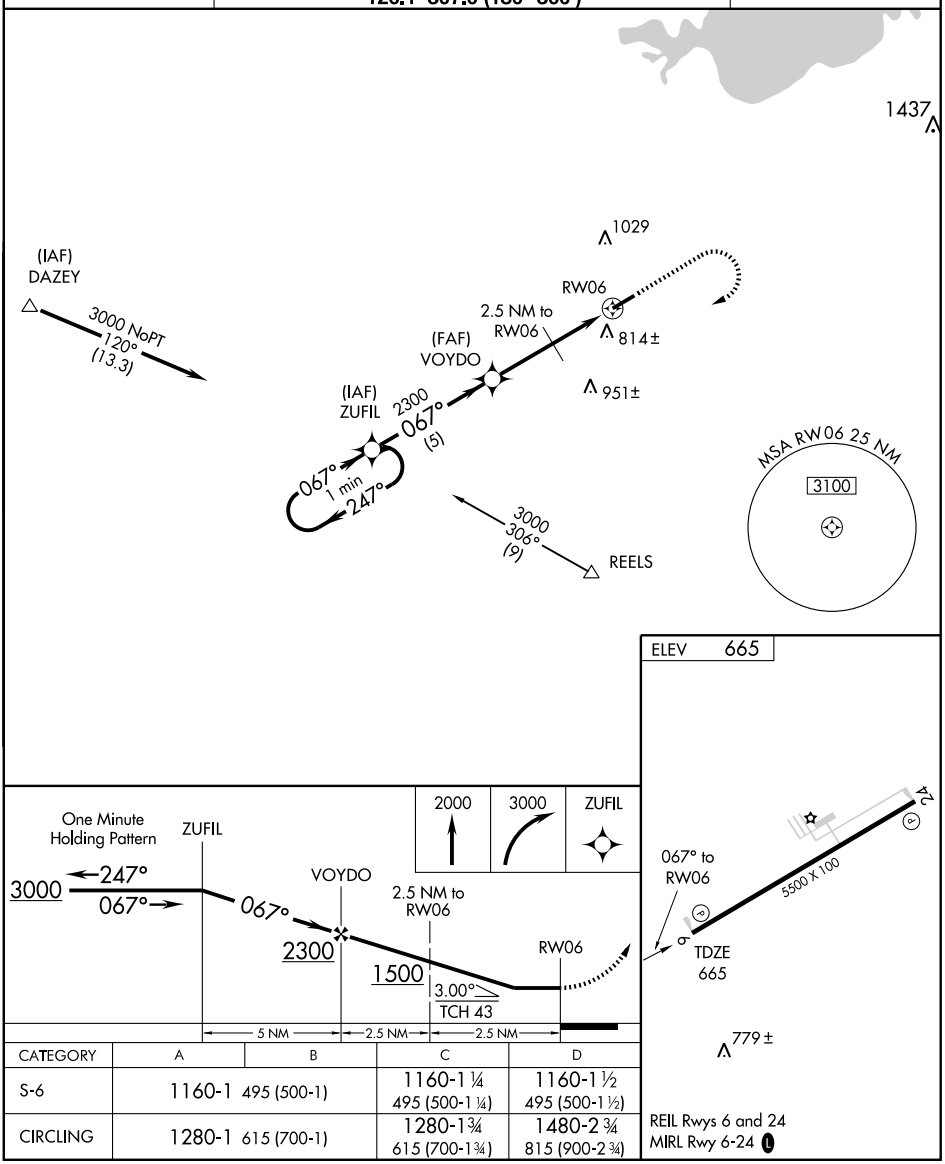
GPS RWY 6

FREMONT/ SANDUSKY COUNTY RGNL (S24)

NA — When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ZUFIL WP and hold.

AWOS-3	MANSFIELD APP CON	UNICOM
119.575	127.35 390.8 (360° - 180°)	123.05 (CTAF) L
	TOLEDO APP CON	
	126.1 307.0 (180°-360°)	



CATEGORY	A	B	C	D
S-6	1160-1 495 (500-1)		1160-1 ¼ 495 (500-1 ¼)	1160-1 ½ 495 (500-1 ½)
CIRCLING	1280-1 615 (700-1)		1280-1 ¾ 615 (700-1 ¾)	1480-2 ¾ 815 (900-2 ¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
247°	TDZE	662
	Apt Elev	665

GPS RWY 24

FREMONT/ SANDUSKY COUNTY RGNL (S24)

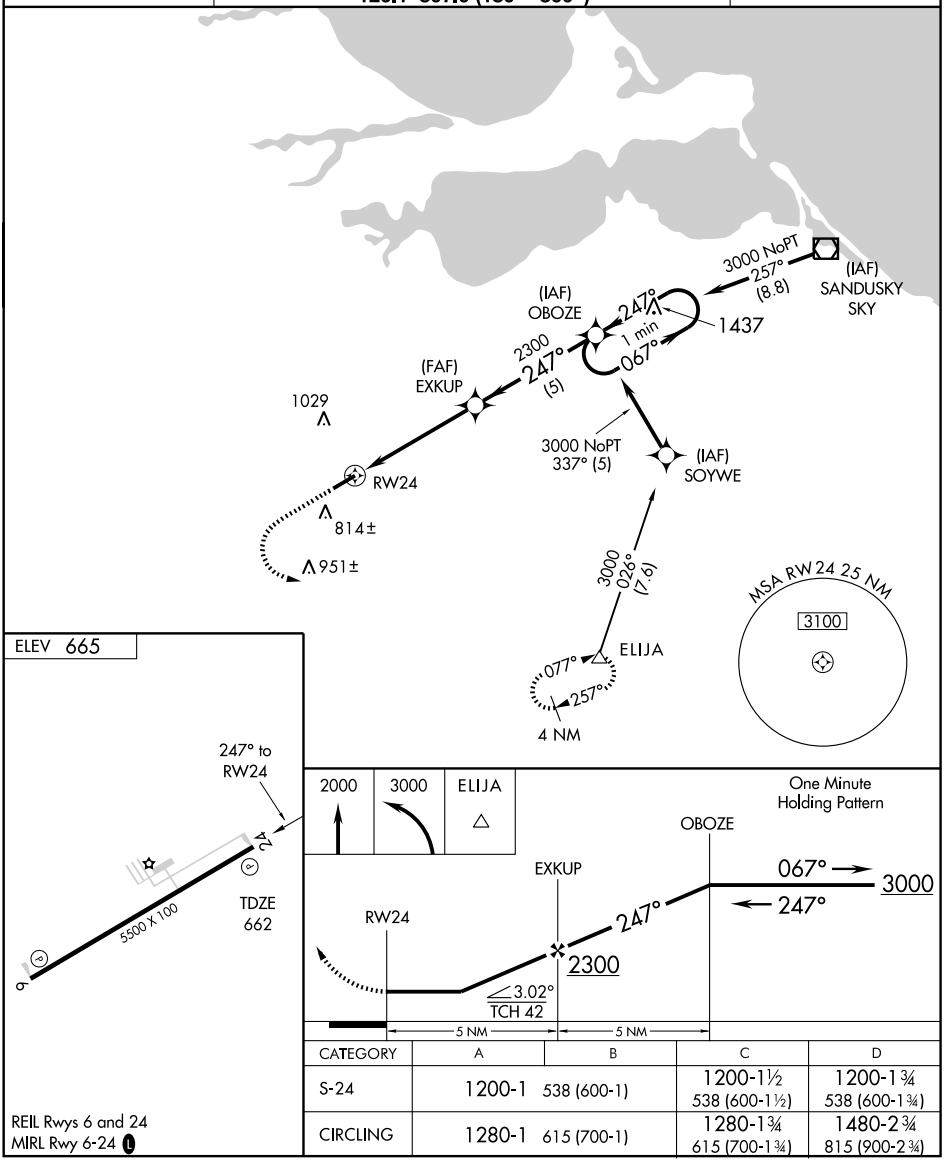
NA

When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ELIJA and hold.

AWOS-3	MANSFIELD APP CON★	UNICOM
119.575	127.35 390.8 (360° - 180°)	123.05 (CTAF) L
	TOLEDO APP CON	
	126.1 307.0 (180° - 360°)	

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-24	1200-1	538 (600-1)	1200-1½ 538 (600-1½)	1200-1¾ 538 (600-1¾)
CIRCLING	1280-1	615 (700-1)	1280-1¾ 615 (700-1¾)	1480-2¾ 815 (900-2¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 249°	Rwy Idg 5500 TDZE 662 Apt Elev 665

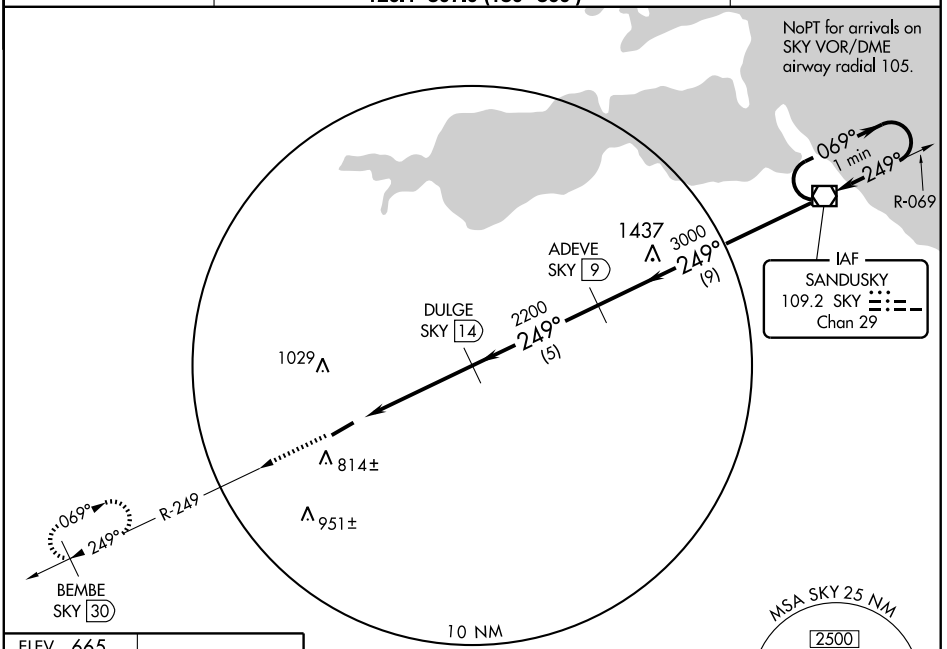
VOR/DME RWY 24

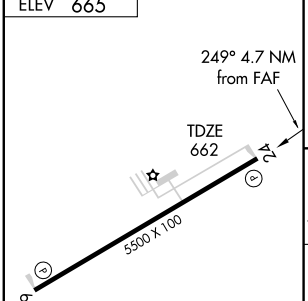
FREMONT/ SANDUSKY COUNTY RGNL (S24)

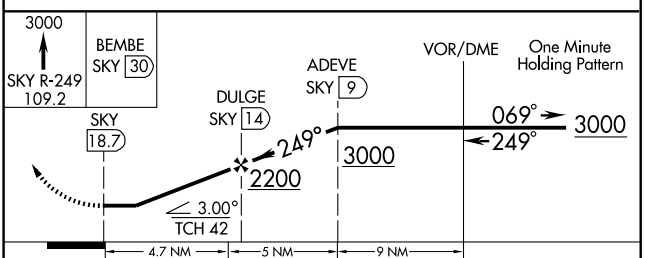
NA — If local altimeter not received use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 via SKY R-249 to BEMBE/30 DME and hold.

AWOS-3 119.575	MANSFIELD APP CON★ 127.35 390.8 (360° - 180°) TOLEDO APP CON 126.1 307.0 (180°-360°)	UNICOM 123.05 (CTAF)L







CATEGORY	A	B	C	D
S-24	1260-1 598 (600-1)		1260-1½ 598 (600-1½)	1260-1¾ 598 (600-1¾)
CIRCLING	1260-1 595 (600-1)		1260-1½ 595 (600-1½)	1480-2¾ 815 (900-2¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY CO RGNL (S24) 5 SE UTC−5(−4DT) N41°17.74′ W83°02.23′ **DETROIT**
665 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CLE **H–10G, L–28J**
RWY 06–24: H5500X100 (ASPH) S–30 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended 1200–2300Z‡. After hrs call 419–547–0131 or 419–360–3610. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.
WEATHER DATA SOURCES: AWOS–3 119.575 (419) 547–6932.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MANSFIELD APP/DEP CON** 127.35 (360°–180°) 1100–0400Z‡
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9 (360°–180°) 0400–1100Z‡
Ⓡ **TOLEDO APP/DEP CON** 126.1 (180°–360°)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 248° 19.2 NM to fld.

FULER N40°04.42′ W83°11.89′ NOTAM FILE OSU. **DETROIT**
NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University. **L–29A**

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC−5(−4DT) N40°45.20′ W82°43.43′ **DETROIT**
1224 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 05–23: H3505X75 (ASPH) S–12 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 188′. P–line.
RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Student training activity. Fuel self service–24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05–23; VASI and REIL Rwy 23; REIL Rwy 05 2300–1100Z‡—CTAF. ACTIVATE PAPI Rwy 05—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 224° 9.2 NM to fld. 1210/3W.

GALLIA–MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01′ W82°09.69′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 420 GAS at Gallia–Meigs Rgnl. VFR only.
RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA–MEIGS RGNL (GAS) 2 NE UTC−5(−4DT) N38°50.05′ W82°09.81′ **CINCINNATI**
566 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–26H**
RWY 05–23: H3998X75 (ASPH) S–30 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Fence. **RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
AIRPORT REMARKS: Attended 1400–2200Z‡. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23; PAPI Rwys 05 and 23, REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (740) 446–2149.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 310° 8 NM to fld. 880/03W.
GALLIPOLIS NDB (MHW) 420 GAS N38°50.01′ W82°09.69′ at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC−5(−4DT) N41°21.07′ W81°05.97′ **DETROIT**
1110 NOTAM FILE CLE Not insp.
RWY 08–26: 2800X100 (TURF–GRVL)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216–548–4511. Parachute Jumping. Rwy drops 10′ on E end. Rwy 26 has 16′ hill/brush starting 0′ from rwy apch end.
COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

VORTAC MFD 108.8 Chan 25	APP CRS 050°	Rwy Idg 3317 TDZE 1225 Apt Elev 1225

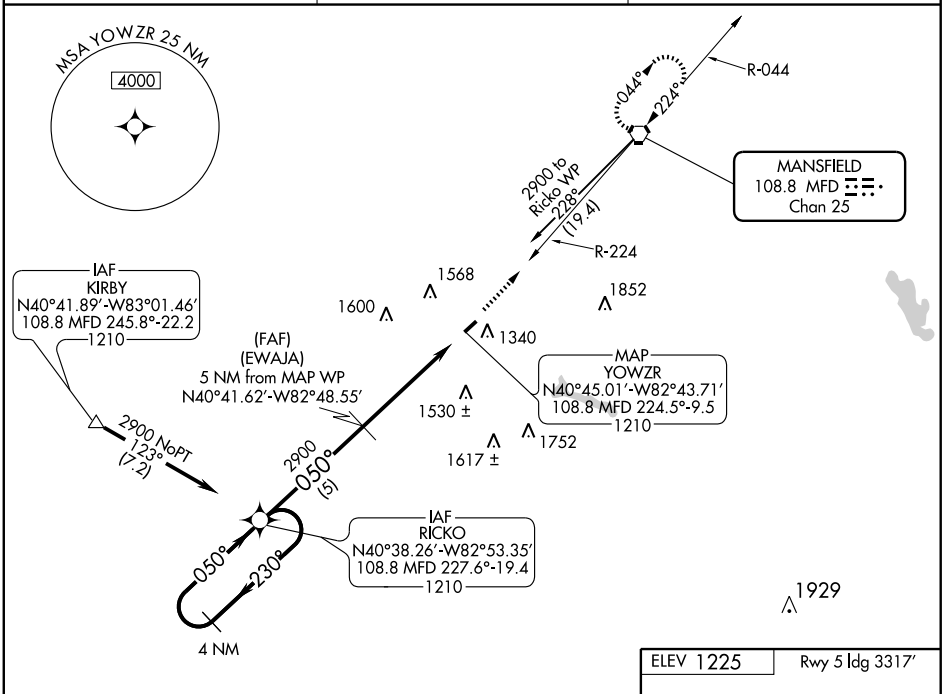
VOR/DME RNAV or GPS RWY 5

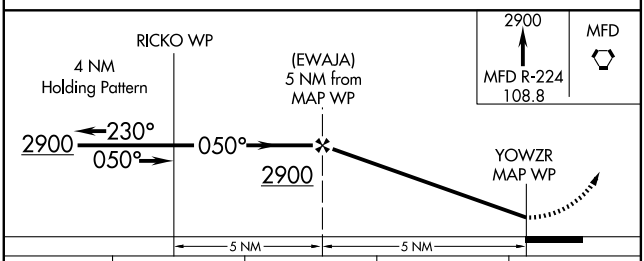
GALION MUNI (GQQ)

NA — Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting.

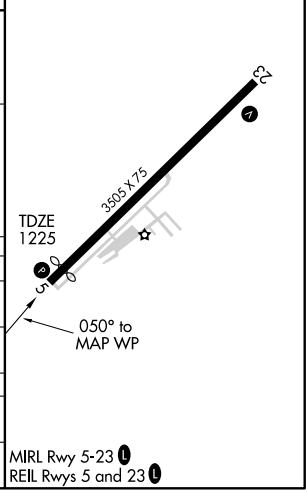
MISSED APPROACH: Climb to 2900 via MFD R-224 to MFD VORTAC and hold.

MANSFIELD APP CON ★	CLNC DEL	UNICOM
124.2 390.8	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-5	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1940-1	715 (800-1)	1940-2 715 (800-2)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD 108.8 Chan 25	APP CRS 224°	Rwy Idg 3505 TDZE 1225 Apt Elev 1225

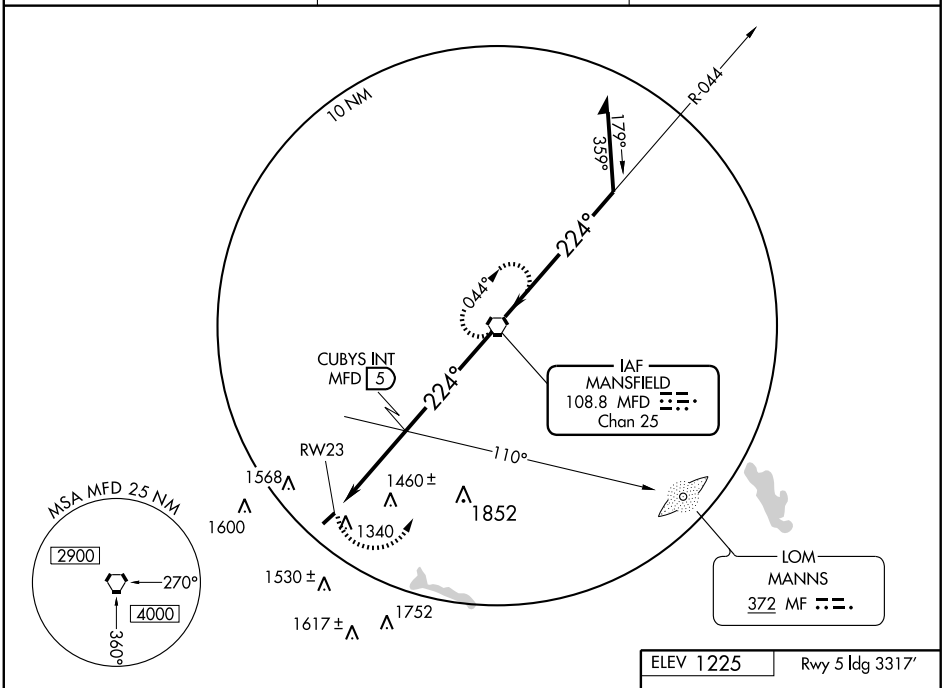
VOR or GPS RWY 23

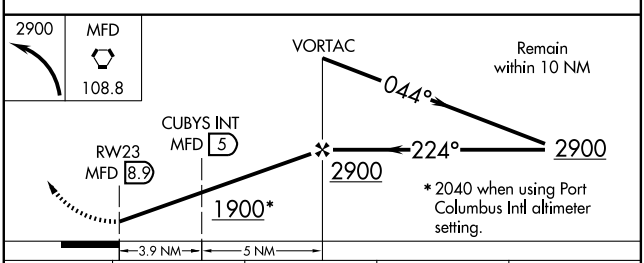
GALION MUNI (GQQ)

⚠ NA — Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

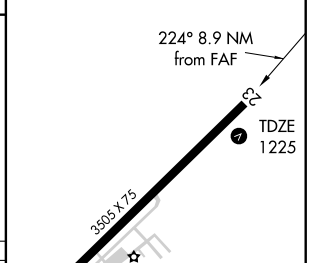
MISSED APPROACH: Climbing left turn to 2900 direct MFD VORTAC and hold.

MANSFIELD APP CON ★	CLNC DEL	UNICOM
124.2 390.8	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-23	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CUBYS FIX MINIMUMS				
S-23	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 8.9 NM					
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY CO RGNL (S24) 5 SE UTC−5(−4DT) N41°17.74′ W83°02.23′ **DETROIT**
665 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CLE **H–10G, L–28J**
RWY 06–24: H5500X100 (ASPH) S–30 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended 1200–2300Z‡. After hrs call 419–547–0131 or 419–360–3610. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.
WEATHER DATA SOURCES: AWOS–3 119.575 (419) 547–6932.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MANSFIELD APP/DEP CON** 127.35 (360°–180°) 1100–0400Z‡
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9 (360°–180°) 0400–1100Z‡
Ⓡ **TOLEDO APP/DEP CON** 126.1 (180°–360°)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 248° 19.2 NM to fld.

FULER N40°04.42′ W83°11.89′ NOTAM FILE OSU. **DETROIT**
NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University. **L–29A**

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC−5(−4DT) N40°45.20′ W82°43.43′ **DETROIT**
1224 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 05–23: H3505X75 (ASPH) S–12 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 188′. P–line.
RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Student training activity. Fuel self service–24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05–23; VASI and REIL Rwy 23; REIL Rwy 05 2300–1100Z‡—CTAF. ACTIVATE PAPI Rwy 05—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 224° 9.2 NM to fld. 1210/3W.

GALLIA–MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01′ W82°09.69′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 420 GAS at Gallia–Meigs Rgnl. VFR only.
RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA–MEIGS RGNL (GAS) 2 NE UTC−5(−4DT) N38°50.05′ W82°09.81′ **CINCINNATI**
566 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–26H**
RWY 05–23: H3998X75 (ASPH) S–30 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Fence. **RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
AIRPORT REMARKS: Attended 1400–2200Z‡. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23; PAPI Rwys 05 and 23, REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (740) 446–2149.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 310° 8 NM to fld. 880/03W.
GALLIPOLIS NDB (MHW) 420 GAS N38°50.01′ W82°09.69′ at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC−5(−4DT) N41°21.07′ W81°05.97′ **DETROIT**
1110 NOTAM FILE CLE Not insp.
RWY 08–26: 2800X100 (TURF–GRVL)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216–548–4511. Parachute Jumping. Rwy drops 10′ on E end. Rwy 26 has 16′ hill/brush starting 0′ from rwy apch end.
COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

APP CRS	Rwy ldg	3998
235°	TDZE	567
	Apt Elev	567

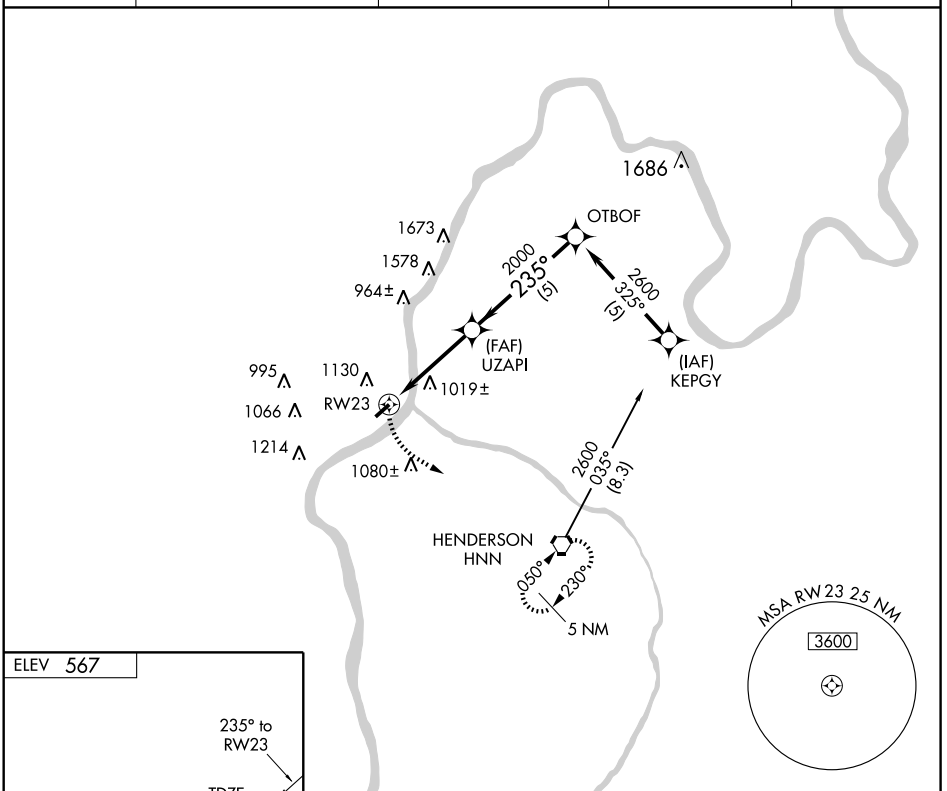
GPS RWY 23

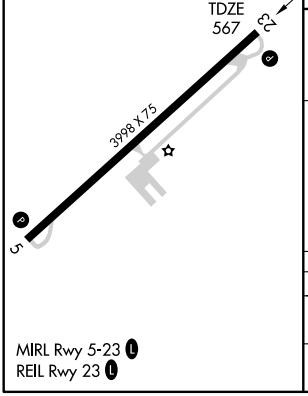
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

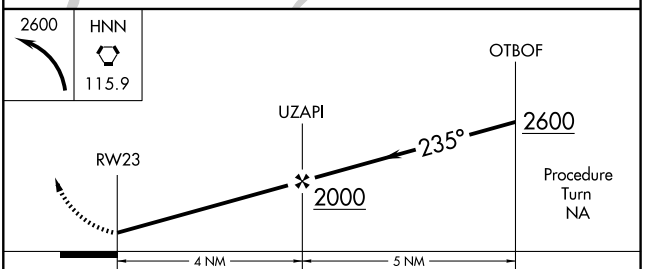
NA

MISSED APPROACH: Climbing left turn to 2600 direct HNN VORTAC and hold.

AWOS-3	POINT PLEASANT AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
119.925	119.675	128.4 270.1	124.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	1420-1 853 (900-1)	1420-1¼ 853 (900-1¼)	1420-2½ 853 (900-2½)	1420-2¾ 853 (900-2¾)
CIRCLING	1480-1¼ 913 (1000-1¼)		1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC HNN 115.9 Chan 106	APP CRS 310°	Rwy Idg N/A TDZE N/A Apt Elev 567

VOR or GPS-B

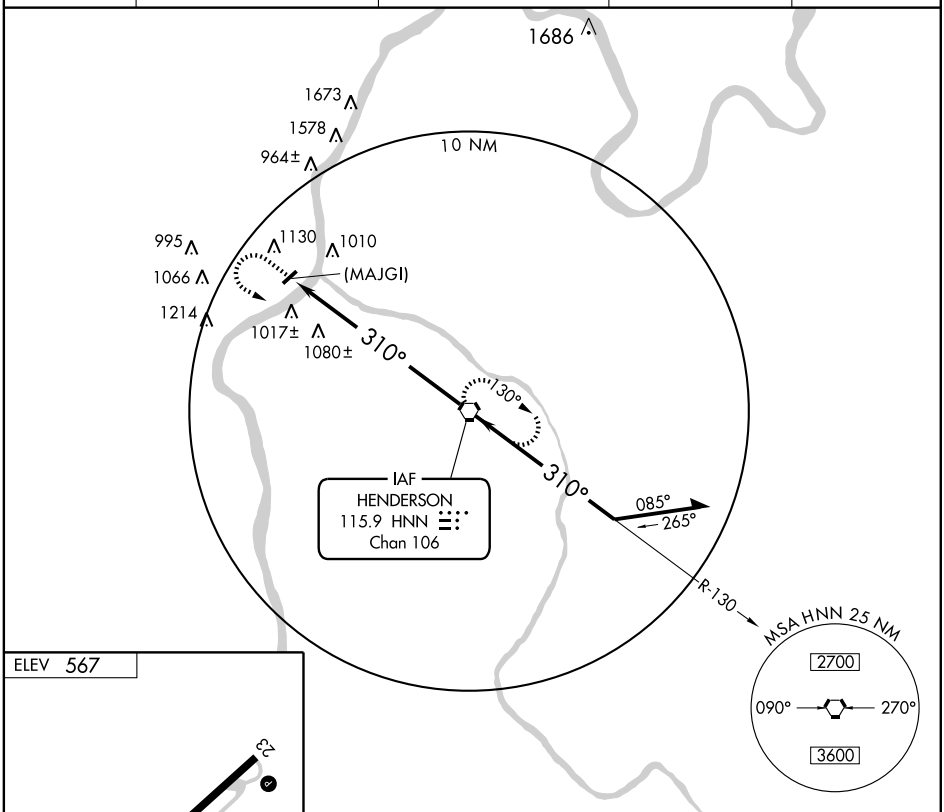
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

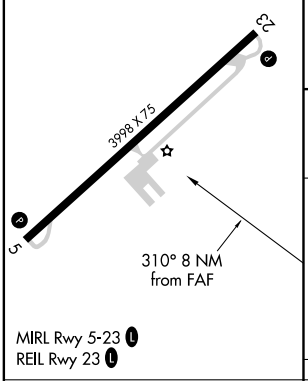
Use Point Pleasant, WV altimeter setting; if not received, use Huntington, WV altimeter setting and increase all MDAs 80 feet.

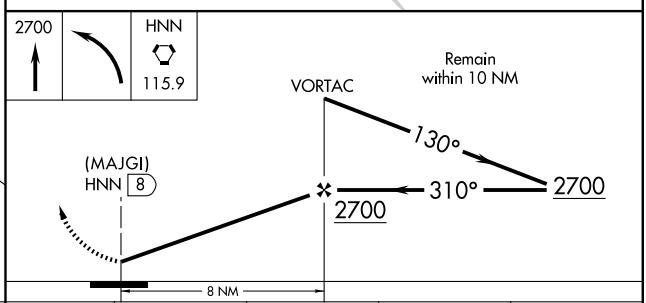
NA

MISSED APPROACH: Climb to 2700 then left turn direct HNN VORTAC and hold.

AWOS-3	POINT PLEASANT AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
119.925	119.675	128.4 270.1	124.55	123.0 (CTAF) L







FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 913 (1000-1¼)		1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GEAUGA CO (See MIDDLEFIELD)

GENEVA

GERMACK (7D9) 3 SE UTC−5(−4DT) N41°46.67′ W80°54.24′ **DETROIT**
820 NOTAM FILE CLE **L–30G**
RWY 01–19: H3250X28 (ASPH) LIRL (NSTD)
RWY 01: Tree. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Radio controlled model acft activity on and invof arpt. No line of sight between rwy ends. Rwy 01–09 rolling sfc. Rwy 01–19 LIRL spacing nstd. ACTIVATE NSTD LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 284° 7.1 NM to fld. 900/5W.

GEORGETOWN

BROWN CO (GEO) 1 NE UTC−5(−4DT) N38°52.92′ W83°52.97′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–26G, 27E**
RWY 18–36: H3530X65 (ASPH) MIRL **IAP**
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. For airframe and powerplant repairs phone 937–379–1055. Self service fuel avbl 24 hrs with credit card. Aerobatic practice surface to 4500′ AGL above Rwy 18–36. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 059° 24.4 NM to fld. 810/4W.

GERMACK (See GENEVA)

GRAND LAKE ST MARYS SPB (See ST MARYS)

GREATER PORTSMOUTH RGNL (See PORTSMOUTH)

GREENE CO–LEWIS A JACKSON RGNL (See DAYTON)

GREEN SPRINGS

WEIKER (82D) 2 SE UTC−5(−4DT) N41°13.75′ W83°01.74′ **DETROIT**
740 S4 NOTAM FILE CLE
RWY 18–36: 1785X90 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Radio controlled model flying activity on weekends. Rwy 18–36 marked with +3′ orange barrels on rwy ends only; Rwy 18 first 132′ has no markers.
COMMUNICATIONS: CTAF 122.9

GRENS N40°00.61′ W83°01.74′ NOTAM FILE CMH. **CINCINNATI**
NDB (MHW) 272 CHC 102° 6.4 NM to Port Columbus Intl. OTS indef. **L–29E**

GRIFFING–SANDUSKY (See SANDUSKY)

GRIMES FLD (See URBANA)

HAMILTON N39°22.37′ W84°34.33′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 260 HAO 107° 2.4 NM to Butler Co Rgnl. **L–27E**

RNAV (GPS) RWY 36

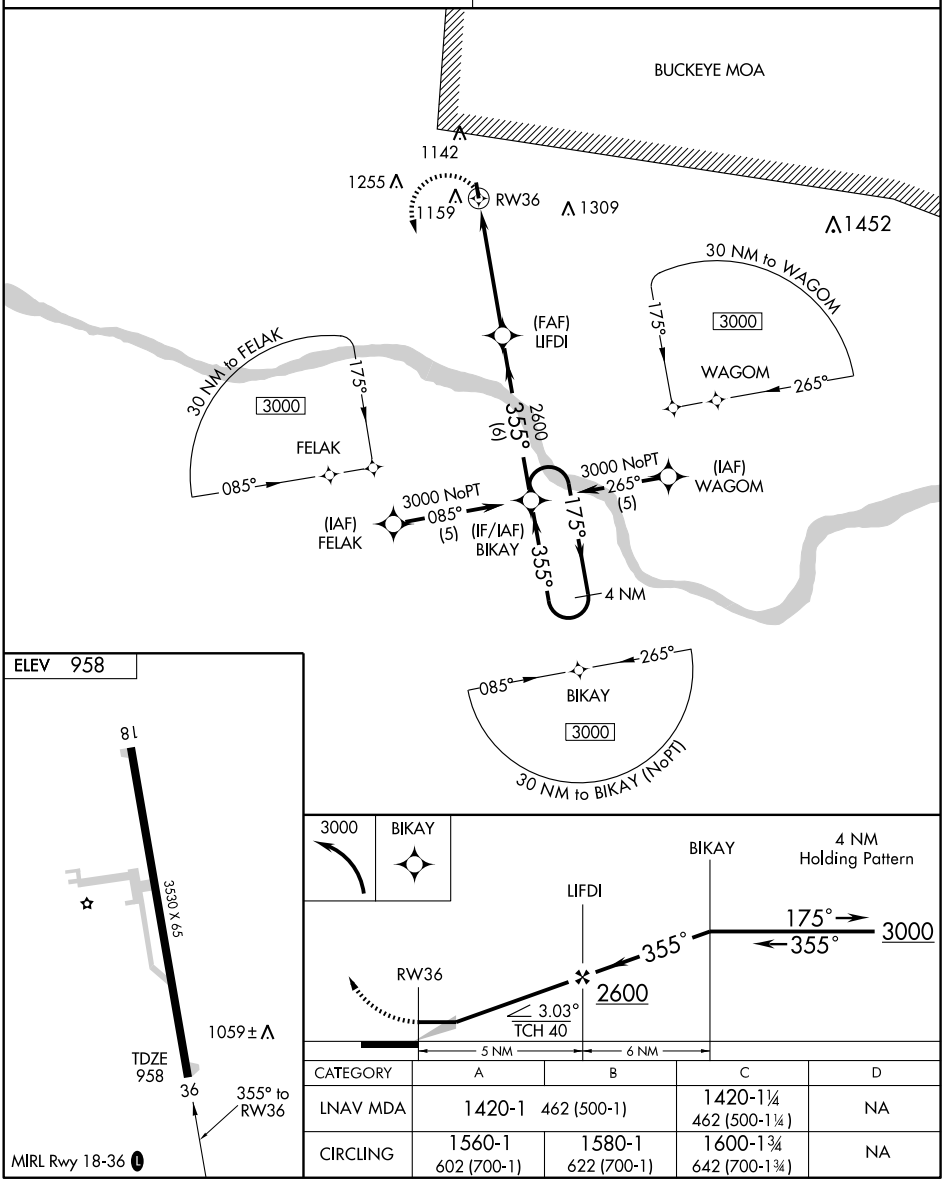
GEORGETOWN /BROWN COUNTY (GEO)

APP CRS	Rwy Idg	3530
355°	TDZE	958
	Apt Elev	958

DME/DME RNP-0.3 NA.
NA Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct BIKAY WP and hold.

INDIANAPOLIS CENTER	CTAF
135.575 290.5	122.9



CATEGORY	A	B	C	D
LNAV MDA	1420-1 462 (500-1)		1420-1¼ 462 (500-1¼)	NA
CIRCLING	1560-1 602 (700-1)	1580-1 622 (700-1)	1600-1¾ 642 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	059°	TDZE	N/A
Chan 117		Apt Elev	958

VOR/DME-A

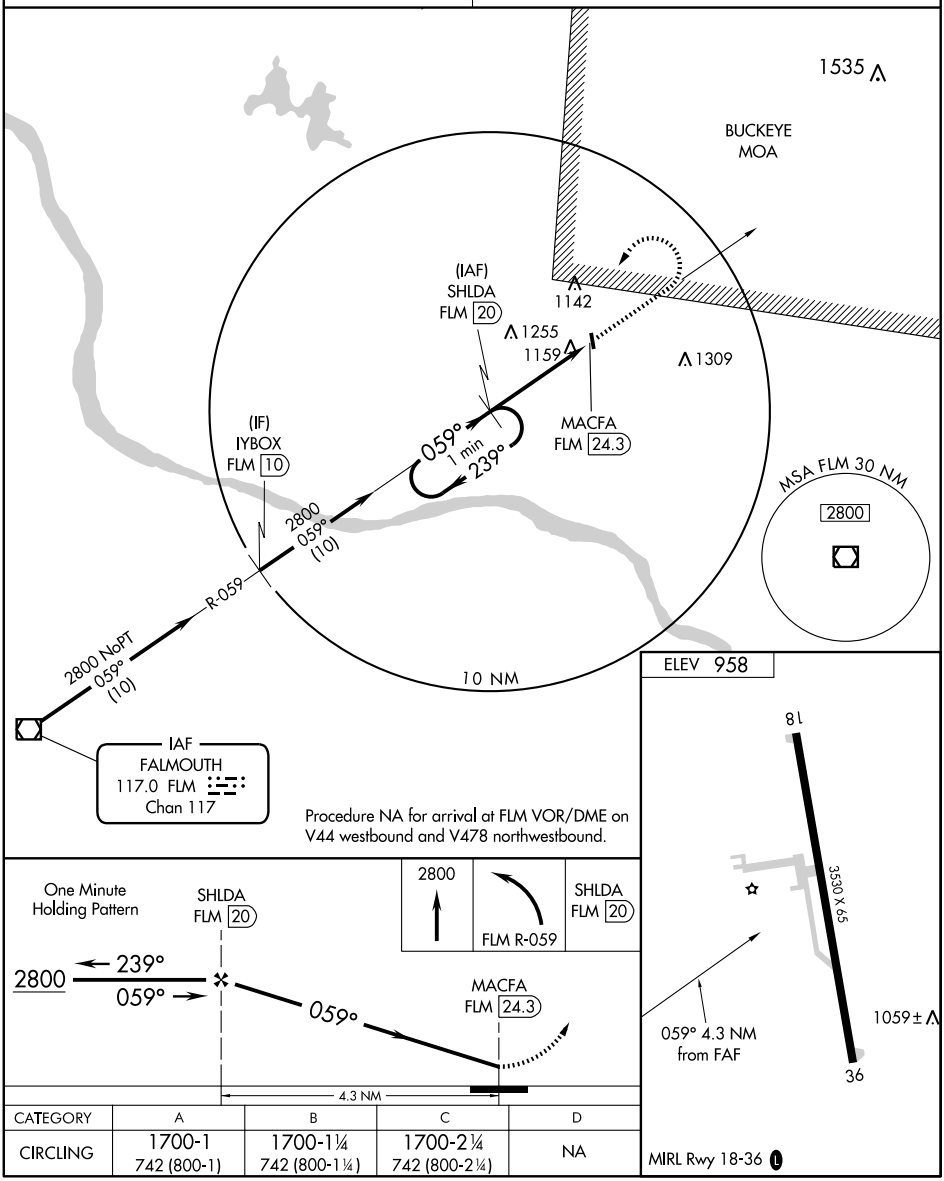
GEORGETOWN/ BROWN COUNTY (GEO)

NA

Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via FLM VOR/DME R-059 to SHLDA 20 DME and hold.

INDIANAPOLIS CENTER	CTAF
135.575 290.5	122.9



CATEGORY	A	B	C	D
CIRCLING	1700-1 742 (800-1)	1700-1¼ 742 (800-1¼)	1700-2¼ 742 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HAMILTON

BUTLER CO RGNL (HAO) 3 SE UTC−5(−4DT) N39°21.83′ W84°31.32′ **CINCINNATI**
633 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE HAO **H–10G, L–27E**
RWY 11–29: H5500X100 (ASPH) S–60, D–75, 2D–39 MIRL **IAP**
RWY 11: REIL. PAPI (P4L)—GA 3.5° TCH 26′. Bldg.
RWY 29: MALSR. REIL. PAPI (P4L)—GA 3.0°TCH 25′. P–line.
AIRPORT REMARKS: Attended Nov–Mar 1200–0200Z‡, Apr–Oct 1200–0300Z‡. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (513) 863–6137
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
CINCINNATI (L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 026° 22.5 NM to fld. 879/04W.
HAMILTON NDB (MHW) 260 HAO N39°22.37′ W84°34.33′ 107° 2.4 NM to fld. NOTAM FILE DAY.
ILS/DME 109.75 I–RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.

HARDIN CO (See KENTON)

HARRISON

CINCINNATI WEST (I67) 2 E UTC−5(−4DT) N39°15.54′ W84°46.46′ **CINCINNATI**
584 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 01–19: H2803X60 (ASPH) MIRL **IAP**
RWY 01: Thld dsplcd 308′. P–line. **RWY 19:** Thld dsplcd 220′. Tree.
RWY 09–27: 1809X100 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Oct–Apr 1300Z‡–dusk, May–Sep 1300–0100Z‡. Unattended all major holidays. For Jet A availability call 513–367–0231. Rwy 09–27 CLOSED indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **APP/DEP CON** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 351° 14.9 NM to fld. 879/04W.

HARRISON CO (See CADIZ)

HARRY CLEVER FLD (See NEW PHILADELPHIA)

HENRY CO (See NAPOLEON)

HENDERSON (WV) N38°45.25′ W82°01.57′ NOTAM FILE EKN. **CINCINNATI**
(H) VORTAC 115.9 HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W. **H–10G, L–22F, 26H**
DME portion unusable 185°–194° byd 10 NM blo 8000′; 195°–204° byd 30 NM blo 8000′.

HIGHLAND CO (See HILLSBORO)

HILLSBORO N39°11.08′ W83°32.58′. NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 278 HOC at Highland Co. **L–29A**
RCO 122.2 (DAYTON RADIO)

HILLSBORO

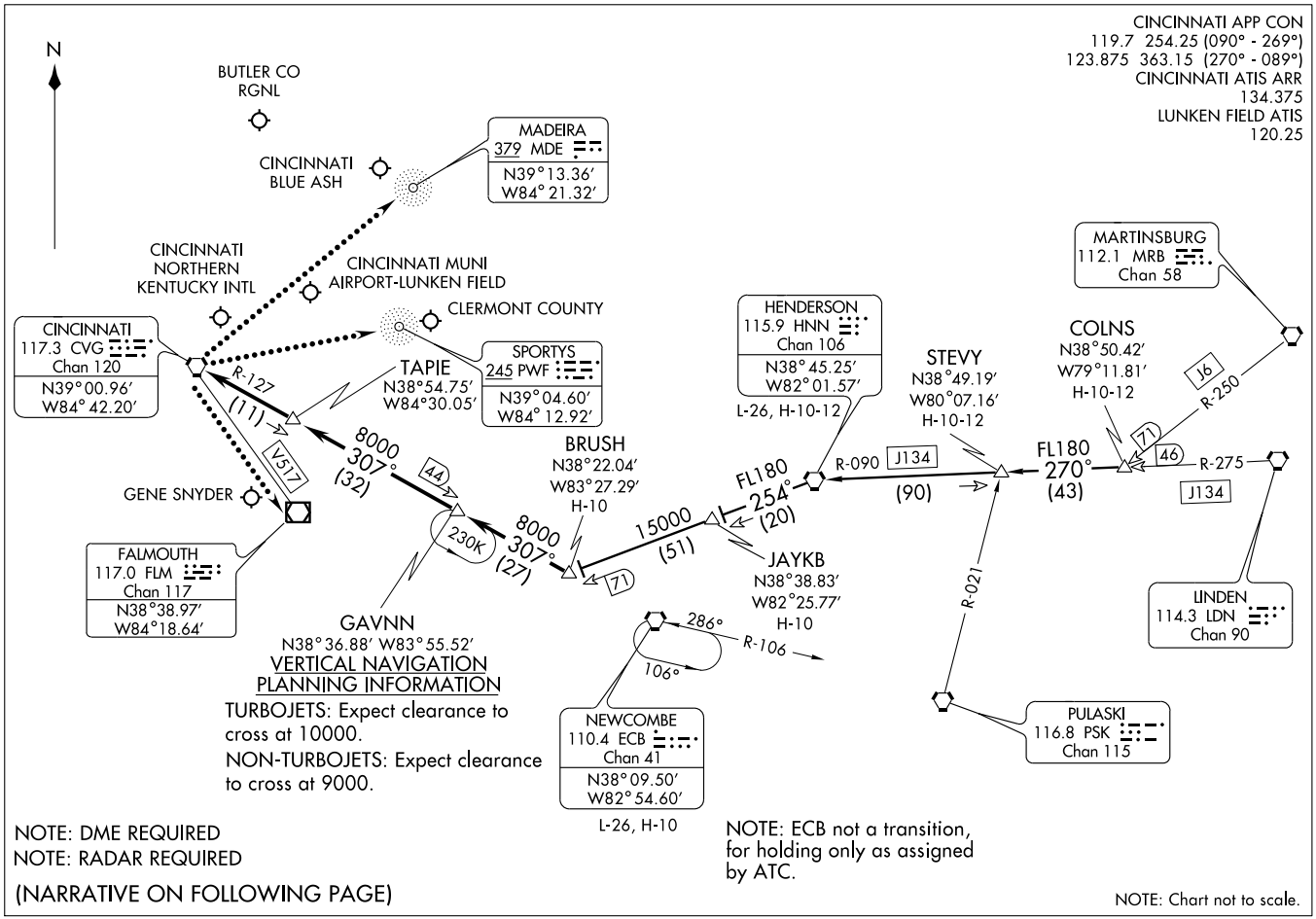
HIGHLAND CO (HOC) 3 SE UTC−5(−4DT) N39°11.33′ W83°32.33′ **CINCINNATI**
977 B S4 **FUEL** 100LL, JET A TPA—1677(700) NOTAM FILE DAY **L–29A**
RWY 05–23: H3520X75 (ASPH) S–25 MIRL 1.3% UP SW **IAP**
RWY 05: Trees **RWY 23:** REIL. PAPI (P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1700–2200Z‡. Rwy 05–23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (937) 393–9038.
COMMUNICATIONS: CTAF/UNICOM 123.05
HILLSBORO RCO 122.2 (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 326° 41.9 NM to fld. 1040/5W.
HILLSBORO NDB (MHW) 278 HOC N39°11.08′ W83°32.58′ at fld. NOTAM FILE DAY.

HINDE (see HURON)

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

ST-655 (FAA)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

55

ORLEE
N39°42.67′
W83°38.04′

64
10000
(9)

HEDEE
N39°38.25′
W83°48.34′

70
10000
248°
(6)

51
8000
231°
(9)

JARSO
N39°35.50′
W83°54.70′

42
8000
(9)

230K

N

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

R-169

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

8000
(33)
231°

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

R-051

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

V517

GENE SNYDER

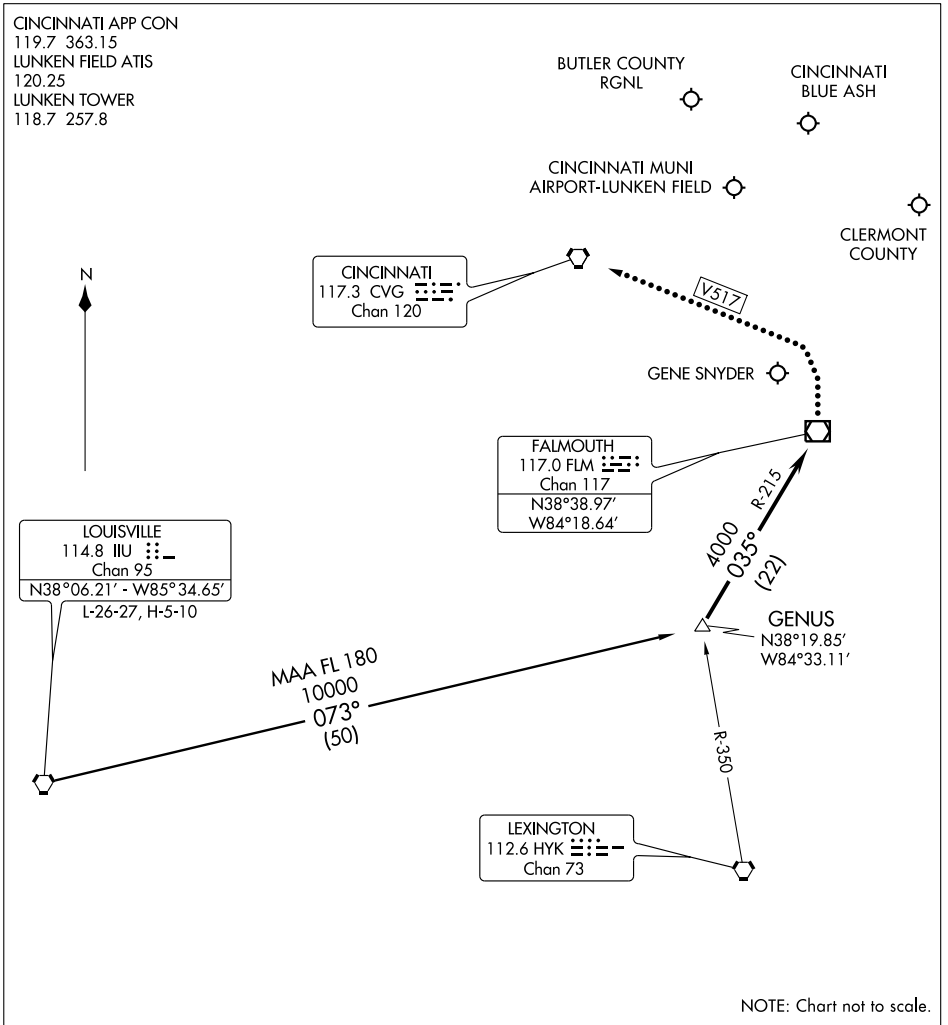
APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

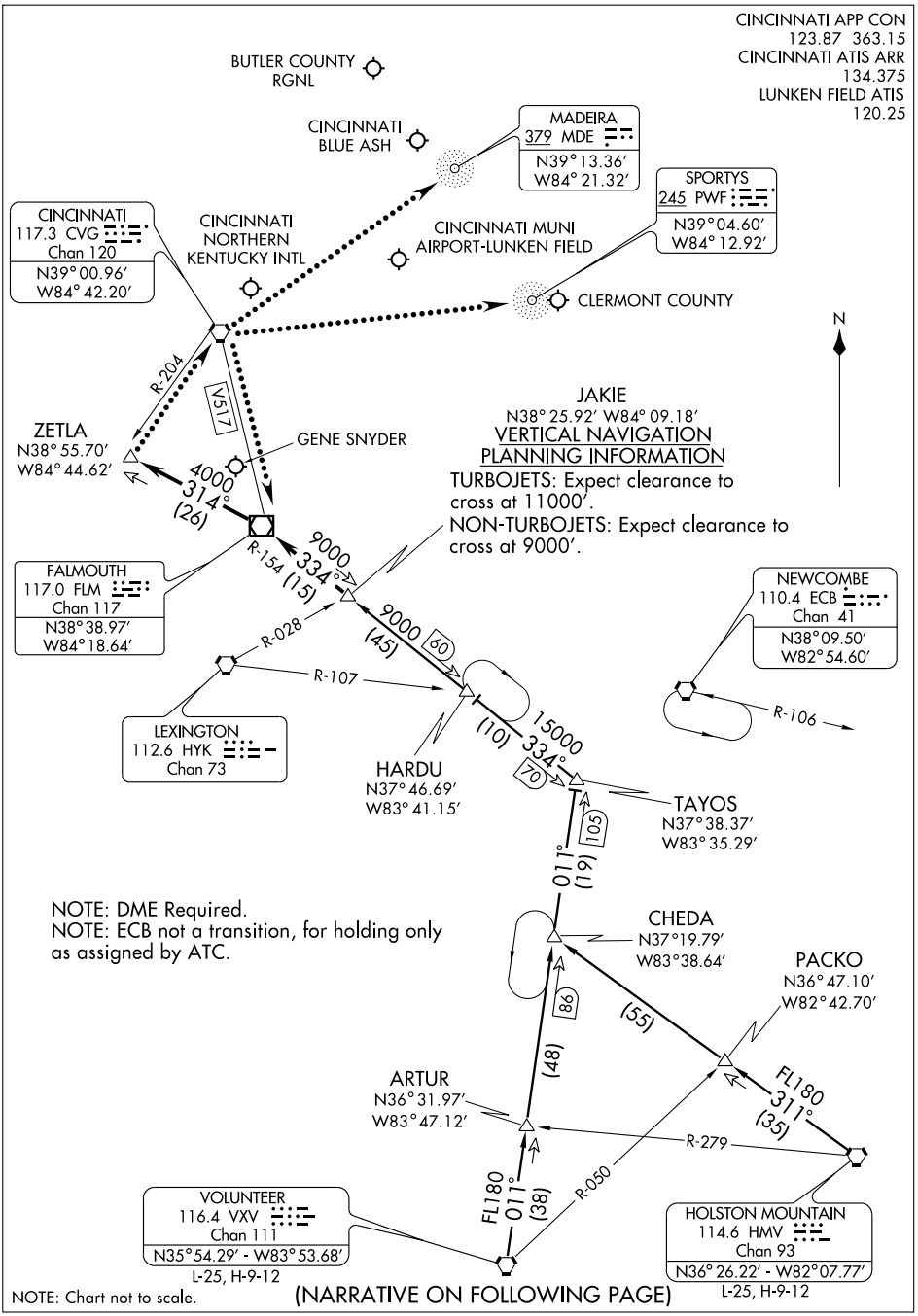
. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

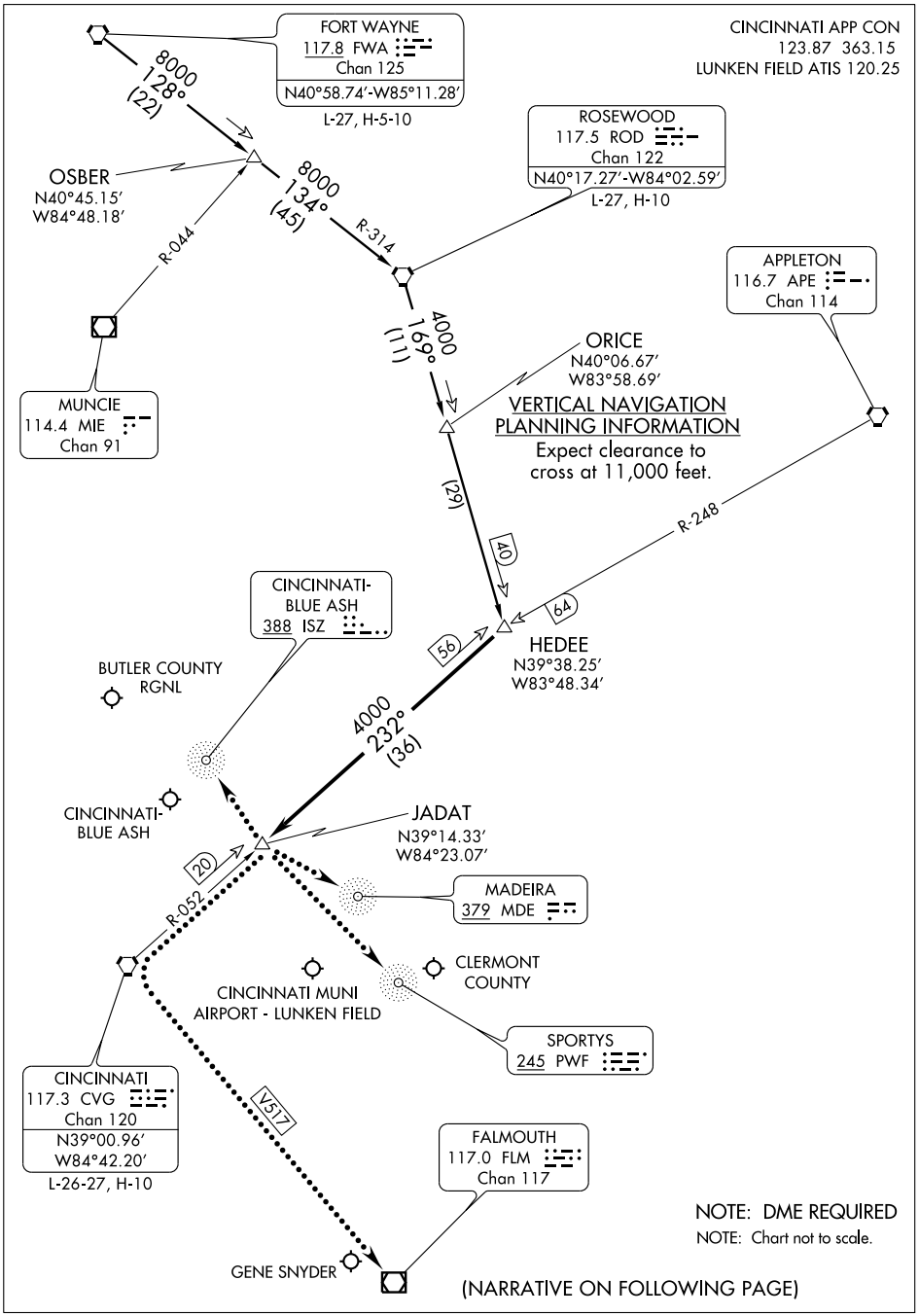
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RQF	APP CRS	Rwy Idg	5500
109.75	295°	TDZE	619
Chan 34 (Y)		Apt Elev	633

ILS or LOC RWY 29

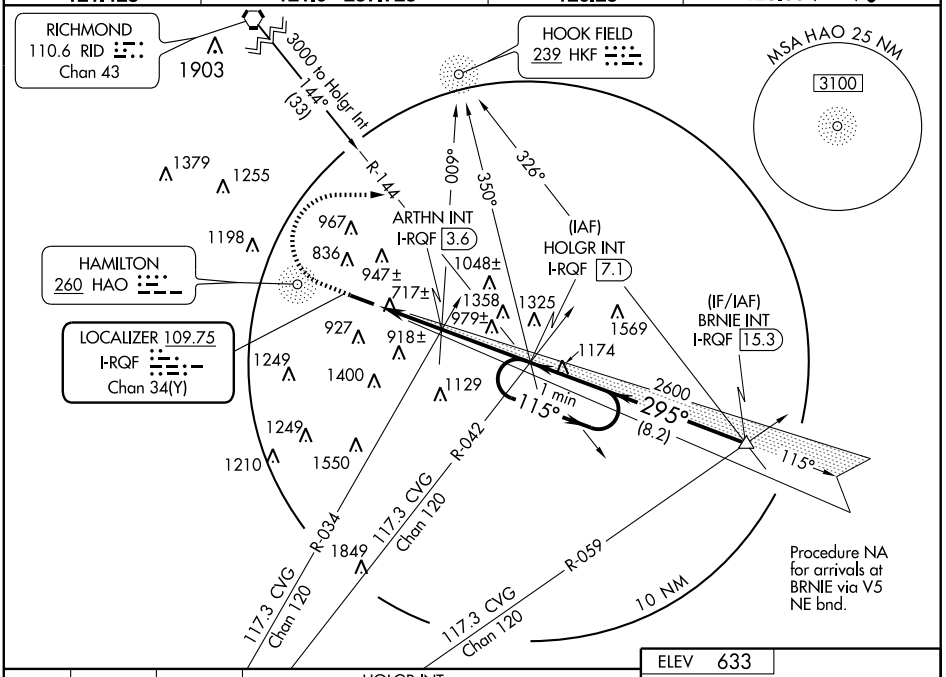
HAMILTON / BUTLER COUNTY RGNL (HAO)

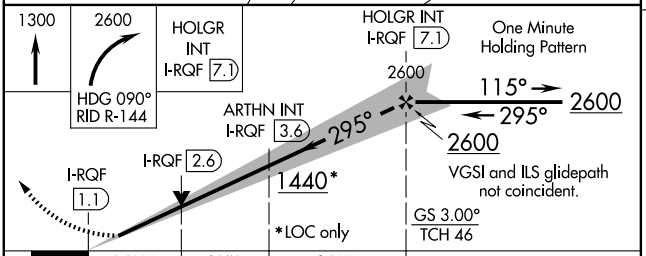
If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet, and all MDAs 60 feet. VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Inoperative table does not apply to S-ILS 29. For inoperative MALSR, increase S-LOC 29 Cat A visibility to 1 mile.

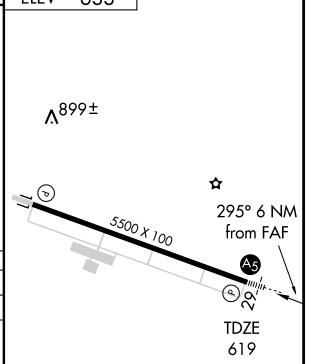
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 via heading 090° and RID VORTAC R-144 to HOLGR Int/I-RQF 7.1 DME and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 29		819-¾	200 (200-¾)	
S-LOC 29	1440-¾	821 (900-¾)	1440-2 821 (900-2)	1440-2¼ 821 (900-2¼)
CIRCLING	1440-1 807 (900-1)	1440-1¼ 807 (900-1¼)	1440-2½ 807 (900-2½)	1440-2¾ 807 (900-2¾)
ARTHN FIX MINIMUMS				
S-LOC 29	1120-¾	501 (500-¾)	1120-1	501 (500-1)
CIRCLING	1200-1 567 (500-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-2¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 56600	115°	TDZE	632
W11A		Apt Elev	633

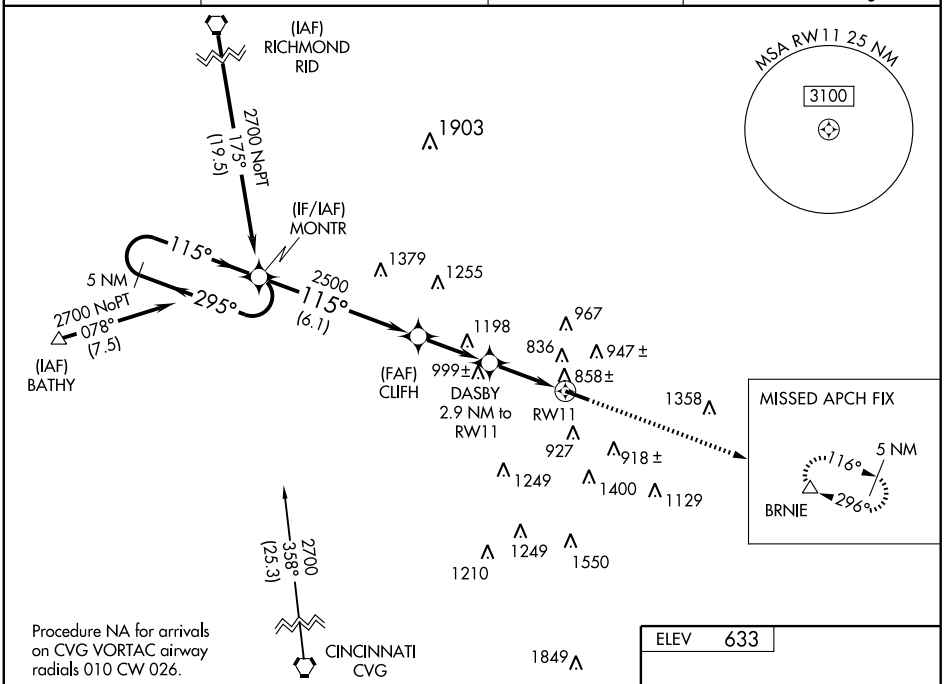
RNAV (GPS) RWY 11

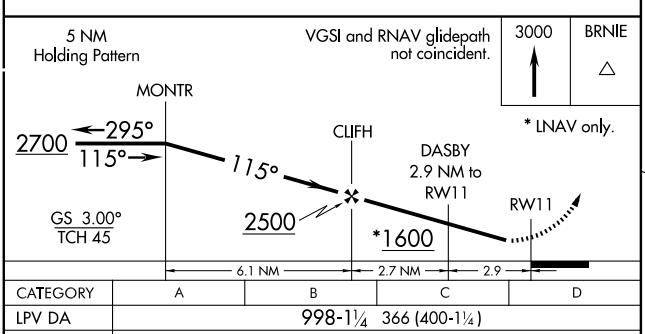
HAMILTON/BUTLER COUNTY RGNL (HAO)

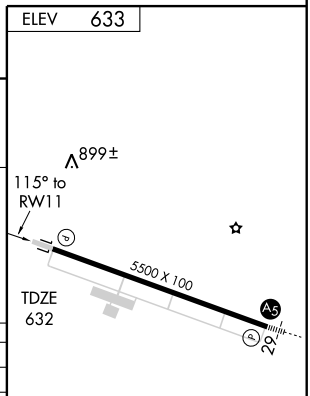
If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BRNIE and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	998-1¼ 366 (400-1¼)			
LNAV/ VNAV DA	1108-1¾ 476 (500-1¾)			
LNAV MDA	1160-1 528 (600-1)		1160-1½ 528 (600-1½)	1160-1¾ 528 (600-1¾)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 61300	296°	TDZE	619
W29A		Apt Elev	633

RNAV (GPS) RWY 29

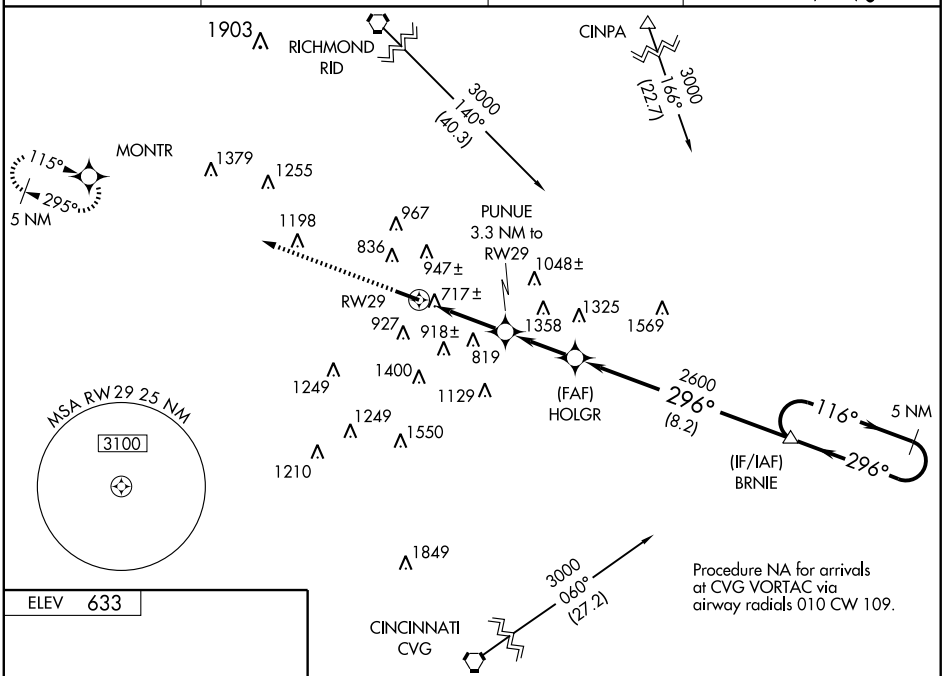
HAMILTON/BUTLER COUNTY RGNL (HAO)

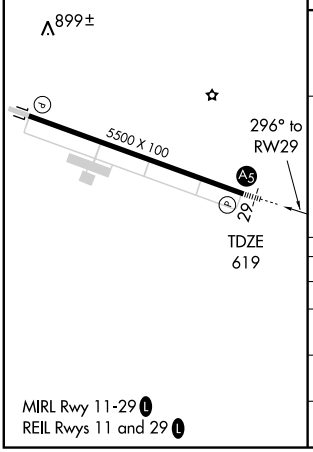
If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to 1¼ all Cats and LNAV Cat A/B visibility to 1. DME/DME RNP-0.3 NA.

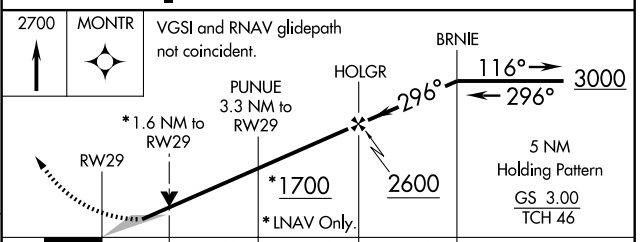
MALSR

MISSED APPROACH: Climb to 2700 direct MONTR and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	944-¾ 325 (400-¾)			
LNAV/VNAV DA	1128-1¼ 509 (500-1¼)			
LNAV MDA	1140-¾ 521 (600-¾)		1140-1 521 (600-1)	1140-1¼ 521 (600-1¼)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HAMILTON

BUTLER CO RGNL (HAO) 3 SE UTC−5(−4DT) N39°21.83′ W84°31.32′ **CINCINNATI**
633 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE HAO **H–10G, L–27E**
RWY 11–29: H5500X100 (ASPH) S–60, D–75, 2D–39 MIRL **IAP**
RWY 11: REIL. PAPI (P4L)—GA 3.5° TCH 26′. Bldg.
RWY 29: MALSR. REIL. PAPI (P4L)—GA 3.0°TCH 25′. P–line.
AIRPORT REMARKS: Attended Nov–Mar 1200–0200Z‡, Apr–Oct 1200–0300Z‡. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (513) 863–6137
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
CINCINNATI (L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 026° 22.5 NM to fld. 879/04W.
HAMILTON NDB (MHW) 260 HAO N39°22.37′ W84°34.33′ 107° 2.4 NM to fld. NOTAM FILE DAY.
ILS/DME 109.75 I–RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.

HARDIN CO (See KENTON)

HARRISON

CINCINNATI WEST (I67) 2 E UTC−5(−4DT) N39°15.54′ W84°46.46′ **CINCINNATI**
584 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 01–19: H2803X60 (ASPH) MIRL **IAP**
RWY 01: Thld dsplcd 308′. P–line. **RWY 19:** Thld dsplcd 220′. Tree.
RWY 09–27: 1809X100 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Oct–Apr 1300Z‡–dusk, May–Sep 1300–0100Z‡. Unattended all major holidays. For Jet A availability call 513–367–0231. Rwy 09–27 CLOSED indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **APP/DEP CON** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 351° 14.9 NM to fld. 879/04W.

HARRISON CO (See CADIZ)

HARRY CLEVER FLD (See NEW PHILADELPHIA)

HENRY CO (See NAPOLEON)

HENDERSON (WV) N38°45.25′ W82°01.57′ NOTAM FILE EKN. **CINCINNATI**
(H) VORTAC 115.9 HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W. **H–10G, L–22F, 26H**
DME portion unusable 185°–194° byd 10 NM blo 8000′; 195°–204° byd 30 NM blo 8000′.

HIGHLAND CO (See HILLSBORO)

HILLSBORO N39°11.08′ W83°32.58′. NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 278 HOC at Highland Co. **L–29A**
RCO 122.2 (DAYTON RADIO)

HILLSBORO

HIGHLAND CO (HOC) 3 SE UTC−5(−4DT) N39°11.33′ W83°32.33′ **CINCINNATI**
977 B S4 **FUEL** 100LL, JET A TPA—1677(700) NOTAM FILE DAY **L–29A**
RWY 05–23: H3520X75 (ASPH) S–25 MIRL 1.3% UP SW **IAP**
RWY 05: Trees **RWY 23:** REIL. PAPI (P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1700–2200Z‡. Rwy 05–23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (937) 393–9038.
COMMUNICATIONS: CTAF/UNICOM 123.05
HILLSBORO RCO 122.2 (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 326° 41.9 NM to fld. 1040/5W.
HILLSBORO NDB (MHW) 278 HOC N39°11.08′ W83°32.58′ at fld. NOTAM FILE DAY.

HINDE (see HURON)

APP CRS	Rwy Idg	2583
185°	TDZE	584
	Apt Elev	584

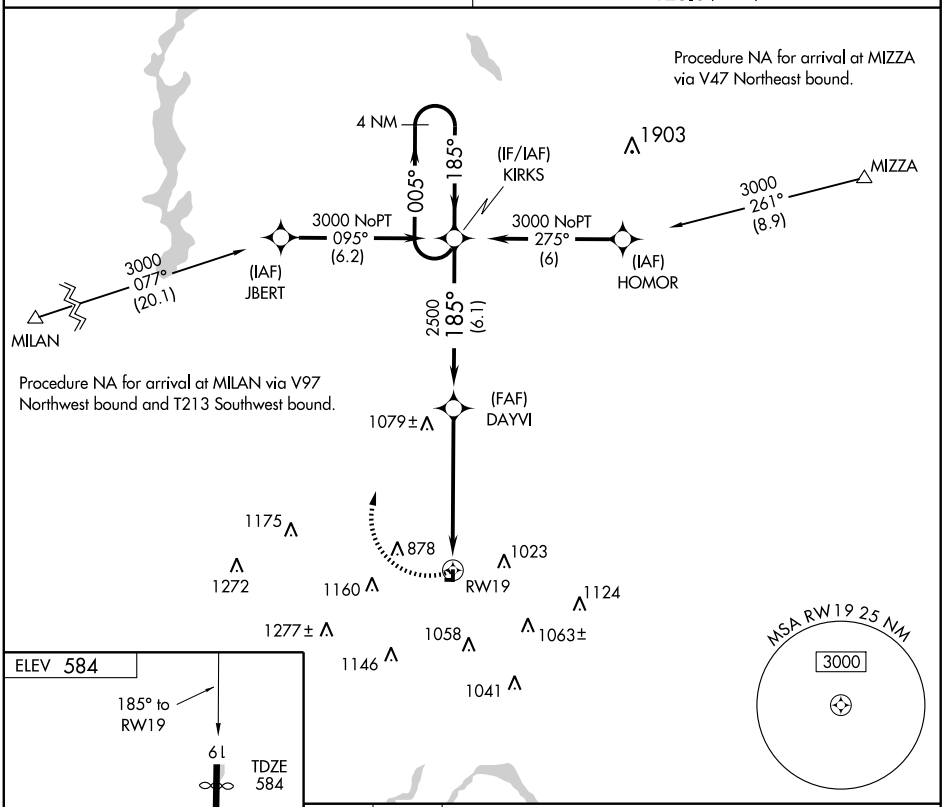
RNAV (GPS) RWY 19

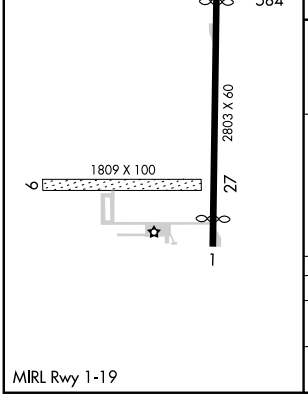
HARRISON/ CINCINNATI WEST (I67)

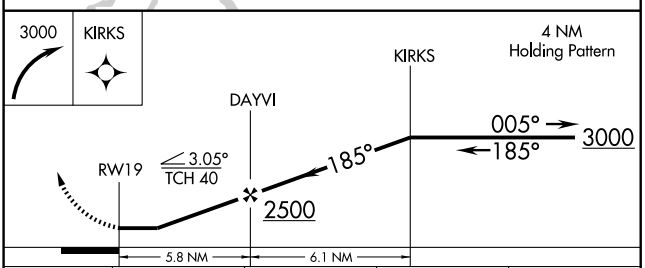
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn 3000 direct KIRKS and hold.

CINCINNATI APP CON	UNICOM
128.7 254.25	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	
CIRCLING	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	

MIRL Rwy 1-19

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CVG	APP CRS	Rwy Idg	2583
117.3	171°	TDZE	584
Chan 120		Apt Elev	584

VOR RWY 19

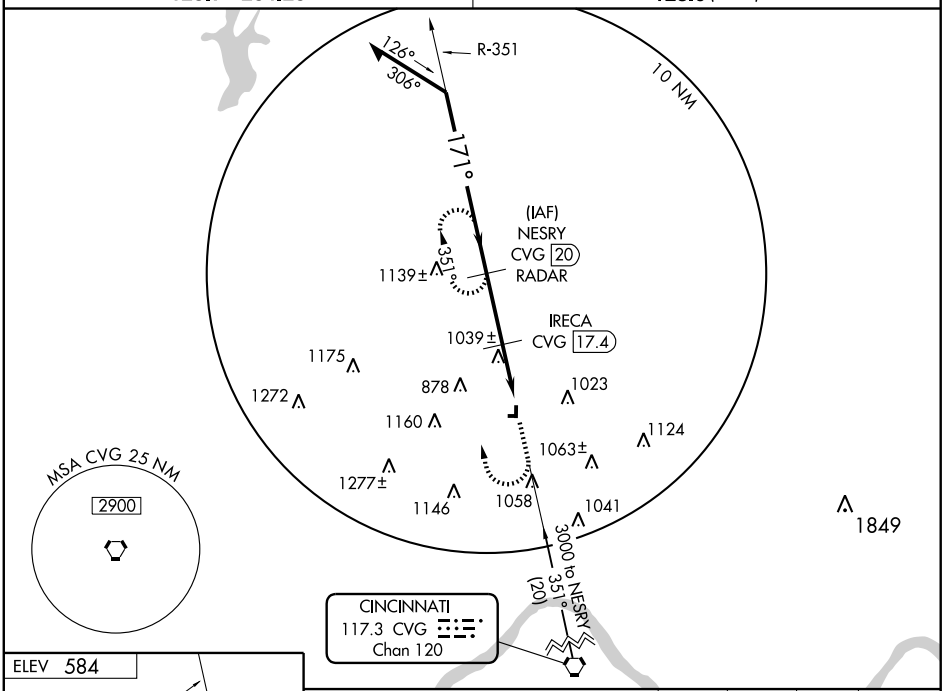
HARRISON/CINCINNATI WEST (I67)

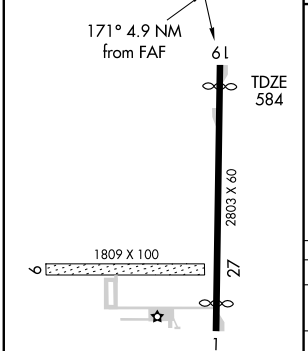
DME or RADAR required.
Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet, and S-19 Cat. A visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via CVG VORTAC R-351 to NESRY/ CVG 20 DME/RADAR and hold.

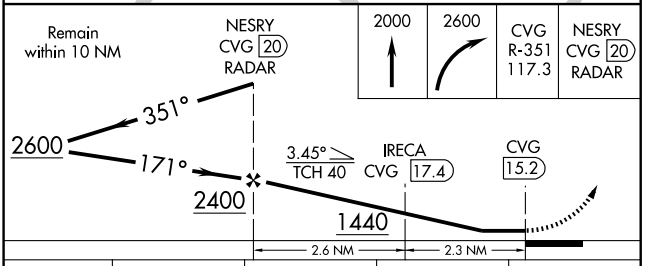
CINCINNATI APP CON	UNICOM
128.7 254.25	123.0 (CTAF)





MIRL Rwy 1-19

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-19	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)	NA	
CIRCLING	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)	NA	
IRECA FIX MINIMUMS				
S-19	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)	NA	
CIRCLING	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HAMILTON

BUTLER CO RGNL (HAO) 3 SE UTC−5(−4DT) N39°21.83′ W84°31.32′ **CINCINNATI**
633 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE HAO **H–10G, L–27E**
RWY 11–29: H5500X100 (ASPH) S–60, D–75, 2D–39 MIRL **IAP**
RWY 11: REIL. PAPI (P4L)—GA 3.5° TCH 26′. Bldg.
RWY 29: MALSR. REIL. PAPI (P4L)—GA 3.0°TCH 25′. P–line.
AIRPORT REMARKS: Attended Nov–Mar 1200–0200Z‡, Apr–Oct 1200–0300Z‡. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (513) 863–6137
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
CINCINNATI (L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 026° 22.5 NM to fld. 879/04W.
HAMILTON NDB (MHW) 260 HAO N39°22.37′ W84°34.33′ 107° 2.4 NM to fld. NOTAM FILE DAY.
ILS/DME 109.75 I–RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.

HARDIN CO (See KENTON)

HARRISON

CINCINNATI WEST (I67) 2 E UTC−5(−4DT) N39°15.54′ W84°46.46′ **CINCINNATI**
584 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 01–19: H2803X60 (ASPH) MIRL **IAP**
RWY 01: Thld dsplcd 308′. P–line. **RWY 19:** Thld dsplcd 220′. Tree.
RWY 09–27: 1809X100 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Oct–Apr 1300Z‡–dusk, May–Sep 1300–0100Z‡. Unattended all major holidays. For Jet A availability call 513–367–0231. Rwy 09–27 CLOSED indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **APP/DEP CON** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 351° 14.9 NM to fld. 879/04W.

HARRISON CO (See CADIZ)

HARRY CLEVER FLD (See NEW PHILADELPHIA)

HENRY CO (See NAPOLEON)

HENDERSON (WV) N38°45.25′ W82°01.57′ NOTAM FILE EKN. **CINCINNATI**
(H) VORTAC 115.9 HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W. **H–10G, L–22F, 26H**
DME portion unusable 185°–194° byd 10 NM blo 8000′; 195°–204° byd 30 NM blo 8000′.

HIGHLAND CO (See HILLSBORO)

HILLSBORO N39°11.08′ W83°32.58′. NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 278 HOC at Highland Co. **L–29A**
RCO 122.2 (DAYTON RADIO)

HILLSBORO

HIGHLAND CO (HOC) 3 SE UTC−5(−4DT) N39°11.33′ W83°32.33′ **CINCINNATI**
977 B S4 **FUEL** 100LL, JET A TPA—1677(700) NOTAM FILE DAY **L–29A**
RWY 05–23: H3520X75 (ASPH) S–25 MIRL 1.3% UP SW **IAP**
RWY 05: Trees **RWY 23:** REIL. PAPI (P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1700–2200Z‡. Rwy 05–23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (937) 393–9038.
COMMUNICATIONS: CTAF/UNICOM 123.05
HILLSBORO RCO 122.2 (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 326° 41.9 NM to fld. 1040/5W.
HILLSBORO NDB (MHW) 278 HOC N39°11.08′ W83°32.58′ at fld. NOTAM FILE DAY.

HINDE (see HURON)

NDB HOC 278	APP CRS 230°	Rwy Idg 3520 TDZE 950 Apt Elev 978

NDB or GPS RWY 23

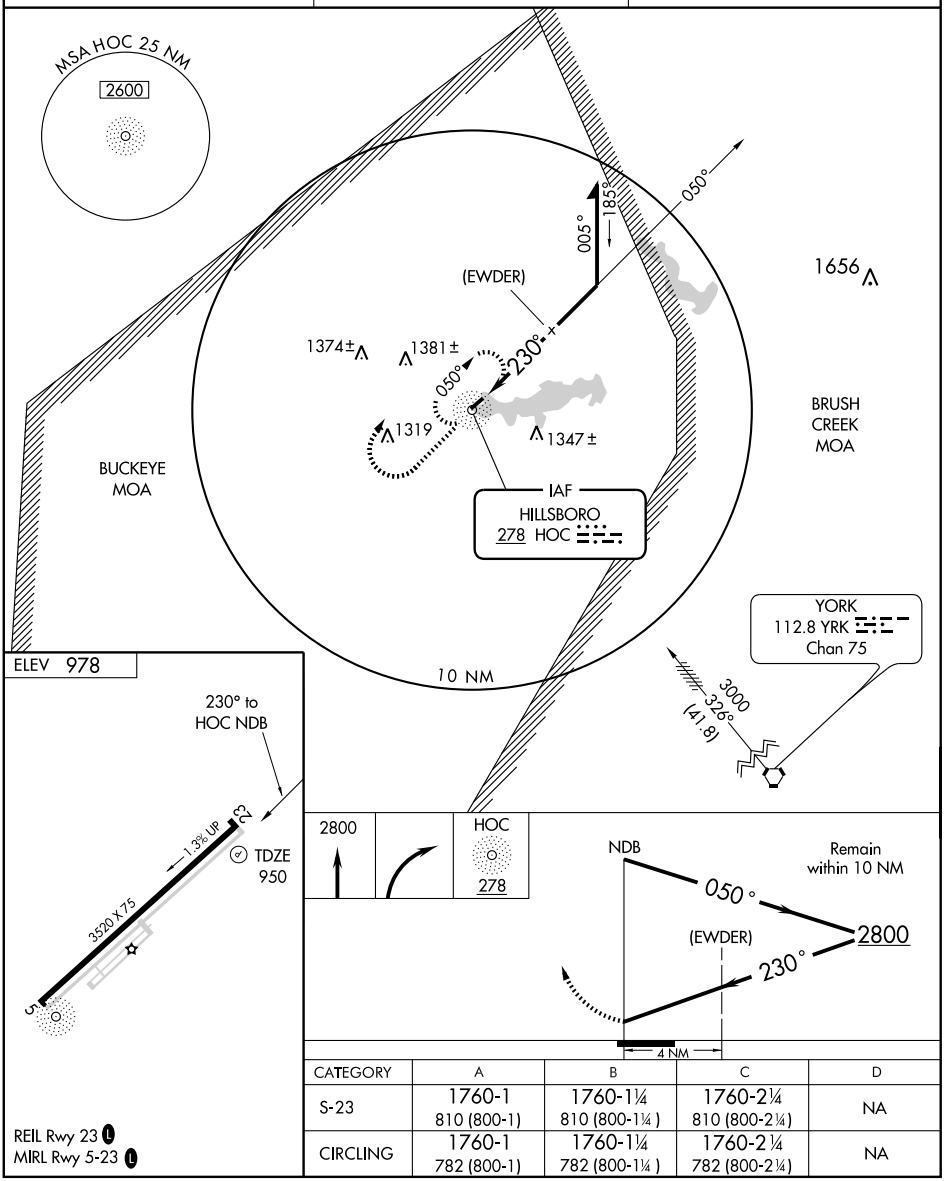
HILLSBORO/ HIGHLAND COUNTY (HOC)

Use Cincinnati Lunken Field altimeter setting.

NA

MISSED APPROACH: Climb to 2800 then right turn direct HOC NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.175	135.575 290.5	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-23	1760-1 810 (800-1)	1760-1¼ 810 (800-1¼)	1760-2¼ 810 (800-2¼)	NA
CIRCLING	1760-1 782 (800-1)	1760-1¼ 782 (800-1¼)	1760-2¼ 782 (800-2¼)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	N/A
112.9	144°	TDZE	N/A
Chan 76		Apt Elev	978

VOR/DME or GPS-A

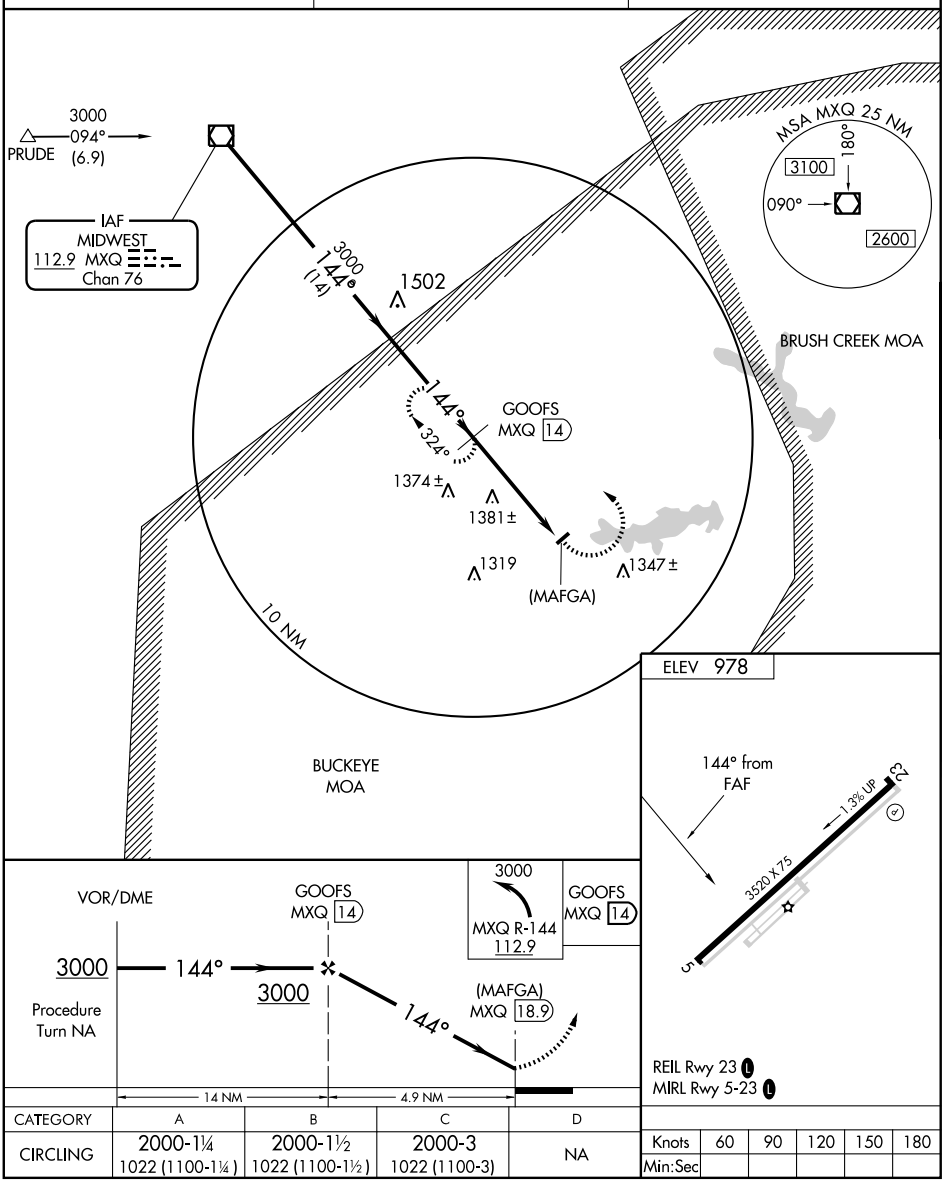
HILLSBORO/HIGHLAND COUNTY (HOC)

Use Cincinnati Lunken Field altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3000 via MXQ R-144 to GOOFS 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.175	135.575 290.5	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1022 (1100-1¼)	2000-1½ 1022 (1100-1½)	2000-3 1022 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HOGAF N41°34.45′ W81°28.27′ NOTAM FILE CGF. DETROIT
NDB (LMM) 521 GF at Cuyahoga Co. SHUTDOWN.

HOLLISTER FIELD (See WILMINGTON)

HOLMES CO (See MILLERSBURG)

HOOK FLD N39°29.93′ W84°26.85′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 239 HKF 054° 3.1 NM to Middletown Rgnl/Hook Fld. NDB OTS indef. L–27E

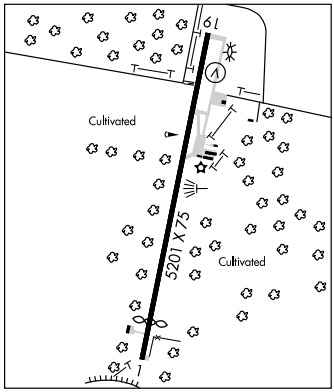
HUBBARD N41°09.17′ W80°31.89′ NOTAM FILE CLE. DETROIT
NDB (MHW) 408 HBD 259° 4.2 NM to Lansdowne. L–30H

HURON

HINDE (88D) 3 NW UTC−5(−4DT) N41°24.22′ W82°36.08′ DETROIT
609 NOTAM FILE CLE
RWY 11–29: 2500X70 (TURF)
RWY 11: Road. **RWY 29:** Brush.
AIRPORT REMARKS: Unattended. Arpt CLOSED at ngt. Rwy soft when wet.
COMMUNICATIONS: CTAF 122.9

JACKSON

JAMES A RHODES (I43) 5 SE UTC−5(−4DT) N38°58.88′ W82°34.67′ CINCINNATI
726 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY H–10G, L–29A
RWY 01–19: H5201X75 (ASPH) MIRL IAP
RWY 01: Thld dsplcd 331′. Tree.
RWY 19: REIL. VASI(S2L). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–1800Z‡. MIRL Rwy 01–19 preset low ints dusk–dawn, to increase ints and ACTIVATE—CTAF. Rwy 19 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.825 (740) 286–1760.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 301° 29.2 NM to fld. 880/03W.



JAMES A RHODES (See JACKSON)

JAMES M COX DAYTON INTL (See DAYTON)

JAMESTOWN

BLOOM (14I) 2 SW UTC−5(−4DT) N39°38.00′ W83°45.00′ CINCINNATI
1050 TPA—1850(800) NOTAM FILE DAY
RWY 06–24: 1220X80 (TURF)
RWY 06: Pole. **RWY 24:** Pole.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

JEFFERSON CO AIRPARK (See STEUBENVILLE)

JEFFERSON N41°45.61′ W80°44.89′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 115.2 JFN Chan 99 070° 2.6 NM to Ashtabula Co. 900/5W. L–30G
DME unusable:
085°–125° byd 35 NM blo 3500′
126°–190° byd 20 NM blo 3500′
191°–230°
231°–260° byd 30 NM blo 3500′
RCO 122.1R 115.2T (CLEVELAND RADIO)

APP CRS	Rwy ldg	4870
010°	TDZE	722
	Apt Elev	726

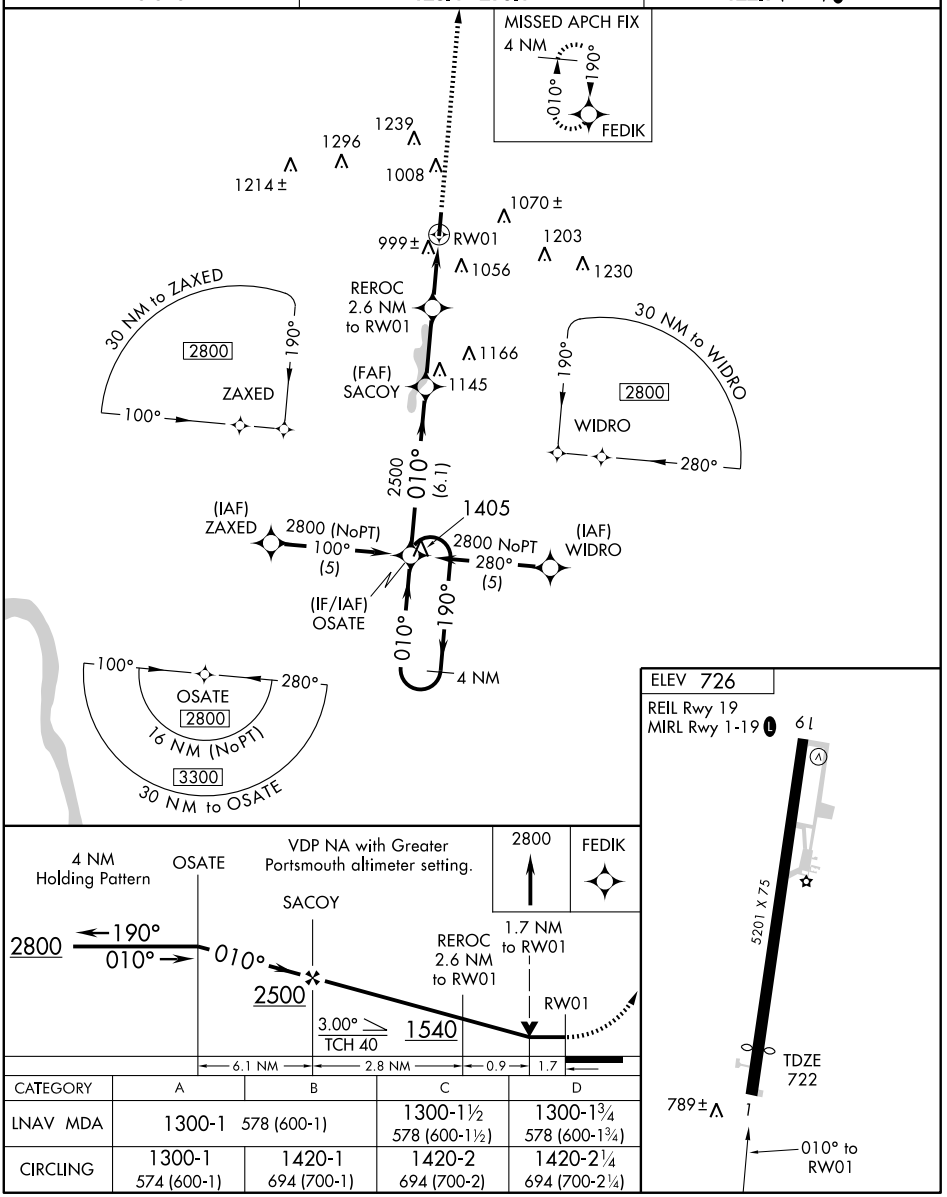
RNAV (GPS) RWY 1

JACKSON / JAMES A. RHODES (I43)

When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile, increase Circling Cat B/C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FEDIK WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 578 (600-1)		1300-1½ 578 (600-1½)	1300-1¾ 578 (600-1¾)
CIRCLING	1300-1 574 (600-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5201
190°	TDZE	726
	Apt Elev	726

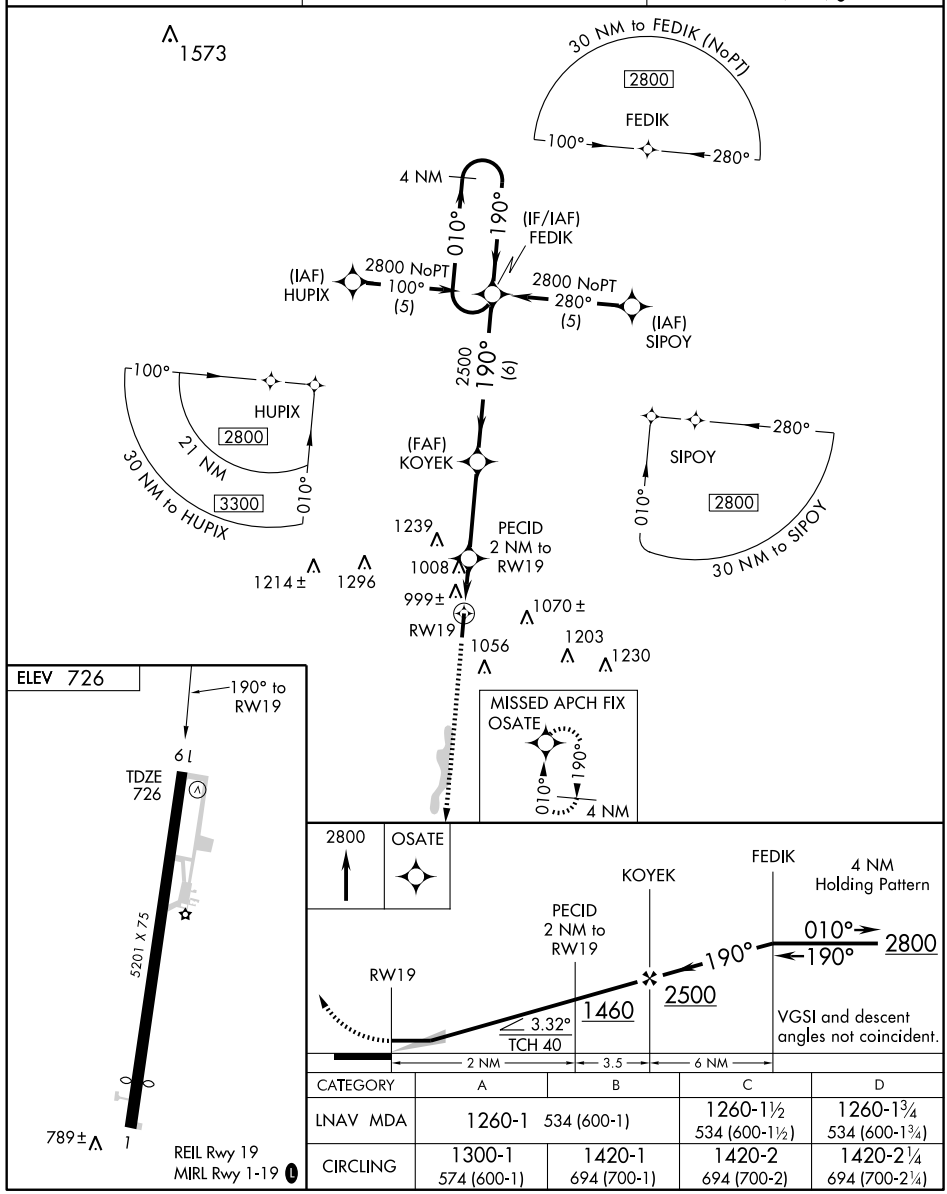
RNAV (GPS) RWY 19

JACKSON/ JAMES A. RHODES (I43)

T NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDAs 60 feet, increase Circling Cat B/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 direct OSATE WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 534 (600-1)		1260-1½ 534 (600-1½)	1260-1¾ 534 (600-1¾)
CIRCLING	1300-1 574 (600-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC YRK	APP CRS	Rwy ldg	N/A
112.8	048°	TDZE	N/A
Chan 75		Apt Elev	726

VOR/DME-A

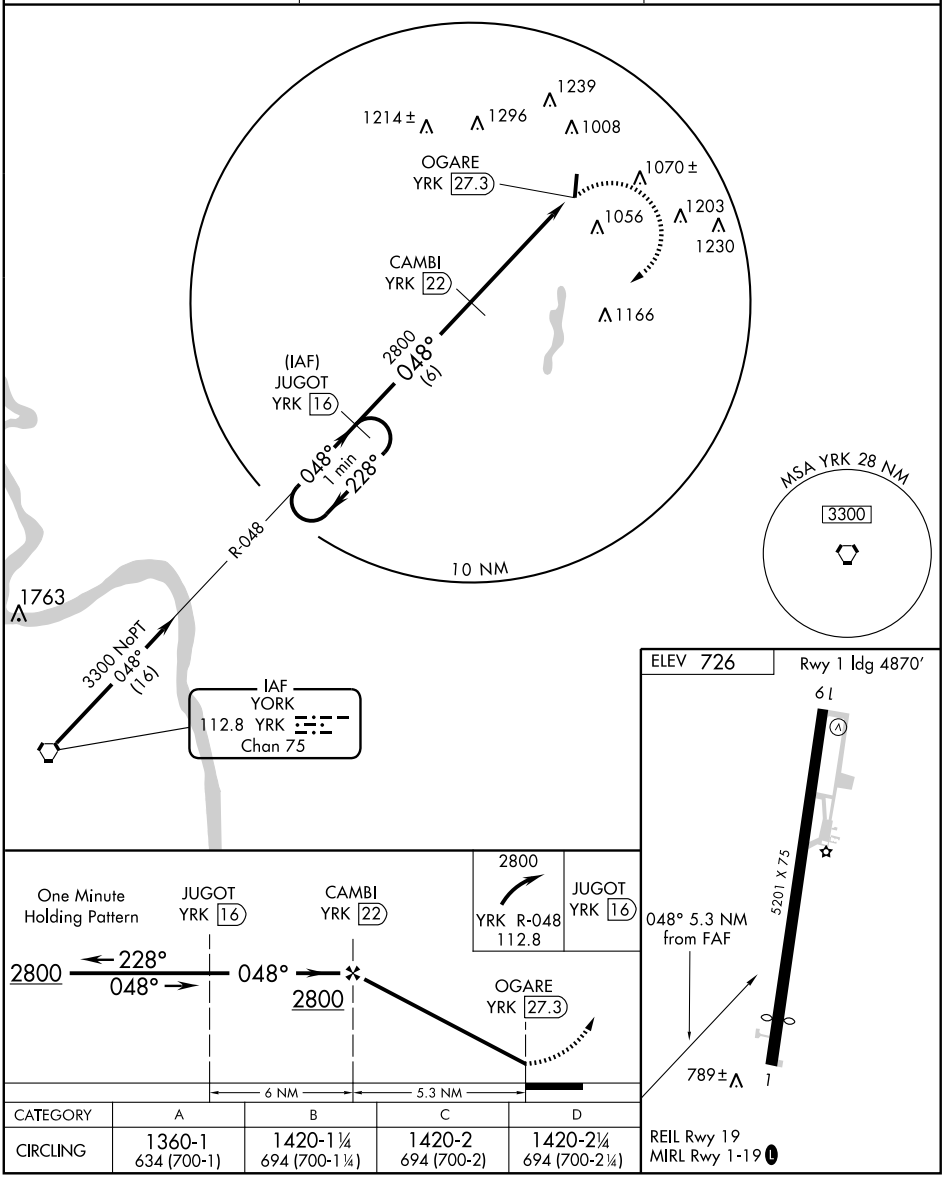
JACKSON/JAMES A. RHODES (I43)

When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2800 via YRK R-048 to JUGOT/16 DME and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L



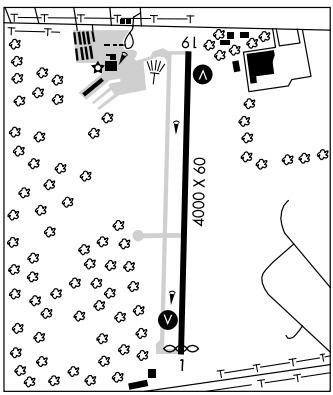
CATEGORY	A	B	C	D
CIRCLING	1360-1 634 (700-1)	1420-1¼ 694 (700-1¼)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

REIL Rwy 19
MIRL Rwy 1-19 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KELLEYS ISLAND LAND FLD (89D) 1 NE UTC−5(−4DT) N41°36.17′ W82°41.08′ **DETROIT**
598 NOTAM FILE CLE
RWY 18–36: H2270X35 (ASPH) LIRL
RWY 18: Bldg. **RWY 36:** Trees.
RWY 09–27: H2203X50 (ASPH) LIRL
RWY 09: Trees. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Rwy 18-36 CLOSED indef. Rwy 09–27 pavement poor—weathered with cracks. Ldg fee.
COMMUNICATIONS: CTAF 122.9

KENT STATE UNIV (1G3) 3 W UTC−5(−4DT) N41°09.08′ W81°24.91′ **DETROIT**
1134 B S4 **FUEL** 100LL, JET A1+ TPA—1984(850) NOTAM FILE CLE **L–30G**
RWY 01–19: H4000X60 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. VASI(V4L)—GA 3.5° TCH 42′. Thld dsplcd 49′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1130Z‡–dusk, Sat–Sun 1300Z‡–dusk. Self svc fuel avbl. Self svc fuel OTS indef. Ramp fee for multi–engine and turbine powered acft—waived with fuel purchase. Deer on and invof arpt. For noise abatement procedures ctc arpt manager on 330–672–1943. ACTIVATE MIRL Rwy 01–19; VASI and REIL Rwy 01 and Rwy 19—122.9. Rwy 01 and Rwy 19 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
CLNC DEL 125.65
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 289° 10 NM to fld. 1194/4W.
AKRON NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 353° 5.1 NM to fld. NOTAM FILE CLE.



KENTON

HARDIN CO (I95) 3 SW UTC−5(−4DT) N40°36.61′ W83°38.66′ **DETROIT**
1022 B S4 **FUEL** 100LL, JET A1+ TPA—2022(1000) NOTAM FILE DAY **L–27E**
RWY 04–22: H4797X75 (ASPH) S–19 MIRL 0.5% up SW **IAP**
RWY 04: Fence. **RWY 22:** Road.
AIRPORT REMARKS: Attended Sat–Sun 1400–2000Z‡, May–Oct Mon–Fri 1300–0100Z‡, Nov–Apr Mon–Fri 1400–2300Z‡. Birds on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIANAPOLIS CENTER APP/DEP CON 128.075
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 168° 21.3 NM to fld. 820/2W.
ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 115° 15.9 NM to fld. NOTAM FILE DAY. VOR portion unusable 091°–109° byd 20 NM.

KNOX CO (See MOUNT VERNON)

KOONS (See SALEM)

LAGRANGE (92D) 2 S UTC−5(−4DT) N41°12.17′ W82°06.91′ **DETROIT**
843 TPA—1843(1000) NOTAM FILE CLE
RWY 09–27: 2670X95 (TURF)
RWY 09: P–line. **RWY 27:** Trees
RWY 18–36: 1410X95 (TURF)
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt occasionally CLOSED for radio controlled model flying. Req blind call on 122.9 at arrival and departure as safety procedure. Rwy 09–27 and Rwy 18–36 soft when wet during spring or after heavy rains, ctc arpt manager for rwy condition 440–610–6013. Rwy 36 has no line of sight with Rwy 09 and Rwy 27 ends. Rwy 18–36 marked with white tires.
COMMUNICATIONS: CTAF 122.9

LAKEFIELD (See CELINA)

LOM AK	APP CRS	Rwy Idg	3950
362	351°	TDZE	1128
		Apt Elev	1134

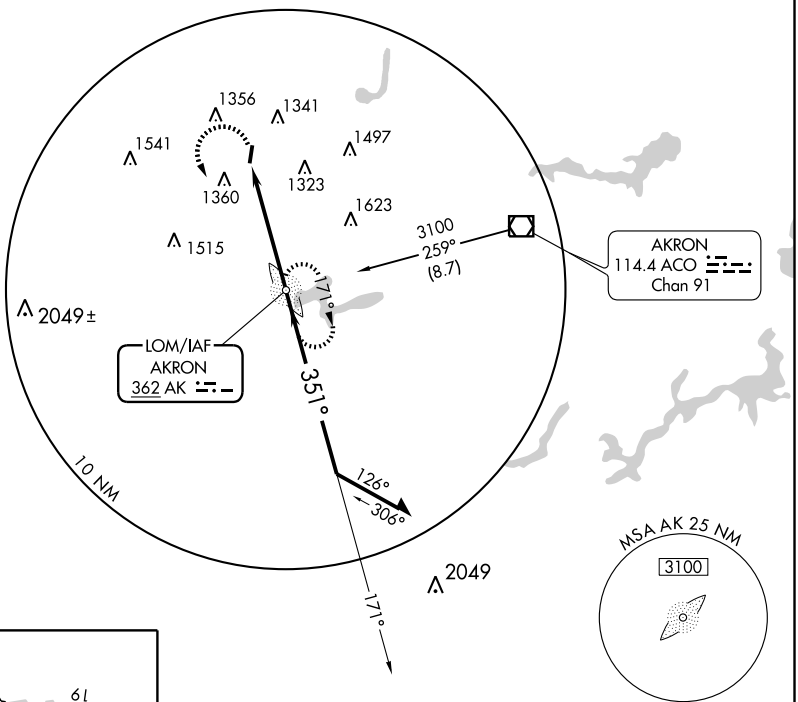
NDB RWY 1

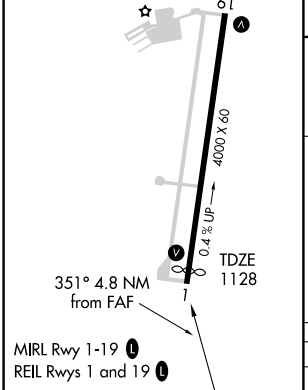
KENT STATE UNIVERSITY (1G3)

NA Use Akron-Canton altimeter setting.

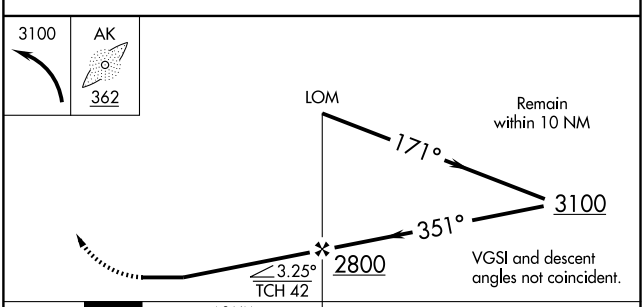
MISSED APPROACH: Climbing left turn to 3100 direct AK LOM and hold.

AKRON-CANTON APP CON ★		CLNC DEL	UNICOM	
118.6	371.875	125.65	122.725 (CTAF)	122.9 L





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-1	1760-1	632 (700-1)	1760-1¾ 632 (700-1¾)	NA
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

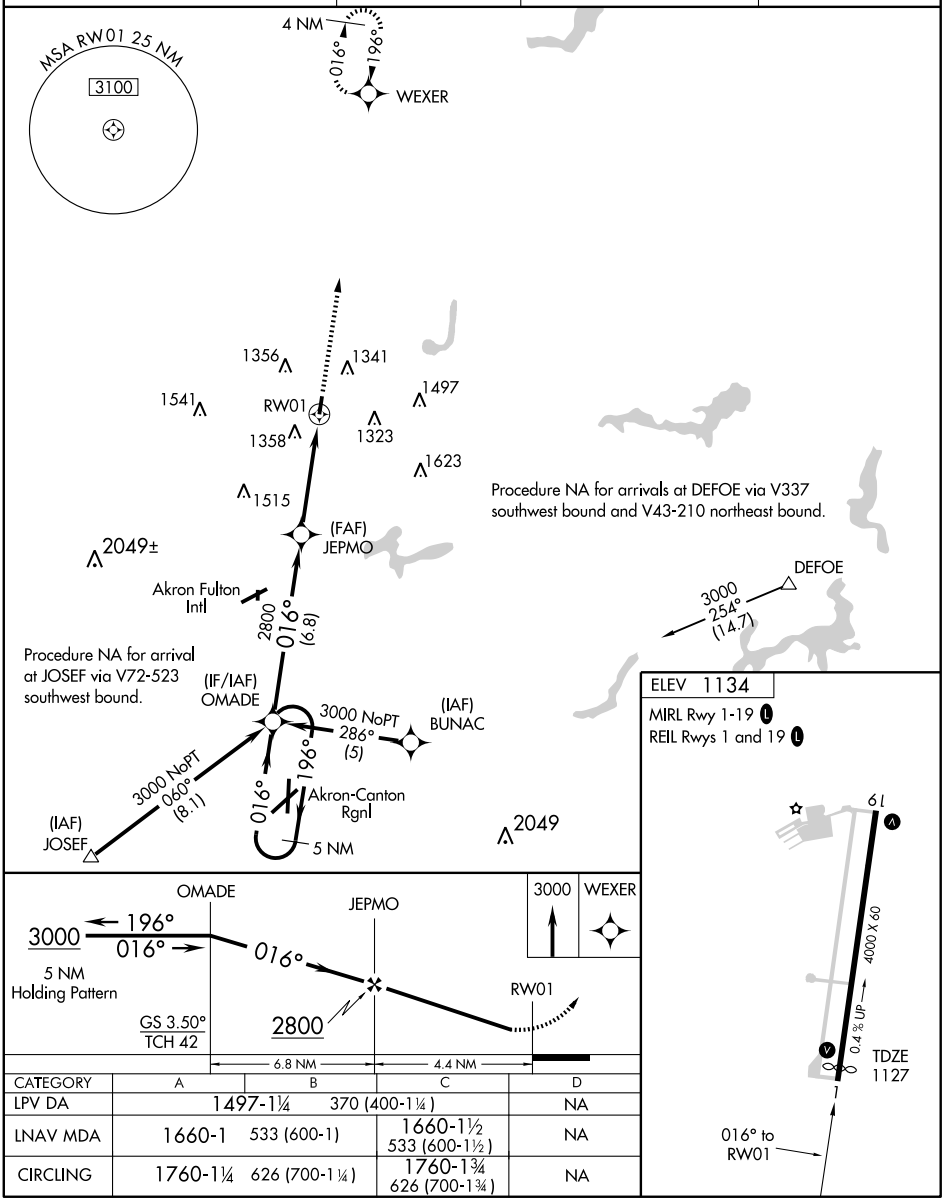
WAAS	APP CRS	Rwy Idg	3950
CH 61001	016°	TDZE	1127
W01A		Apt Elev	1134

RNAV (GPS) RWY 1

KENT STATE UNIVERSITY (1G3)

NA	DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.	MISSED APPROACH: Climb to 3000 direct WEXER and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L



ELEV 1134
MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

CATEGORY	A	B	C	D
LPV DA	1497-1¼	370 (400-1¼)		NA
LNAV MDA	1660-1	533 (600-1)	1660-1½ 533 (600-1½)	NA
CIRCLING	1760-1¼	626 (700-1¼)	1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 65701	196°	TDZE	1134
W19A		Apt Elev	1134

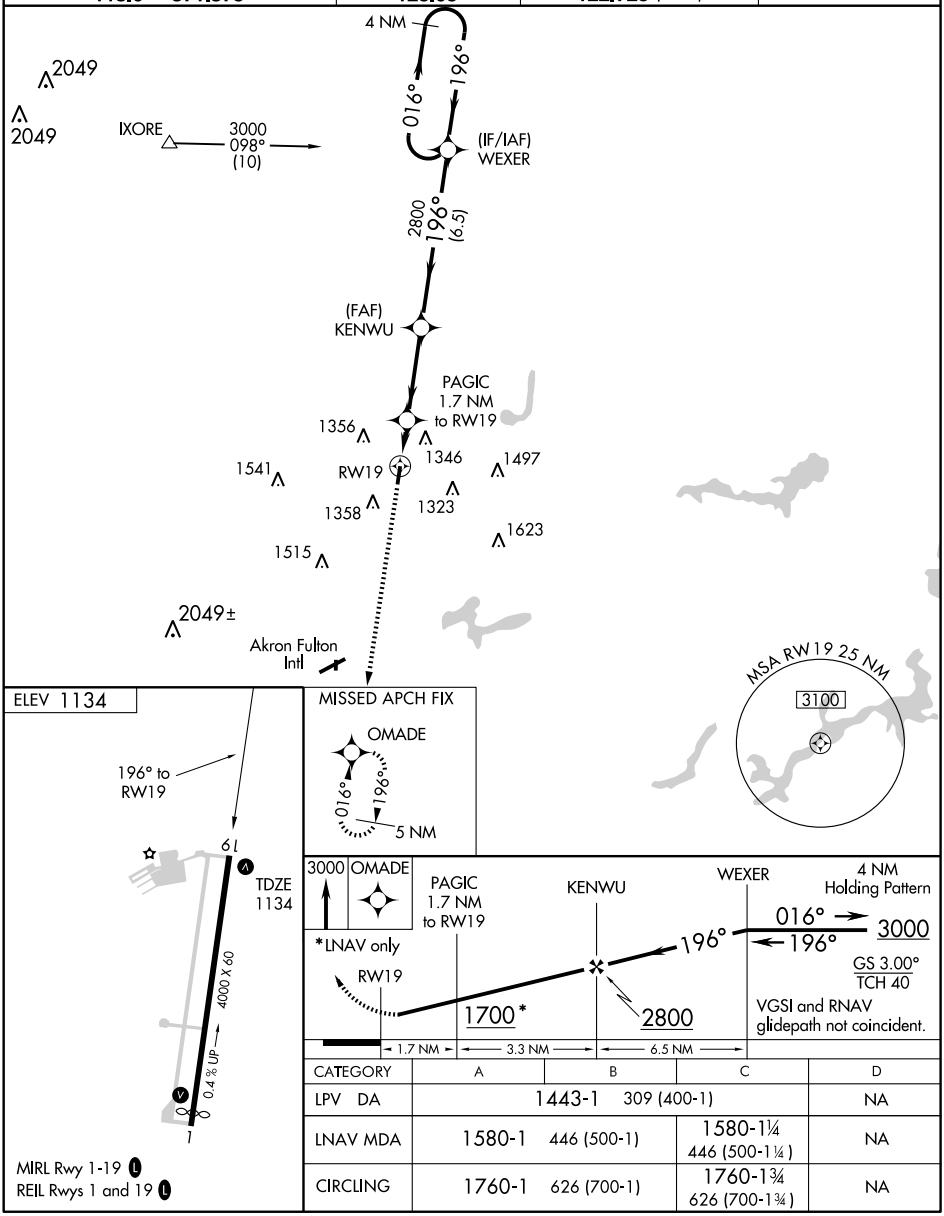
RNAV (GPS) RWY 19

KENT STATE UNIVERSITY (1G3)

NA DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting, and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct OMADE and hold.

AKRON-CANTON APP CON *	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L



CATEGORY	A	B	C	D
LPV DA	1443-1 309 (400-1)			NA
LNAV MDA	1580-1 446 (500-1)		1580-1¼ 446 (500-1¼)	NA
CIRCLING	1760-1 626 (700-1)		1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

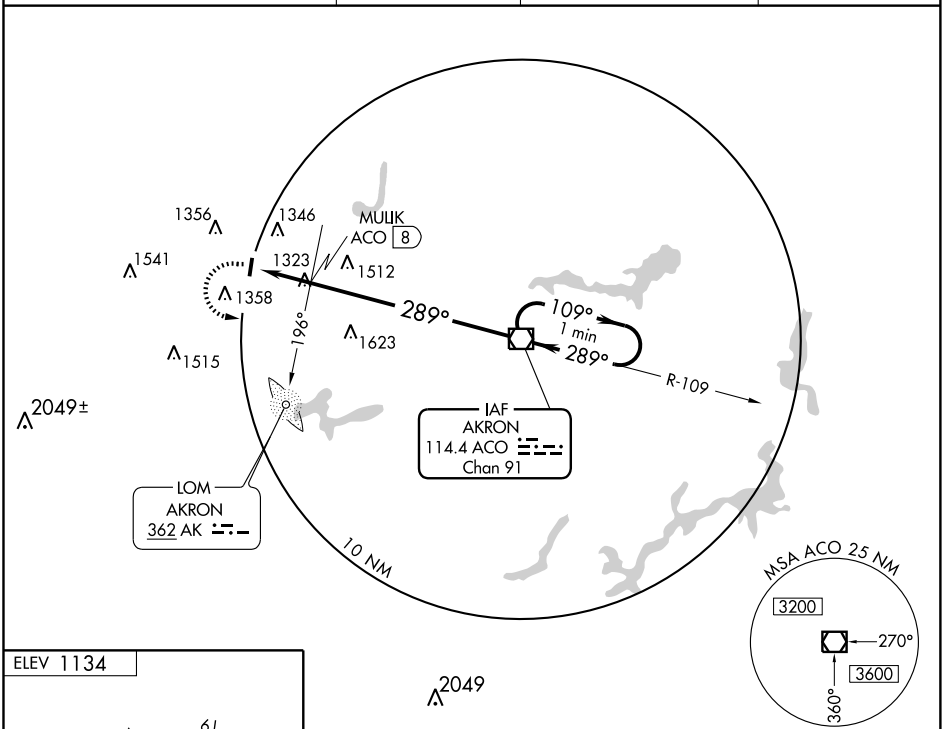
VOR/DME ACO 114.4 Chan 91	APP CRS 289°	Rwy Idg N/A TDZE N/A Apt Elev 1134

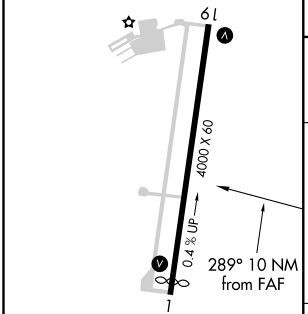
VOR-A

KENT STATE UNIVERSITY (1G3)

⚠ NA Use Akron-Canton altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.

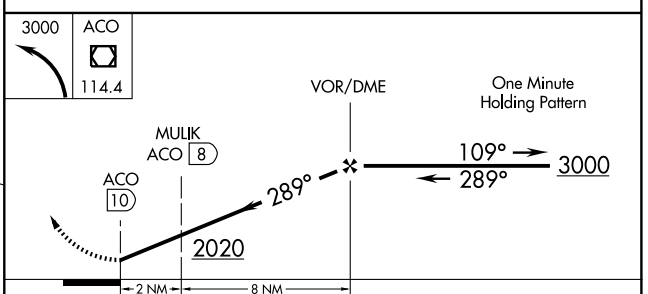
AKRON-CANTON APP CON ★	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

FAF to MAP 10 NM					
Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20

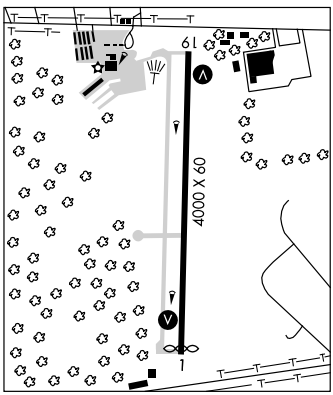


CATEGORY	A	B	C	D
CIRCLING	2020-1¼	886 (900-1¼)	2020-2¾ 886 (900-2¾)	NA
MULIK FIX MINIMUMS				
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KELLEYS ISLAND LAND FLD (89D) 1 NE UTC−5(−4DT) N41°36.17′ W82°41.08′ **DETROIT**
598 NOTAM FILE CLE
RWY 18–36: H2270X35 (ASPH) LIRL
RWY 18: Bldg. **RWY 36:** Trees.
RWY 09–27: H2203X50 (ASPH) LIRL
RWY 09: Trees. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Rwy 18-36 CLOSED indef. Rwy 09–27 pavement poor—weathered with cracks. Ldg fee.
COMMUNICATIONS: CTAF 122.9

KENT STATE UNIV (1G3) 3 W UTC−5(−4DT) N41°09.08′ W81°24.91′ **DETROIT**
1134 B S4 **FUEL** 100LL, JET A1+ TPA—1984(850) NOTAM FILE CLE **L–30G**
RWY 01–19: H4000X60 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. VASI(V4L)—GA 3.5° TCH 42′. Thld dsplcd 49′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1130Z‡–dusk, Sat–Sun 1300Z‡–dusk. Self svc fuel avbl. Self svc fuel OTS indef. Ramp fee for multi–engine and turbine powered acft—waived with fuel purchase. Deer on and invof arpt. For noise abatement procedures ctc arpt manager on 330–672–1943. ACTIVATE MIRL Rwy 01–19; VASI and REIL Rwy 01 and Rwy 19—122.9. Rwy 01 and Rwy 19 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
CLNC DEL 125.65
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 289° 10 NM to fld. 1194/4W.
AKRON NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 353° 5.1 NM to fld. NOTAM FILE CLE.



KENTON

HARDIN CO (I95) 3 SW UTC−5(−4DT) N40°36.61′ W83°38.66′ **DETROIT**
1022 B S4 **FUEL** 100LL, JET A1+ TPA—2022(1000) NOTAM FILE DAY **L–27E**
RWY 04–22: H4797X75 (ASPH) S–19 MIRL 0.5% up SW **IAP**
RWY 04: Fence. **RWY 22:** Road.
AIRPORT REMARKS: Attended Sat–Sun 1400–2000Z‡, May–Oct Mon–Fri 1300–0100Z‡, Nov–Apr Mon–Fri 1400–2300Z‡. Birds on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIANAPOLIS CENTER APP/DEP CON 128.075
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 168° 21.3 NM to fld. 820/2W.
ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 115° 15.9 NM to fld. NOTAM FILE DAY. VOR portion unusable 091°–109° byd 20 NM.

KNOX CO (See MOUNT VERNON)

KOONS (See SALEM)

LAGRANGE (92D) 2 S UTC−5(−4DT) N41°12.17′ W82°06.91′ **DETROIT**
843 TPA—1843(1000) NOTAM FILE CLE
RWY 09–27: 2670X95 (TURF)
RWY 09: P–line. **RWY 27:** Trees
RWY 18–36: 1410X95 (TURF)
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt occasionally CLOSED for radio controlled model flying. Req blind call on 122.9 at arrival and departure as safety procedure. Rwy 09–27 and Rwy 18–36 soft when wet during spring or after heavy rains, ctc arpt manager for rwy condition 440–610–6013. Rwy 36 has no line of sight with Rwy 09 and Rwy 27 ends. Rwy 18–36 marked with white tires.
COMMUNICATIONS: CTAF 122.9

LAKEFIELD (See CELINA)

VORTAC FDY 108.2 Chan 19	APP CRS 222°	Rwy Idg 4797 TDZE 1030 Apt Elev 1030

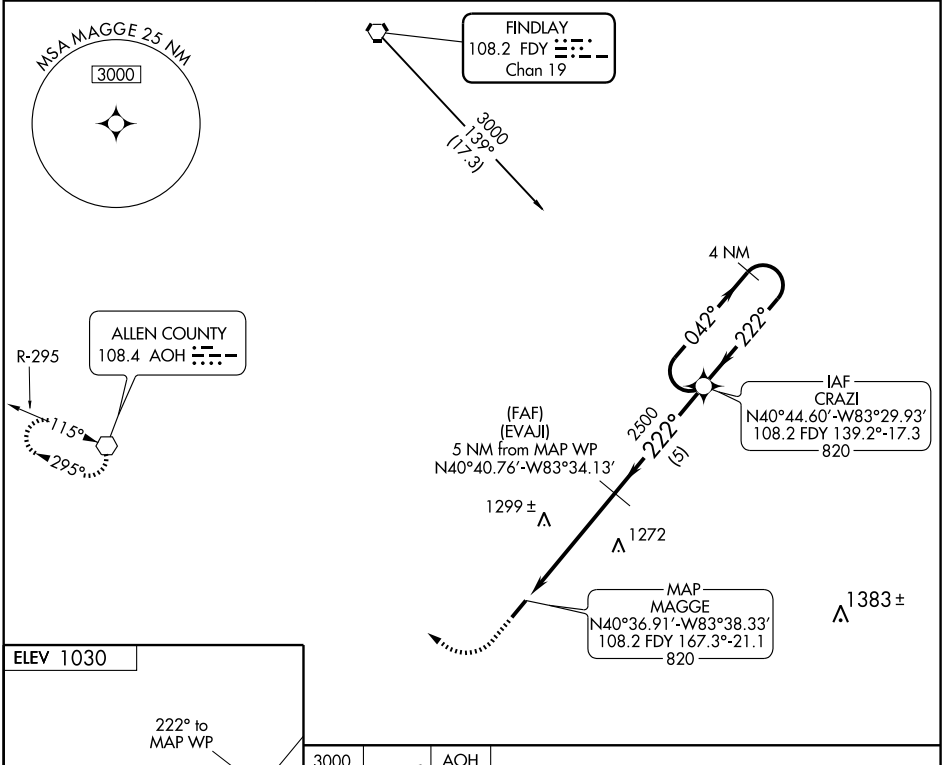
VOR/DME RNAV or GPS RWY 22

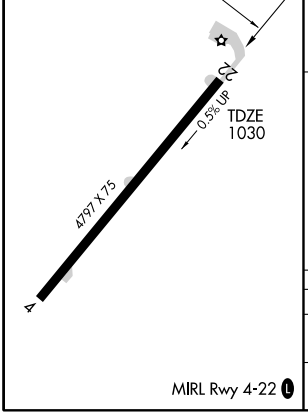
KENTON/HARDIN COUNTY (I95)

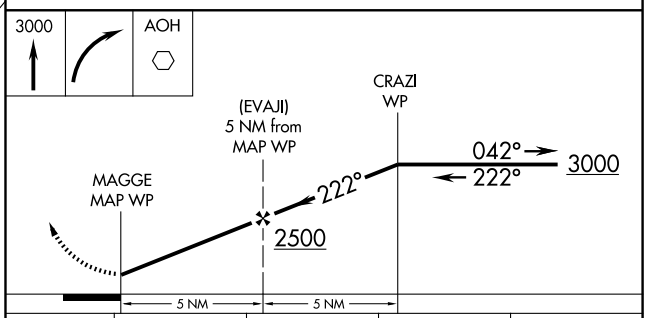
NA — Use Findlay altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AOH VOR and hold.

FINDLAY ASOS	INDIANAPOLIS CENTER	UNICOM
124.425	128.075 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1660-1 630 (700-1)	1660-1¼ 630 (700-1¼)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)
CIRCLING	1660-1 630 (700-1)	1660-1¼ 630 (700-1¼)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)

MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR AOH	APP CRS	Rwy Idg	N/A
108.4	115°	TDZE	N/A
		Apt Elev	1030

VOR or GPS-A

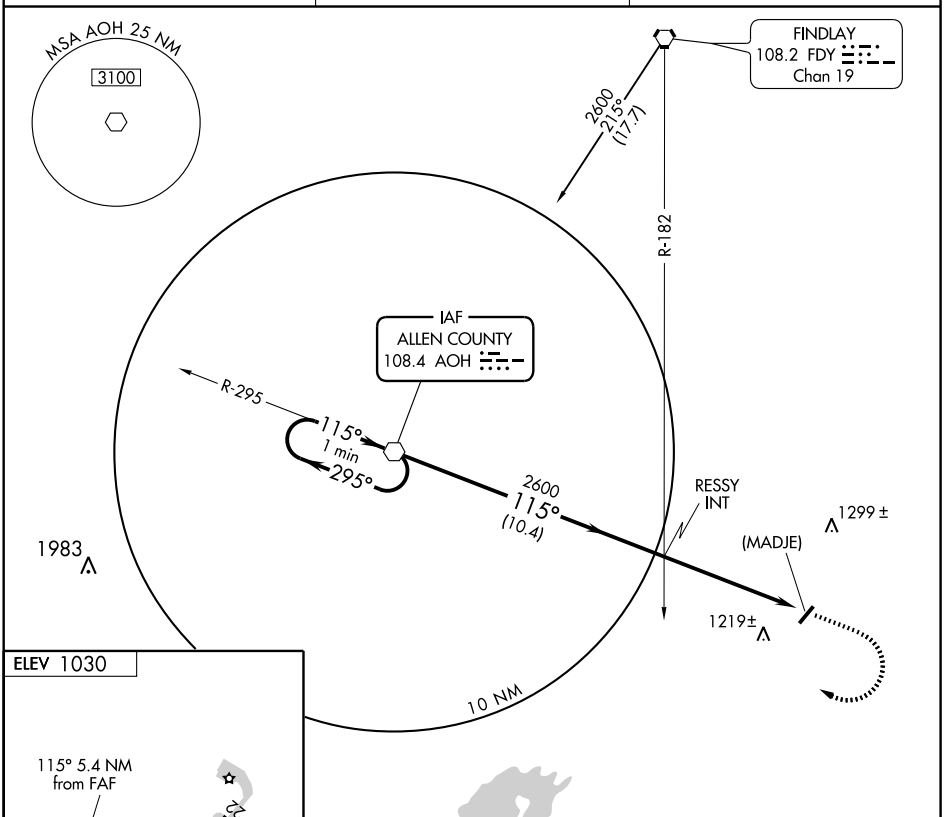
KENTON/HARDIN COUNTY (I95)

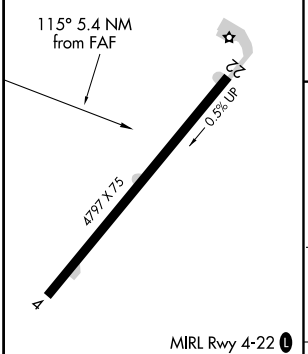
NA

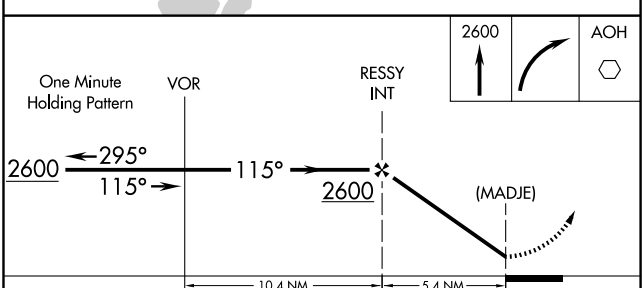
Use Findlay altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AOH VOR and hold.

FINDLAY ASOS	INDIANAPOLIS CENTER	UNICOM
124.425	128.075 269.0	122.8 (CTAF) L







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	1620-1 590 (600-1)	1640-1 610 (700-1)	1640-1¾ 610 (700-1¾)	1640-2 610 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAKELAND N41°40.94′ W81°22.74′ NOTAM FILE CLE. DETROIT
NDB (MHW) 263 LQL at Willoughby Lost Nation Muni. NDB unmonitored. L–30G

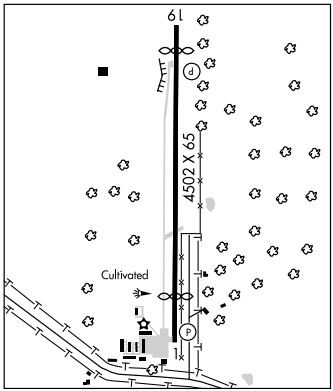
LANCASTER

FAIRFIELD CO (LHQ) 3 NW UTC−5(−4DT) N39°45.34′ W82°39.43′ CINCINNATI
868 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE LHQ H–10G, L–29A
RWY 10–28: H5004X75 (ASPH) S–25.5, D–38.5 HIRL IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 279′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dark. Arpt unattended Christmas, New Years and Thanksgiving. Fuel available 24 hrs with credit card. Run up area N end Rwy 28 closed permanently. Rwy 28 calm wind preferred rwy. ACTIVATE HIRL Rwy 10–28 and REILS Rwy 10 and Rwy 28—122.725. PAPI Rwy 10 and Rwy 28 operates 24 hours.
WEATHER DATA SOURCES: ASOS 118.375 (740) 681–1097.
COMMUNICATIONS: CTAF/UNICOM 122.725
APPLETON RCO 122.1R 116.7T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3 **CLNC DEL** 121.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.07′ W82°35.30′ 194° 23.9 NM to fld. 1360/6W. HIWAS.
CASER NDB (LOM) 338 LH N39°44.93′ W82°32.12′ 280° 5.7 NM to fld. Unmonitored.
ILS 111.9 I–LHQ Rwy 28. LOM CASER NDB. LOC only. LOM unmonitored. LOC unmonitored.

LANSDOWNE (See YOUNGSTOWN)

LAWRENCE CO AIRPARK (See CHESAPEAKE–HUNTINGTON WVA)

LEBANON–WARREN CO (I68) 3 NW UTC−5(−4DT) N39°27.73′ W84°15.11′ CINCINNATI
898 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE DAY L–27E
RWY 01–19: H4502X65 (ASPH) RWY MIRL (NSTD) 0.3% up N IAP
RWY 01: REIL. PAPI(P4R). Thld dsplcd 630′. P-line. Rgt tfc.
RWY 19: REIL. PAPI(P4L). Thld dsplcd 410′ (dalgt). Trees.
AIRPORT REMARKS: Attended 1230–0300Z‡. PAEW adjacent rwy and twy indef. NSTD MIRL Rwy 01–19, not located at correct place adjacent to dsplcd thld markings. Rwy 19 dsplcd thld not lgtd. Rwy 01 dsplcd thld at the 630′ mark is not lgtd. The former dsplcd thld at 363′ mark is lgtd for night ops. Rwy 19 PAPI OTS indef. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01–19—123.075.
WEATHER DATA SOURCES: AWOS–3 120.55 (513) 934–5500.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
DAYTON CLNC DEL 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 279° 21 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 159° 7.7 NM to fld. NOTAM FILE DAY. Unmonitored.



GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

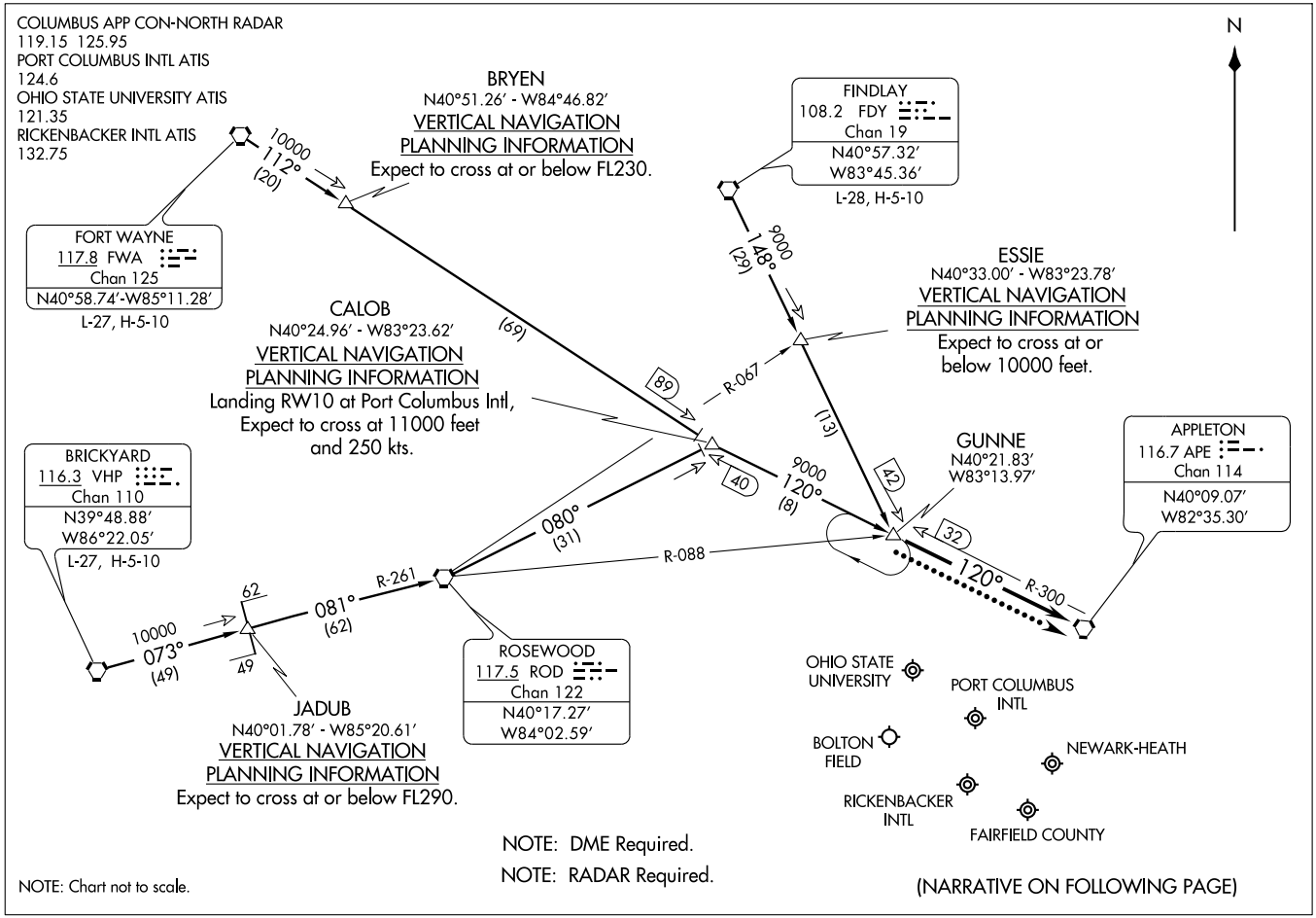
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LHQ	APP CRS	Rwy Idg	4725
111.9	280°	TDZE	864
		Apt Elev	869

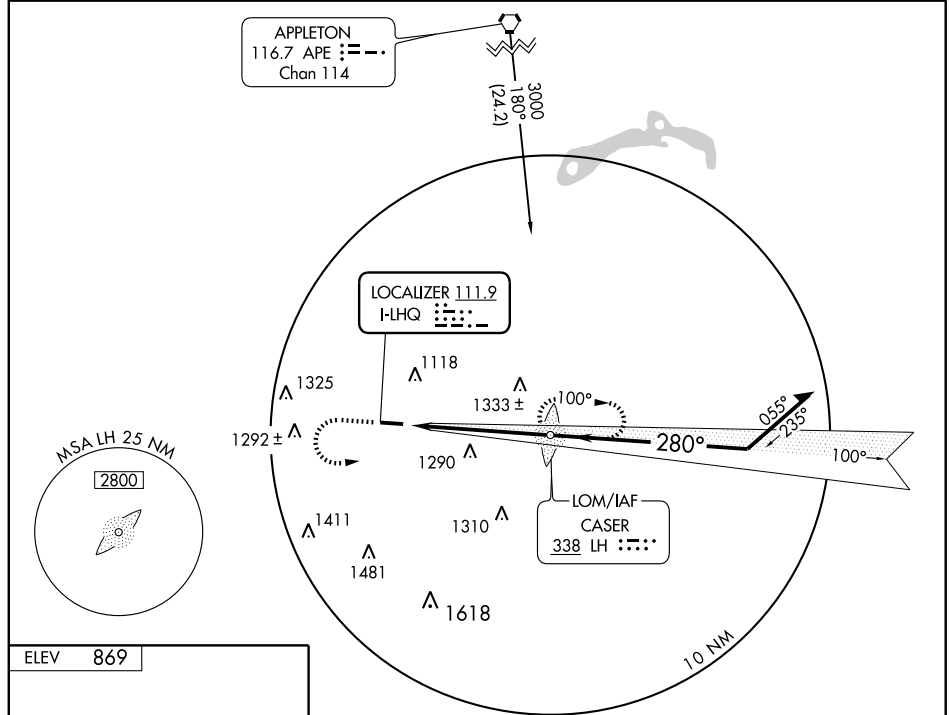
LOC RWY 28

LANCASTER/FAIRFIELD COUNTY (LHQ)

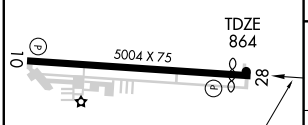
NA

MISSED APPROACH: Climb to 2700 then left turn direct CASER LOM and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L



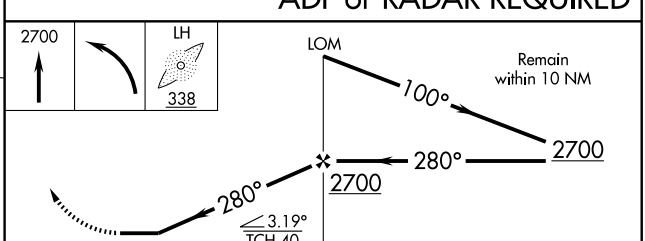
ELEV 869



REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-28	1520-1	656 (700-1)	1520-1¾ 656 (700-1¾)	NA
CIRCLING	1520-1 651 (700-1)	1540-1 671 (700-1)	1640-2¼ 771 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97701 W10A	APP CRS 100°	Rwy Idg 5004 TDZE 857 Apt Elev 868

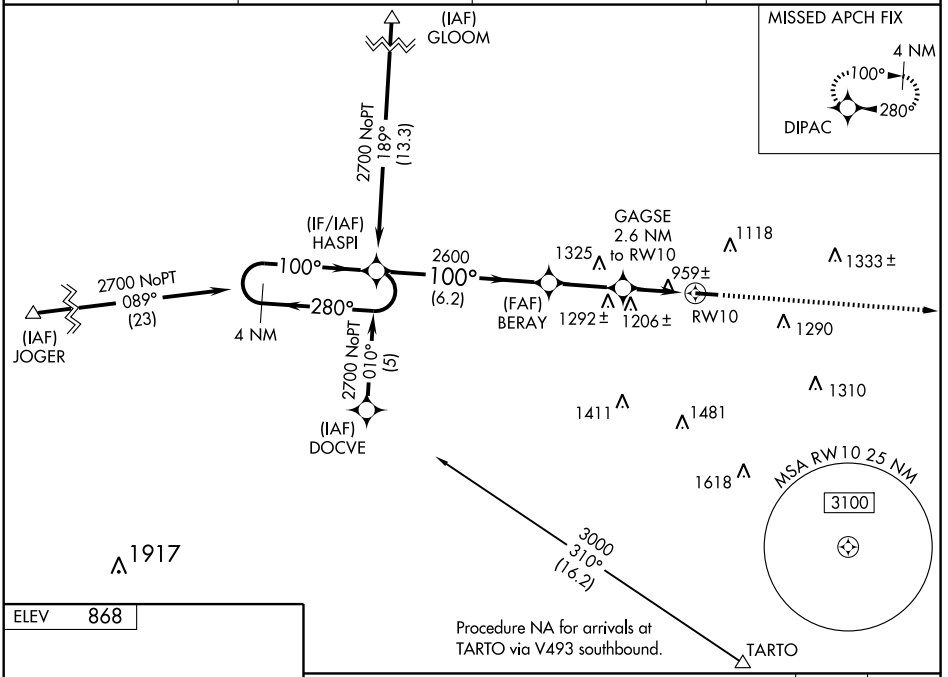
RNAV (GPS) RWY 10

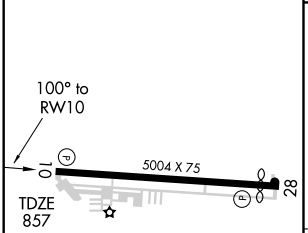
LANCASTER/FAIRFIELD COUNTY (LHQ)

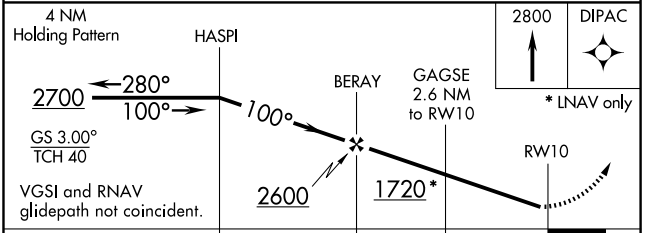
Baro-VNAV NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct DIPAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/VNAV DA	1291-1½ 434 (500-1½)			NA
LNAV MDA	1460-1 603 (600-1)		1460-1¾ 603 (600-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4725
280°	TDZE	864
	Apt Elev	868

RNAV (GPS) RWY 28

LANCASTER/FAIRFIELD COUNTY (LHQ)

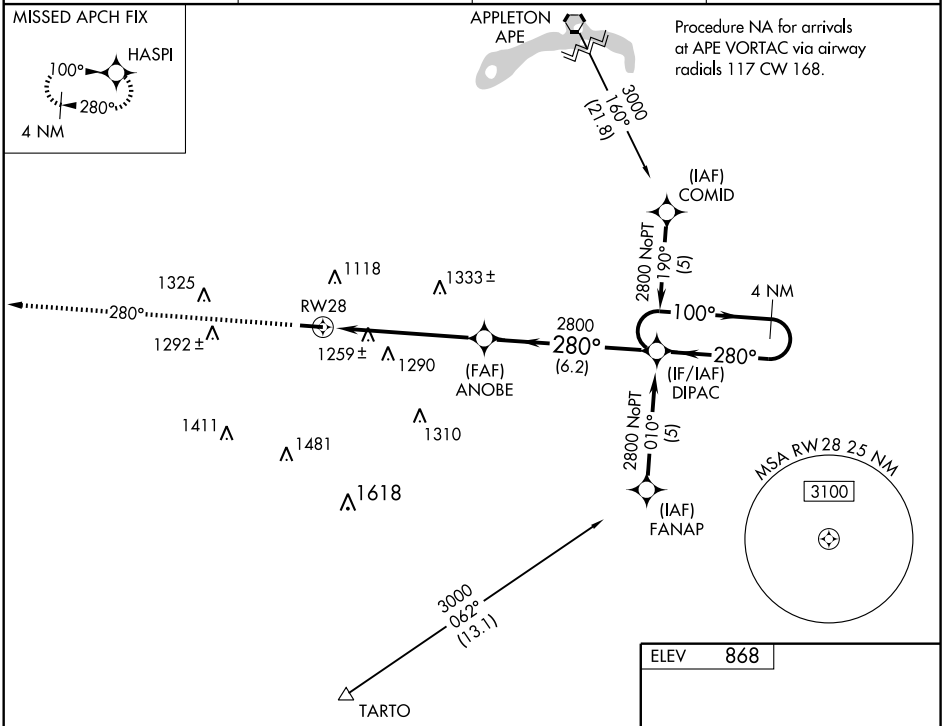
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, and LNAV/Circling visibility Cat C ¼ mile.

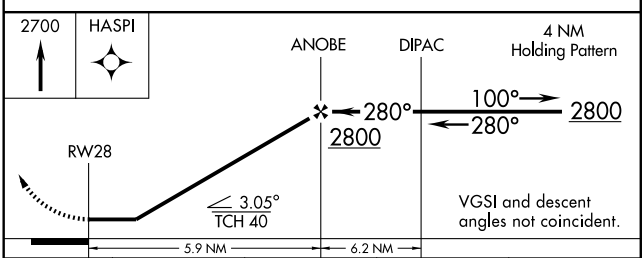
MISSED APPROACH: Climb to 2700 direct HASPI and hold.

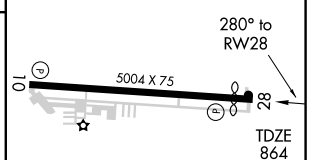
ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L

MISSED APCH FIX

Procedure NA for arrivals at APE VORTAC via airway radials 117 CW 168.







CATEGORY	A	B	C	D
LNAV MDA	1520-1 656 (700-1)		1520-1¾ 656 (700-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC APE 116.7 Chan 114	APP CRS 194°	Rwy Idg N/A TDZE N/A Apt Elev 869

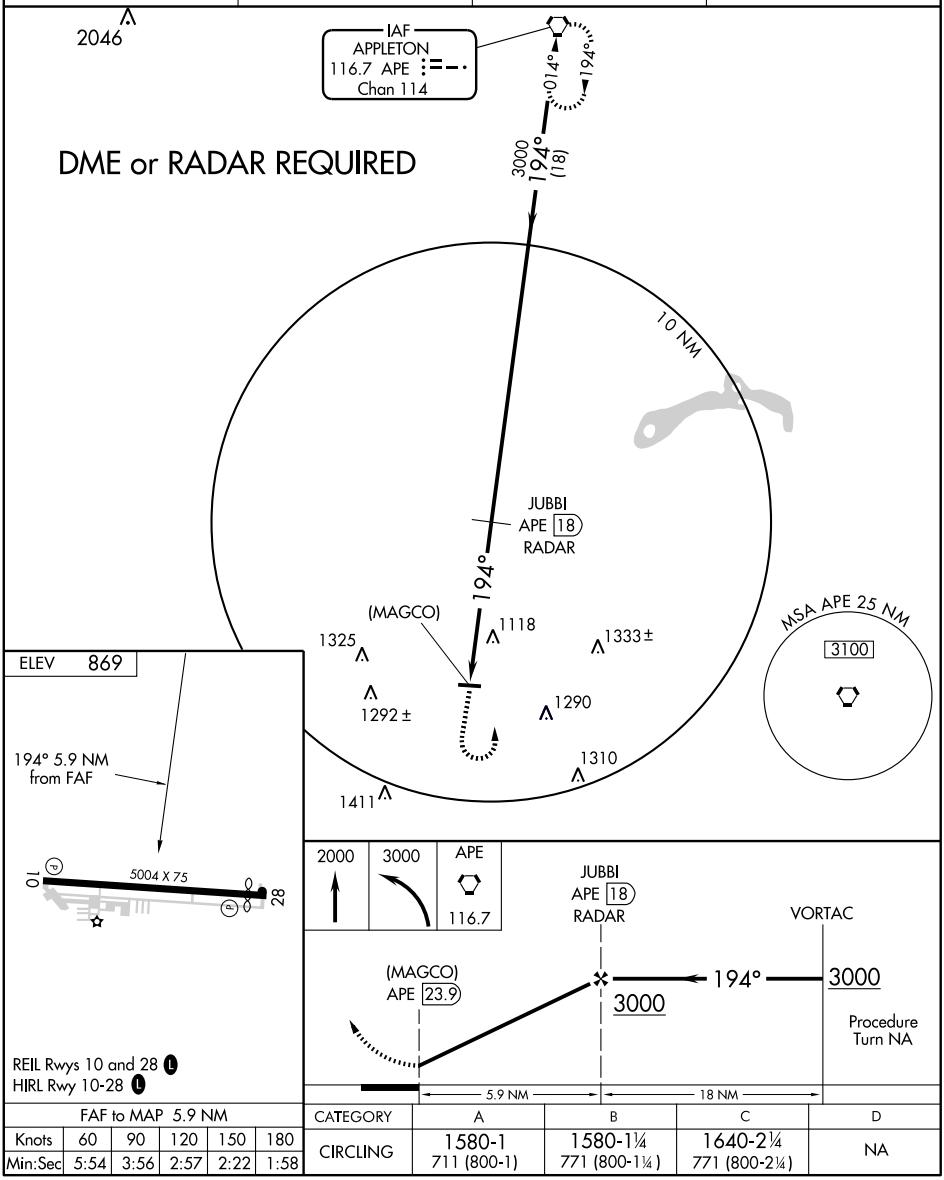
VOR or GPS-A

LANCASTER/FAIRFIELD COUNTY (LHQ)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	1580-1 711 (800-1)	1580-1¼ 771 (800-1¼)	1640-2¼ 771 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAKELAND N41°40.94′ W81°22.74′ NOTAM FILE CLE. DETROIT
NDB (MHW) 263 LQL at Willoughby Lost Nation Muni. NDB unmonitored. L–30G

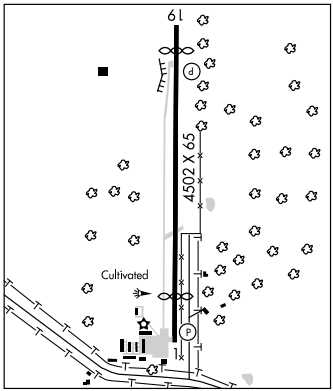
LANCASTER

FAIRFIELD CO (LHQ) 3 NW UTC−5(−4DT) N39°45.34′ W82°39.43′ CINCINNATI
868 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE LHQ H–10G, L–29A
RWY 10–28: H5004X75 (ASPH) S–25.5, D–38.5 HIRL IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 279′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dark. Arpt unattended Christmas, New Years and Thanksgiving. Fuel available 24 hrs with credit card. Run up area N end Rwy 28 closed permanently. Rwy 28 calm wind preferred rwy. ACTIVATE HIRL Rwy 10–28 and REILS Rwy 10 and Rwy 28—122.725. PAPI Rwy 10 and Rwy 28 operates 24 hours.
WEATHER DATA SOURCES: ASOS 118.375 (740) 681–1097.
COMMUNICATIONS: CTAF/UNICOM 122.725
APPLETON RCO 122.1R 116.7T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3 **CLNC DEL** 121.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.07′ W82°35.30′ 194° 23.9 NM to fld. 1360/6W. HIWAS.
CASER NDB (LOM) 338 LH N39°44.93′ W82°32.12′ 280° 5.7 NM to fld. Unmonitored.
ILS 111.9 I–LHQ Rwy 28. LOM CASER NDB. LOC only. LOM unmonitored. LOC unmonitored.

LANSDOWNE (See YOUNGSTOWN)

LAWRENCE CO AIRPARK (See CHESAPEAKE–HUNTINGTON WVA)

LEBANON–WARREN CO (I68) 3 NW UTC−5(−4DT) N39°27.73′ W84°15.11′ CINCINNATI
898 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE DAY L–27E
RWY 01–19: H4502X65 (ASPH) RWY MIRL (NSTD) 0.3% up N IAP
RWY 01: REIL. PAPI(P4R). Thld dsplcd 630′. P-line. Rgt tfc.
RWY 19: REIL. PAPI(P4L). Thld dsplcd 410′ (dalgt). Trees.
AIRPORT REMARKS: Attended 1230–0300Z‡. PAEW adjacent rwy and twy indef. NSTD MIRL Rwy 01–19, not located at correct place adjacent to dsplcd thld markings. Rwy 19 dsplcd thld not lgtd. Rwy 01 dsplcd thld at the 630′ mark is not lgtd. The former dsplcd thld at 363′ mark is lgtd for night ops. Rwy 19 PAPI OTS indef. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01–19—123.075.
WEATHER DATA SOURCES: AWOS–3 120.55 (513) 934–5500.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
DAYTON CLNC DEL 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 279° 21 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 159° 7.7 NM to fld. NOTAM FILE DAY. Unmonitored.



LOM MW	APP CRS	Rwy ldg	N/A
223	158°	TDZE	N/A
		Apt Elev	898

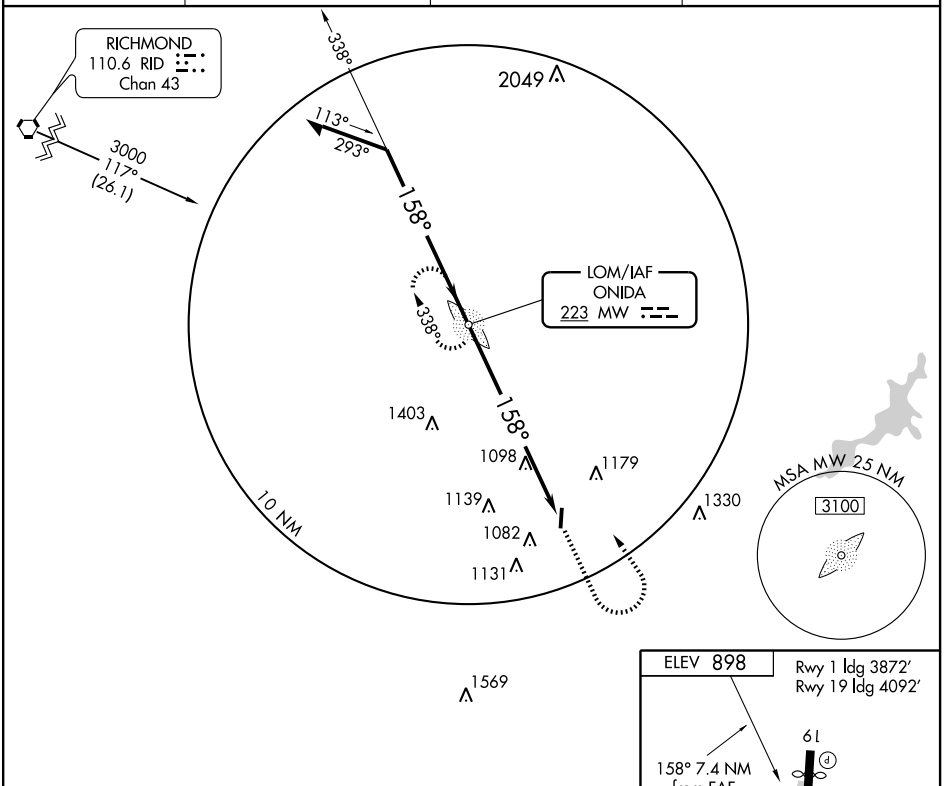
NDB-A

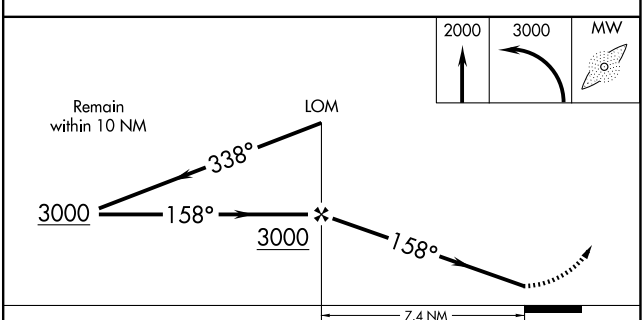
LEBANON-WARREN COUNTY (I68)

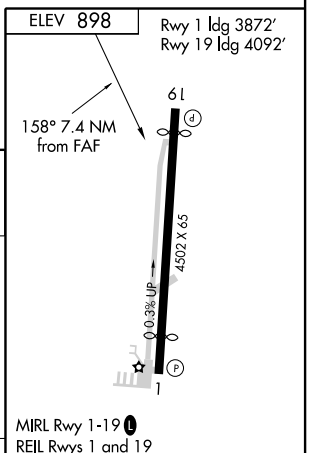
⚠ NA — When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1680-1 782 (800-1)	1680-1¼ 782 (800-1¼)	1680-2¼ 782 (800-2¼)	1680-2½ 782 (800-2½)

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	3872
009°	TDZE	889
	Apt Elev	898

RNAV (GPS) RWY 1

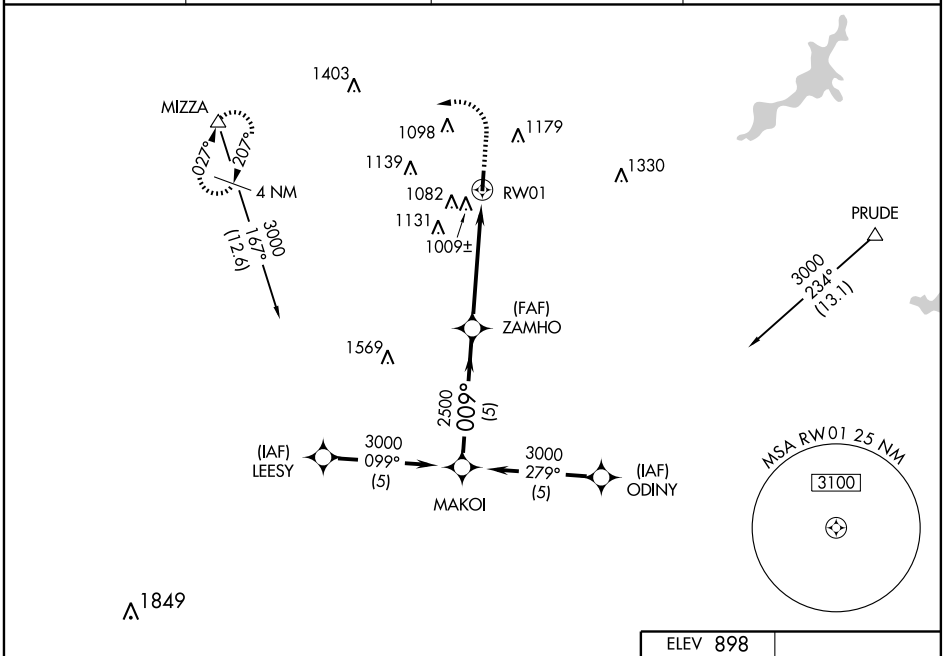
LEBANON-WARREN COUNTY (I68)

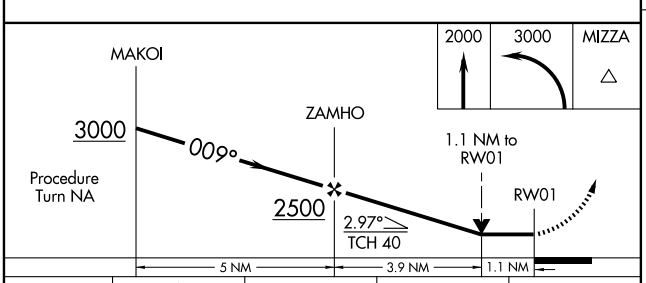
NA

When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting. VDP NA with Dayton-Wright Brothers altimeter setting. DME/DME RNP-0.3 NA.

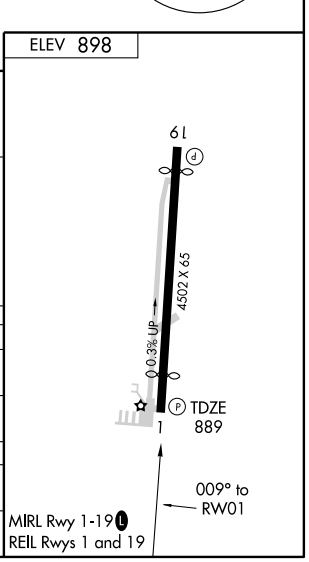
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MIZZA WP and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 371 (400-1)			1260-1¼ 371 (400-1¼)
CIRCLING	1440-1 542 (600-1)		1480-1½ 582 (600-1½)	1480-2 582 (600-2)
DAYTON-WRIGHT BROTHERS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1300-1 411 (500-1)		1300-1¼ 411 (500-1¼)	
CIRCLING	1480-1 582 (600-1)		1520-1¾ 622 (700-1¾)	1520-2 622 (700-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

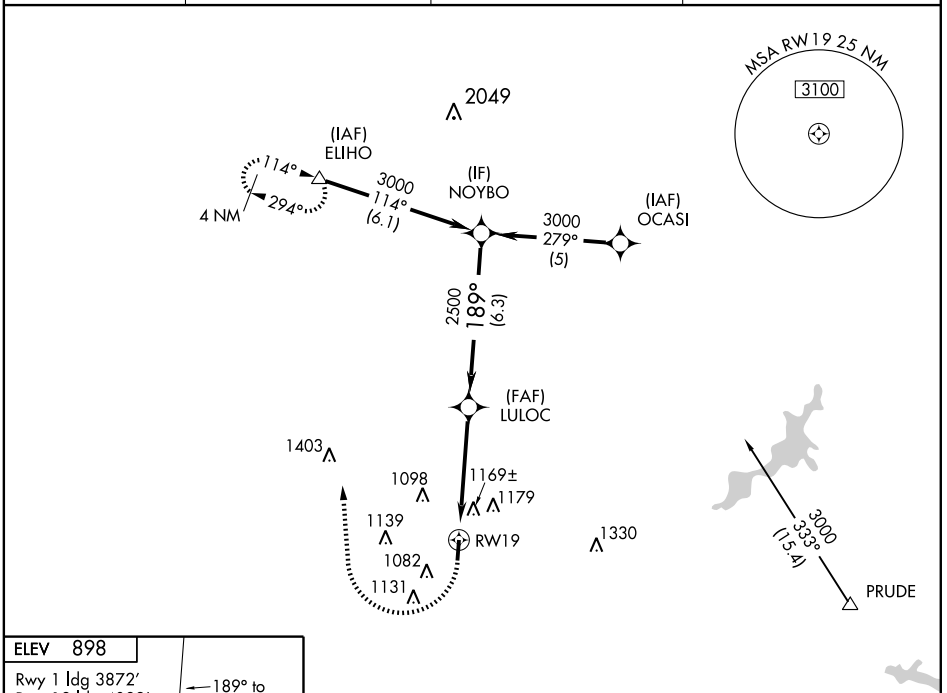
APP CRS	Rwy ldg	4092
189°	TDZE	897
	Apt Elev	898

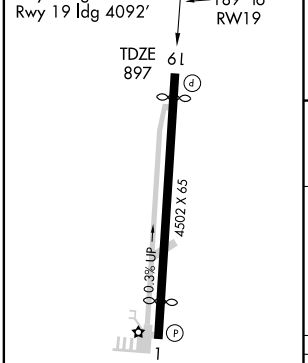
RNAV (GPS) RWY 19
LEBANON-WARREN COUNTY (I68)

NA When local altimeter not received, use Dayton-Wright Brothers altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

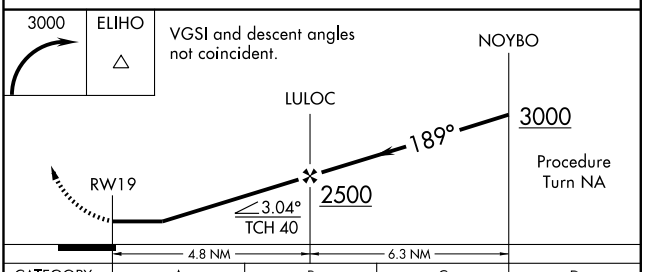
MISSED APPROACH: Climbing right turn to 3000 direct ELIHO and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	1420-1	523 (600-1)	1420-1½ 523 (600-1½)	1420-1¾ 523 (600-1¾)
CIRCLING	1480-1	582 (600-1)	1480-1½ 582 (600-1½)	1480-2 582 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LEIPSIC

RUHE'S (R47) 3W UTC−5(−4DT) N41°06.19′ W84°03.11′ **DETROIT**
801 S4 NOTAM FILE CLE **L–28J**

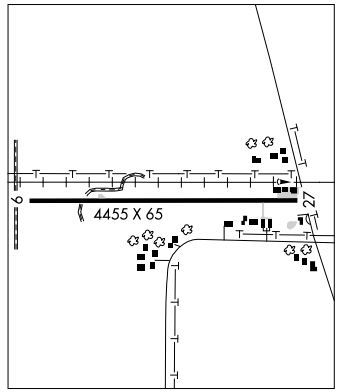
RWY 09–27: H4455X65 (ASPH) LIRL (NSTD)
RWY 09: Railroad. **RWY 27:** Antenna.

AIRPORT REMARKS: Attended dalgt hrs. Field primary for dusting/spraying ops. Most tkfs to W; ldgs E; no tfc pattern for agriculture planes. For LIRL Rwy 09–27 call 419–943–3352. Rwy 09–27 NSTD LIRL. Thld lgtd with 360° green lgts and Rwy lgts S side offset 20′.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 306° 16.1 NM to fld. 820/2W.



LIMA ALLEN CO (AOH) 5 SE UTC−5(−4DT) N40°42.45′ W84°01.62′ **DETROIT**

975 B S4 **FUEL** 100LL, JET A1 + OX 1 NOTAM FILE AOH **H–10G, L–27E**
IAP

RWY 10–28: H6000X150 (ASPH) D–60 HIRL 0.5% up E.
RWY 10: PAPI(P4L)—GA 3.0° TCH 46′. Tree.
RWY 28: REIL. PAPI(P4R)—GA 3.0° TCH 46′.

RWY 14–32: 2500X150 (ASPH–TURF)
RWY 14: Pole. **RWY 32:** Tree.

AIRPORT REMARKS: Attended Mon–Thr 1100–0100Z‡, Fri 1100–2300Z‡, Sat 1400–2000Z‡, Sun 1600–2000Z‡. Rwy 14–32 CLOSED winters. Rwy 14–32 first 600′ Rwy 32 paved 150′ wide. PAPI Rwy 10 and Rwy 28 opr continuously. ACTIVATE HIRL Rwy 10–28 and REIL Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 108.4 AOH (419) 224–6098.

COMMUNICATIONS: CTAF/UNICOM 122.7
ALLEN CO RCO 122.1R 108.4T (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 128.075

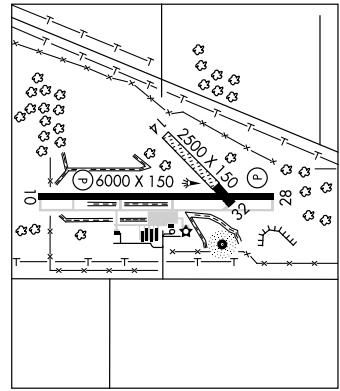
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 222° 19.3 NM to fld. 820/2W.
NOTAM FILE FDY.

ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 274° 2.7 NM to fld. **ASOS.**
VOR portion unusable 091°–109° byd 20 NM.

NDB (MHW) 362 LYL N40°42.27′ W84°01.40′ at fld. Unmonitored. SHUTDOWN.

ILS 109.3 I–AOH Rwy 28. Class 1E. LOC unusable byd 25° left side of course. ILS unmonitored.



LONDON N39°55.89′ W83°27.84′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 263 UYF at Madison Co. **L–29A**

LOC I-AOH	APP CRS	Rwy Idg	6000
109.3	276°	TDZE	975
		Apt Elev	975

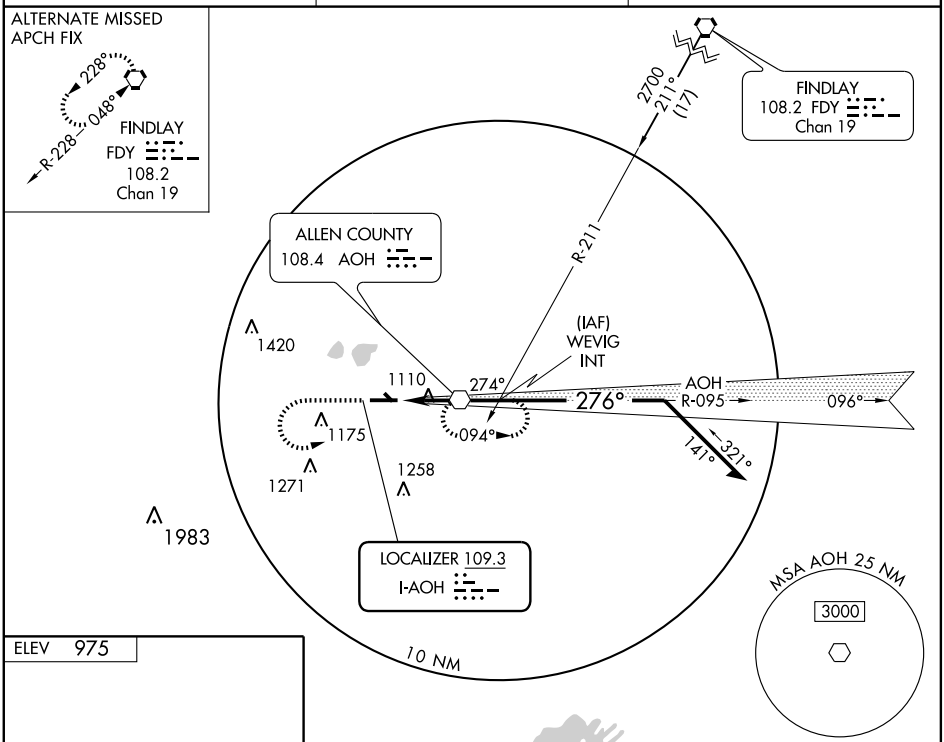
ILS or LOC RWY 28
LIMA ALLEN COUNTY (AOH)

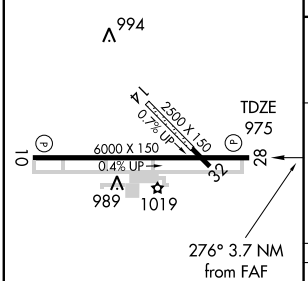
When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 28 all Cats visibility ¼ mile and increase S-LOC 28 Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

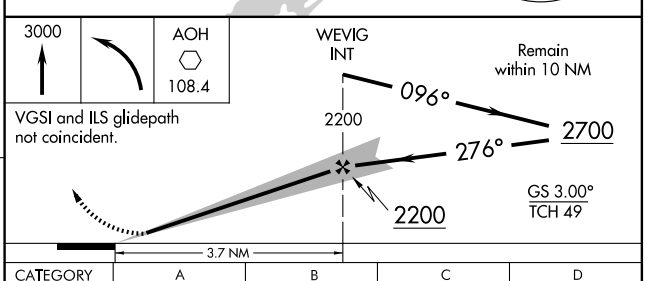
ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L





REIL Rwy 28 L
HIRL Rwy 10-28 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 28	1175-¾ 200 (200-¾)			
S-LOC 28	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
Ch 65816	096°	TDZE	961
W10A		Apt Elev	975

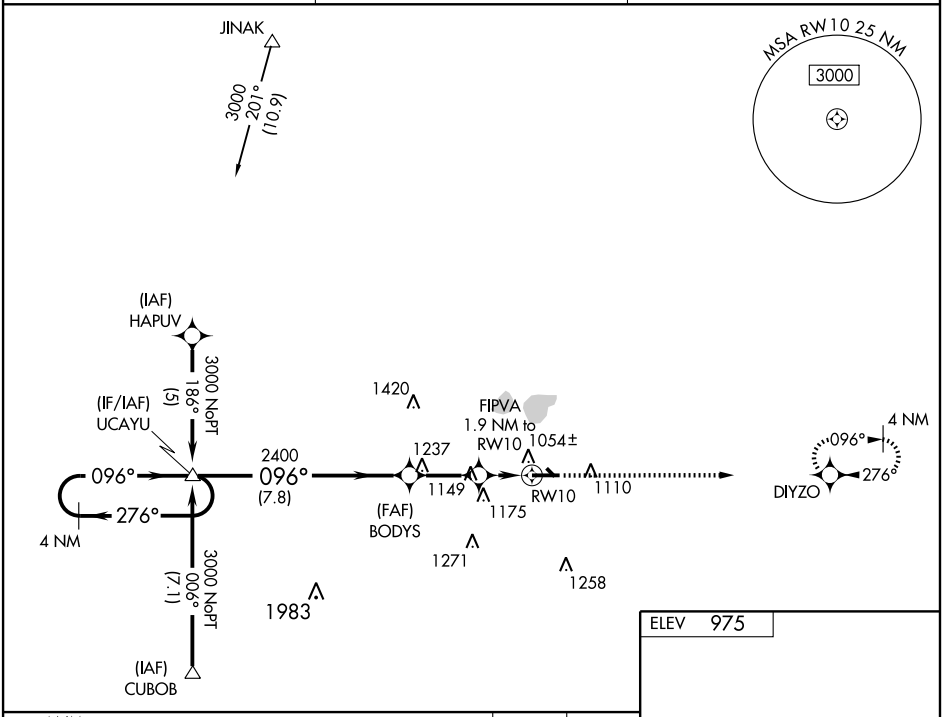
RNAV (GPS) RWY 10

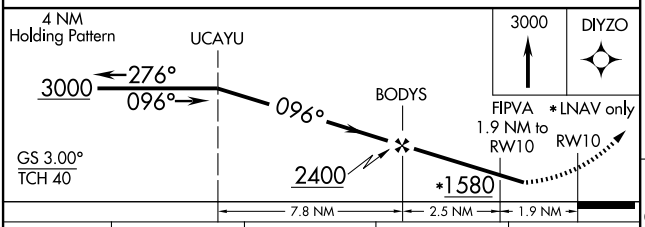
LIMA ALLEN COUNTY (AOH)

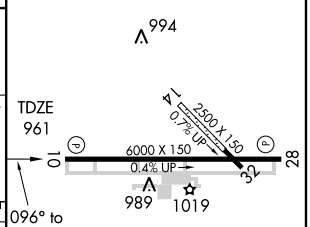
Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct DIYZO and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1252-1 291 (300-1)			
LNAV/VNAV DA	1324-1¼ 363 (400-1¼)			
LNAV MDA	1400-1 439 (500-1)		1400-1¼ 439 (500-1¼)	1400-1½ 439 (500-1½)
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

REIL Rwy 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
Ch 50511	276°	TDZE	975
W28A		Apt Elev	975

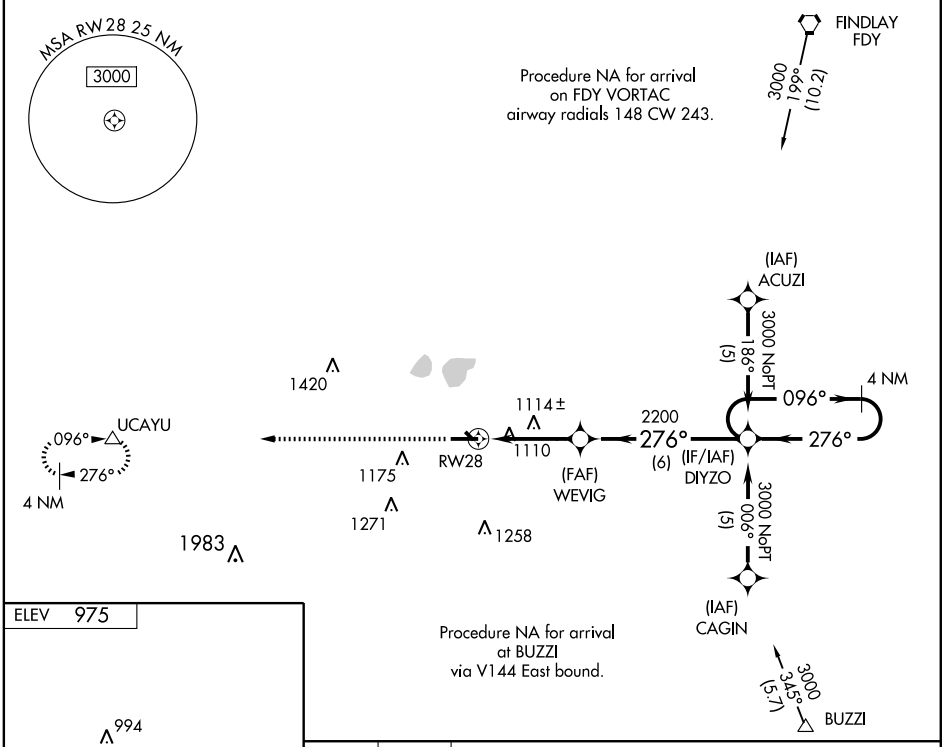
RNAV (GPS) RWY 28

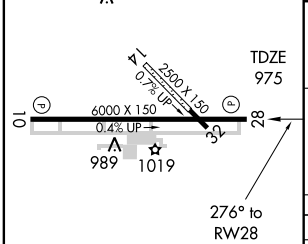
LIMA ALLEN COUNTY (AOH)

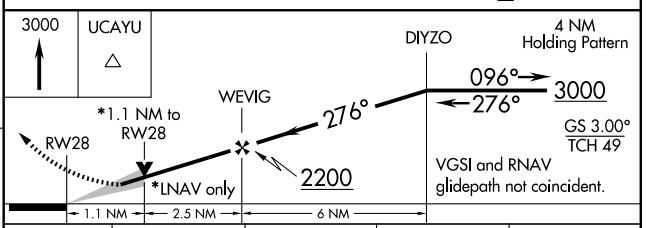
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibilities ¼ mile, and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct UCAYU and hold. When authorized by ATC, climb-in-hold to 6000.

ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1175-¾ 200 (200-¾)			
LNAV/VNAV DA	1391-1½ 416 (500-1½)			
LNAV MDA	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

REIL Rwy 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR AOH	APP CRS	Rwy Idg	6000
108.4	274°	TDZE	975
		Apt Elev	975

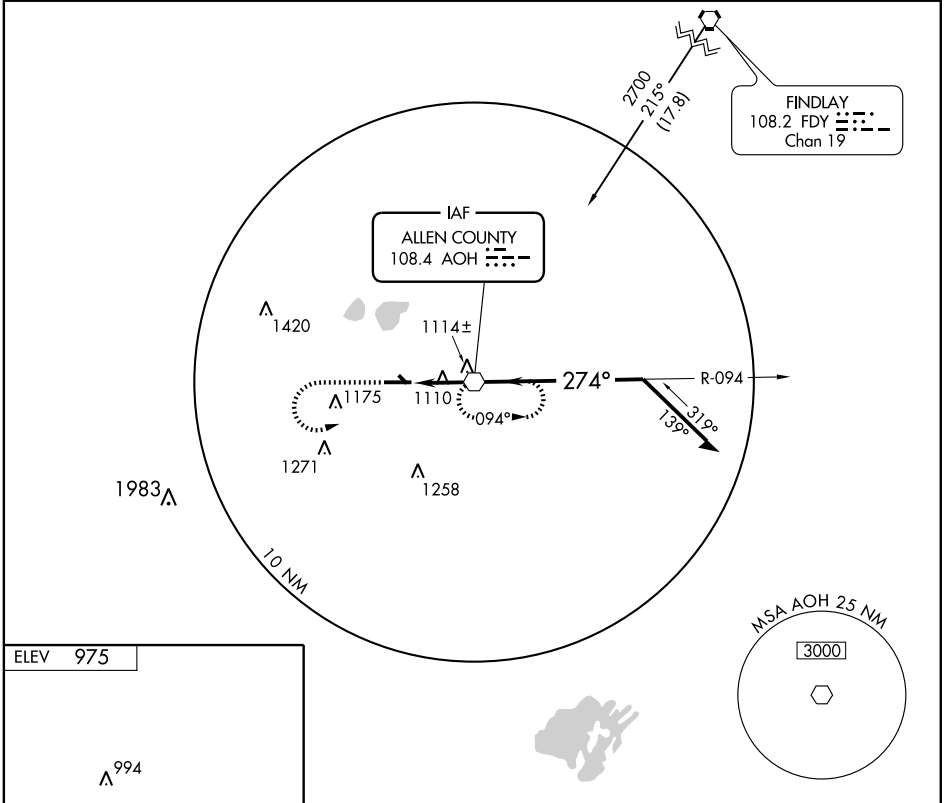
VOR RWY 28

LIMA ALLEN COUNTY (AOH)

When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 80 feet and S-28 Cat D visibility ¼ mile.

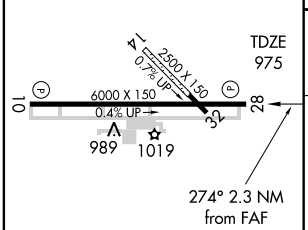
MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

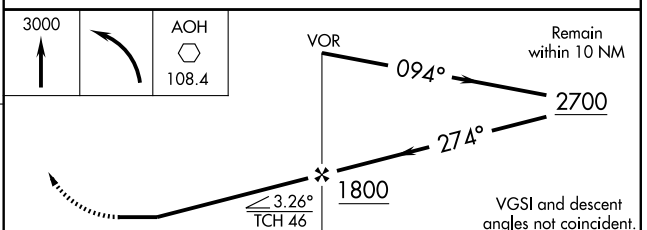
ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010





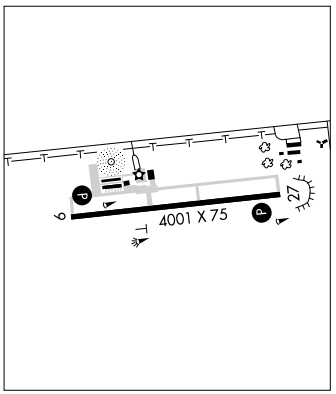
REIL Rwy 28 L
HIRL Rwy 10-28 L

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-28	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

LONDON

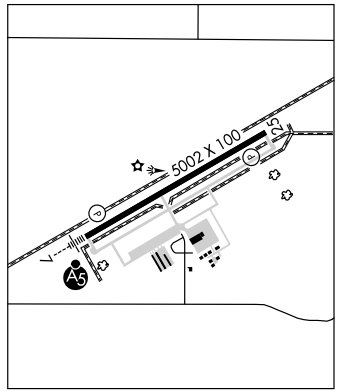
MADISON CO (UYF) 3N UTC−5(−4DT) N39°55.96′ W83°27.72′ — CINCINNATI
1082 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY — L–29A
RWY 09–27: H4001X75 (ASPH) S–30, D–40 MIRL 0.8% up W — IAP
RWY 09: REIL. PAPI(P4L)–TCH 31′.
RWY 27: REIL. PAPI(P4L)–TCH 31′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1400–2200Z‡. 24 hr self svc fuel after hrs. ACTIVATE MIRL Rwy 09–27 and PAPI and REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 076° 18.6 NM to fld. 1047/4W.
LONDON NDB (MHW) 263 UYF N39°55.89′ W83°27.84′ at fld. NOTAM FILE DAY.



LORAIN CO RGNL (See LORAIN/ELYRIA)

LORAIN (ELYRIA)

LORAIN CO RGNL (LPR) 6 S UTC−5(−4DT) N41°20.66′ W82°10.66′ — DETROIT
793 B S4 **FUEL** 100LL, JET A TPA—1793(1000) NOTAM FILE LPR — H–10G, L–30G
RWY 07–25: H5002X100 (ASPH–GRVD) S–80, D–110, 2S–175, 2D–180 HIRL — IAP
RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1200–0300Z‡. Birds; coyotes and deer on and invof arpt. Pilots opr in Oberlin area req to avoid and remain well clear of Oberlin College due to music conservatory. All tfc ops N of arpt as per FAR Part 93, Subpart J. HIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE MALSR Rwy 07—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (440) 323–7088.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 226° 1.1 NM to fld. 780/5W. **HIWAS.**
ILS 111.7 I–LQG Rwy 07.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



MADEIRA N39°13.37′ W84°21.32′ NOTAM FILE LUK. — CINCINNATI
NDB (MHW) 379 MDE 206° 7.7 NM to Cincinnati Muni Arpt Lunken Fld. Unmonitored when twr clsd. — L–27E

MADISON CO (See LONDON)

MAD RIVER INC (See TREMONT CITY)

MANNS N40°45.98′ W82°26.71′ NOTAM FILE MFD. — DETROIT
NDB (MHW/LOM) 372 MF 321° 4.6 NM to Mansfield Lahm Rgnl. — L–29A

NDB UYF	APP CRS	Rwy Idg	4001
263	091°	TDZE	1082
		Apt Elev	1082

NDB RWY 9

LONDON/ MADISON COUNTY (UYF)

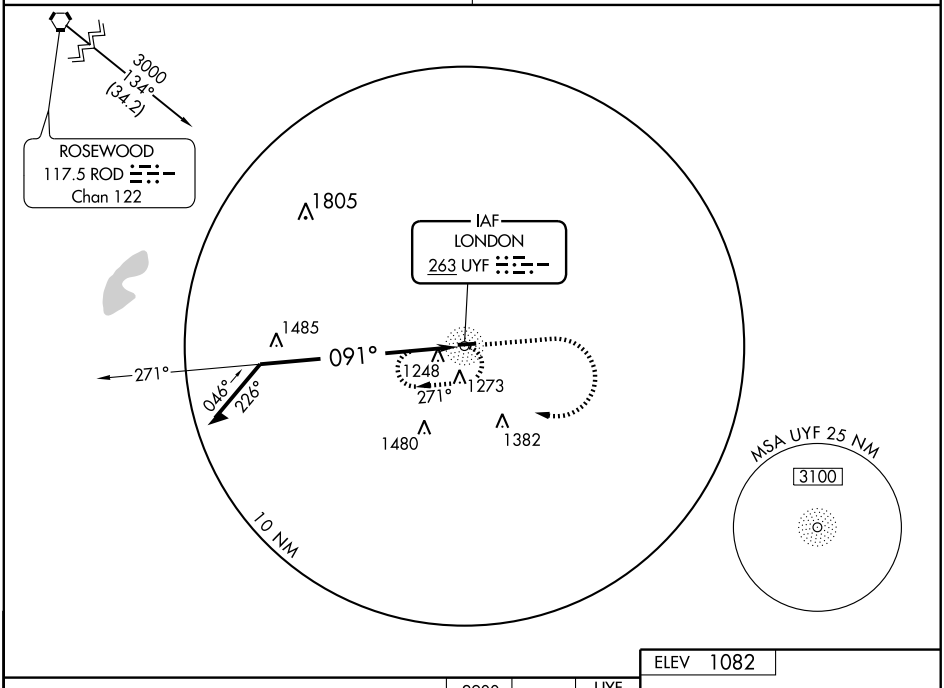
T
A NA

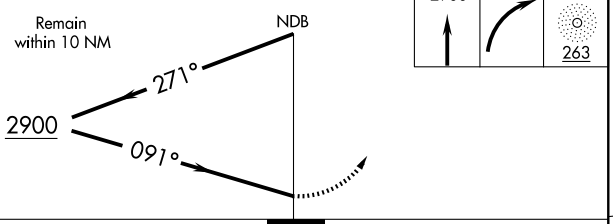
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting. Visibility reduction by helicopters NA.

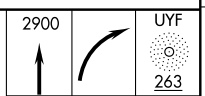
MISSED APPROACH: Climb to 2900 then right turn direct UYF NDB and hold.

DAYTON APP CON
118.85 127.225 327.1

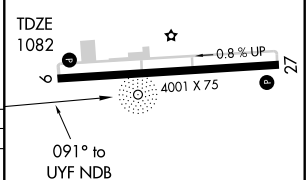
UNICOM
123.0 (CTAF) L







ELEV 1082



CATEGORY	A	B	C	D
S-9	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
CIRCLING	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-9	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)
CIRCLING	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53409 W09A	APP CRS 093°	Rwy Idg 4001 TDZE 1082 Apt Elev 1082

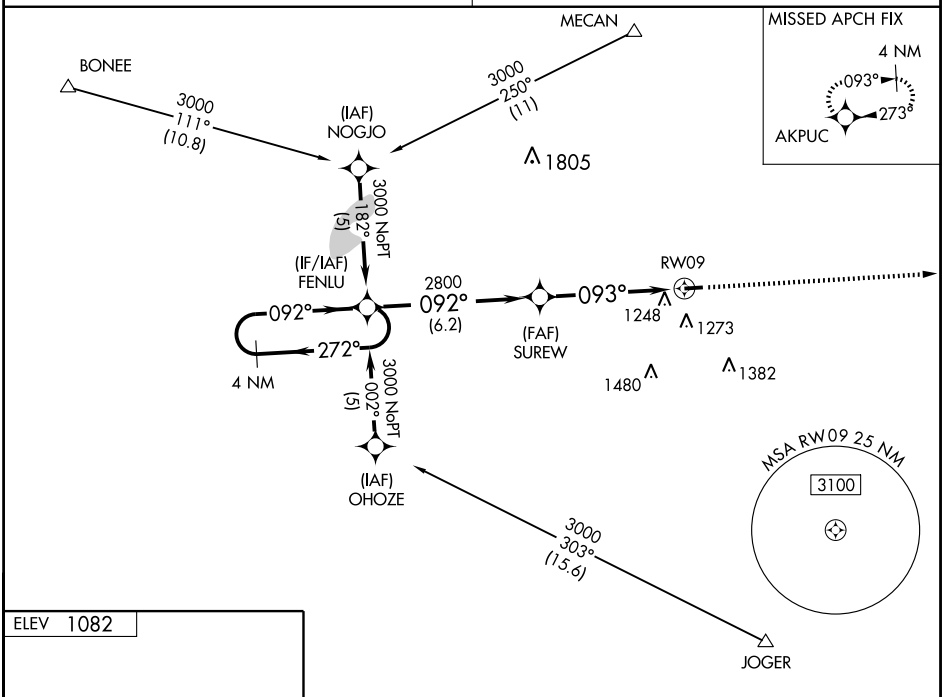
RNAV (GPS) RWY 9

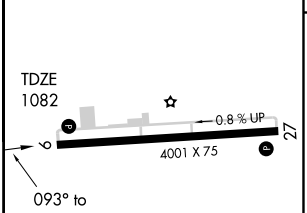
LONDON/MADISON COUNTY (UYF)

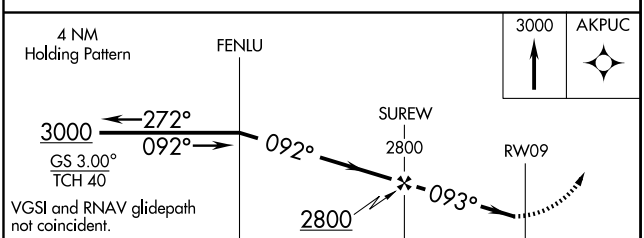
Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

DAYTON APP CON	UNICOM
118.85 127.225 327.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1332-1 250 (300-1)			
LNAV/VNAV DA	1548-1¾ 466 (500-1¾)			
LNAV MDA	1580-1 498 (500-1)		1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4001
CH 61009	273°	TDZE	1073
W27A		Apt Elev	1082

RNAV (GPS) RWY 27

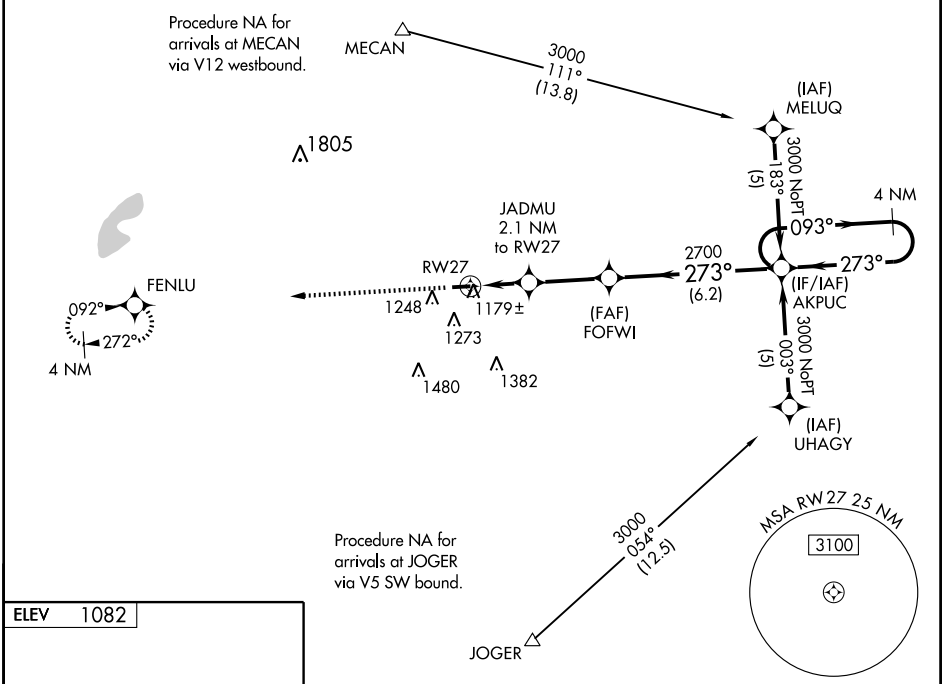
LONDON/ MADISON COUNTY (UYF)

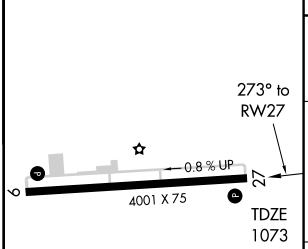
Baro-VNAV and VDP NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LPV visibility ¼ mile all Cats, LNAV Cat C/D ¼ mile, and Circling Cat C ¼ mile.

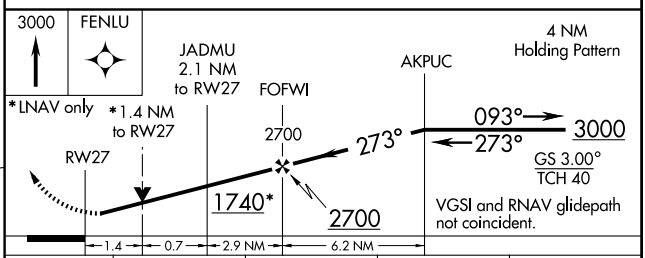
NA

MISSED APPROACH: Climb to 3000 direct FENLU and hold.

DAYTON APP CON	UNICOM
118.85 127.225 327.1	123.0 (CTAF) L







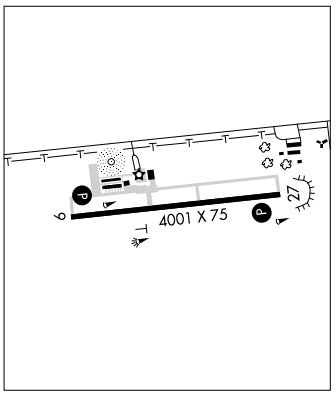
CATEGORY	A	B	C	D
LPV DA	1400-1¼ 327 (400-1¼)			
LNAV/ VNAV DA	1449-1½ 376 (400-1½)			
LNAV MDA	1540-1 467 (500-1)		1540-1¼ 467 (500-1¼)	1540-1½ 467 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LONDON

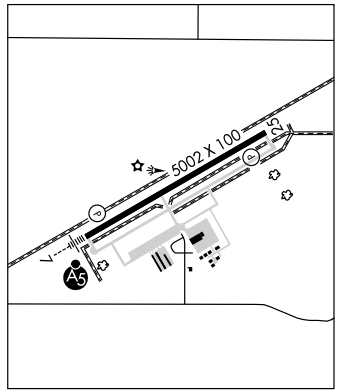
MADISON CO (UYF) 3N UTC−5(−4DT) N39°55.96′ W83°27.72′ — CINCINNATI
1082 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY — L–29A
RWY 09–27: H4001X75 (ASPH) S–30, D–40 MIRL 0.8% up W — IAP
RWY 09: REIL. PAPI(P4L)–TCH 31′.
RWY 27: REIL. PAPI(P4L)–TCH 31′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1400–2200Z‡. 24 hr self svc fuel after hrs. ACTIVATE MIRL Rwy 09–27 and PAPI and REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 076° 18.6 NM to fld. 1047/4W.
LONDON NDB (MHW) 263 UYF N39°55.89′ W83°27.84′ at fld. NOTAM FILE DAY.



LORAIN CO RGNL (See LORAIN/ELYRIA)

LORAIN (ELYRIA)

LORAIN CO RGNL (LPR) 6 S UTC−5(−4DT) N41°20.66′ W82°10.66′ — DETROIT
793 B S4 **FUEL** 100LL, JET A TPA—1793(1000) NOTAM FILE LPR — H–10G, L–30G
RWY 07–25: H5002X100 (ASPH–GRVD) S–80, D–110, 2S–175, 2D–180 HIRL — IAP
RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1200–0300Z‡. Birds; coyotes and deer on and invof arpt. Pilots opr in Oberlin area req to avoid and remain well clear of Oberlin College due to music conservatory. All tfc ops N of arpt as per FAR Part 93, Subpart J. HIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE MALSR Rwy 07—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (440) 323–7088.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 226° 1.1 NM to fld. 780/5W. **HIWAS.**
ILS 111.7 I–LQG Rwy 07.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



MADEIRA N39°13.37′ W84°21.32′ NOTAM FILE LUK. — CINCINNATI
NDB (MHW) 379 MDE 206° 7.7 NM to Cincinnati Muni Arpt Lunken Fld. Unmonitored when twr clsd. — L–27E

MADISON CO (See LONDON)

MAD RIVER INC (See TREMONT CITY)

MANNS N40°45.98′ W82°26.71′ NOTAM FILE MFD. — DETROIT
NDB (MHW/LOM) 372 MF 321° 4.6 NM to Mansfield Lahm Rgnl. — L–29A

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

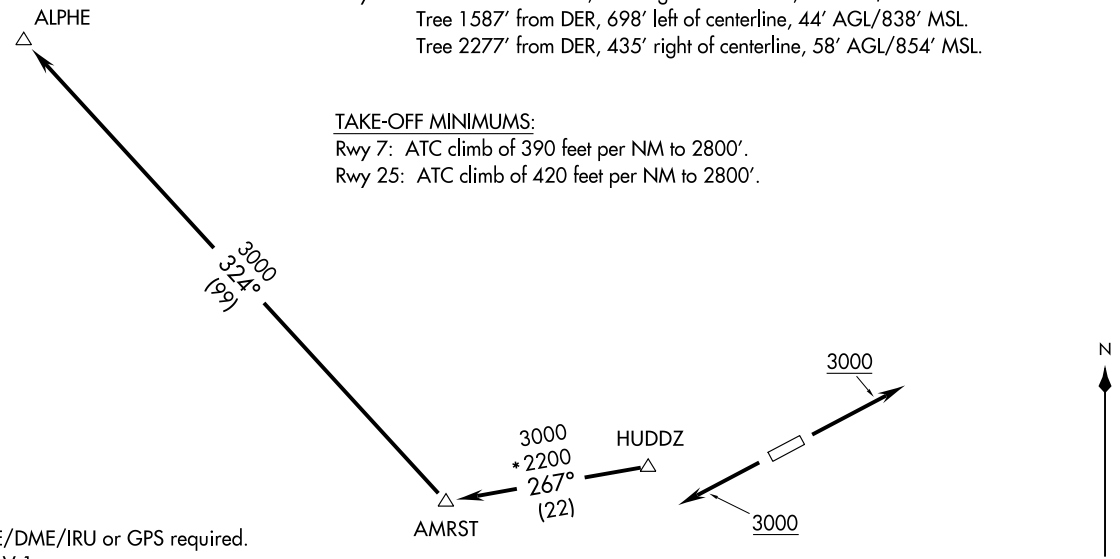
. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

TAKE-OFF MINIMUMS:

Rwy 7: ATC climb of 390 feet per NM to 2800′.
Rwy 25: ATC climb of 420 feet per NM to 2800′.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

SL-5703 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

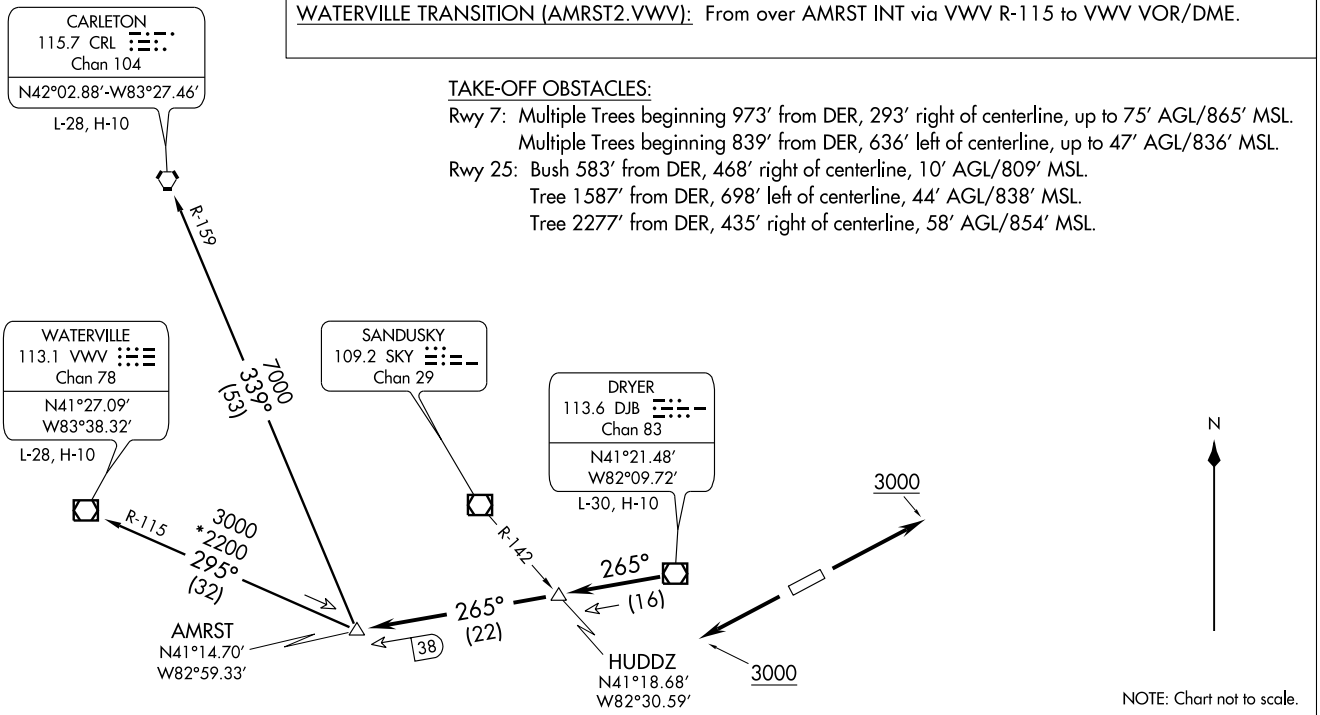
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF MINIMUMS:
Rwys 7, 25: STANDARD.

NOTE: RADAR REQUIRED

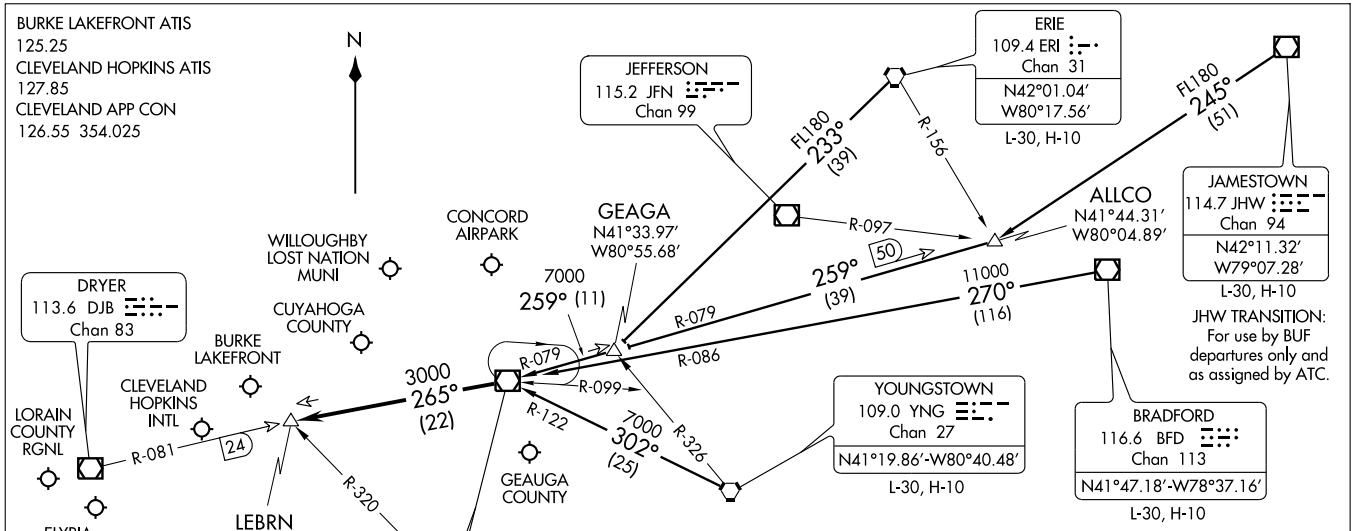
TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.
Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.



SL-5703 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

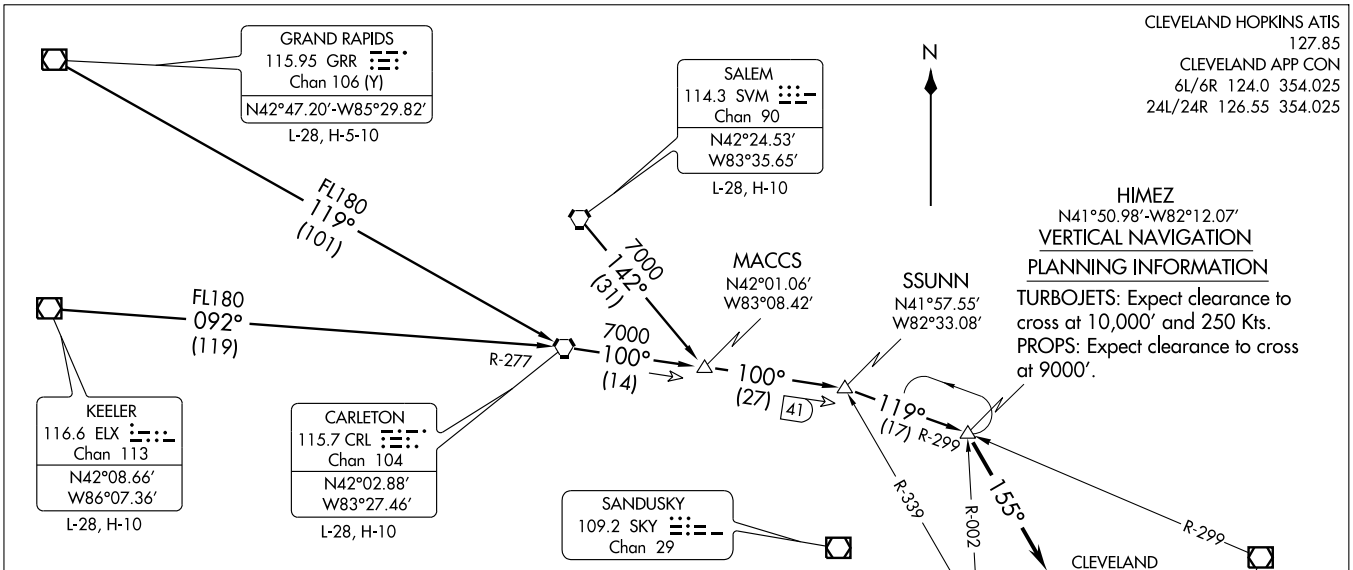
(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)

07354

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

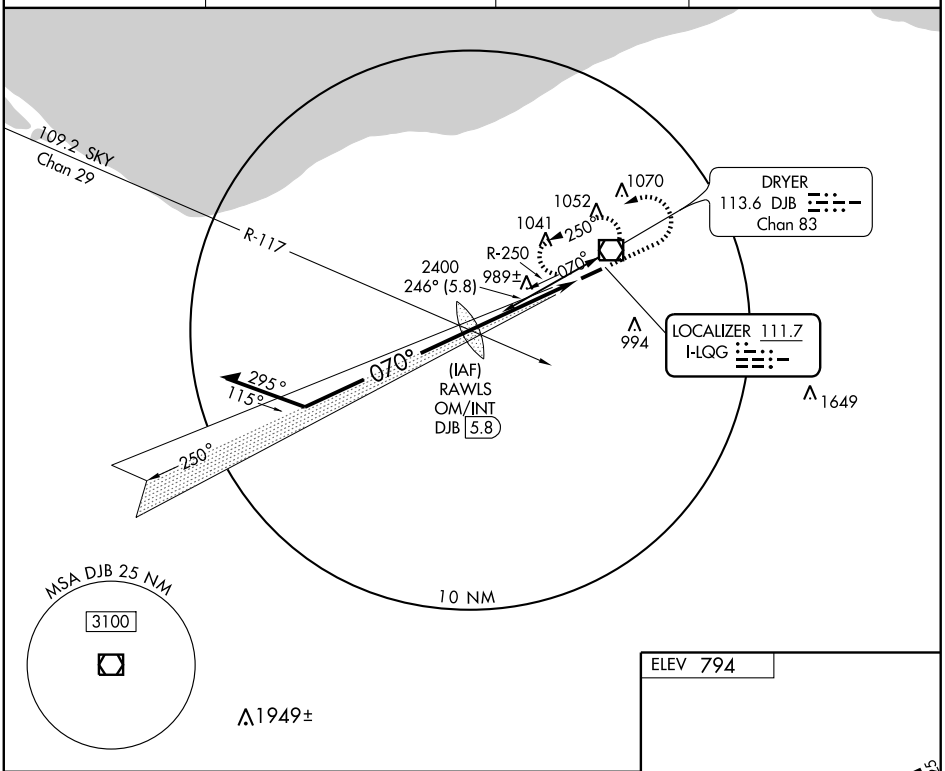
LOC I-LQG	APP CRS	Rwy Idg	5002
111.7	070°	TDZE	794
		Apt Elev	794

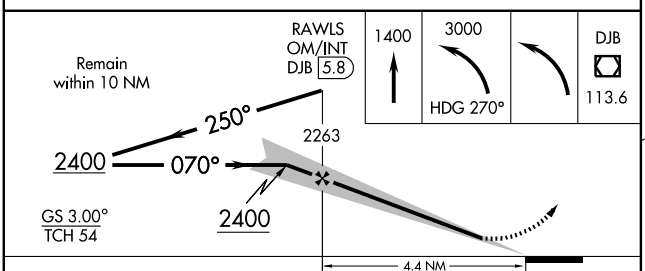
ILS or LOC RWY 7
LORAIN COUNTY RGNL (LPR)

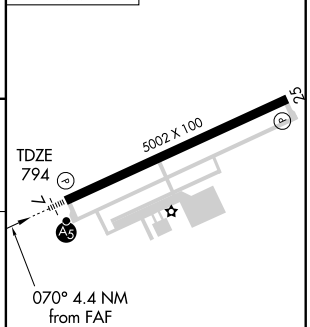
MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 270° then left turn direct DJB VOR/DME and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	994-½ 200 (200-½)			
S-LOC 7	1240-½ 446 (500-½)		1240-¾ 446 (500-¾)	1240-1 446 (500-1)
CIRCLING	1240-1 446 (500-1)	1260-1 466 (500-1)	1260-1½ 466 (500-1½)	1360-2 566 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

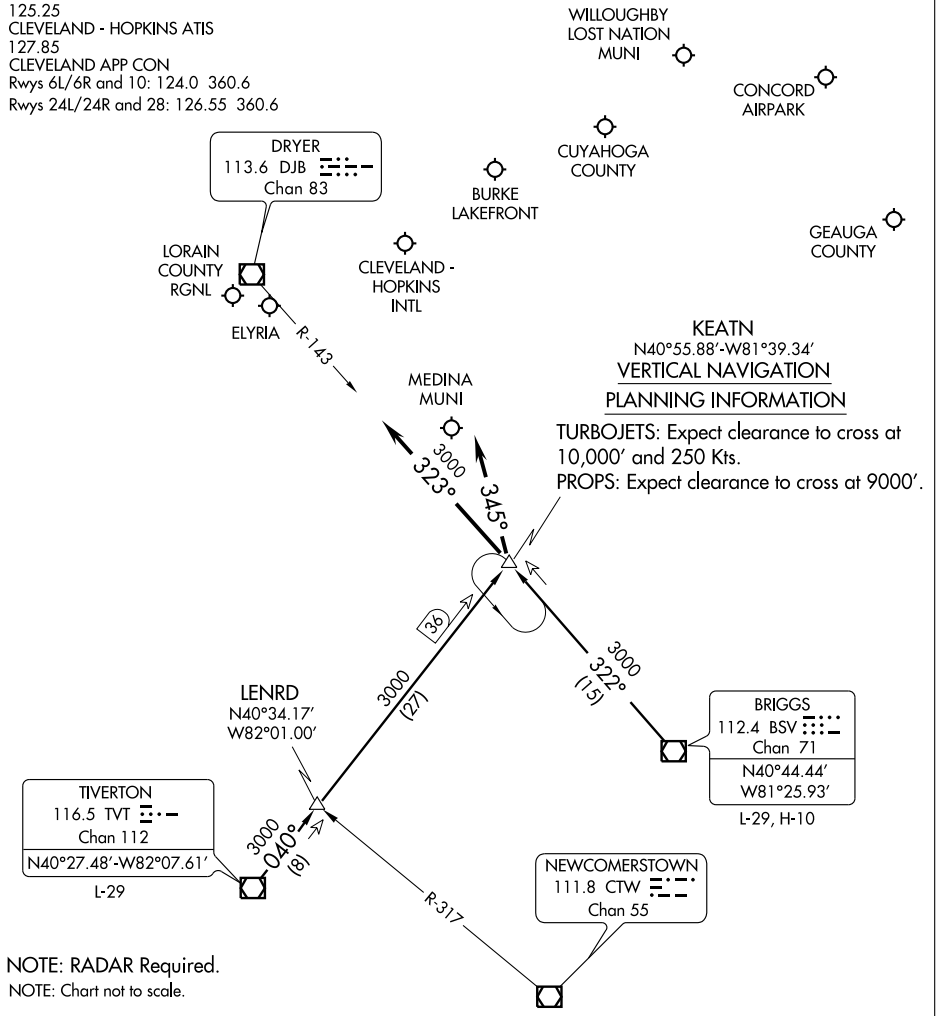
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09239

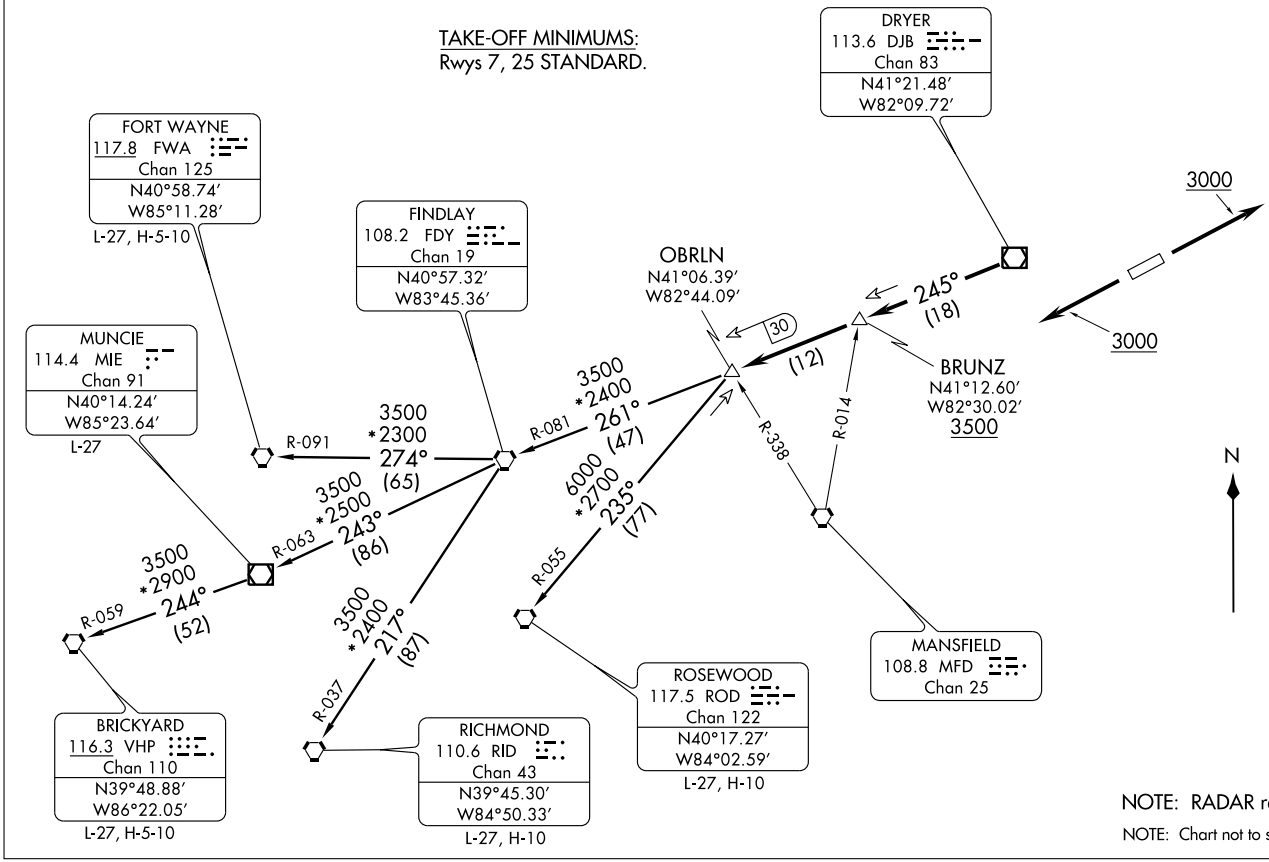
LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.



NOTE: RADAR required

NOTE: Chart not to scale.

(OBRLN2.OBRLN) 09239

OBRLN TWO DEPARTURE

SL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 99612	069°	TDZE	793
W07A		Apt Elev	793

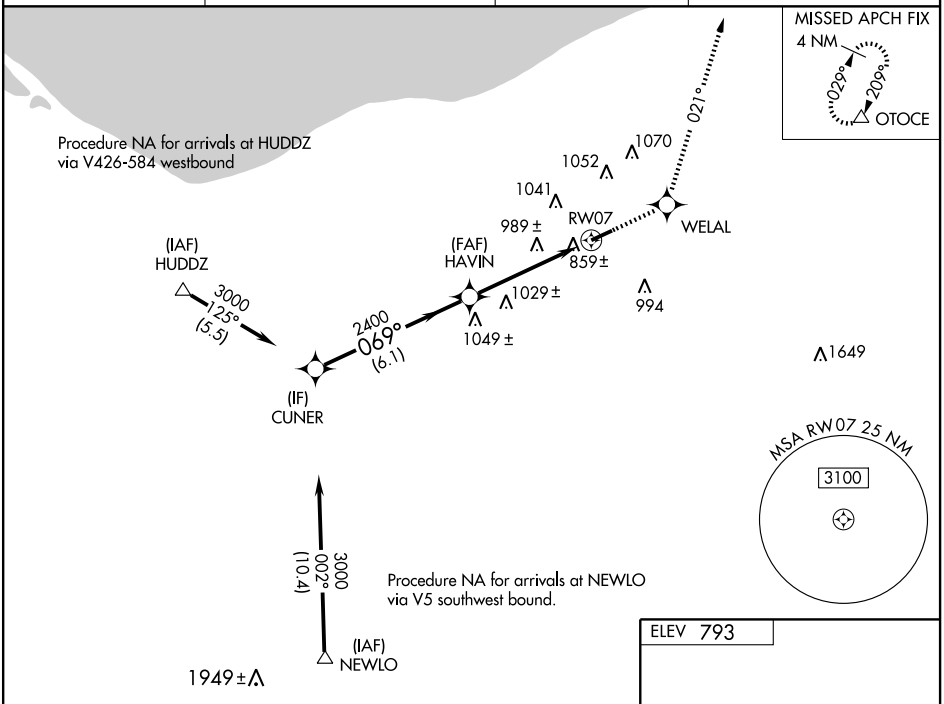
RNAV (GPS) RWY 7
LORAIN COUNTY RGNL (LPR)

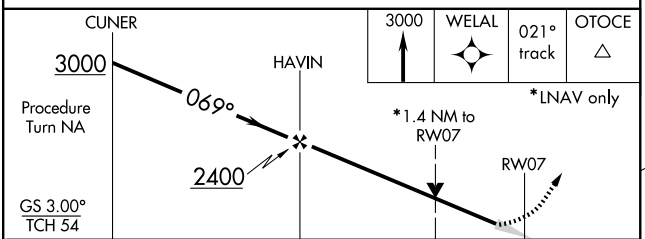
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet, all MDA 40 feet, increase LNAV Cat C/D visibility ¼ mile.
VDP and Baro-VNAV NA when using Cleveland-Hopkins Intl altimeter setting.

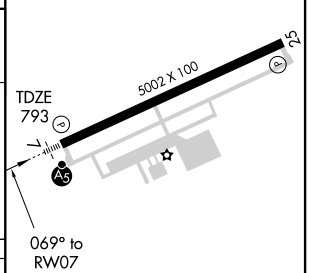
MALSR

MISSED APPROACH: Climb to 3000 direct WELAL and via 021° track to OTOCE and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	993-½ 200 (200-½)			
LNAV/VNAV DA	1133-¾ 340 (400-¾)			
LNAV MDA	1280-½ 487 (500-½)		1280-¾ 487 (500-¾)	1280-1 487 (500-1)
CIRCLING	1280-1 487 (500-1)		1280-1½ 487 (500-1½)	1360-2 567 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

LORAIN/ELYRIA, OHIO

LORAIN COUNTY RGNL (LPR)

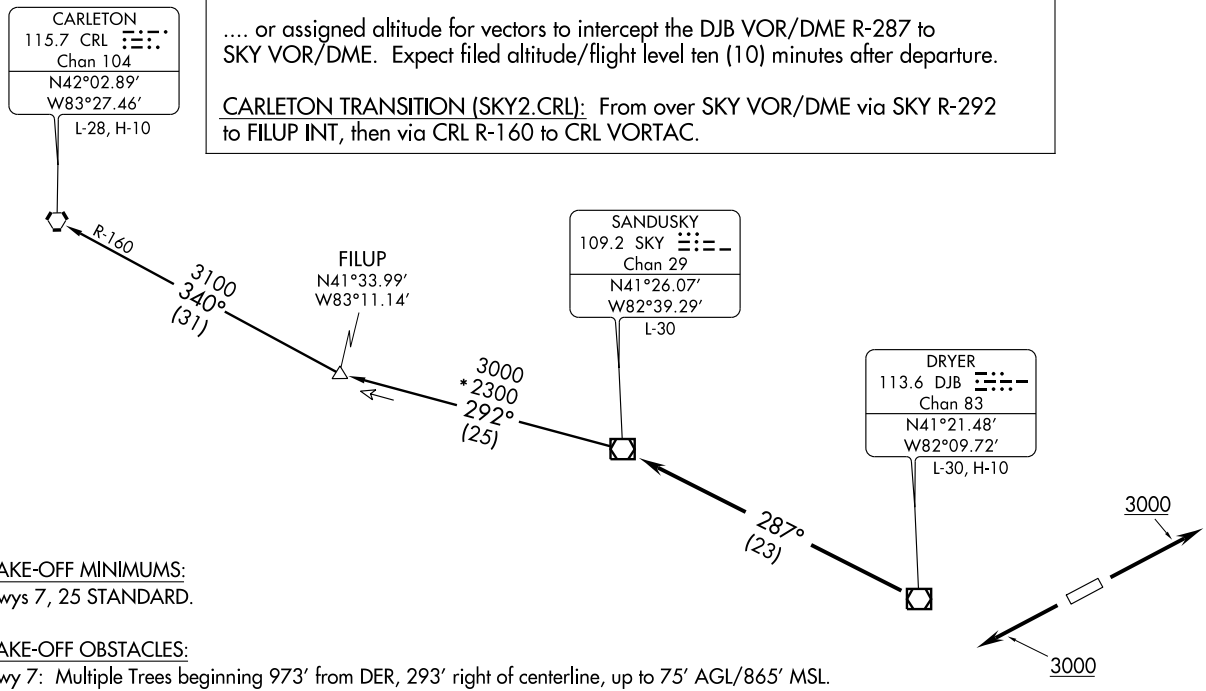
CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence....

.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

(SKY2.SKY) 09183

SANDUSKY TWO DEPARTURE

SL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

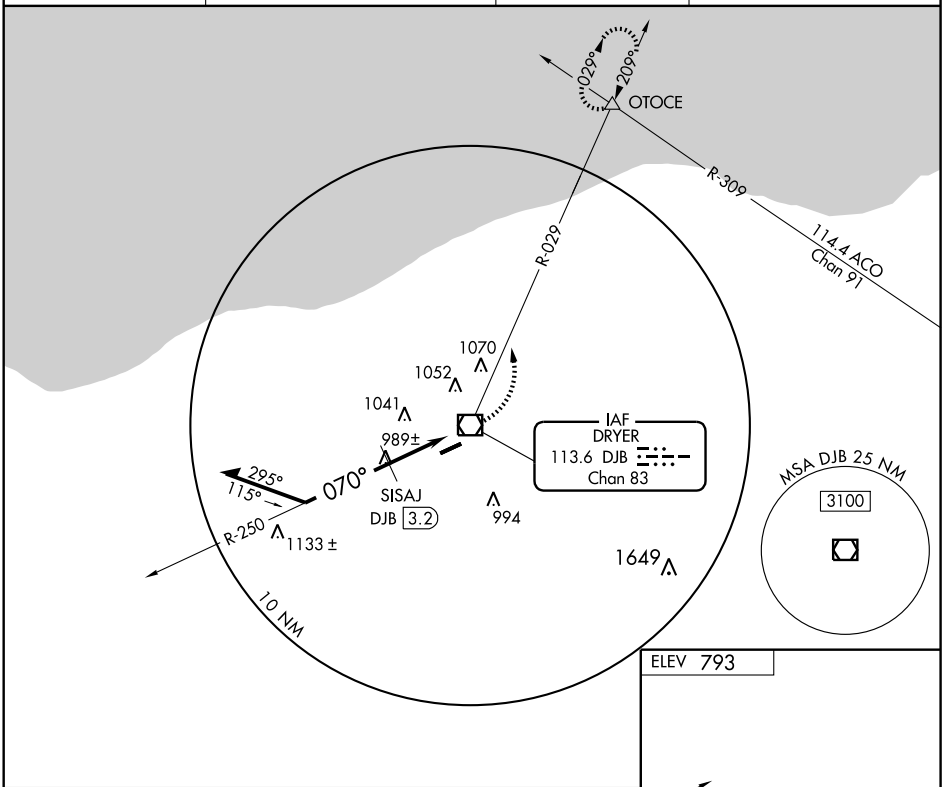
VOR/DME DJB 113.6 Chan 83	APP CRS 070°	Rwy Idg N/A TDZE N/A Apt Elev 793

VOR-A
LORAIN COUNTY RGNL (LPR)

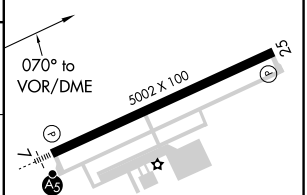
When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

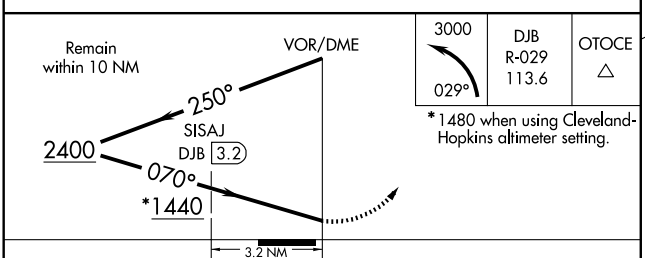
MISSED APPROACH: Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L



ELEV 793





3000 029°	DJB R-029 113.6	OTOCE △

*1480 when using Cleveland-Hopkins altimeter setting.

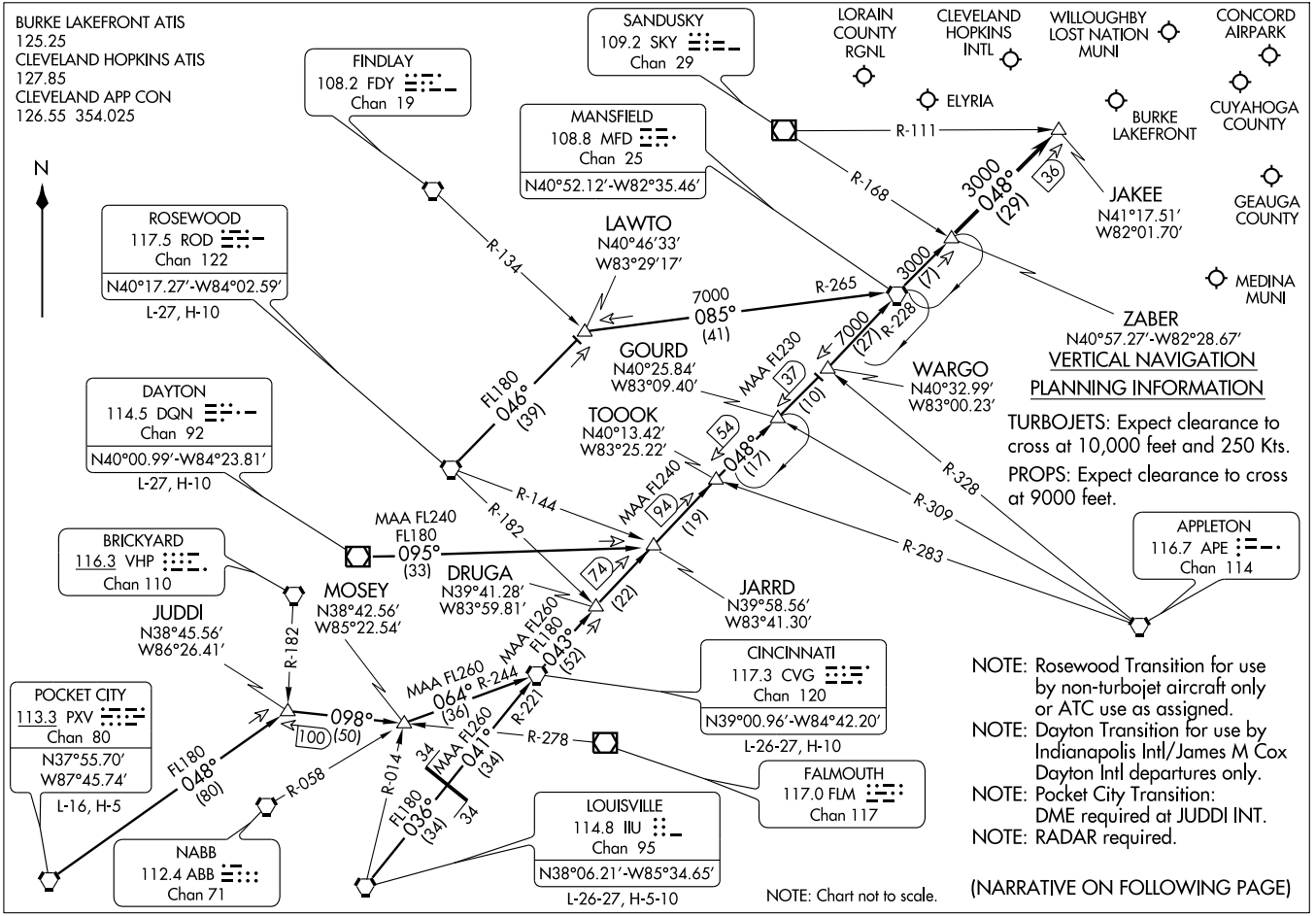
CATEGORY	A	B	C	D
CIRCLING	1440-1	647 (700-1)	1440-1¾ 647 (700-1¾)	1440-2 647 (700-2)
SISAJ DME MINIMUMS				
CIRCLING	1300-1	507 (600-1)	1300-1½ 507 (600-1½)	1360-2 567 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

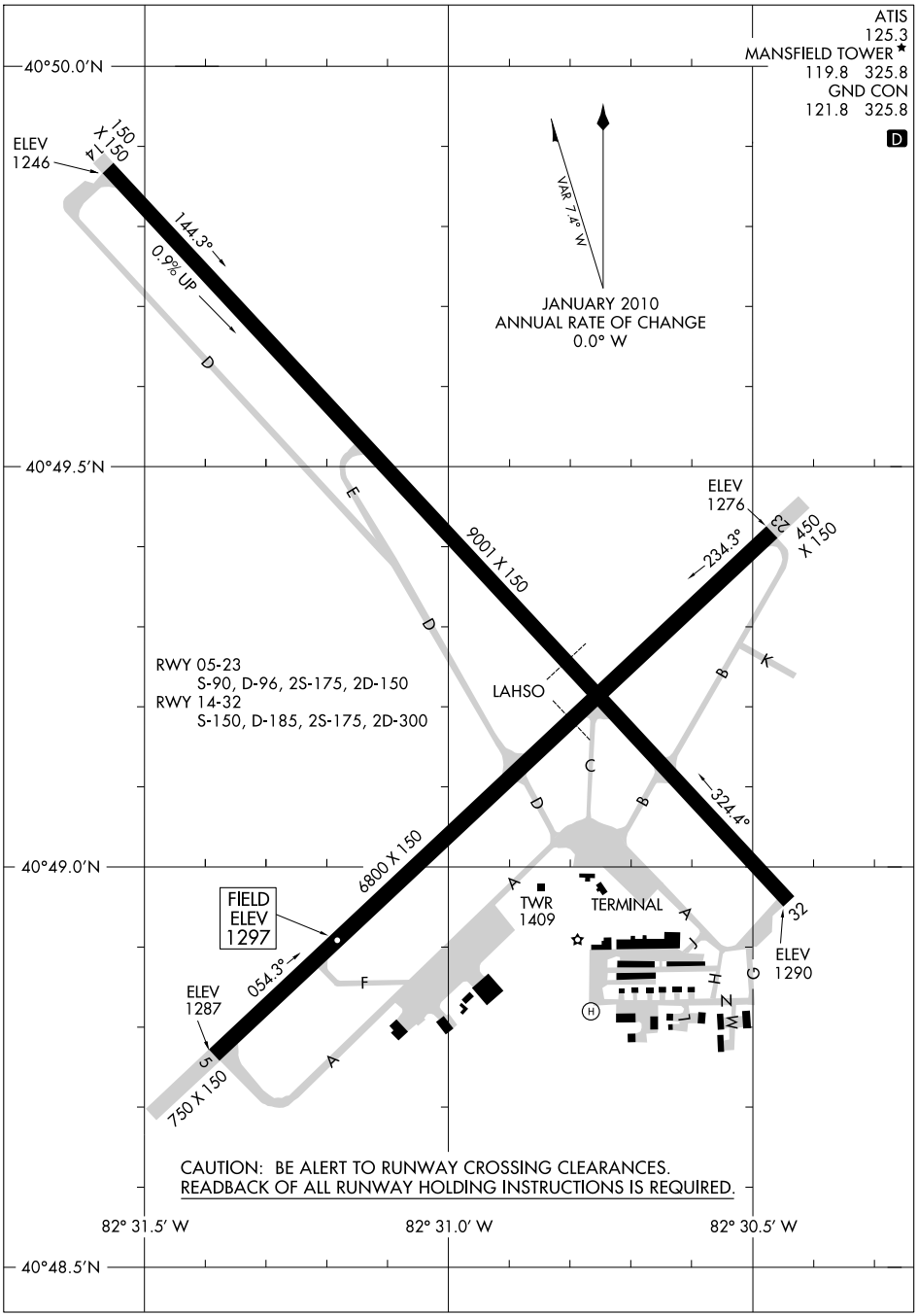
. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-860 (FAA)

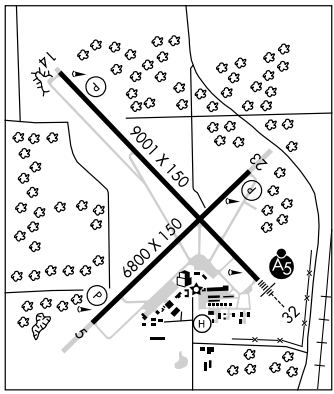
MANSFIELD LAHM RGNL (MFD)
MANSFIELD, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

MANSFIELD LAHM RGNL (MFD) 3 N UTC−5(−4DT) N40°49.29′ W82°31.00′ **DETROIT**
1297 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MFD **H–10G, L–29A**
RWY 14–32: H9001X150 (ASPH–GRVD) S–150, D–185, 2S–175, 2D–300 HIRL **IAP, AD**
RWY 14: PAPI(P4L)—GA 3.0° TCH 42′. Road. 0.9% up.
RWY 32: MALSR. Trees.
RWY 05–23: H6800X150 (ASPH–GRVD) S–90, D–96, 2S–175, 2D–150 HIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 50.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	14–32	4350
RWY 14	05–23	6100

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–6795	TODA–6795	ASDA–6795	LDA–6795
RWY 14:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 23:	TORA–6795	TODA–6795	ASDA–6795	LDA–6795
RWY 32:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001

AIRPORT REMARKS: Attended 1200–0400Z‡. Deer and birds and waterfowl on and invof arpt. Increased deer hazard during fall and winter season. Two hrs PPR for air carrier ops with more than 30 passenger seats call 419–522–2191. Acft on either end of Rwy 05–23 and Rwy 14–32 cannot be seen on the other end due to rwy grade. Acft larger than a ''G1'' or with a wing span greater than 80′ (tip to tip) are restricted on Twys G/H/J/L/M/N and should use the main ramp area. When twr clsd ACTIVATE HIRL Rwy 05–23 and Rwy 14–32; MALSR Rwy 32; REIL Rwys 05 and 23—CTAF. Rwy 32 RVR avbl. Ldg fees on all commercial oprs invoiced on monthly basis; for other arrangements contact arpt manager on 419–522–2191.
WEATHER DATA SOURCES: ASOS (419) 522–1375. LAWRS.
COMMUNICATIONS: CTAF 119.8 **ATIS** 125.3 **UNICOM** 122.95
RCO 122.1R 108.8T (CLEVELAND RADIO) **RCO** 122.6 (CLEVELAND RADIO)
Ⓡ **APP/DEP CON** 124.2 127.35 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
TOWER 119.8 (1100–0400Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
(L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 133° 4.4 NM to fld. 1210/3W.
MANNS NDB (MHW/LOM) 372 MF N40°45.98′ W82°26.71′ 321° 4.6 NM to fld
ILS 110.5 I–MFD Rwy 32. Class IA. LOM MANNS NDB. Unmonitored when twr clsd. LOC unusable from 0.3 NM to thld.
ASR (1100–0400Z‡)

• • • •

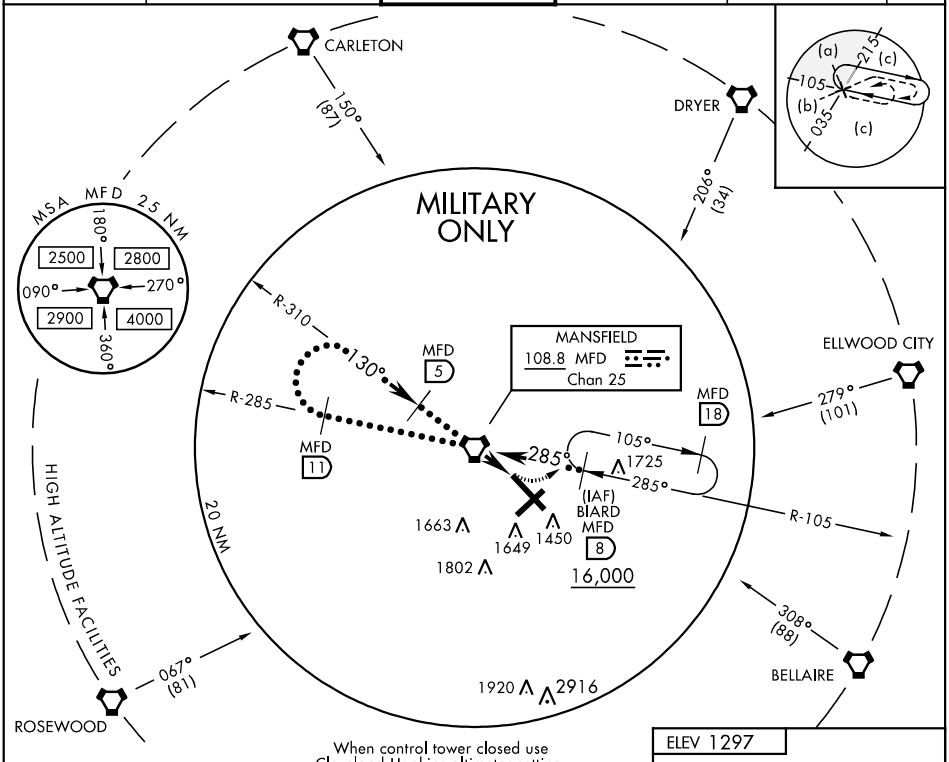
VORTAC MFD 108.8 Chan 25	APCH CRS 130°	Rwy Idg 9001 TDZE 1276 Arpt Elev 1297

HI-VOR/DME or TACAN RWY 14

JAL-860 [USAF] MANSFIELD LAHM RGNL (KMFD)

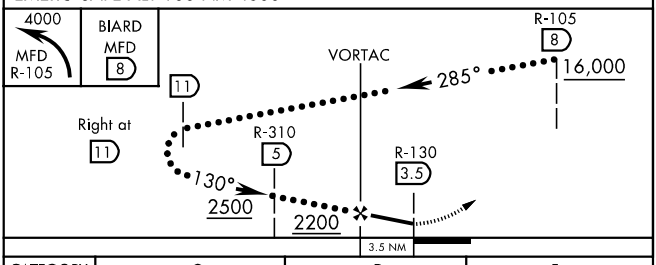
MISSED APPROACH: Climbing left turn to 4000 via MFD R-105 to BIARD 8 DME and hold.

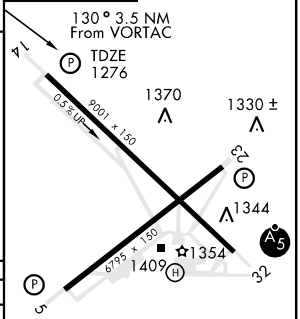
ATIS	MANSFIELD APP CON	MANSFIELD TOWER	GND CON	UNICOM	ASR
125.3	124.2 390.8	119.8 (L) 325.8	121.8 325.8	122.95	



EMERG SAFE ALT 100 NM 4000

When control tower closed use Cleveland-Hopkins altimeter setting.





CATEGORY	C	D	E
S-14	1620-1 344 (400-1)	1620-1¼ 344 (400-1¼)	
CIRCLING	1760-1½ 463 (500-1½)	1860-2 563 (600-2)	2000-2¼ 703 (800-2¼)
CLEVELAND-HOPKINS ALTIMETER SETTINGS MINIMUMS			
S-14	1920-1¾ 644 (700-1¾)	1920-2 644 (700-2)	1920-2¼ 644 (700-2¼)
CIRCLING	2060-2¼ 763 (800-2¼)	2120-2¾ 823(900-2¾)	2300-3 1003 (1100-3)

HIRL Rwy 5-23 and 14-32 (L)
REIL Rwy 5 and 23 (L)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MFD	APP CRS	Rwy Idg	9001
110.5	323°	TDZE	1293
		Apt Elev	1297

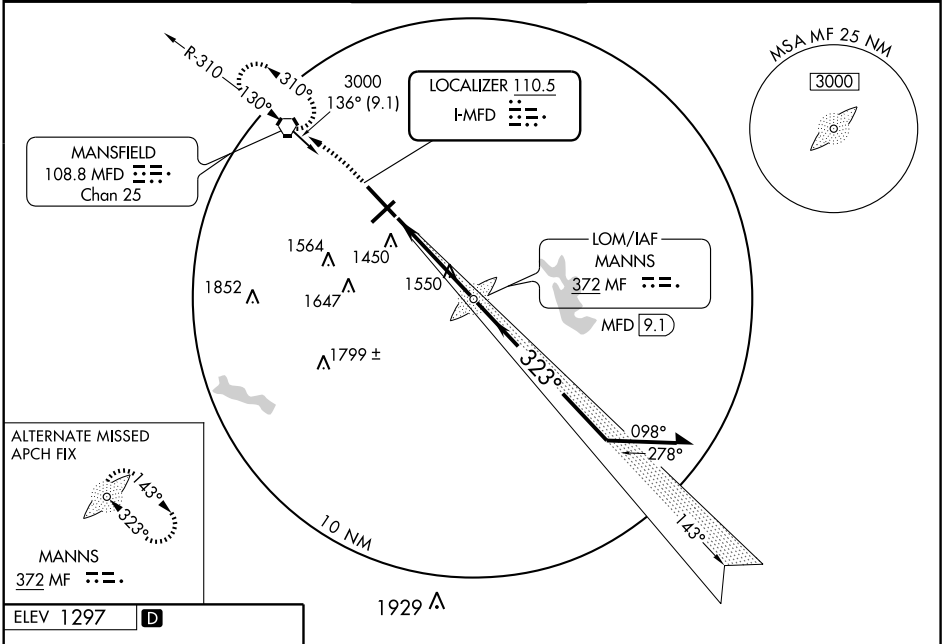
ILS or LOC RWY 32
MANSFIELD LAHM RGNL (MFD)

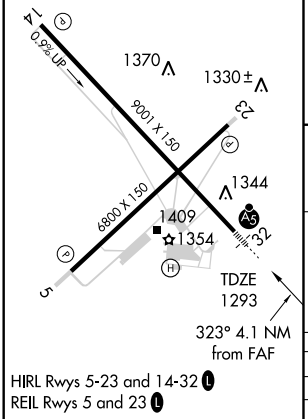
T A ASR — When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet, all MDA 120 feet, increase S-LOC 32 Cat C/D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D ¼ mile. For inoperative MALSR when using Marion altimeter setting, increase S-ILS 32 visibility ½ mile all Cats.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95

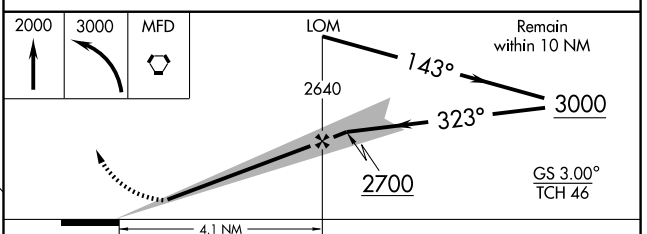




HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ADF or DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 32	1493/24 200 (200-½)			
S-LOC 32	1860/24 567 (600-½)		1860/50 567 (600-1)	1860/60 567 (600-1¼)
CIRCLING	1860-1 563 (600-1)		1860-1½ 563 (600-1½)	1880-2 583 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOM MF	APP CRS	Rwy Idg	9001
372	323°	TDZE	1293
		Apt Elev	1297

NDB RWY 32

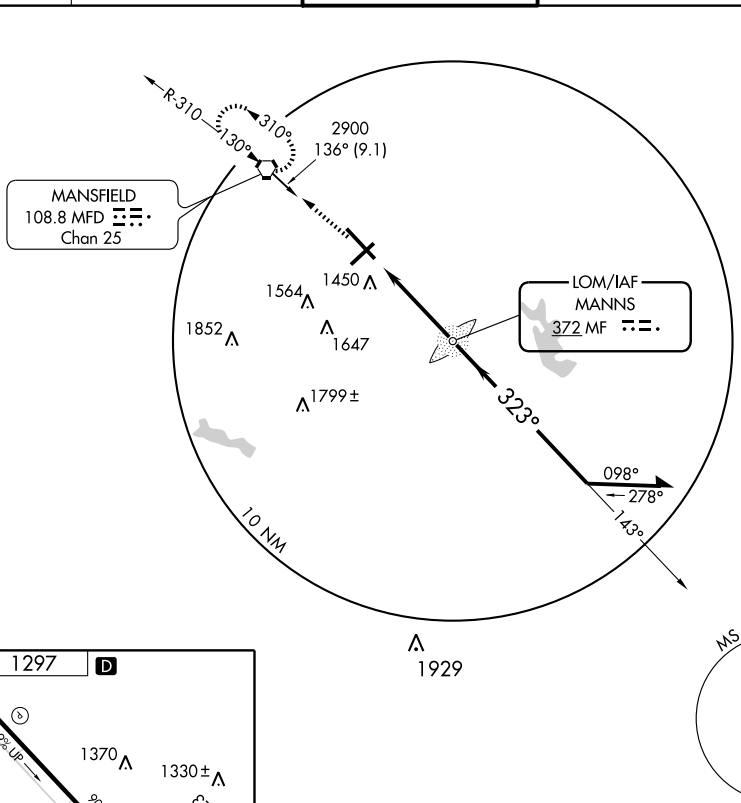
MANSFIELD LAHM RGNL (MFD)

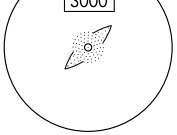
ASR

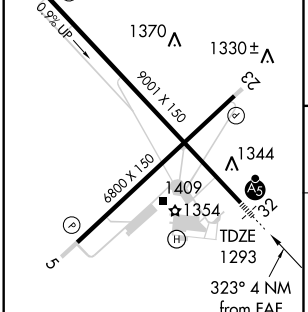
MALSR

MISSED APPROACH: Climb to 2900 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95



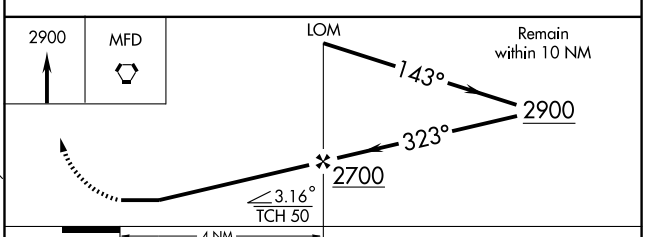




HIRL Rwys 5-23 and 14-32 L

REIL Rwys 5 and 23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-32	1900/40 607 (700-¾)		1900/60 607 (700-1¼)	1900-1¾ 607 (700-1¾)
CIRCLING	1900-1 603 (700-1)		1900-1¾ 603 (700-1¾)	1900-2 603 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6800
CH 86519	053°	TDZE	1297
W05A		Apt Elev	1297

RNAV (GPS) RWY 5

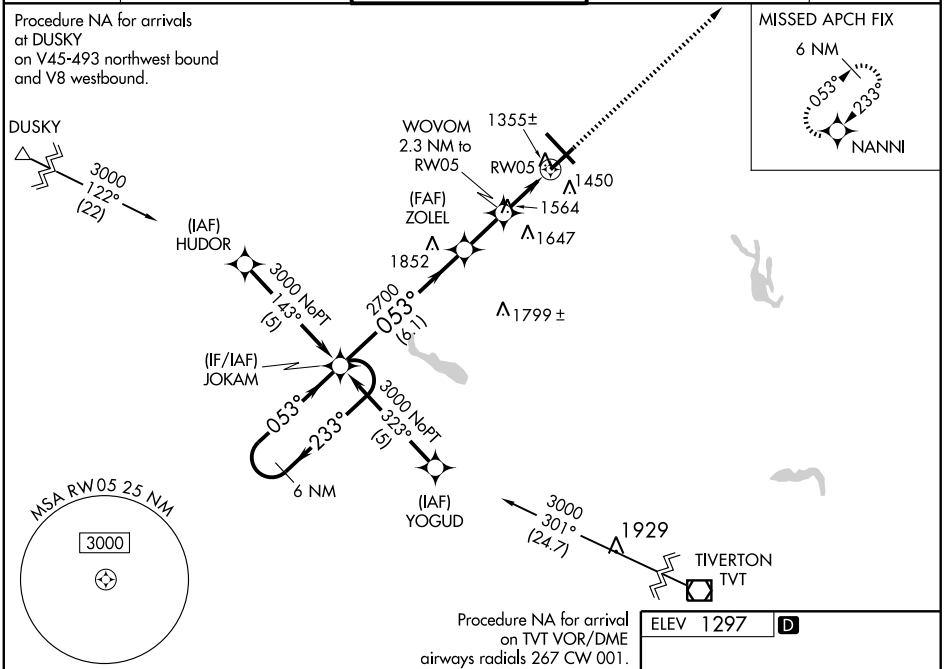
MANSFIELD LAHM RGNL (MFD)

Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA with Marion altimeter setting.

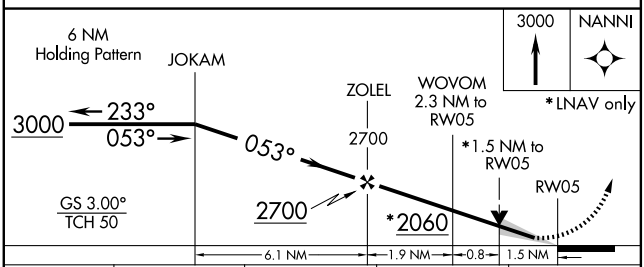
MISSED APPROACH: Climb to 3000 direct NANNI and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95

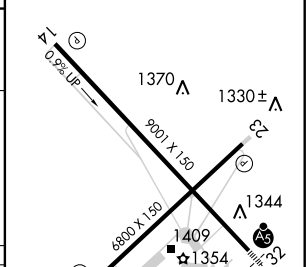
Procedure NA for arrivals at DUSKY on V45-493 northwest bound and V8 westbound.



Procedure NA for arrival on TVT VOR/DME airways radials 267 CW 001.



CATEGORY	A	B	C	D
LPV DA	1497-¾	200 (200-¾)		
LNAV/VNAV DA	1715-1½	418 (500-1½)		
LNAV MDA	1820-1	523 (600-1)	1820-1½ 523 (600-1½)	1820-1¾ 523 (600-1¾)
CIRCLING	1820-1	523 (600-1)	1820-1½ 523 (600-1½)	1880-2 583 (600-2)



HIRL Rwys 5-23 and 14-32 L

REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9001
143°	TDZE	1276
	Apt Elev	1297

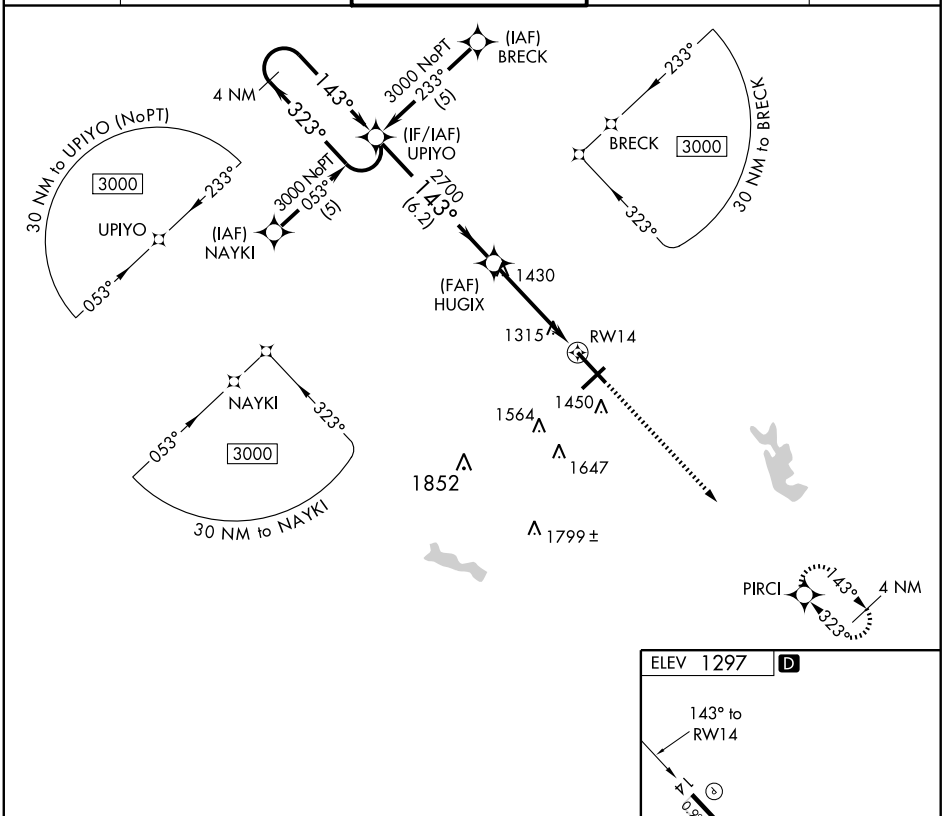
RNAV (GPS) RWY 14

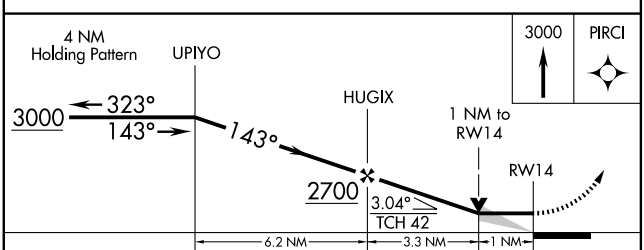
MANSFIELD LAHM RGNL (MFD)

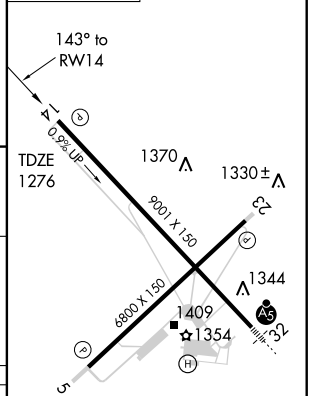
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet and LNAV Cat C and Circling Cat D visibility ¼ mile. VDP NA with Marion altimeter setting.

MISSED APPROACH: Climb to 3000 direct PIRCI and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1620-1 344 (400-1)			1620-1¼ 344 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6800
CH 87119	233°	TDZE	1295
W23A		Apt Elev	1297

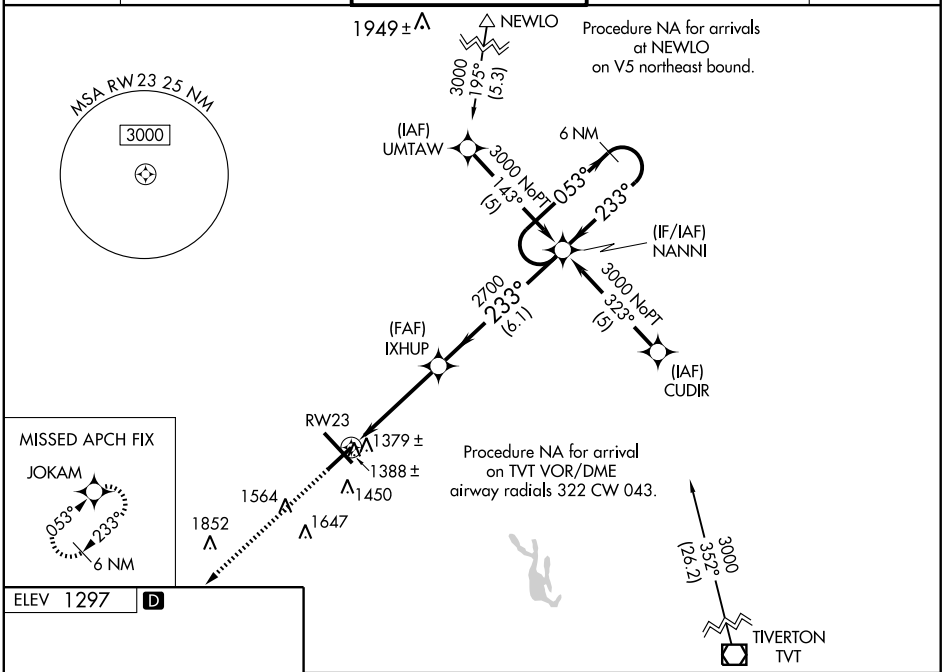
RNAV (GPS) RWY 23

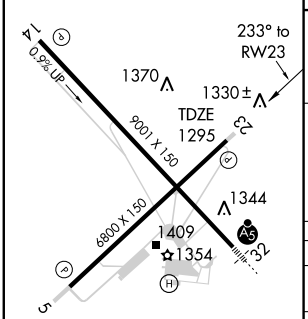
MANSFIELD LAHM RGNL (MFD)

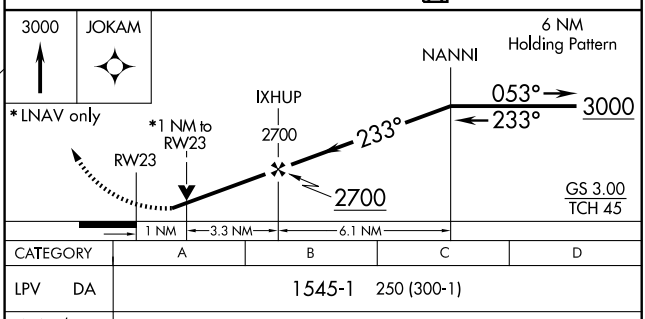
Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Marion altimeter setting. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile and LNAV Cat C and D visibility and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOKAM and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
LPV DA	1545-1 250 (300-1)			
LNAV/VNAV DA	1649-1¼ 354 (400-1¼)			
LNAV MDA	1640-1 345 (400-1)			1640-1¼ 345 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9001
CH 99611	323°	TDZE	1293
W32A		Apt Elev	1297

RNAV (GPS) RWY 32

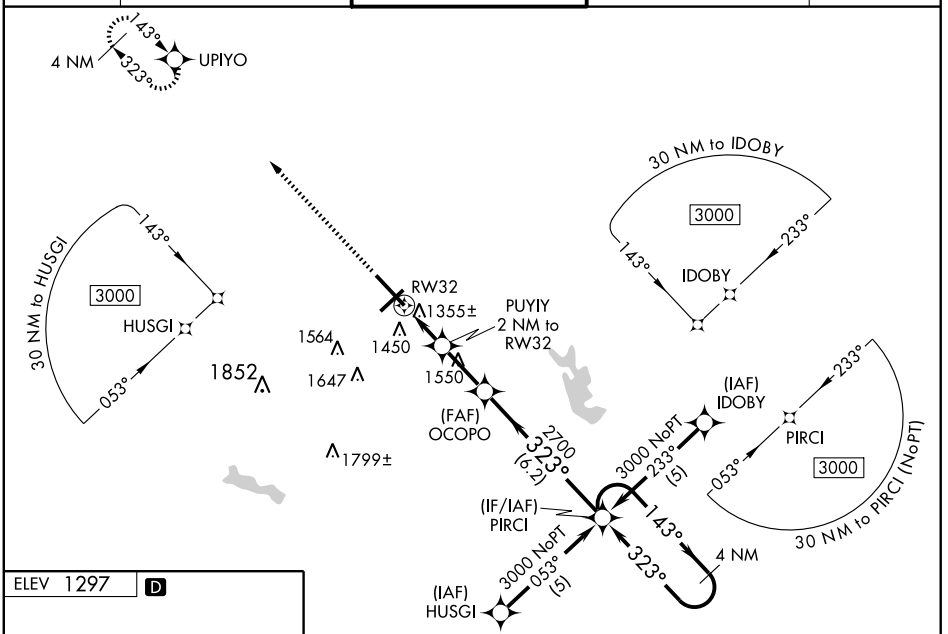
MANSFIELD LAHM RGNL (MFD)

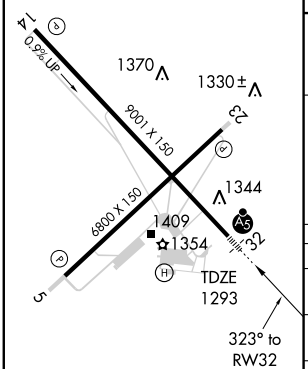
Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, LNAV Cat C and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats ½ mile. For inoperative MALSR increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Marion altimeter setting increase LPV all Cats visibility to 1. VDP NA with Marion altimeter setting.

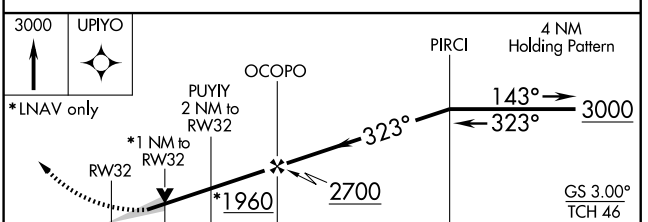
MALSR

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
LPV DA	1493/24 200 (200-½)			
LNAV/VNAV DA	1789/60 496 (500-1¼)			
LNAV MDA	1660/24 367 (400-½)			1660/50 367 (400-1)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD 108.8 Chan 25	APP CRS 130°	Rwy Idg 9001 TDZE 1276 Apt Elev 1297

VOR RWY 14

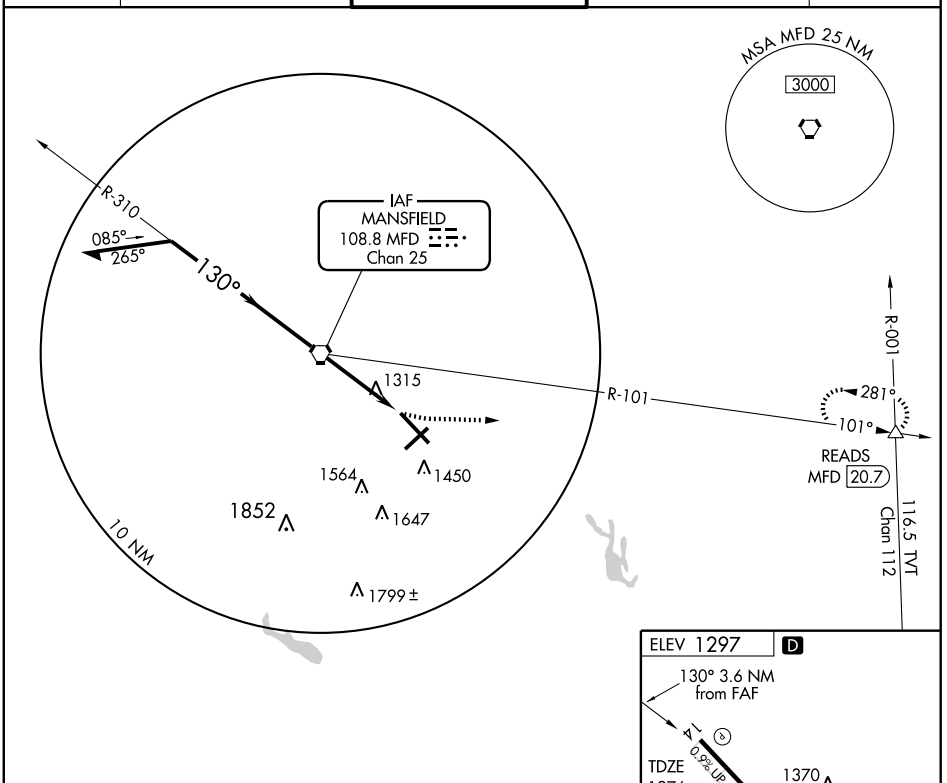
MANSFIELD LAHM RGNL (MFD)

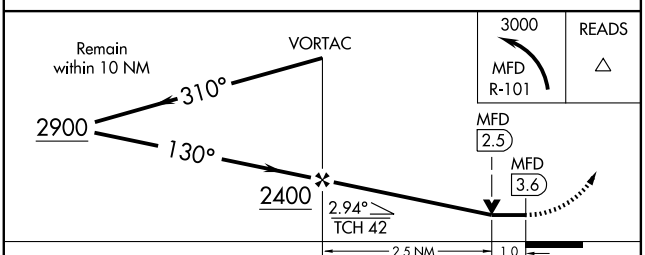
ASR

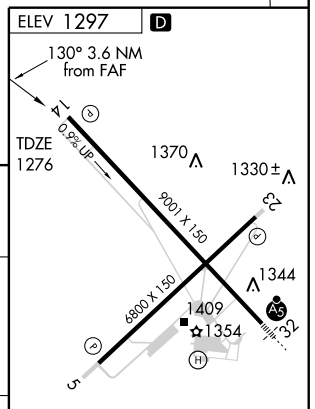
When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-14 visibility Cats C and D ¼ mile and Circling Cat D ¼ mile. VDP NA with Marion altimeter setting. Inoperative table does not apply.

MISSED APPROACH: Climbing left turn to 3000 via MFD R-101 to READS INT/MFD 20.7 DME and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
S-14	1620-1 344 (400-1)			1620-1¼ 344 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD 108.8 Chan 25	APP CRS 313°	Rwy Idg 9001 TDZE 1293 Apt Elev 1297

VOR RWY 32

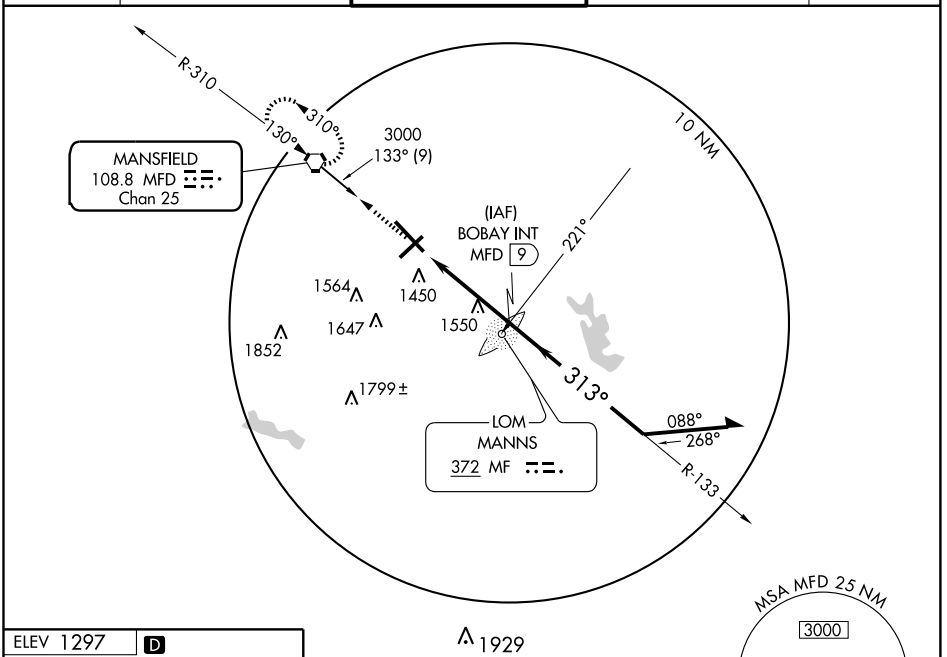
MANSFIELD LAHM RGNL (MFD)

T A ASR — When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-32 visibility Cats C and D ½ mile and Circling Cat C ½ mile, Cat D ¼ mile. VDP NA with Marion altimeter setting. ADF or DME Required.

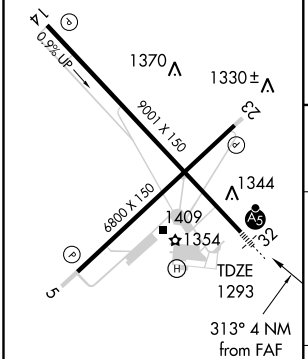
MALSR

MISSED APPROACH: Climb to 3000 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95



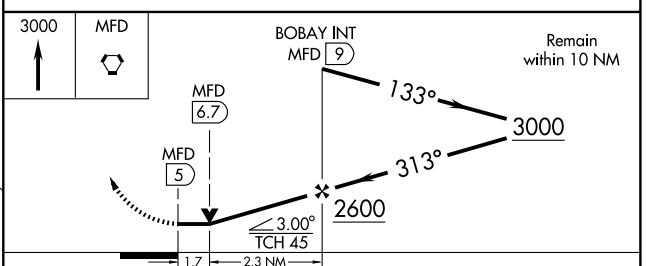
ELEV 1297 D



HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-32	1860/24 567 (600-½)		1860/50 567 (600-1)	1860/60 567 (600-1¼)
CIRCLING	1860-1 563 (600-1)		1860-1½ 563 (600-1½)	1880-2 583 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MARION MUNI (MNN) 3 NE UTC−5(−4DT) N40°36.98′ W83°03.81′ **DETROIT**
993 B S4 **FUEL** 80, 100LL, JET A1 + TPA—1793(800) NOTAM FILE MNN **H–10G, L–29A**
RWY 07–25: H5000X100 (ASPH–GRVD) S–70, D–95, 2S–121, 2D–150 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Road. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 13–31: H3498X100 (ASPH–GRVD) S–56, D–68, 2S–86, 2D–105 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 21′. Acft.
AIRPORT REMARKS: Attended 1300–2200Z‡. Glider activity on and invof arpt. Gliders and towplanes use rgt tfc pattern for Rwy 07 and Rwy 31. Transient acft follow ramp signs to main ramp. Twy D cannot be used to taxi between rwy and ramp area by acft with wingspan greater than 35′. After 0500Z‡ ACTIVATE MIRL Rwy 07–25 and Rwy 13–31; REIL Rwy 07; Rwy 25; Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 119.975 (740) 383–3400. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 238° 26.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ at fld. NOTAM FILE MNN.
NDB (MHW) 201 MNN N40°37.03′ W83°04.20′ at fld. Unusable byd 15 NM. NOTAM FILE MNN. SHUTDOWN.
ILS/DME 110.35 I–AEF Chan 40Y Rwy 25. LOC only.

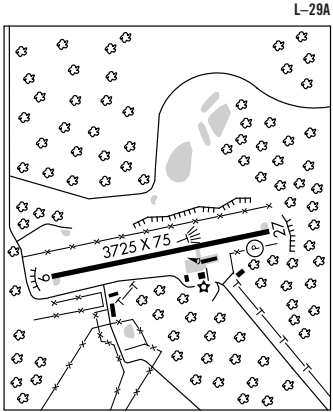
MARYSVILLE

UNION CO (MRT) 1 SE UTC−5(−4DT) N40°13.48′ W83°21.10′ **DETROIT**
1021 B S4 **FUEL** 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE DAY **L–29A**
RWY 09–27: H4218X75 (ASPH) S–17 MIRL 0.6% up W. **IAP**
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 4.0°TCH 42′. Thld dsplcd 124′. Railroad.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. For svc after hrs call 740–815–5455. 24 hr credit card svc avbl fuel. Deer and birds on and invof arpt. ACTIVATE MIRL, REIL, PAPI Rwy 09–27—CTAF. Ramp fee for commercial acft.
WEATHER DATA SOURCES: AWOS–3 119.275 (937)–644–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 102° 32 NM to fld. 1080/5W.
COMM/NAV/WEATHER REMARKS: AWOS–3 unusable byd 6 NM.

MAYFIELD (See AKRON)

McARTHUR

VINTON CO (22I) 5 NE UTC−5(−4DT) N39°19.69′ W82°26.51′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–29A**
RWY 09–27: H3725X75 (ASPH) MIRL
RWY 09: Trees. **RWY 27:** PAPI(2PL). Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–357–0268 or 740–596–0002. Occasional deer and geese on and invof arpt. ACTIVATE MIRL Rwy 09–27—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 334° 39.5 NM to fld. 880/3W.



LOC/DME I-AEF	APP CRS	Rwy Idg	5000
110.35	245°	TDZE	993
Chan 40 (Y)		Apt Elev	993

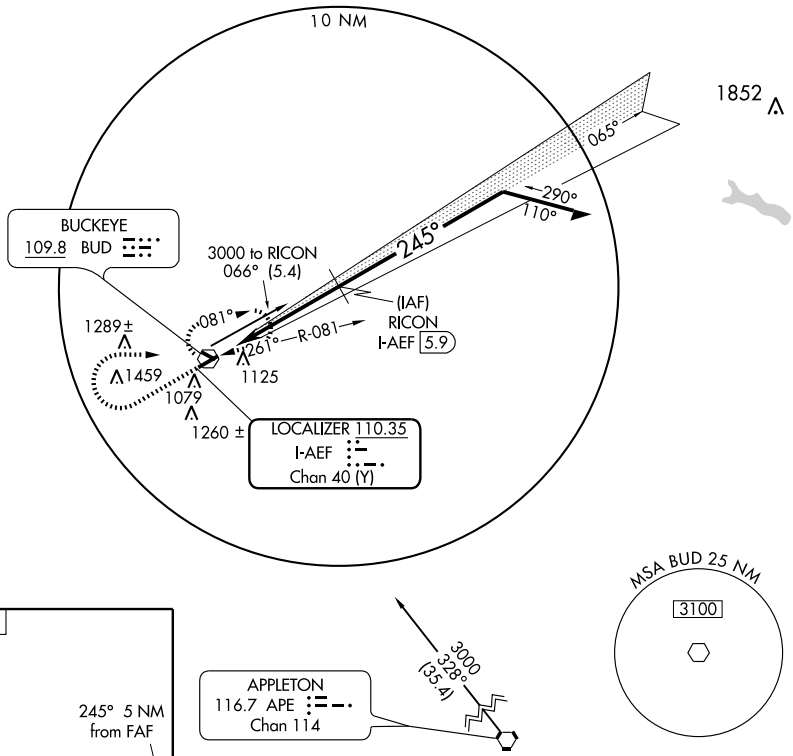
LOC/DME RWY 25

MARION MUNI (MNN)

If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BUD VOR and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-25	1360-1 367 (400-1)			1360-1¼ 367 (400-1¼)
CIRCLING	1480-1 486 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 566 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

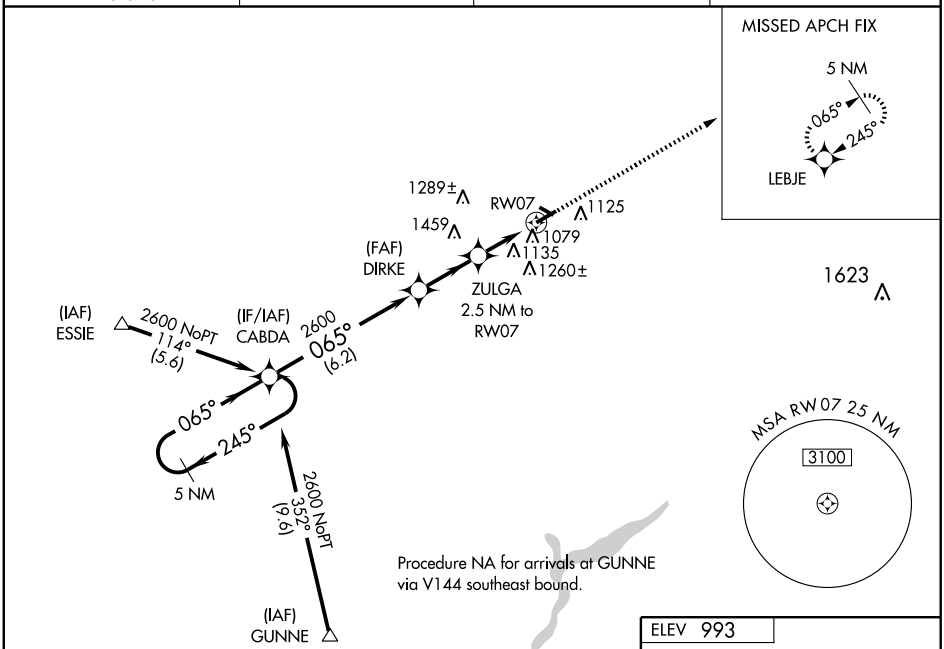
WAAS	APP CRS	Rwy Idg	5000
CH 93604	065°	TDZE	990
W07A		Apt Elev	993

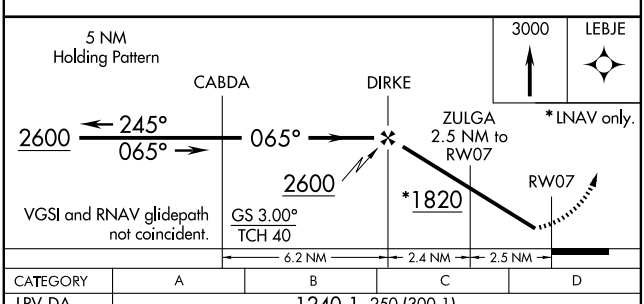
RNAV (GPS) RWY 7
MARION MUNI (MNN)

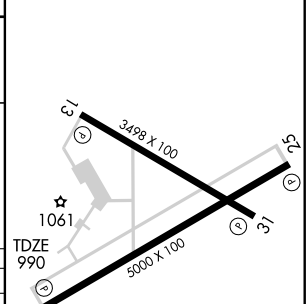
If local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA 87 feet, LNAV/VNAV DA 195 feet, and all MDAS 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct LEBJE and hold.

ASOS	MANSFIELD APP CON *		CLNC DEL	UNICOM
119.975	124.2	390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1240-1 250 (300-1)			
LNAV/ VNAV DA	1379-1½ 389 (400-1½)			
LNAV MDA	1440-1 450 (500-1)		1440-1¼ 450 (500-1¼)	1440-1½ 450 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

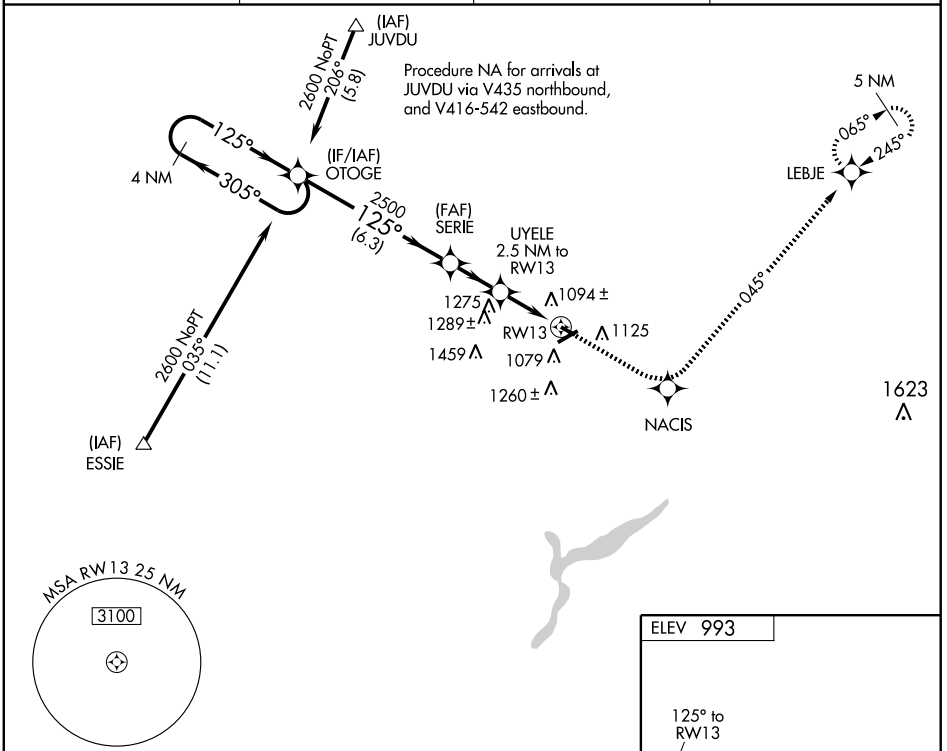
RNAV (GPS) RWY 13
MARION MUNI (MNN)

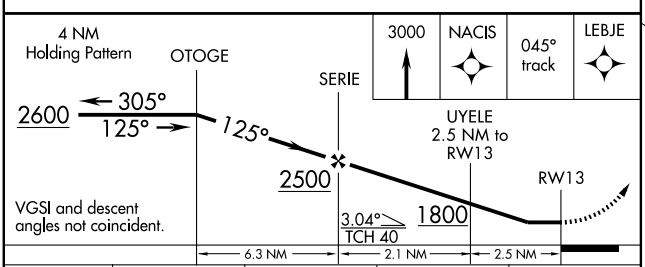
APP CRS	Rwy Idg	3498
125°	TDZE	990
	Apt Elev	993

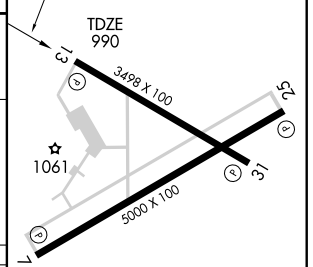
▼ DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ohio State altimeter setting and increase all MDAs 100 feet and visibility Cats C and D and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct NACIS and via 045° track to LEBJE and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1 370 (400-1)			1360-1¼ 370 (400-1¼)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

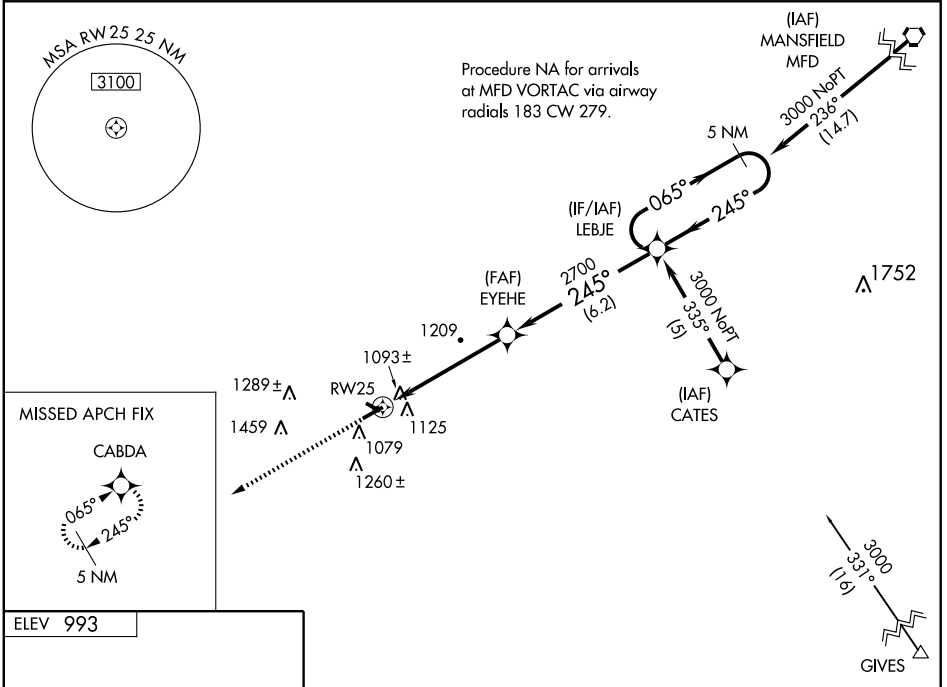
WAAS	APP CRS	Rwy Idg	5000
CH 62904	245°	TDZE	993
W25A		Apt Elev	993

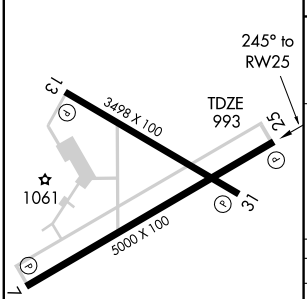
RNAV (GPS) RWY 25
MARION MUNI (MNN)

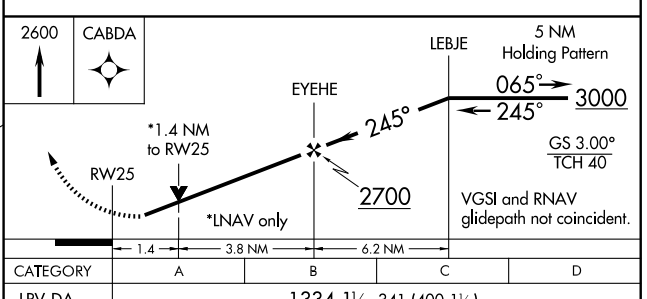
If local altimeter setting not received, use Ohio State University altimeter setting and increase all DAs 87 feet and all MDAs 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct CABDA and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1334-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1443-1½ 450 (500-1½)			
LNAV MDA	1460-1 467 (500-1)		1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

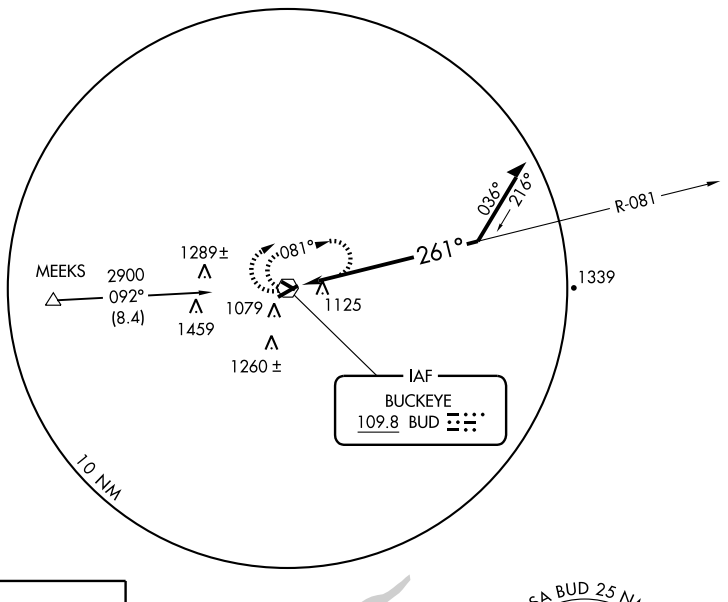
VOR BUD 109.8	APP CRS 261°	Rwy Idg N/A TDZE N/A Apt Elev 993

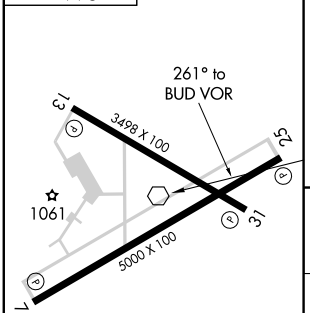
VOR-A
MARION MUNI (MNN)

If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDAs 100 feet.

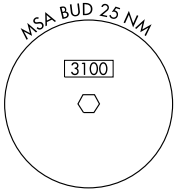
MISSED APPROACH: Climbing right turn to 2900 in BUD VOR holding pattern.

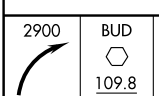
ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L

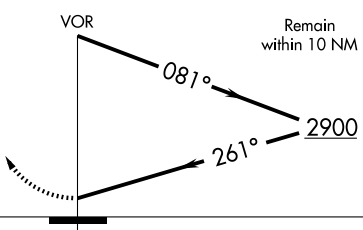




REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1640-1 647 (700-1)		1640-1¾ 647 (700-1¾)	1640-2 647 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MARION MUNI (MNN) 3 NE UTC−5(−4DT) N40°36.98′ W83°03.81′ **DETROIT**
993 B S4 **FUEL** 80, 100LL, JET A1 + TPA—1793(800) NOTAM FILE MNN **H–10G, L–29A**
RWY 07–25: H5000X100 (ASPH–GRVD) S–70, D–95, 2S–121, 2D–150 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Road. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 13–31: H3498X100 (ASPH–GRVD) S–56, D–68, 2S–86, 2D–105 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 21′. Acft.
AIRPORT REMARKS: Attended 1300–2200Z‡. Glider activity on and invof arpt. Gliders and towplanes use rgt tfc pattern for Rwy 07 and Rwy 31. Transient acft follow ramp signs to main ramp. Twy D cannot be used to taxi between rwy and ramp area by acft with wingspan greater than 35′. After 0500Z‡ ACTIVATE MIRL Rwy 07–25 and Rwy 13–31; REIL Rwy 07; Rwy 25; Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 119.975 (740) 383–3400. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 238° 26.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ at fld. NOTAM FILE MNN.
NDB (MHW) 201 MNN N40°37.03′ W83°04.20′ at fld. Unusable byd 15 NM. NOTAM FILE MNN. SHUTDOWN.
ILS/DME 110.35 I–AEF Chan 40Y Rwy 25. LOC only.

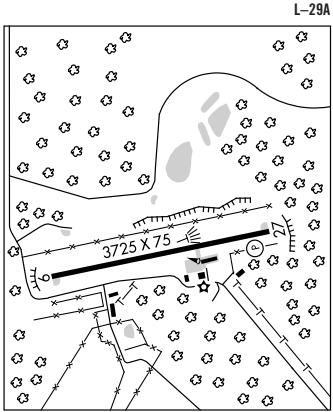
MARYSVILLE

UNION CO (MRT) 1 SE UTC−5(−4DT) N40°13.48′ W83°21.10′ **DETROIT**
1021 B S4 **FUEL** 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE DAY **L–29A**
RWY 09–27: H4218X75 (ASPH) S–17 MIRL 0.6% up W. **IAP**
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 4.0°TCH 42′. Thld dsplcd 124′. Railroad.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. For svc after hrs call 740–815–5455. 24 hr credit card svc avbl fuel. Deer and birds on and invof arpt. ACTIVATE MIRL, REIL, PAPI Rwy 09–27—CTAF. Ramp fee for commercial acft.
WEATHER DATA SOURCES: AWOS–3 119.275 (937)–644–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 102° 32 NM to fld. 1080/5W.
COMM/NAV/WEATHER REMARKS: AWOS–3 unusable byd 6 NM.

MAYFIELD (See AKRON)

McARTHUR

VINTON CO (22I) 5 NE UTC−5(−4DT) N39°19.69′ W82°26.51′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–29A**
RWY 09–27: H3725X75 (ASPH) MIRL
RWY 09: Trees. **RWY 27:** PAPI(2PL). Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–357–0268 or 740–596–0002. Occasional deer and geese on and invof arpt. ACTIVATE MIRL Rwy 09–27—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 334° 39.5 NM to fld. 880/3W.



APP CRS	Rwy Idg	4218
088°	TDZE	1021
	Apt Elev	1021

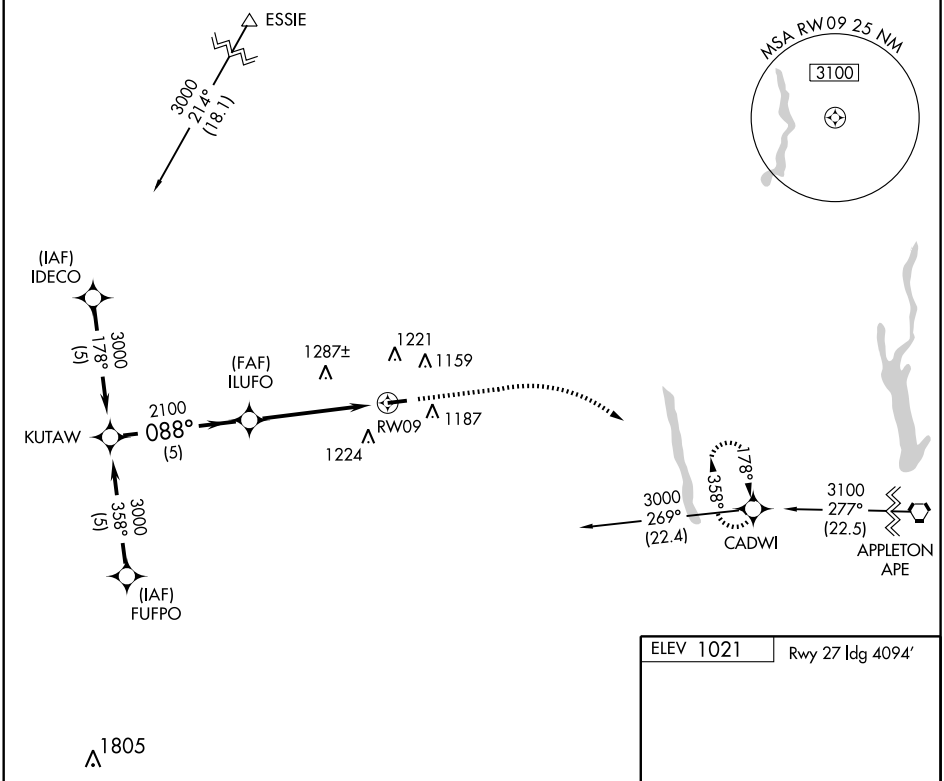
GPS RWY 9

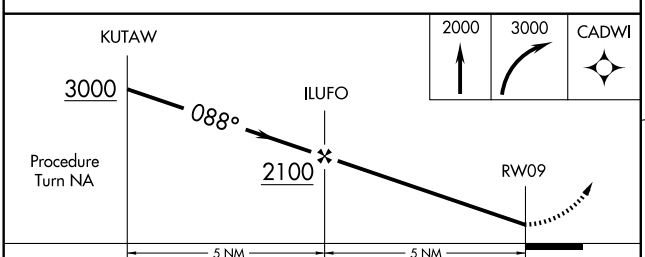
MARYSVILLE / UNION COUNTY (MRT)

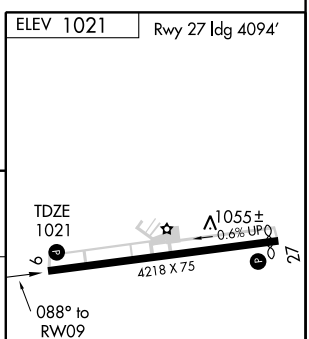
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.275	120.2 317.775	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1520-1	499 (500-1)	1520-1¼ 499 (500-1¼)	1520-1½ 499 (500-1½)
CIRCLING	1540-1	519 (600-1)	1560-1½ 539 (600-1½)	1580-2 559 (600-2)

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4094
268°	TDZE	1015
	Apt Elev	1021

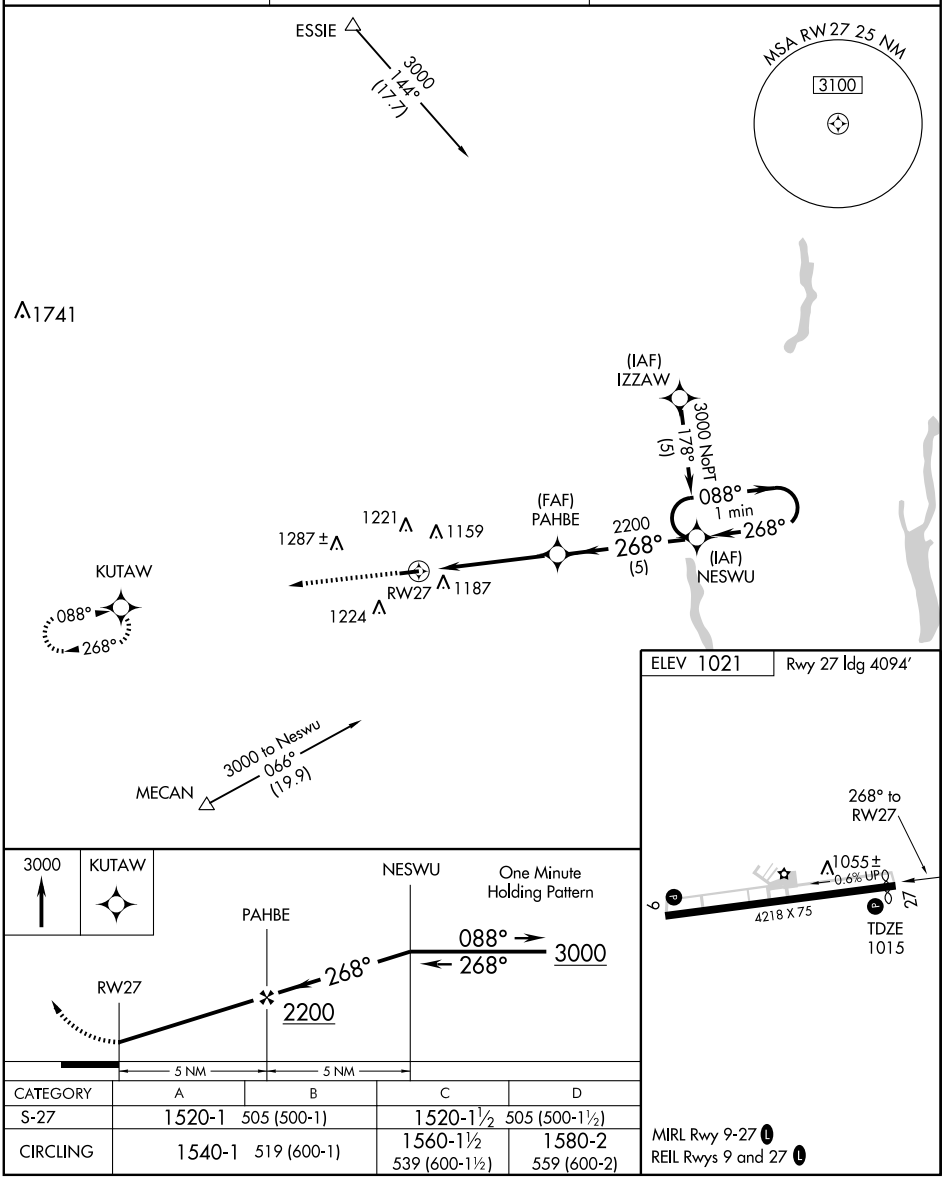
GPS RWY 27

MARYSVILLE / UNION COUNTY (MRT)

NA

MISSED APPROACH: Climb to 3000 direct KUTAW WP and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.275	120.2 317.775	122.8 (CTAF) L



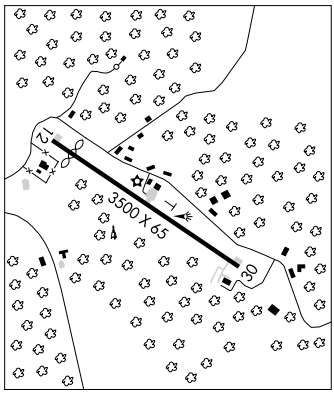
CATEGORY	A	B	C	D
S-27	1520-1 505 (500-1)		1520-1½ 505 (500-1½)	
CIRCLING	1540-1 519 (600-1)		1560-1½ 539 (600-1½)	1580-2 559 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

McCONNELSVILLE

MORGAN CO (I71) 3 E UTC−5(−4DT) N39°39.26′ W81°48.19′ CINCINNATI
1000 B **FUEL** 100LL TPA—1800(800) NOTAM FILE CLE L–29B
RWY 12–30: H3500X65 (ASPH) S–12 MIRL
RWY 12: Thld dsplcd 350′. Road. **RWY 30:** REIL. Tree.
AIRPORT REMARKS: Unattended. For fuel use phone in Administration Building and refer to list above phone. Rwy 12–30 sfc has loose aggregate, large cracks with grass growing through them. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 30—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 172° 17.7 NM to fld. 900/6W.



MEDINA MUNI (1G5) 4 E UTC−5(−4DT) N41°07.89′ W81°45.90′ DETROIT
1190 B S4 **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 09–27: H3556X75 (ASPH) S–30 MIRL 0.4% up E IAP
RWY 09: PAPI (P4L). Trees. **RWY 27:** REIL. PAPI (P4L)—GA 3.5° TCH 30′.
RWY 01–19: H2867X60 (ASPH) S–25 MIRL 0.7% up N
RWY 01: PAPI (P4L). P–line. **RWY 19:** PAPI (P4L). Thld dsplcd 737′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. PAEW twys. Rwy 09–27 has severe cracking with much foreign object damage potential. Rwy 09 PAPI OTS indef. MIRL Rwy 09–27, MIRL Rwy 01–19, PAPI Rwys 09, 27, 01 and 19 opr dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 132° 22.5 NM to fld. 780/5W. HIWAS.

METCALF FLD (See TOLEDO)

MIAMI UNIVERSITY (See OXFORD)

MIDDLE BASS–EAST POINT (See MIDDLE BASS ISLAND)

MIDDLE BASS ISLAND

MIDDLE BASS–EAST POINT (3W9) 1 NE UTC−5(−4DT) N41°41.67′ W82°47.79′ DETROIT
582 NOTAM FILE CLE
RWY 09–27: 2085X67 (TURF)
RWY 09: Berm. **RWY 27:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended May–Oct irregularly, unattended Nov–Apr. Rwy soft and wet in spring. Numerous trees and buildings in close proximity of rwy. Be alert: Expect significant windshear and turbulence on apch and departure when winds exceed 10 Kt speed.
COMMUNICATIONS: CTAF 122.9

MIDDLE BASS ISLAND (3T7) 1 NE UTC−5(−4DT) N41°41.11′ W82°48.29′ DETROIT
580 TPA—1580 (1000)
RWY 10–28: H1852X75 (ASPH)
RWY 10: PAPI(P4L). Thld dsplcd 52′. Building. Rgt tfc.
RWY 28: PAPI(P4L). Ground.
AIRPORT REMARKS: Unattended. All tfc patterns remain S of arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

MEDINA MUNI (1G5)

MEDINA, OHIO

CLEVELAND DEP CON
125.35 354.025

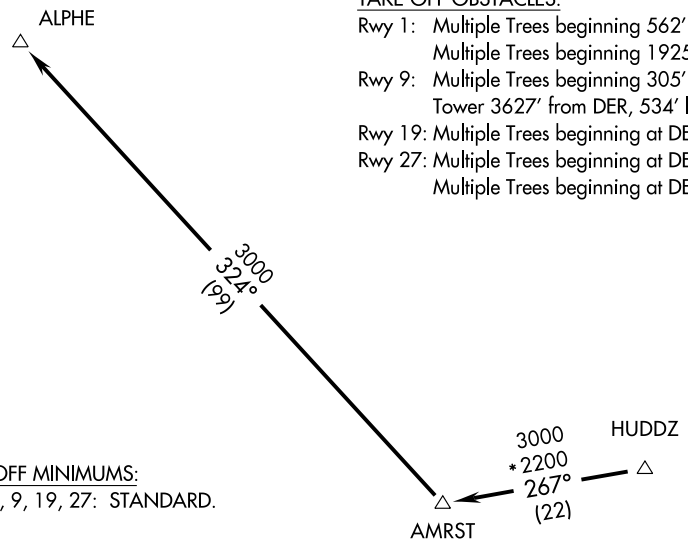
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

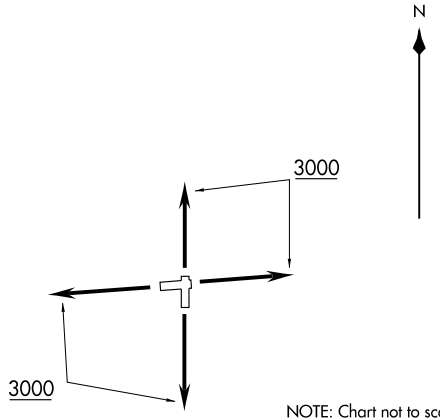
. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.



TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27: STANDARD.



NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
MEDINA MUNI (1G5)
MEDINA, OHIO

SL-5763 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

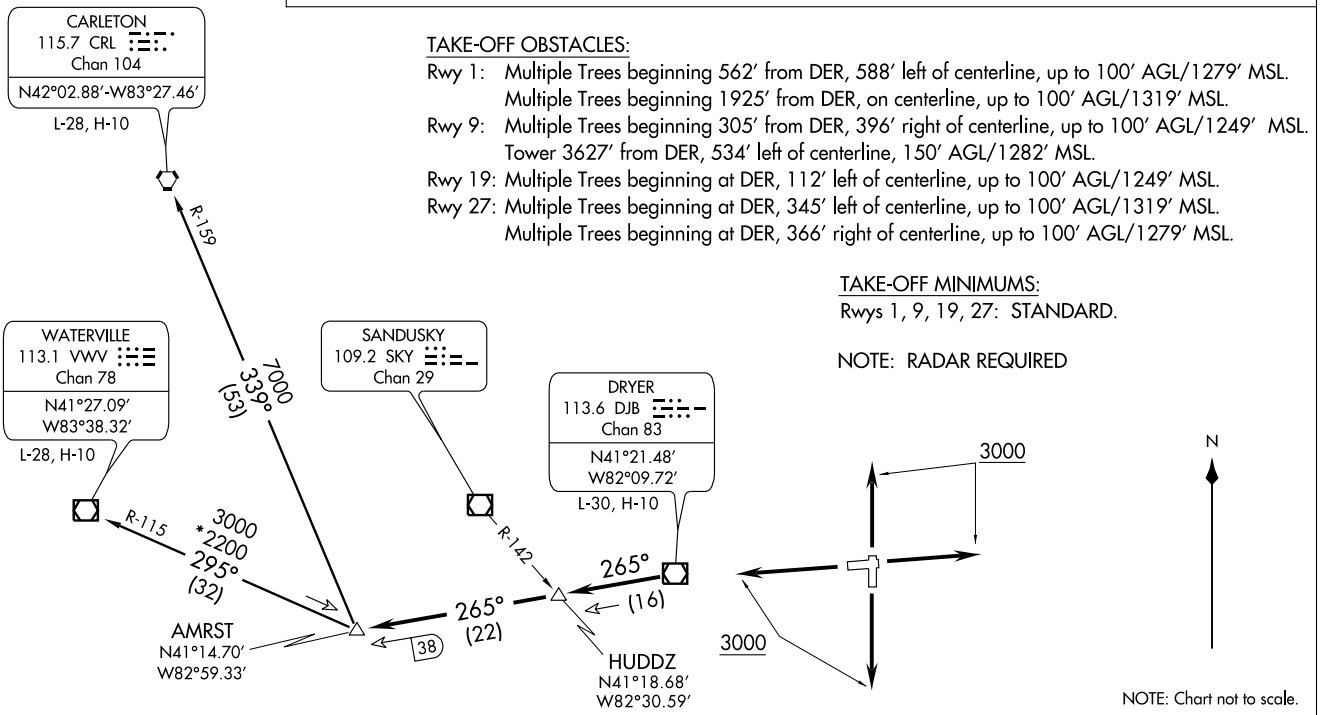
CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27: STANDARD.

NOTE: RADAR REQUIRED

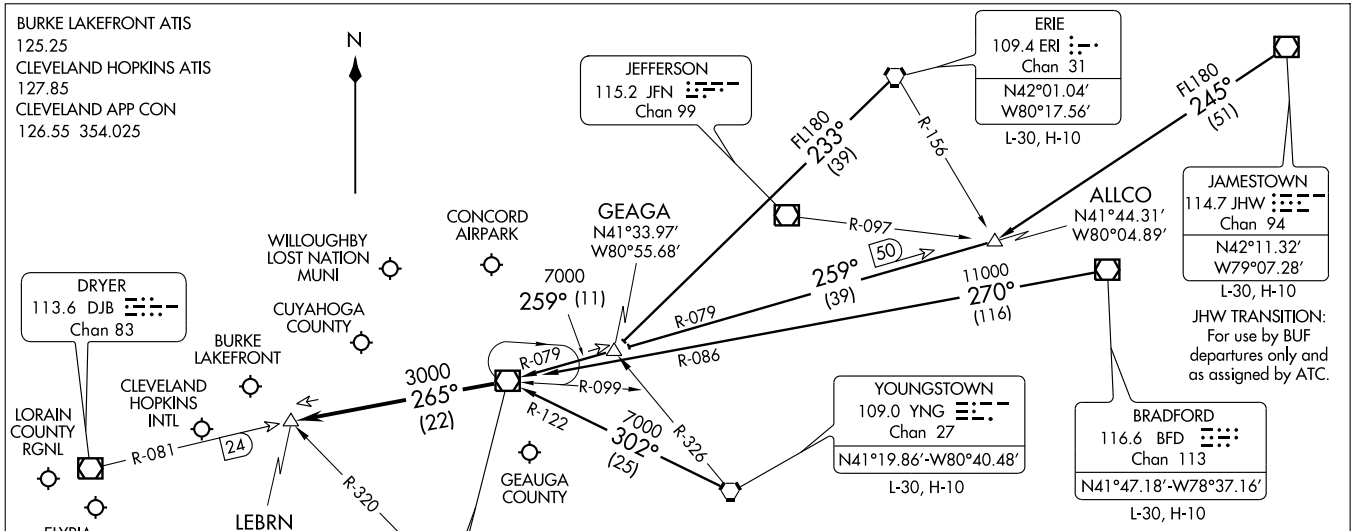


MEDINA MUNI (1G5)
MEDINA, OHIO

SL-5763 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

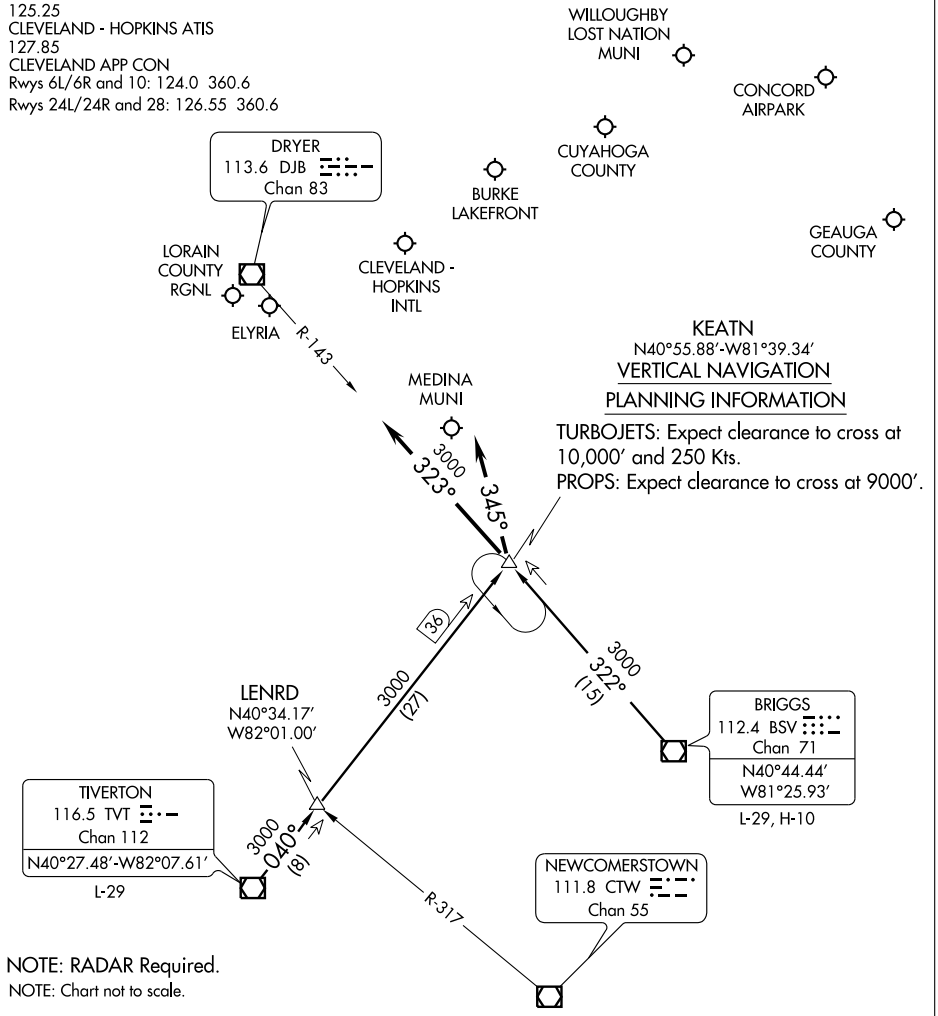
CLEVELAND, OHIO

CLEVELAND, OHIO

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09183

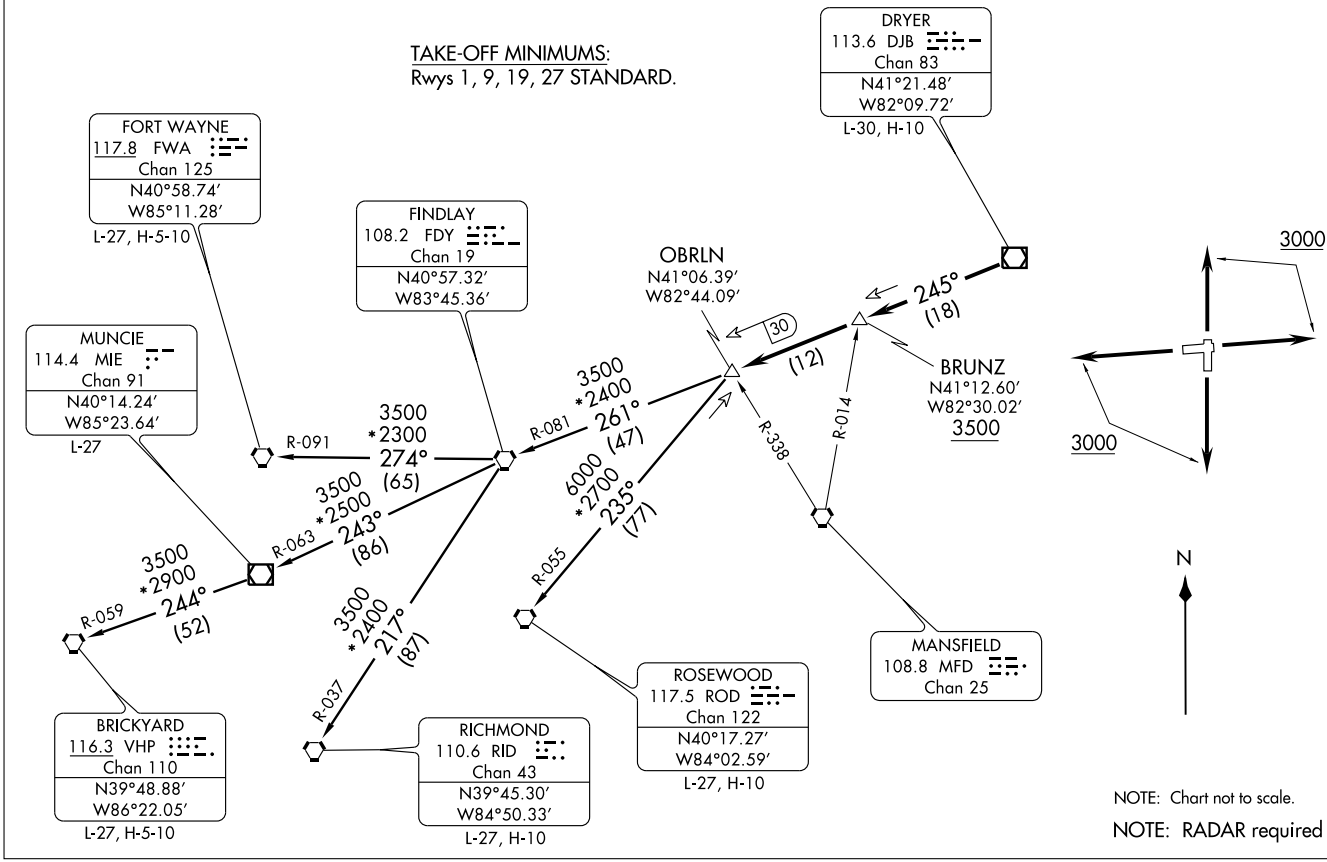
MEDINA, OHIO

MEDINA MUNI (1G5)

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27 STANDARD.



(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-5763 (FAA)

MEDINA MUNI (1G5)
MEDINA, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.

Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.

Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.

Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

MEDINA MUNI (1G5)

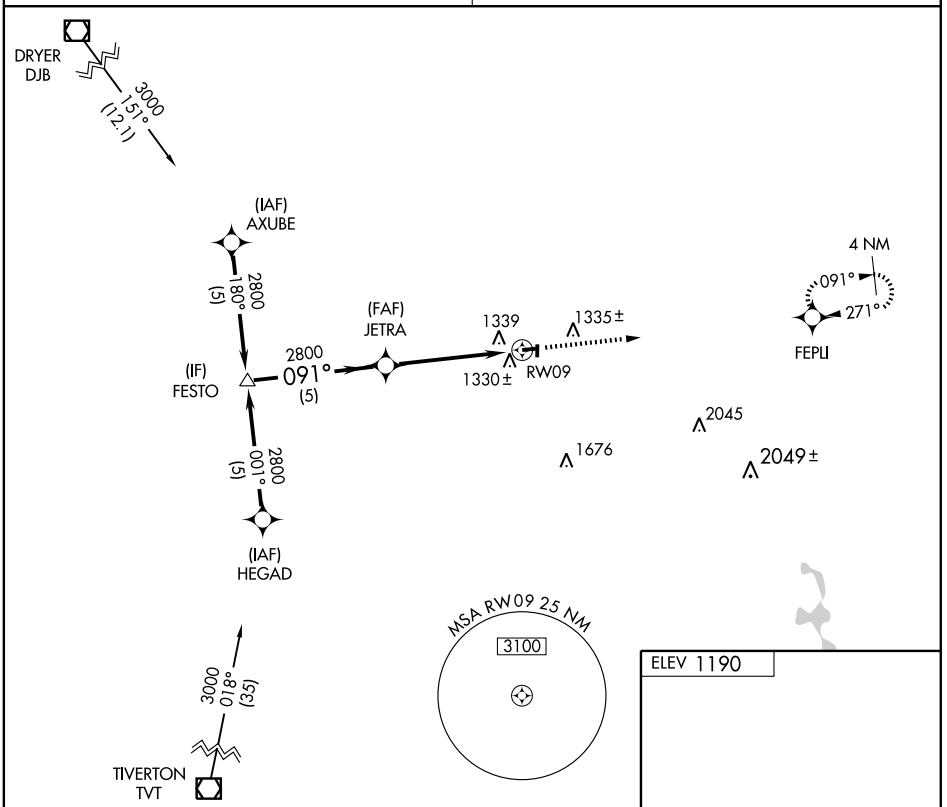
APP CRS	Rwy Idg	3556
091°	TDZE	1179
	Apt Elev	1190

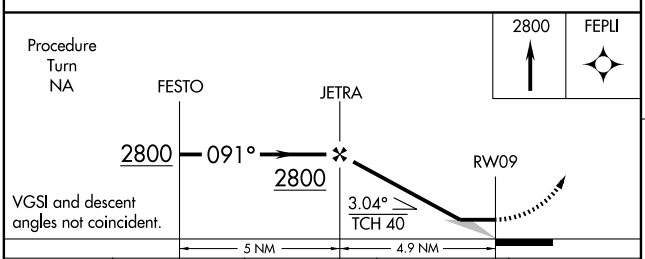
Use Cleveland-Hopkins altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FEPLI WP and hold.

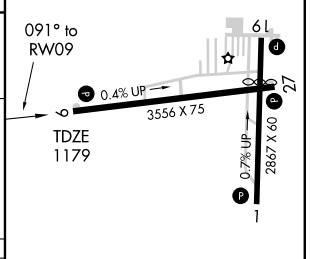
CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1700-1	521 (600-1)	1700-1½ 521 (600-1½)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA



REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

MEDINA MUNI (1G5)

APP CRS	Rwy Idg	3556
271°	TDZE	1183
	Apt Elev	1190

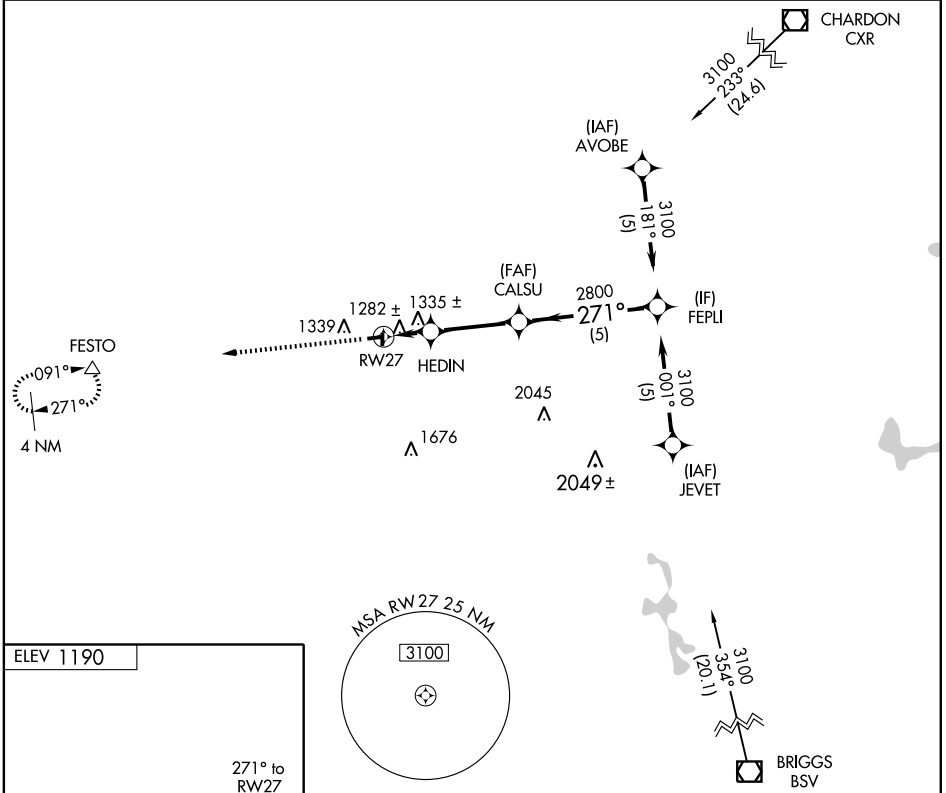
Use Cleveland Hopkins altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

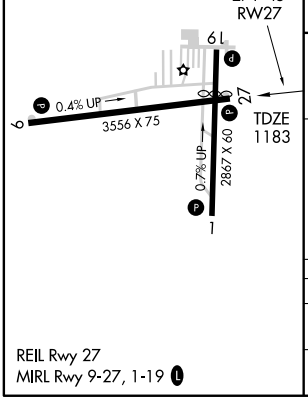
NA

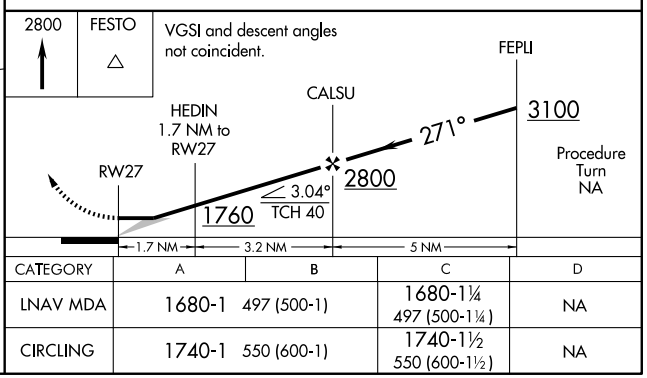
MISSED APPROACH: Climb to 2800 direct FESTO WP and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1	497 (500-1)	1680-1¼ 497 (500-1¼)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183

MEDINA MUNI (1G5)
MEDINA, OHIO

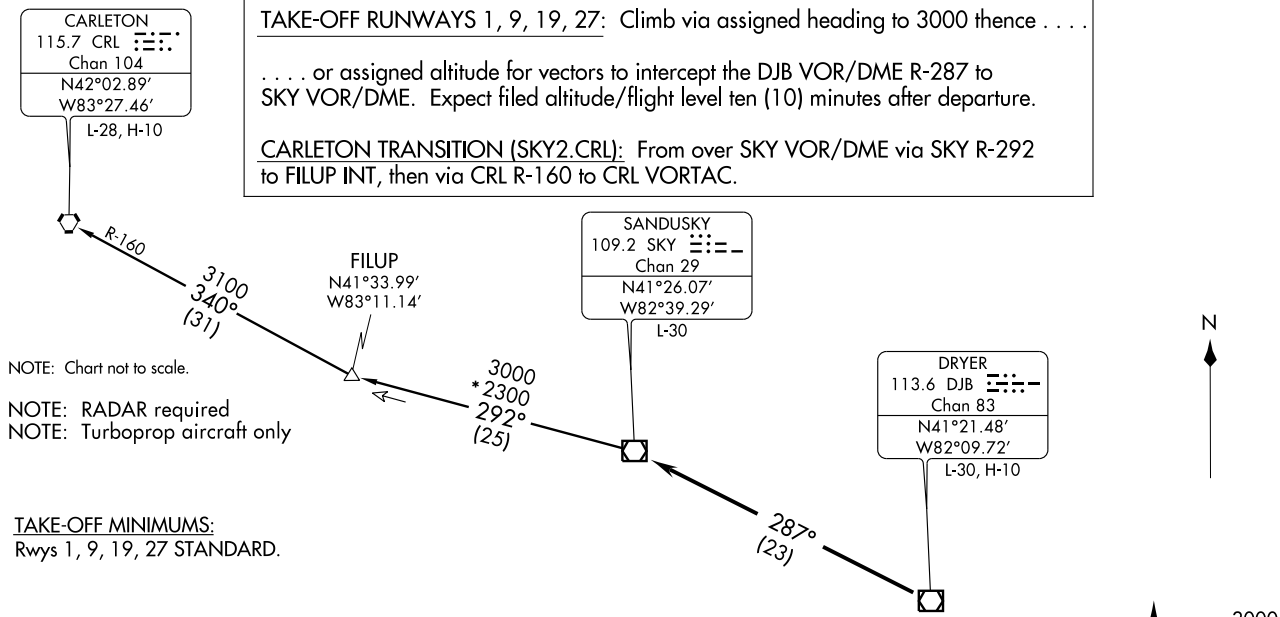
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

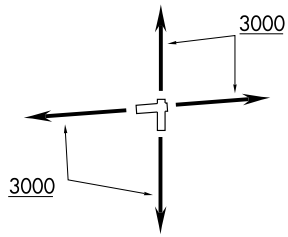
TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27 STANDARD.



TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
MEDINA MUNI (1G5)
MEDINA, OHIO
SL-5763 (FAA)

VOR/DME ACO 114.4 Chan 91	APP CRS 278°	Rwy Idg 3556 TDZE 1183 Apt Elev 1190

VOR RWY 27
MEDINA MUNI (1G5)

NA

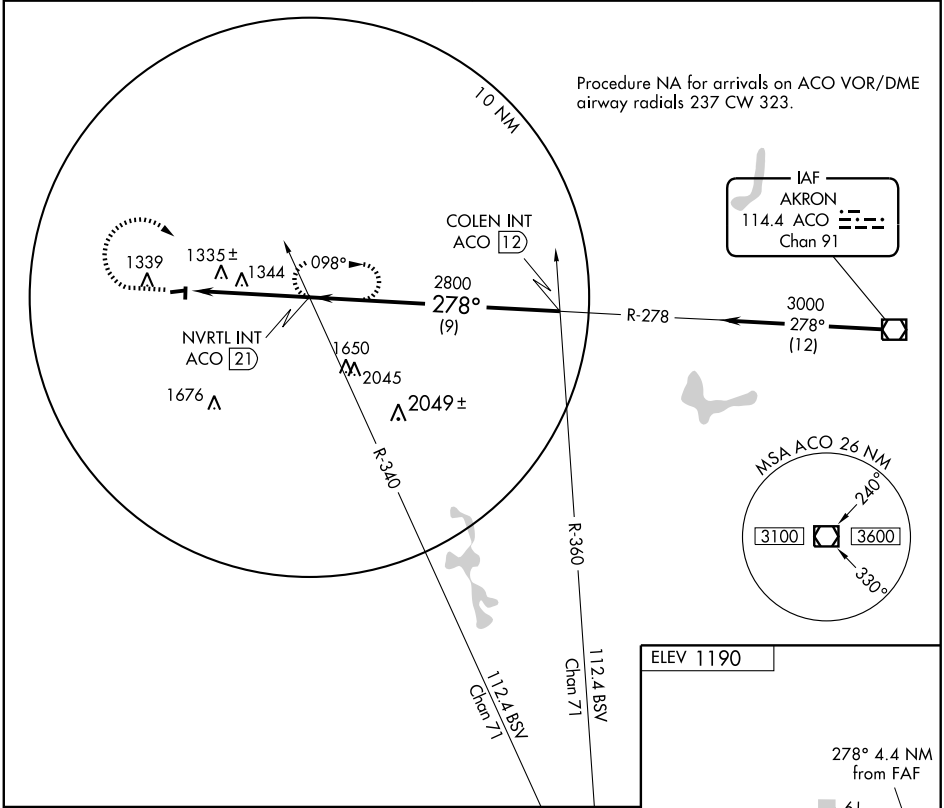
Use Cleveland-Hopkins Intl altimeter setting.

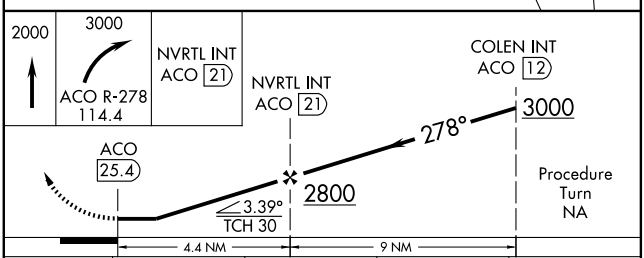
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via ACO R-278 to NVRTL Int/21 DME and hold, continue climb-in-hold to 3000.

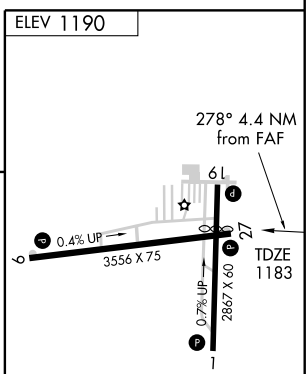
CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-27	1760-1 577 (600-1)	1760-1¼ 577 (600-1¼)	1760-1½ 577 (600-1½)	NA
CIRCLING	1800-1 610 (700-1)	1800-1¼ 610 (700-1¼)	1800-1¾ 610 (700-1¾)	NA

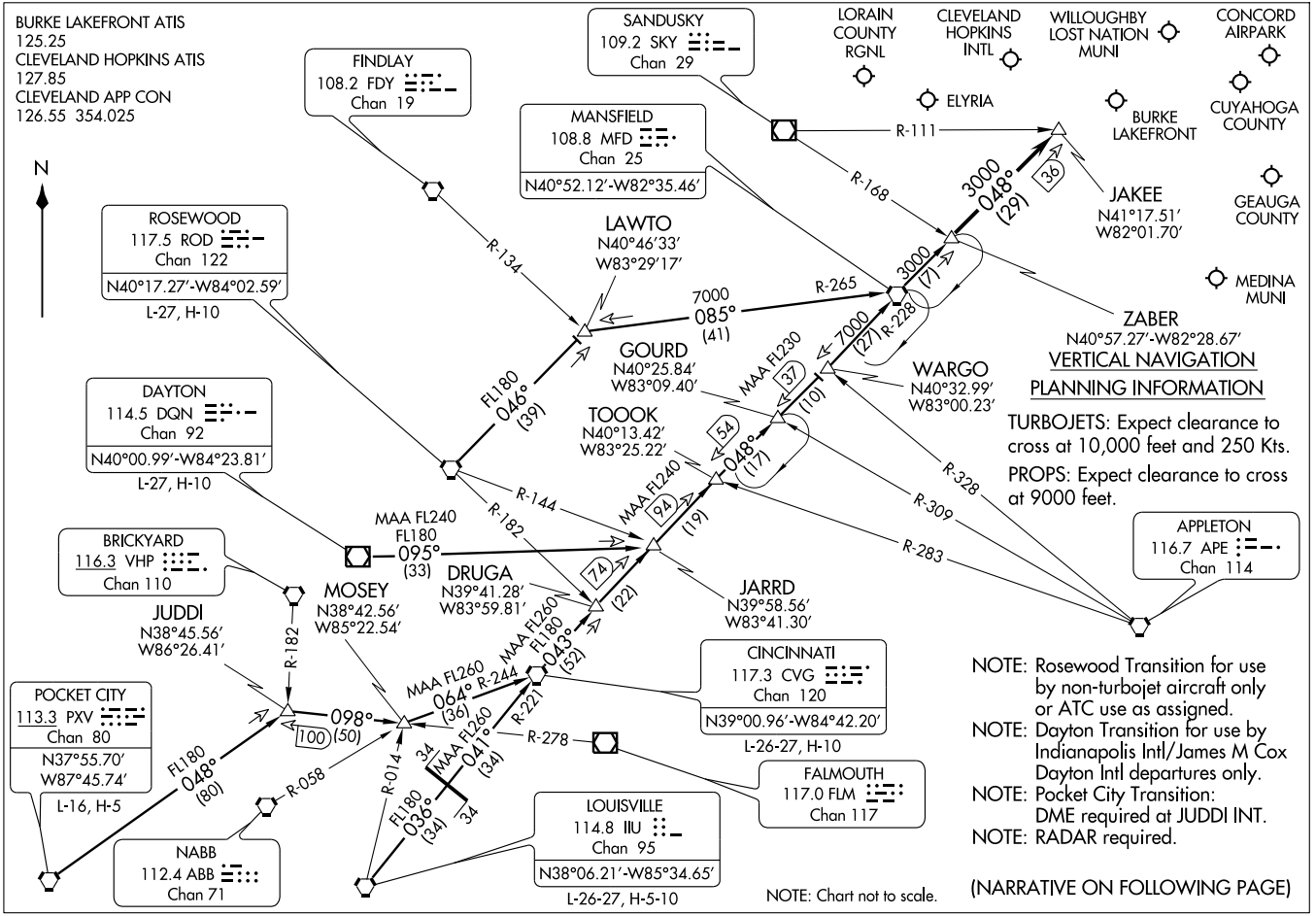
REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

41°08'N - 81°46'W

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

MIDDLEFIELD

GEAUGA CO (7G8) 1 SE UTC−5(−4DT) N41°26.98′ W81°03.78′ DETROIT

1174 B **FUEL** 100LL TPA—2199(1025) NOTAM FILE CLE L–30G

RWY 11–29: H3500X65 (ASPH) S–18.5 HIRL 0.5% up W. IAP

RWY 11: REIL. TRCV (TRIR). Thld dsplcd 180′. Tank. **RWY 29:** REIL. TRCV (TRIL). Trees.

AIRPORT REMARKS: Unattended. Use care when taxiing on ramp, loose gravel and rough areas. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF. Rwy 11 and Rwy 29 TRCV OTS indef. Ultralight ops conduct a close–in 500′ AGL rgt hand pattern during dalgt hrs. Parallel twy clsd permanently, E of T–hangars.

COMMUNICATIONS: CTAF/UNICOM 123.0

CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)

Ⓡ **CLEVELAND APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 137° 6.1 NM to fld. 1310/5W.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

MIDDLETOWN RGNL/HOOK FLD (MWO) 2 N UTC−5(−4DT) N39°31.91′ W84°23.79′ CINCINNATI

650 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DAY H–10G, L–27E

RWY 05–23: H6100X100 (ASPH) S–66, D–78, 2S–99, 2D–140 MIRL IAP

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld dsplcd 299′. Tree. Rgt tfc.

RWY 08–26: 3040X297 (TURF)

RWY 08: Thld dsplcd 951′. Trees. **RWY 26:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2300Z‡. CAUTION: Ultralights enter/exit pattern at Rwy 08 to N lower than regular tfc pattern. Ultralights do not fly S of Rwy 26. Rwy 08–26 marked with white and black cones. ACTIVATE MIRL Rwy 05–23—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.025 (513) 422–3505.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)

DAYTON CLNC DEL 119.4 (937) 454–7282

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 126° 24.5 NM to fld. 1135/3W.

HOOK FLD NDB (MHW) 239 HKF N39°29.93′ W84°26.85′ 054° 3.1 NM to fld. NOTAM FILE DAY. NDB OTS indef.

ONIDA NDB (LOM) 223 MW N39°34.70′ W84°19.41′ 235°4.4 NM to fld. Unmonitored.

ILS 111.1 I–MWO Rwy 23 LOM ONIDA NDB. LOC only.

MIDWEST N39°25.78′ W83°48.07′ NOTAM FILE ILN. CINCINNATI

(T) VORW/DME 112.9 MXQ Chan 76 at Airborne Airpark. 1050/4W. H–10G, L–27E

Unmonitored when twr clsd.

VOR unusable 051°–224°, 170°–275°.

MILLER (See ALLIANCE)

MILLER FARM LANDING STRIP (See BALTIMORE)

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09183

MIDDLEFIELD / GEAUGA COUNTY (7G8)

MIDDLEFIELD, OHIO

CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

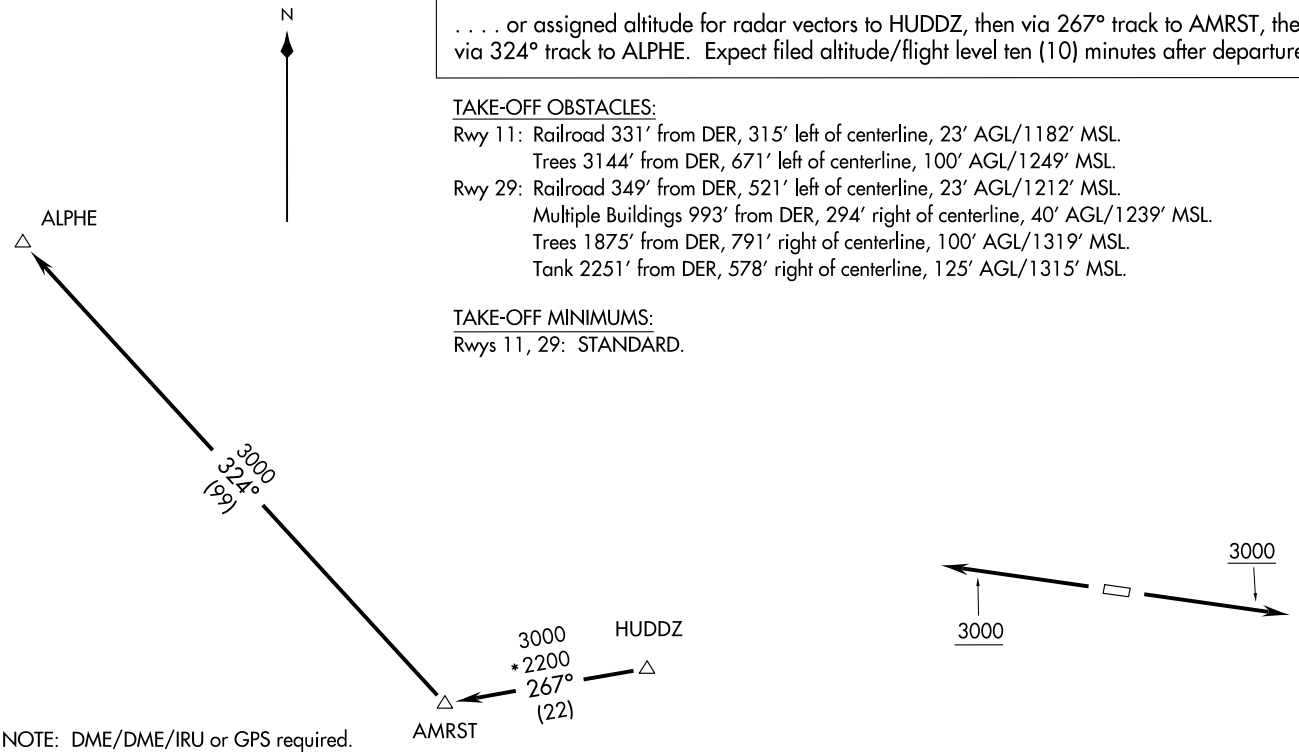
TAKE-OFF OBSTACLES:

Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′ left of centerline, 100′ AGL/1249′ MSL.

Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

TAKE-OFF MINIMUMS:

Rwys 11, 29: STANDARD.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09183
MIDDLEFIELD / GEAUGA COUNTY (7G8)
MIDDLEFIELD, OHIO

SL-6254 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

MIDDLEFIELD / GEAUGA COUNTY (7G8)

MIDDLEFIELD, OHIO

SL-6254 (FAA)

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 11, 29: STANDARD.

NOTE: RADAR REQUIRED

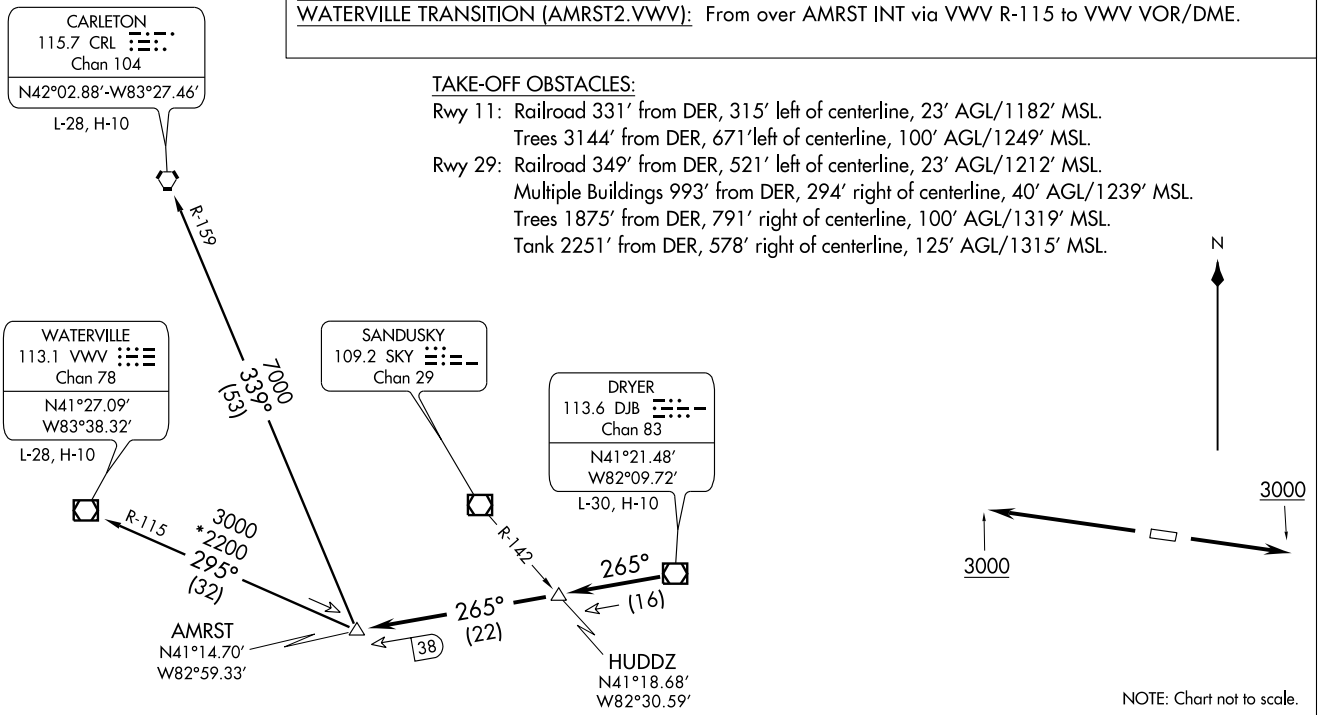
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

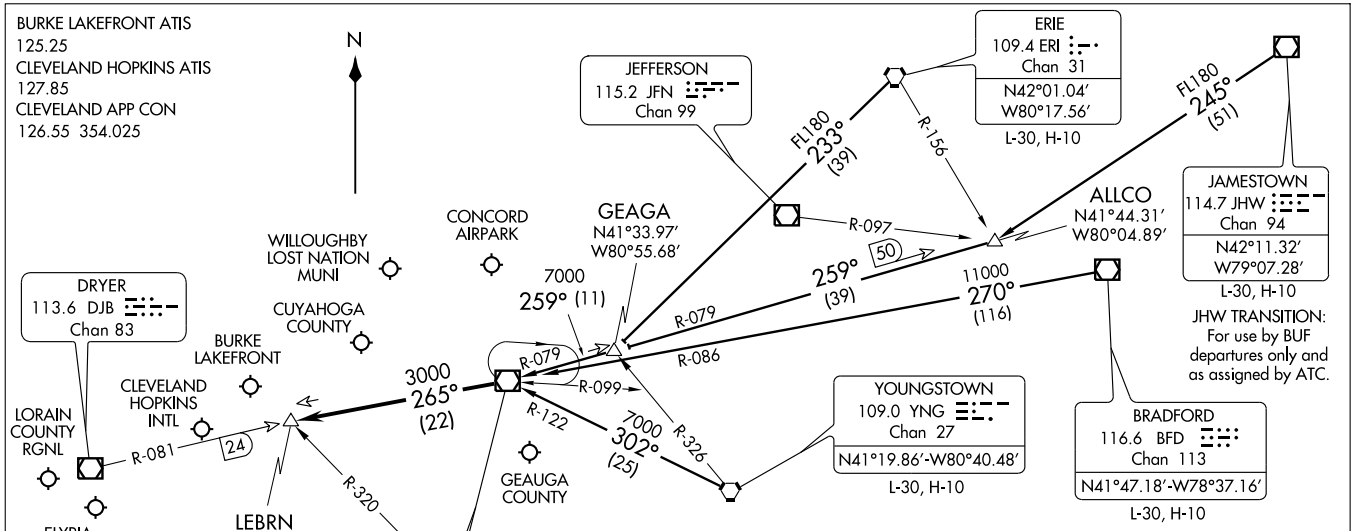
CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.



CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

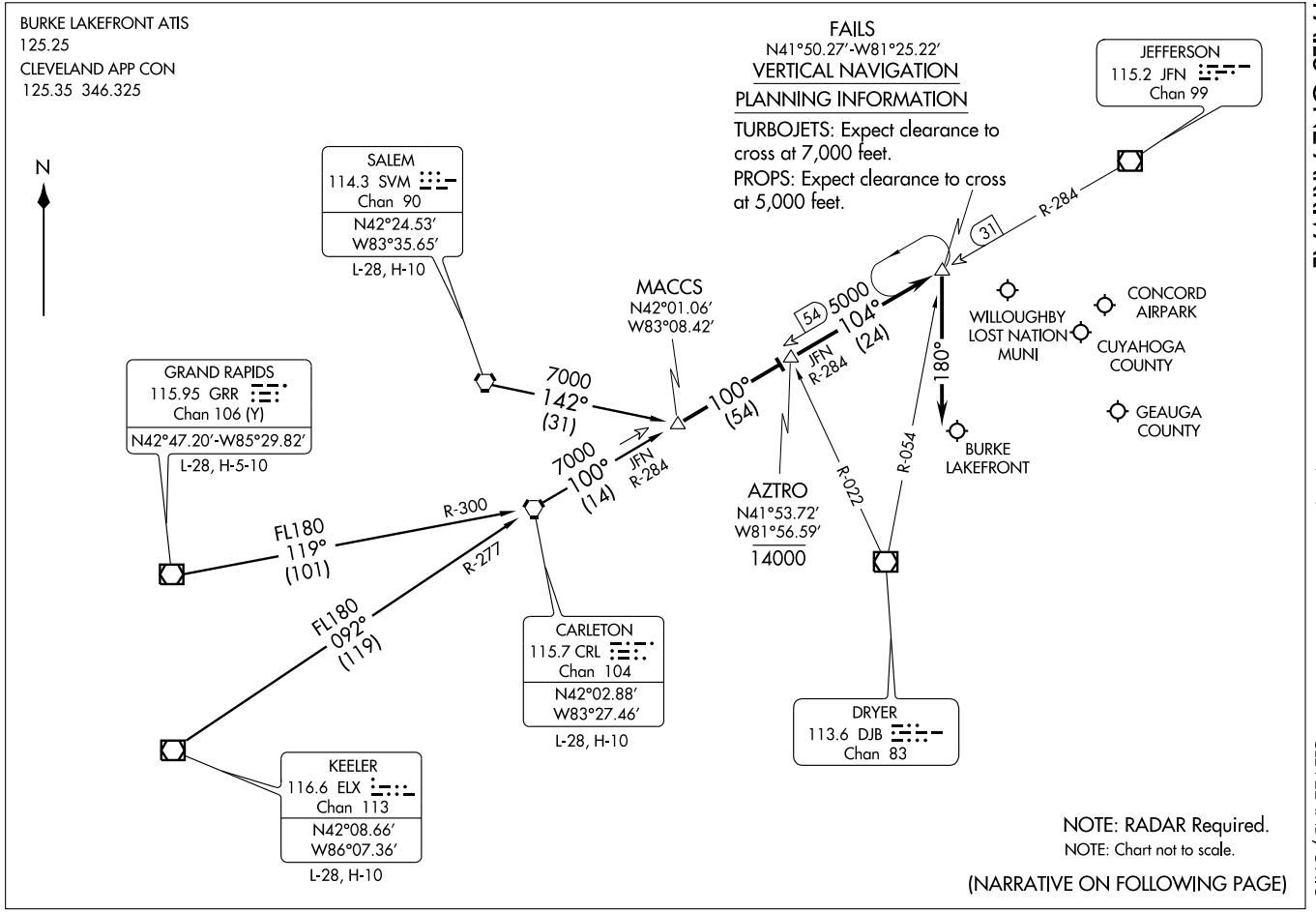
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

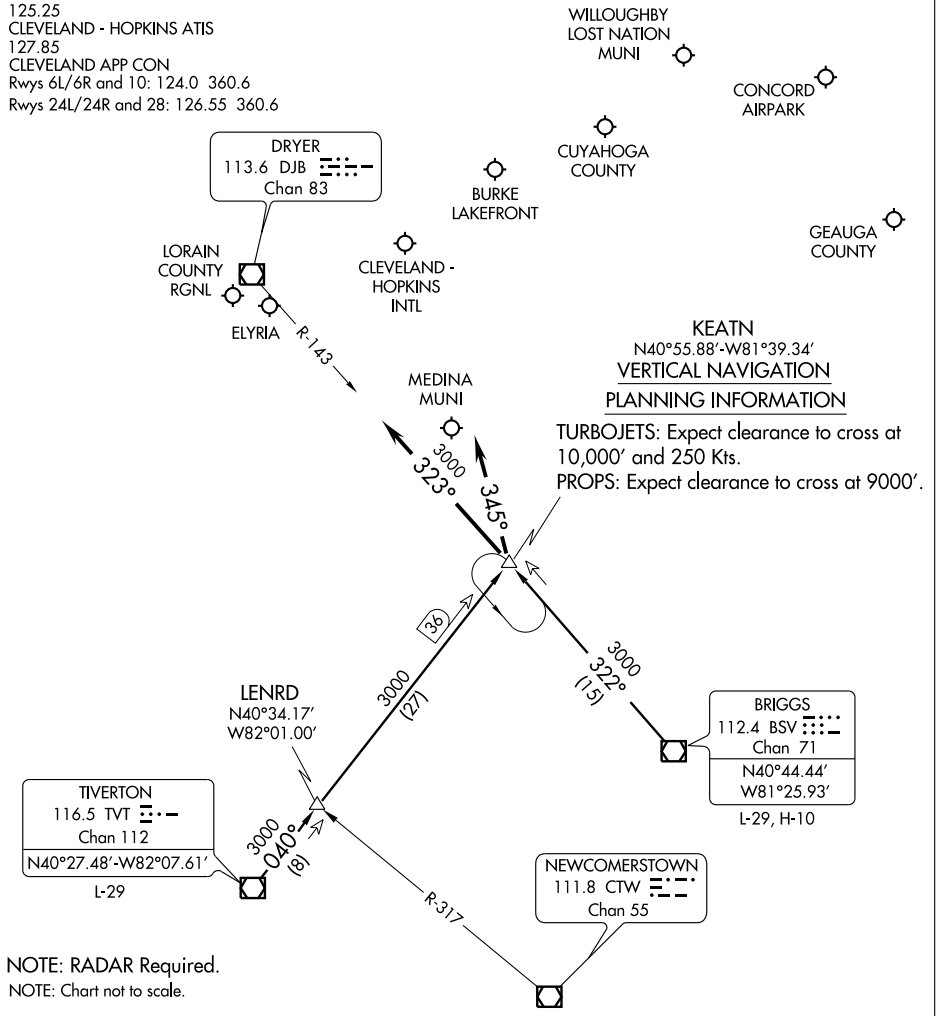
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

OBRLN TWO DEPARTURE
(OBRLN2.OBRLN) 09183
MIDDLEFIELD, OHIO
MIDDLEFIELD / GEAUGA COUNTY (7G8)
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′ left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

MIDDLEFIELD / GEAUGA COUNTY (7G8)

MIDDLEFIELD, OHIO

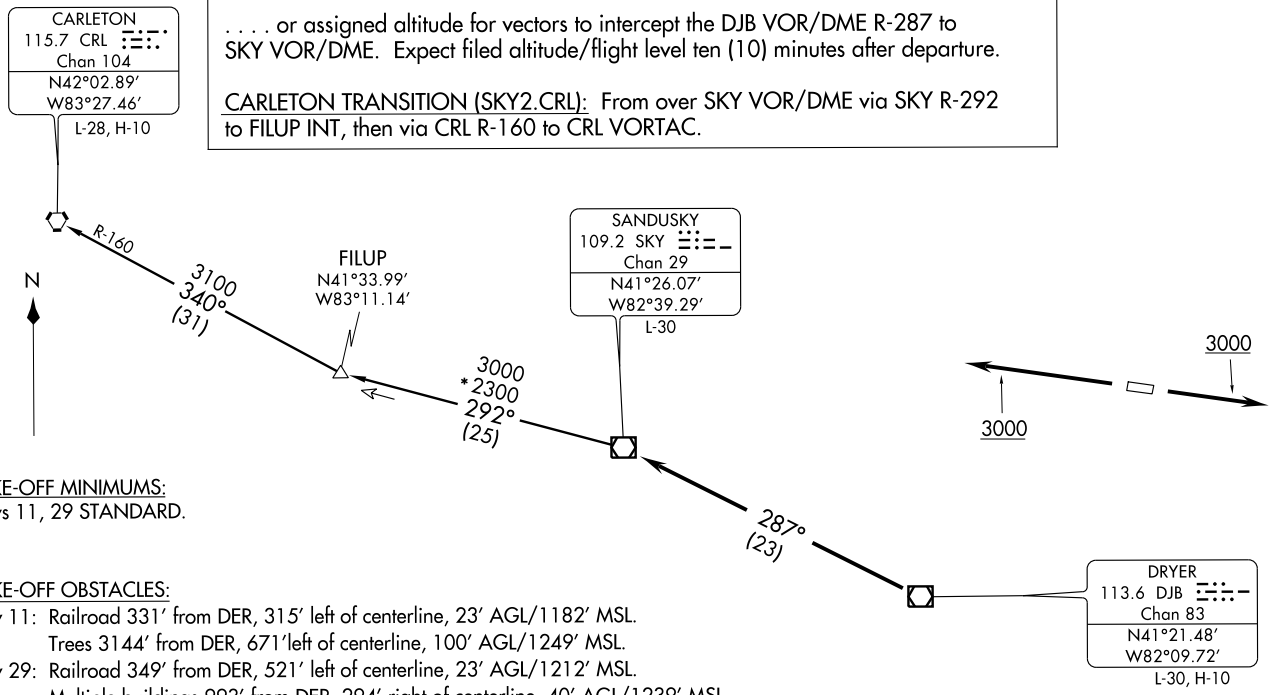
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 11, 29 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
MIDDLEFIELD / GEAUGA COUNTY (7G8)
MIDDLEFIELD, OHIO

SL-6254 (FAA)

VOR/DME CXR	APP CRS	Rwy Idg	N/A
112.7	137°	TDZE	N/A
Chan 74		Apt Elev	1175

VOR or GPS-A

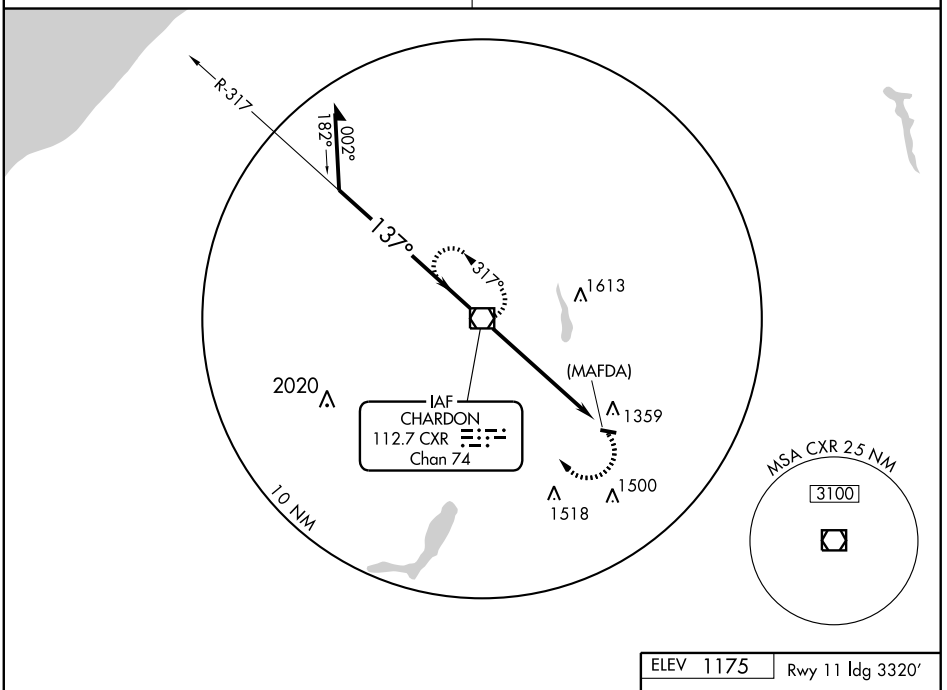
MIDDLEFIELD/ GEAUGA COUNTY (7G8)

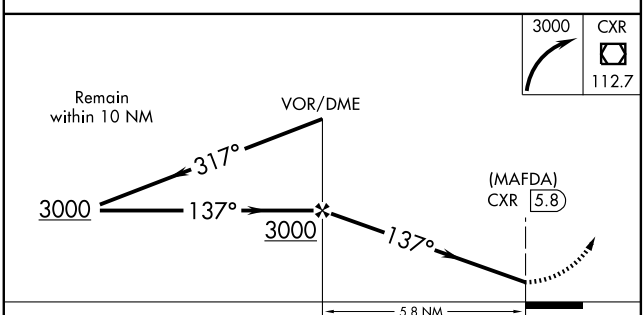
Use Youngstown-Warren Rgnl altimeter setting.
NA

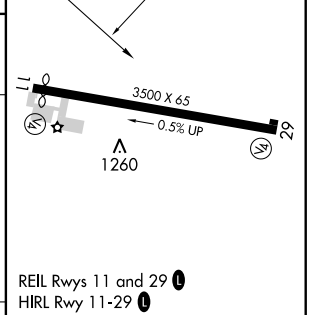
MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







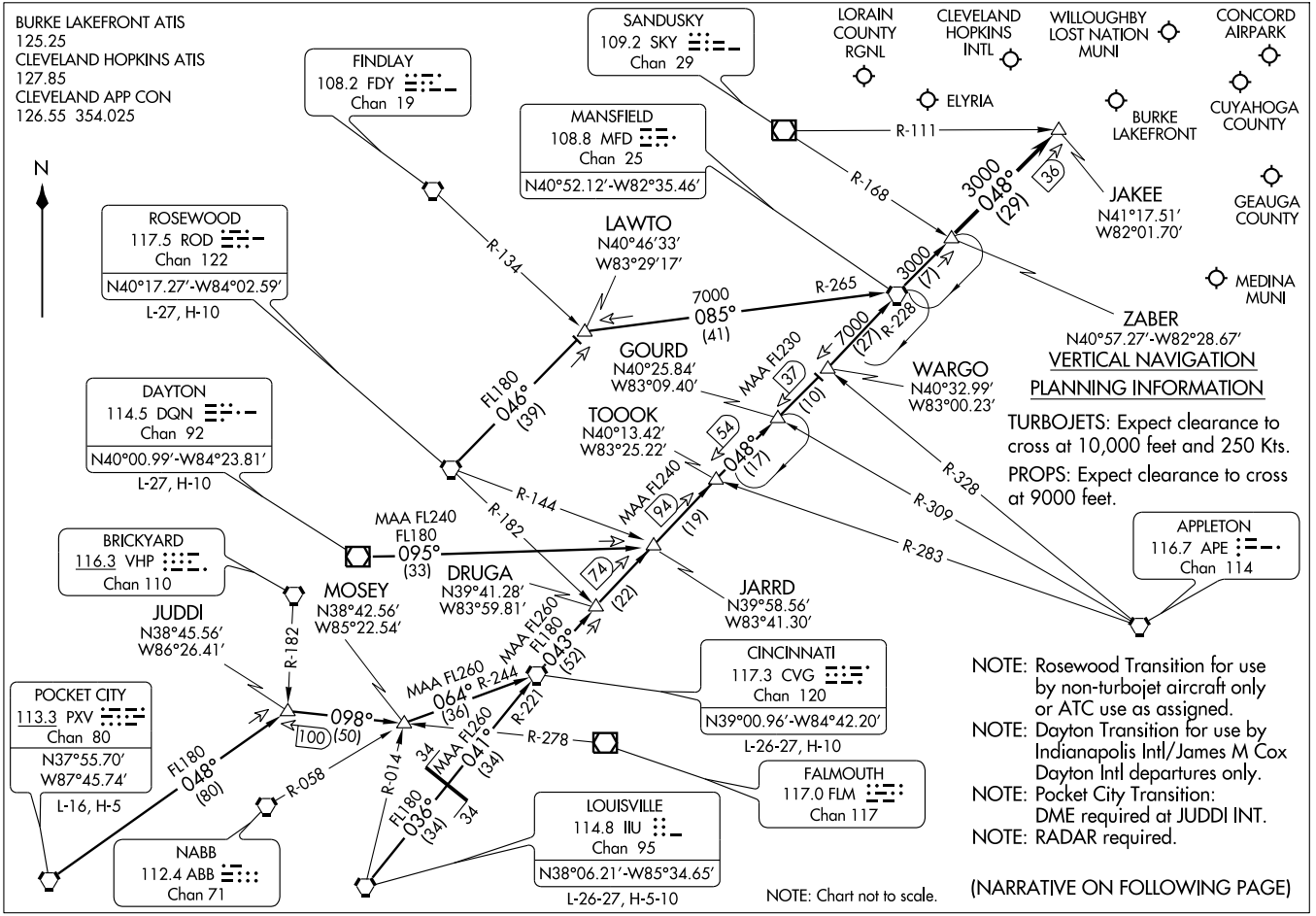
CATEGORY	A	B	C	D
CIRCLING	1800-1	627 (700-1)	1800-1¾	NA
			627 (700-1¾)	

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

MIDDLEFIELD

GEAUGA CO (7G8) 1 SE UTC−5(−4DT) N41°26.98′ W81°03.78′ DETROIT

1174 B **FUEL** 100LL TPA—2199(1025) NOTAM FILE CLE L–30G

RWY 11–29: H3500X65 (ASPH) S–18.5 HIRL 0.5% up W. IAP

RWY 11: REIL. TRCV (TRIR). Thld dsplcd 180′. Tank. **RWY 29:** REIL. TRCV (TRIL). Trees.

AIRPORT REMARKS: Unattended. Use care when taxiing on ramp, loose gravel and rough areas. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF. Rwy 11 and Rwy 29 TRCV OTS indef. Ultralight ops conduct a close–in 500′ AGL rgt hand pattern during dalgt hrs. Parallel twy clsd permanently, E of T–hangars.

COMMUNICATIONS: CTAF/UNICOM 123.0

CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)

Ⓡ **CLEVELAND APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 137° 6.1 NM to fld. 1310/5W.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

MIDDLETOWN RGNL/HOOK FLD (MWO) 2 N UTC−5(−4DT) N39°31.91′ W84°23.79′ CINCINNATI

650 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DAY H–10G, L–27E

RWY 05–23: H6100X100 (ASPH) S–66, D–78, 2S–99, 2D–140 MIRL IAP

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld dsplcd 299′. Tree. Rgt tfc.

RWY 08–26: 3040X297 (TURF)

RWY 08: Thld dsplcd 951′. Trees. **RWY 26:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2300Z‡. CAUTION: Ultralights enter/exit pattern at Rwy 08 to N lower than regular tfc pattern. Ultralights do not fly S of Rwy 26. Rwy 08–26 marked with white and black cones. ACTIVATE MIRL Rwy 05–23—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.025 (513) 422–3505.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)

DAYTON CLNC DEL 119.4 (937) 454–7282

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 126° 24.5 NM to fld. 1135/3W.

HOOK FLD NDB (MHW) 239 HKF N39°29.93′ W84°26.85′ 054° 3.1 NM to fld. NOTAM FILE DAY. NDB OTS indef.

ONIDA NDB (LOM) 223 MW N39°34.70′ W84°19.41′ 235°4.4 NM to fld. Unmonitored.

ILS 111.1 I–MWO Rwy 23 LOM ONIDA NDB. LOC only.

MIDWEST N39°25.78′ W83°48.07′ NOTAM FILE ILN. CINCINNATI

(T) VORW/DME 112.9 MXQ Chan 76 at Airborne Airpark. 1050/4W. H–10G, L–27E

Unmonitored when twr clsd.

VOR unusable 051°–224°, 170°–275°.

MILLER (See ALLIANCE)

MILLER FARM LANDING STRIP (See BALTIMORE)

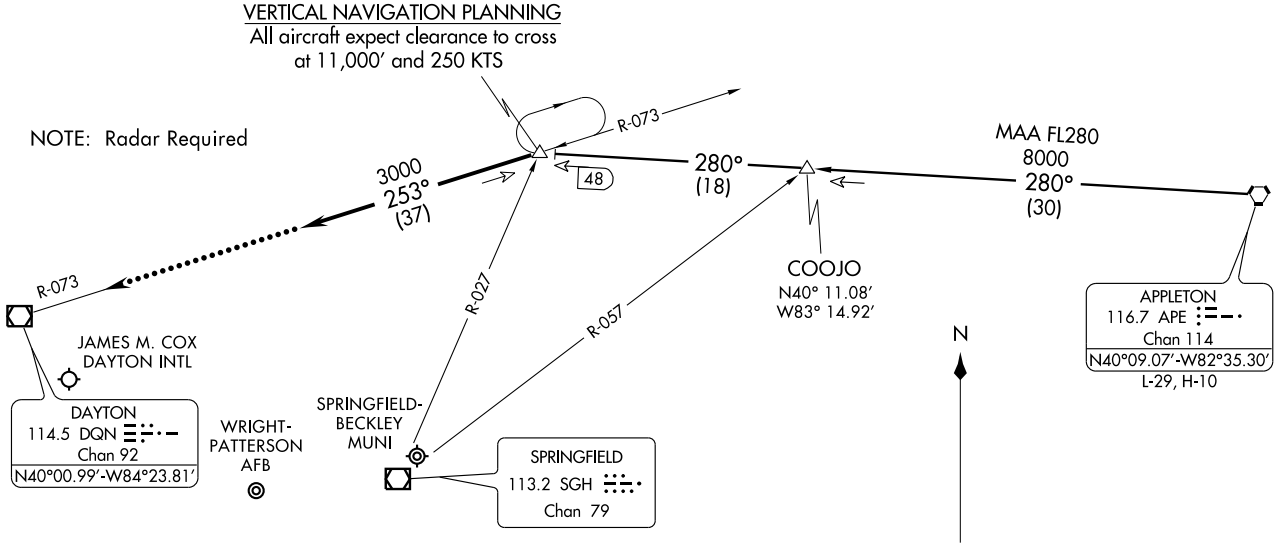
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

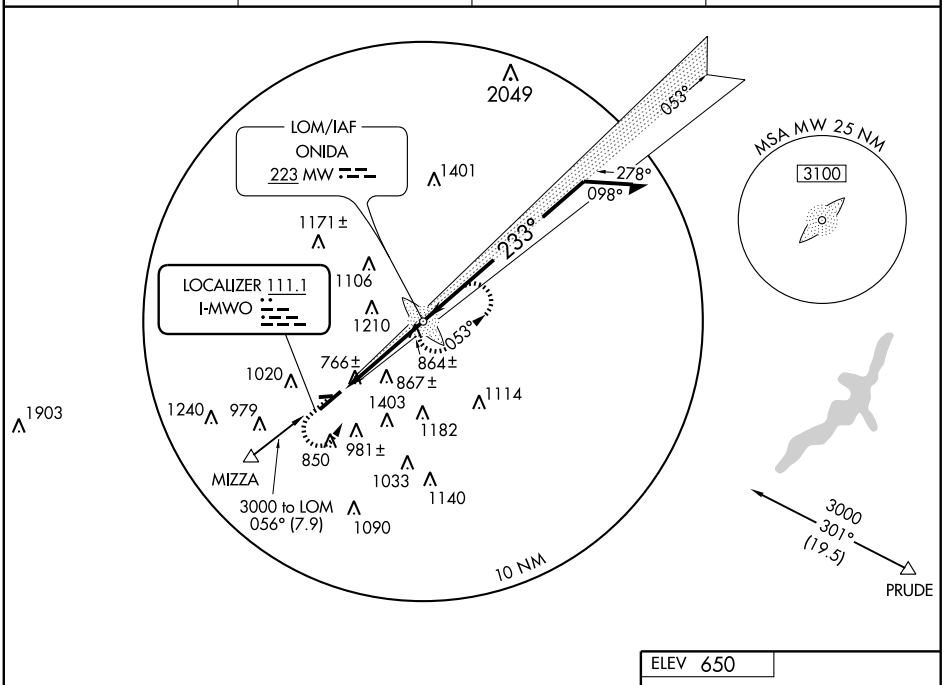
LOC I-MWO	APP CRS	Rwy Idg	5801
111.1	233°	TDZE	650
		Apt Elev	650

Use Dayton Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 direct MW LOM and hold.

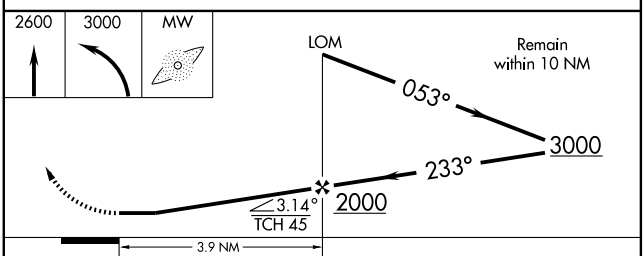
AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L

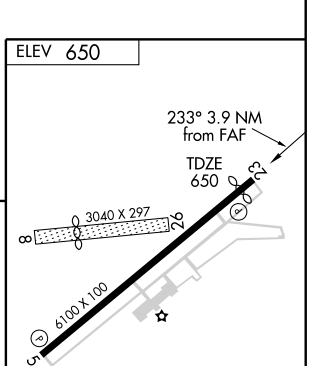


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ADF REQUIRED





CATEGORY	A	B	C	D
S-23	1140-1 490 (500-1)		1140-1¼ 490 (500-1¼)	1140-1½ 490 (500-1½)
CIRCLING	1480-1 830 (900-1)	1480-1¼ 830 (900-1¼)	1480-2½ 830 (900-2½)	1940-3 1290 (1300-3)

855

MIRL Rwy 5-23

REIL Rwys 5 and 23 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NDB HKF 239	APP CRS 056°	Rwy Idg N/A TDZE N/A Apt Elev 651

NDB or GPS-A

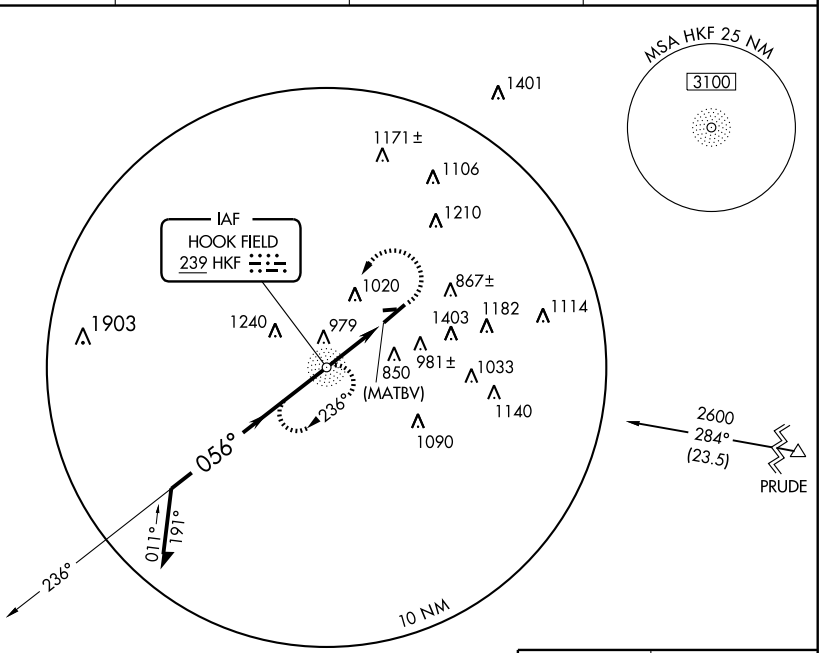
MIDDLETOWN RGNL/ HOOK FIELD (MWO)

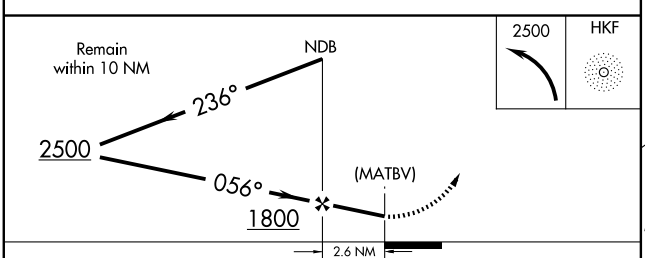
Use Dayton Intl altimeter setting.

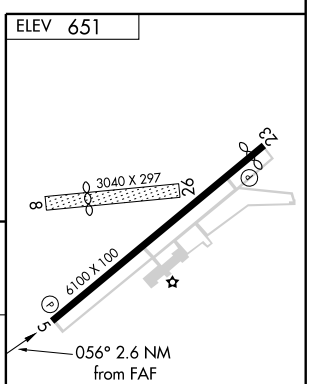
NA

MISSED APPROACH: Climbing left turn to 2500 direct HKF NDB and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1 830 (900-1)	1480-1¼ 830 (900-1¼)	1480-2½ 830 (900-2½)	1940-3 1290 (1300-3)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB or GPS RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

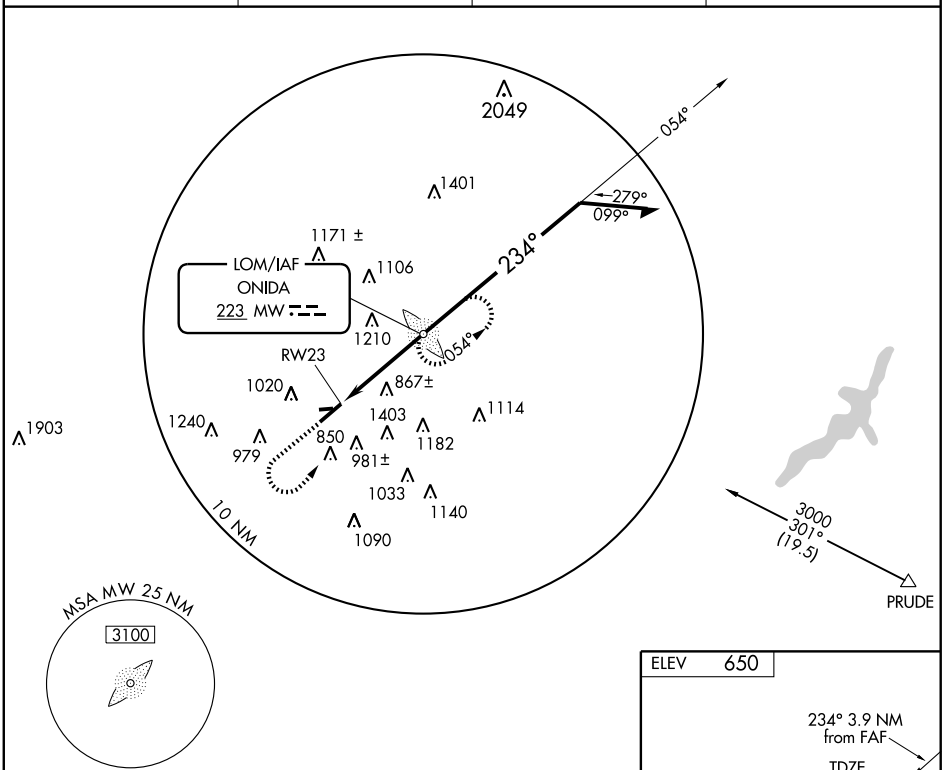
LOM MW	APP CRS	Rwy Idg	5801
223	234°	TDZE	650
		Apt Elev	650

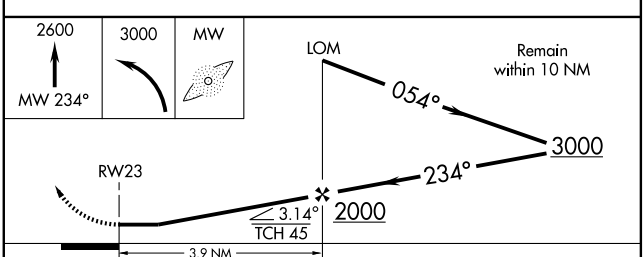
Use Dayton Intl altimeter setting.

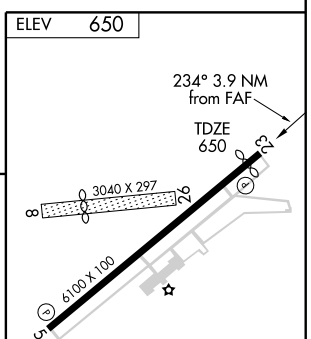
NA

MISSED APPROACH: Climb to 2600 via 234° bearing from MW LOM, then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L







855

MIRL Rwy 5-23

REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-23	1460-1 810 (900-1)	1460-1¼ 810 (900-1¼)	1460-2¼ 810 (900-2¼)	1460-2½ 810 (900-2½)
CIRCLING	1480-1 830 (900-1)	1480-1¼ 830 (900-1¼)	1480-2½ 830 (900-2½)	1940-3 1290 (1300-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MILLERSBURG

HOLMES CO (1Ø G) 2 SW UTC−5(−4DT) N40°32.23′ W81°57.26′ **DETROIT**

1218 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CLE **L–29B**

RWY 09–27: H3498X65 (ASPH) S–14, D–25 MIRL 1.0% up W. **IAP**

RWY 09: REIL. Pole. **RWY 27:** REIL. VASI(V2L).

AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat 1400–2300Z‡, Sun 1730–2200Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—123.4.

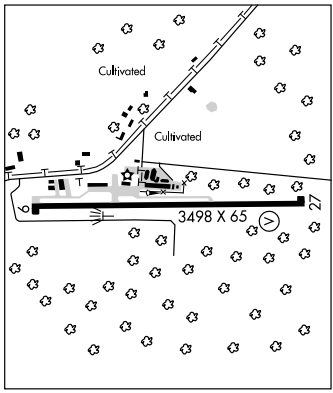
WEATHER DATA SOURCES: AWOS–3 128.325 (330) 674–6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 062° 9.2 NM to fld. 1340/3W.



MILLS (See MANTUA)

MONROE CO (See WOODSFIELD)

MORAINE AIR PARK (See DAYTON)

MORGAN CO (See McCONNELSVILLE)

MORROW CO (See MOUNT GILEAD)

MOUNT GILEAD

MORROW CO (4I9) 2 SW UTC−5(−4DT) N40°31.47′ W82°51.00′ **DETROIT**

1085 B S4 NOTAM FILE CLE **L–29A**

RWY 10–28: H3497X65 (ASPH) S–3 MIRL 0.3% up E **IAP**

RWY 10: Trees. **RWY 28:** SAVASI(S2L)—GA 4.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. VFR ops only. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.81′ 124° 11.2 NM to fld. NOTAM FILE MNN.

MOUNT VERNON

KNOX CO (4I3) 4 SW UTC−5(−4DT) N40°19.74′ W82°31.57′ **DETROIT**

1191 B S4 **FUEL** 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE **H–10G, L–29A**

RWY 10–28: H5500X100 (ASPH) S–55, D–100 MIRL **IAP**

RWY 10: REIL. PAPI(P4L). Tree. **RWY 28:** REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1200–2300Z‡, Apr–Oct Mon–Fri 1200–0000Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. For attendance other times call 24 hrs in advance 740–694–4687. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS–3 126.05 (740) 397–6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 250° 19.9 NM to fld. 1340/3W.

APP CRS	Rwy Idg	3498
273°	TDZE	1216
	Apt Elev	1218

GPS RWY 27

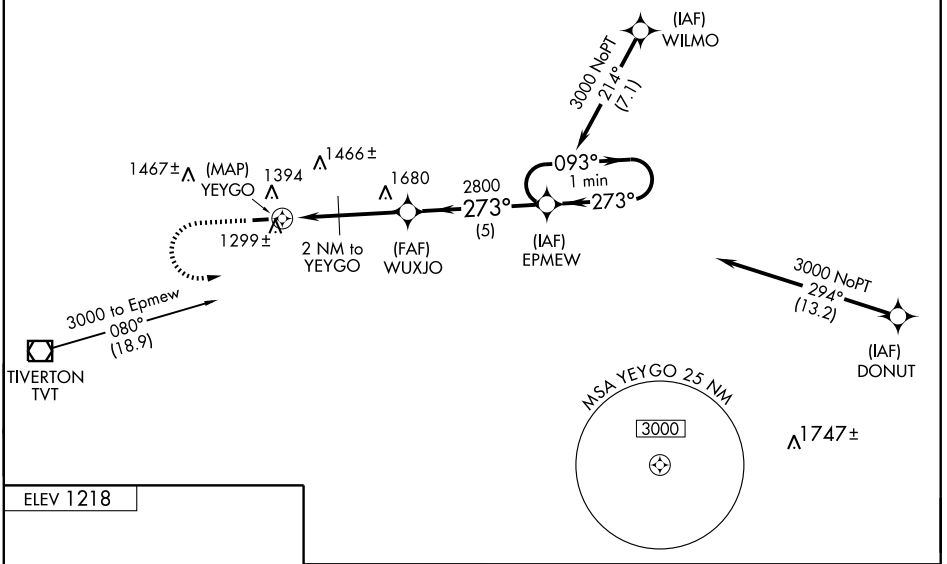
MILLERSBURG/HOLMES COUNTY (1ØG)

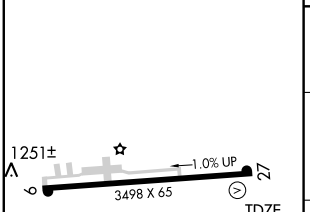
Obtain local altimeter setting on CTAF; when not received, use Akron-Canton Rgnl altimeter setting.

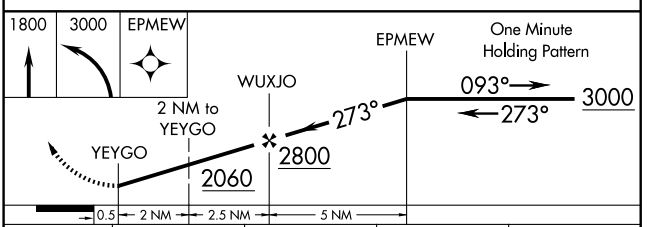
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EPMEW WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	123.4 L
128.325	124.45 370.9	123.0 (CTAF)	







CATEGORY	A	B	C	D
S-27	1600-1 384 (400-1)			1600-1¼ 384 (400-1¼)
CIRCLING	1760-1 542 (600-1)		1760-1½ 542 (600-1½)	1780-2 562 (600-2)
AKRON-CANTON RGNL ALTIMETER SETTING MINIMUMS				
S-27	1680-1 464 (500-1)		1680-1¼ 464 (500-1¼)	1680-1½ 464 (500-1½)
CIRCLING	1820-1 602 (700-1)		1820-1¾ 602 (700-1¾)	1820-2 602 (700-2)

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TVT 116.5 Chan112	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 1218

VOR or GPS-A

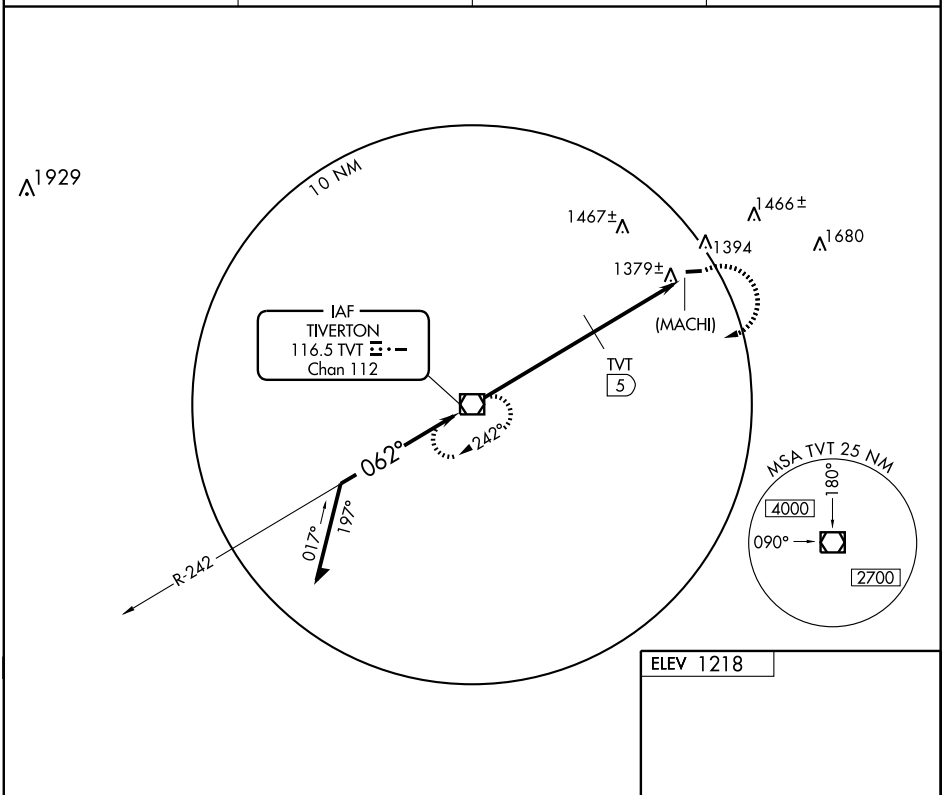
MILLERSBURG/ HOLMES COUNTY (1ØG)

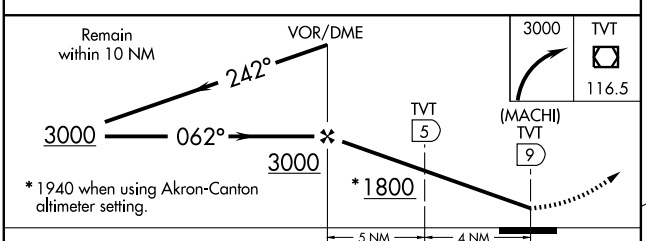
Obtain local altimeter setting on CTAF; when not available, use Akron-Canton altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

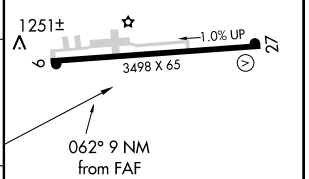
NA

MISSED APPROACH: Climbing right turn to 3000 direct TVT VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	
128.325	124.45 370.9	123.0 (CTAF)	123.4 L







CATEGORY	A	B	C	D
CIRCLING	1800-1 582 (600-1)		1800-1½ 582 (600-1½)	1800-2 582 (600-2)
DME MINIMUMS				
CIRCLING	1760-1 542 (600-1)		1760-1½ 542 (600-1½)	1780-2 562 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MILLERSBURG

HOLMES CO (1Ø G) 2 SW UTC−5(−4DT) N40°32.23′ W81°57.26′ **DETROIT**

1218 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CLE **L–29B**

RWY 09–27: H3498X65 (ASPH) S–14, D–25 MIRL 1.0% up W. **IAP**

RWY 09: REIL. Pole. **RWY 27:** REIL. VASI(V2L).

AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat 1400–2300Z‡, Sun 1730–2200Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—123.4.

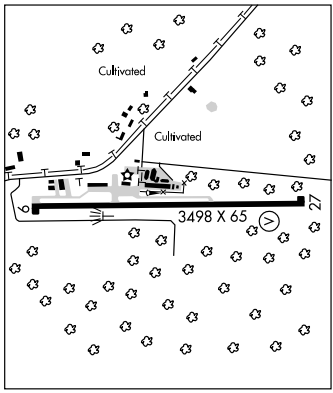
WEATHER DATA SOURCES: AWOS–3 128.325 (330) 674–6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 062° 9.2 NM to fld. 1340/3W.



MILLS (See MANTUA)

MONROE CO (See WOODSFIELD)

MORAINE AIR PARK (See DAYTON)

MORGAN CO (See McCONNELSVILLE)

MORROW CO (See MOUNT GILEAD)

MOUNT GILEAD

MORROW CO (4I9) 2 SW UTC−5(−4DT) N40°31.47′ W82°51.00′ **DETROIT**

1085 B S4 NOTAM FILE CLE **L–29A**

RWY 10–28: H3497X65 (ASPH) S–3 MIRL 0.3% up E **IAP**

RWY 10: Trees. **RWY 28:** SAVASI(S2L)—GA 4.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. VFR ops only. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.81′ 124° 11.2 NM to fld. NOTAM FILE MNN.

MOUNT VERNON

KNOX CO (4I3) 4 SW UTC−5(−4DT) N40°19.74′ W82°31.57′ **DETROIT**

1191 B S4 **FUEL** 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE **H–10G, L–29A**

RWY 10–28: H5500X100 (ASPH) S–55, D–100 MIRL **IAP**

RWY 10: REIL. PAPI(P4L). Tree. **RWY 28:** REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1200–2300Z‡, Apr–Oct Mon–Fri 1200–0000Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. For attendance other times call 24 hrs in advance 740–694–4687. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS–3 126.05 (740) 397–6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 250° 19.9 NM to fld. 1340/3W.

VOR BUD 109.8	APP CRS 304°	Rwy Idg N/A TDZE N/A Apt Elev 1085

VOR or GPS-A

MOUNT GILEAD/MORROW COUNTY (4I9)

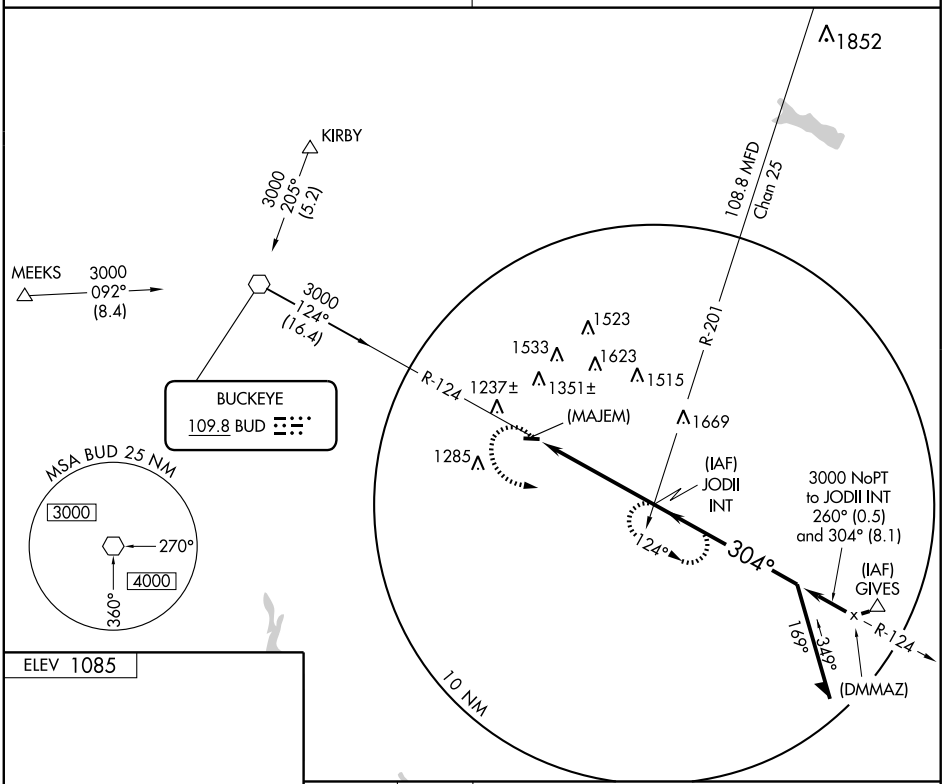
Use Mansfield altimeter setting; when not avalable, use Columbus altimeter setting.

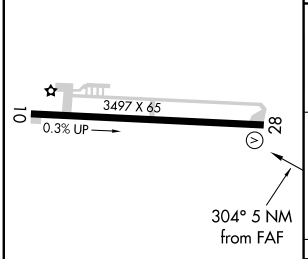
NA

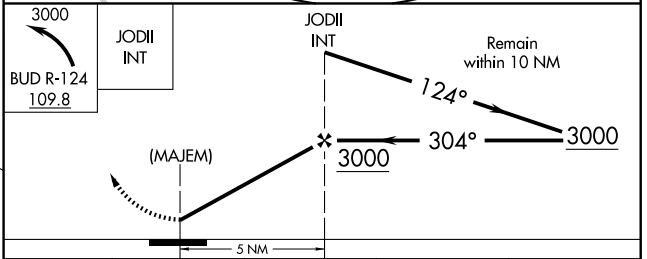
MISSED APPROACH: Climbing left turn to 3000 via BUD R-124 to JODII Int and hold.

MANSFIELD APP CON * 124.2 390.8

UNICOM 122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1700-1 615 (700-1)	1720-1 635 (700-1)	1720-1¾ 635 (700-1¾)	NA
COLUMBUS ALTIMETER SETTING MINIMUMS				
CIRCLING	1740-1 655 (700-1)	1760-1 675 (700-1)	1760-2 675 (700-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MILLERSBURG

HOLMES CO (1Ø G) 2 SW UTC−5(−4DT) N40°32.23′ W81°57.26′ **DETROIT**

1218 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CLE **L–29B**

RWY 09–27: H3498X65 (ASPH) S–14, D–25 MIRL 1.0% up W. **IAP**

RWY 09: REIL. Pole. **RWY 27:** REIL. VASI(V2L).

AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat 1400–2300Z‡, Sun 1730–2200Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—123.4.

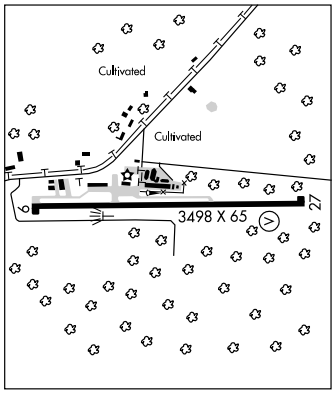
WEATHER DATA SOURCES: AWOS–3 128.325 (330) 674–6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 062° 9.2 NM to fld. 1340/3W.



MILLS (See MANTUA)

MONROE CO (See WOODSFIELD)

MORAINE AIR PARK (See DAYTON)

MORGAN CO (See McCONNELSVILLE)

MORROW CO (See MOUNT GILEAD)

MOUNT GILEAD

MORROW CO (4I9) 2 SW UTC−5(−4DT) N40°31.47′ W82°51.00′ **DETROIT**

1085 B S4 NOTAM FILE CLE **L–29A**

RWY 10–28: H3497X65 (ASPH) S–3 MIRL 0.3% up E **IAP**

RWY 10: Trees. **RWY 28:** SAVASI(S2L)—GA 4.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. VFR ops only. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.81′ 124° 11.2 NM to fld. NOTAM FILE MNN.

MOUNT VERNON

KNOX CO (4I3) 4 SW UTC−5(−4DT) N40°19.74′ W82°31.57′ **DETROIT**

1191 B S4 **FUEL** 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE **H–10G, L–29A**

RWY 10–28: H5500X100 (ASPH) S–55, D–100 MIRL **IAP**

RWY 10: REIL. PAPI(P4L). Tree. **RWY 28:** REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1200–2300Z‡, Apr–Oct Mon–Fri 1200–0000Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. For attendance other times call 24 hrs in advance 740–694–4687. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS–3 126.05 (740) 397–6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 250° 19.9 NM to fld. 1340/3W.

APP CRS	Rwy Idg	5500
104°	TDZE	1188
	Apt Elev	1191

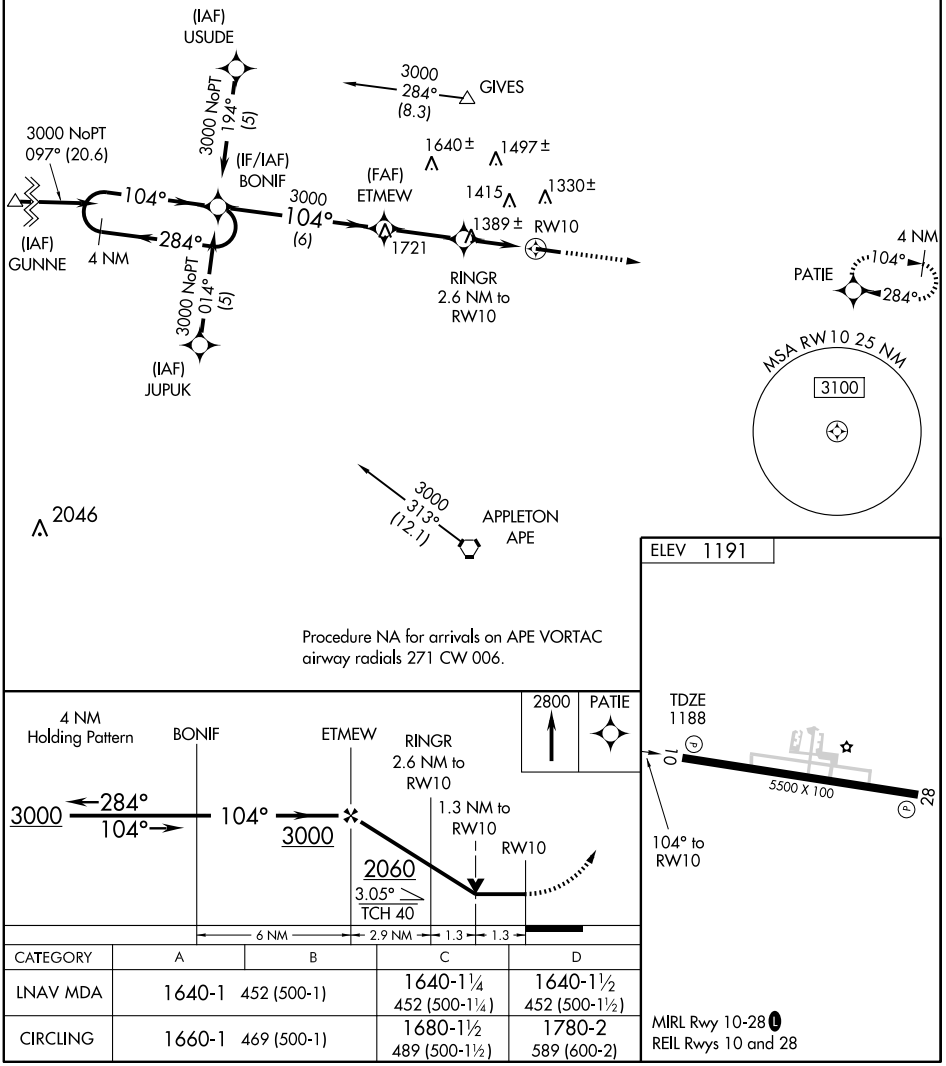
RNAV (GPS) RWY 10

MOUNT VERNON / KNOX COUNTY (4I3)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ¼ mile. VDP NA with Newark altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct PATIE and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	452 (500-1)	1640-1¼ 452 (500-1¼)	1640-1½ 452 (500-1½)
CIRCLING	1660-1	469 (500-1)	1680-1½ 489 (500-1½)	1780-2 589 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

MOUNT VERNON / KNOX COUNTY (4I3)

APP CRS	Rwy Idg	5500
284°	TDZE	1185
	Apt Elev	1191

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ¼ mile.
VDP NA with Newark altimeter setting.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L

MISSED APCH FIX
BONIF
104°
284°
4 NM

Procedure NA for arrivals at TVT VOR/DME via V210 Eastbound.

TIVERTON TVT
3000
243°
(7.9)

(IAF)
ZULAS
2800 NoPT
194°
(5)

1640±
1497±
1415
1330±
1721
RW28
SLAPT
1.7 NM to RW28
(FAF)
WEBUB
2700
284°
(6)
104°
284°
4 NM
(IF/IAF)
PATIE

2800 NoPT
014°
(5)
(IAF)
TUCUG

Procedure NA for arrivals on APE VORTAC airway radials 055 CW 117.

2800 NoPT
303°
(14.5)
(IAF)
ROSCO

APPLETON
APE
3000
078°
(13.8)

MSA RW 28 25 NM
3100

ELEV 1191

10
1299± TDZE
1185
5500 X 100
28
284° to RW28

3000 BONIF

WEBUB
PATIE
4 NM Holding Pattern
SLAPT
1.7 NM to RW28
104°
284°
2800
RW28
1.1 NM to RW28
3.04°
TCH 40
284°
2700
1760
1.1 0.6 2.9 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1560-1 375 (400-1)			1560-1¼ 375 (400-1¼)
CIRCLING	1660-1 469 (500-1)		1680-1½ 489 (500-1½)	1780-2 589 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC APE 116.7 Chan 114	APP CRS 022°	Rwy Idg N/A TDZE N/A Apt Elev 1192

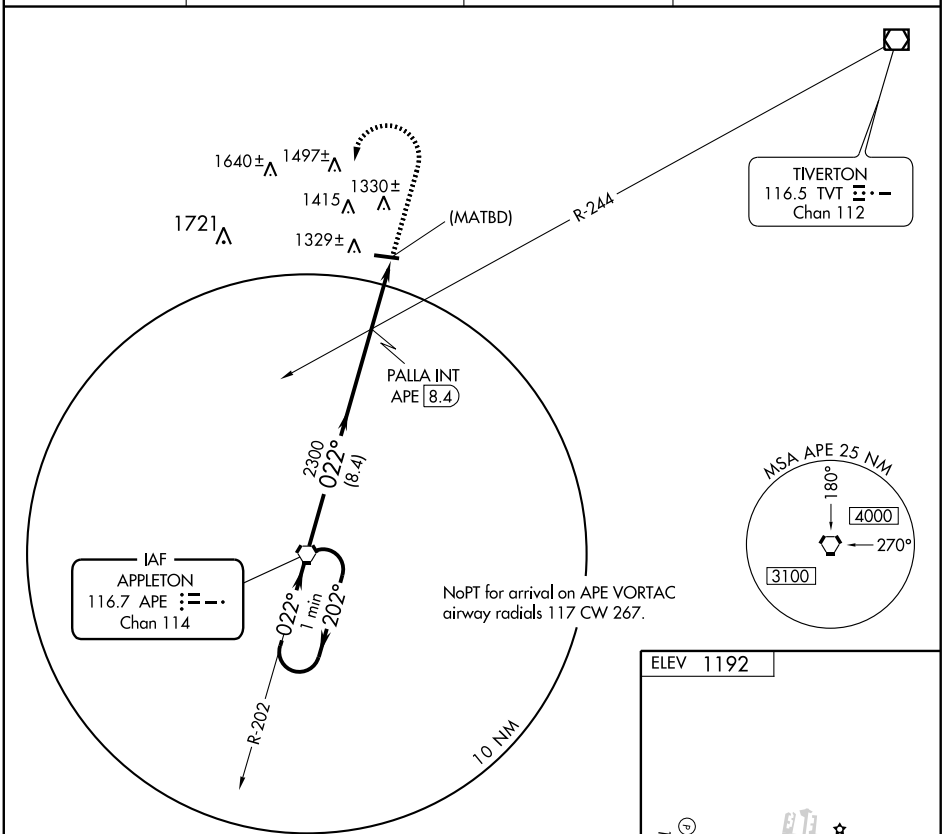
VOR or GPS-A

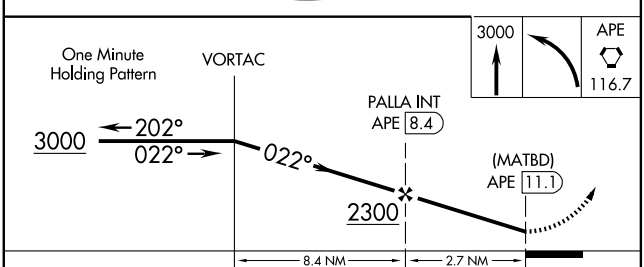
MOUNT VERNON / KNOX COUNTY (4I3)

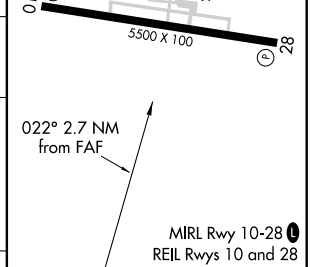
NA

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1660-1	468 (500-1)	1660-1½ 468 (500-1½)	1760-2 568 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WYNKOOP (6G4) 2 S UTC−5(−4DT) N40°21.90′ W82°29.74′ **DETROIT**

1041 B S2 **FUEL** 100LL NOTAM FILE CLE

RWY 06–24: 3355X90 (TURF) LIRL (NSTD)

RWY 06: Thld dsplcd 43′. Trees. **RWY 24:** Thld dsplcd 400′. Road.

RWY 09–27: 2600X65 (TURF–DIRT)

RWY 09: Brush. **RWY 27:** Road.

AIRPORT REMARKS: Attended Apr–Sep Mon–Sat 1300–2300Z‡, Oct–Mar Mon–Sat 1300–2100Z‡. Deer on and invof arpt. For rotating bcn call 740–392–9125. Rwy 06–24 NSTD LIRL; one green thld lgt each side of thld; dsplcd thlds not lgtd; 2617′ of rwy lgtd. NSTD LIRL ops dusk–dawn Apr–Oct. Rwy 06–24 edges and dsplcd thlds marked with white lgt fixtures with small white cones attached.

COMMUNICATIONS: CTAF 122.9

MOUNT VICTORY

ELLIOTTS LANDING (O74) 1 SE UTC−5(−4DT) N40°31.48′ W83°30.70′ **DETROIT**

1045 NOTAM FILE DAY

RWY 15–33: 2750X110 (TURF)

RWY 15: Trees. **RWY 33:** P–line.

AIRPORT REMARKS: Unattended. Rwy 15–33 marked with tires on each end.

COMMUNICATIONS: CTAF 122.9.

NAPOLEON

HENRY CO (7W5) 3 E UTC−5(−4DT) N41°22.46′ W84°04.11′ **DETROIT**

683 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE **L–28J**

RWY 10–28: H3956X65 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.

AIRPORT REMARKS: Attended Apr–Sep 1300Z‡–dusk, Oct–Mar, Mon–Sat 1300–2230Z‡. Rwy 28 REIL OTS indef. ACTIVATE MIRL Rwy 10–28; REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 259° 19.9 NM to fld. 660/2W.

NEIL ARMSTRONG (See WAPAKONETA)

NEWARK N40°01.56′ W82°27.81′ NOTAM FILE DAY. **DETROIT**

NDB (MHW) 524 HEH at Newark–Heath. **L–29A**

NEWARK–HEATH (VTA) 3 SW UTC−5(−4DT) N40°01.48′ W82°27.71′ **DETROIT**

884 B S4 **FUEL** 100LL, JET A1+ OX 1, 2 TPA—1900(1016) NOTAM FILE VTA **L–29A**

RWY 09–27: H4649X75 (ASPH) S–30 LIRL 0.3% up W **IAP**

RWY 09: REIL. PAPI(P4L)—GA 3.25° TCH 27′. Thld dsplcd 455′. Road.

RWY 27: REIL. PAPI(P4R)—GA 3.25° TCH 20′. Fence.

AIRPORT REMARKS: Attended Apr–Oct 1230–0030Z‡, Nov–Mar 1230‡–dark. Fuel avbl 1230Z‡–dark. Deer occasionally on or near rwy. Rwy 09 and 27 REILS OTS indef. MIRL Rwy 09–27 and REIL Rwys 09 and 27 operates low intensity continuously to increase intensity—123.3.

WEATHER DATA SOURCES: ASOS 121.125 (740) 522–1066.

COMMUNICATIONS: CTAF/UNICOM 122.7

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 148° 9.6 NM to fld. 1350/6W. **HIWAS.**

NDB (MHW) 524 HEH N40°01.56′ W82°27.81′ at fld.

ILS 110.9 RXK Rwy 09. LOC only.

NEWCOMERSTOWN N40°13.75′ W81°28.59′ NOTAM FILE CLE. **DETROIT**

(L) VOR/DME 111.8 CTW Chan 55 017° 14.7 NM to Harry Clever Fld. 1180/7W. **HIWAS.** **H–10G, L–29B**

Unusable 015°–030°; 090°–100° byd 30 NM; 051°–066°; 011°–120° byd 30 NM blo 3300′.

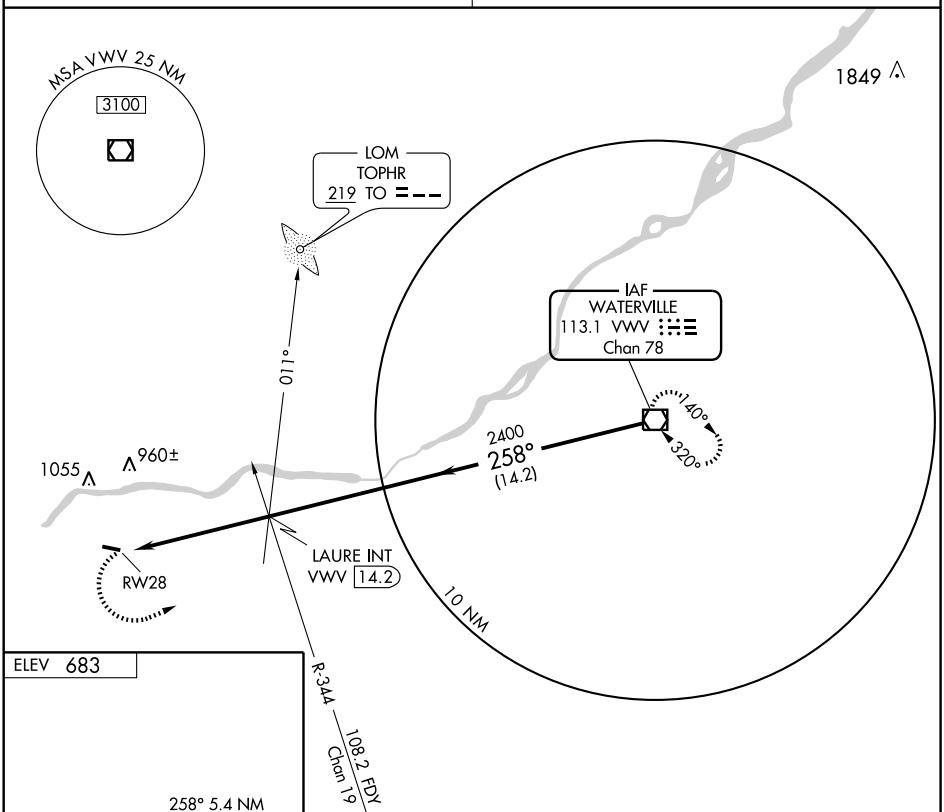
RCO 122.1R 111.8T (CLEVELAND RADIO)

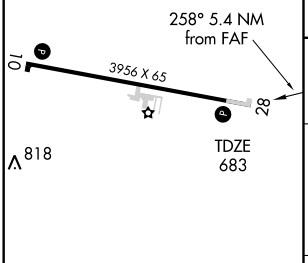
VOR/DME VWV 113.1 Chan 78	APP CRS 258°	Rwy Idg 3956 TDZE 683 Apt Elev 683

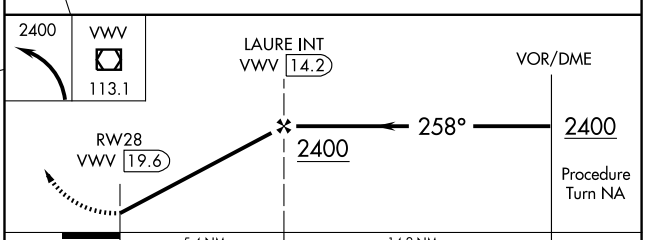
VOR or GPS RWY 28

NAPOLEON / HENRY COUNTY (7W5)

⚠ NA Use Toledo altimeter setting.	MISSED APPROACH: Climbing left turn to 2400 direct VWV VOR/DME and hold.
TOLEDO APP CON 134.35 307.0	UNICOM 123.0 (CTAF) L







REIL Rwy 10 and 28 L
MIRL Rwy 10-28 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-28	1140-1	457 (500-1)	1140-1¼ 457 (500-1¼)	1140-1½ 457 (500-1½)
CIRCLING	1240-1	557 (600-1)	1240-1½ 557 (600-1½)	1420-2¼ 737 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NEW LEXINGTON

PERRY CO (I86) 2 S UTC−5(−4DT) N39°41.50′ W82°11.87′ **CINCINNATI**
1051 B S2 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 08–26: H3498X75 (ASPH) MIRL 0.3% up SW **IAP**
RWY 08: Fence. **RWY 26:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2100Z‡. For fuel after hrs call 740–605–1966. For after hrs call ahead for svc 740–343–0933. Rwy 08–26 has 3″ to 4″ wide cracks at various locations. Rwy 26 REIL OTS indef. ACTIVATE MIRL 08–26 and REIL Rwy 26–122.8. Deer and turkey on and invof arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 229° 20.6 NM to fld. 900/6W.

NEW PHILADELPHIA

HARRY CLEVER FLD (PHD) 3 SE UTC−5(−4DT) N40°28.21′ W81°25.20′ **DETROIT**
894 B S4 **FUEL** 100LL, JET A+ NOTAM FILE PHD **L–29B**
RWY 14–32: H3951X100 (ASPH) S–52.5, D–67.5, 2S–86, 2D–140 MIRL **IAP**
RWY 14: REIL. PAPI(P4R)—GA 4.0° TCH 30′. Thld dsplcd 330′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 54′. Road.
RWY 11–29: 1907X70 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended Apr–Sep 1300–0100Z‡, Oct–Mar 1300–2200Z‡. Two 919′ unlighted twrs 180′ NE of Rwy 14–32. ACTIVATE MIRL Rwy 14–32—123.3.
WEATHER DATA SOURCES: ASOS 121.425 (330) 339–1125.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRIGGS RCO 122.1R 112.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 182° 16.2 NM to fld. 1230/4W.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 017° 14.7 NM to fld. 1180/7W. **HIWAS.**

NEWTON FALLS

BRACEVILLE (41N) 2 N UTC−5(−4DT) N41°12.67′ W80°58.16′ **DETROIT**
900 NOTAM FILE CLE **L–30G**
RWY 01–19: H3000X30 (ASPH)
RWY 01: Thld dsplcd 55′. Bldg. **RWY 19:** Trees.
AIRPORT REMARKS: Attended irregularly.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.48′ W81°12.09′ 63° 12.2 NM to fld. 1200/4W.

NOBLE CO (See CALDWELL)

NORTH BASS ISLAND (3X5) Ø NW UTC−5(−4DT) N41°43.08′ W82°49.27′ **DETROIT**
594 NOTAM FILE CLE
RWY 08–26: 1900X150 (TURF)
RWY 01–19: H1804X60 (ASPH)
RWY 01: Tree. **RWY 19:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 08–26 CLOSED indef. No touch and go landings and no student training. No ops dusk–dawn.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	3498
259°	TDZE	1047
	Apt Elev	1051

RNAV (GPS) RWY 26

NEW LEXINGTON/ PERRY COUNTY (I86)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

INDIANAPOLIS CENTER	UNICOM
124.45 370.9	122.8 (CTAF) L

Procedure NA for arrivals at ZZV VOR/DME via V38 northwest bound.

(IAF) ZANESVILLE ZZV

3000 NoPT 201° (11.7)

MSA RW26 25 NM 2700

4 NM 079° 259°

1560

(FAF) QANGI

2700 259° (6.5)

(IF/IAF) OBKAE

3000 NoPT 349° (5)

(IAF) FEHOP

RW26

1179±

JEGUN

1381±

215°

4 NM 169° 349°

LARIC

1599

3000 356° (18)

FARLN

ELEV 1051

259° to RW26

0.3 UP

3498 X 75

TDZE 1047

3000	JEGUN	215° tr	LARIC

4 NM Holding Pattern

OBKAE

QANGI

079° 259° 3000

RW26

3.04° TCH 40

2700

5 NM 6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1620 - 1	573 (600-1)	1620 - 1½ 573 (600-1½)	NA
CIRCLING	1620 - 1	569 (600-1)	1620 - 1½ 569 (600-1½)	NA

REIL Rwy 26 L

MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	3498
111.4	229°	TDZE	1047
Chan 51		Apt Elev	1051

VOR/DME RWY 26

NEW LEXINGTON/ PERRY COUNTY (I86)

T A NA Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

INDIANAPOLIS CENTER 124.45 370.9

UNICOM 122.8 (CTAF) L

NoPT for arrival on ZZV VOR/DME airway radials 298 CW 147.

049° 1 min 229° R-049

IF/IAF ZANESVILLE 111.4 ZZV Chan 51

10 NM

2700 229° (14.9)

1560

1186

GOFAR ZZV 14.9

1381±

R-229

1599

MSA ZZV 25 NM 2700

MISSED APCH FIX

116.7 APE Chan 114

111.4 ZZV Chan 51

R-229

168°

348°

R-168

LARIC ZZV 31

ELEV 1051

229° 5.4 NM from FAF

0.3 UP

3498 X 75

TDZE 1047

3000 | ZZV R-229 111.4 | LARIC ZZV 31

One Minute Holding Pattern

VOR/DME

GOFAR ZZV 14.9

ZZV 20.3

049° 3000

229° 229°

2.82° TCH 40

2700

5.4 NM 14.9 NM

CATEGORY	A	B	C	D
S-26	1620-1 573 (600-1)	1620-1¼ 573 (600-1¼)	1620-1½ 573 (600-1½)	NA
CIRCLING	1620-1 569 (600-1)	1620-1¼ 569 (600-1¼)	1620-1½ 569 (600-1½)	NA

REIL Rwy 26 L

MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

NEW LEXINGTON

PERRY CO (I86) 2 S UTC−5(−4DT) N39°41.50′ W82°11.87′ **CINCINNATI**
1051 B S2 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 08–26: H3498X75 (ASPH) MIRL 0.3% up SW **IAP**
RWY 08: Fence. **RWY 26:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2100Z‡. For fuel after hrs call 740–605–1966. For after hrs call ahead for svc 740–343–0933. Rwy 08–26 has 3″ to 4″ wide cracks at various locations. Rwy 26 REIL OTS indef. ACTIVATE MIRL 08–26 and REIL Rwy 26–122.8. Deer and turkey on and invof arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 229° 20.6 NM to fld. 900/6W.

NEW PHILADELPHIA

HARRY CLEVER FLD (PHD) 3 SE UTC−5(−4DT) N40°28.21′ W81°25.20′ **DETROIT**
894 B S4 **FUEL** 100LL, JET A+ NOTAM FILE PHD **L–29B**
RWY 14–32: H3951X100 (ASPH) S–52.5, D–67.5, 2S–86, 2D–140 MIRL **IAP**
RWY 14: REIL. PAPI(P4R)—GA 4.0° TCH 30′. Thld dsplcd 330′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 54′. Road.
RWY 11–29: 1907X70 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended Apr–Sep 1300–0100Z‡, Oct–Mar 1300–2200Z‡. Two 919′ unlighted twrs 180′ NE of Rwy 14–32. ACTIVATE MIRL Rwy 14–32—123.3.
WEATHER DATA SOURCES: ASOS 121.425 (330) 339–1125.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRIGGS RCO 122.1R 112.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 182° 16.2 NM to fld. 1230/4W.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 017° 14.7 NM to fld. 1180/7W. **HIWAS.**

NEWTON FALLS

BRACEVILLE (41N) 2 N UTC−5(−4DT) N41°12.67′ W80°58.16′ **DETROIT**
900 NOTAM FILE CLE **L–30G**
RWY 01–19: H3000X30 (ASPH)
RWY 01: Thld dsplcd 55′. Bldg. **RWY 19:** Trees.
AIRPORT REMARKS: Attended irregularly.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.48′ W81°12.09′ 63° 12.2 NM to fld. 1200/4W.

NOBLE CO (See CALDWELL)

NORTH BASS ISLAND (3X5) Ø NW UTC−5(−4DT) N41°43.08′ W82°49.27′ **DETROIT**
594 NOTAM FILE CLE
RWY 08–26: 1900X150 (TURF)
RWY 01–19: H1804X60 (ASPH)
RWY 01: Tree. **RWY 19:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 08–26 CLOSED indef. No touch and go landings and no student training. No ops dusk–dawn.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	3621
147°	TDZE	894
	Apt Elev	894

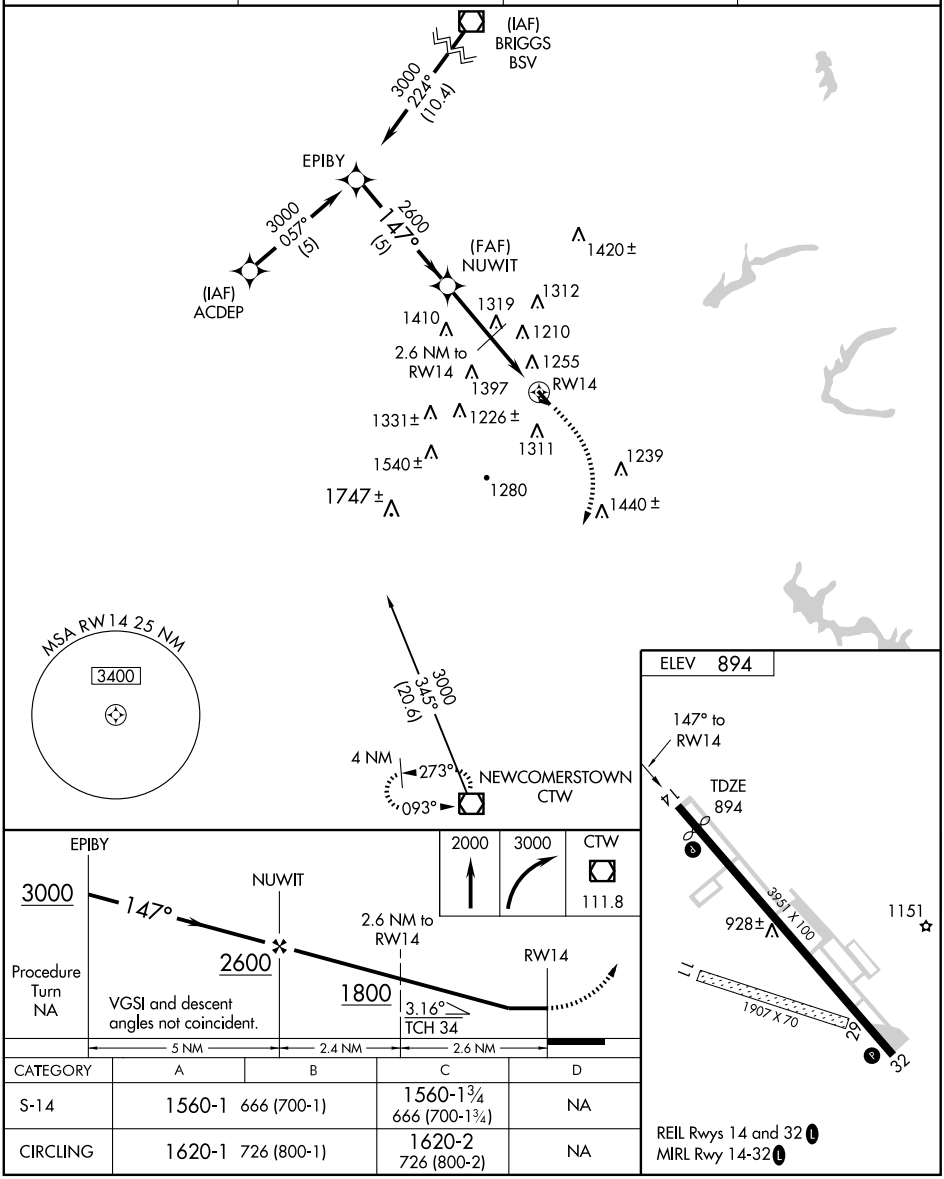
GPS RWY 14

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CTW VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	UNICOM	
121.425	125.5 371.875	122.8 (CTAF)	123.3 L



CATEGORY	A	B	C	D
S-14	1560-1 666 (700-1)		1560-1¾ 666 (700-1¾)	NA
CIRCLING	1620-1 726 (800-1)		1620-2 726 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV	APP CRS	Rwy Idg	N/A
112.4	182°	TDZE	N/A
Chan 71		Apt Elev	894

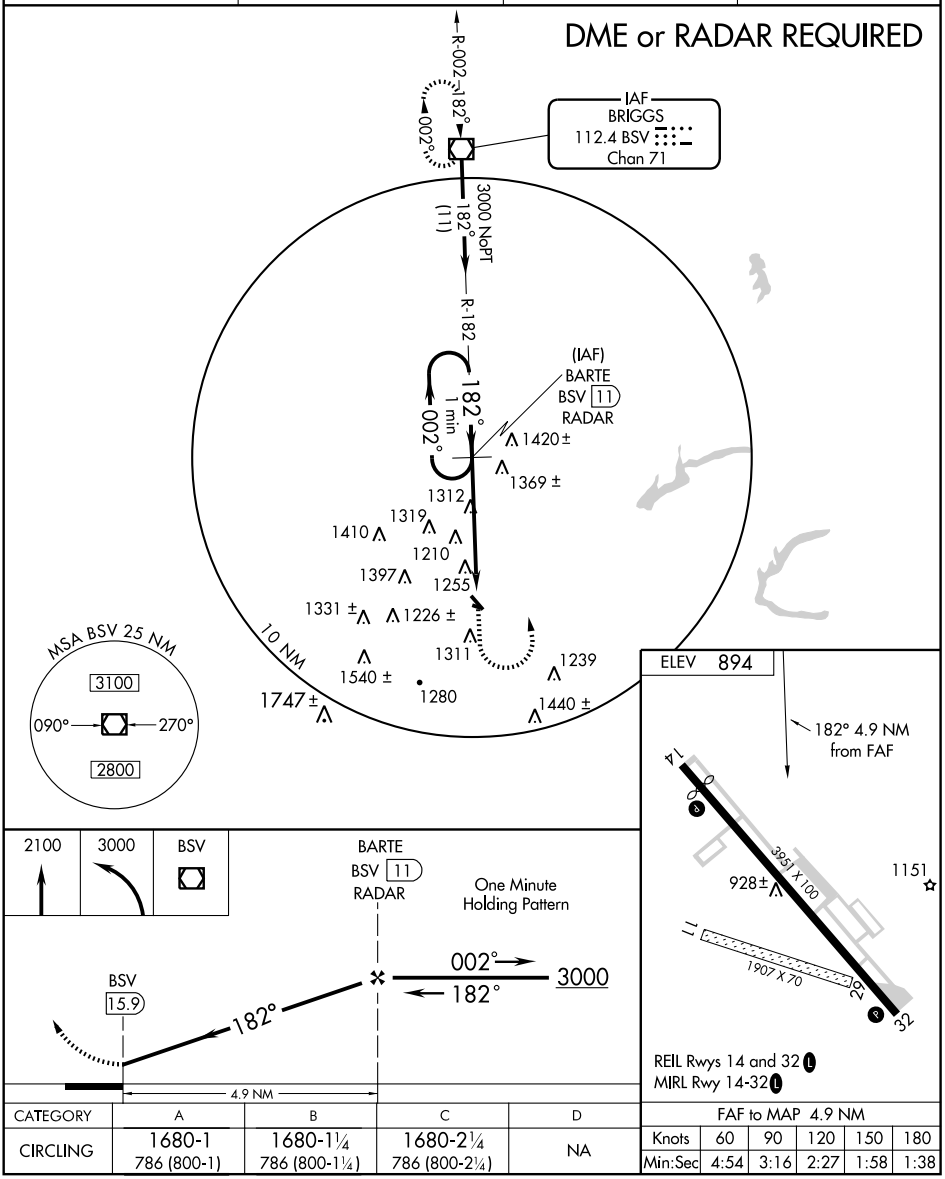
VOR-A

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

MISSED APPROACH: Climb to 2100, then climbing left turn to 3000 direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	UNICOM	
121.425	125.5 371.875	122.8 (CTAF)	123.3 L

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1680-1 786 (800-1)	1680-1¼ 786 (800-1¼)	1680-2¼ 786 (800-2¼)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	017°	TDZE	N/A
Chan 55		Apt Elev	895

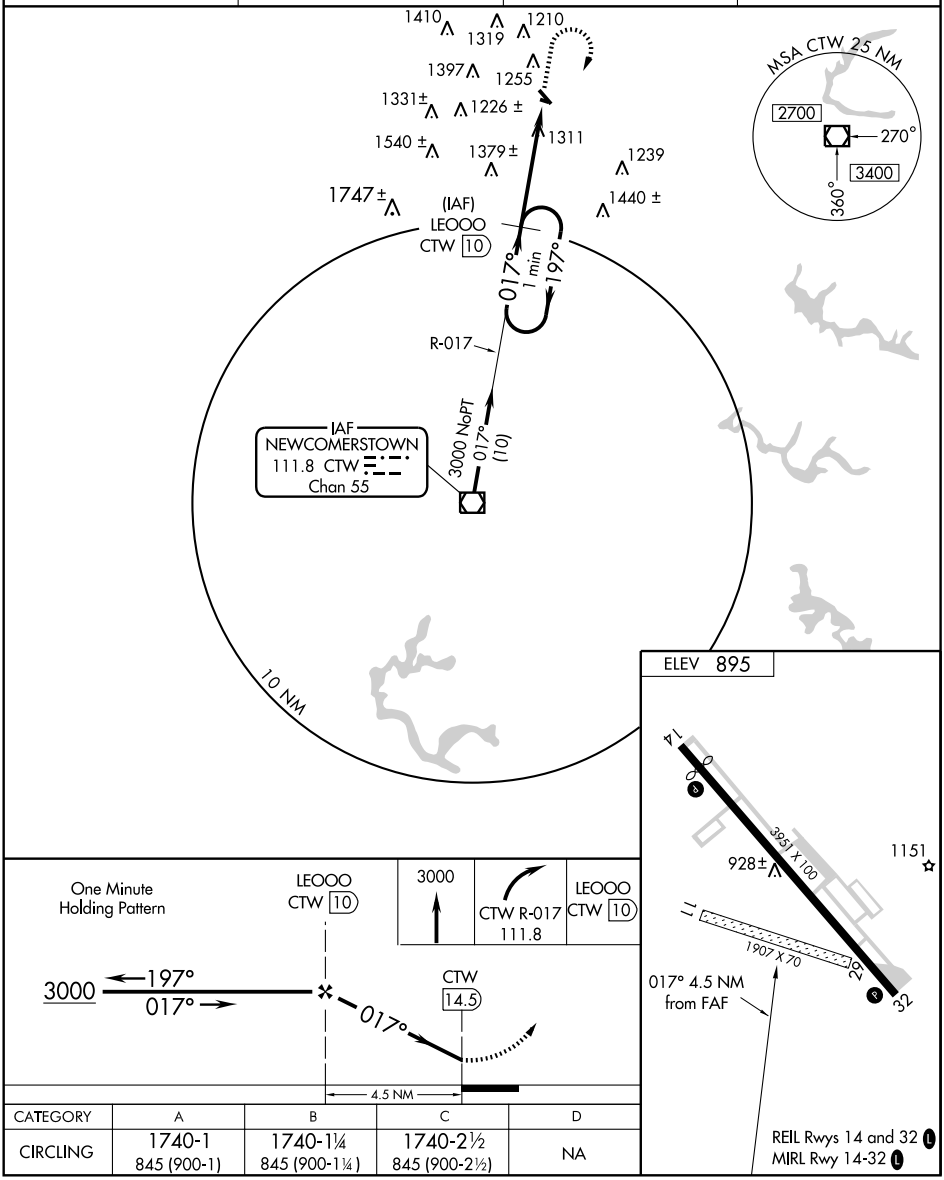
VOR/DME or GPS-B

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

NA

MISSED APPROACH: Climb to 3000 then right turn via CTW R-017 to LEOOO 10 DME and hold.

ASOS	AKRON-CANTON APP CON ★	UNICOM	123.3 L
121.425	125.5 371.875	122.8 (CTAF)	



CATEGORY	A	B	C	D
CIRCLING	1740-1 845 (900-1)	1740-1¼ 845 (900-1¼)	1740-2½ 845 (900-2½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WYNKOOP (6G4) 2 S UTC−5(−4DT) N40°21.90′ W82°29.74′ **DETROIT**

1041 B S2 **FUEL** 100LL NOTAM FILE CLE

RWY 06–24: 3355X90 (TURF) LIRL (NSTD)

RWY 06: Thld dsplcd 43′. Trees. **RWY 24:** Thld dsplcd 400′. Road.

RWY 09–27: 2600X65 (TURF–DIRT)

RWY 09: Brush. **RWY 27:** Road.

AIRPORT REMARKS: Attended Apr–Sep Mon–Sat 1300–2300Z‡, Oct–Mar Mon–Sat 1300–2100Z‡. Deer on and invof arpt. For rotating bcn call 740–392–9125. Rwy 06–24 NSTD LIRL; one green thld lgt each side of thld; dsplcd thlds not lgtd; 2617′ of rwy lgtd. NSTD LIRL ops dusk–dawn Apr–Oct. Rwy 06–24 edges and dsplcd thlds marked with white lgt fixtures with small white cones attached.

COMMUNICATIONS: CTAF 122.9

MOUNT VICTORY

ELLIOTTS LANDING (O74) 1 SE UTC−5(−4DT) N40°31.48′ W83°30.70′ **DETROIT**

1045 NOTAM FILE DAY

RWY 15–33: 2750X110 (TURF)

RWY 15: Trees. **RWY 33:** P–line.

AIRPORT REMARKS: Unattended. Rwy 15–33 marked with tires on each end.

COMMUNICATIONS: CTAF 122.9.

NAPOLEON

HENRY CO (7W5) 3 E UTC−5(−4DT) N41°22.46′ W84°04.11′ **DETROIT**

683 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE **L–28J**

RWY 10–28: H3956X65 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.

AIRPORT REMARKS: Attended Apr–Sep 1300Z‡–dusk, Oct–Mar, Mon–Sat 1300–2230Z‡. Rwy 28 REIL OTS indef. ACTIVATE MIRL Rwy 10–28; REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 259° 19.9 NM to fld. 660/2W.

NEIL ARMSTRONG (See WAPAKONETA)

NEWARK N40°01.56′ W82°27.81′ NOTAM FILE DAY. **DETROIT**

NDB (MHW) 524 HEH at Newark–Heath. **L–29A**

NEWARK–HEATH (VTA) 3 SW UTC−5(−4DT) N40°01.48′ W82°27.71′ **DETROIT**

884 B S4 **FUEL** 100LL, JET A1+ OX 1, 2 TPA—1900(1016) NOTAM FILE VTA **L–29A**

RWY 09–27: H4649X75 (ASPH) S–30 LIRL 0.3% up W **IAP**

RWY 09: REIL. PAPI(P4L)—GA 3.25° TCH 27′. Thld dsplcd 455′. Road.

RWY 27: REIL. PAPI(P4R)—GA 3.25° TCH 20′. Fence.

AIRPORT REMARKS: Attended Apr–Oct 1230–0030Z‡, Nov–Mar 1230‡–dark. Fuel avbl 1230Z‡–dark. Deer occasionally on or near rwy. Rwy 09 and 27 REILS OTS indef. MIRL Rwy 09–27 and REIL Rwys 09 and 27 operates low intensity continuously to increase intensity—123.3.

WEATHER DATA SOURCES: ASOS 121.125 (740) 522–1066.

COMMUNICATIONS: CTAF/UNICOM 122.7

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 148° 9.6 NM to fld. 1350/6W. **HIWAS.**

NDB (MHW) 524 HEH N40°01.56′ W82°27.81′ at fld.

ILS 110.9 RXK Rwy 09. LOC only.

NEWCOMERSTOWN N40°13.75′ W81°28.59′ NOTAM FILE CLE. **DETROIT**

(L) VOR/DME 111.8 CTW Chan 55 017° 14.7 NM to Harry Clever Fld. 1180/7W. **HIWAS.** **H–10G, L–29B**

Unusable 015°–030°; 090°–100° byd 30 NM; 051°–066°; 011°–120° byd 30 NM blo 3300′.

RCO 122.1R 111.8T (CLEVELAND RADIO)

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

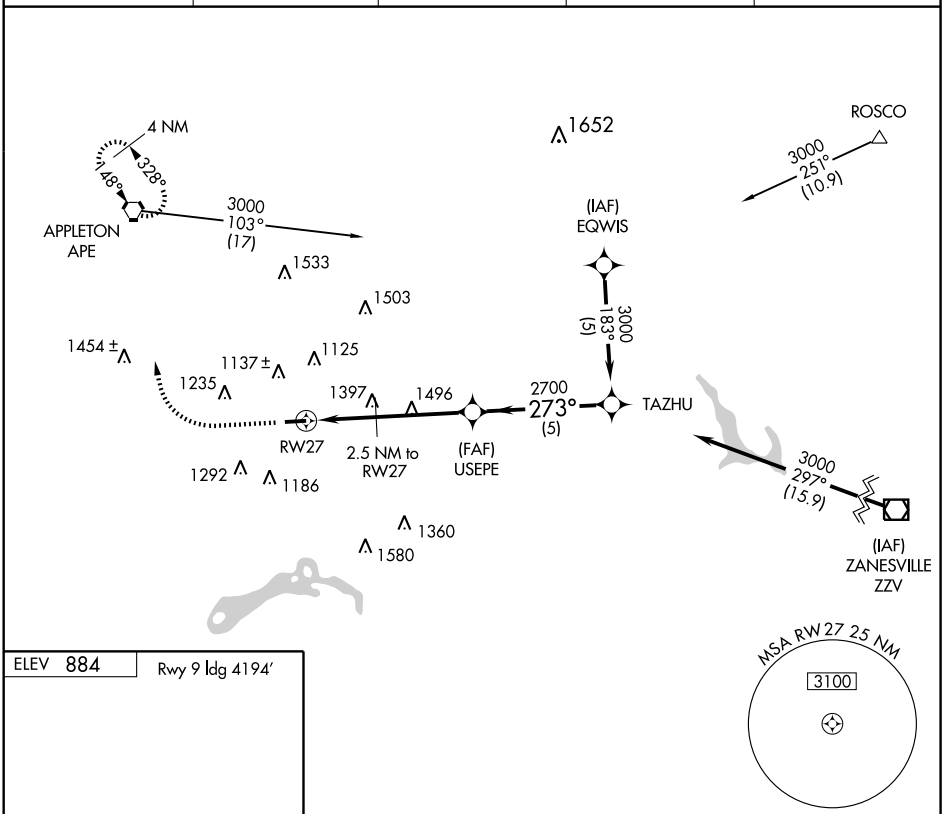
APP CRS	Rwy Idg	4649
273°	TDZE	879
	Apt Elev	884

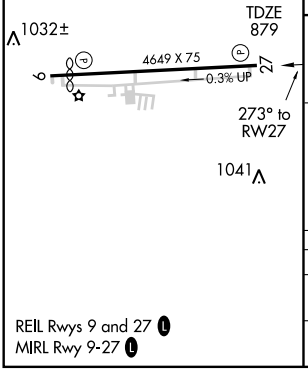
GPS RWY 27
NEWARK-HEATH (VTA)

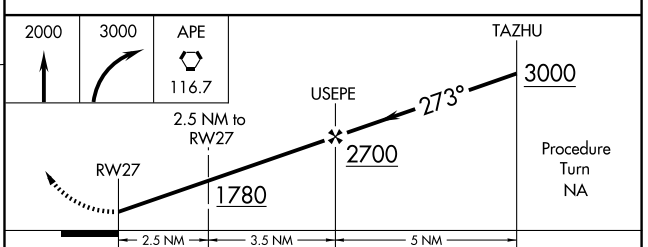
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON		CLNC DEL	UNICOM	
121.125	120.2	317.775	124.85	122.7 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-27	1660-1 781 (800-1)	1660-1¼ 781 (800-1¼)	1660-2¼ 781 (800-2¼)	1660-2½ 781 (800-2½)
CIRCLING	1660-1 776 (800-1)	1660-1¼ 776 (800-1¼)	1660-2¼ 776 (800-2¼)	1660-2½ 776 (800-2½)

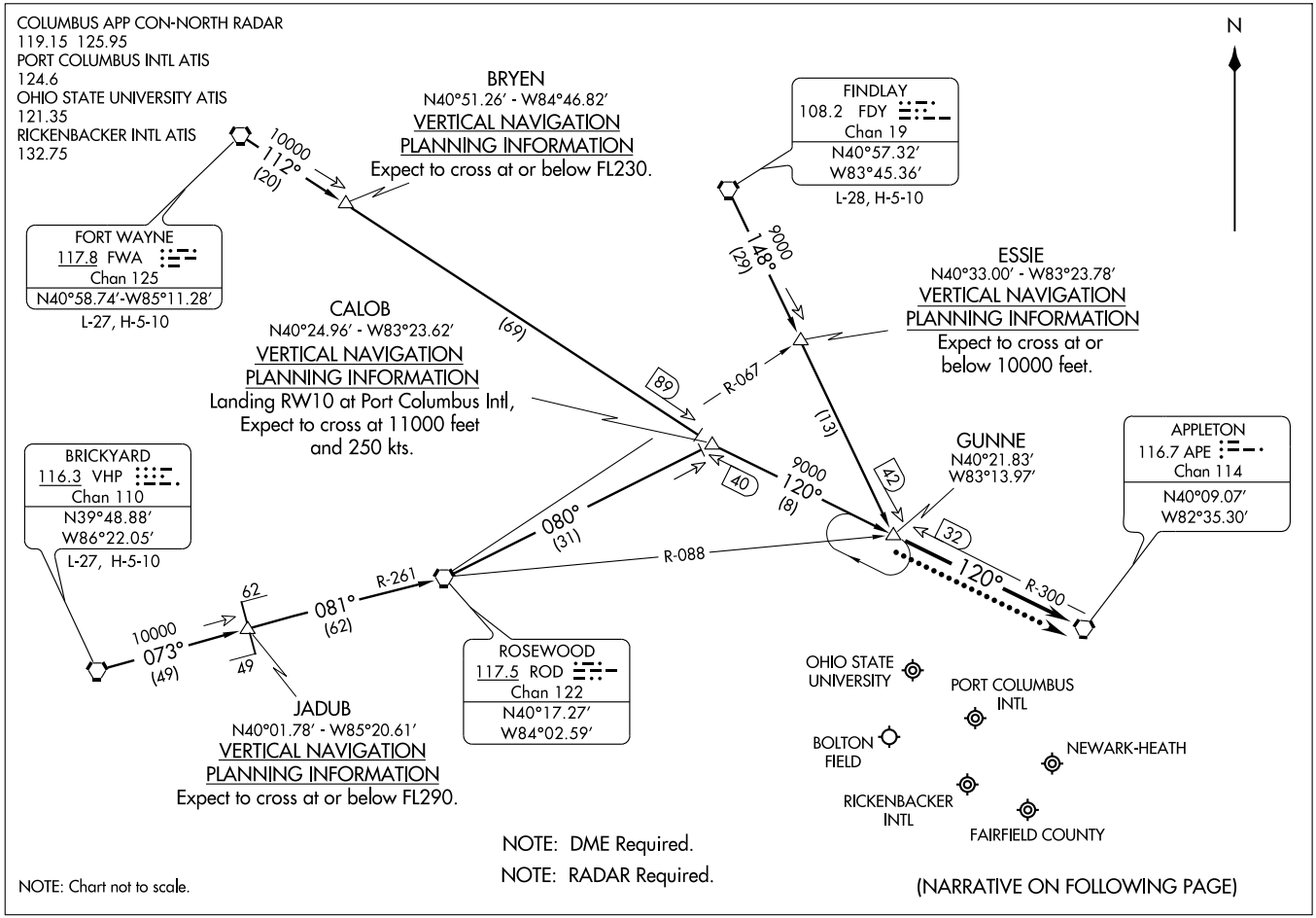
REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

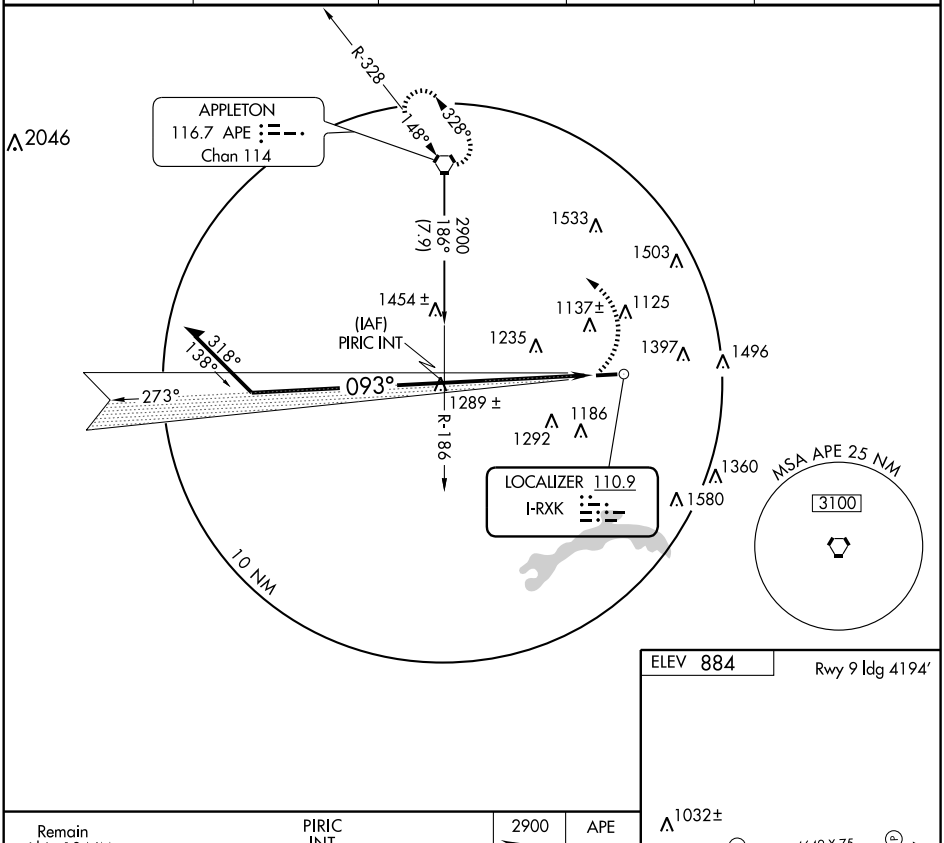
LOC I-RXK	APP CRS	Rwy Idg	4194
110.9	093°	TDZE	883
		Apt Elev	884

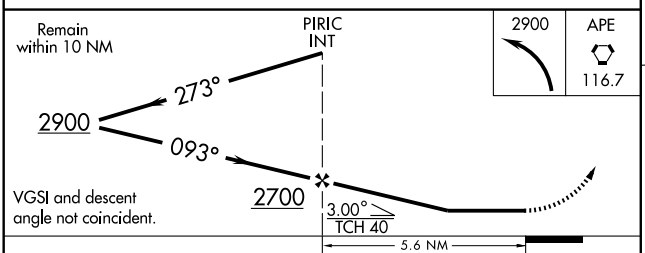
LOC RWY 9
NEWARK-HEATH (VTA)

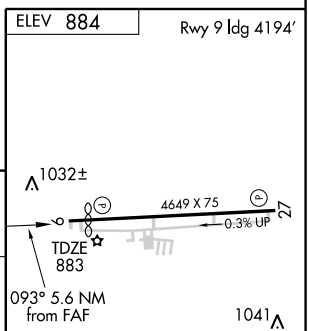
If local altimeter not received, use Port Columbus Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON		CLNC DEL	UNICOM	
121.125	120.2	317.775	124.85	122.7 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-9	1420-1	537 (600-1)	1420-1½ 537 (600-1½)	1420-1¾ 537 (600-1¾)
CIRCLING	1480-1	596 (600-1)	1480-1½ 596 (600-1½)	1560-2¼ 676 (700-2¼)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

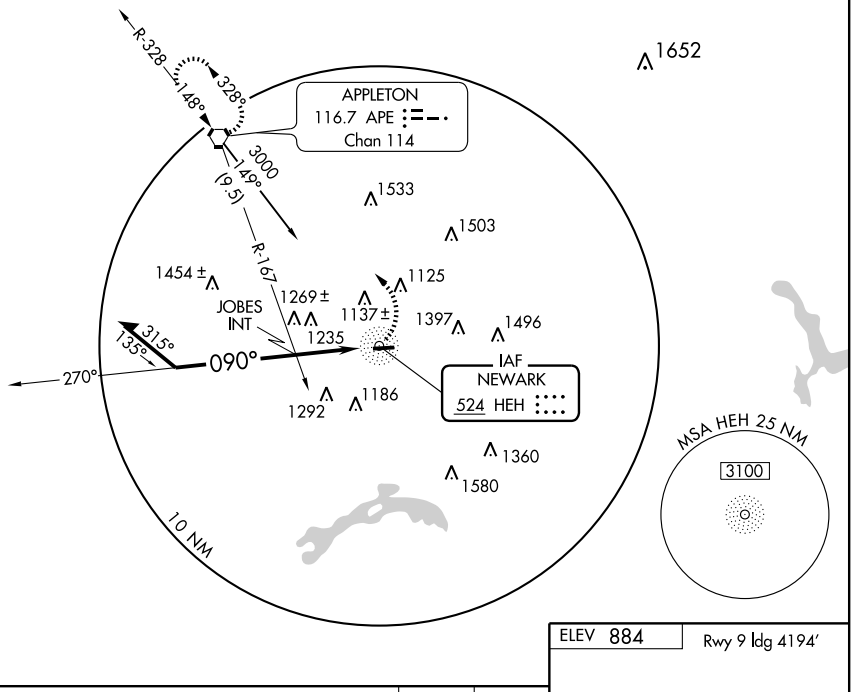
NDB HEH 524	APP CRS 090°	Rwy Idg 4194 TDZE 883 Apt Elev 884

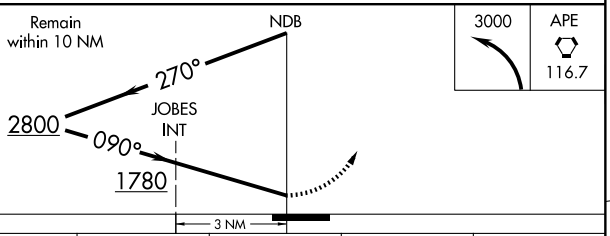
NDB or GPS RWY 9
NEWARK-HEATH (VTA)

NA

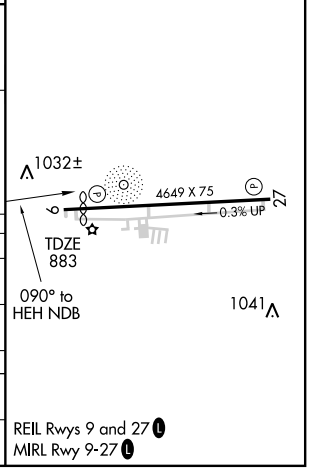
MISSED APPROACH: Climbing left turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM	
121.125	120.2 317.775	124.85	122.7 (CTAF)	123.3 L





CATEGORY	A	B	C	D
S-9	1780-1¼ 897 (900-1¼)		1780-2¾ 897 (900-2¾)	1780-3 897 (900-3)
CIRCLING	1780-1¼ 896 (900-1¼)		1780-2¾ 896 (900-2¾)	1780-3 896 (900-3)
JOBES FIX MINIMUMS				
S-9	1580-1 697 (700-1)		1580-2 697 (700-2)	1580-2¼ 697 (700-2¼)
CIRCLING	1580-1 696 (700-1)		1580-2 696 (700-2)	1580-2¼ 696 (700-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

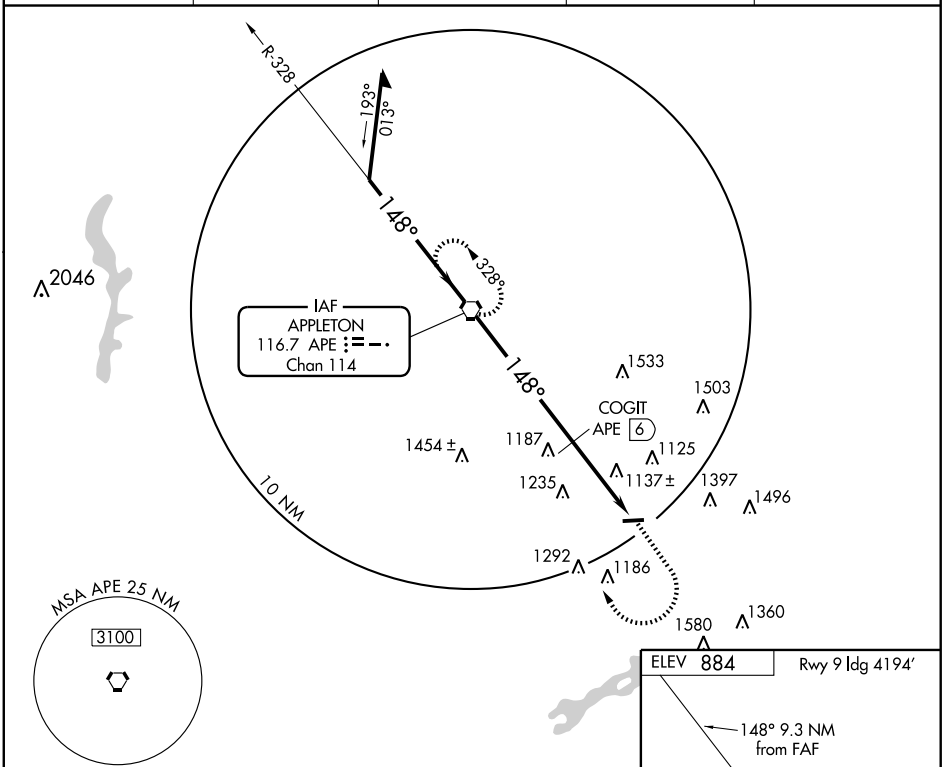
VORTAC APE	APP CRS	Rwy Idg	N/A
116.7	148°	TDZE	N/A
Chan 114		Apt Elev	884

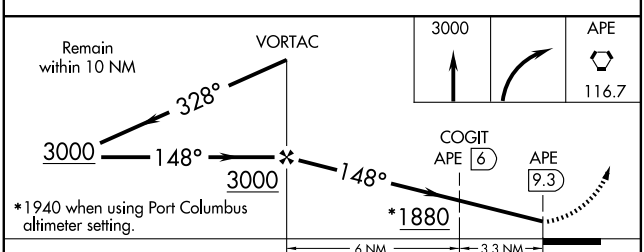
VOR-A
NEWARK-HEATH (VTA)

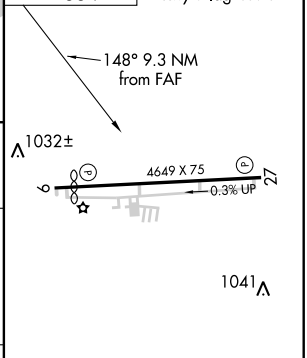
When local altimeter setting not received, use Port Columbus altimeter setting and increase all MDA 60 feet and COGIT fix minimums Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON		CLNC DEL	UNICOM	
121.125	120.2	317.775	124.85	122.7 (CTAF)	123.3 L







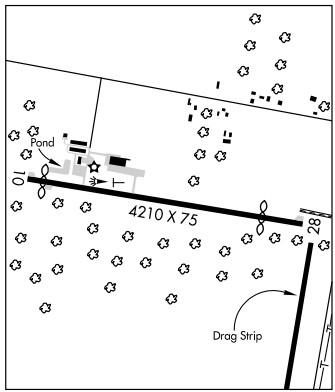
CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 996 (1000-1¼)	1880-1½ 996 (1000-1½)	1880-3	996 (1000-3)
COGIT FIX MINIMUMS				
CIRCLING	1520-1	636 (700-1)	1520-1¾ 636 (700-1¾)	1560-2¼ 676 (700-2¼)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NORWALK–HURON CO (5A1) 3 E UTC−5(−4DT) N41°14.69′ W82°33.07′ DETROIT
852 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–30F
RWY 10–28: H4210X75 (ASPH) MIRL 0.4% up W IAP
RWY 10: Thld dsplcd 240′. Trees.
RWY 28: Thld dsplcd 668′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡, Sun 1800–2300Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Drag strip on E end of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9. (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 162° 12.3 NM to fld. 580/4W.



OHIO DUSTING CO INC (See PANDORA)

OHIO UNIVERSITY SNYDER FLD (See ATHENS–ALBANY)

OHIO STATE UNIVERSITY (See COLUMBUS)

OLD PORTAGE HELIPORT (See AKRON)

ONIDA N39°34.70′ W84°19.41′ NOTAM FILE MGY. CINCINNATI
NDB (LOM) 223 MW 234° 4.4 NM to Middletown Rgnl/Hook Fld. Unmonitored.

OTTAWA

PUTNAM CO (OWX) 3 NE UTC−5(−4DT) N41°02.14′ W83°58.92′ DETROIT
764 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–28J
RWY 09–27: H4427X65 (ASPH) MIRL IAP
RWY 09: REIL. Road. **RWY 27:** REIL. PAPI(P2L). Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svcs after hrs call 419–456–3410. Parachute Jumping. Extensive glider ops. Intensive agricultural ops and crop dusting. PAEW invof ramp indef. Windsock OTS indef. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.525 (419) 523–4151.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 297° 11.3 NM to fld. 820/2W.

OXFORD N39°30.45′ W84°46.84′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 282 OXD at Miami University. NDB unmonitored. L–27E

GPS RWY 28

NORWALK-HURON COUNTY (5A1)

APP CRS	Rwy Idg	3542
276°	TDZE	851
	Apt Elev	852

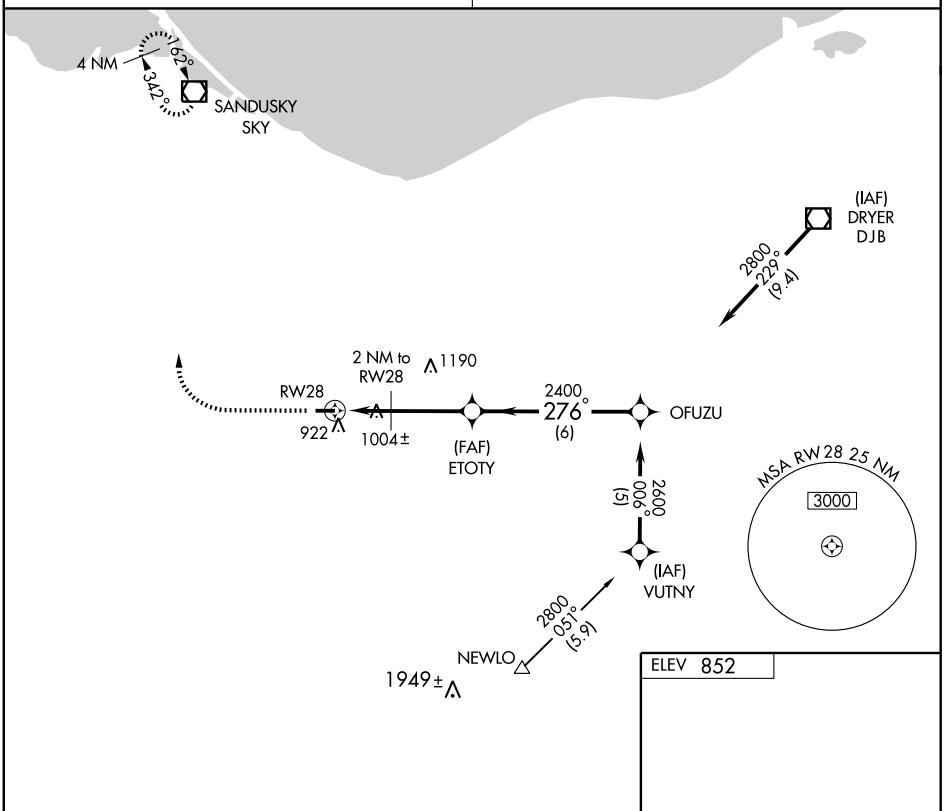
NA

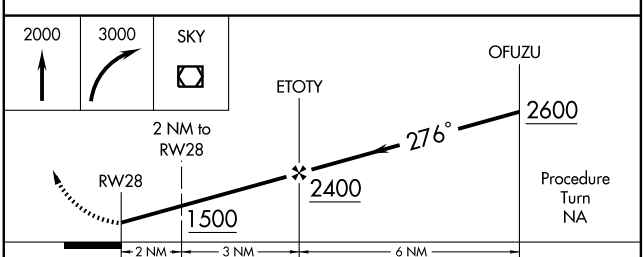
Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

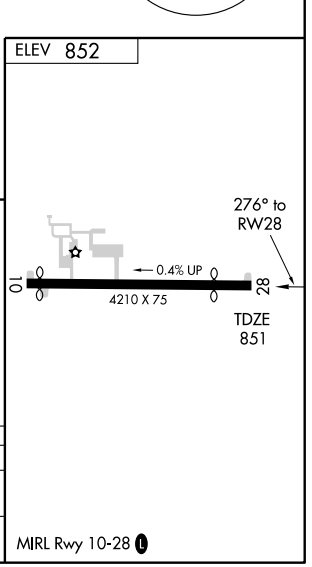
MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-28	1340-1 489 (500-1)		1340-1¼ 489 (500-1¼)	1340-1½ 489 (500-1½)
CIRCLING	1360-1 508 (600-1)	1400-1 548 (600-1)	1400-1½ 548 (600-1½)	1420-2 568 (600-2)



MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY	APP CRS	Rwy Idg	N/A
109.2	162°	TDZE	N/A
Chan 29		Apt Elev	852

VOR or GPS-A

NORWALK-HURON COUNTY (5A1)

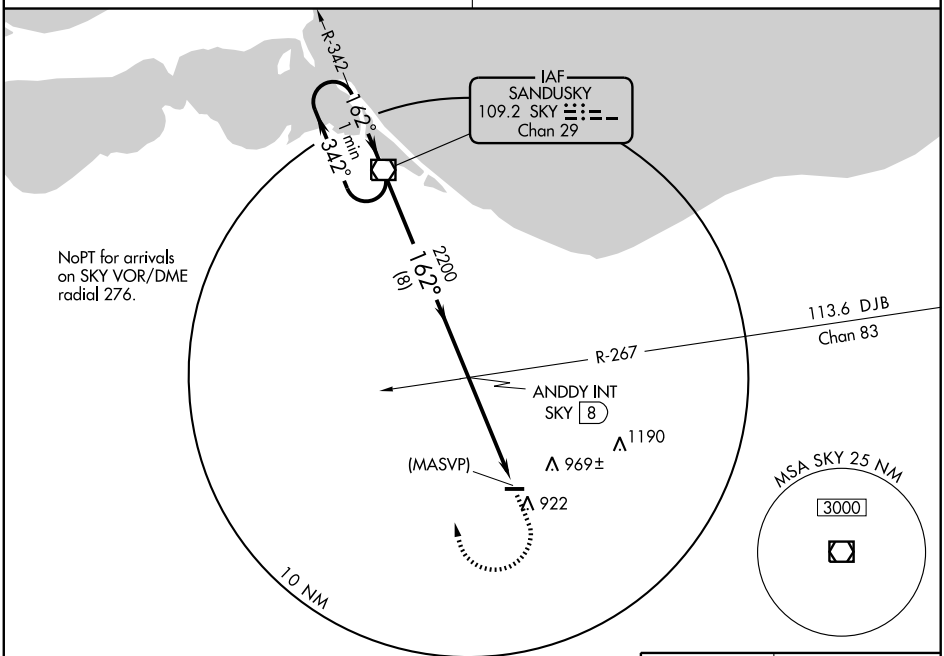
NA

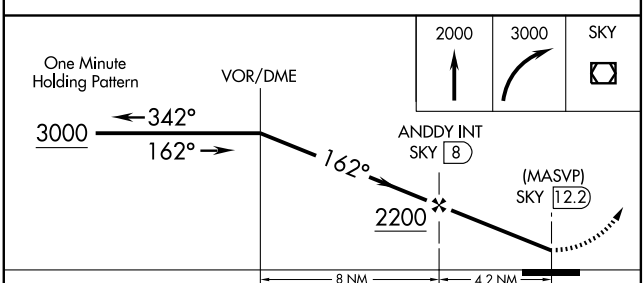
Use Cleveland-Hopkins altimeter setting.

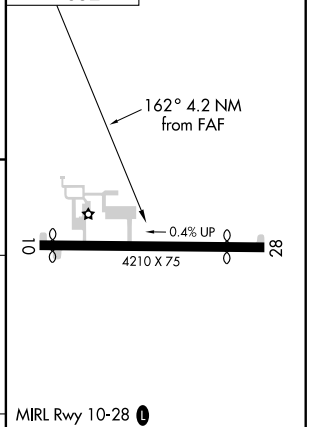
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) L





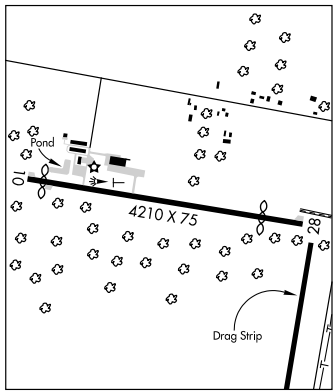


CATEGORY	A	B	C	D
CIRCLING	1400-1 548 (600-1)		1420-1½ 568 (600-1½)	1520-2 668 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NORWALK–HURON CO (5A1) 3 E UTC−5(−4DT) N41°14.69′ W82°33.07′ DETROIT
852 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–30F
RWY 10–28: H4210X75 (ASPH) MIRL 0.4% up W IAP
RWY 10: Thld dsplcd 240′. Trees.
RWY 28: Thld dsplcd 668′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡, Sun 1800–2300Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Drag strip on E end of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9. (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 162° 12.3 NM to fld. 580/4W.



OHIO DUSTING CO INC (See PANDORA)

OHIO UNIVERSITY SNYDER FLD (See ATHENS–ALBANY)

OHIO STATE UNIVERSITY (See COLUMBUS)

OLD PORTAGE HELIPORT (See AKRON)

ONIDA N39°34.70′ W84°19.41′ NOTAM FILE MGY. CINCINNATI
NDB (LOM) 223 MW 234° 4.4 NM to Middletown Rgnl/Hook Fld. Unmonitored.

OTTAWA

PUTNAM CO (OWX) 3 NE UTC−5(−4DT) N41°02.14′ W83°58.92′ DETROIT
764 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–28J
RWY 09–27: H4427X65 (ASPH) MIRL IAP
RWY 09: REIL. Road. **RWY 27:** REIL. PAPI(P2L). Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svcs after hrs call 419–456–3410. Parachute Jumping. Extensive glider ops. Intensive agricultural ops and crop dusting. PAEW invof ramp indef. Windsock OTS indef. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.525 (419) 523–4151.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 297° 11.3 NM to fld. 820/2W.

OXFORD N39°30.45′ W84°46.84′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 282 OXD at Miami University. NDB unmonitored. L–27E

WAAS	APP CRS	Rwy Idg	4427
CH 86514	095°	TDZE	759
W09A		Apt Elev	764

RNAV (GPS) RWY 9

OTTAWA / PUTNAM COUNTY (OWX)

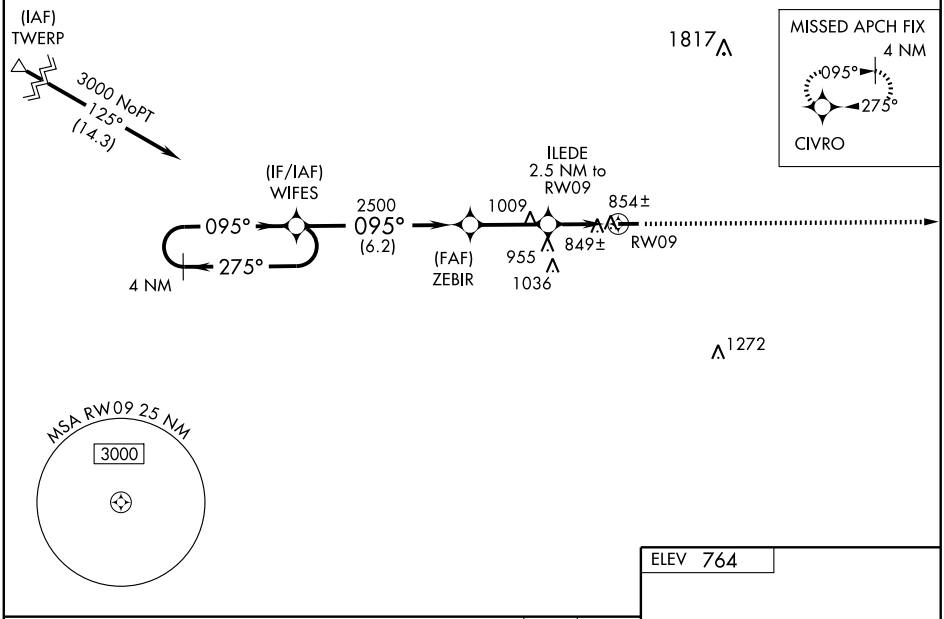
Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

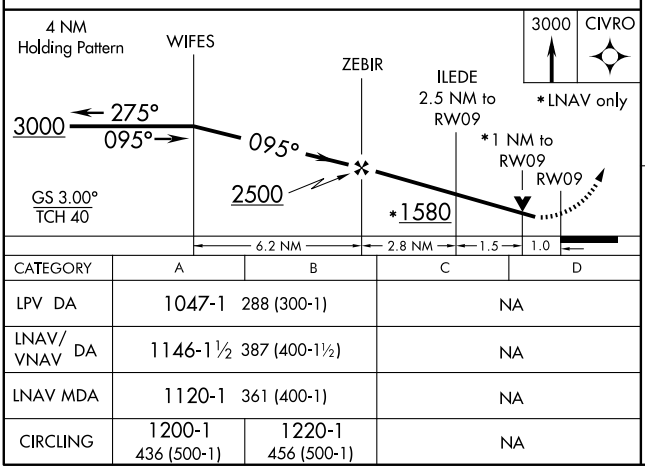
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

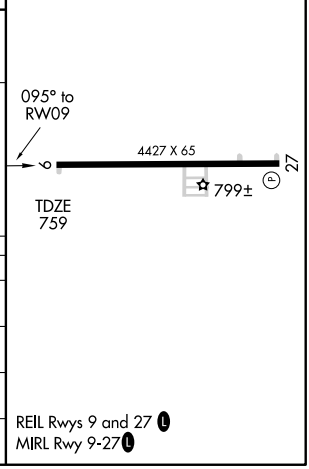
MISSED APPROACH: Climb to 3000 direct CIVRO and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L

Procedure NA for arrivals at TWERP via V8-422 westbound and V96 westbound.







CATEGORY	A	B	C	D
LPV DA	1047-1	288 (300-1)	NA	
LNAV/VNAV DA	1146-1½	387 (400-1½)	NA	
LNAV MDA	1120-1	361 (400-1)	NA	
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4427
CH 97614	275°	TDZE	764
W27A		Apt Elev	764

RNAV (GPS) RWY 27

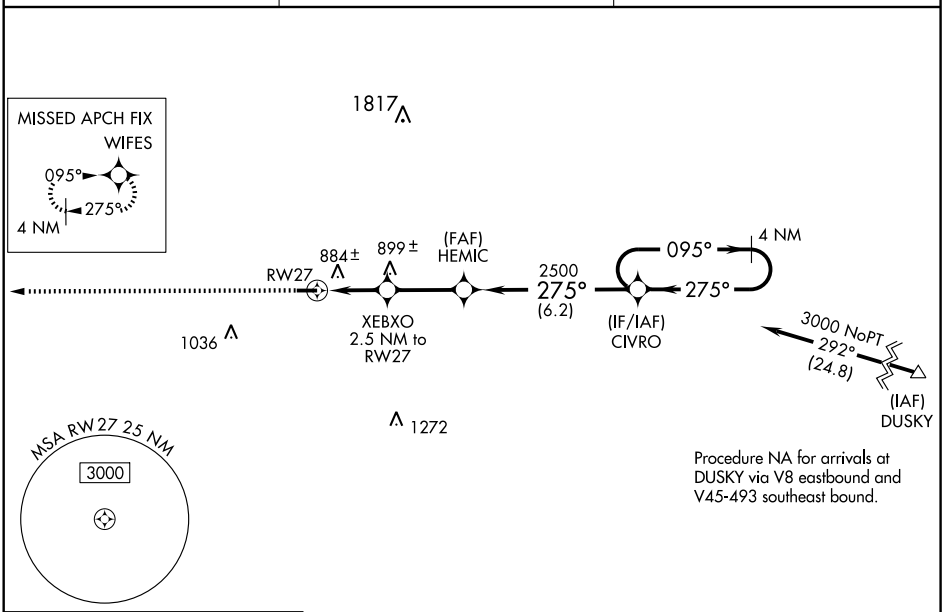
OTTAWA / PUTNAM COUNTY (OWX)

Baro-VNAV NA when using Findlay altimeter setting. For uncompsated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

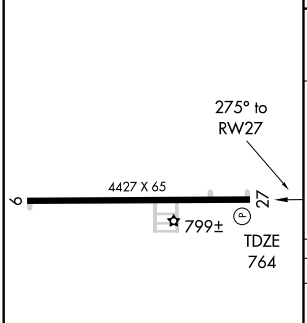
NA

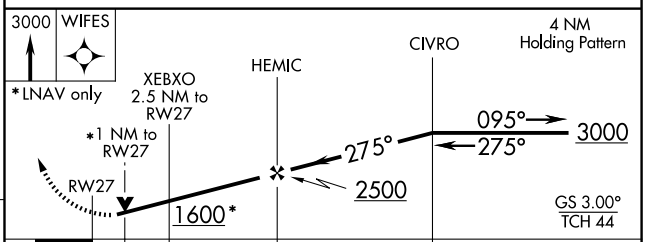
MISSED APPROACH: Climb to 3000 direct WIFES and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L



Procedure NA for arrivals at DUSKY via V8 eastbound and V45-493 southeast bound.





CATEGORY	A	B	C	D
LPV DA	1049-1 285 (300-1)		NA	
LNAV/VNAV DA	1186-1½ 422 (500-1½)		NA	
LNAV MDA	1140-1 376 (400-1)		NA	
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY	APP CRS	Rwy Idg	4427
108.2	298°	TDZE	764
Chan 19		Apt Elev	764

VOR RWY 27

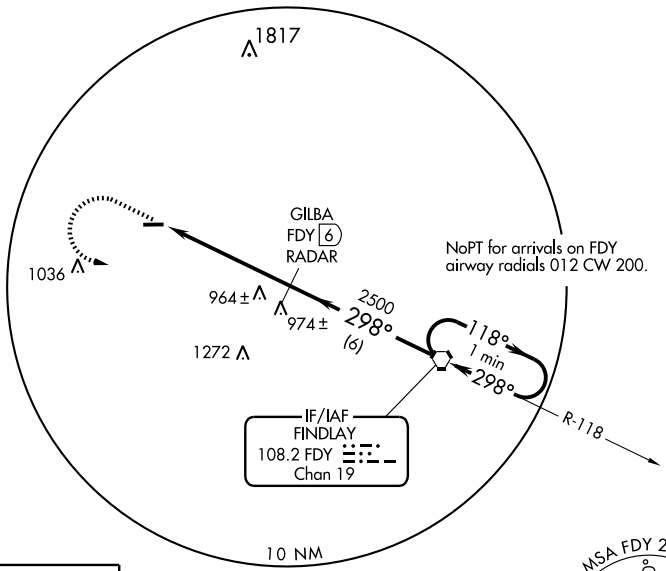
OTTAWA / PUTNAM COUNTY (OWX)

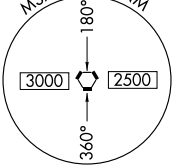
DME or Radar Required.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 40 feet.

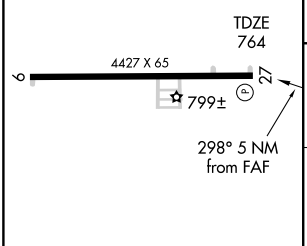
NA

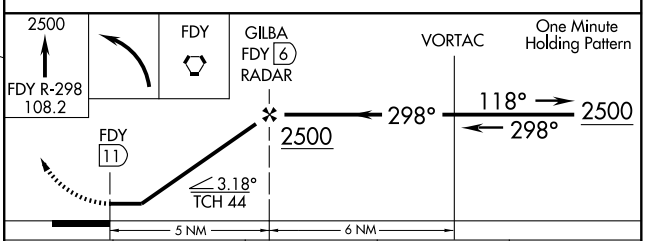
MISSED APPROACH: Climb to 2500 via FDY VORTAC R-298, then left turn direct FDY VORTAC and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L









REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-27	1220-1 456 (500-1)		NA	
CIRCLING	1220-1 456 (500-1)		NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

OXFORD

MIAMI UNIVERSITY (OXD) 2 W UTC−5(−4DT) N39°30.14′ W84°47.06′ CINCINNATI
1041 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 05–23: H4011X70 (ASPH–GRVD) S–34, D–50 LIRL (NSTD) IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Thld dsplcd 270′. Road.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Trees.
AIRPORT REMARKS: Attended Sat–Sun 1400–2200Z‡, Nov–Apr Mon–Fri 1300–2100Z‡, May–Oct Mon–Fri 1300–0000Z‡, holidays irregularly. Fuel self svc avbl. Rwy 05 NSTD dsplcd thld lgts 190′ from thld. PAEW 40′ N of Rwy 05–23. NSTD MIRL Rwy 05–23 preset on low ints dusk–0200Z‡; to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23–122.9; after 0200Z‡ ACTIVATE NSTD MIRL Rwy 05–23 and REIL Rwy 05 and Rwy 23–122.9.
WEATHER DATA SOURCES: AWOS–3 118.625 (513) 273–2032. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CINCINNATI APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 173° 15.4 NM to fld. 1135/3W.
OXFORD NDB (MHW) 282 OXD N39°30.45′ W84°46.84′ at fld. NOTAM FILE DAY. NDB unmonitored.

PACKER (See RADNOR)

PAINESVILLE

CONCORD AIRPARK (2G1) 3 SE UTC−5(−4DT) N41°40.02′ W81°11.83′ DETROIT
999 **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 02–20: H2181X38 (ASPH) S–12.5 LIRL 1.2% up SW. IAP
RWY 02: Trees. **RWY 20:** Brush.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. For local traffic only, for rwy lgts call 440–352–3228. Rwy 02–20 numbers small.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 355° 9.1 NM to fld. 1310/5W.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

PANDORA

OHIO DUSTING CO INC (6C2) 1 NW UTC−5(−4DT) N40°57.15′ W83°58.93′ DETROIT
765 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 09–27: 3112X150 (TURF)
RWY 09: Thld dsplcd 720′. Trees. **RWY 27:** Thld dsplcd 490′. P–line.
AIRPORT REMARKS: Attended continuously. Rwy 27 p–line marked with orange balls. Rwy 09 and Rwy 27 dsplcd thld not marked.
COMMUNICATIONS: CTAF 122.9

PARR (See ZANESVILLE)

PARSONS (See CARROLLTON)

PATTERSON N39°49.14′ W84°03.33′ NOTAM FILE FFO. CINCINNATI
(T) TACAN Chan 99 FFO (115.2) at Wright Patterson AFB. 804/4W. L–27E
TACAN azimuth unusable:
295°–360° byd 10 NM blo 5,000′.

PAULDING AIRPORT INC (2H8) 2 NE UTC−5(−4DT) N41°10.09′ W84°33.41′ DETROIT
721 S4 OX 4 TPA—1500(779) NOTAM FILE CLE
RWY 18–36: 2861X80 (TURF) LIRL (NSTD)
RWY 36: Building.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Arpt CLOSED indef. ACTIVATE LIRL Rwy 18–36—122.9. Rwy 18–36 NSTD LIRL; thld lgts incorrect color.
COMMUNICATIONS: CTAF 122.9

PERRY CO (See NEW LEXINGTON)

NDB OXD 282	APP CRS 042°	Rwy Idg 3741 TDZE 1041 Apt Elev 1041

NDB or GPS RWY 5

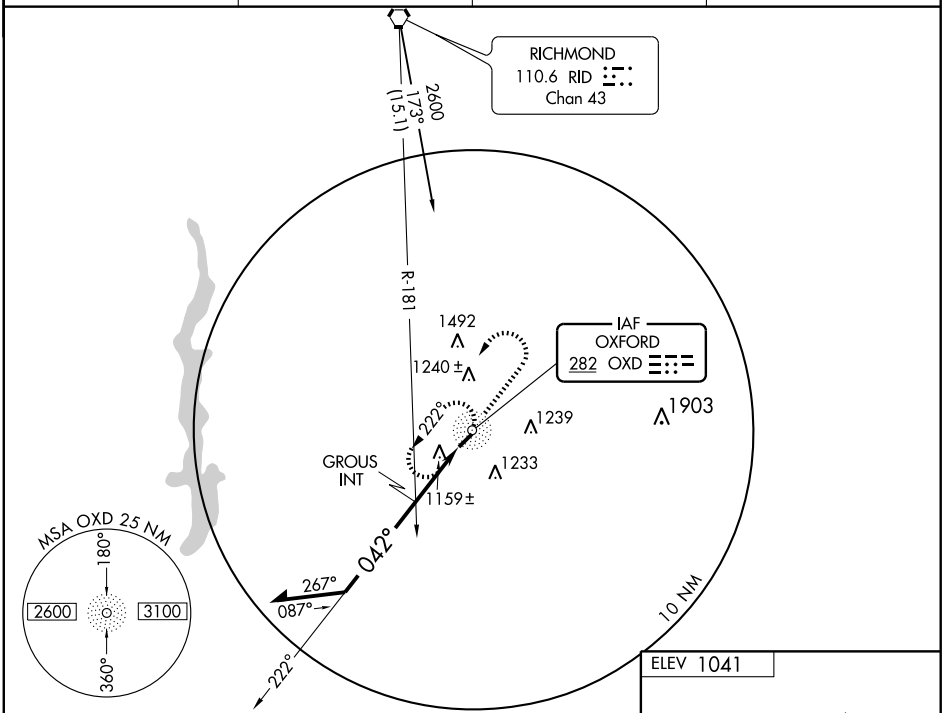
OXFORD / MIAMI UNIVERSITY (OXD)

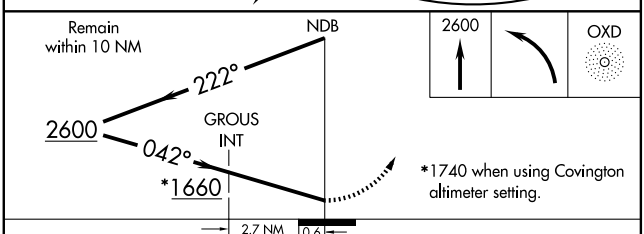
When local altimeter setting not received, use Covington, KY altimeter setting and increase all MDA 100 feet and all visibility ¼ mile.

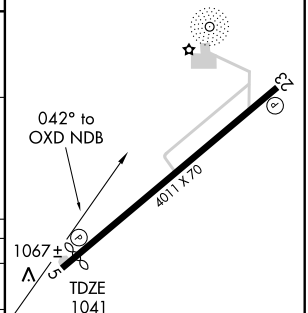
NA

MISSED APPROACH: Climb to 2600 then left turn direct OXD NDB and hold.

AWOS-3	CINCINNATI APP CON	UNICOM	
118.625	121.0 257.725	122.8 (CTAF)	122.9 L







CATEGORY	A	B	C	D
S-5	1660-1 619 (700-1)		1660-1¾ 619 (700-1¾)	NA
CIRCLING	1660-1 619 (700-1)		1660-1¾ 619 (700-1¾)	NA
GROUS FIX MINIMUMS				
S-5	1460-1 419 (500-1)		1460-1¼ 419 (500-1¼)	NA
CIRCLING	1460-1 419 (500-1)	1500-1 459 (500-1)	1600-1½ 559 (600-1½)	NA

LIRL Rwy 5-23 L ★
REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OXFORD

MIAMI UNIVERSITY (OXD) 2 W UTC−5(−4DT) N39°30.14′ W84°47.06′ CINCINNATI
1041 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 05–23: H4011X70 (ASPH–GRVD) S–34, D–50 LIRL (NSTD) IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Thld dsplcd 270′. Road.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Trees.
AIRPORT REMARKS: Attended Sat–Sun 1400–2200Z‡, Nov–Apr Mon–Fri 1300–2100Z‡, May–Oct Mon–Fri 1300–0000Z‡, holidays irregularly. Fuel self svc avbl. Rwy 05 NSTD dsplcd thld lgts 190′ from thld. PAEW 40′ N of Rwy 05–23. NSTD MIRL Rwy 05–23 preset on low ints dusk–0200Z‡; to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23–122.9; after 0200Z‡ ACTIVATE NSTD MIRL Rwy 05–23 and REIL Rwy 05 and Rwy 23–122.9.
WEATHER DATA SOURCES: AWOS–3 118.625 (513) 273–2032. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CINCINNATI APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 173° 15.4 NM to fld. 1135/3W.
OXFORD NDB (MHW) 282 OXD N39°30.45′ W84°46.84′ at fld. NOTAM FILE DAY. NDB unmonitored.

PACKER (See RADNOR)

PAINESVILLE

CONCORD AIRPARK (2G1) 3 SE UTC−5(−4DT) N41°40.02′ W81°11.83′ DETROIT
999 **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 02–20: H2181X38 (ASPH) S–12.5 LIRL 1.2% up SW. IAP
RWY 02: Trees. **RWY 20:** Brush.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. For local traffic only, for rwy lgts call 440–352–3228. Rwy 02–20 numbers small.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 355° 9.1 NM to fld. 1310/5W.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

PANDORA

OHIO DUSTING CO INC (6C2) 1 NW UTC−5(−4DT) N40°57.15′ W83°58.93′ DETROIT
765 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 09–27: 3112X150 (TURF)
RWY 09: Thld dsplcd 720′. Trees. **RWY 27:** Thld dsplcd 490′. P–line.
AIRPORT REMARKS: Attended continuously. Rwy 27 p–line marked with orange balls. Rwy 09 and Rwy 27 dsplcd thld not marked.
COMMUNICATIONS: CTAF 122.9

PARR (See ZANESVILLE)

PARSONS (See CARROLLTON)

PATTERSON N39°49.14′ W84°03.33′ NOTAM FILE FFO. CINCINNATI
(T) TACAN Chan 99 FFO (115.2) at Wright Patterson AFB. 804/4W. L–27E
TACAN azimuth unusable:
295°–360° byd 10 NM blo 5,000′.

PAULDING AIRPORT INC (2H8) 2 NE UTC−5(−4DT) N41°10.09′ W84°33.41′ DETROIT
721 S4 OX 4 TPA—1500(779) NOTAM FILE CLE
RWY 18–36: 2861X80 (TURF) LIRL (NSTD)
RWY 36: Building.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Arpt CLOSED indef. ACTIVATE LIRL Rwy 18–36—122.9. Rwy 18–36 NSTD LIRL; thld lgts incorrect color.
COMMUNICATIONS: CTAF 122.9

PERRY CO (See NEW LEXINGTON)

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND DEP CON
125.35 346.32

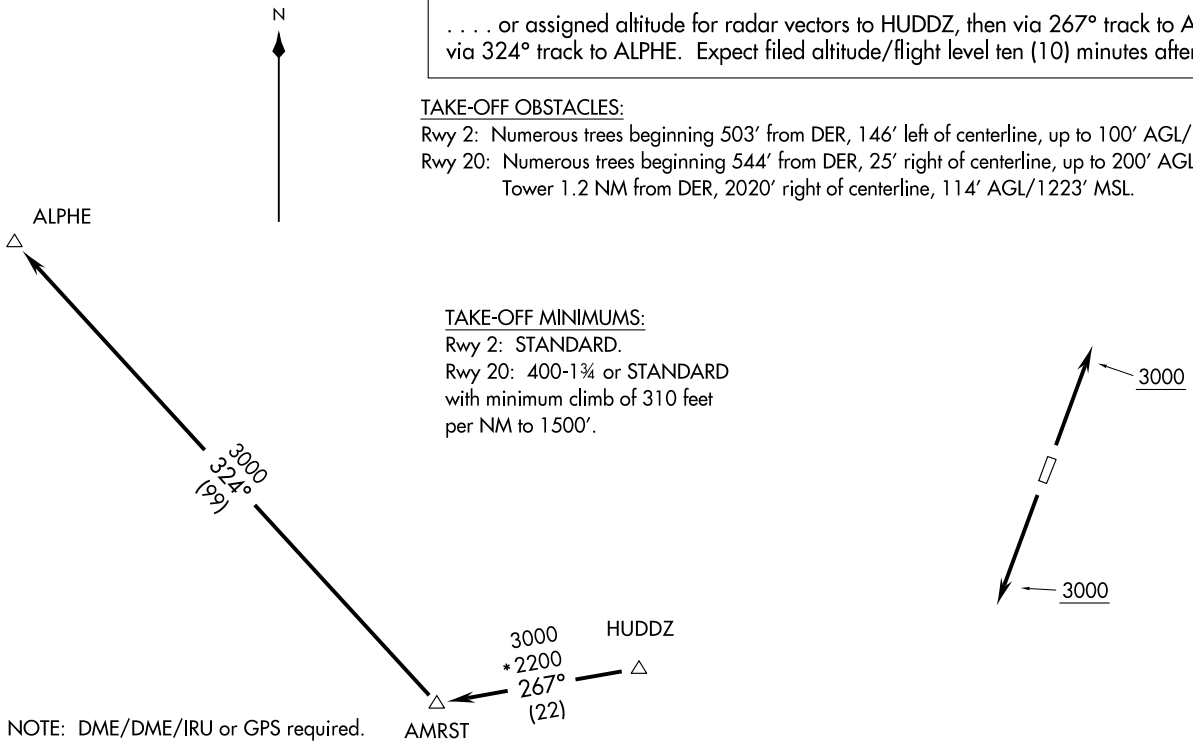
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.
Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.
Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500'.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

PAINESVILLE, OHIO
PAINESVILLE / CONCORD AIRPARK (2G1)

SL-5432 (FAA)

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

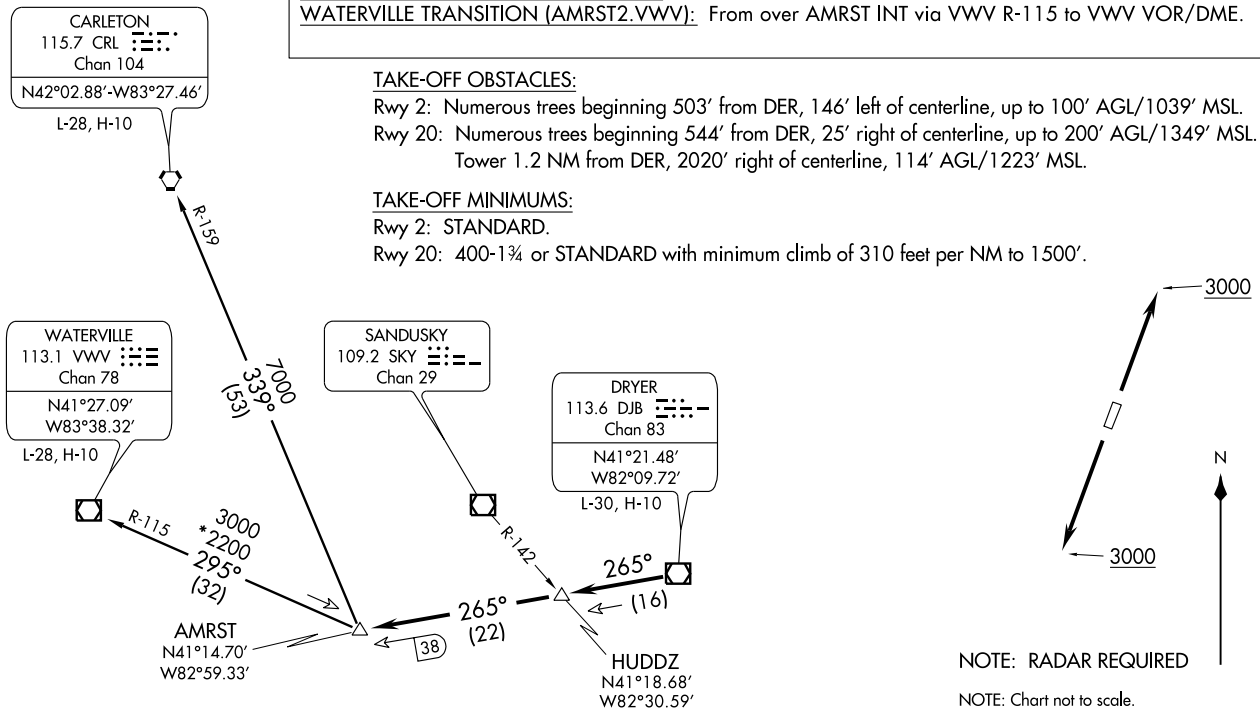
TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.
Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL.
Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500′.



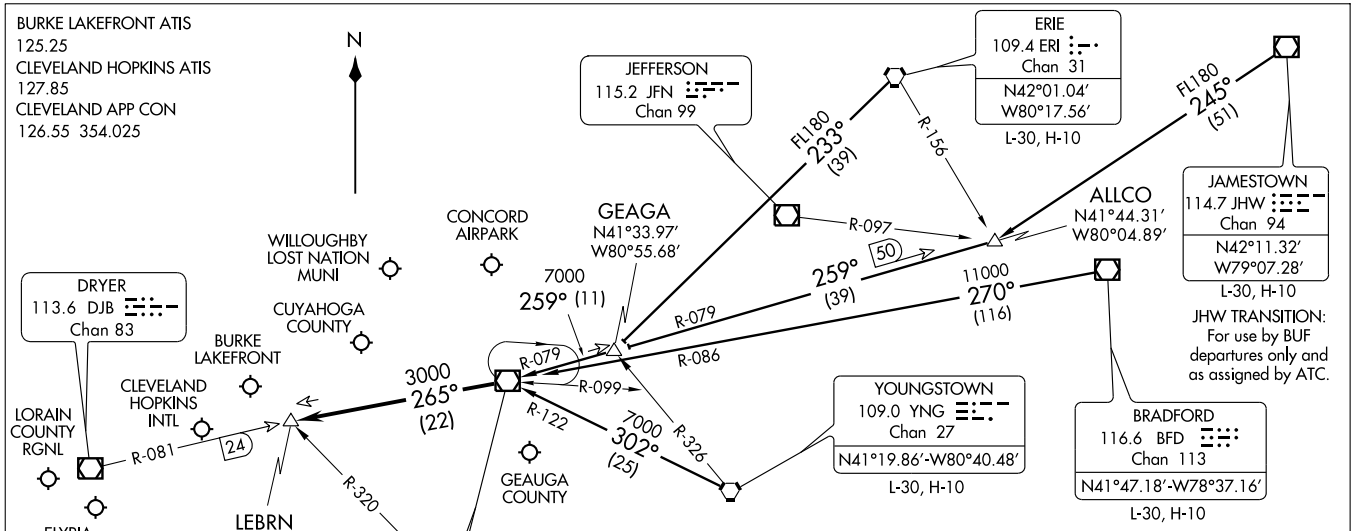
PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

SL-5432 (FAA)

AMRST TWO DEPARTURE
(AMRST2.AMRST) 09183
PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

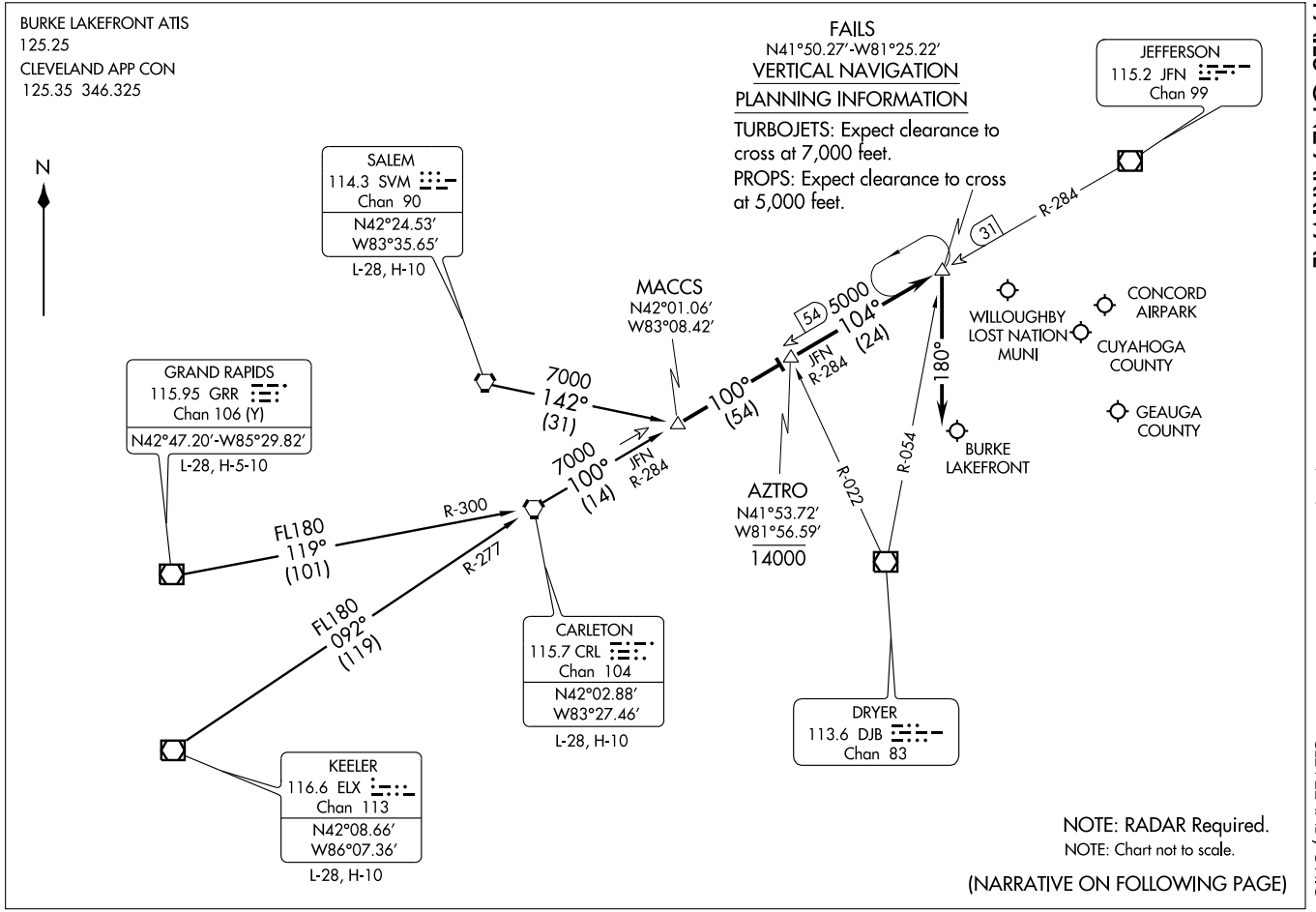
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

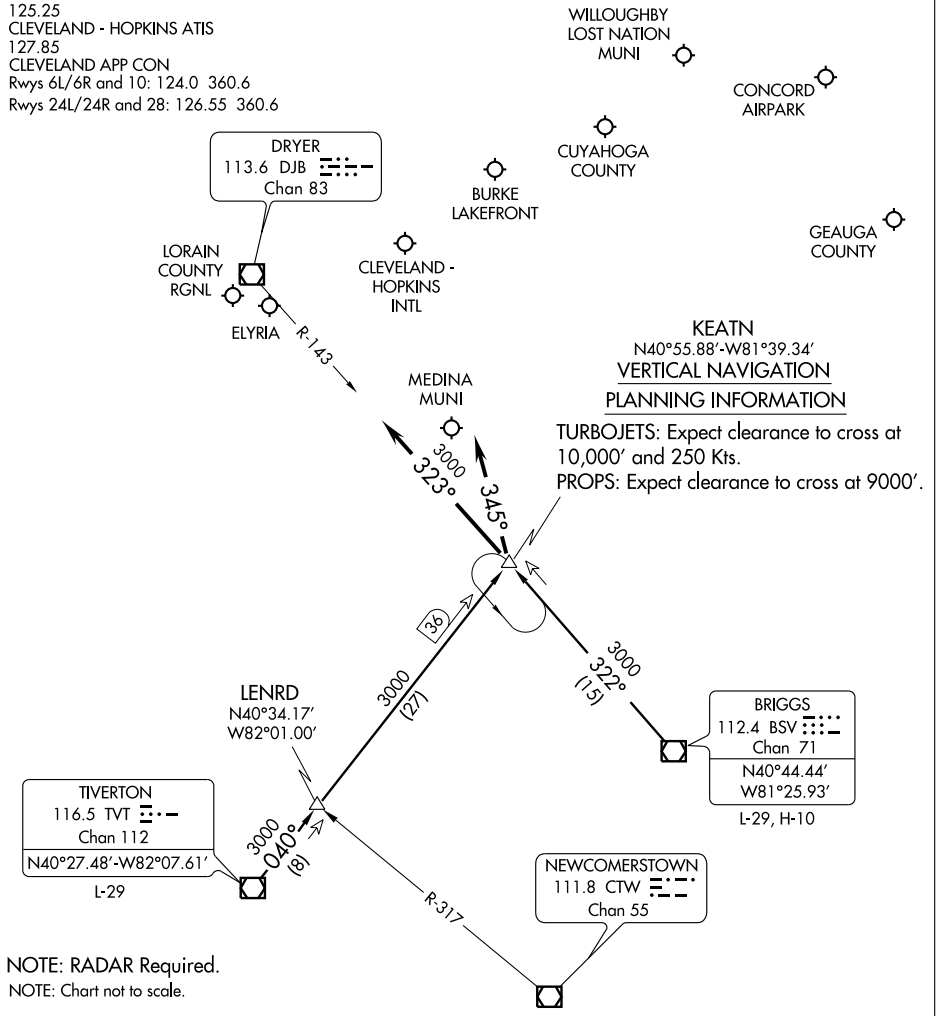
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09183

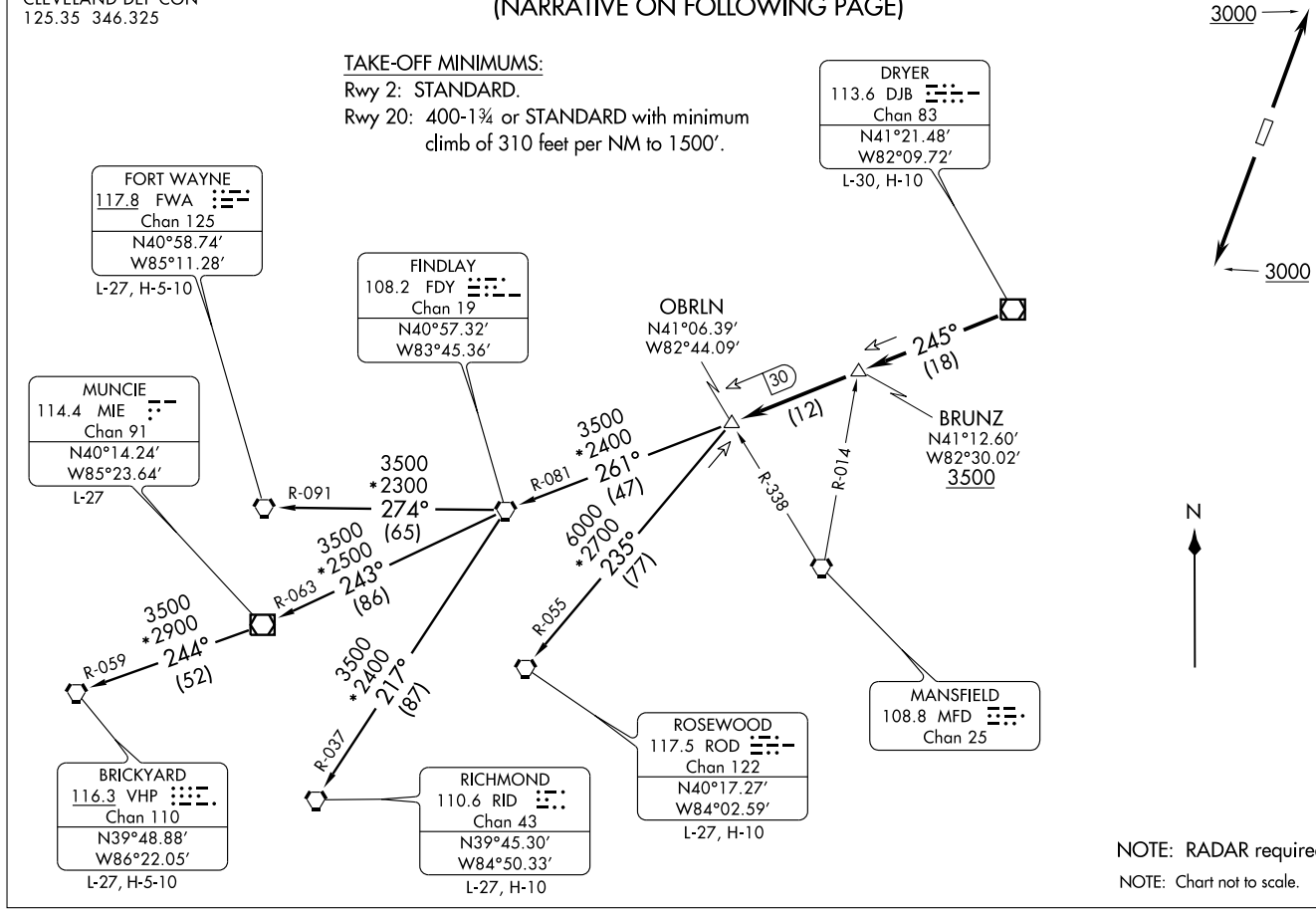
PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500′.



(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-5432 (FAA)

PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.
Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL.
Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

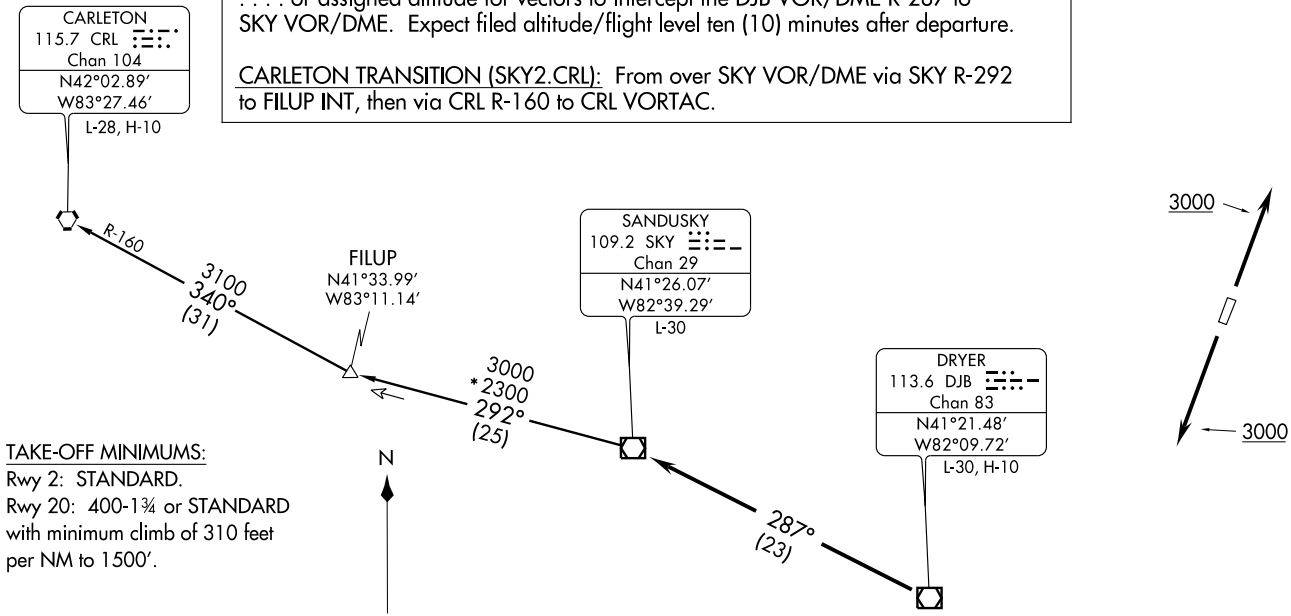
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500'.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.
Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.
Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

(SKY2.SKY) 09183

SANDUSKY TWO DEPARTURE

SL-5432 (FAA)

PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

VOR/DME CXR	APP CRS	Rwy Idg	N/A
112.7	355°	TDZE	N/A
Chan 74		Apt Elev	999

VOR or GPS-A

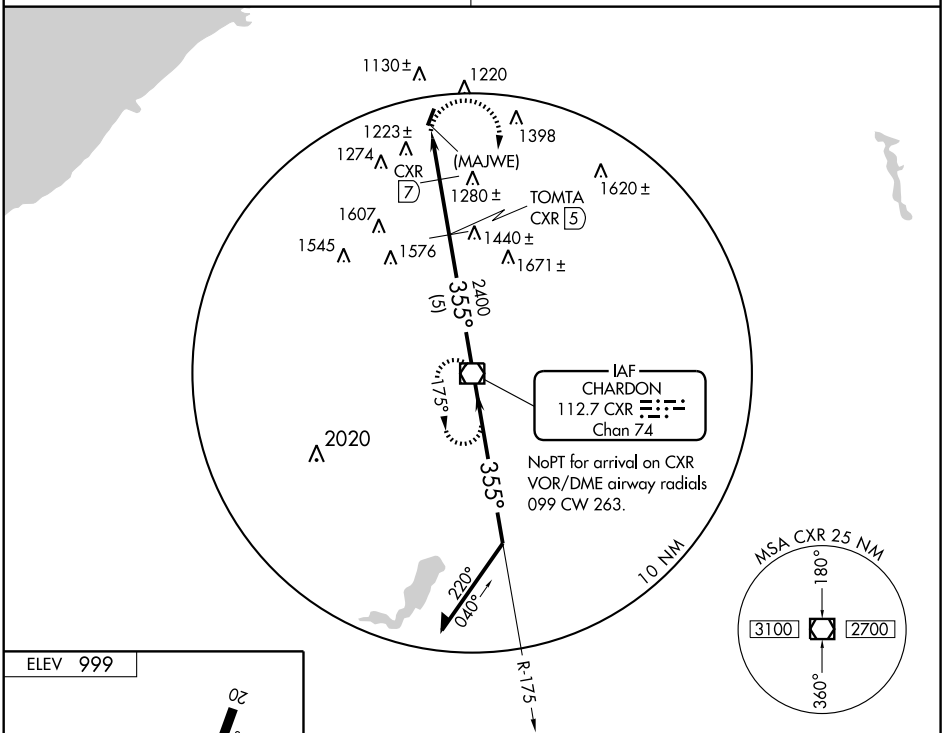
PAINESVILLE/ CONCORD AIRPARK (2G1)

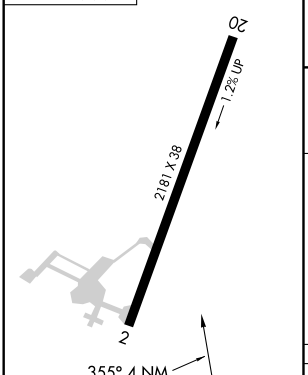
Procedure not authorized at night.
NA Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

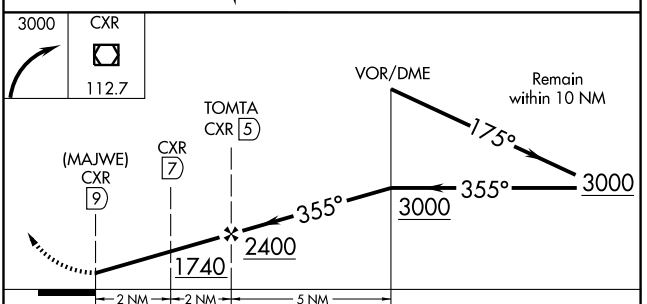
CLEVELAND APP CON
125.35 354.025

UNICOM
122.8 (CTAF)





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

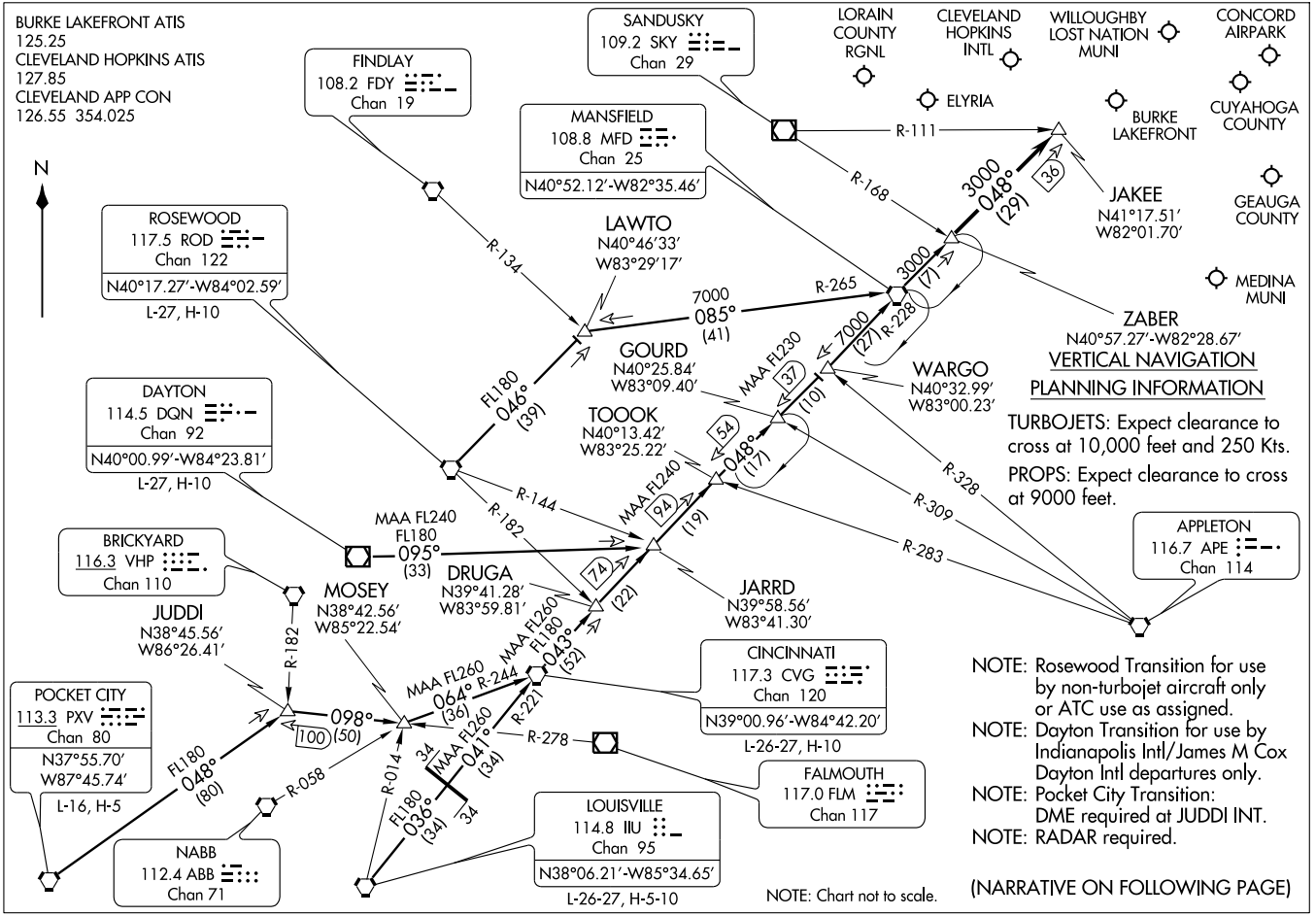


CATEGORY	A	B	C	D
CIRCLING	1740-1 741 (800-1)	1740-1¼ 741 (800-1¼)	1740-2¼ 741 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1640-1 641 (700-1)		1640-1¾ 641 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

PHILLIPSBURG (3I7) 0 N UTC−5(−4DT) N39°54.80′ W84°24.03′ **CINCINNATI**
1031 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 03–21: H3000X40 (ASPH) LIRL **IAP**
RWY 03: REIL. Thld dsplcd 130′. Tree. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to helicopter training. Do not fly over school 2100′ S of arpt in line with rwy. Rwy 03–21 2416′ lgtd between dsplcd thlds only.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP CON** 134.45 (181°–359°) Ⓡ**DAYTON DEP CON** 134.45 (181°–359°) 118.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 183° 6.2 NM to fld. 990/1W. **HIWAS.**

PICKAWAY CO MEM (See CIRCLEVILLE)

PICKL N39°52.86′ W82°50.17′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.

PIKE CO (See WAVERLY)

PIQUA AIRPORT–HARTZELL FLD (I17) 3 NW UTC−5(−4DT) N40°09.88′ W84°18.51′ **DETROIT**
994 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 08–26: H3997X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 08: REIL. Tree. **RWY 26:** REIL. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500′ MSL SR–SS. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°) 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 026° 9.8 NM to fld. 990/1W. **HIWAS.**
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 244° 14.3 NM to fld. 1080/5W.

PORTAGE CO (See RAVENNA)

PORT BUCYRUS–CRAWFORD CO (See BUCYRUS)

PORT CLINTON N41°31.12′ W82°52.12′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 423 PCW at Carl R Keller Fld. **L–30F**

PORT CLINTON

CARL R KELLER FLD (PCW) 3 E UTC−5(−4DT) N41°30.98′ W82°52.17′ **DETROIT**
590 B **FUEL** 100LL, JET A NOTAM FILE CLE **H–10G, L–30F**
RWY 09–27: H5646X100 (ASPH) S–16, MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28′. Thld dsplcd 201′. Trees.
RWY 18–36: H4001X75 (ASPH) MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (419) 734–9955
COMMUNICATIONS: CTAF/UNICOM 122.8
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 301° 10.9 NM to fld. 580/4W.
PORT CLINTON NDB (MHW) 423 PCW N41°31.12′ W82°52.12′ at fld.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

PORT COLUMBUS INTL (See COLUMBUS)

PORTSMOUTH N38°46.91′ W82°50.67′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only. **L–22E**

VOR/DME DQN	APP CRS	Rwy Idg	3000
114.5	182°	TDZE	1031
Chan 92		Apt Elev	1031

VOR or GPS RWY 21

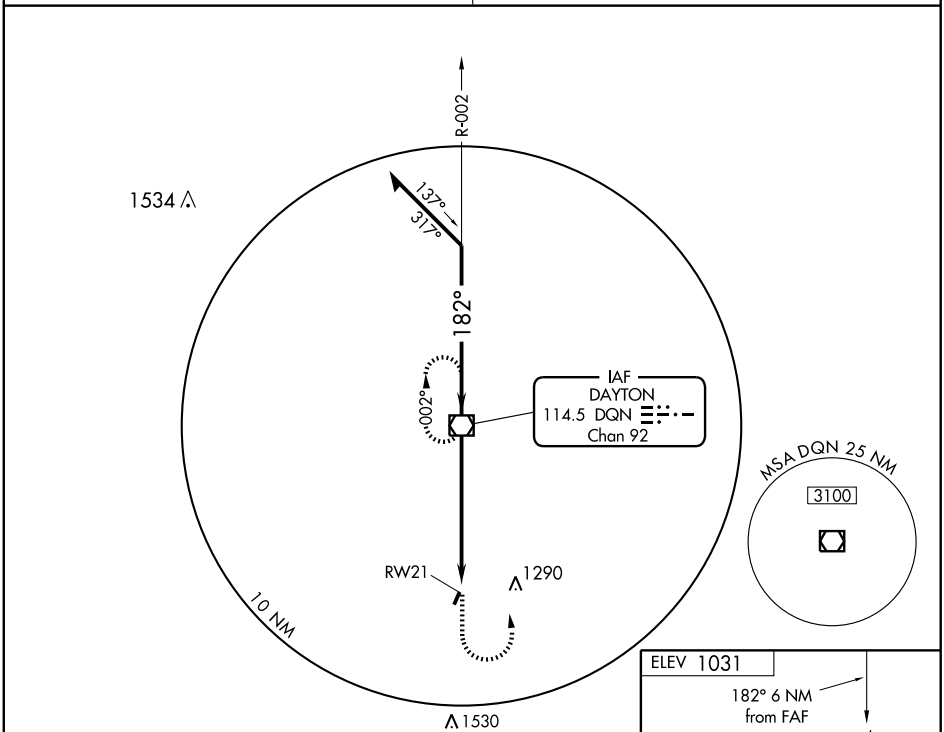
PHILLIPSBURG (3I7)

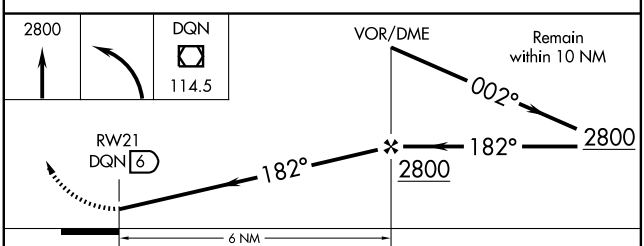
NA

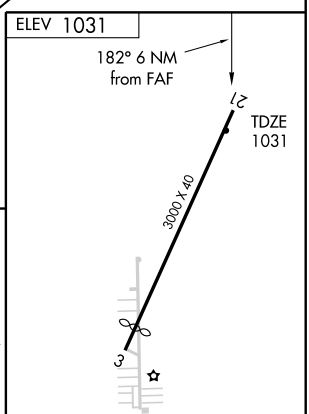
Use Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct DQN VOR/DME and hold.

DAYTON APP CON	UNICOM
134.45 352.05	122.7 (CTAF)







LIRL Rwy 3-21
REIL Rwys 3 and 21

CATEGORY	A	B	C	D
S-21	1420-1 389 (400-1)			NA
CIRCLING	1540-1 509 (600-1)		1540-1½ 509 (600-1½)	NA

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PHILLIPSBURG (3I7) 0 N UTC−5(−4DT) N39°54.80′ W84°24.03′ **CINCINNATI**
1031 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 03–21: H3000X40 (ASPH) LIRL **IAP**
RWY 03: REIL. Thld dsplcd 130′. Tree. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to helicopter training. Do not fly over school 2100′ S of arpt in line with rwy. Rwy 03–21 2416′ lgtd between dsplcd thlds only.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP CON** 134.45 (181°–359°) Ⓡ**DAYTON DEP CON** 134.45 (181°–359°) 118.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 183° 6.2 NM to fld. 990/1W. **HIWAS.**

PICKAWAY CO MEM (See CIRCLEVILLE)

PICKL N39°52.86′ W82°50.17′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.

PIKE CO (See WAVERLY)

PIQUA AIRPORT–HARTZELL FLD (I17) 3 NW UTC−5(−4DT) N40°09.88′ W84°18.51′ **DETROIT**
994 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 08–26: H3997X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 08: REIL. Tree. **RWY 26:** REIL. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500′ MSL SR–SS. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°) 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 026° 9.8 NM to fld. 990/1W. **HIWAS.**
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 244° 14.3 NM to fld. 1080/5W.

PORTAGE CO (See RAVENNA)

PORT BUCYRUS–CRAWFORD CO (See BUCYRUS)

PORT CLINTON N41°31.12′ W82°52.12′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 423 PCW at Carl R Keller Fld. **L–30F**

PORT CLINTON

CARL R KELLER FLD (PCW) 3 E UTC−5(−4DT) N41°30.98′ W82°52.17′ **DETROIT**
590 B **FUEL** 100LL, JET A NOTAM FILE CLE **H–10G, L–30F**
RWY 09–27: H5646X100 (ASPH) S–16, MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28′. Thld dsplcd 201′. Trees.
RWY 18–36: H4001X75 (ASPH) MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (419) 734–9955
COMMUNICATIONS: CTAF/UNICOM 122.8
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 301° 10.9 NM to fld. 580/4W.
PORT CLINTON NDB (MHW) 423 PCW N41°31.12′ W82°52.12′ at fld.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

PORT COLUMBUS INTL (See COLUMBUS)

PORTSMOUTH N38°46.91′ W82°50.67′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only. **L–22E**

APP CRS	Rwy Idg	3997
081°	TDZE	994
	Apt Elev	994

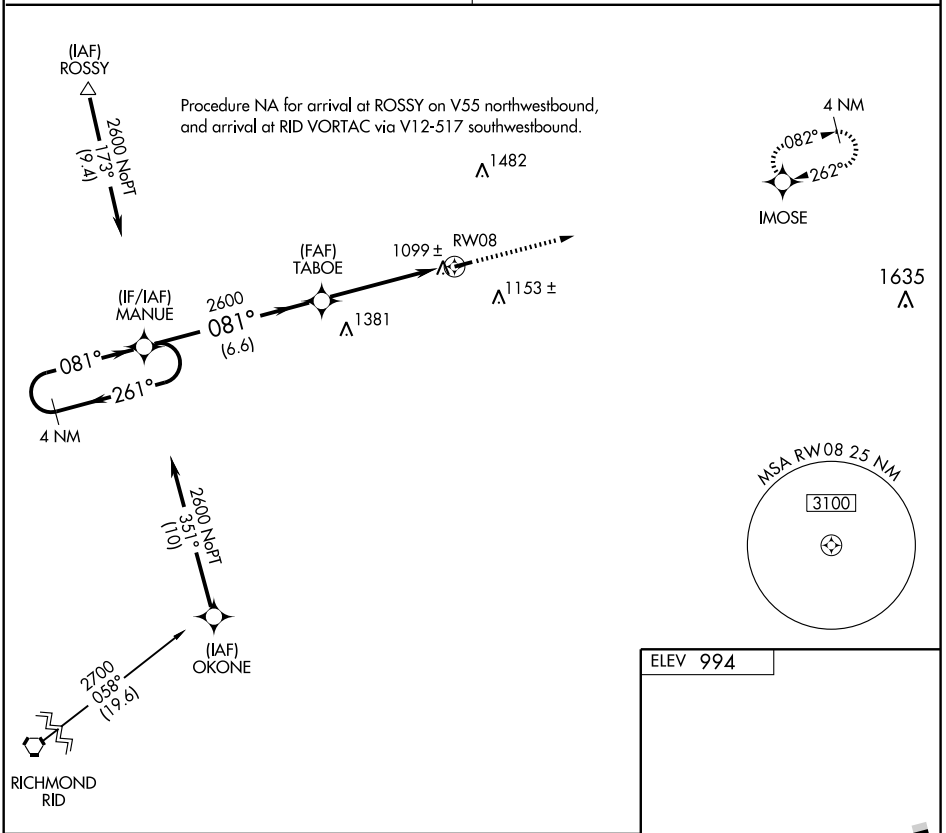
RNAV (GPS) RWY 8

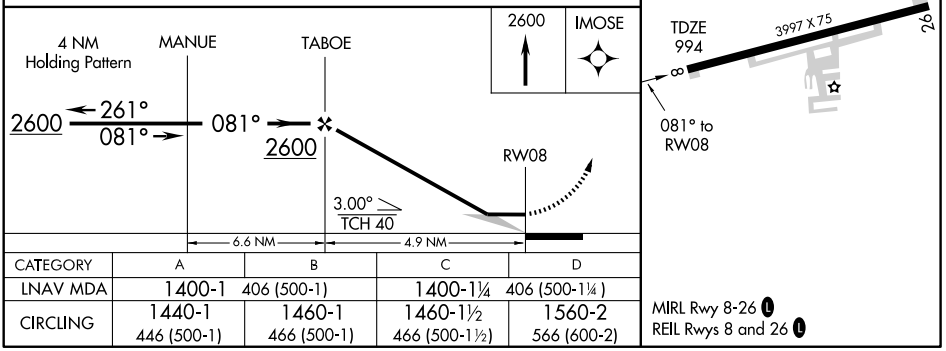
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA — Use James M. Cox Dayton Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct IMOSE WP and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1	406 (500-1)	1400-1¼	406 (500-1¼)
CIRCLING	1440-1 446 (500-1)	1460-1 466 (500-1)	1460-1½ 466 (500-1½)	1560-2 566 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

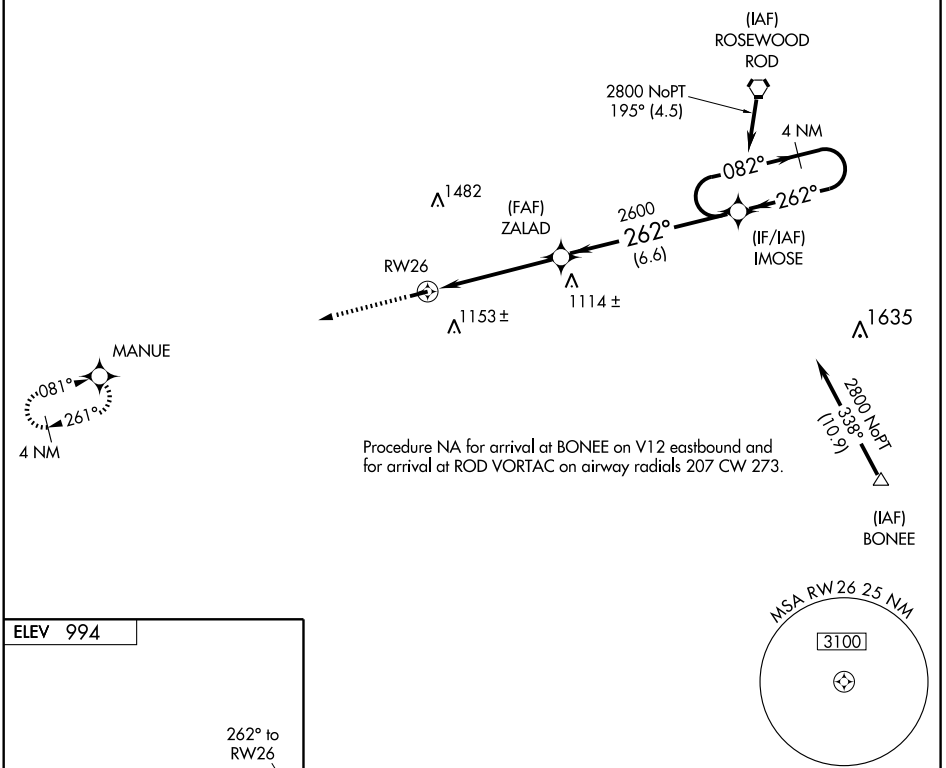
APP CRS	Rwy Idg	3997
262°	TDZE	987
	Apt Elev	994

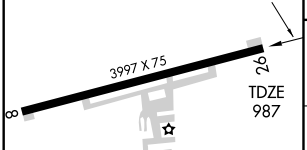
RNAV (GPS) RWY 26

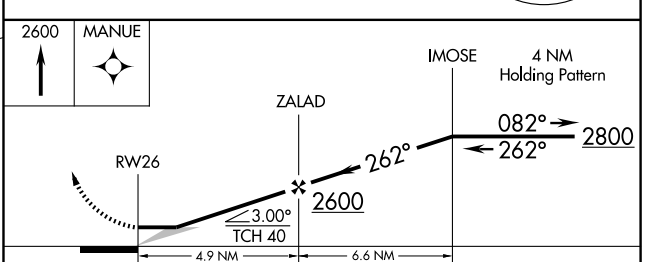
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA	Use James M. Cox Dayton Intl altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct MANUE WP and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1	513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1	506 (600-1)	1500-1½ 506 (600-1½)	1560-2 566 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	025°	TDZE	N/A
Chan 92		Apt Elev	994

VOR-A

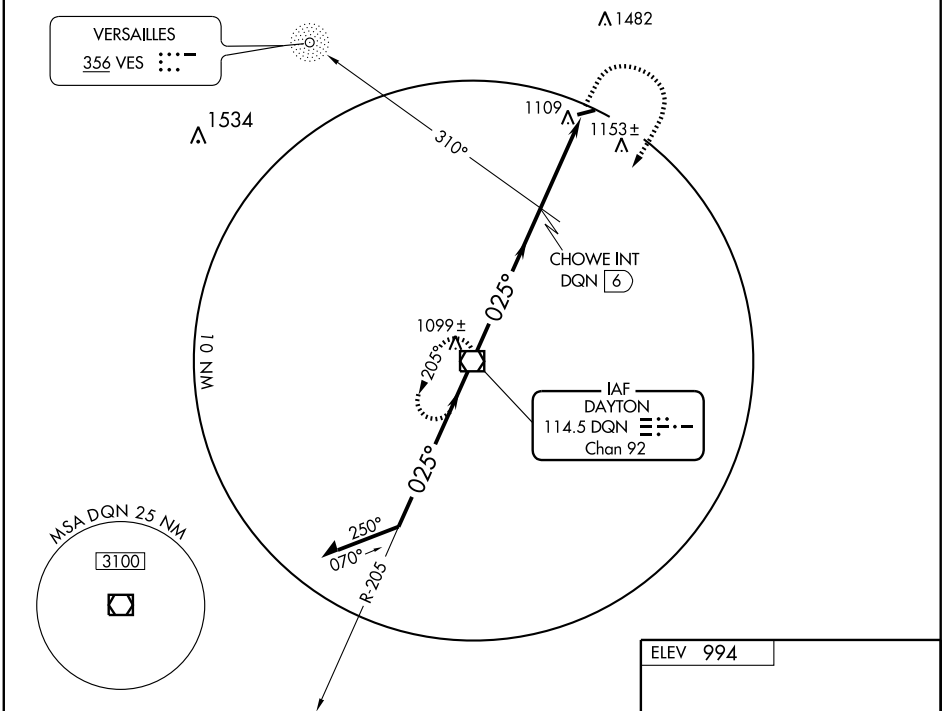
PIQUA AIRPORT-HARTZELL FIELD (I17)

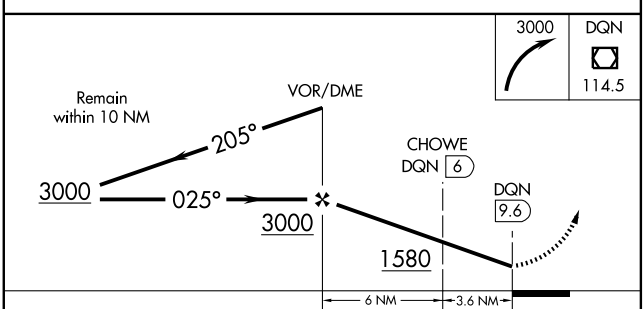
NA — Use James M. Cox Dayton Intl altimeter setting.

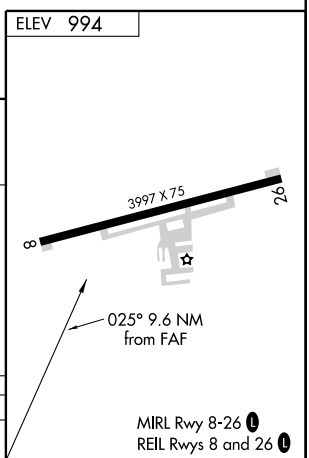
MISSED APPROACH: Climbing right turn to 3000 direct DQN VOR/DME and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1 586 (600-1)		1580-1½ 586 (600-1½)	1580-2 586 (600-2)
CHOWE FIX MINIMUMS				
CIRCLING	1460-1 466 (500-1)		1460-1½ 466 (500-1½)	1560-2 566 (600-2)

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD	APP CRS	Rwy Idg	3997
117.5	243°	TDZE	987
Chan 122		Apt Elev	994

VOR RWY 26

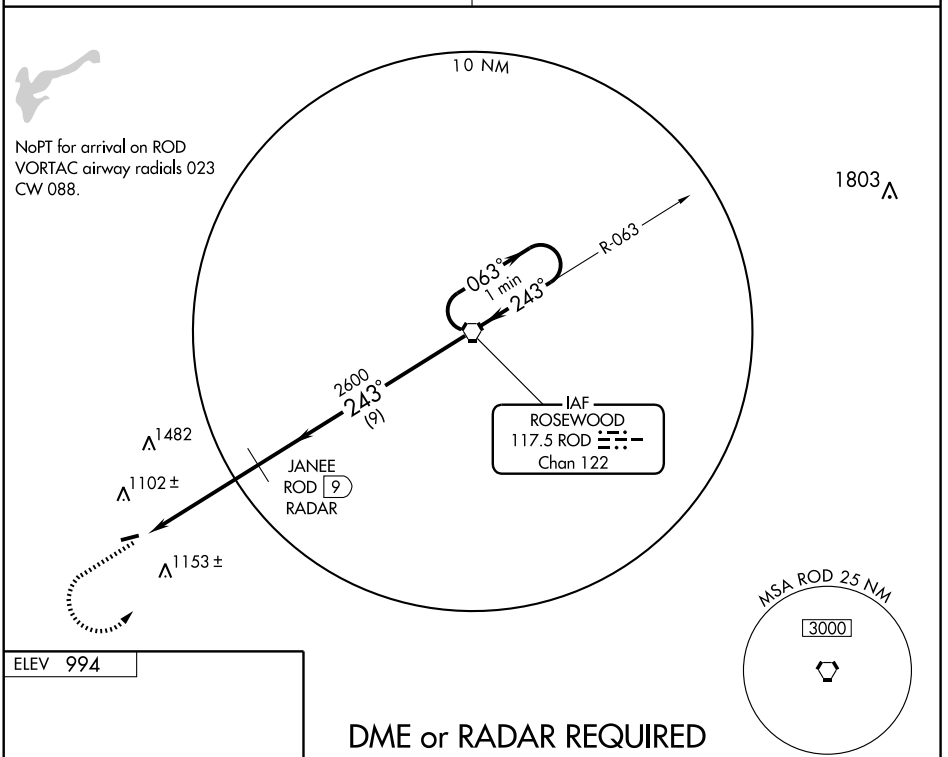
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA Use James M. Cox Dayton Intl altimeter setting.

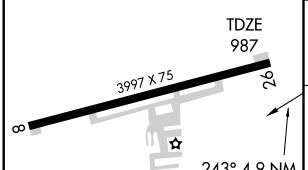
MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

UNICOM
123.0 (CTAF) L



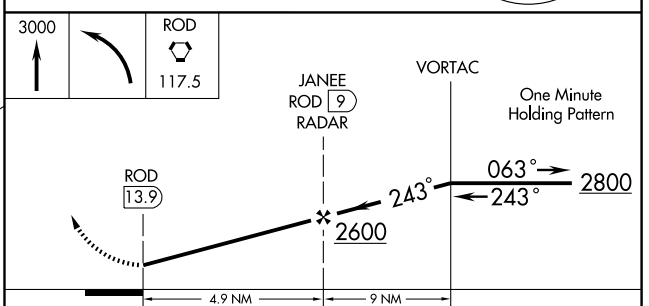
ELEV 994



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-26	1500-1	513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1	506 (600-1)	1500-1½ 506 (600-1½)	1560-2 565 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PHILLIPSBURG (3I7) 0 N UTC−5(−4DT) N39°54.80′ W84°24.03′ **CINCINNATI**
1031 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 03–21: H3000X40 (ASPH) LIRL **IAP**
RWY 03: REIL. Thld dsplcd 130′. Tree. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to helicopter training. Do not fly over school 2100′ S of arpt in line with rwy. Rwy 03–21 2416′ lgtd between dsplcd thlds only.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP CON** 134.45 (181°–359°) Ⓡ**DAYTON DEP CON** 134.45 (181°–359°) 118.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 183° 6.2 NM to fld. 990/1W. **HIWAS.**

PICKAWAY CO MEM (See CIRCLEVILLE)

PICKL N39°52.86′ W82°50.17′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.

PIKE CO (See WAVERLY)

PIQUA AIRPORT–HARTZELL FLD (I17) 3 NW UTC−5(−4DT) N40°09.88′ W84°18.51′ **DETROIT**
994 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 08–26: H3997X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 08: REIL. Tree. **RWY 26:** REIL. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500′ MSL SR–SS. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°) 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 026° 9.8 NM to fld. 990/1W. **HIWAS.**
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 244° 14.3 NM to fld. 1080/5W.

PORTAGE CO (See RAVENNA)

PORT BUCYRUS–CRAWFORD CO (See BUCYRUS)

PORT CLINTON N41°31.12′ W82°52.12′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 423 PCW at Carl R Keller Fld. **L–30F**

PORT CLINTON

CARL R KELLER FLD (PCW) 3 E UTC−5(−4DT) N41°30.98′ W82°52.17′ **DETROIT**
590 B **FUEL** 100LL, JET A NOTAM FILE CLE **H–10G, L–30F**
RWY 09–27: H5646X100 (ASPH) S–16, MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28′. Thld dsplcd 201′. Trees.
RWY 18–36: H4001X75 (ASPH) MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (419) 734–9955
COMMUNICATIONS: CTAF/UNICOM 122.8
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 301° 10.9 NM to fld. 580/4W.
PORT CLINTON NDB (MHW) 423 PCW N41°31.12′ W82°52.12′ at fld.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

PORT COLUMBUS INTL (See COLUMBUS)

PORTSMOUTH N38°46.91′ W82°50.67′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only. **L–22E**

NDB PCW 423	APP CRS 276°	Rwy Idg 5445 TDZE 588 Apt Elev 590

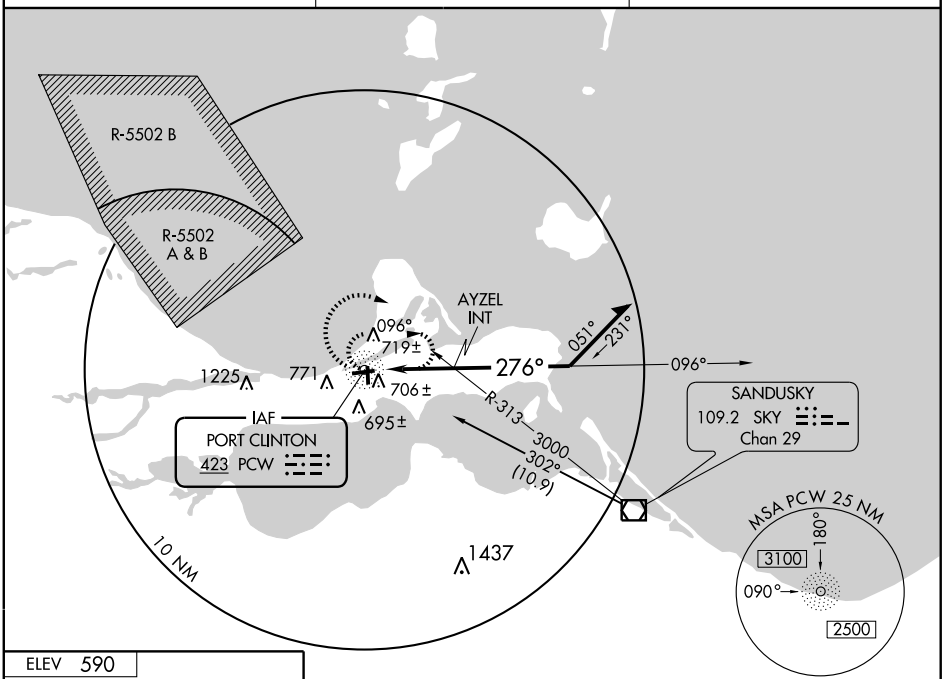
NDB RWY 27

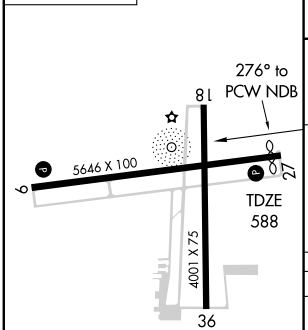
PORT CLINTON / CARL R. KELLER FIELD (PCW)

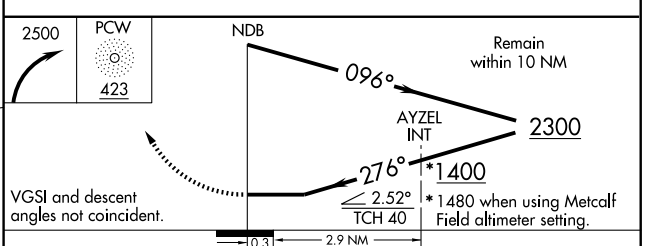
▼ Visibility reduction by helicopters NA.
⚠ NA When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in PCW NDB holding pattern.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 810 (900-1)	1400-1¼ 810 (900-1¼)	1400-2½ 810 (900-2½)	1400-2¾ 810 (900-2¾)
AYZEL FIX MINIMUMS				
S-27	1060-1	472 (500-1)	1060-1¼ 472 (500-1¼)	1060-1½ 472 (500-1½)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5646
090°	TDZE	590
	Apt Elev	590

RNAV (GPS) RWY 9

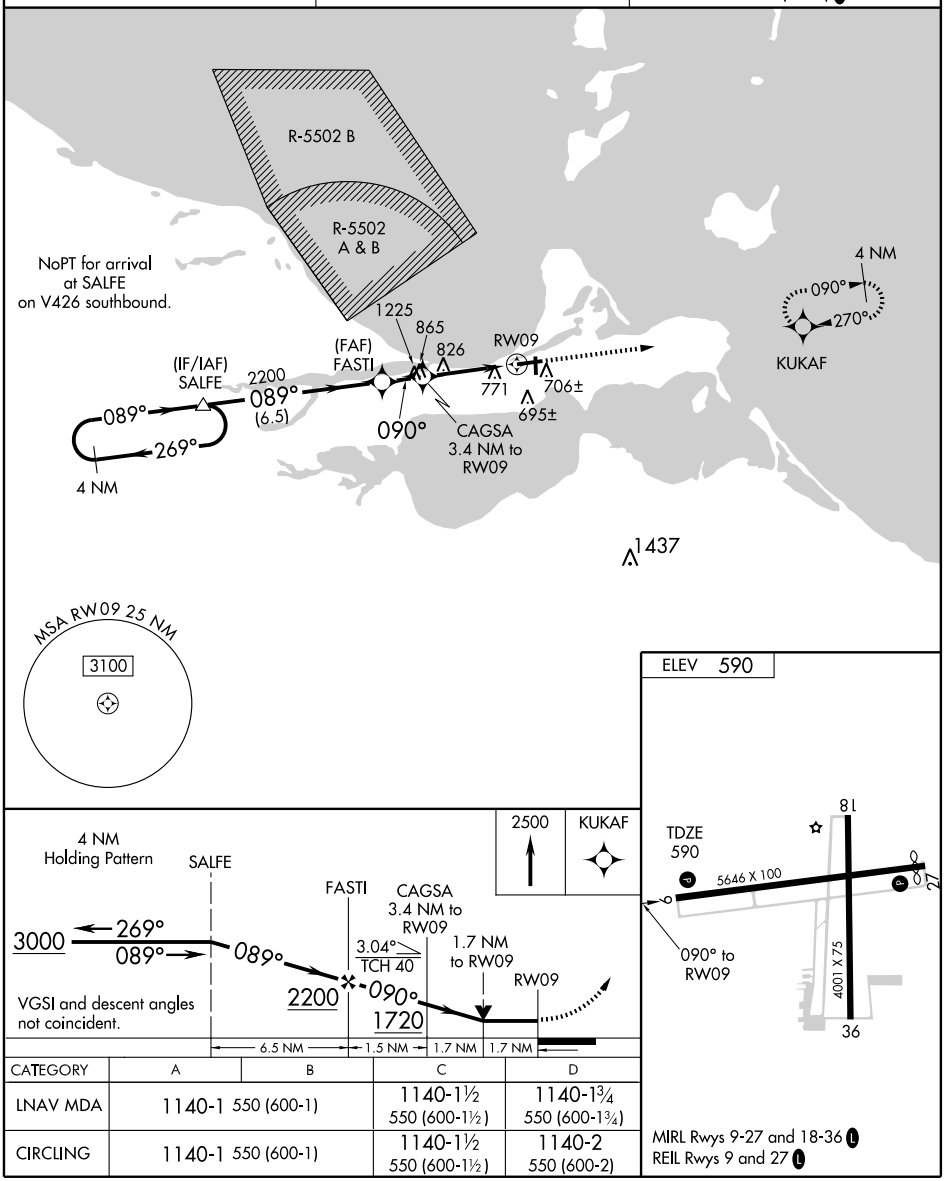
PORT CLINTON/CARL R. KELLER FIELD (PCW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, increase LNAV visibility Cat C and D ¼ mile, and Circling visibility Cat C ¼ mile. VDP NA when using Metcalf Field altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct KUKAF and hold.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-1¾ 550 (600-1¾)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5445
CH 58012	270°	TDZE	588
W27A		Apt Elev	590

RNAV (GPS) RWY 27

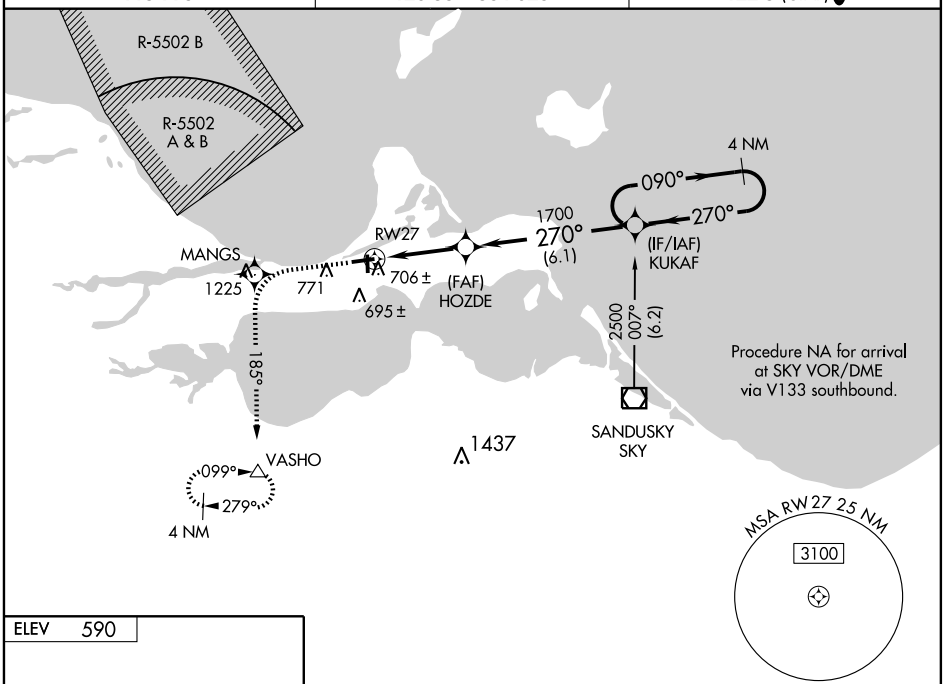
PORT CLINTON/CARL R. KELLER FIELD (PCW)

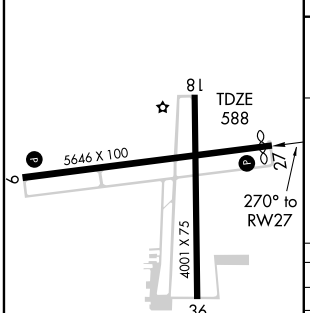
Baro-VNAV NA when using Metcalf Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all DA 69 feet, and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV visibility Cat C and D ¼ mile, and Circling visibility Cat C ¼ mile.

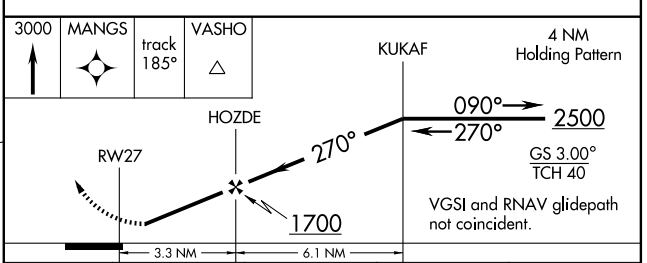
NA

MISSED APPROACH: Climb to 3000 direct MANGS and via track 185° to VASHO and hold, continue climb-in-hold to 3000.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	910-1¼ 322 (400-1¼)			
LNAV/VNAV DA	956-1¼ 368 (400-1¼)			
LNAV MDA	980-1 392 (400-1)			980-1¼ 392 (400-1¼)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 301°	Rwy Idg N/A TDZE N/A Apt Elev 590

VOR/DME-A

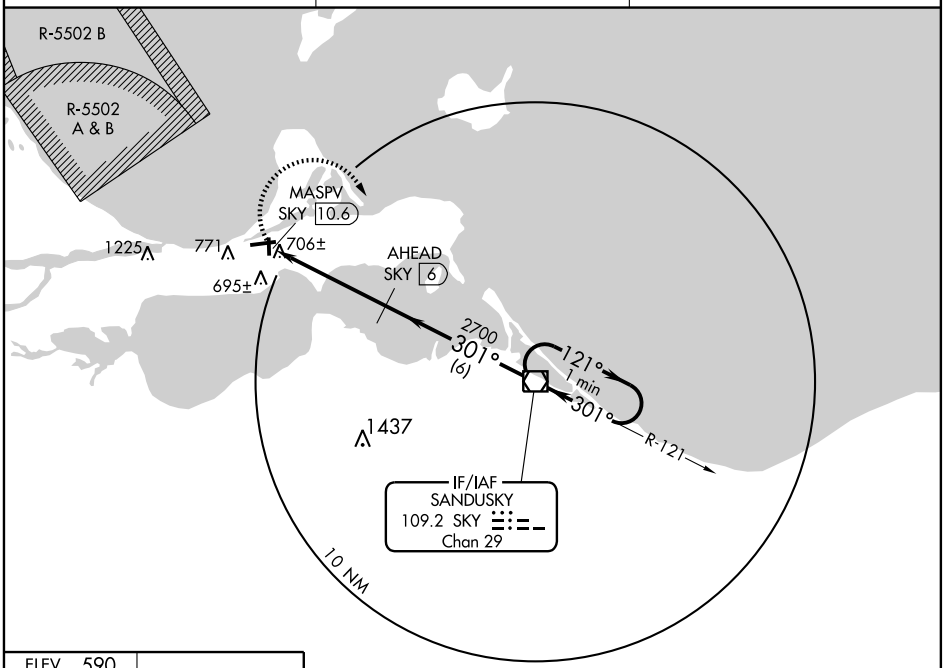
PORT CLINTON/CARL R. KELLER FIELD (PCW)

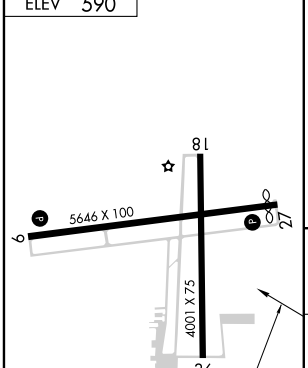
When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, and visibility Cat C ¼ mile.

NA

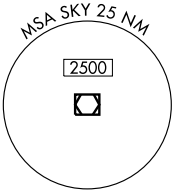
MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

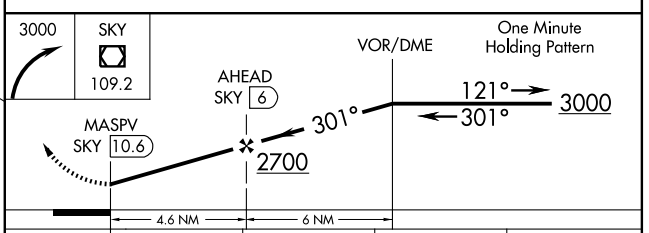
AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L





NoPT for arrival at SKY VOR/DME on airway radials 105 CW 179.





CATEGORY	A	B	C	D
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PORTSMOUTH

GREATER PORTSMOUTH RGNL (PMH) 10 NE UTC−5(−4DT) N38°50.43′ W82°50.84′ — CINCINNATI H–10G, L–26G IAP

663 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY

RWY 18–36: H5001X100 (ASPH) S–30, D–42, 2D–70 MIRL

RWY 18: REIL. PAPI(P4L) TCH 26′. Trees.

RWY 36: REIL. PAPI(P4L) TCH 31′. Tree.

AIRPORT REMARKS: Attended Apr–Dec 1300–0100Z‡, Jan–Mar 1300–0000Z‡. Hill obstruction lgts 460′ abv arpt (1124′ MSL) 1 mile S and 410′ abv arpt (1074′ MSL) ½ mile NW. Acft not visible from one rwy end to another or no line of sight between rwy ends. Rwy 36 REIL OTS indef. Ldg fee for commercial acft waived with fuel purchase. ACTIVATE MIRL Rwy 18–36; REIL Rwys 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.175 (740) 820–2500.

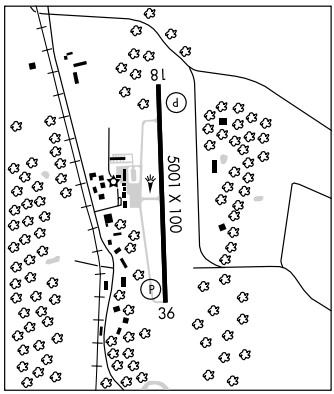
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 033° 13.3 NM to fld. 1040/5W.

PORTSMOUTH NDB (MHW) 373 PMH N38°46.91′ W82°50.67′ 002° 3.5 NM to fld. NOTAM FILE DAY. VFR only.



PUT IN BAY (3W2) 1 SW UTC−5(−4DT) N41°38.20′ W82°49.70′ — DETROIT

595 NOTAM FILE CLE

RWY 03–21: H2870X75 (ASPH)

RWY 03: Thld dsplcd 452′. Trees. Rgt tfc. **RWY 21:** Thld dsplcd 657′. Trees.

AIRPORT REMARKS: Attended May–Sept 1300–0100Z‡, Oct–Apr 1230–2230Z‡. Acft ops prohibited dusk–dawn. Expect moderate turbulence on departure and approach when wind exceeds 10 knots. Acft lndg Rwy 21 or departing Rwy 03 stay 1000′ clear of Perry's Monument 352′ AGL/942′ MSL 1½ miles NE of arpt. No touch and go ldg; no student training. Parking/ramp fees are collected for all private or commercial acft. All pilots are required to check into the arpt office at the time of arrival. No tiedown ropes provided; please bring your own set. All acft are required to shut down engine(s) prior to enplaning/deplaning passengers.

COMMUNICATIONS: CTAF/UNICOM 122.8

PUTNAM CO (See OTTAWA)

RADNOR

PACKER (5E9) 3 NW UTC−5(−4DT) N40°24.48′ W83°13.16′ — DETROIT

918 S4 **FUEL** 100LL TPA—1818(900) NOTAM FILE DAY

RWY 09–27: 3470X90 (TURF)

RWY 09: Thld dsplcd 120′. Road. **RWY 27:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 09–27 marked by cones.

COMMUNICATIONS: CTAF 122.9

RAVENNA

PORTAGE CO (29G) 3 N UTC−5(−4DT) N41°12.61′ W81°15.10′ — DETROIT L–30G

1197 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE — IAP

RWY 09–27: H3500X75 (ASPH) MIRL

RWY 09: REIL. Trees. **RWY 27:** REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr self svc fuel. Paraglider ops by permit only. Deer on and invof arpt. All areas off rwy surface soft when wet or thawing. ACTIVATE MIRL Rwy 09–27; REIL Rwy 09 and Rwy 27 and PAPI Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (330) 298–9353.

COMMUNICATIONS: CTAF/UNICOM 123.05

AKRON RCO 122.1R, 114.4T (CLEVELAND RADIO)

Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡) **CLNC DEL** 125.65

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 344° 6.5 NM to fld. 1194/4W.

READER–BOTSFORD (See WELLINGTON)

RED STEWART AIRFIELD (See WAYNESVILLE)

WAAS	APP CRS	Rwy Idg	5001
CH 45907	183°	TDZE	663
W18A		Apt Elev	663

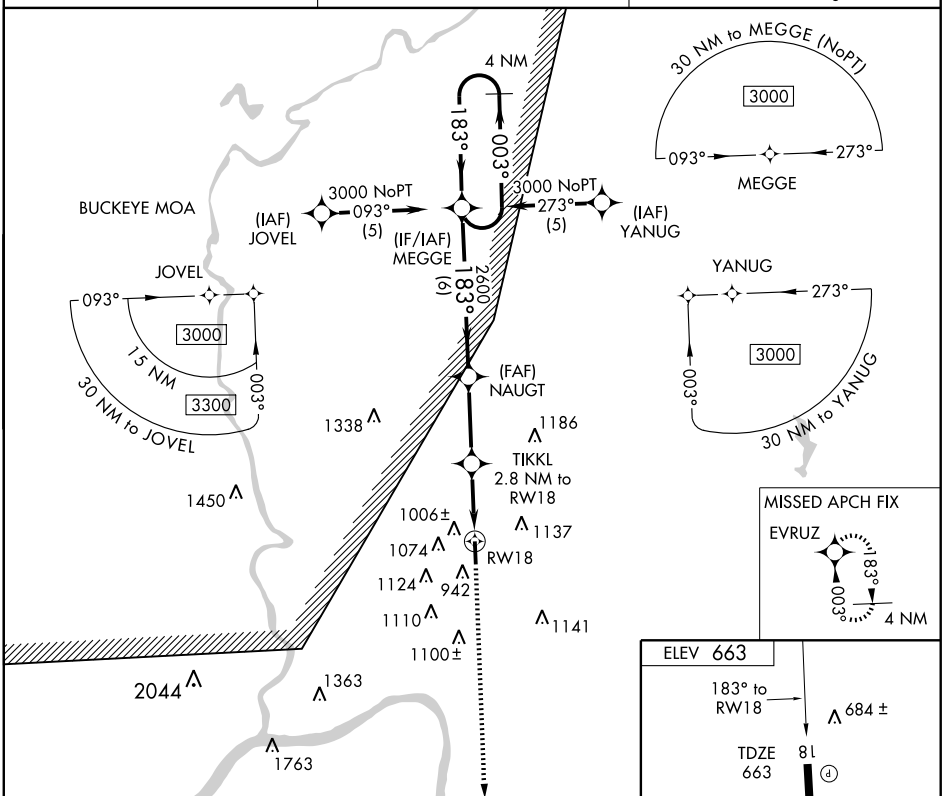
RNAV (GPS) RWY 18

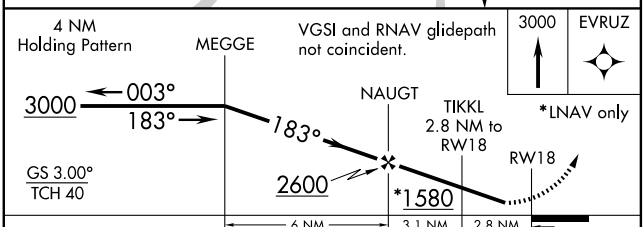
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat C, D visibility ½ mile and Circling Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct EVRUZ and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1010-1¼ 347 (400-1¼)			
LNAV MDA	1260-1 597 (600-1)		1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1320-1 657 (700-1)	1380-1 717 (800-1)	1380-2 717 (800-2)	1440-2½ 777 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70408	003°	TDZE	662
W36A		Apt Elev	663

RNAV (GPS) RWY 36

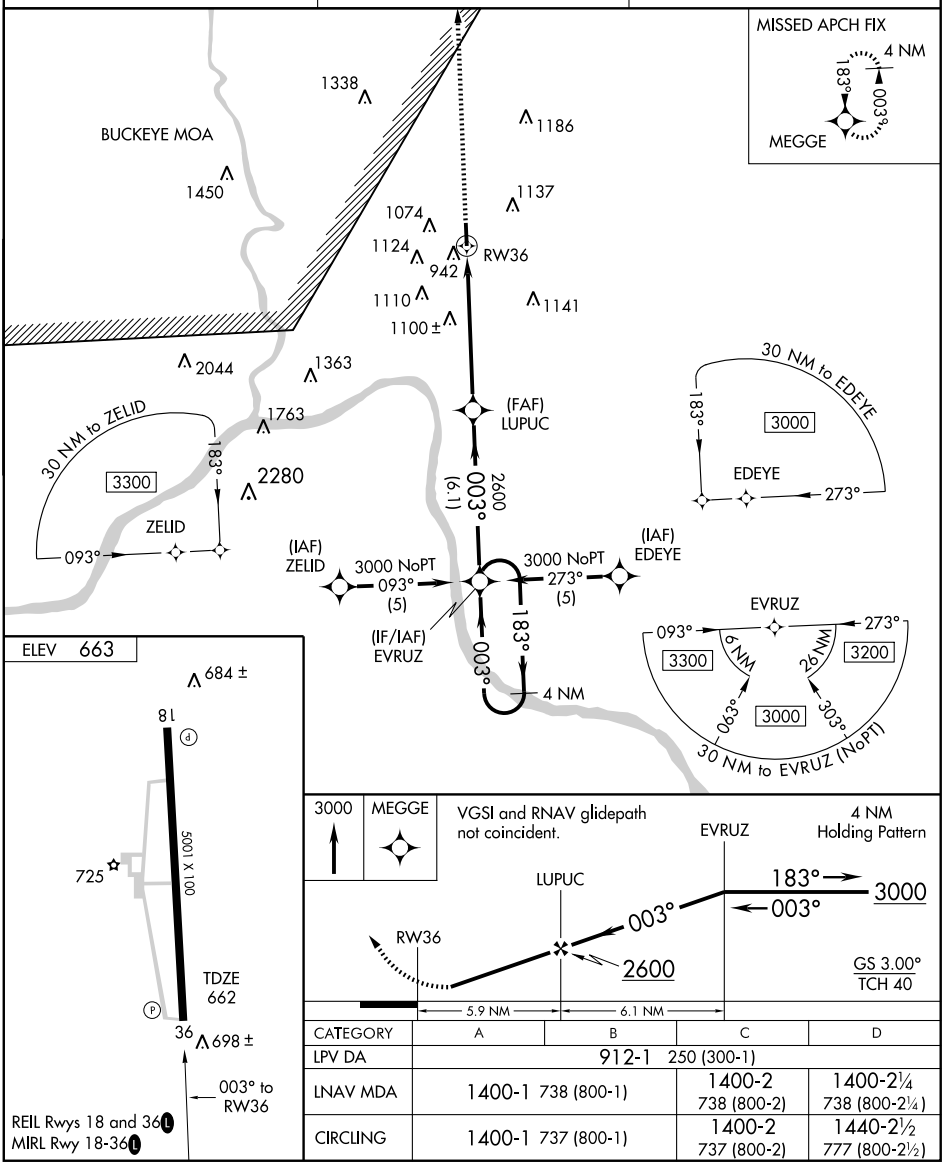
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat B visibility ¼ mile, Cat C, D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C visibility ½ mile and Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct MEGGE and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	912-1 250 (300-1)			
LNAV MDA	1400-1 738 (800-1)		1400-2 738 (800-2)	1400-2¼ 738 (800-2¼)
CIRCLING	1400-1 737 (800-1)		1400-2 737 (800-2)	1440-2½ 777 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC YRK	APP CRS	Rwy Idg	N/A
112.8	033°	TDZE	N/A
Chan 75		Apt Elev	663

VOR/DME-A

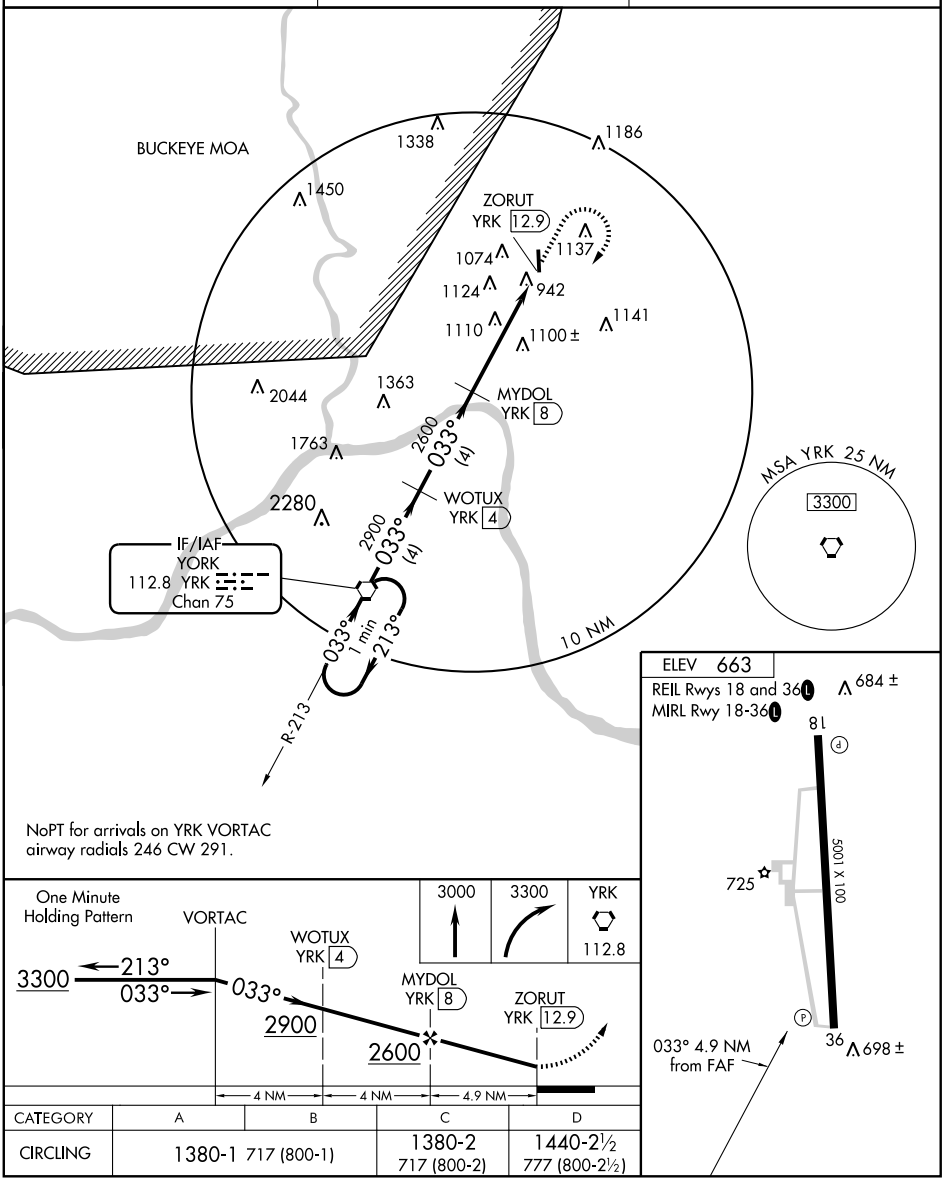
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 100 feet and increase Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct YRK VORTAC and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1380-1 717 (800-1)		1380-2 717 (800-2)	1440-2½ 777 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PORTSMOUTH

GREATER PORTSMOUTH RGNL (PMH) 10 NE UTC−5(−4DT) N38°50.43′ W82°50.84′ — CINCINNATI H–10G, L–26G IAP

663 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY

RWY 18–36: H5001X100 (ASPH) S–30, D–42, 2D–70 MIRL

RWY 18: REIL. PAPI(P4L) TCH 26′. Trees.

RWY 36: REIL. PAPI(P4L) TCH 31′. Tree.

AIRPORT REMARKS: Attended Apr–Dec 1300–0100Z‡, Jan–Mar 1300–0000Z‡. Hill obstruction lgts 460′ abv arpt (1124′ MSL) 1 mile S and 410′ abv arpt (1074′ MSL) ½ mile NW. Acft not visible from one rwy end to another or no line of sight between rwy ends. Rwy 36 REIL OTS indef. Ldg fee for commercial acft waived with fuel purchase. ACTIVATE MIRL Rwy 18–36; REIL Rwys 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.175 (740) 820–2500.

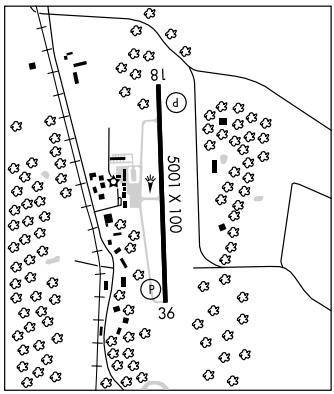
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 033° 13.3 NM to fld. 1040/5W.

PORTSMOUTH NDB (MHW) 373 PMH N38°46.91′ W82°50.67′ 002° 3.5 NM to fld. NOTAM FILE DAY. VFR only.



PUT IN BAY (3W2) 1 SW UTC−5(−4DT) N41°38.20′ W82°49.70′ — DETROIT

595 NOTAM FILE CLE

RWY 03–21: H2870X75 (ASPH)

RWY 03: Thld dsplcd 452′. Trees. Rgt tfc. **RWY 21:** Thld dsplcd 657′. Trees.

AIRPORT REMARKS: Attended May–Sept 1300–0100Z‡, Oct–Apr 1230–2230Z‡. Acft ops prohibited dusk–dawn. Expect moderate turbulence on departure and approach when wind exceeds 10 knots. Acft lndg Rwy 21 or departing Rwy 03 stay 1000′ clear of Perry's Monument 352′ AGL/942′ MSL 1½ miles NE of arpt. No touch and go ldg; no student training. Parking/ramp fees are collected for all private or commercial acft. All pilots are required to check into the arpt office at the time of arrival. No tiedown ropes provided; please bring your own set. All acft are required to shut down engine(s) prior to enplaning/deplaning passengers.

COMMUNICATIONS: CTAF/UNICOM 122.8

PUTNAM CO (See OTTAWA)

RADNOR

PACKER (5E9) 3 NW UTC−5(−4DT) N40°24.48′ W83°13.16′ — DETROIT

918 S4 **FUEL** 100LL TPA—1818(900) NOTAM FILE DAY

RWY 09–27: 3470X90 (TURF)

RWY 09: Thld dsplcd 120′. Road. **RWY 27:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 09–27 marked by cones.

COMMUNICATIONS: CTAF 122.9

RAVENNA

PORTAGE CO (29G) 3 N UTC−5(−4DT) N41°12.61′ W81°15.10′ — DETROIT L–30G

1197 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE — IAP

RWY 09–27: H3500X75 (ASPH) MIRL

RWY 09: REIL. Trees. **RWY 27:** REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr self svc fuel. Paraglider ops by permit only. Deer on and invof arpt. All areas off rwy surface soft when wet or thawing. ACTIVATE MIRL Rwy 09–27; REIL Rwy 09 and Rwy 27 and PAPI Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (330) 298–9353.

COMMUNICATIONS: CTAF/UNICOM 123.05

AKRON RCO 122.1R, 114.4T (CLEVELAND RADIO)

Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡) **CLNC DEL** 125.65

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 344° 6.5 NM to fld. 1194/4W.

READER–BOTSFORD (See WELLINGTON)

RED STEWART AIRFIELD (See WAYNESVILLE)

VOR/DME ACO 114.4 Chan 91	APP CRS 269°	Rwy Idg 3500 TDZE 1197 Apt Elev 1197

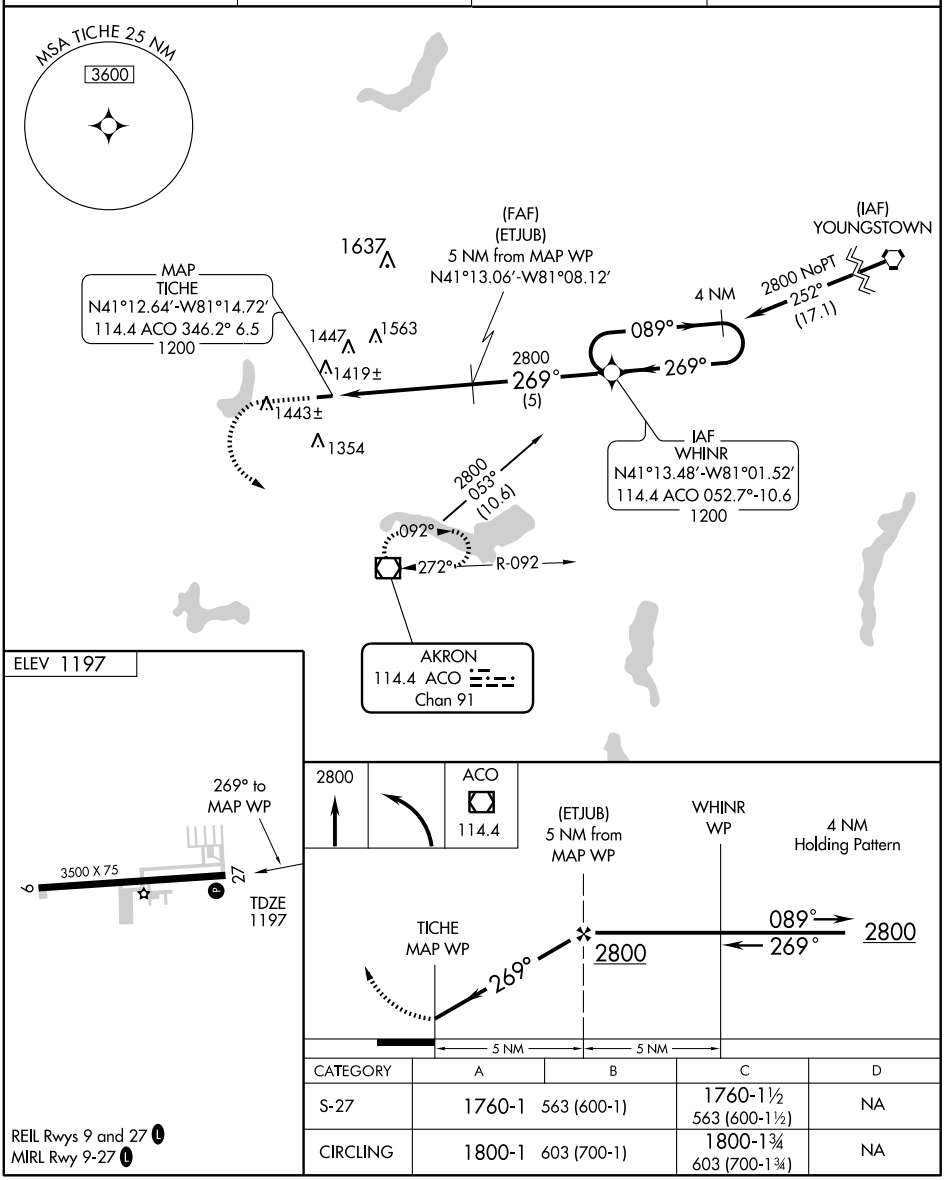
VOR/DME RNAV or GPS RWY 27

RAVENNA/ PORTAGE COUNTY (29G)

NA Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct ACO VOR/DME and hold.

AWOS-3	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.675	118.6 371.875	125.65	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-27	1760-1	563 (600-1)	1760-1½ 563 (600-1½)	NA
CIRCLING	1800-1	603 (700-1)	1800-1¾ 603 (700-1¾)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ACO 114.4 Chan 91	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 1197

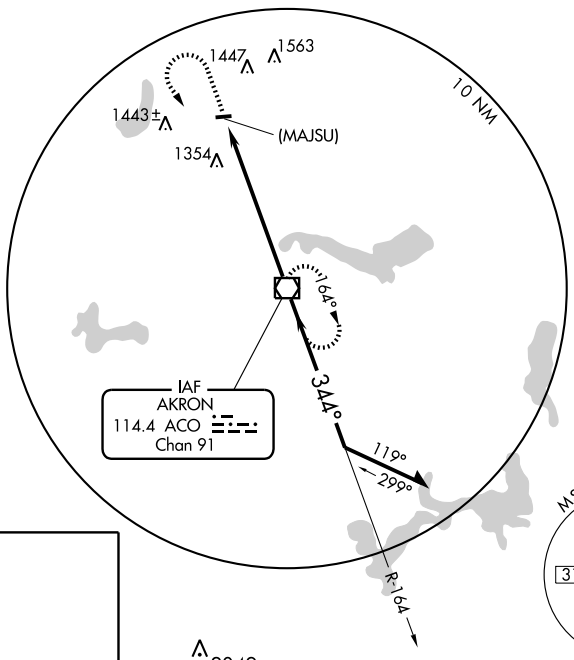
VOR or GPS-A

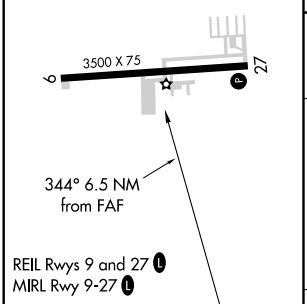
RAVENNA/ PORTAGE COUNTY (29G)

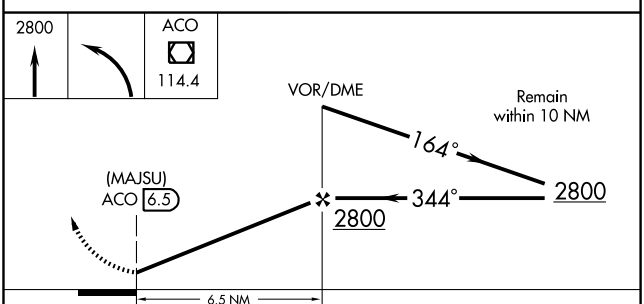
NA Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2800, then left turn direct ACO VOR/DME and hold.

AWOS-3	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.675	118.6 371.875	125.65	123.05 (CTAF) L







FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
CIRCLING	1800-1 603 (700-1)		1800-1¾ 603 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RICHARD DOWNING (See COSHOCTON)

RICKENBACKER INTL (See COLUMBUS)

ROSEWOOD N40°17.27′ W84°02.59′ NOTAM FILE DAY. DETROIT
(H) VORTAC 117.5 ROD Chan 122 246° 5.7 NM to Sidney Muni. 1080/5W. H–10G, L–27E
RCO 122.1R 117.5T (DAYTON RADIO)

ROSS CO (See CHILLICOTHE)

RUHE'S (See LEIPSIC)

RUSHSYLVANIA N40°27.54′ W83°40.08′ NOTAM FILE DAY. DETROIT
NDB (MHW) 326 RUV 233° 4.2 NM to Bellefontaine Rgnl. SHUTDOWN. L–27E

ST CLAIRSVILLE

ALDERMAN (2P7) 3 W UTC−5(−4DT) N40°03.41′ W80°57.79′ DETROIT
1187 B NOTAM FILE CLE L–29B
RWY 01–19: H2843X50 (ASPH) LIRL 0.8% up N. IAP
RWY 01: Trees. RWY 19: Trees.
AIRPORT REMARKS: Attended 1300Z‡—dusk. Rwy 01–19 surface has med block cracking throughout. South half of ramp – poor condition – broken pavement. Call ahead to ACTIVATE rotating bcn and LIRL Rwy 01–19—740–695–0908. Ldg fee.
COMMUNICATIONS: CTAF 122.9
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 297° 7.1 NM to fld. 1290/7W.

ST MARYS

GRAND LAKE ST MARYS SPB (012) 5 NE UTC−5(−4DT) N40°32.46′ W84°29.44′ DETROIT
871 NOTAM FILE DAY
WATERWAY 09–27: 7000X4000 (WATER)
WATERWAY 09: Buoy. WATERWAY 27: Buoy. Rgt tfc.
SEAPLANE REMARKS: Attended Apr–Nov 1300–2200Z‡. Arpt CLOSED Nov 15 thru Apr 1 and Memorial and Labor day. No ngt ldgs. No public docks; PPR req for private dock tie up; call 419–394–8797.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Acft operating at Seaplane Base should monitor 122.8 for tfc at Celina Lakefld and Neil Armstrong Wapakoneta Arpts.

SALEM

KOONS (8G8) 2 SW UTC−5(−4DT) N40°53.00′ W80°52.99′ DETROIT
1327 NOTAM FILE CLE
RWY 09–27: 1850X100 (TURF)
RWY 09: P–line. RWY 27: Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hrs. Ldg fee.
COMMUNICATIONS: CTAF 122.9

SALEM AIRPARK INC (38D) 3 N UTC−5(−4DT) N40°56.89′ W80°51.73′ DETROIT
1162 B S4 FUEL 100LL NOTAM FILE CLE L–30G
RWY 10L–28R: H3404X50 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 10L: Trees. RWY 28R: Thld dsplcd 258′. Trees.
RWY 10R–28L: 2593X85 (TURF) 0.4% up E
RWY 10R: Trees. RWY 28L: Pole.
AIRPORT REMARKS: Attended 1400Z‡–dusk. CAUTION: P–line crosses apch end of Rwys 28L and 28R at thld. CAUTION: Drag Strip 3500′ SE of arpt. Arpt bcn ops dusk–0430Z‡. Arpt lgts ops dusk–0500Z‡. ACTIVATE LIRL Rwy 10L–28R—CTAF. For rotating bcn after 0430Z‡ call airport manager before dusk on 330–533–1060. Rwy 10L–28R NSTD LIRL; Rwy 28R lgtd 330′ from rwy end with 360° green lgts; Rwy 10L lgtd 238′ from rwy end . Rwy 10R–28L marked with yellow cones on N side of rwy; rwy ends not marked.
COMMUNICATIONS: CTAF/UNICOM 122.7
AKRON–CANTON APP/DEP CON 125.5 (1100–0500Z‡)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 205° 24.5 NM to fld. 1160/5W.
HIWAS.

VOR/DME ACO 114.4 Chan 91	APP CRS 126°	Rwy Idg N/A TDZE N/A Apt Elev 1162

VOR or GPS-A

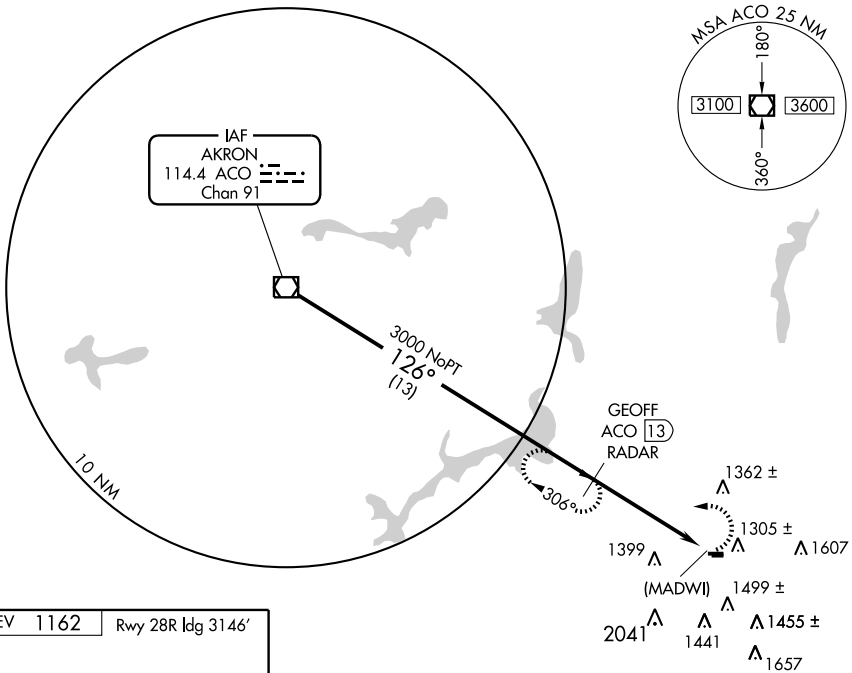
SALEM AIRPARK INC (38D)

NA — Obtain local altimeter on CTAF, when not received, use Youngstown altimeter setting.

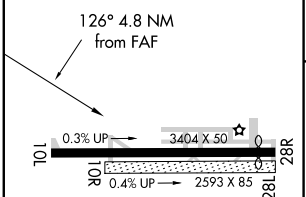
MISSED APPROACH: Climbing left turn to 3000 via ACO R-126 to GEOFF and hold.

AKRON-CANTON APP CON * 125.5 371.875

UNICOM 122.7 (CTAF) L



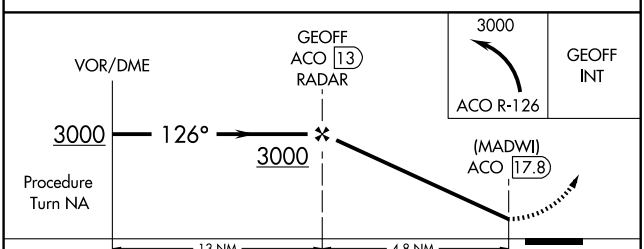
ELEV 1162 — Rwy 28R ldg 3146'



LIRL Rwy 10L-28R L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1680-1 518 (600-1)		1720-1½ 558 (600-1½)	NA
	YOUNGSTOWN ALTIMETER SETTING MINIMUMS			
CIRCLING	1740-1 578 (600-1)		1780-1¾ 618 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07′ W82°39.29′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W. H–10G, L–30F

SANDUSKY CO RGNL (See FREMONT)

SANDUSKY

GRIFFING–SANDUSKY (SKY) 3 SE UTC−5(−4DT) N41°26.00′ W82°39.14′ DETROIT
580 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CLE L–30F
RWY 09–27: H3559X60 (ASPH) S–9 LIRL IAP
RWY 09: REIL. Thld dsplcd 183′. Road. **RWY 27:** PAPI(P4L). Tree.
RWY 18–36: H2593X40 (ASPH) LIRL
RWY 36: Thld dsplcd 405′. Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas and Thanksgiving. Waterfowl bird hazard adjacent to arpt. Deer on and invof arpt. Ldg fee. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 123.0
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)

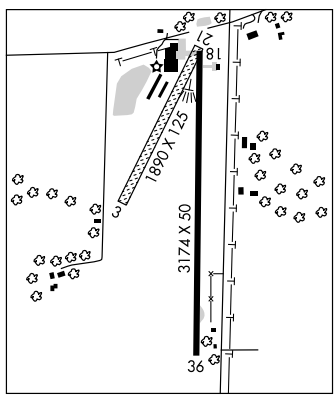
SEAGATE HELISTOP (See TOLEDO)

SEBRING

TRI–CITY (3G6) 1 SE UTC−5(−4DT) N40°54.36′ W81°00.00′ DETROIT
1188 **FUEL** 100LL NOTAM FILE CLE L–29B
RWY 17–35: H2768X45 (ASPH) MIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 17–35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.
COMMUNICATIONS: CTAF 122.9
AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC−5(−4DT) N40°52.39′ W82°41.84′ DETROIT
1120 B S4 NOTAM FILE CLE L–29A
RWY 18–36: H3174X50 (ASPH) S–5 LIRL (NSTD) IAP
RWY 18: Road. **RWY 36:** P–line.
RWY 03–21: 1890X125 (TURF)
RWY 03: Tree. **RWY 21:** Building.
AIRPORT REMARKS: Attended 1100–2200Z‡. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts 220′ from rwy end. Rwy lgts 62′ from east edge and 47′ from west edge of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 276° 4.9 NM to fld. 1210/3W



VOR/DME SKY 109.2 Chan 29	APP CRS 274°	Rwy Idg 3559 TDZE 577 Apt Elev 580

VOR/DME or GPS RWY 27

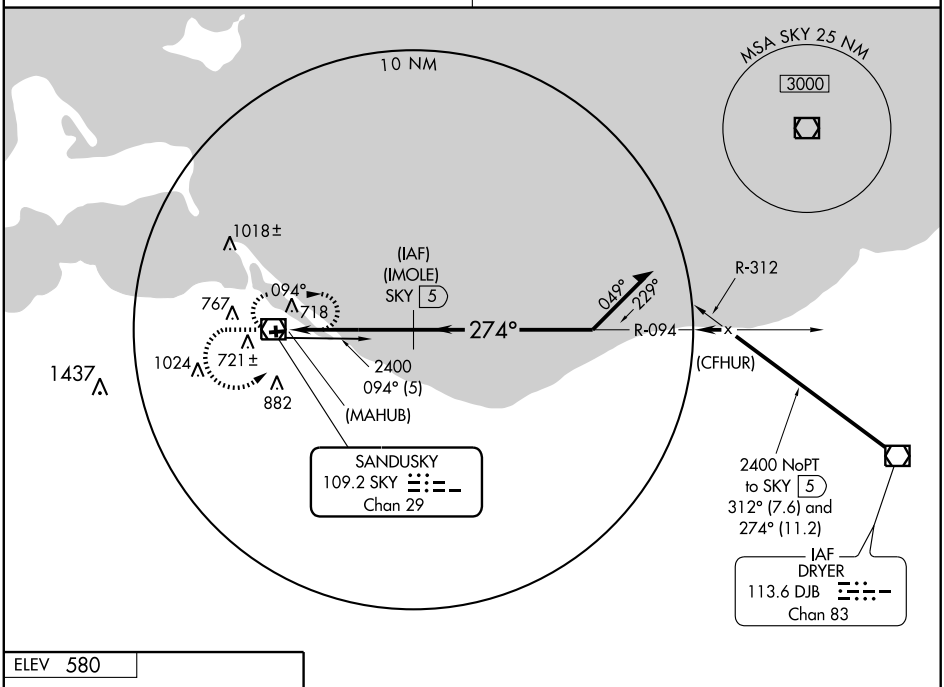
SANDUSKY/ GRIFFING SANDUSKY (SKY)

Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

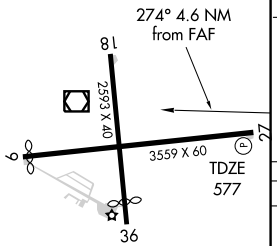
MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

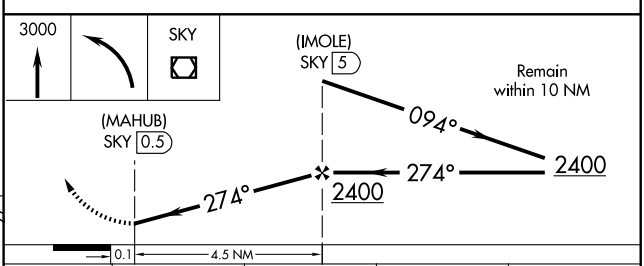
UNICOM
123.0 (CTAF)



ELEV 580



REIL Rwy 9
LIRL Rwys 9-27 and 18-36



CATEGORY	A	B	C	D
S-27	1020-1 443 (500-1)		1020-1¼ 443 (500-1¼)	NA
CIRCLING	1040-1 460 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1140-1 563 (600-1)		1140-1½ 563 (600-1½)	NA
CIRCLING	1140-1 560 (600-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chan 29		Apt Elev	580

VOR RWY 27

SANDUSKY/ GRIFFING SANDUSKY (SKY)

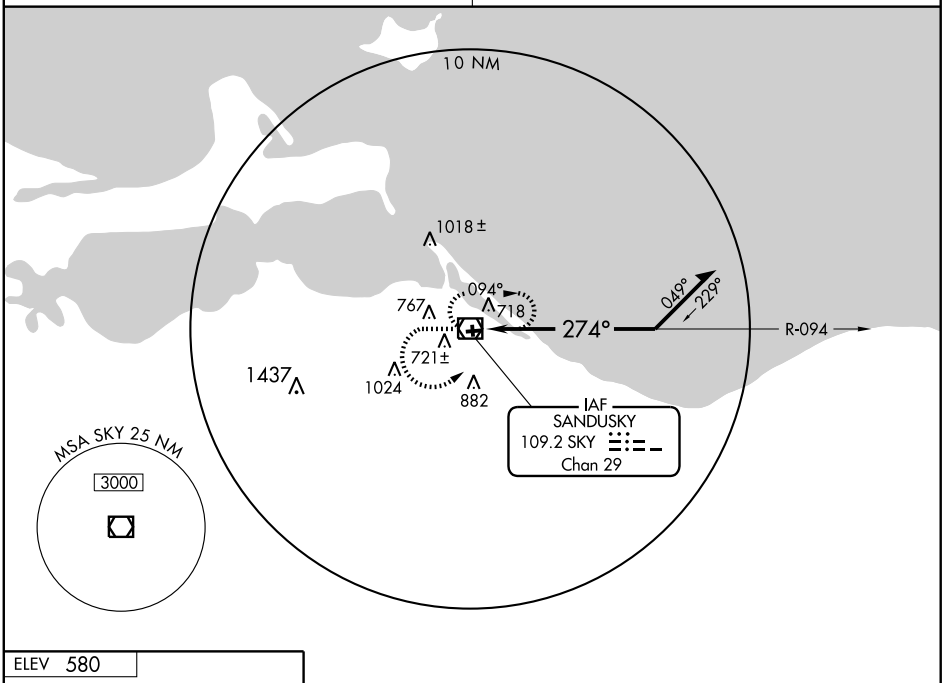
Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

NA

MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

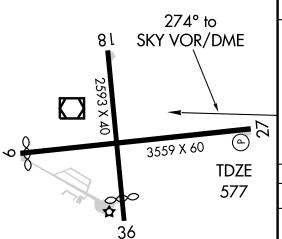
UNICOM
123.0 (CTAF)



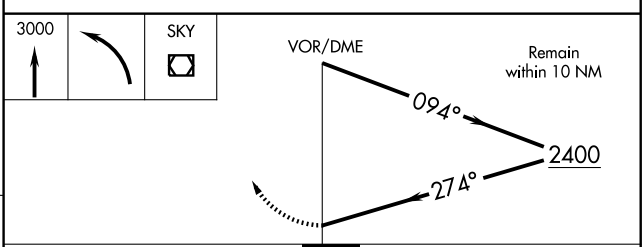
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 580



REIL Rwy 9
LIRL Rwys 9-27 and 18-36



CATEGORY	A	B	C	D
S-27	1080-1	503 (500-1)	1080-1½ 503 (500-1½)	NA
CIRCLING	1080-1 500 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1200-1	623 (700-1)	1200-1¾ 623 (700-1¾)	NA
CIRCLING	1200-1 620 (700-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07′ W82°39.29′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W. H–10G, L–30F

SANDUSKY CO RGNL (See FREMONT)

SANDUSKY

GRIFFING–SANDUSKY (SKY) 3 SE UTC−5(−4DT) N41°26.00′ W82°39.14′ DETROIT
580 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CLE L–30F
RWY 09–27: H3559X60 (ASPH) S–9 LIRL IAP
RWY 09: REIL. Thld dsplcd 183′. Road. **RWY 27:** PAPI(P4L). Tree.
RWY 18–36: H2593X40 (ASPH) LIRL
RWY 36: Thld dsplcd 405′. Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas and Thanksgiving. Waterfowl bird hazard adjacent to arpt. Deer on and invof arpt. Ldg fee. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 123.0
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)

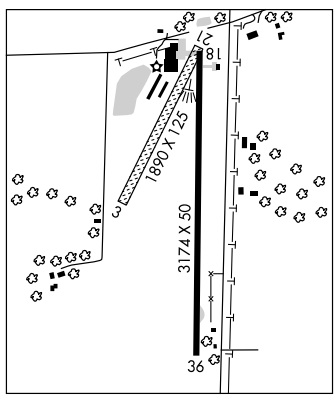
SEAGATE HELISTOP (See TOLEDO)

SEBRING

TRI–CITY (3G6) 1 SE UTC−5(−4DT) N40°54.36′ W81°00.00′ DETROIT
1188 **FUEL** 100LL NOTAM FILE CLE L–29B
RWY 17–35: H2768X45 (ASPH) MIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 17–35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.
COMMUNICATIONS: CTAF 122.9
AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC−5(−4DT) N40°52.39′ W82°41.84′ DETROIT
1120 B S4 NOTAM FILE CLE L–29A
RWY 18–36: H3174X50 (ASPH) S–5 LIRL (NSTD) IAP
RWY 18: Road. **RWY 36:** P–line.
RWY 03–21: 1890X125 (TURF)
RWY 03: Tree. **RWY 21:** Building.
AIRPORT REMARKS: Attended 1100–2200Z‡. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts 220′ from rwy end. Rwy lgts 62′ from east edge and 47′ from west edge of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 276° 4.9 NM to fld. 1210/3W



VOR/DME ACO 114.4 Chan 91	APP CRS 146°	Rwy Idg 2768 TDZE 1188 Apt Elev 1188

VOR or GPS RWY 17

SEBRING/ TRI-CITY (3G6)

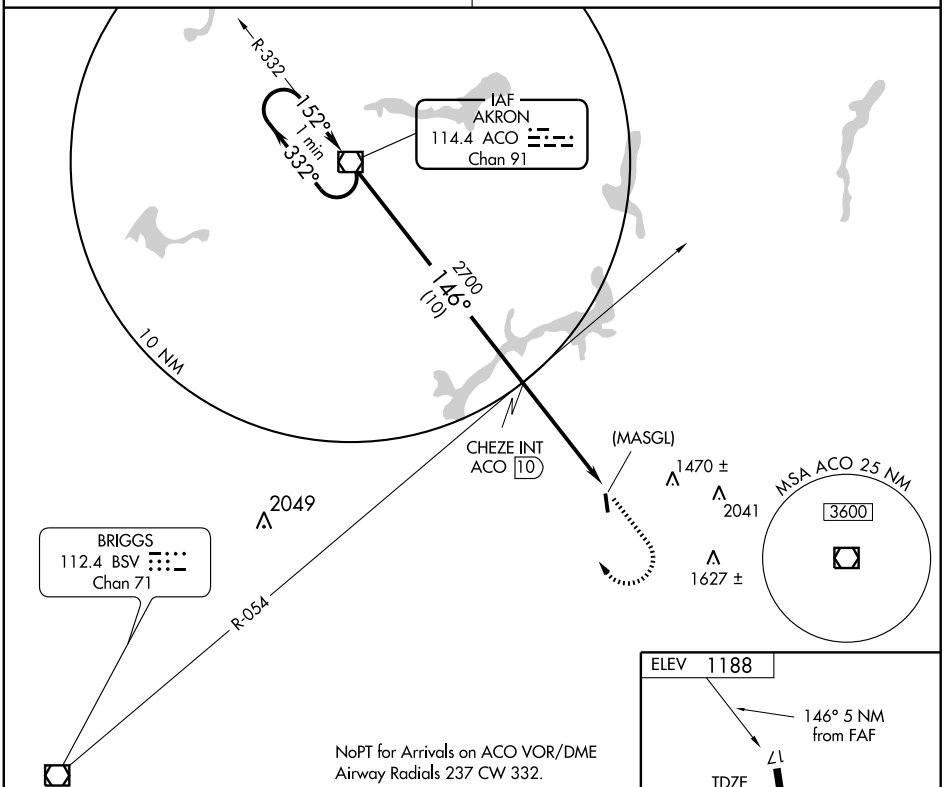
NA

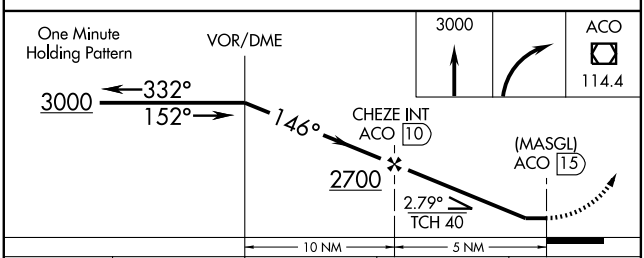
Use Akron-Canton altimeter setting.

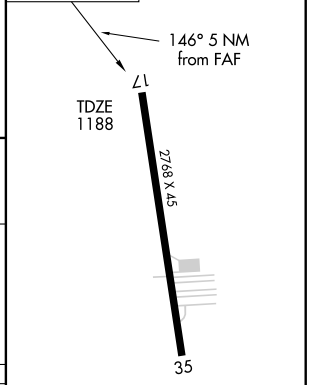
MISSED APPROACH: Climb to 3000 then right turn direct ACO VOR/DME and hold.

AKRON-CANTON APP CON ★ 125.5 371.875

CTAF 122.9 L







CATEGORY	A	B	C	D
S-17	1640-1 452 (500-1)		1640-1¼ 452 (500-1¼)	NA
CIRCLING	1680-1 492 (500-1)	1700-1 512 (600-1)	1700-1½ 512 (600-1½)	NA

MIRL Rwy 17-35 L ★

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07′ W82°39.29′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W. H–10G, L–30F

SANDUSKY CO RGNL (See FREMONT)

SANDUSKY

GRIFFING–SANDUSKY (SKY) 3 SE UTC−5(−4DT) N41°26.00′ W82°39.14′ DETROIT
580 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CLE L–30F
RWY 09–27: H3559X60 (ASPH) S–9 LIRL IAP
RWY 09: REIL. Thld dsplcd 183′. Road. **RWY 27:** PAPI(P4L). Tree.
RWY 18–36: H2593X40 (ASPH) LIRL
RWY 36: Thld dsplcd 405′. Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas and Thanksgiving. Waterfowl bird hazard adjacent to arpt. Deer on and invof arpt. Ldg fee. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 123.0
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)

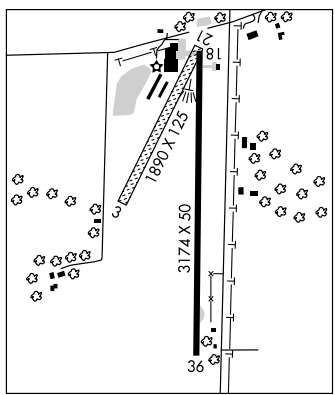
SEAGATE HELISTOP (See TOLEDO)

SEBRING

TRI–CITY (3G6) 1 SE UTC−5(−4DT) N40°54.36′ W81°00.00′ DETROIT
1188 **FUEL** 100LL NOTAM FILE CLE L–29B
RWY 17–35: H2768X45 (ASPH) MIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 17–35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.
COMMUNICATIONS: CTAF 122.9
AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC−5(−4DT) N40°52.39′ W82°41.84′ DETROIT
1120 B S4 NOTAM FILE CLE L–29A
RWY 18–36: H3174X50 (ASPH) S–5 LIRL (NSTD) IAP
RWY 18: Road. **RWY 36:** P–line.
RWY 03–21: 1890X125 (TURF)
RWY 03: Tree. **RWY 21:** Building.
AIRPORT REMARKS: Attended 1100–2200Z‡. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts 220′ from rwy end. Rwy lgts 62′ from east edge and 47′ from west edge of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 276° 4.9 NM to fld. 1210/3W



VORTAC MFD	APP CRS	Rwy Idg	N/A
108.8	276°	TDZE	N/A
Chan 25		Apt Elev	1120

VOR-A
SHELBY COMMUNITY (12G)

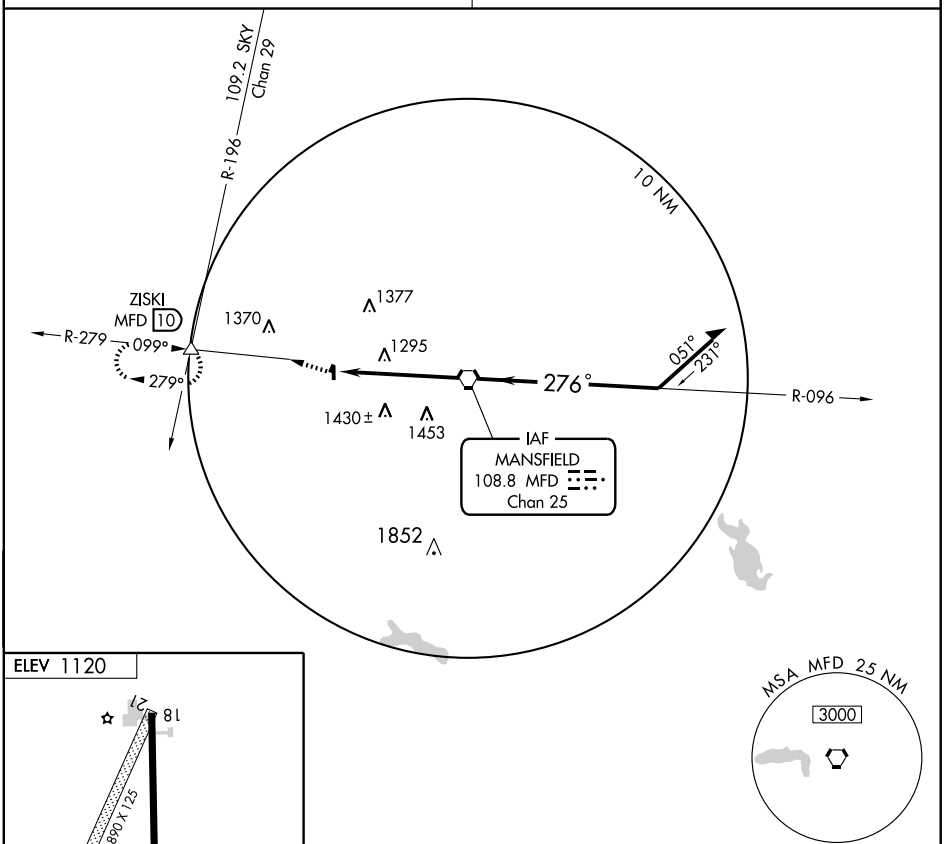
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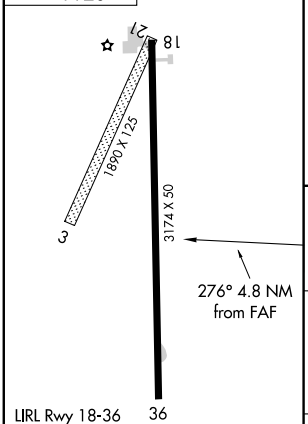
Use Mansfield altimeter setting.

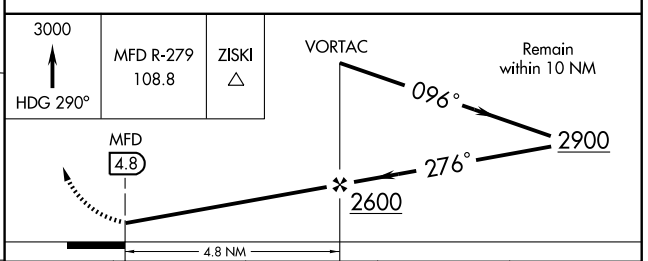
MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF)







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1640-1 520 (600-1)		1640-1½ 520 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SIDNEY MUNI (I12) 3 S UTC−5(−4DT) N40°14.49′ W84°09.05′ **DETROIT**
1044 B S2 **FUEL** 100LL, JET A TPA—1844(800) NOTAM FILE DAY **L–27E**
RWY 10–28: H4785X75 (ASPH) MIRL **IAP**
RWY 10: PAPI(P2L). Thld dsplcd 480′. Trees. **RWY 28:** REIL. PAPI(P2R)—GA 3.0° TCH 40′. Road.
RWY 05–23: H2981X50 (ASPH)
RWY 05: Road. **RWY 23:** P–line.
AIRPORT REMARKS: Attended 1300–2300Z‡, ACTIVATE MIRL Rwy 10–28, and REIL Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.425 (937) 492–3683.
COMMUNICATIONS: CTAF/UNICOM 123.05
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 246° 5.7 NM to fld. 1080/5W.

SPORTYS N39°04.06′ W84°12.92′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 245 PWF at Clermont Co. NDB unusable byd 15 NM. **L–27E**

VORTAC ROD	APP CRS	Rwy Idg	4785
117.5	279°	TDZE	1045
Chan 122		Apt Elev	1045

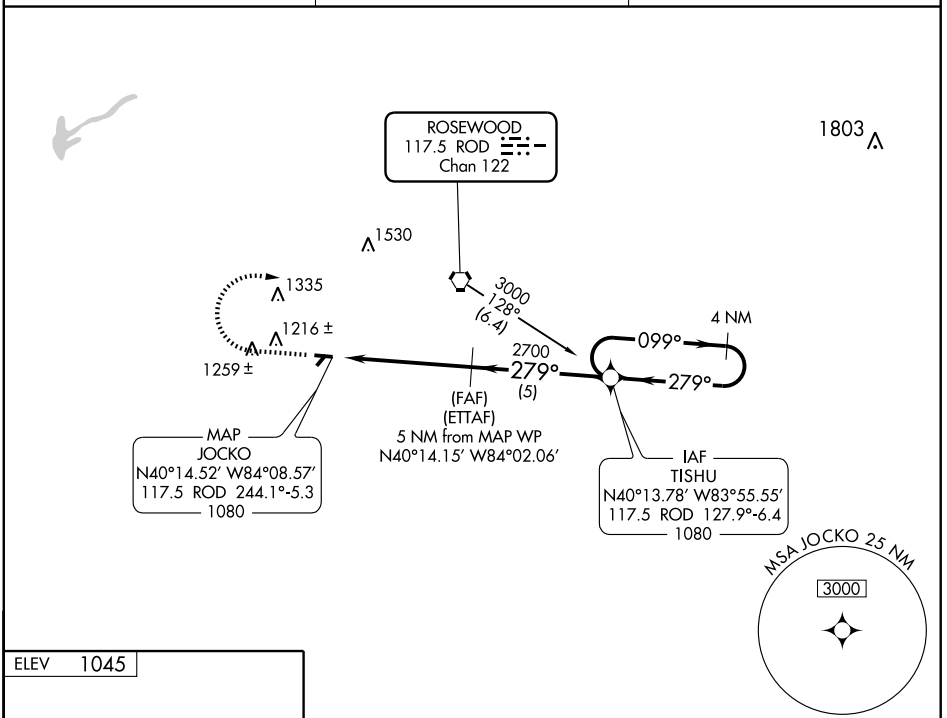
VOR/DME RNAV or GPS RWY 28

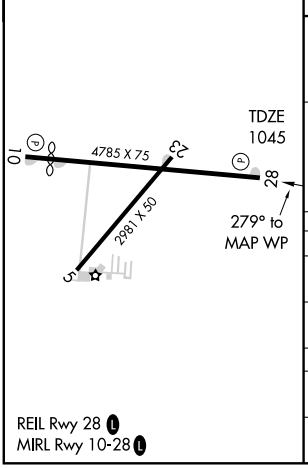
SIDNEY MUNI (I12)

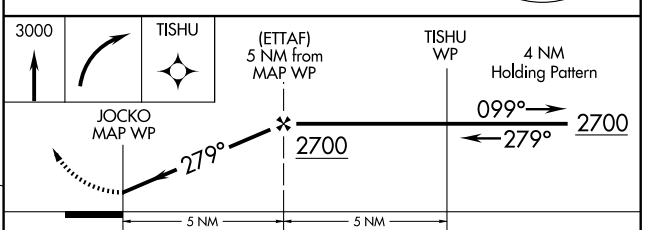
T NA — Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct TISHU WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
120.425	118.425 294.5	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-28	1480-1 435 (500-1)		1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-28	1540-1 495 (500-1)		1540-1¼ 495 (500-1¼)	1540-1½ 495 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

REIL Rwy 28 L
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD 117.5 Chan 122	APP CRS 246°	Rwy Idg 2981 TDZE 1041 Apt Elev 1045

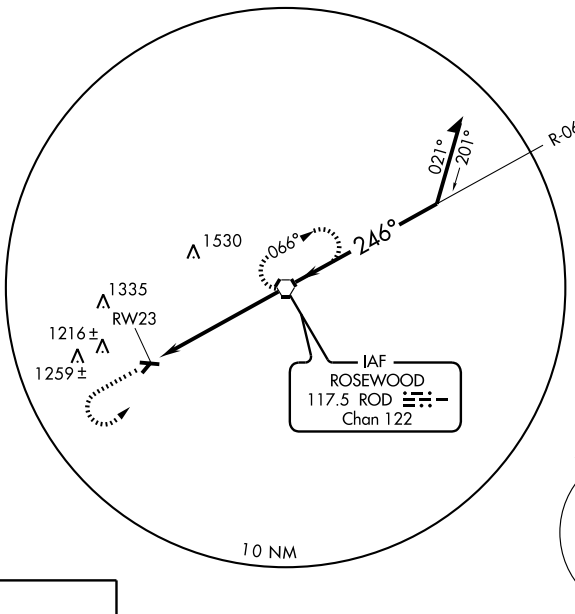
VOR or GPS RWY 23

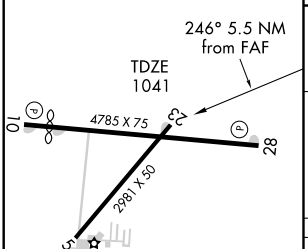
SIDNEY MUNI (I12)

Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
120.425	118.425 294.5	123.05 (CTAF) L

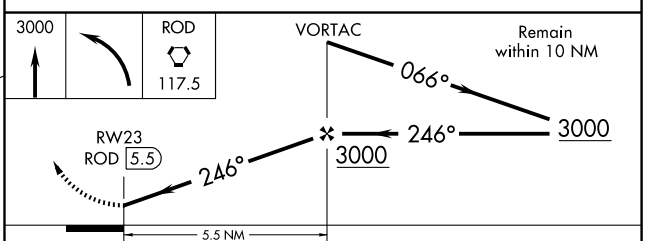




REIL Rwy 28 L

MIRL Rwy 10-28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



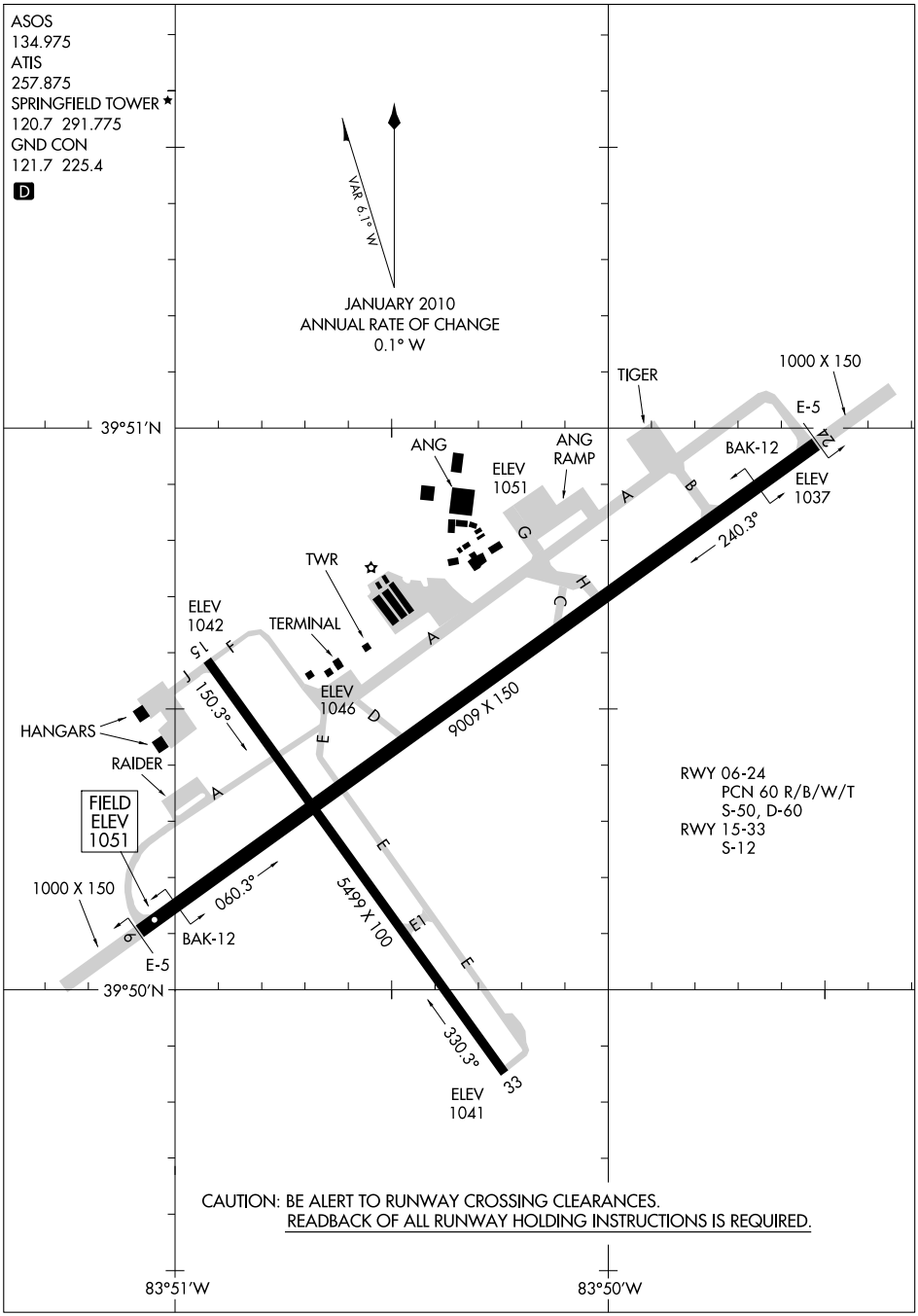
CATEGORY	A	B	C	D
S-23	1480-1 439 (500-1)		1480-1¼ 439 (500-1¼)	1480-1½ 439 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-23	1520-1 479 (500-1)		1520-1¼ 479 (500-1¼)	1520-1½ 479 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-958 (FAA)

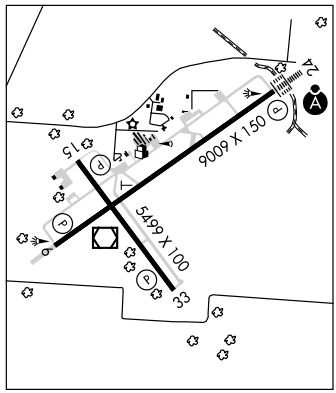
SPRINGFIELD-BECKLEY MUNI (SGH)
SPRINGFIELD, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD–BECKLEY MUNI (SGH)(KSGH) CIV/MIL/ANG 5 S UTC−5(−4DT) **CINCINNATI**
N39°50.42′ W83°50.41′ **H–10G, L–27E**
1051 B S4 **FUEL** 100LL, JET A TPA—See Remarks Class IV, ARFF Index A **IAP, DIAP, AD**
NOTAM FILE SGH

RWY 06–24: H9009X150 (ASPH–CONC–GRVD) S–50, D–60 PCN 60 R/B/W/T HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 24: ALSF2. PAPI(P4L)—GA 3.0° TCH 54′. Road.
RWY 15–33: H5499X100 (ASPH) S–12 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 33: REIL. PAPI(P4L) TCH 36′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–9009	TODA–9009	ASDA–9009	LDA–9009
RWY 15:	TORA–5499	TODA–5499	ASDA–5499	LDA–5499
RWY 24:	TORA–9009	TODA–9009	ASDA–9009	LDA–9009
RWY 33:	TORA–5499	TODA–5499	ASDA–5499	LDA–5499

ARRESTING GEAR/SYSTEM
RWY 06 ← HOOK E5 (35′ OVRN) BAK–14 BAK–12A(B) (943′)
BAK–14 BAK–12A(B) (991′) HOOK E5 (35′ OVRN) → **RWY 24**
MILITARY SERVICE: A–GEAR Cable raised by BAK–14 device on request to twr. BAK–12A(B) avbl Tue–Fri 1230–2130Z‡, may be extended, other times by NOTAM for mil flying. Rwy 06–24 E–5 chain in overrun, departure engagement only.
JASU 6(AM32A–60B) **FUEL** J8(Mil) (NC 100LL, A)
FLUID PRESAIR LPOX LOX **OIL** O–133–148–156(Mil) SOAP
AIRPORT REMARKS: Attended 1200–2300Z‡. Deer on and invof arpt. Heavy bird activity fall and winter months. Caution: Bird watch cond phase I (Dec–Jun) indicates light bird activity. Phase II (Jul–Nov) indicates heavy activity normally associated with migratory season. During twr operating hours Rwy 24 is the preferred rwy, wind 10 knots or less. Rwy 06–24 arresting device may be up when twr clsd. Rwys 06 and 24 acft arresting device BAK 12 located 35′ beyond apch end Rwys 06 and 24. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–325–6108. Rwy 15–33 limited to 25,000 lbs single wheel load capacity or less. Noise Abatement: Avoid over flying Yellow Springs 2 NM SW blo 4000′, practice circling instrument approach not authorized blo 2000′ establish on final. Avoid overflying ANG ramp. When twr clsd ACTIVATE ALSF2 Rwy 24, MIRL Rwy 15–33; REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. HIRL Rwy 06–24 preset on med ints to increase ints ACTIVATE—CTAF. Rwy 15–33 and Twy F not avbl for air carrier ops. Rwy 06–24 980′ concrete NE end, 1200′ concrete SW end. TPA 2100 (1049), overhead 2600 (1549).
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Mil practice instrument apch not authorized when twr clsd. **CAUTION** A–gear Rwy 06–24 may be up when twr clsd. **MISC** Military practice instrument approach not authorized when twr closed. Wx obsn–Rwy 06 apch end not visible from the official point of obsn. Visibility is ltd from SW to NW. **ANG** PPR at all times DSN 346–2319, C937–327–2319. Runway Condition Reading not avbl. All tran acft ctc 178 F/W OPS. Inbound acft accepting penetrate and radar vectors from IND Center and Dayton Apch expect extensive low altitude vectoring. Opr Tue–Fri 1230–2130Z‡, may be extended other times by NOTAM for mil flying. Std USAF RSRS applies.
WEATHER DATA SOURCES: ASOS 134.975. LAWRS.
COMMUNICATIONS: CTAF 120.7 **ATIS** 257.875 **UNICOM** 122.95
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225 327.1
TOWER 120.7 291.775 (Tue–Fri 1230–2130Z‡) other times by NOTAM. **GND CON** 121.7 225.4
178 FW OPS (SABER OPS) 324.7
AIRSPACE: CLASS D svc Tue–Fri 1230–2130Z‡, may be extended, other times by NOTAM for military flying, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SGH.
(T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ at fld. 1047/4W. VOR portion unusable 156°–200°.
(T) TACAN Chan 65 XSF (133.8) N39°50.29′ W83°50.44′ at fld. 1052/4W. NOTAM FILE DAY. TACAN unusable 090°–115° blo 5000′ byd 15 NM. Unmonitored when twr clsd. No NOTAM MP Thu 1330–1530Z‡.
CLARK CO NDB (MHW) 341 CCJ N39°52.42′ W83°46.77′ 238° 3.4 NM to fld. NDB unmonitored.
ILS 111.3 I–SGH Rwy 24. Class IE. Unmonitored when twr clsd. No NOTAM MP Tue 1800–2100Z‡.

STANLEY N40°51.75′ W84°36.83′ NOTAM FILE DAY. **DETROIT**
NDB (MHW) 411 VFU at Van Wert Co. **L–27E**

STARK COUNTY SHERIFF HELIPORT (See CANTON)

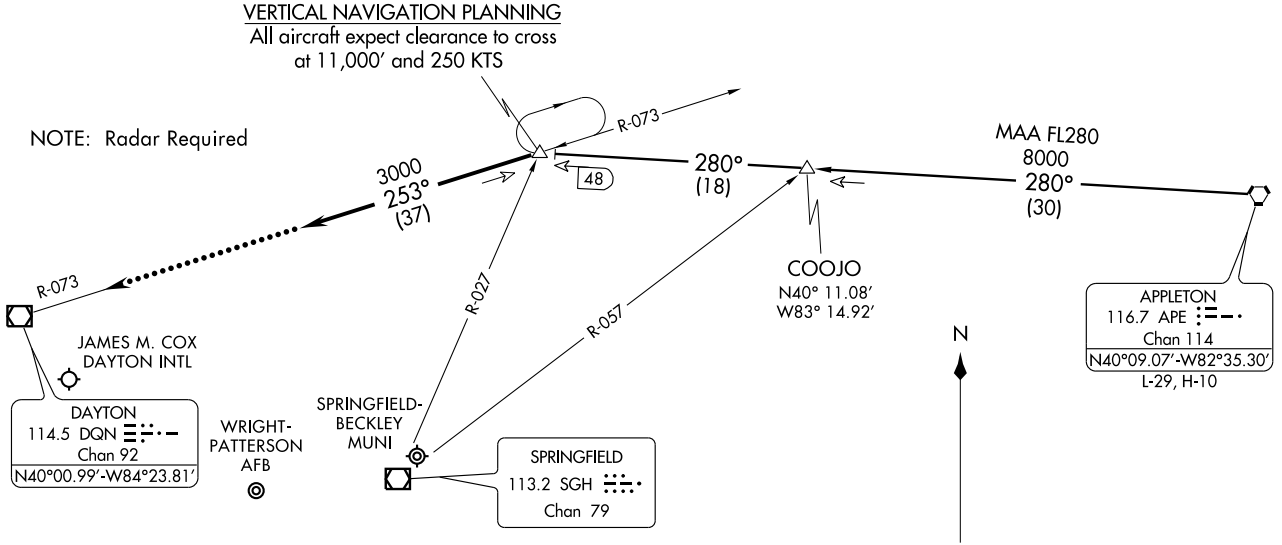
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC I-SGH	APCH CRS	Rwy ldg 9009 / TDZE 1048 / Arpt Elev 1051
111.3	238°	

JAL-958 [USAF]

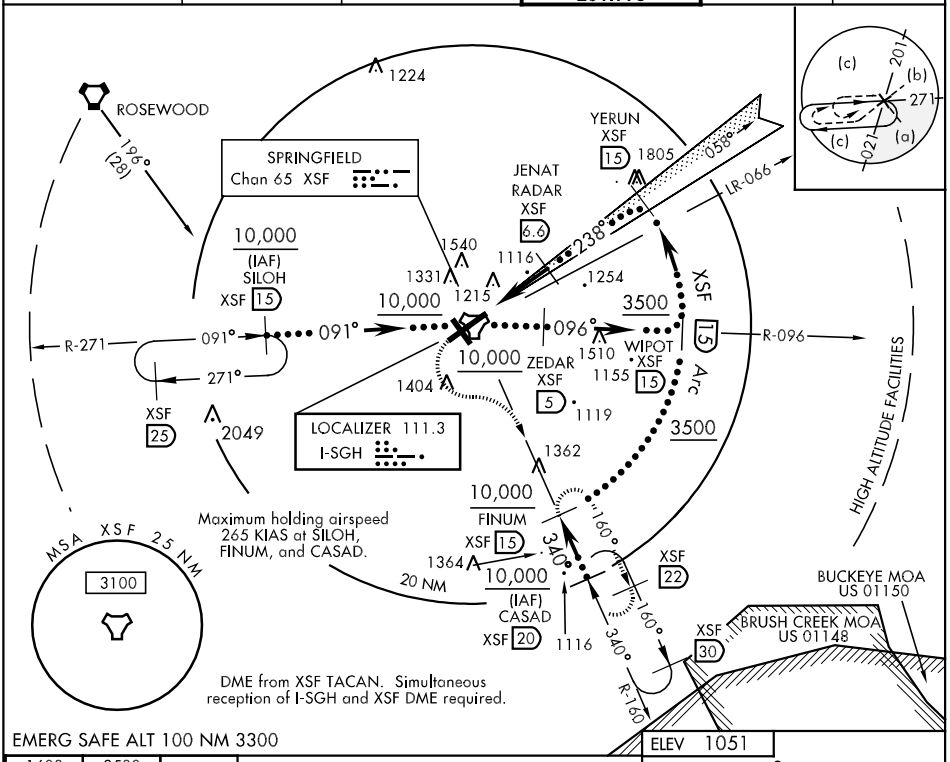
SPRINGFIELD-BECKLEY MUNI (KSGH)

T ** When ALS/SSALR inop, increase CAT CDE vis to ¾ mile.
*** When ALS/SSALR inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.

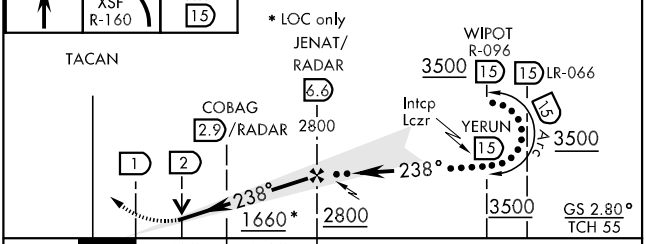
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95

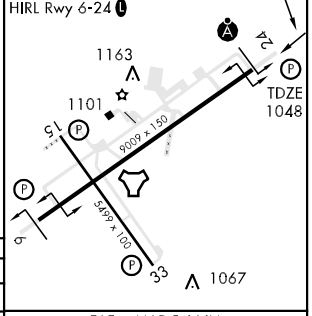


EMERG SAFE ALT 100 NM 3300

ELEV 1051

1600	3500	FINUM
	XSF R-160	XSF 15





CATEGORY	C	D	E
S-ILS 24 **	1248-½	200	(200-½)
S-LOC 24***	1420-¾	372	(400-¾)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-TACAN RWY 6

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
XSF Chan 65	066°	9009	1051	1051

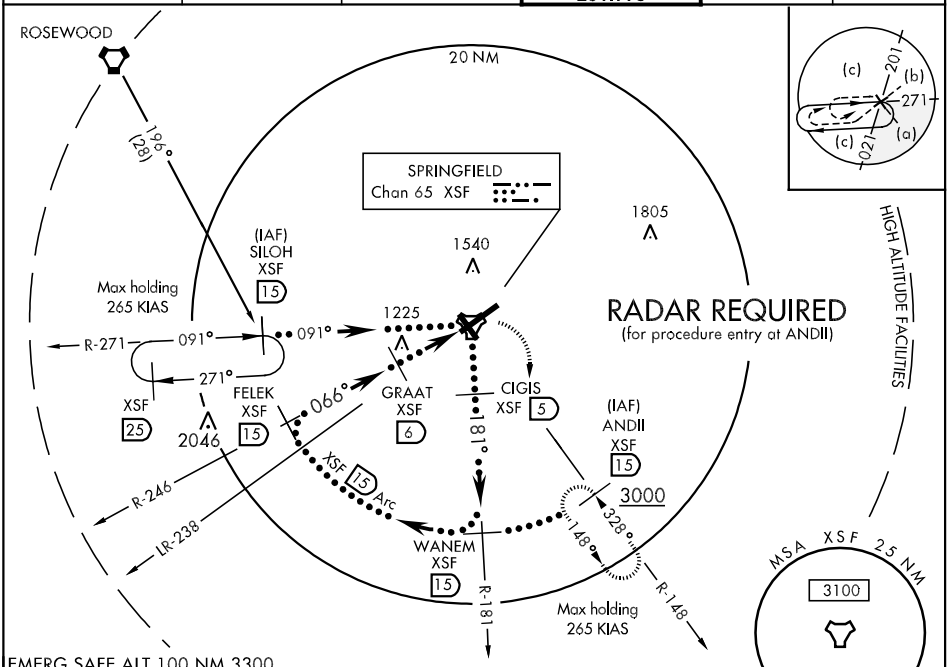
JAL-958 [USAF]

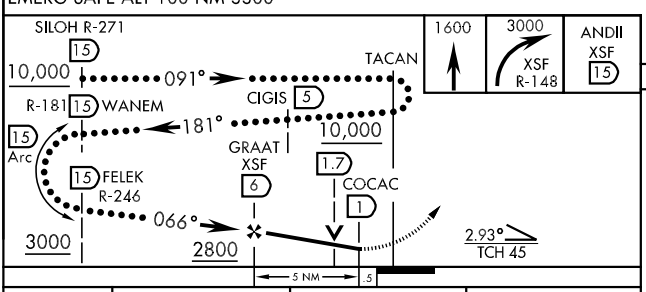
SPRINGFIELD-BECKLEY MUNI (KSGH)

▼ * When local altimeter setting not received, use Wright-Patterson AFB altimeter setting.
VDP NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 via XSF TACAN R-148 to ANDII/ XSF 15 DME and hold.

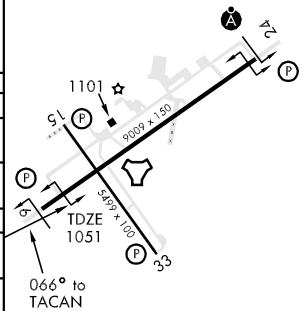
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95





ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



CATEGORY	C	D	E
S-6	1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)	
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
* WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS			
S-6	1540-1¼ 489 (500-1¼)	1540-1½ 489 (500-1½)	1540-1¾ 489 (500-1¾)
CIRCLING	1580-1½ 529 (600-1½)	1680-2 629 (700-2)	1960-3 909 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 24

TACAN XSF Chan 65	APCH CRS 235°	Rwy ldg 9009 TDZE 1048 Arpt Elev 1051	JAL-958 [USAF]

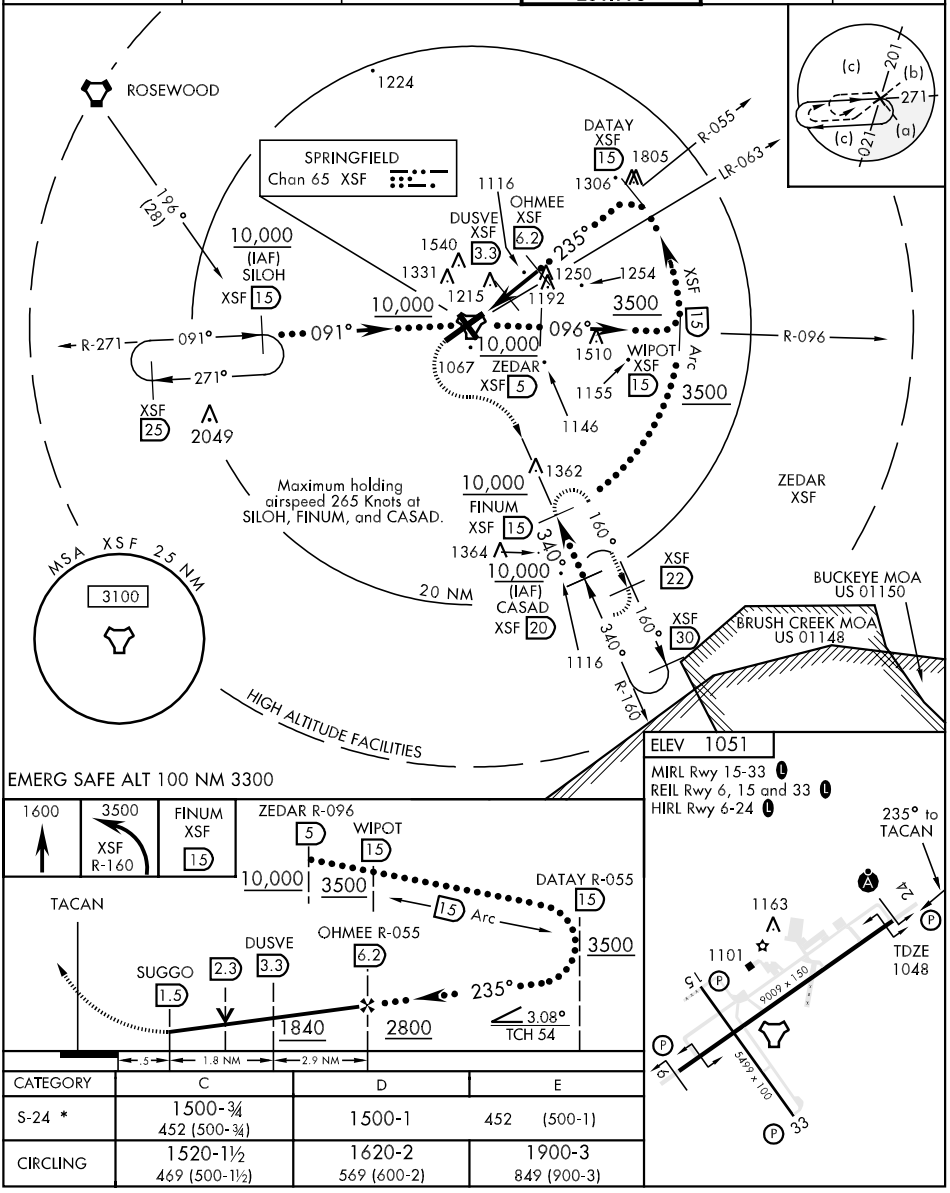
SPRINGFIELD-BECKLEY MUNI (KSGH)

T NA * When ALS/SSALR inop, increase CAT C vis to 1¼ miles, CAT D/E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 1600, then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.

ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95



EMERG SAFE ALT 100 NM 3300

ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L

CATEGORY	C	D	E
S-24 *	1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SGH	APP CRS	Rwy Idg	9009
111.3	238°	TDZE	1048
		Apt Elev	1051

ILS or LOC RWY 24

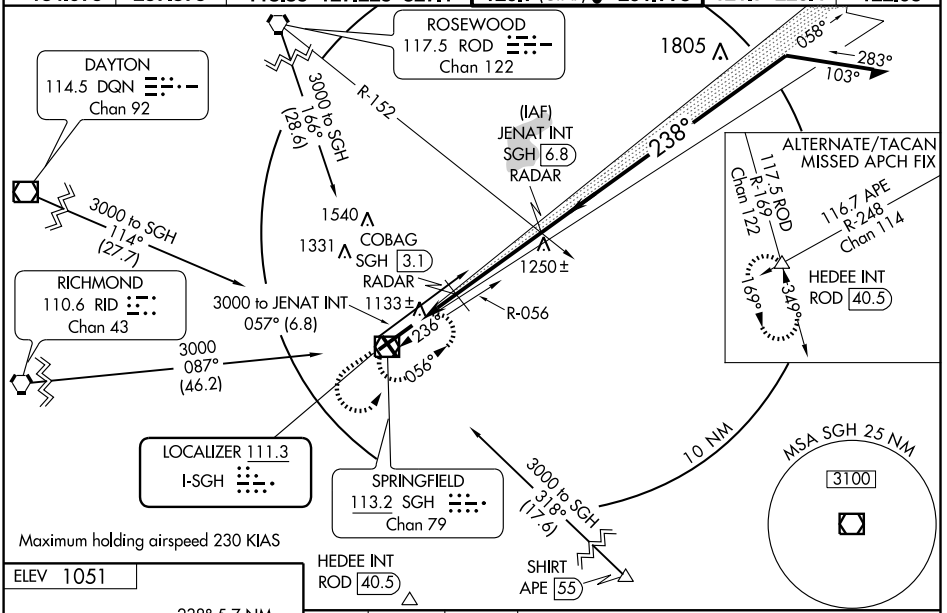
SPRINGFIELD-BECKLEY MUNI (SGH)

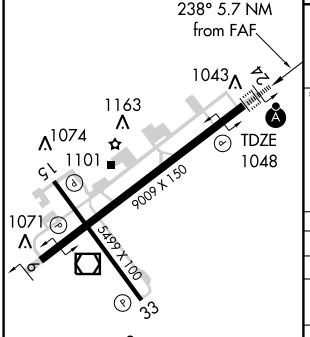
DME from SGH VOR/DME. Simultaneous reception of I-SGH and SGH DME required. ALSF-2 reverts to SSALR when tower is closed. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet and S-LOC 24 Cats C, D, and E and Circling Cat C visibility ¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile and S-LOC 24 Cat E visibility to 2¼ mile. For inoperative ALSF-2/SSALR, increase S-ILS 24 Cat E visibility to ¾ mile and S-LOC 24 Cat E visibility to 2 miles. COBAG fix minimums: When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase S-LOC 24 Cat C, D, and E visibility ¼ mile. For inoperative ALSF-2/SSALR when using Wright-Patterson AFB altimeter setting increase S-LOC 24 Cat E visibility to 1½ mile. For inoperative ALSF-2/SSALR, increase S-LOC 24 Cat E visibility to 1¼ mile.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold. (TACAN aircraft climb to 1600 then climbing left turn to 4000 via ROD VORTAC R-169 to HEDEE INT/ROD 40.5 DME and hold south, left turn, 349° inbound).

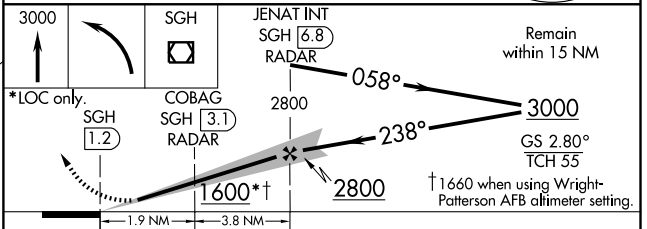
ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95





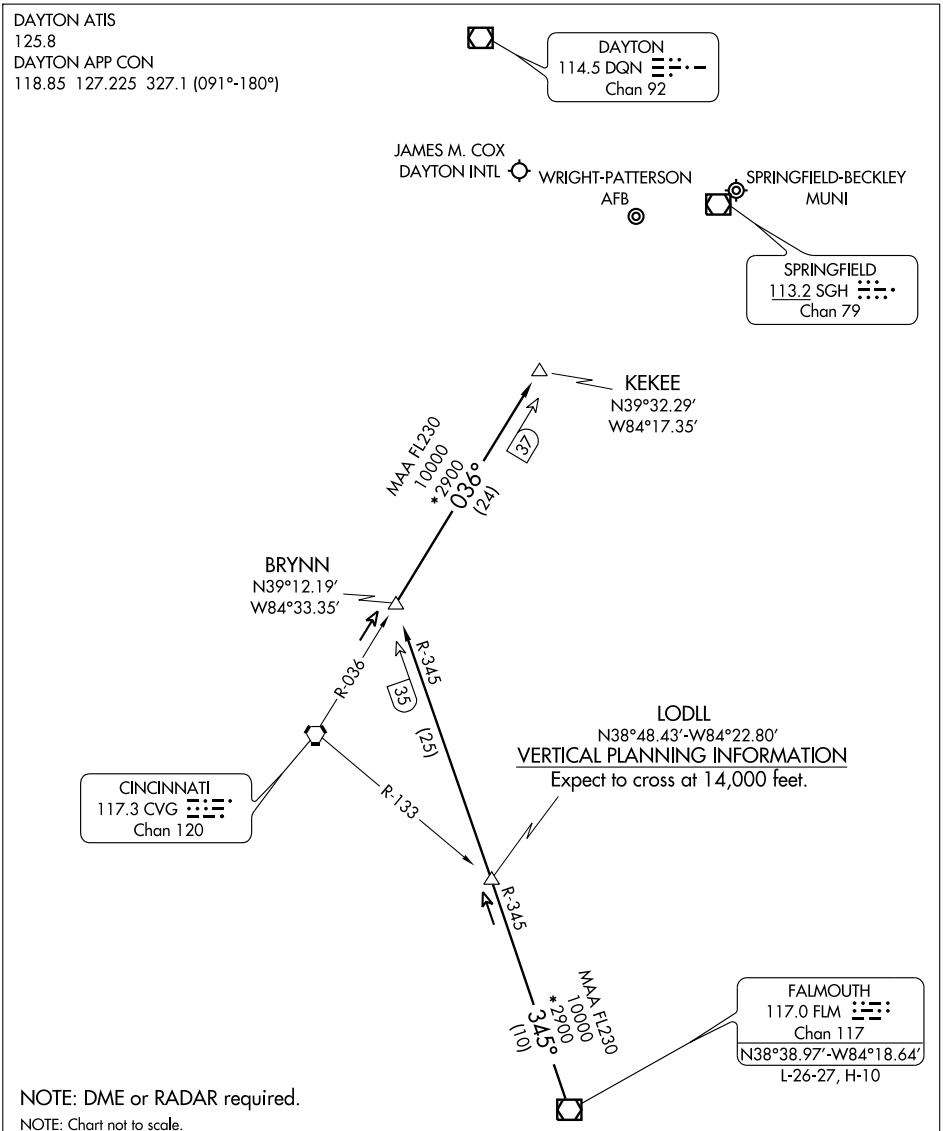
HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 24	1248-½ 200 (200-½)				
S-LOC 24	1600-½ 552 (600-½)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)	1600-1½ 552 (600-1½)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
COBAG FIX MINIMUMS					
S-LOC 24	1420-½ 372 (400-½)			1420-¾ 372 (400-¾)	
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

NDB CCJ	APP CRS	Rwy Idg	9009
341	240°	TDZE	1048
		Apt Elev	1051

NDB RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

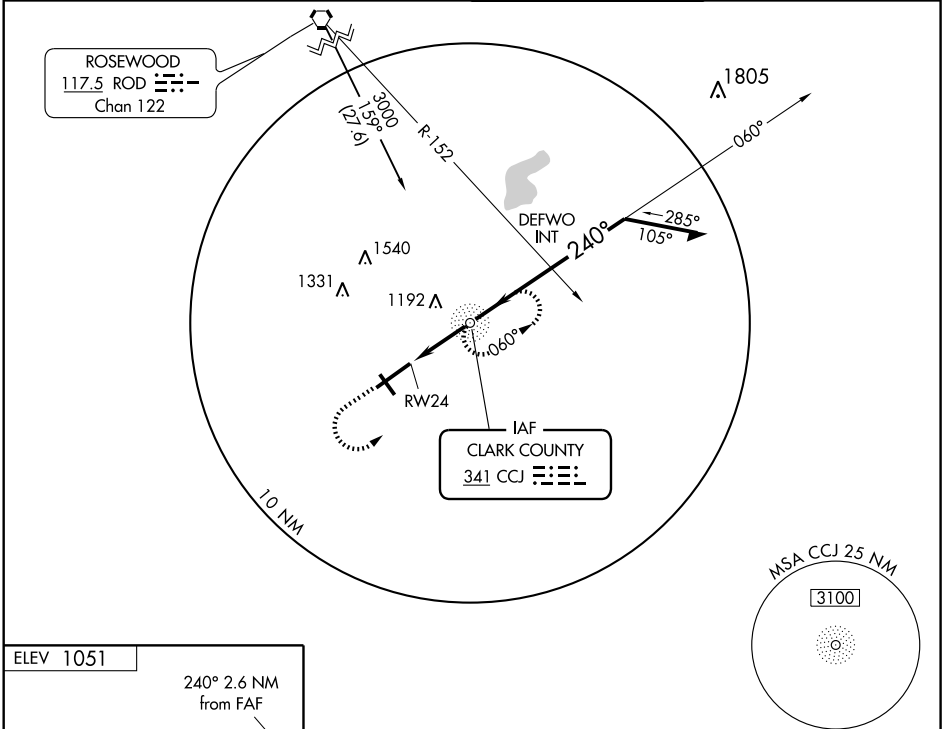
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet and S-24 Cats C and D visibility ¼ mile.

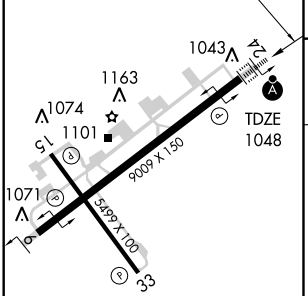
NA

ALSF-2

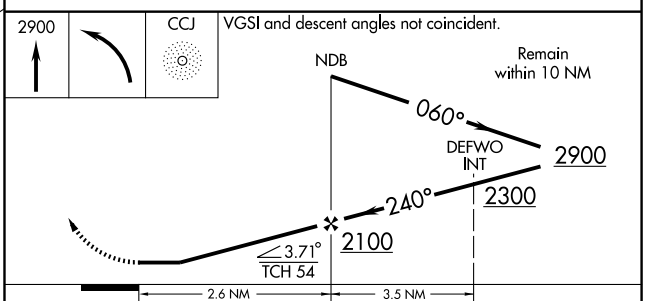
MISSED APPROACH: Climb to 2900 then left turn direct CCJ NDB and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95





FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52



CATEGORY	A	B	C	D
S-24	1500-¾ 452 (500-¾)			1500-1¼ 452 (500-1¼)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9009
CH 58115	058°	TDZE	1051
W06A		Apt Elev	1051

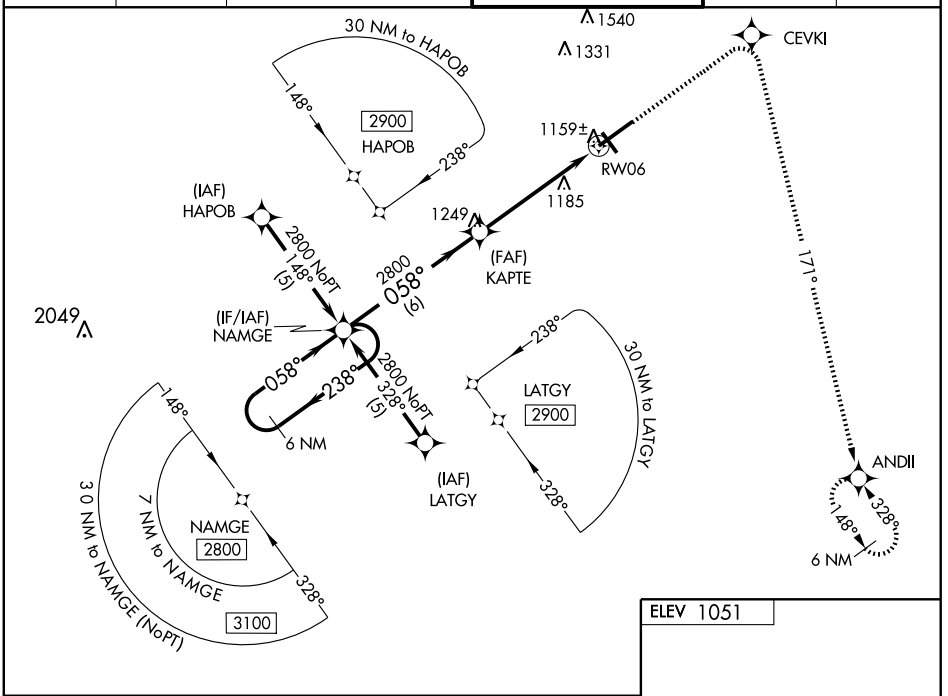
RNAV (GPS) RWY 6

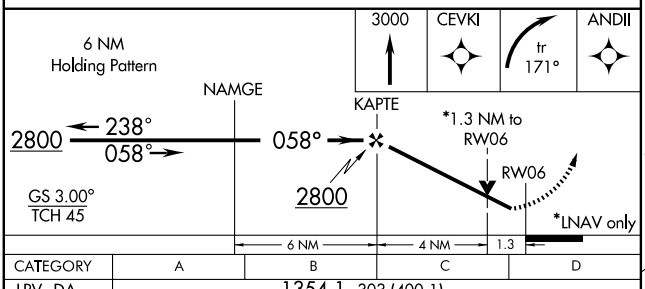
SPRINGFIELD-BECKLEY MUNI (SGH)

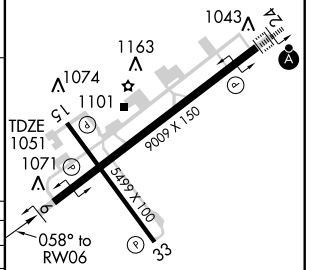
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ¼ mile. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEVKI and right turn via track 171° to ANDII and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	1354-1 303 (400-1)			
LNAV/VNAV DA	1429-1¼ 378 (400-1¼)			
LNAV MDA	1500-1 449 (500-1)		1500-1¼ 449 (500-1¼)	1500-1½ 449 (500-1½)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

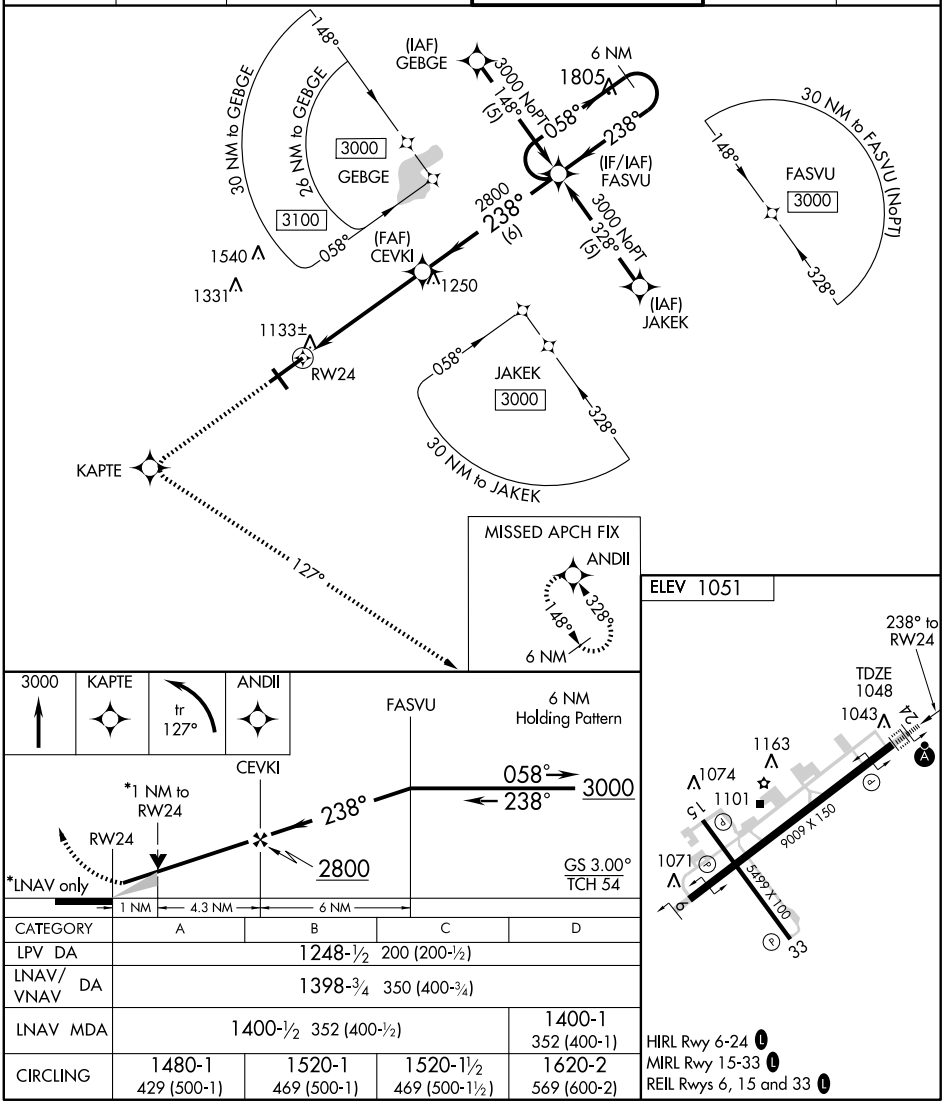
WAAS CH 97615 W24A	APP CRS 238°	Rwy Idg 9009 / TDZE 1048 / Apt Elev 1051

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For inoperative ALSF-2/SSALR, increase LNAV Cat D visibility to 1¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. ALSF-2 reverts to SSALR when tower is closed. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 3000 direct KAPTE and left turn via track 127° to ANDII and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95



CATEGORY	A	B	C	D
LPV DA	1248-½ 200 (200-½)			
LNAV/VNAV DA	1398-¾ 350 (400-¾)			
LNAV MDA	1400-½ 352 (400-½)			1400-1 352 (400-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 6

TACAN XSF Chan 65	APCH CRS 066°	Rwy ldg 9009 TDZE 1052 Arpt Elev 1051

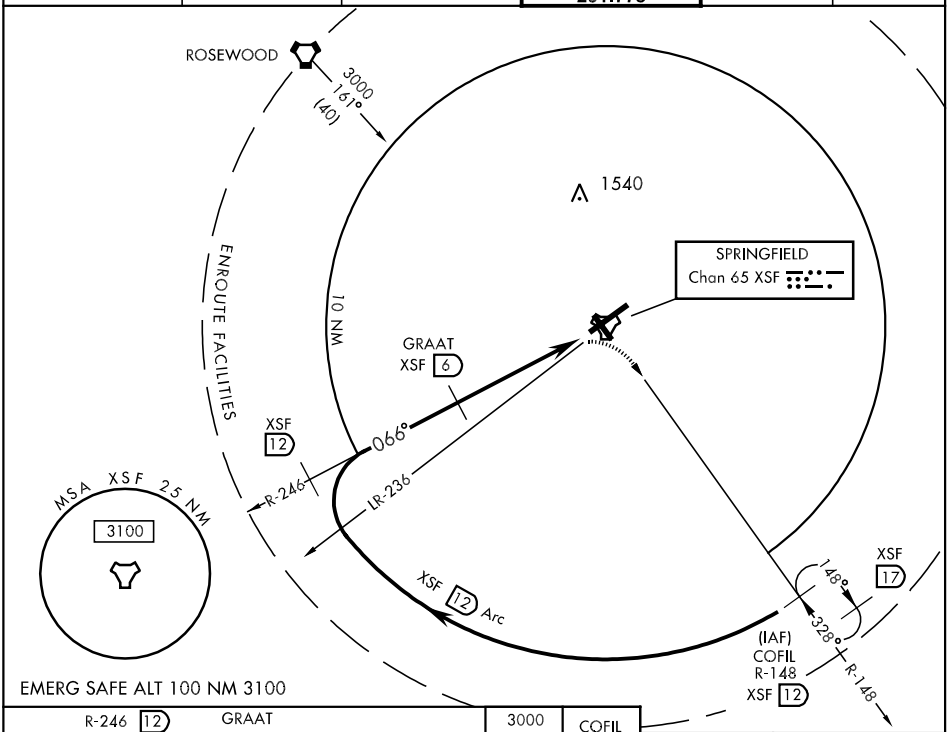
AL-958 [USAF]

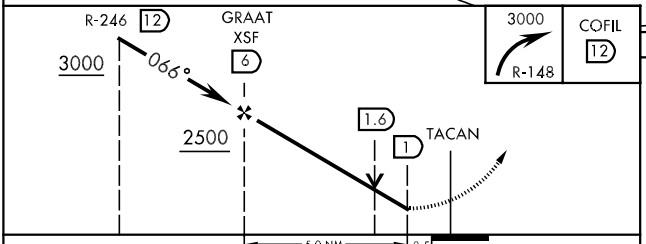
SPRINGFIELD-BECKLEY MUNI (KSGH)

When control tower closed, use Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via XSF R-148 to COFIL 12 DME and hold.

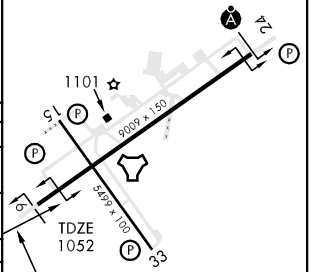
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95





ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



CATEGORY	A	B	C	D
S-6	1440-1	388	(400-1)	1440-1¼ 388 (400-1¼)
CIRCLING	1480-1 428 (500-1)	1520-1 468 (500-1)	1520-1½ 468 (500-1½)	1620-2 568 (600-2)
WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS				
S-6	1500-1 448 (500-1)		1500-1¼ 448 (500-1¼)	1500-1½ 448 (500-1½)
CIRCLING	1540-1 488 (500-1)	1560-1 508 (600-1)	1560-1½ 508 (600-1½)	1660-2 608 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy Idg	9009
XSF Chan 65	235°	TDZE	1048
		Arpt Elev	1051

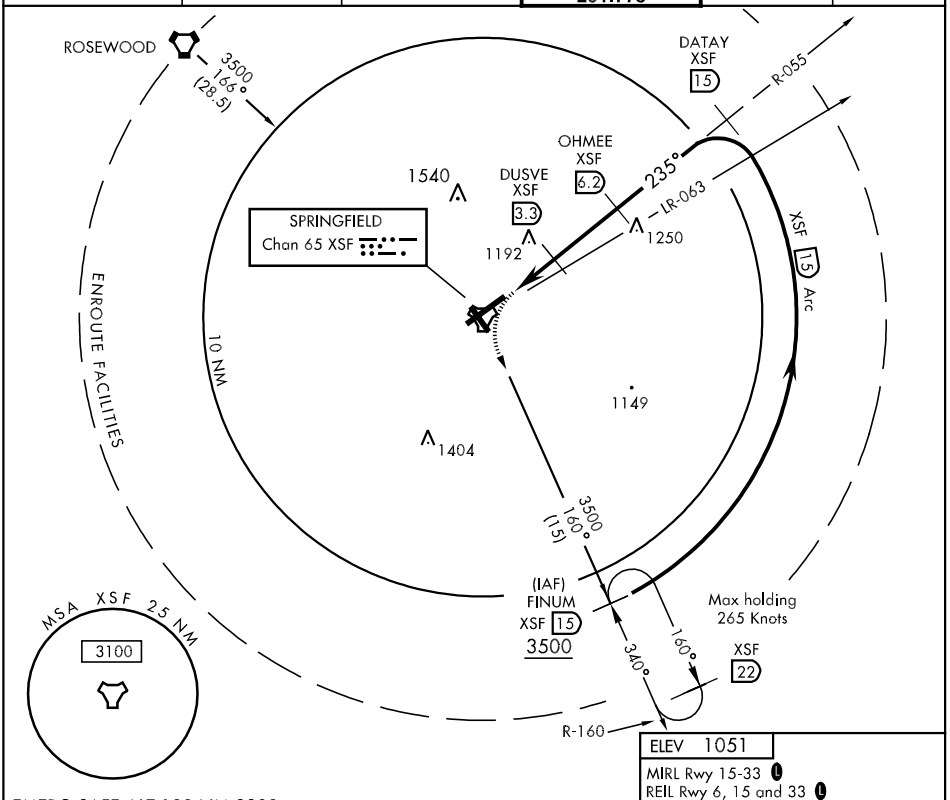
AL-958 [USAF]

▼ * When ALS/SSALR inop, increase CAT E vis ½ mile.
▲NA ALSF-2 reverts to SSALR when tower is closed.

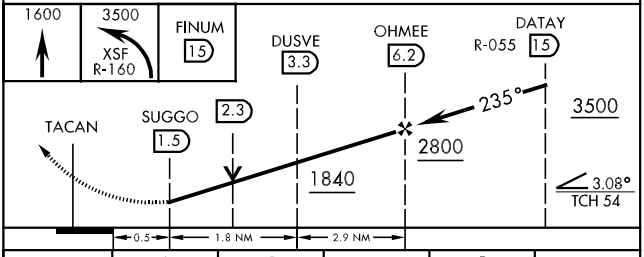
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM/XSF 15 DME and hold.

ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95

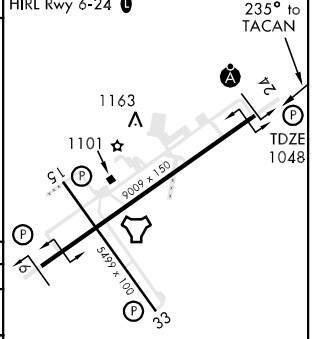


EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-24 *	1500-½ 452 (500-½)		1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

ELEV 1051
MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH 113.2 Chan 79	APP CRS 323°	Rwy Idg 5499 TDZE 1047 Apt Elev 1051

VOR/DME RWY 33

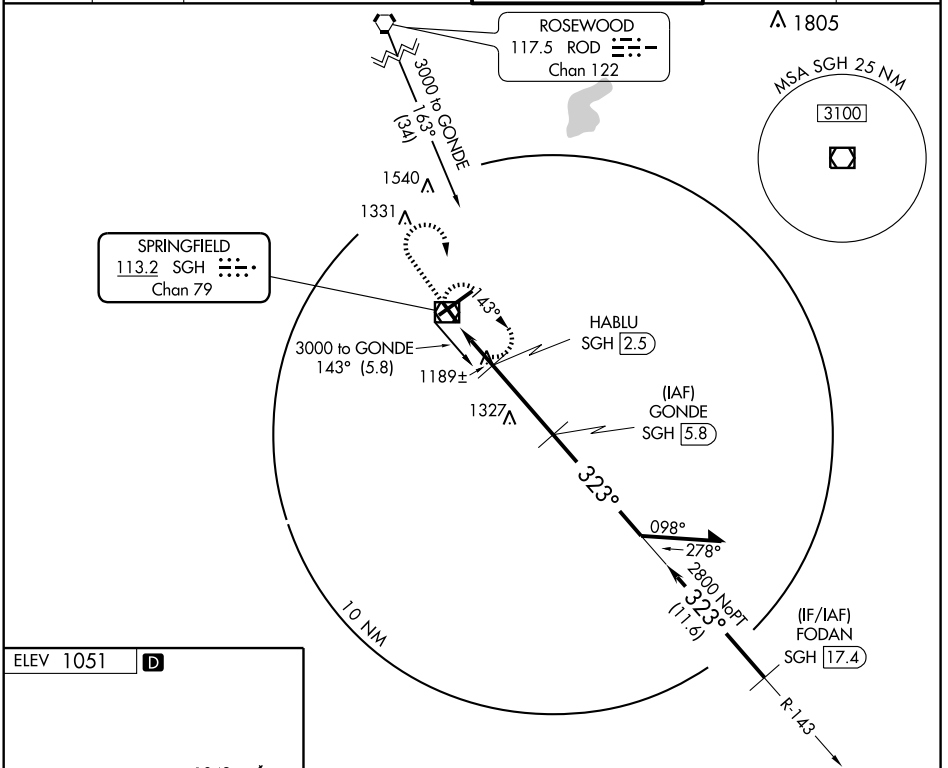
SPRINGFIELD-BECKLEY MUNI (SGH)

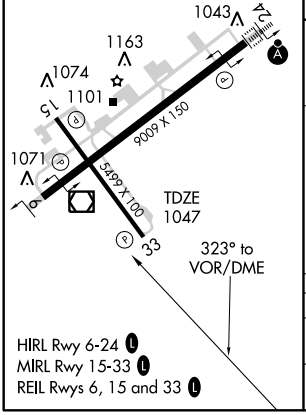
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

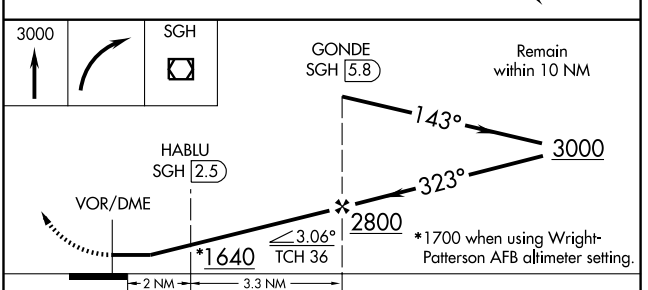
NA

MISSED APPROACH: Climb to 3000 then right turn direct SGH VOR/DME and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) L 291.775	GND CON 121.7 225.4	UNICOM 122.95







CATEGORY	A	B	C	D
S-33	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH	APP CRS	Rwy Idg	9009
113.2	066°	TDZE	1051
Chan 79		Apt Elev	1051

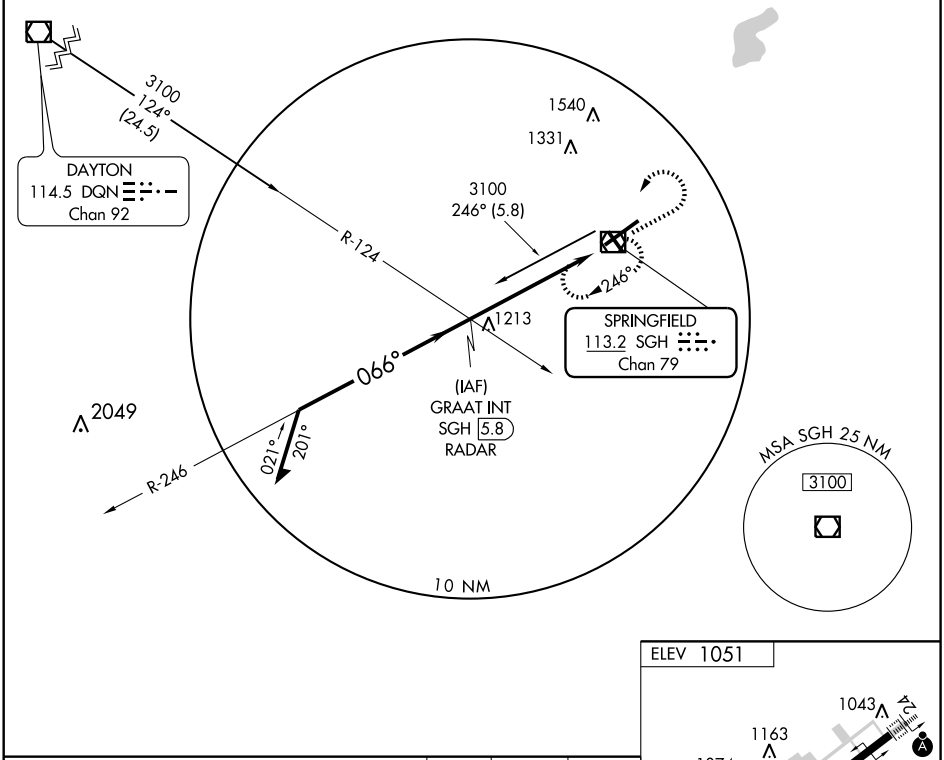
VOR RWY 6

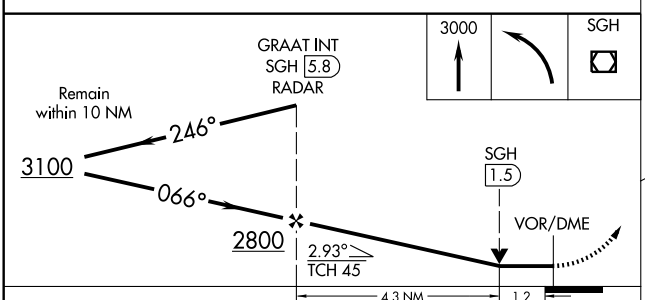
SPRINGFIELD-BECKLEY MUNI (SGH)

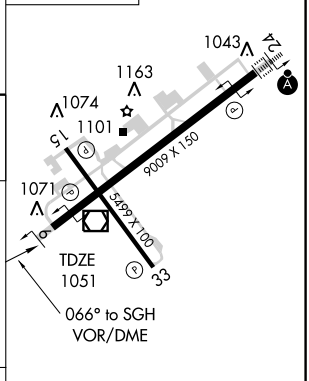
Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet. VDP NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct SGH VOR/DME and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95







CATEGORY	A	B	C	D
S-6	1480-1 429 (500-1)		1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH 113.2 Chan 79	APP CRS 235°	Rwy Idg 9009 TDZE 1048 Apt Elev 1051

VOR RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

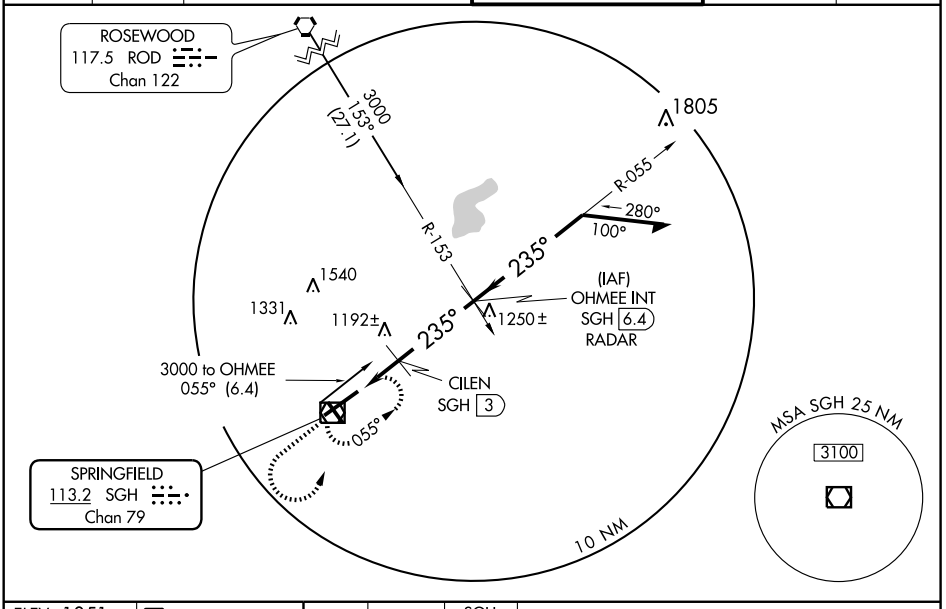
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase S-24 Cats C and D and Circling Cat C visibility ¼ mile. VDP NA when using Wright-Patterson AFB altimeter setting. ALSF-2 reverts to SSALR when tower is closed. For inoperative ALSF-2/SSALR, increase CILEN fix minimums S-24 Cat D visibility to 1¼, when using Wright-Patterson AFB altimeter setting increase CILEN fix minimums S-24 Cat D visibility to 1½.

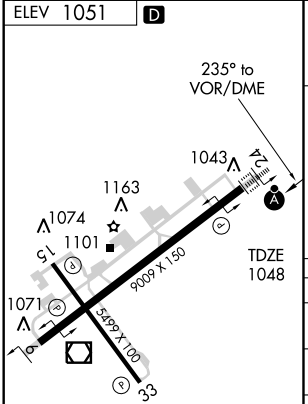
NA

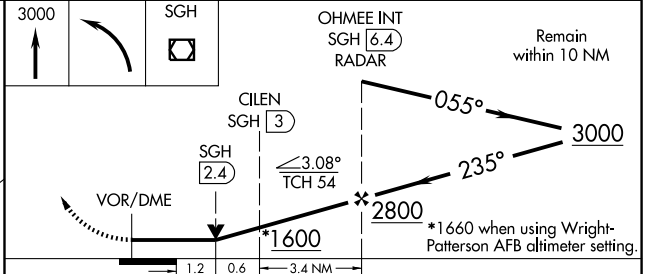
ALSF-2

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) L 291.775	GND CON 121.7 225.4	UNICOM 122.95







CATEGORY	A	B	C	D
S-24	1600-½ 552 (600-1)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)
CILEN FIX MINIMUMS				
S-24	1460-½ 412 (500-½)		1460-¾ 412 (500-¾)	1460-1 412 (500-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RICHARD DOWNING (See COSHOCTON)

RICKENBACKER INTL (See COLUMBUS)

ROSEWOOD N40°17.27′ W84°02.59′ NOTAM FILE DAY. DETROIT
(H) VORTAC 117.5 ROD Chan 122 246° 5.7 NM to Sidney Muni. 1080/5W. H–10G, L–27E
RCO 122.1R 117.5T (DAYTON RADIO)

ROSS CO (See CHILLICOTHE)

RUHE'S (See LEIPSIC)

RUSHSYLVANIA N40°27.54′ W83°40.08′ NOTAM FILE DAY. DETROIT
NDB (MHW) 326 RUV 233° 4.2 NM to Bellefontaine Rgnl. SHUTDOWN. L–27E

ST CLAIRSVILLE

ALDERMAN (2P7) 3 W UTC−5(−4DT) N40°03.41′ W80°57.79′ DETROIT
1187 B NOTAM FILE CLE L–29B
RWY 01–19: H2843X50 (ASPH) LIRL 0.8% up N. IAP
RWY 01: Trees. RWY 19: Trees.
AIRPORT REMARKS: Attended 1300Z‡—dusk. Rwy 01–19 surface has med block cracking throughout. South half of ramp – poor condition – broken pavement. Call ahead to ACTIVATE rotating bcn and LIRL Rwy 01–19—740–695–0908. Ldg fee.
COMMUNICATIONS: CTAF 122.9
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 297° 7.1 NM to fld. 1290/7W.

ST MARYS

GRAND LAKE ST MARYS SPB (012) 5 NE UTC−5(−4DT) N40°32.46′ W84°29.44′ DETROIT
871 NOTAM FILE DAY
WATERWAY 09–27: 7000X4000 (WATER)
WATERWAY 09: Buoy. WATERWAY 27: Buoy. Rgt tfc.
SEAPLANE REMARKS: Attended Apr–Nov 1300–2200Z‡. Arpt CLOSED Nov 15 thru Apr 1 and Memorial and Labor day. No ngt ldgs. No public docks; PPR req for private dock tie up; call 419–394–8797.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Acft operating at Seaplane Base should monitor 122.8 for tfc at Celina Lakefld and Neil Armstrong Wapakoneta Arpts.

SALEM

KOONS (8G8) 2 SW UTC−5(−4DT) N40°53.00′ W80°52.99′ DETROIT
1327 NOTAM FILE CLE
RWY 09–27: 1850X100 (TURF)
RWY 09: P–line. RWY 27: Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hrs. Ldg fee.
COMMUNICATIONS: CTAF 122.9

SALEM AIRPARK INC (38D) 3 N UTC−5(−4DT) N40°56.89′ W80°51.73′ DETROIT
1162 B S4 FUEL 100LL NOTAM FILE CLE L–30G
RWY 10L–28R: H3404X50 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 10L: Trees. RWY 28R: Thld dsplcd 258′. Trees.
RWY 10R–28L: 2593X85 (TURF) 0.4% up E
RWY 10R: Trees. RWY 28L: Pole.
AIRPORT REMARKS: Attended 1400Z‡–dusk. CAUTION: P–line crosses apch end of Rwys 28L and 28R at thld. CAUTION: Drag Strip 3500′ SE of arpt. Arpt bcn ops dusk–0430Z‡. Arpt lgts ops dusk–0500Z‡. ACTIVATE LIRL Rwy 10L–28R—CTAF. For rotating bcn after 0430Z‡ call airport manager before dusk on 330–533–1060. Rwy 10L–28R NSTD LIRL; Rwy 28R lgtd 330′ from rwy end with 360° green lgts; Rwy 10L lgtd 238′ from rwy end . Rwy 10R–28L marked with yellow cones on N side of rwy; rwy ends not marked.
COMMUNICATIONS: CTAF/UNICOM 122.7
AKRON–CANTON APP/DEP CON 125.5 (1100–0500Z‡)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 205° 24.5 NM to fld. 1160/5W.
HIWAS.

VOR/DME AIR	APP CRS	Rwy Idg	N/A
117.1	297°	TDZE	N/A
Chan 118		Apt Elev	1187

VOR-A

ST. CLAIRSVILLE / ALDERMAN (2P7)

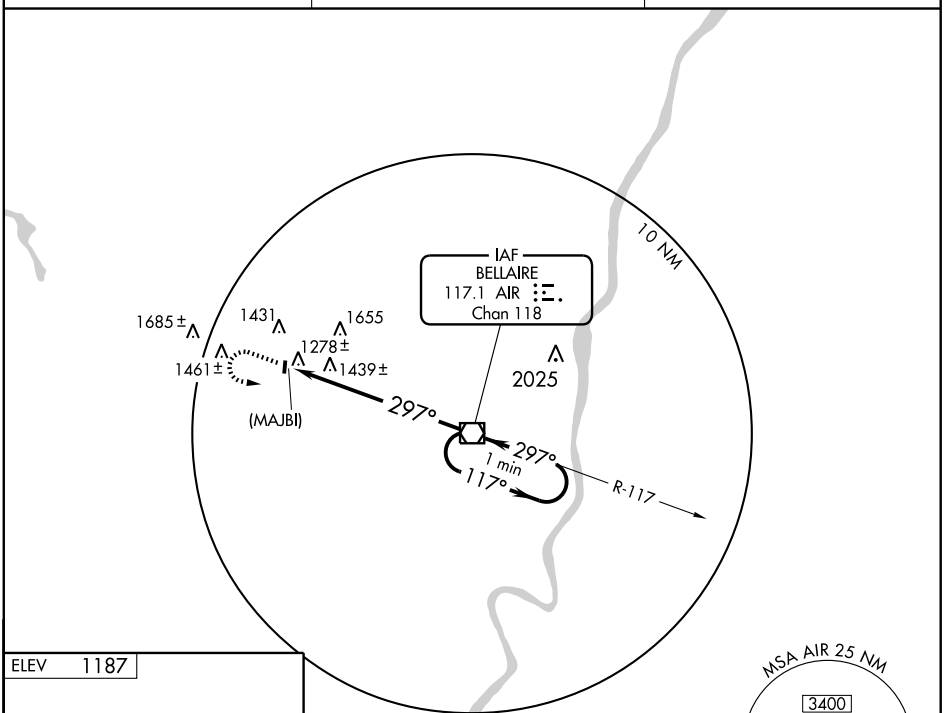
Use Wheeling, WV altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 80 feet and Cat B visibility ¼ mile. Procedure NA at night except by prior arrangement for runway lights.

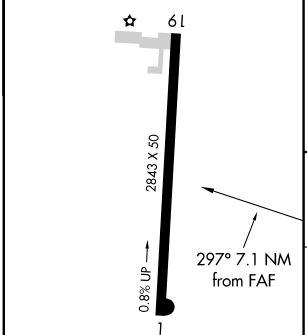
NA

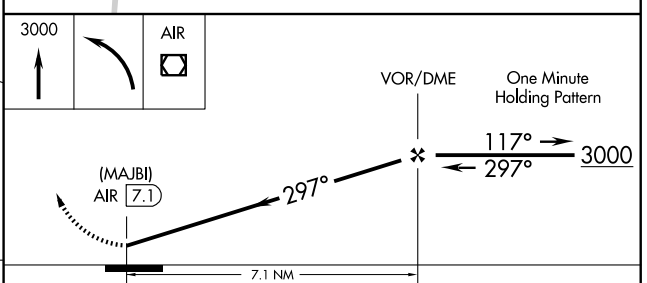
MISSED APPROACH: Climb to 3000 then left turn direct AIR VOR/DME and hold.

WHEELING ASOS	CLEVELAND CENTER	CTAF
127.375	120.4 257.975	122.9

EC-2, 21 OCT 2010 to 18 NOV 2010







FAF to MAP 7.1 NM

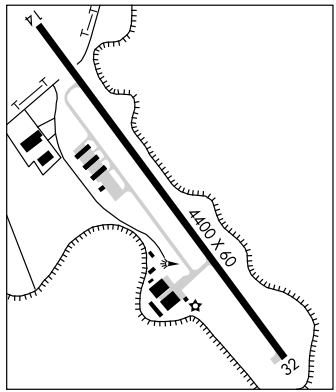
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

CATEGORY	A	B	C	D
CIRCLING	1920-1 733 (800-1)		NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

STEUBENVILLE

JEFFERSON CO AIRPARK (2G2) 4 W UTC−5(−4DT) N40°21.57′ W80°42.00′ — DETROIT
1196 B **FUEL** 100LL, JET A NOTAM FILE CLE — L–29B
RWY 14–32: H4400X60 (ASPH) S–7 MIRL — IAP
RWY 32: REIL.
AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel Jet A and 100LL avbl 24 hours with credit card. Deer on and invof arpt. Ultralight activity on and invof arpt weekday evenings and weekends. ACTIVATE MIRL Rwy 14–32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PITTSBURG APP/DEP CON 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.60′ W80°34.12′ 322° 8.5 NM to fld. 1270/07W.



SUMIE N39°59.17′ W82°45.27′ NOTAM FILE DAY. — CINCINNATI
NDB (HW/LOM) 391 CM 281° 6.4 NM to Port Columbus Intl. Unmonitored. — L–29A

TABEY N41°34.15′ W81°34.43′ NOTAM FILE BKL. — DETROIT
NDB (LOM) 248 BF 245° 5.8 NM to Burke Lakefront. SHUTDOWN.

TIFFIN N41°05.89′ W83°12.46′ NOTAM FILE CLE. — DETROIT
NDB (MHW) 269 TII at Seneca Co. NDB unmonitored. — L–28J, 29A

TIFFIN

SENECA CO (16G) 2 SW UTC−5(−4DT) N41°05.64′ W83°12.75′ — DETROIT
786 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE — L–28J, 29A
RWY 06–24: H4000X75 (ASPH) MIRL — IAP
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0°TCH 38′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel available 24 hrs with credit card. Rwy 06 PAPI unusable byd 5° left of centerline. Rwy 24 VASI unusable byd 5° left of centerline. ACTIVATE MIRL Rwy 06–24; REIL and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.175 (419) 443–1043.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 073° 26.0 NM to fld. 820/2W.
TIFFIN NDB (MHW) 269 TII N41°05.89′ W83°12.46′ at fld. NOTAM FILE CLE. NDB unmonitored.

TIVERTON N40°27.48′ W82°07.61′ NOTAM FILE CLE. — DETROIT
(L) VOR/DME 116.5 TVT Chan 112 062° 9.2 NM to Holmes Co. 1340/3W. — L–29A

RNAV (GPS) RWY 14

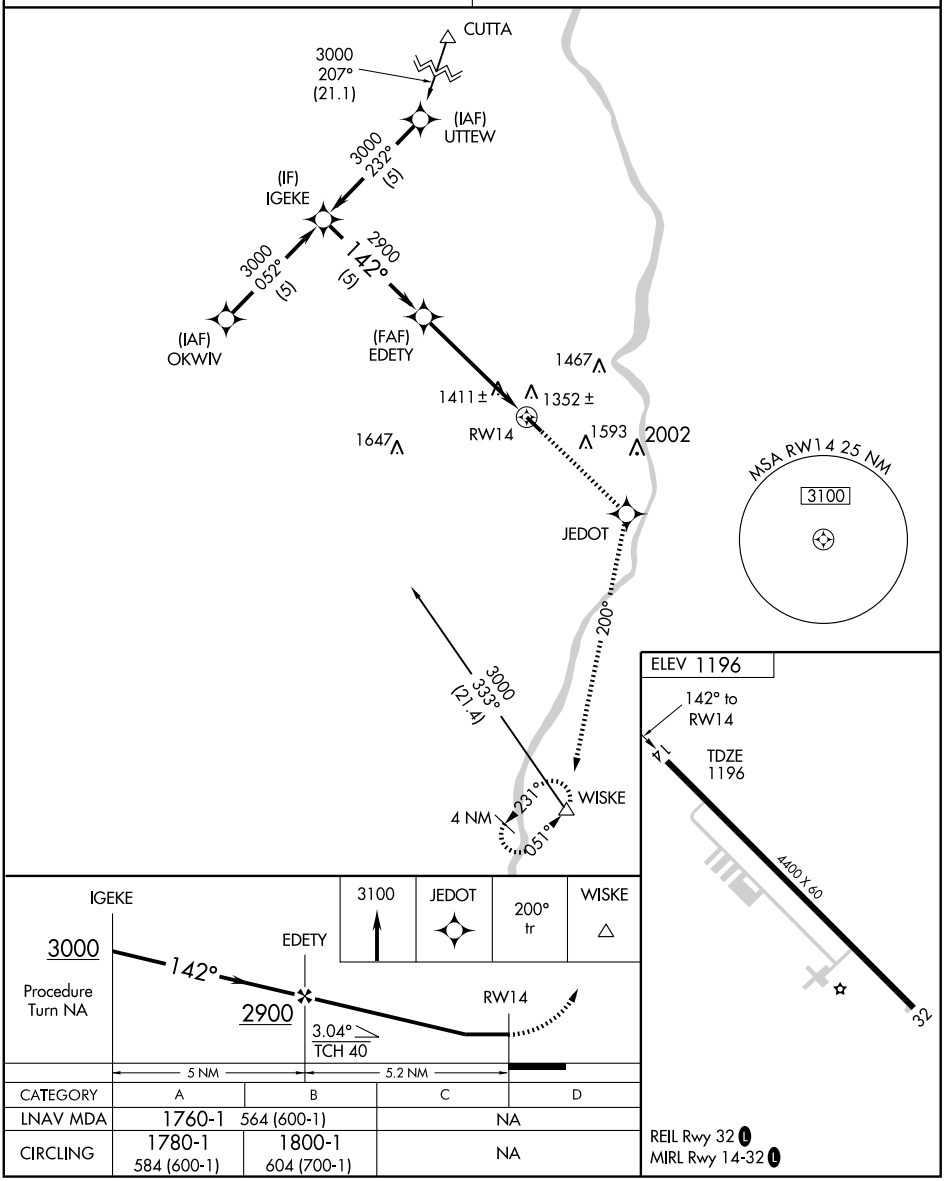
STEUBENVILLE/ JEFFERSON COUNTY AIRPARK (2G2)

APP CRS	Rwy Idg	4400
142°	TDZE	1196
	Apt Elev	1196

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Wheeling altimeter setting, when not received, use Pittsburgh International altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3100 direct JEDOT and on track 200° to WISKE and hold.

PITTSBURGH APP CON	UNICOM
124.750 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1760-1 564 (600-1)		NA	
CIRCLING	1780-1 584 (600-1)	1800-1 604 (700-1)	NA	

REIL Rwy 32 L
MIRL Rwy 14-32 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

STEUBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

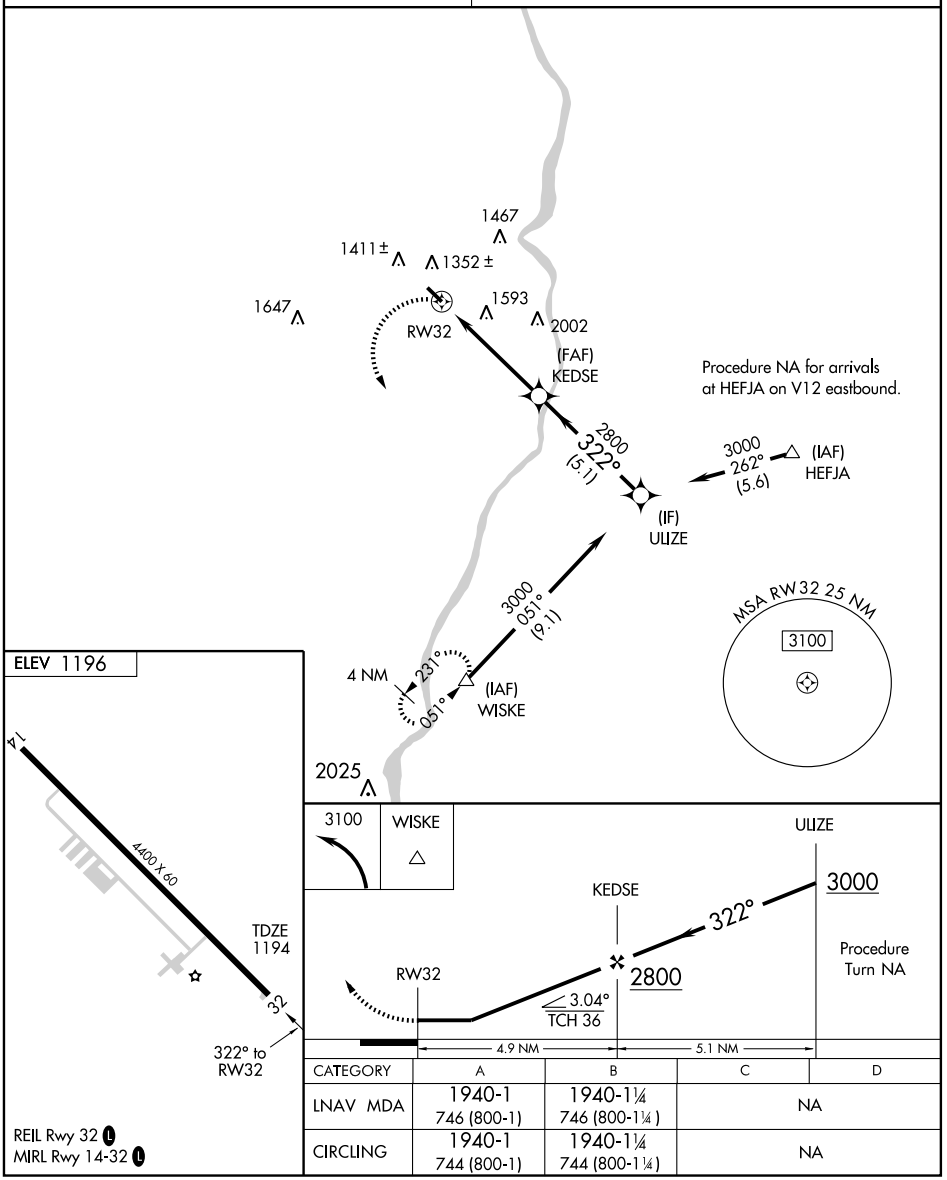
APP CRS	Rwy Idg	4400
322°	TDZE	1194
	Apt Elev	1196

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Wheeling altimeter setting, when not received, use Pittsburgh International altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing left turn to 3100 direct WISKE and hold.

PITTSBURGH APP CON	UNICOM
124.750 338.2	122.8 (CTAF) L



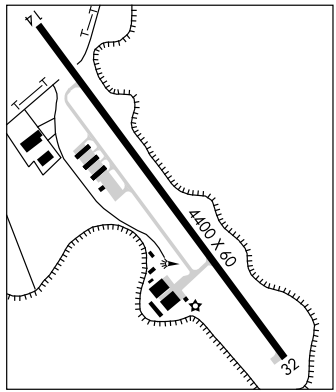
CATEGORY	A	B	C	D
LNAV MDA	1940-1 746 (800-1)	1940-1¼ 746 (800-1¼)	NA	
CIRCLING	1940-1 744 (800-1)	1940-1¼ 744 (800-1¼)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

STEUBENVILLE

JEFFERSON CO AIRPARK (2G2) 4 W UTC−5(−4DT) N40°21.57′ W80°42.00′ — DETROIT
1196 B **FUEL** 100LL, JET A NOTAM FILE CLE — L–29B
RWY 14–32: H4400X60 (ASPH) S–7 MIRL — IAP
RWY 32: REIL.
AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel Jet A and 100LL avbl 24 hours with credit card. Deer on and invof arpt. Ultralight activity on and invof arpt weekday evenings and weekends. ACTIVATE MIRL Rwy 14–32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PITTSBURG APP/DEP CON 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.60′ W80°34.12′ 322° 8.5 NM to fld. 1270/07W.



SUMIE N39°59.17′ W82°45.27′ NOTAM FILE DAY. — CINCINNATI
NDB (HW/LOM) 391 CM 281° 6.4 NM to Port Columbus Intl. Unmonitored. — L–29A

TABEY N41°34.15′ W81°34.43′ NOTAM FILE BKL. — DETROIT
NDB (LOM) 248 BF 245° 5.8 NM to Burke Lakefront. SHUTDOWN.

TIFFIN N41°05.89′ W83°12.46′ NOTAM FILE CLE. — DETROIT
NDB (MHW) 269 TII at Seneca Co. NDB unmonitored. — L–28J, 29A

TIFFIN

SENECA CO (16G) 2 SW UTC−5(−4DT) N41°05.64′ W83°12.75′ — DETROIT
786 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE — L–28J, 29A
RWY 06–24: H4000X75 (ASPH) MIRL — IAP
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0°TCH 38′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel available 24 hrs with credit card. Rwy 06 PAPI unusable byd 5° left of centerline. Rwy 24 VASI unusable byd 5° left of centerline. ACTIVATE MIRL Rwy 06–24; REIL and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.175 (419) 443–1043.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 073° 26.0 NM to fld. 820/2W.
TIFFIN NDB (MHW) 269 TII N41°05.89′ W83°12.46′ at fld. NOTAM FILE CLE. NDB unmonitored.

TIVERTON N40°27.48′ W82°07.61′ NOTAM FILE CLE. — DETROIT
(L) VOR/DME 116.5 TVT Chan 112 062° 9.2 NM to Holmes Co. 1340/3W. — L–29A

NDB TII	APP CRS	Rwy Idg	4000
269	250°	TDZE	785
		Apt Elev	786

NDB RWY 24

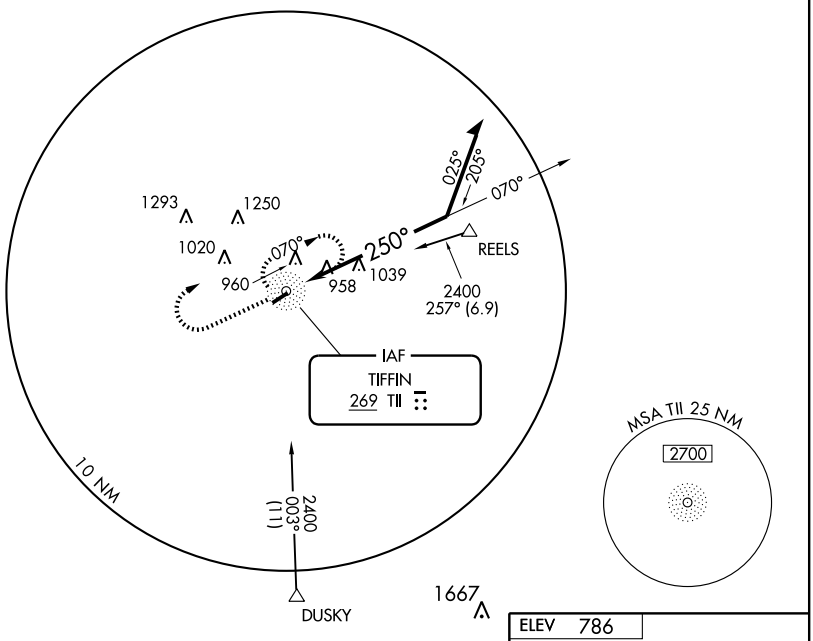
TIFFIN / SENECA COUNTY (16G)

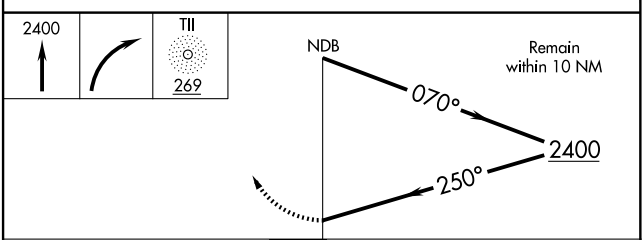
NA

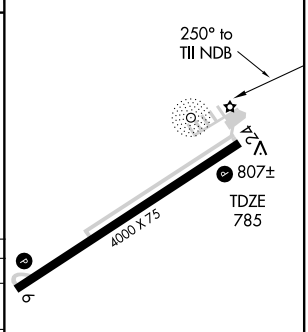
Obtain local altimeter setting on CTAF; when not received, use Findlay altimeter setting.

MISSED APPROACH: Climb to 2400, then right turn direct TII NDB and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-24	1420-1 635 (700-1)		1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)
CIRCLING	1420-1 634 (700-1)		1420-1¾ 634 (700-1¾)	1420-2 634 (700-2)
FINDLAY ALTIMETER SETTING MINIMUMS				
S-24	1460-1 675 (700-1)		1460-2 675 (700-2)	1460-2¼ 675 (700-2¼)
CIRCLING	1460-1 674 (700-1)		1460-2 674 (700-2)	1460-2¼ 674 (700-2¼)

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 77713	061°	TDZE	786
W06A		Apt Elev	786

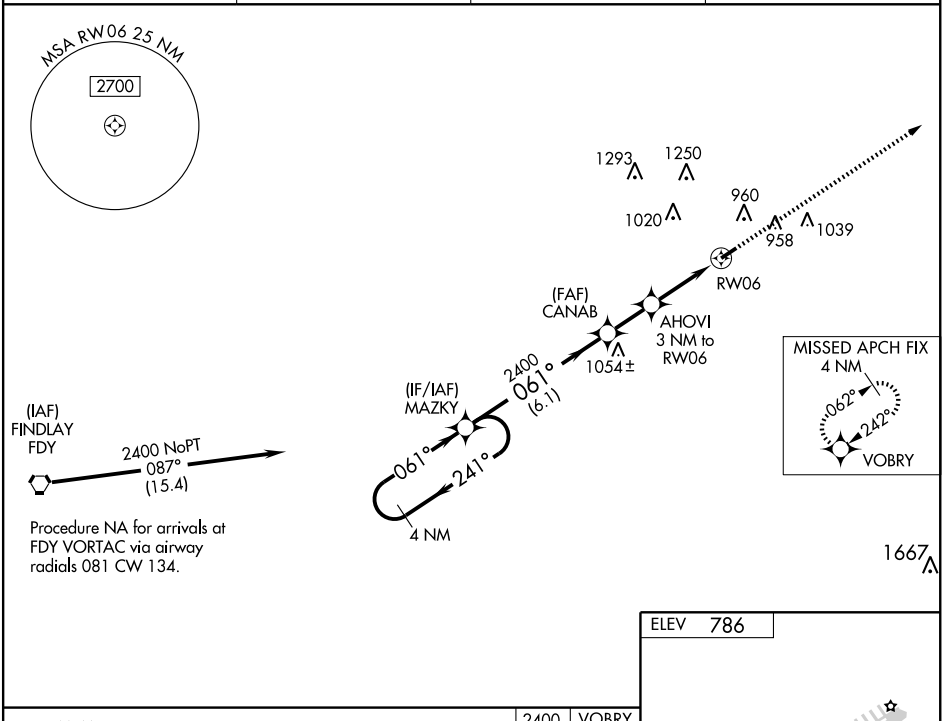
RNAV (GPS) RWY 6

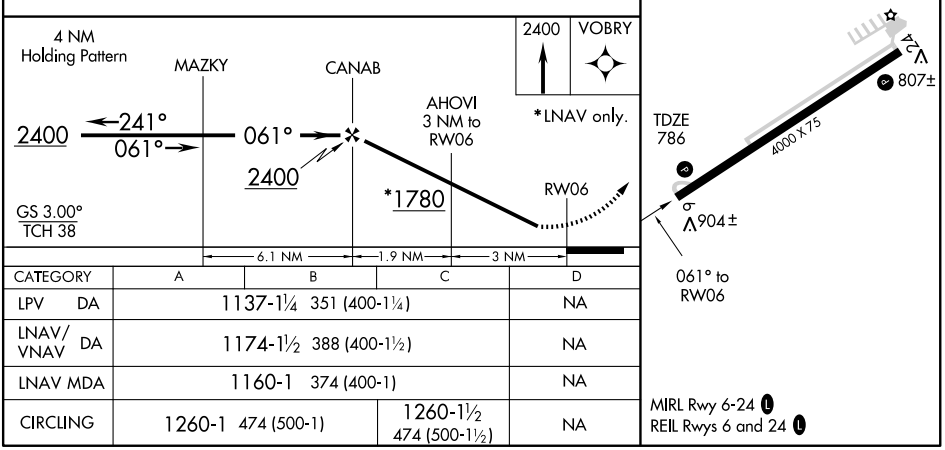
TIFFIN / SENECA COUNTY (16G)

NA Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 53 feet and all MDA 60 feet, increase LPV all Cats visibilities ¼ mile and LNAV Cat C visibility ¼ mile. Straight-in/Circling Rwy 6 NA at night.

MISSED APPROACH: Climb to 2400 direct VOBRY and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1137-1¼ 351 (400-1¼)			NA
LNAV/VNAV DA	1174-1½ 388 (400-1½)			NA
LNAV MDA	1160-1 374 (400-1)			NA
CIRCLING	1260-1 474 (500-1)		1260-1½ 474 (500-1½)	NA

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
242°	TDZE	785
	Apt Elev	786

RNAV (GPS) RWY 24

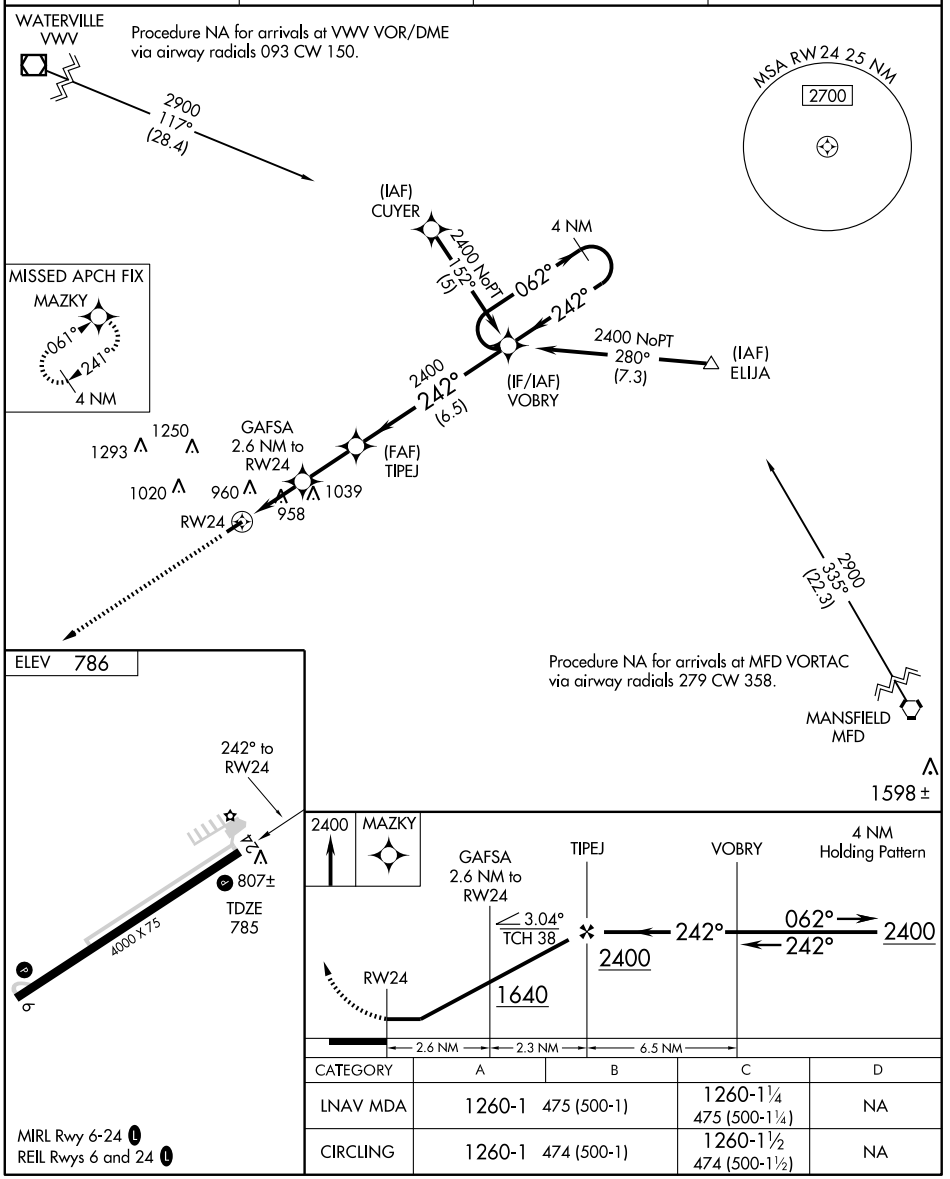
TIFFIN / SENECA COUNTY(16G)

Circling to Rwy 6 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and LNAV Cat C visibilty ¼ mile.

NA

MISSED APPROACH: Climb to 2400 direct MAZKY and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	475 (500-1)	1260-1¼ 475 (500-1¼)	NA
CIRCLING	1260-1	474 (500-1)	1260-1½ 474 (500-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY 108.2 Chan 19	APP CRS 073°	Rwy Idg 4000 TDZE 786 Apt Elev 786

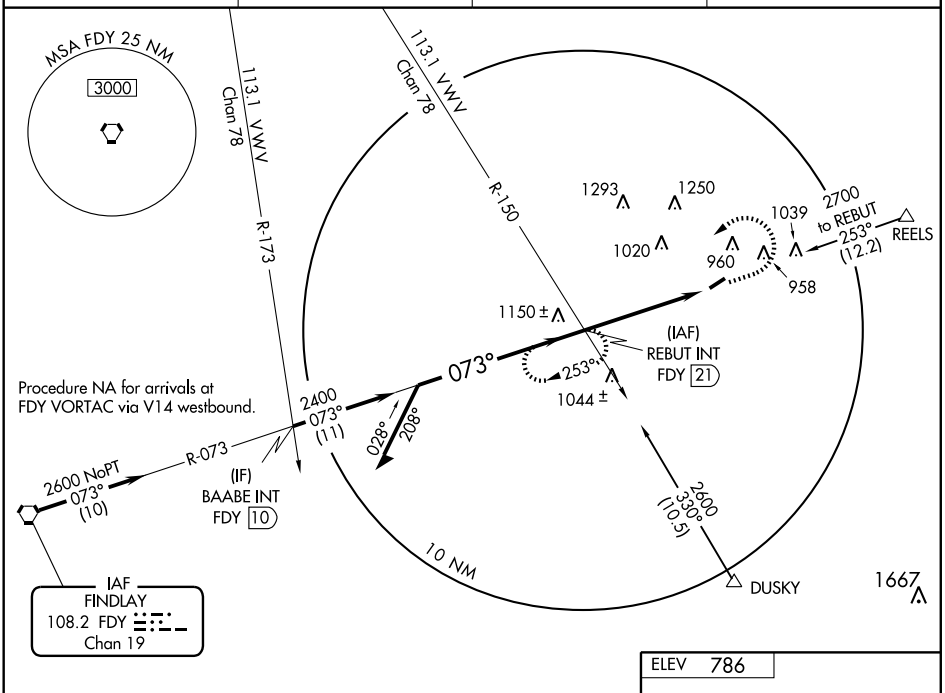
VOR RWY 6

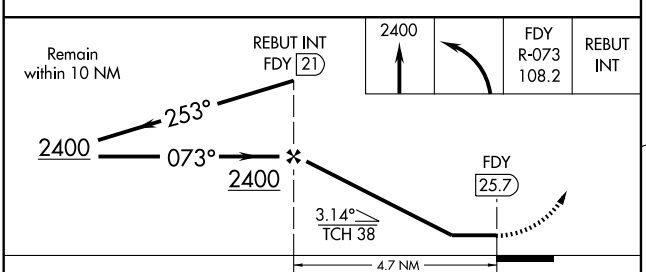
TIFFIN / SENECA COUNTY (16G)

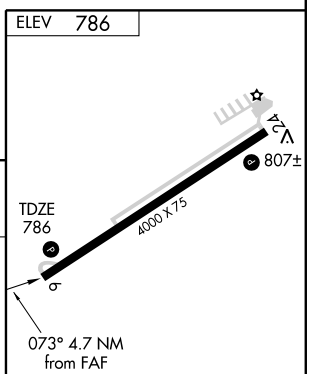
▼ ▲ NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 then left turn via FDY R-073 to REBUT INT/FDY 21 DME and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA
CIRCLING	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA

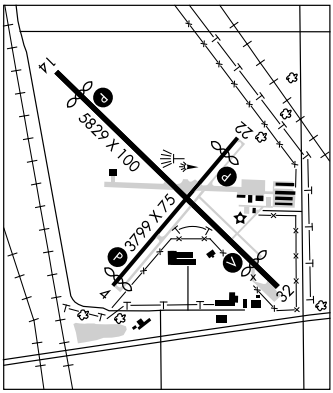
MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

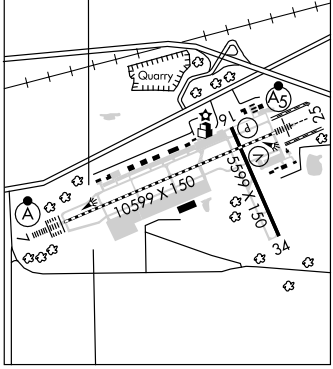
TOLEDO

METCALF FLD (TDZ) 6 SE UTC−5(−4DT) N41°33.90′ W83°28.93′ DETROIT
623 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE TDZ H–10G, L–28J
RWY 14–32: H5829X100 (ASPH–GRVD) S–63, D–85, 2S–107 MIRL IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Thld dsplcd 578′. Tower.
RWY 32: VASI(V4L)—GA 3.0° TCH 43′. Thld dsplcd 587′. Road.
RWY 04–22: H3799X75 (ASPH) S–63, D–85, 2S–107 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 100′. Road.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 380′. Railroad.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA 4600 TODA 4600 ASDA 5242 LDA 4680
RWY 32: TORA 5268 TODA 5268 ASDA 5268 LDA 4680
AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1300–0100Z‡. Parallel twy Rwy 04–22 and Rwy 14–32 35′ wide. Seagulls on and invof arpt. Ldg fee. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32, REIL and PAPI Rwy 04, Rwy 22, Rwy 14 and VASI Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (419) 838–5034.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 048° 9.8 NM to fld. 660/2W.

TOLEDO EXPRESS (TOL) 10 W UTC−5(−4DT) N41°35.21′ W83°48.47′ DETROIT
683 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE TOL H–10G, L–28J
RWY 07–25: H10599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300, 2D/2D2–550 IAP, AD
HIRL CL
RWY 07: ALSF2. TDZL. Trees.
RWY 25: MALSR. VASI(V4L)—GA 3.0° TCH 51′. Trees. 0.3% up.
RWY 16–34: H5599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees.
RWY 34: REIL.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 16: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
RWY 25: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 34: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
ARRESTING GEAR/SYSTEM
RWY 07 ←BAK–12 BAK–12 →**RWY 25**
AIRPORT REMARKS: Attended continuously. Fuel and svc avbl 1300–0500Z‡. Birds and deer on and invof arpt. Twy A west of Rwy 16 and the ramp between Twy B9 and B13 not visible from twr. Customs: Sat–Sun req must be made prior to 2200Z‡ on Fri, phone 419–259–6424.
WEATHER DATA SOURCES: ASOS (419) 865–8351.
COMMUNICATIONS: ATIS 118.75 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 126.1 (360°–179°) 134.35 (180°–359°) 123.975
TOWER 118.1 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 319° 11.1 NM to fld. 664/2W.
TOPHR NDB (LOM) 219 TO N41°33.21′ W83°55.27′ 074° 5.5 NM to fld. Unmonitored. NOTAM FILE TOL.
ILS 109.7. I–TOL Rwy 07. Class IE. LOM TOPHR NDB.
ILS 108.7 I–BQE Rwy 25. Class IA. LOC unusable 0.4 NM inbound. ILS unmonitored when twr clsd.
ASR

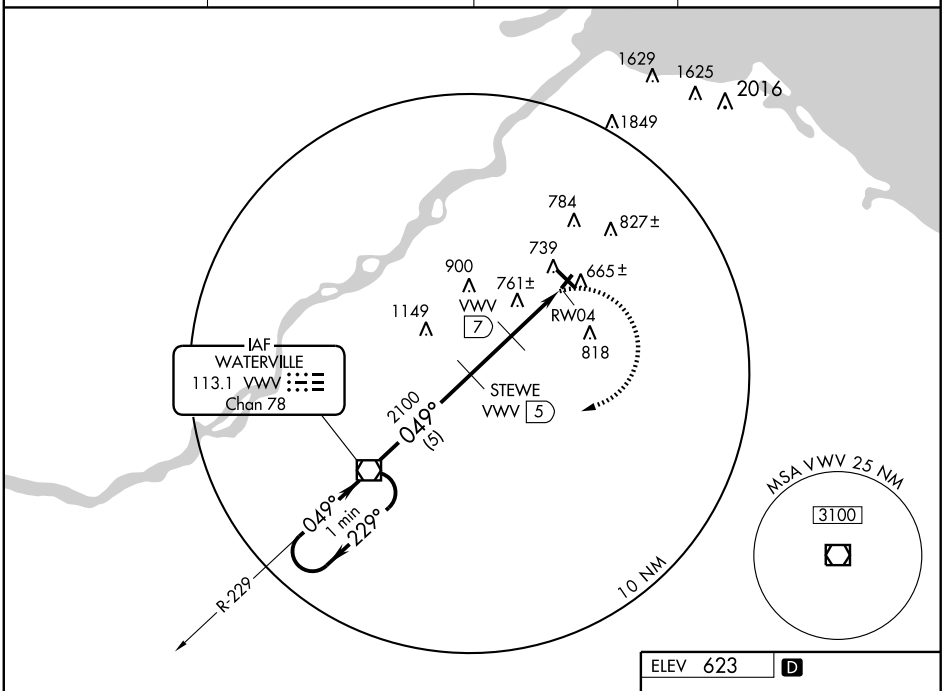
VOR/DME VWV 113.1 Chan 78	APP CRS 049°	Rwy Idg 3699 TDZE 622 Apt Elev 623

VOR/DME or GPS RWY 4

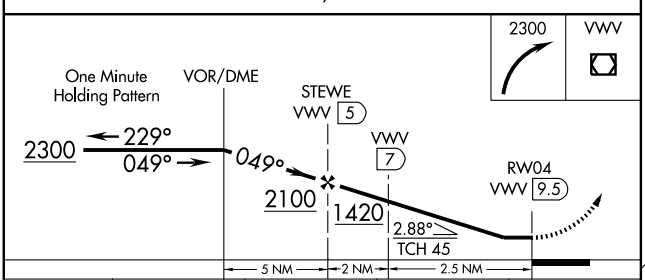
TOLEDO / METCALF FIELD (TDZ)

MISSED APPROACH: Climbing right turn to 2300 direct VWV VOR/DME and hold.

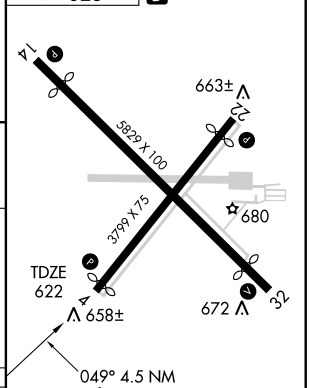
ASOS	TOLEDO APP CON	CLNC DEL	UNICOM
121.575	126.1 307.0	125.6	123.05 (CTAF) L



NoPT for arrivals on VWV VOR/DME airway radials 150 clockwise 308.



CATEGORY	A	B	C	D
S-4	1060-1 438 (500-1)		1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1 498 (500-1)		1120-1½ 498 (500-1½)	1180-2 558 (600-2)



REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 14-32 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

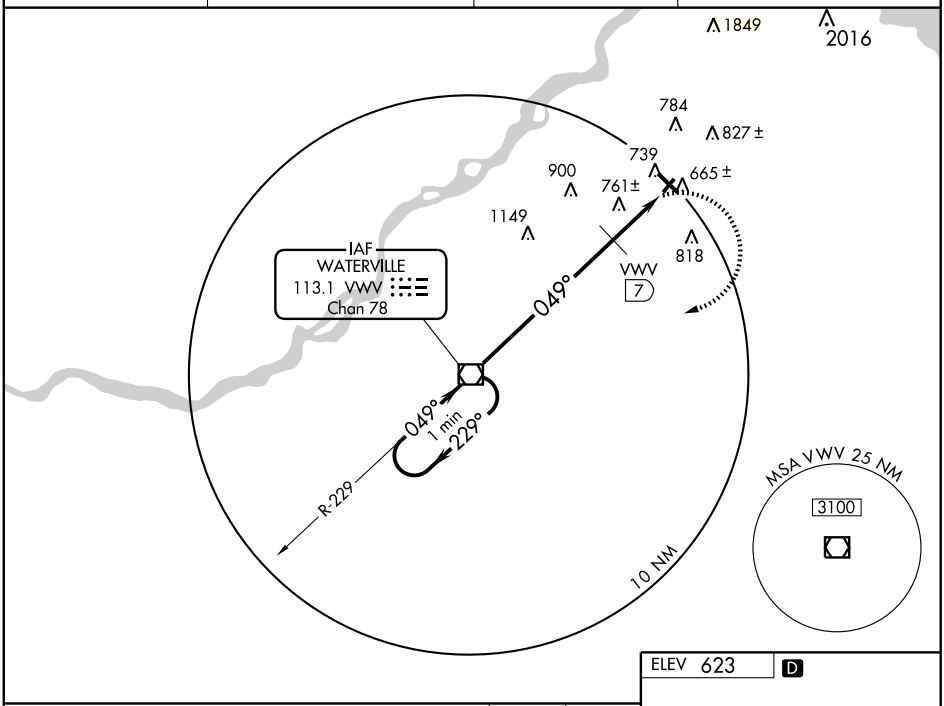
VOR/DME VWV 113.1 Chan 78	APP CRS 049°	Rwy Idg 3699 TDZE 622 Apt Elev 623

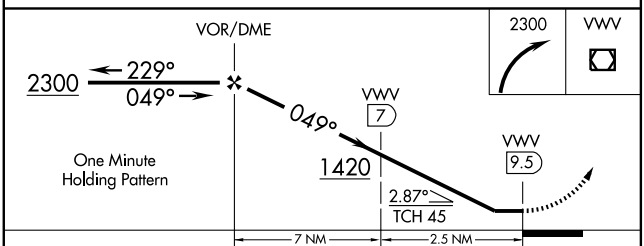
VOR RWY 4

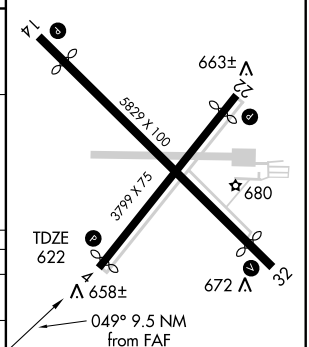
TOLEDO/METCALF FIELD (TDZ)

MISSED APPROACH: Climbing right turn to 2300 direct VWV VOR/DME and hold.

ASOS 121.575	TOLEDO APP CON 126.1 307.0	CLNC DEL 125.6	UNICOM 123.05 (CTAF) L







CATEGORY	A	B	C	D
S-4	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
CIRCLING	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
DME MINIMUMS				
S-4	1060-1 438 (500-1)		1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1 498 (500-1)		1120-1½ 498 (500-1½)	1180-2 558 (600-2)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 14-32 L

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RWY 07-25
S-100, D-174, 2S-175, 2D-300, 2D/2D2-550
RWY 16-34
S-100, D-174, 2S-175, 2D-300

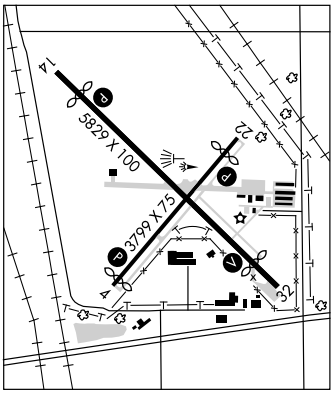
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES; READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

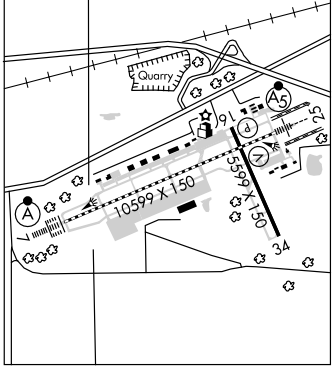
TOLEDO

METCALF FLD (TDZ) 6 SE UTC−5(−4DT) N41°33.90′ W83°28.93′ DETROIT
623 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE TDZ H–10G, L–28J
RWY 14–32: H5829X100 (ASPH–GRVD) S–63, D–85, 2S–107 MIRL IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Thld dsplcd 578′. Tower.
RWY 32: VASI(V4L)—GA 3.0° TCH 43′. Thld dsplcd 587′. Road.
RWY 04–22: H3799X75 (ASPH) S–63, D–85, 2S–107 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 100′. Road.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 380′. Railroad.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA 4600 TODA 4600 ASDA 5242 LDA 4680
RWY 32: TORA 5268 TODA 5268 ASDA 5268 LDA 4680
AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1300–0100Z‡. Parallel twy Rwy 04–22 and Rwy 14–32 35′ wide. Seagulls on and invof arpt. Ldg fee. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32, REIL and PAPI Rwy 04, Rwy 22, Rwy 14 and VASI Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (419) 838–5034.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 048° 9.8 NM to fld. 660/2W.

TOLEDO EXPRESS (TOL) 10 W UTC−5(−4DT) N41°35.21′ W83°48.47′ DETROIT
683 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE TOL H–10G, L–28J
RWY 07–25: H10599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300, 2D/2D2–550 IAP, AD
HIRL CL
RWY 07: ALSF2. TDZL. Trees.
RWY 25: MALSR. VASI(V4L)—GA 3.0° TCH 51′. Trees. 0.3% up.
RWY 16–34: H5599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees.
RWY 34: REIL.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 16: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
RWY 25: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 34: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
ARRESTING GEAR/SYSTEM
RWY 07 ←BAK–12 BAK–12 →**RWY 25**
AIRPORT REMARKS: Attended continuously. Fuel and svc avbl 1300–0500Z‡. Birds and deer on and invof arpt. Twy A west of Rwy 16 and the ramp between Twy B9 and B13 not visible from twr. Customs: Sat–Sun req must be made prior to 2200Z‡ on Fri, phone 419–259–6424.
WEATHER DATA SOURCES: ASOS (419) 865–8351.
COMMUNICATIONS: ATIS 118.75 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 126.1 (360°–179°) 134.35 (180°–359°) 123.975
TOWER 118.1 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 319° 11.1 NM to fld. 664/2W.
TOPHR NDB (LOM) 219 TO N41°33.21′ W83°55.27′ 074° 5.5 NM to fld. Unmonitored. NOTAM FILE TOL.
ILS 109.7. I–TOL Rwy 07. Class IE. LOM TOPHR NDB.
ILS 108.7 I–BQE Rwy 25. Class IA. LOC unusable 0.4 NM inbound. ILS unmonitored when twr clsd.
ASR

LOCALIZER I-TOL	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.7	072°	10,599 / 683 / 683

JAL-184 [USAF]

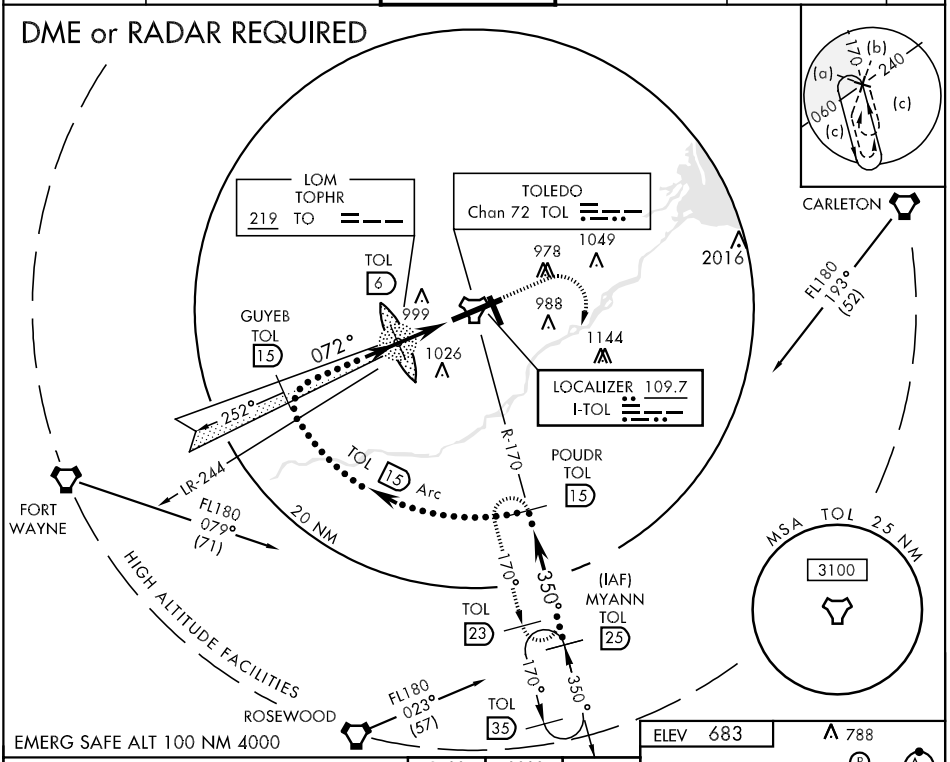
TOLEDO EXPRESS (KTOL)

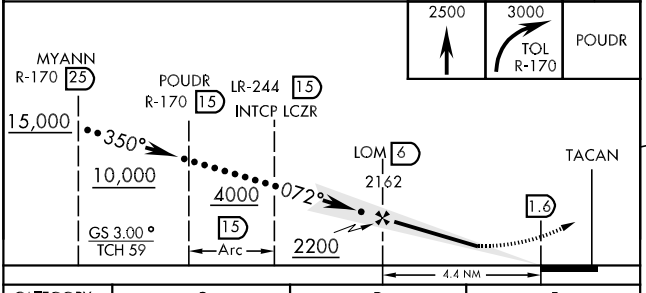
* When ALS inop increase CAT E RVR to 40, vis to ¾ mile.
** When ALS inop increase CAT E vis to 1½ miles.

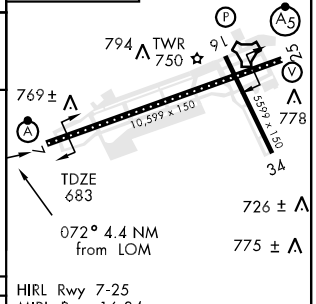
ALSF-2

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	







CATEGORY	C	D	E
S-ILS 7 *	883/18 200 (200-⅜)		883/24 200 (200-½)
S-LOC 7 **	1080/24 397 (400-½)	1080/40 397 (400-¾)	1080/50 397 (400-1)
CIRCLING	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34
TDZL/CL Rwy 7

FAF to LOC MAP 4.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 25

LOCALIZER I-BQE	APCH CRS	Rwy ldg 10,599 TDZE 678 Arpt Elev 683
108.7	252°	

JAL-184 [USAF]

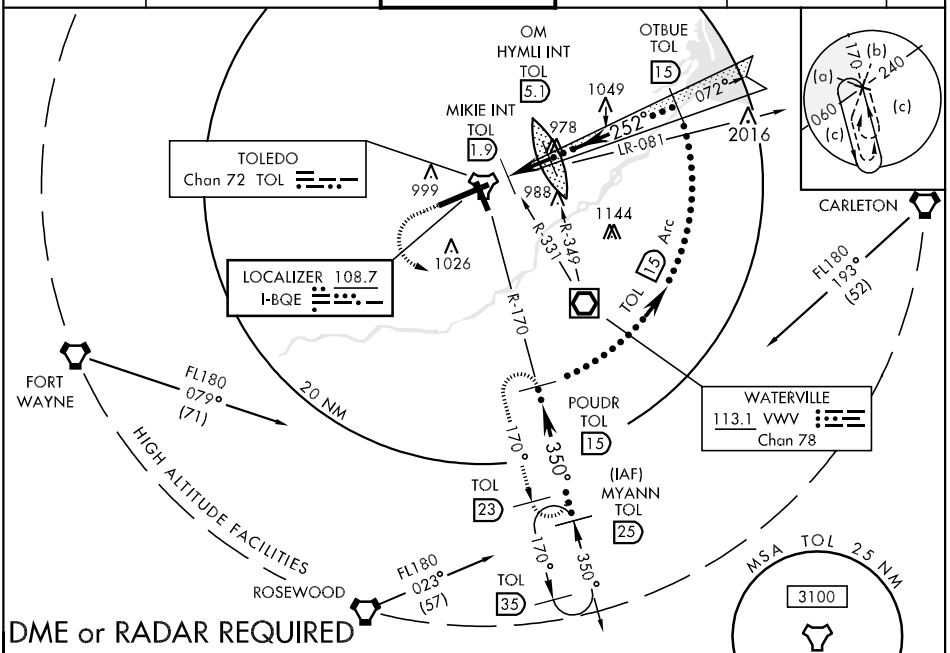
TOLEDO EXPRESS (KTOL)

* When ALS inop increase CAT E vis to ¾ mile.
** When ALS inop increase CAT E vis to 1¼ mile.

MALSR

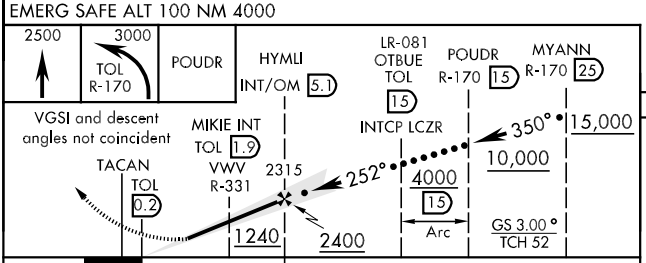
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 via TOL R-170 to POUDR (TOL R-170/15 DME) and hold.

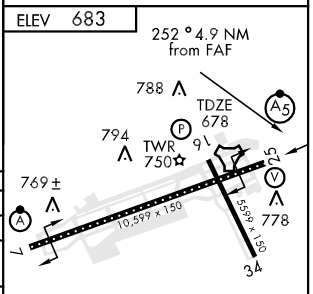
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	



DME or RADAR REQUIRED

EMERG SAFE ALT 100 NM 4000





CATEGORY	C	D	E
S-ILS 25*	878-½ 200 (200-½)		
S-LOC 25	1240-1 562 (600-1)	1240-1¼ 562 (600-1¼)	1240-1½ 562 (600-1½)
CIRCLING	1240-1½ 557 (600-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)
MIKIE INT MINIMUMS			
S-LOC 25**	1020-½ 342 (400-½)	1020-¾ 342 (400-¾)	
CIRCLING	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

HIRL Rwy 7-25 726 ± ∧
MIRL Rwy 16-34
REIL Rwy 16 and 34
TDZL/CL Rwy 7 775 ± ∧

FAF to MAP 5.0 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

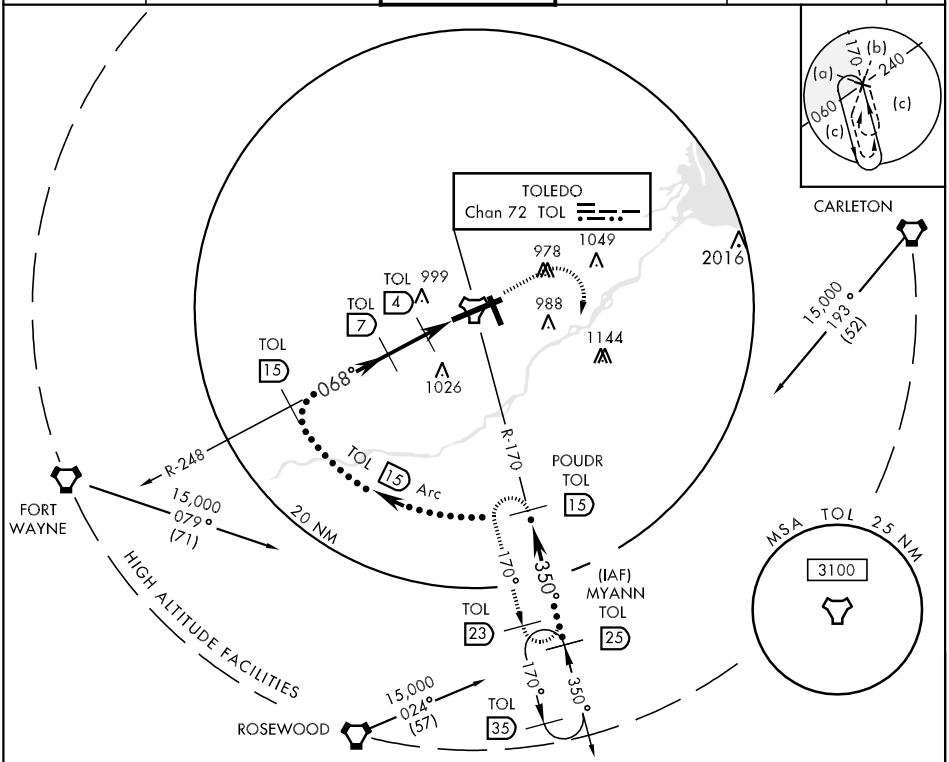
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev		
TOL Chan 72	068°	10,599 / 683 / 683	JAL-184 [USAF]	TOLEDO EXPRESS (KTOL)

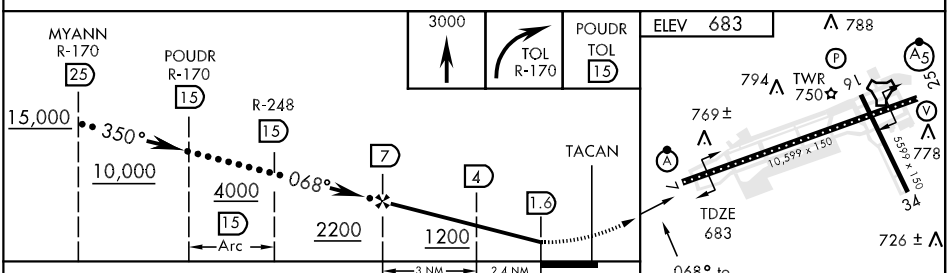
ALSF-2

MISSED APPROACH: Climb to 3000 then right turn via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	



EMERG SAFE ALT 100 NM 4000



CATEGORY	C	D	E
S-7	1060/24 377 (400-½)	1060/50 377 (400-1)	
CIRCLING	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1360-2½ 676 (700-2½)

HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34
TDZL/CL Rwy 7

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
TOL Chan 72	260°	10,599	678	683

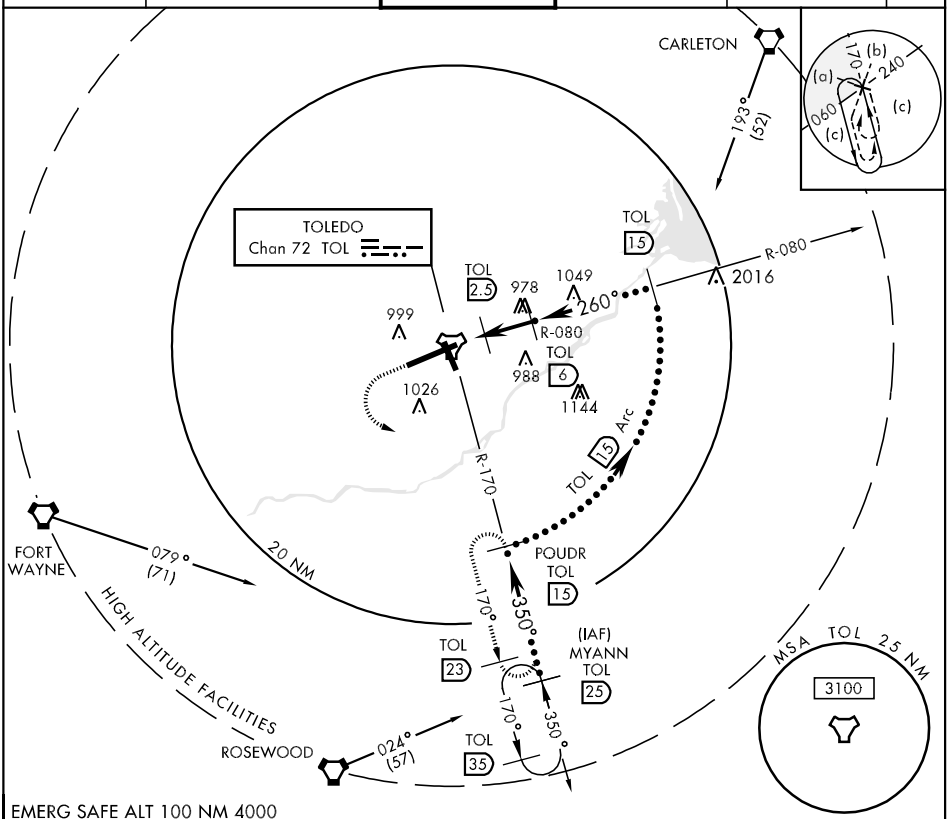
JAL-184 [USAF]

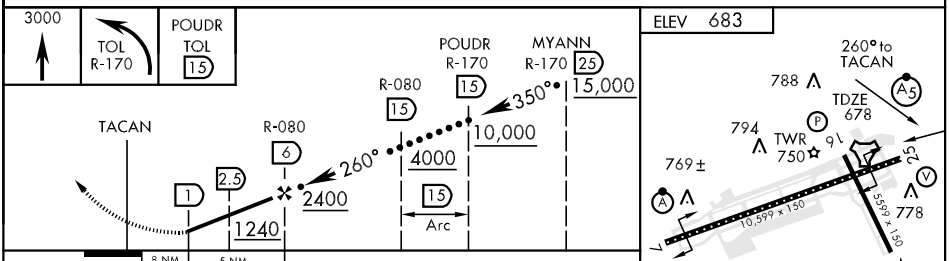
TOLEDO EXPRESS (KTOL)

MALSR

MISSED APPROACH: Climb to 3000 then left turn via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	





CATEGORY	C	D	E
S-25	1040-¾ 362 (400-¾)	1040-1 362 (400-1)	
CIRCLING	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1360-2½ 677 (700-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-TOL	APP CRS	Rwy Idg	10599
109.7	072°	TDZE	683
		Apt Elev	683

ILS or LOC RWY 7
TOLEDO EXPRESS (TOL)

ASR

For inoperative ALSF, increase S-ILS 7 Cat E visibility to ¾ mile, S-LOC 7 Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 2500 then right turn direct VWV VOR/DME and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6

ALTERNATE MISSED APCH FIX
252°
072°
TOPHR
219 TO

1336

ADF or RADAR REQUIRED

10 NM

LOCALIZER 109.7
I-TOL

1049± 999
785±
773±
867

LOM/IAF
TOPHR
219 TO

297°
117°
072°
252°

2300
298°
(14.1)
140°
320°
R-140

WATERVILLE
113.1 VWV
Chan 78

MSA TO 25 NM
3100

2300
024°
(14.7)
MCLUR

2500
VWV
113.1

Remain within 15 NM
LOM
252°
2162
2300
072°
GS 3.00°
TCH 59
2200
4.4 NM

ELEV 683 D

788
794± TWR 750
769±
TDZE 683
10599 X 150
0.3% UP
15599 X 150
778
726±
34
072° 4.4 NM from FAF
775±

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D	E
S-ILS 7	883/18 200 (200-½)				883/24 200 (200-½)
S-LOC 7	1080/24 397 (400-½)			1080/40 397 (400-¾)	1080/50 397 (400-1)
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BQE	APP CRS	Rwy Idg	10599
108.7	252°	TDZE	678
		Apt Elev	684

ILS or LOC RWY 25

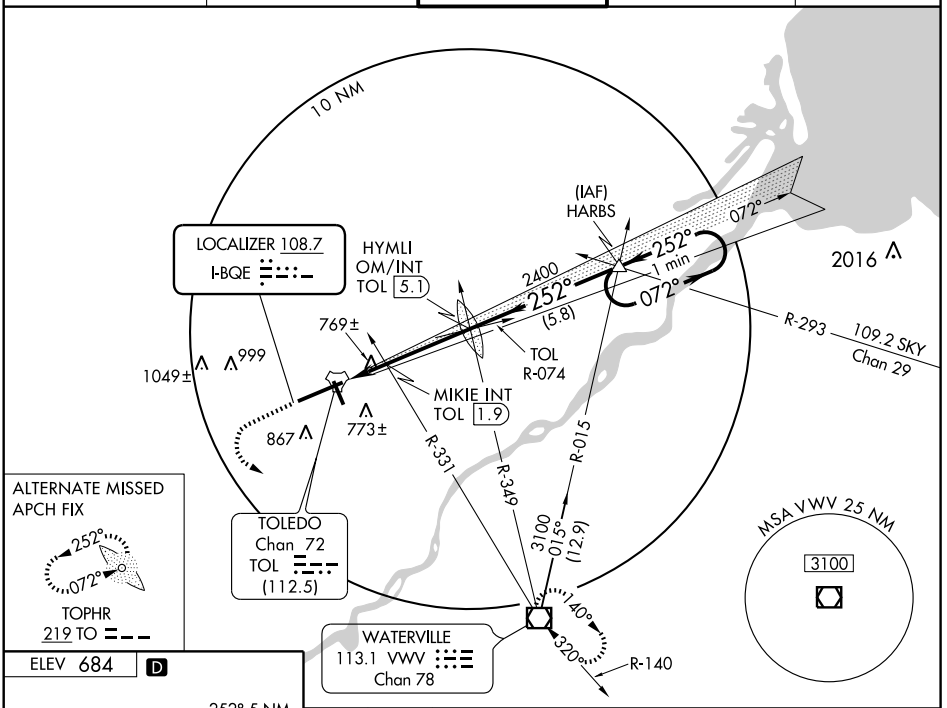
TOLEDO EXPRESS (TOL)

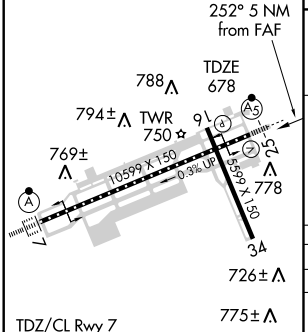
ASR — If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. When ALS inoperative, increase Cat E S-ILS 25 visibilty ¼ mile, S-LOC 25 ½ mile.

MALSR (A5)

MISSED APPROACH: Climb to 2500, then left turn direct VWV VOR/DME and hold.

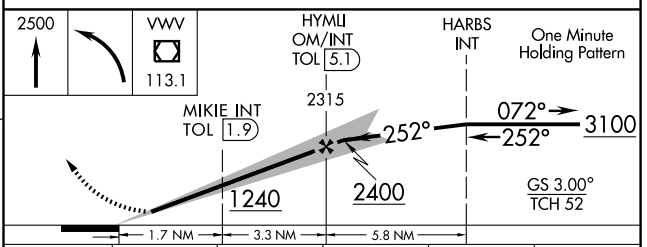
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6





TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 25	878-½ 200 (200-½)				
S-LOC 25	1240-½ 562 (600-½)		1240-1 562 (600-1)	1240-1¼ 562 (600-1¼)	1240-1½ 562 (600-1½)
CIRCLING	1240-1 556 (600-1)		1240-1½ 556 (600-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)
MIKIE FIX MINIMUMS					
S-LOC 25	1060-½ 382 (400-½)			1060-¾ 382 (400-¾)	
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10599
CH 99399	072°	TDZE	683
W07A		Apt Elev	684

RNAV (GPS) RWY 7

TOLEDO EXPRESS (TOL)

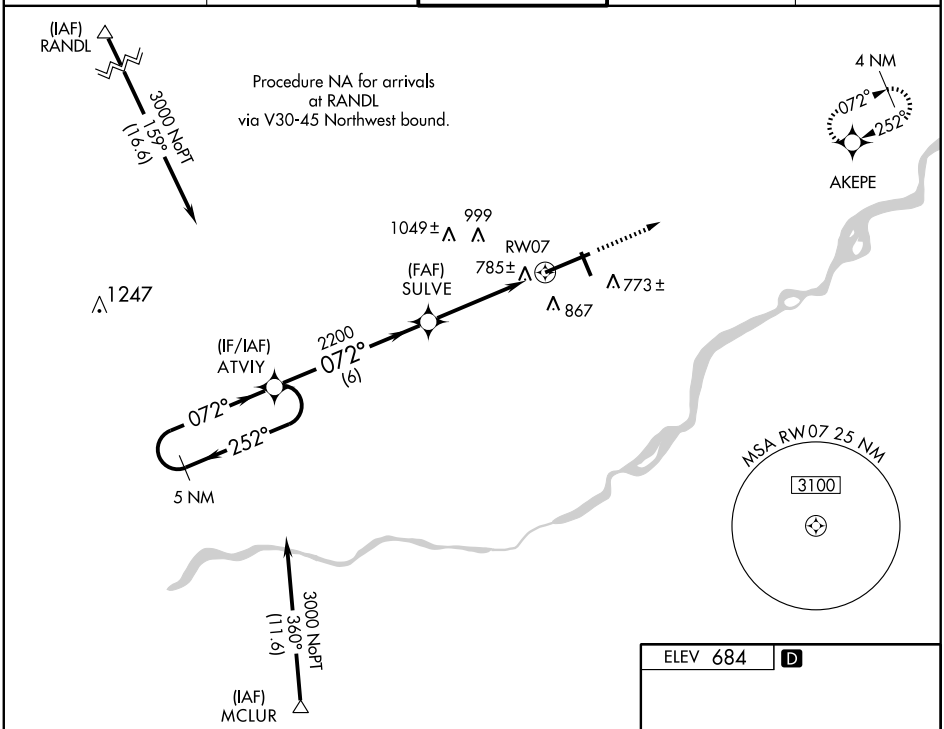
Baro-VNAV NA Below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. VDP and Baro VNAV NA when using Lambertville/Toledo Suburban altimeter setting. For inoperative ALSF, increase LNAV Cat. D/E visibility to RVR 6000, increase LPV visibility to RVR 6000 all Cats.

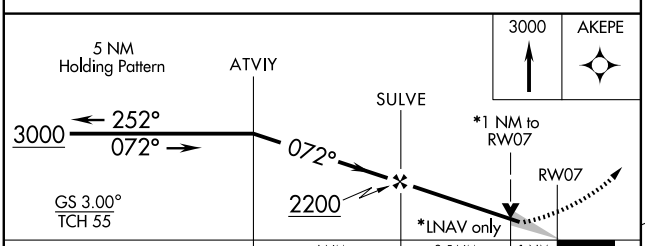
ASR

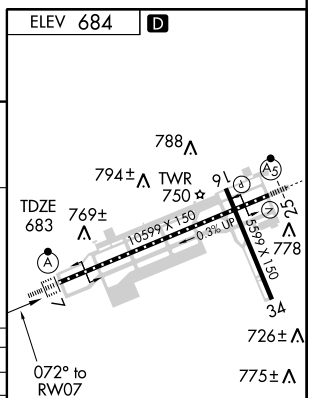
ALSF-2

MISSED APPROACH: Climb to 3000 direct AKEPE and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6







CATEGORY	A	B	C	D	E
LPV DA	1018/40 335 (400-¾)				
LNAV/VNAV DA	1086/50 403 (500-1)				
LNAV MDA	1040/24 357 (400-½)			1040/50 357 (400-1)	
CIRCLING	1180-1½ 496 (500-1½)			1240-2 556 (600-2)	1400-2½ 716 (800-2½)

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5599
162°	TDZE	674
	Apt Elev	684

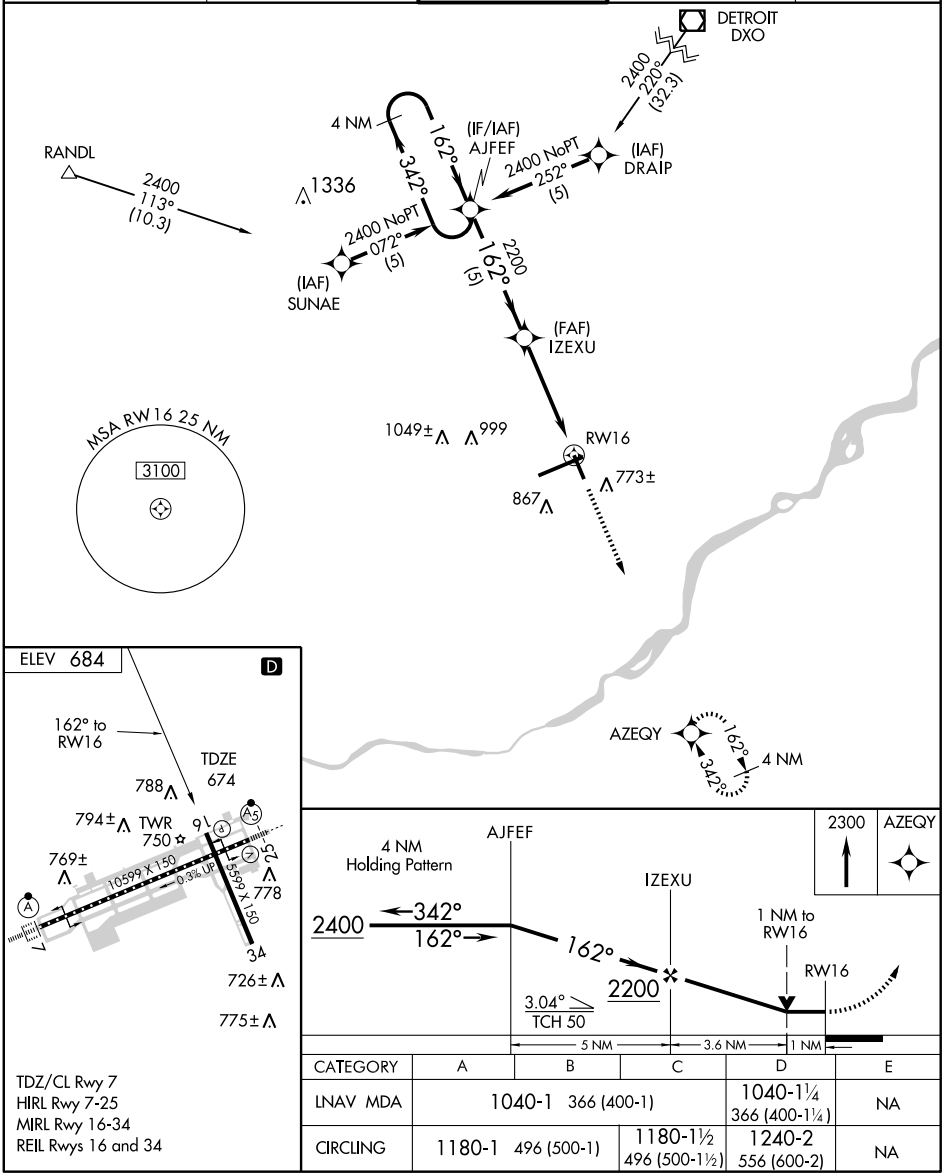
RNAV (GPS) RWY 16
TOLEDO EXPRESS (TOL)

T
A NA
ASR

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300
direct AZEQY WP and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



CATEGORY	A	B	C	D	E
LNAV MDA	1040-1 366 (400-1)			1040-1¼ 366 (400-1¼)	NA
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)	1240-2 556 (600-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10599
CH 48899	252°	TDZE	678
W25A		Apt Elev	683

RNAV (GPS) RWY 25

TOLEDO EXPRESS (TOL)

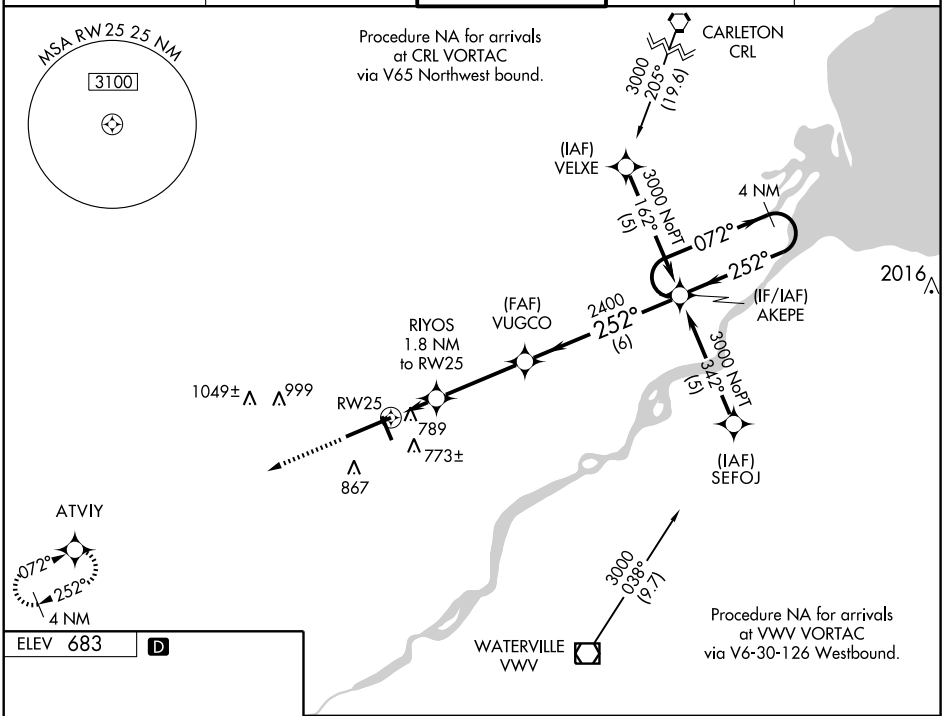
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat D/E visibility to 1¼ mile.

ASR

MALSR

MISSED APPROACH: Climb to 3000 direct ATVIY and hold.

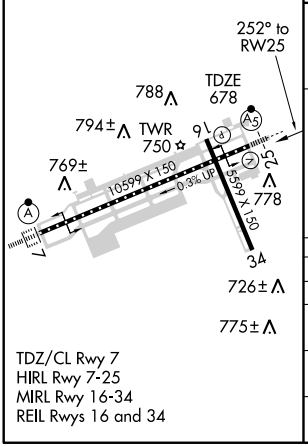
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



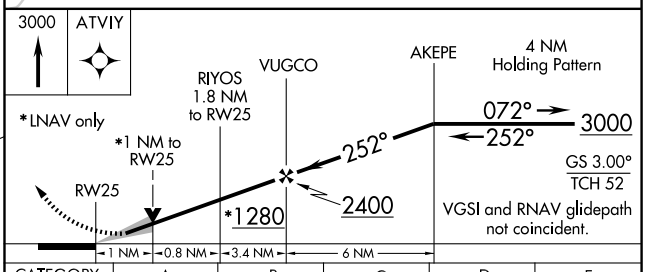
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 683 D



TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D	E
LPV DA	878-½ 200 (200-½)				
LNAV/VNAV DA	1065-1 387 (400-1)				
LNAV MDA	1040-½ 362 (400-½)			1040-1 362 (400-1)	
CIRCLING	1180-1 497 (500-1)	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)	

RNAV (GPS) RWY 34

TOLEDO EXPRESS (TOL)

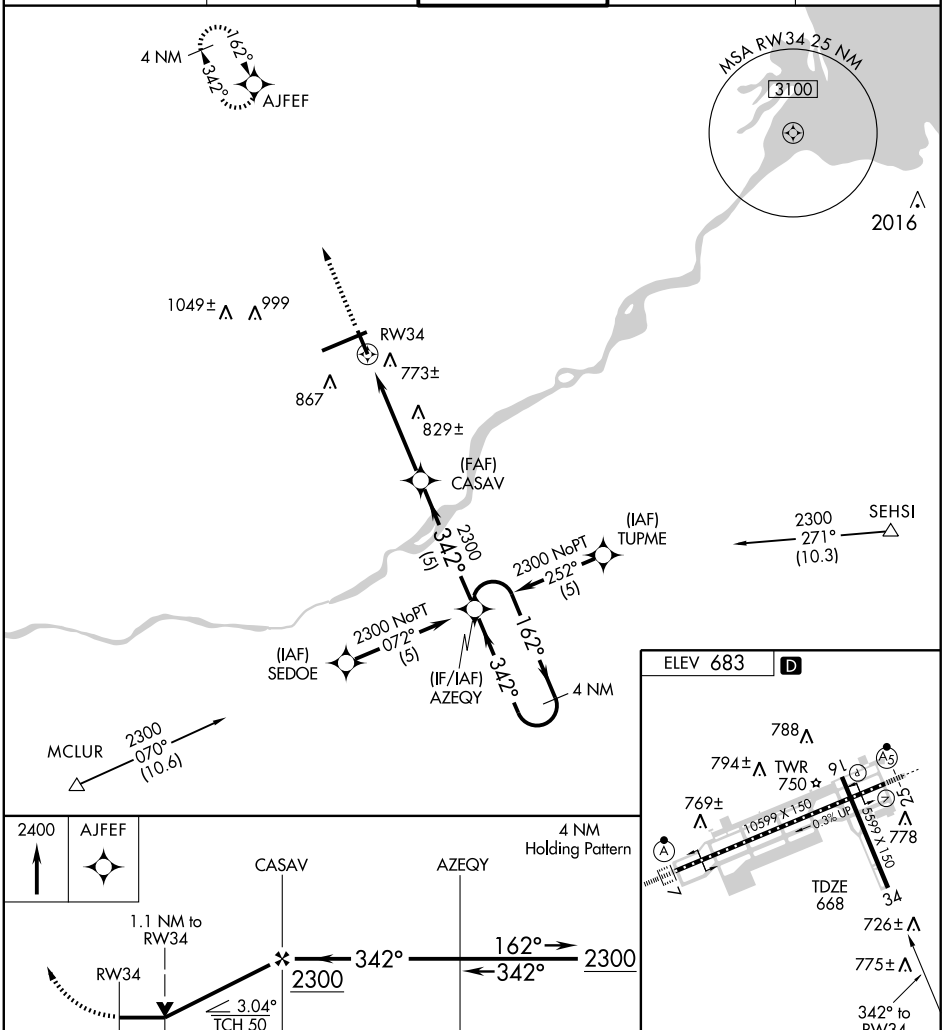
APP CRS	Rwy Idg	5599
342°	TDZE	668
	Apt Elev	683

ASR

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct AJFEF WP and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



CATEGORY	A	B	C	D
LNAV MDA	1080-1 412 (400-1)		1080-1¼ 412 (400-1¼)	
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME VWV 113.1 Chan 78	APP CRS 319°	Rwy Idg 5599 TDZE 668 Apt Elev 684

VOR/DME RWY 34

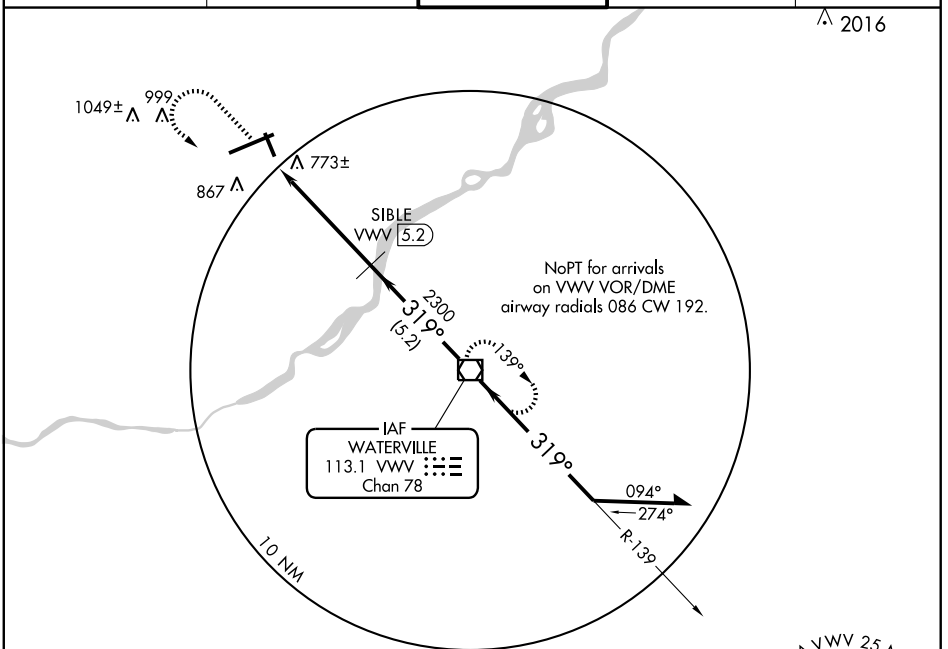
TOLEDO EXPRESS (TOL)

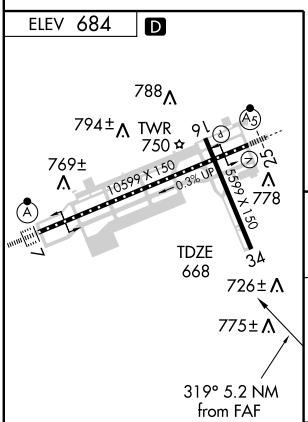
ASR

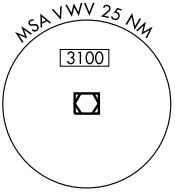
MISSED APPROACH: Climb to 2500, then left turn direct VWV VOR/DME and hold.

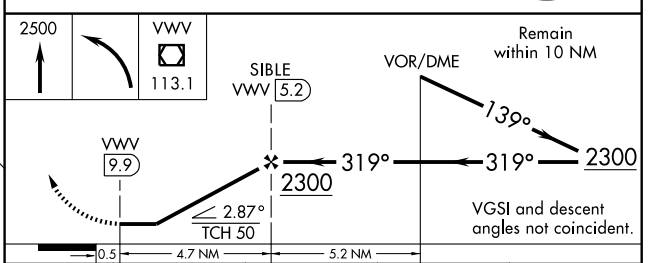
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6

2016









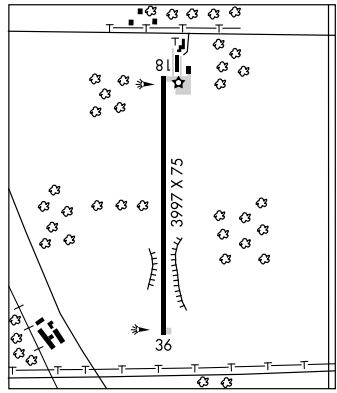
TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D
S-34	1080-1	412 (400-1)	1080-1¼	412 (400-1¼)
CIRCLING	1180-1	496 (500-1)	1180-1½ 496 (500-1½)	1240-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC−5(−4DT) N40°53.00′ W83°18.87′ — DETROIT
830 B NOTAM FILE CLE — L–28J, 29A
RWY 18–36: H3997X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18–36—123.050.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (I74) 1 N UTC−5(−4DT) N40°07.96′ W83°45.21′ — DETROIT
1068 B S2 **FUEL** 100LL, JET A TPA—1868(800) NOTAM FILE DAY — L–27E
RWY 02–20: H4400X100 (ASPH) MIRL — IAP
RWY 02: REIL. PAPI(P4R). Tree. **RWY 20:** REIL. PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat–Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; REIL Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (937) 484–5863.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC−5(−4DT) N40°05.47′ W83°41.36′ — DETROIT
1150 NOTAM FILE DAY
RWY 09–27: 2534X75 (TURF)
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC−5(−4DT) N40°51.88′ W84°36.57′ — DETROIT
785 B **FUEL** 100LL, JET A TPA—1597(812) NOTAM FILE DAY — L–27E
RWY 09–27: H4000X75 (ASPH) S–8 MIRL — IAP
RWY 09: REIL. PAPI(P4L). P–line. **RWY 27:** REIL. PAPI(P4L). Trees.
RWY 18–36: 2610X105 (TURF)
RWY 18: Thld dsplcd 315′. Tree. **RWY 36:** Thld dsplcd 510′. P–line.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1400–2300Z‡, Sun by prior arrangement, Nov–Mar Mon–Sat 1500–2200Z‡, Sun 1700–2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no–wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L–shaped 2′×6′ concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09–27 and REIL and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (419) 232–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE–NE of active rwy) 127.2 (SW–NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 104° 27.2 NM to fld. 793/00E.
STANLEY NDB (MHW) 411 VFU N40°51.75′ W84°36.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37′ W84°31.36′ NOTAM FILE DAY. — DETROIT
NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef. — L–27E

VORTAC FDY 108.2 Chan 19	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 830

VOR or GPS-A

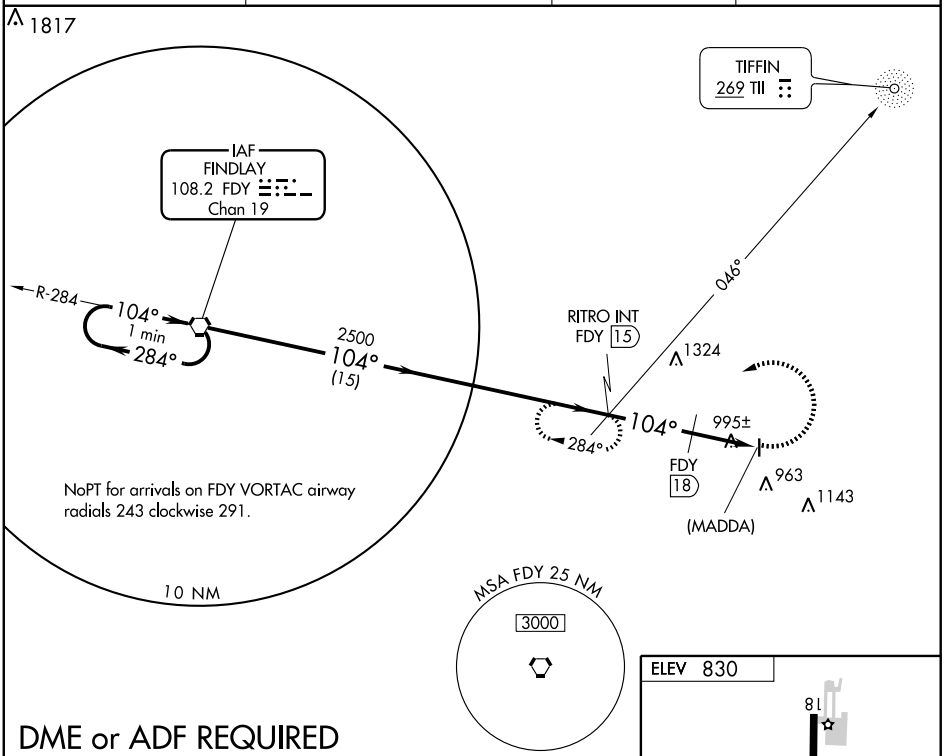
UPPER SANDUSKY / WYANDOT COUNTY (56D)

Use Findlay altimeter setting.

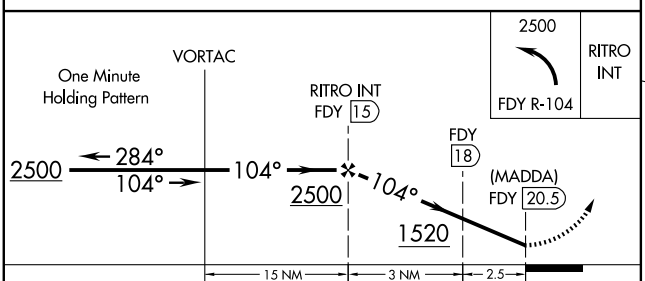
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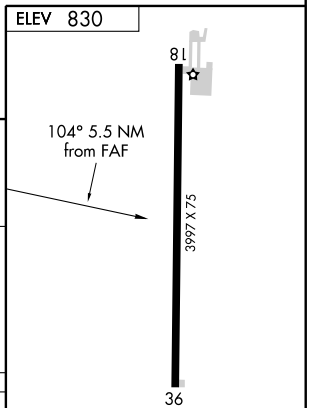
MISSED APPROACH: Climbing left turn to 2500 via FDY R-104 to RITRO Int/15 DME and hold.

FINDLAY ASOS	MANSFIELD APP CON ★	CTAF	
124.425	124.2 390.8	122.9	123.05 L



DME or ADF REQUIRED





MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	1520-1 690 (700-1)	1520-1¼ 690 (700-1¼)	1520-2 690 (700-2)	1520-2¼ 690 (700-2¼)
DME MINIMUMS				
CIRCLING	1340-1 510 (600-1)	1340-1¼ 510 (600-1¼)	1340-1½ 510 (600-1½)	1380-2 550 (600-2)

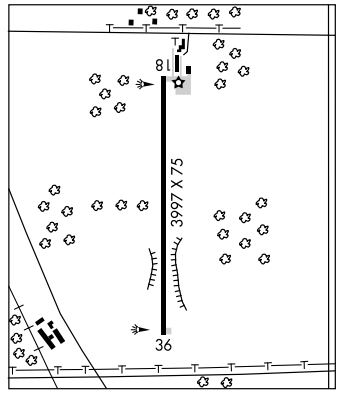
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC−5(−4DT) N40°53.00′ W83°18.87′ — DETROIT
830 B NOTAM FILE CLE — L–28J, 29A
RWY 18–36: H3997X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18–36—123.050.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (I74) 1 N UTC−5(−4DT) N40°07.96′ W83°45.21′ — DETROIT
1068 B S2 **FUEL** 100LL, JET A TPA—1868(800) NOTAM FILE DAY — L–27E
RWY 02–20: H4400X100 (ASPH) MIRL — IAP
RWY 02: REIL. PAPI(P4R). Tree. **RWY 20:** REIL. PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat–Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; REIL Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (937) 484–5863.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC−5(−4DT) N40°05.47′ W83°41.36′ — DETROIT
1150 NOTAM FILE DAY
RWY 09–27: 2534X75 (TURF)
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC−5(−4DT) N40°51.88′ W84°36.57′ — DETROIT
785 B **FUEL** 100LL, JET A TPA—1597(812) NOTAM FILE DAY — L–27E
RWY 09–27: H4000X75 (ASPH) S–8 MIRL — IAP
RWY 09: REIL. PAPI(P4L). P–line. **RWY 27:** REIL. PAPI(P4L). Trees.
RWY 18–36: 2610X105 (TURF)
RWY 18: Thld dsplcd 315′. Tree. **RWY 36:** Thld dsplcd 510′. P–line.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1400–2300Z‡, Sun by prior arrangement, Nov–Mar Mon–Sat 1500–2200Z‡, Sun 1700–2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no–wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L–shaped 2′×6′ concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09–27 and REIL and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (419) 232–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE–NE of active rwy) 127.2 (SW–NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 104° 27.2 NM to fld. 793/00E.
STANLEY NDB (MHW) 411 VFU N40°51.75′ W84°36.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37′ W84°31.36′ NOTAM FILE DAY. — DETROIT
NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef. — L–27E

WAAS	APP CRS	Rwy Idg	4400
CH 53719	022°	TDZE	1068
W02A		Apt Elev	1068

RNAV (GPS) RWY 2

URBANA / GRIMES FIELD (I74)

Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DA 44 feet, all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Springfield altimeter setting.

MISSED APPROACH
Climb to 3000 direct HIRID and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L

MISSED APCH FIX
4 NM
022°
202°
HIRID

Procedure NA for arrivals at TRUNC on V12 westbound.

TRUNC
4000
115°
(11.8)

(IAF) OREXE
4000 NoPT
112°
(5)

(IF/IAF) SEBUE

(IAF) PENOE
4000 NoPT
292°
(5)

(FAF) RIKOE
3000
022°
(6.1)

WANIS
2.4 NM to RW02

RW02

1630
1581±
1418±
1590±
1195
1249
1448
1495
1805

4 NM
022°
202°

4000
311°
(18.9)
JOGER

MSA RW02 25 NM
2900

ELEV 1068
20
2
4400 X 100
TDZE 1068
022° to RW02
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

4 NM Holding Pattern
SEBUE
RIKOE
3000
4000
202°
022°
022°
WANIS
2.4 NM to RW02
*LNAV only
3000
HIRID
*1.3 NM to RW02
RW02
GS 3.00°
TCH 44
3000
*1860
6.1 NM
3.5 NM
1.1
1.3

CATEGORY	A	B	C	D
LPV DA	1318-1 250 (300-1)			NA
LNAV/VNAV DA	1501-1½ 433 (500-1½)			NA
LNAV MDA	1500-1 432 (500-1)		1500-1¼ 432 (500-1¼)	NA
CIRCLING	1580-1 512 (600-1)		1580-1½ 512 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4400
CH 78419	202°	TDZE 1068
W20A		Apt Elev 1068

RNAV (GPS) RWY 20

URBANA / GRIMES FIELD (I74)

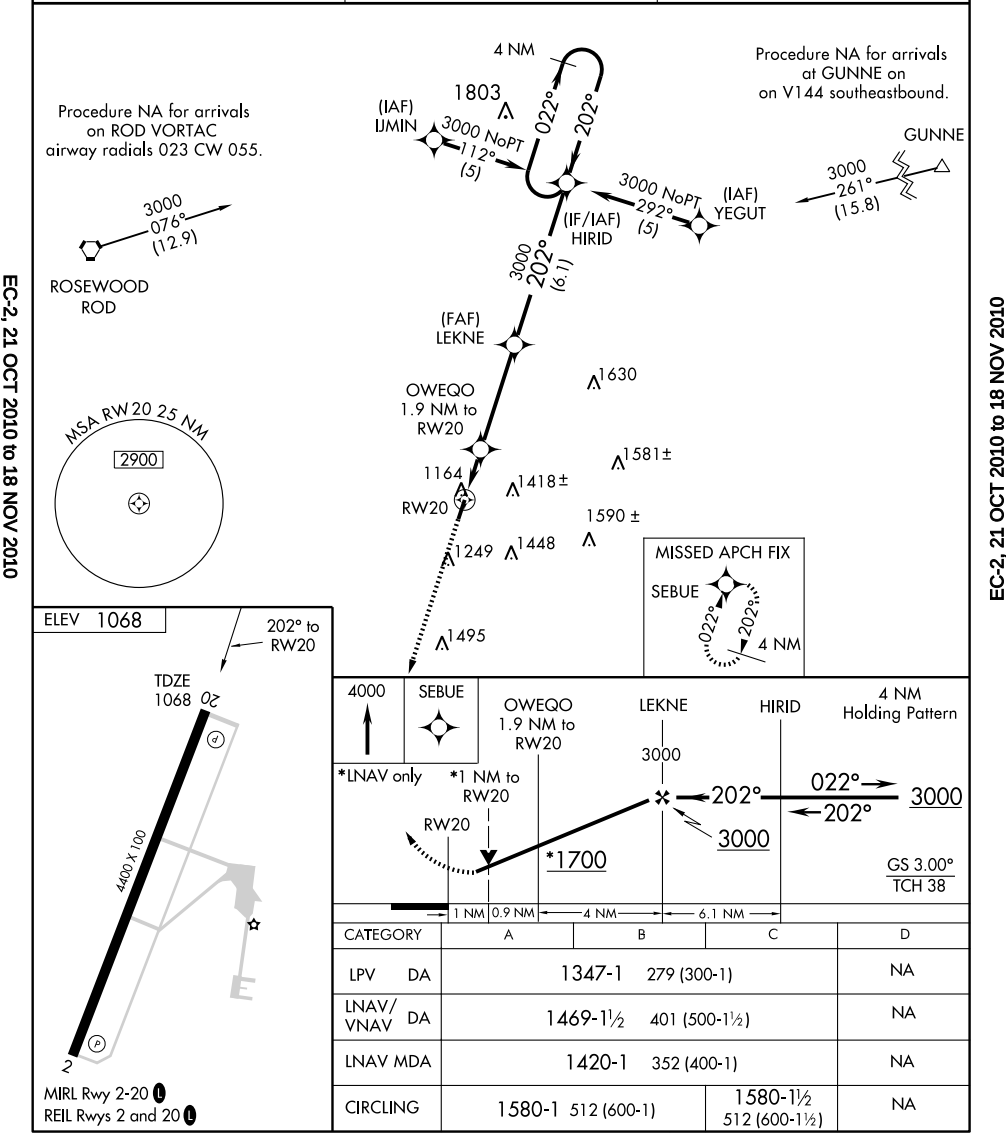
▼ ▲ Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DA 44 feet, all MDA 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA with Springfield altimeter setting.

MISSED APPROACH: Climb to 4000 direct SEBUE and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L

Procedure NA for arrivals on ROD VORTAC airway radials 023 CW 055.

Procedure NA for arrivals at GUNNE on on V144 southeastbound.



CATEGORY	A	B	C	D
LPV DA	1347-1 279 (300-1)			NA
LNAV/VNAV DA	1469-1½ 401 (500-1½)			NA
LNAV MDA	1420-1 352 (400-1)			NA
CIRCLING	1580-1 512 (600-1)		1580-1½ 512 (600-1½)	NA

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

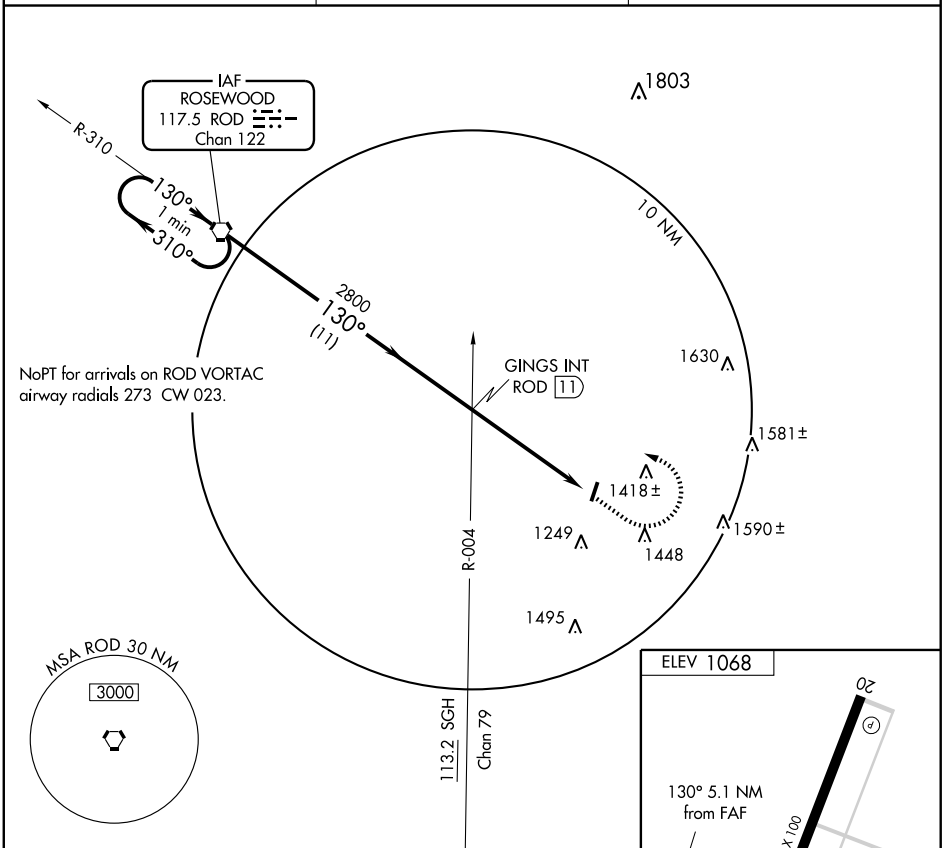
VORTAC ROD	APP CRS	Rwy Idg	N/A
117.5	130°	TDZE	N/A
Chan 122		Apt Elev	1068

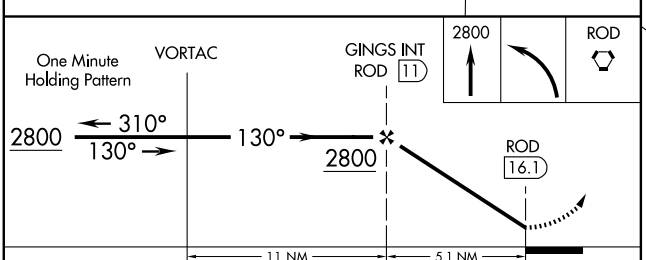
VOR-A

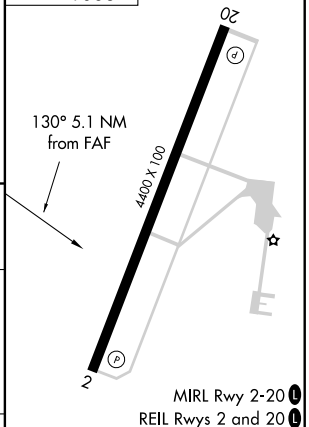
URBANA / GRIMES FIELD (I74)

MISSED APPROACH: Climb to 2800 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA

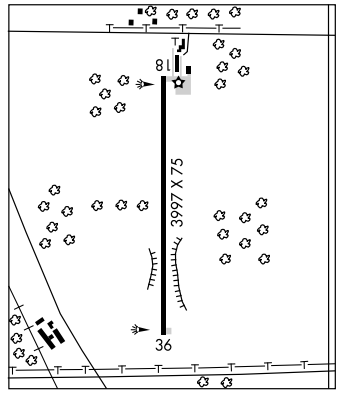
FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC−5(−4DT) N40°53.00′ W83°18.87′ — DETROIT
830 B NOTAM FILE CLE — L–28J, 29A
RWY 18–36: H3997X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18–36—123.050.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (I74) 1 N UTC−5(−4DT) N40°07.96′ W83°45.21′ — DETROIT
1068 B S2 **FUEL** 100LL, JET A TPA—1868(800) NOTAM FILE DAY — L–27E
RWY 02–20: H4400X100 (ASPH) MIRL — IAP
RWY 02: REIL. PAPI(P4R). Tree. **RWY 20:** REIL. PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat–Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; REIL Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (937) 484–5863.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC−5(−4DT) N40°05.47′ W83°41.36′ — DETROIT
1150 NOTAM FILE DAY
RWY 09–27: 2534X75 (TURF)
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC−5(−4DT) N40°51.88′ W84°36.57′ — DETROIT
785 B **FUEL** 100LL, JET A TPA—1597(812) NOTAM FILE DAY — L–27E
RWY 09–27: H4000X75 (ASPH) S–8 MIRL — IAP
RWY 09: REIL. PAPI(P4L). P–line. **RWY 27:** REIL. PAPI(P4L). Trees.
RWY 18–36: 2610X105 (TURF)
RWY 18: Thld dsplcd 315′. Tree. **RWY 36:** Thld dsplcd 510′. P–line.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1400–2300Z‡, Sun by prior arrangement, Nov–Mar Mon–Sat 1500–2200Z‡, Sun 1700–2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no–wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L–shaped 2′×6′ concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09–27 and REIL and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (419) 232–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE–NE of active rwy) 127.2 (SW–NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 104° 27.2 NM to fld. 793/00E.
STANLEY NDB (MHW) 411 VFU N40°51.75′ W84°36.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37′ W84°31.36′ NOTAM FILE DAY. — DETROIT
NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef. — L–27E

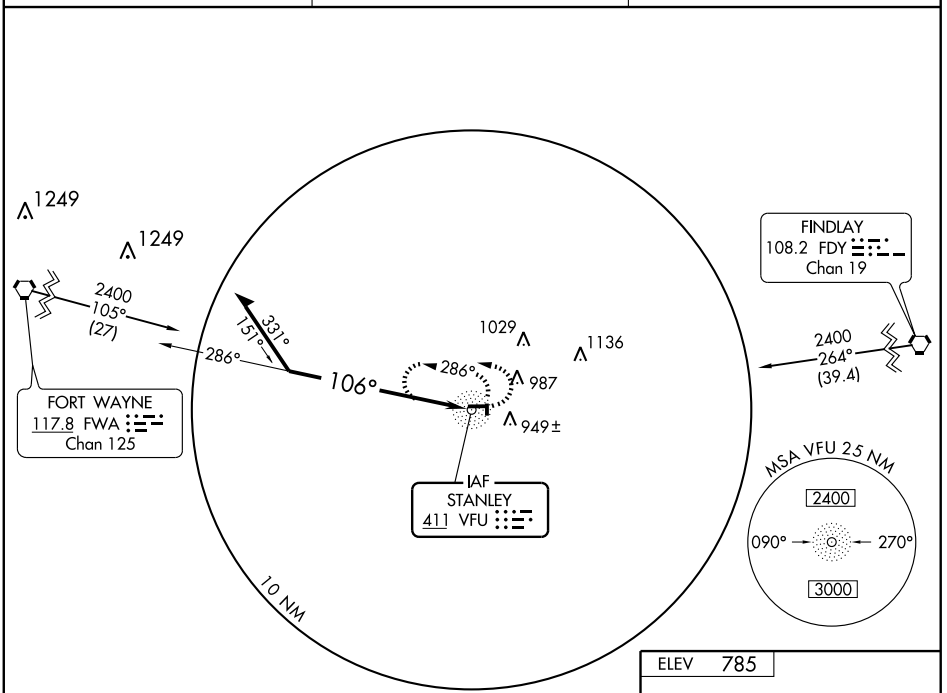
NDB VFU 411	APP CRS 106°	Rwy Idg 4000 TDZE 784 Apt Elev 785

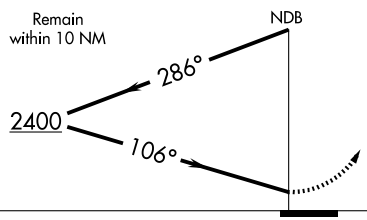
NDB RWY 9
VAN WERT COUNTY (VNW)

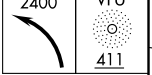
▼ When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ¼ mile.

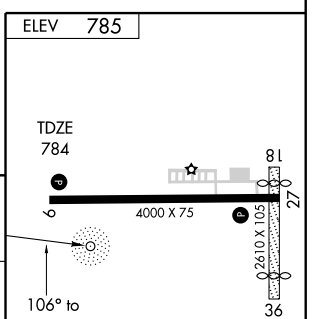
MISSED APPROACH: Climbing left turn to 2400 in VFU NDB holding pattern.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-9	1420-1	636 (700-1)	1420-1¾ 636 (700-1¾)	1420-2 636 (700-2)
CIRCLING	1420-1	635 (700-1)	1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

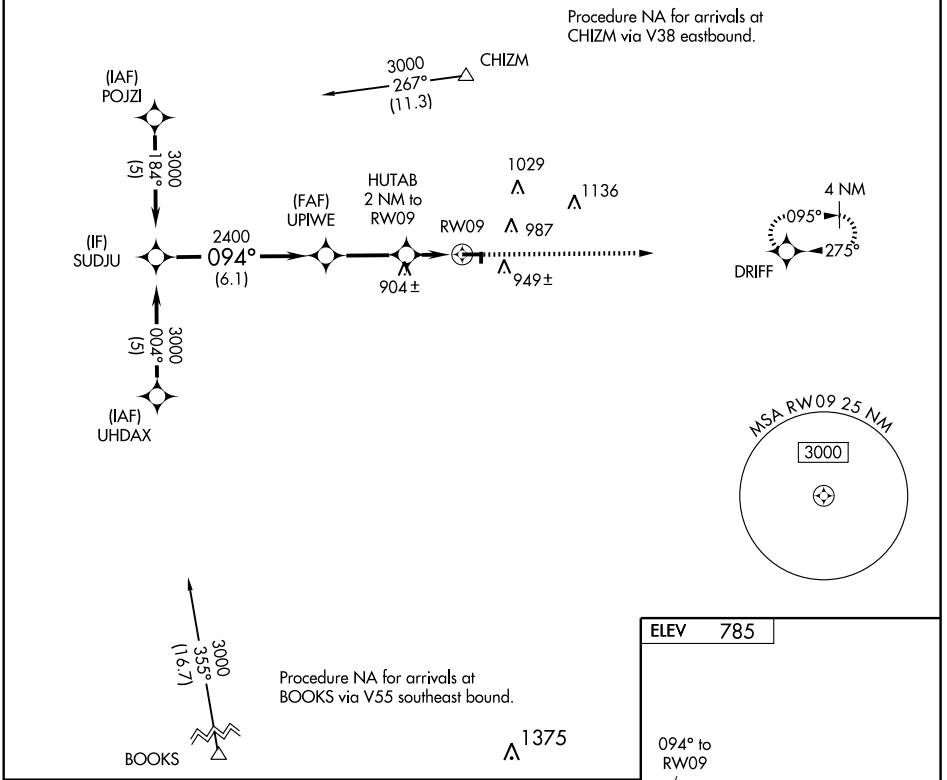
APP CRS	Rwy Idg	4000
094°	TDZE	784
	Apt Elev	785

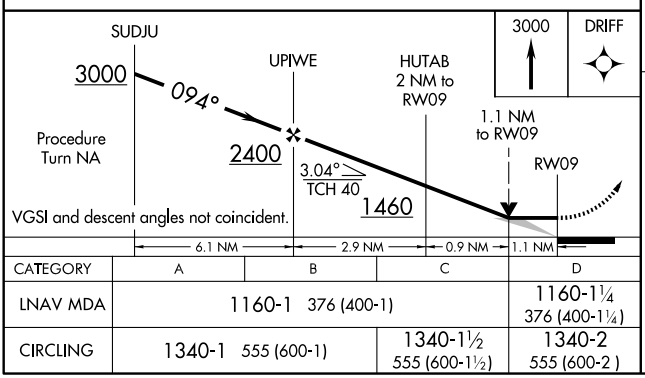
RNAV (GPS) RWY 9
VAN WERT COUNTY (VNW)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile.
VDP NA when using Fort Wayne altimeter setting.

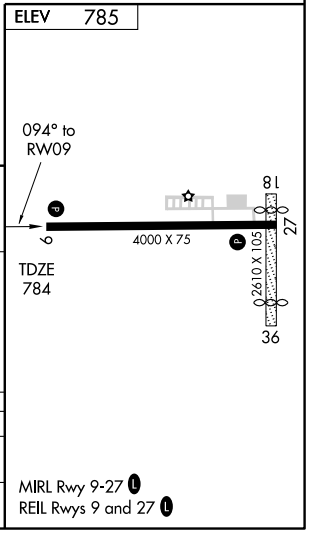
MISSED APPROACH: Climb to 3000 direct DRIFF and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 376 (400-1)			1160-1¼ 376 (400-1¼)
CIRCLING	1340-1 555 (600-1)		1340-1½ 555 (600-1½)	1340-2 555 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

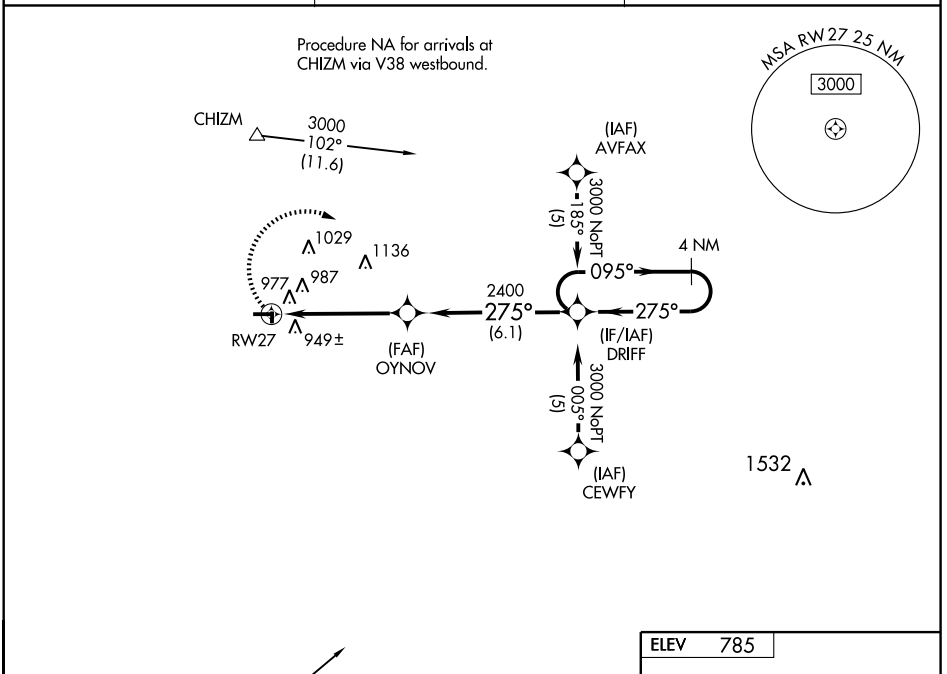
APP CRS	Rwy Idg	4000
275°	TDZE	785
	Apt Elev	785

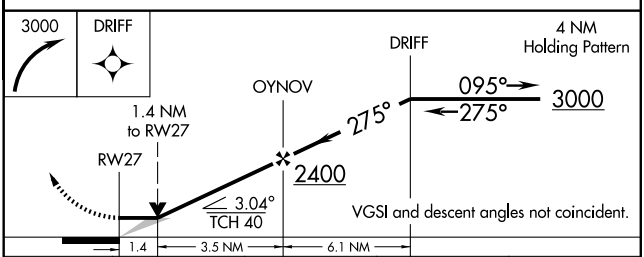
RNAV (GPS) RWY 27
VAN WERT COUNTY (VNW)

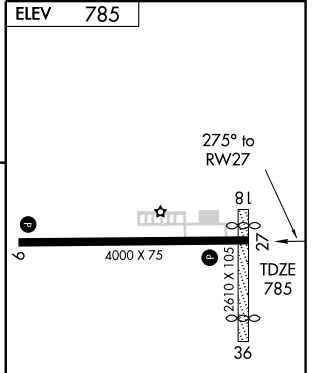
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile.
VDP NA when using Fort Wayne altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DRIFF and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L







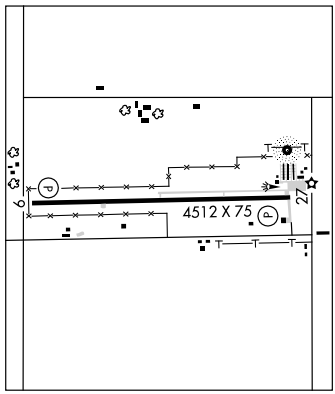
CATEGORY	A	B	C	D
LNAV MDA	1280-1	495 (500-1)	1280-1¼ 495 (500-1¼)	1280-1½ 495 (500-1½)
CIRCLING	1340-1	555 (600-1)	1340-1½ 555 (600-1½)	1340-2 555 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VERSAILLES

DARKE CO (VES) 2 SW UTC−5(−4DT) N40°12.27′ W84°31.92′ **DETROIT**
1007 B S3 **FUEL** 100LL, JET A+ NOTAM FILE DAY **L–27E**
RWY 09–27: H4512X75 (ASPH) S–12.5 MIRL **IAP**
RWY 09: REIL. PAPI(P2L). Road.
RWY 27: REIL. PAPI(P2L). Acft.
AIRPORT REMARKS: Attended dawn–dusk. FBO CLOSED on major holidays. CAUTION: Deer occasionally on rwy. ACTIVATE MIRL Rwy 09–27; REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.75 (937) 526–3154.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 332° 12.9 NM to fld. 990/1W. **HIWAS.**
VERSAILLES NDB (MHW) 356 VES N40°12.37′ W84°31.36′ at fld. Unmonitored. OTS indef.

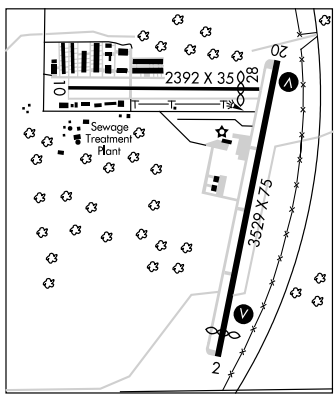


VINTON CO (See McARTHUR)

WACO FLD (See TROY)

WADSWORTH

WADSWORTH MUNI (3G3) 2 SW UTC−5(−4DT) N41°00.19′ W81°45.39′ **DETROIT**
974 B **FUEL** 100LL, JET A1+ NOTAM FILE CLE **L–29B**
RWY 02–20: H3529X75 (ASPH) MIRL **IAP**
RWY 02: VASI(V2R)—GA 3.5° TCH 27′. Thld dsplcd 129′. Tree.
RWY 20: VASI(V2L)—GA 3.5°TCH 48′. P–line.
RWY 10–28: H2392X35 (ASPH) 0.4% up E
RWY 10: Tree. **RWY 28:** Thld dsplcd 237′. Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended all Federal Holidays. No line of sight between rwy 02 and 10. Rwy 10 CLOSED for tkf when wind is less than 15 knots from the E. Gliders use rgt tfc to Rwy 10. CAUTION: Glider activity use Rwy 10–28. Rwy 20 calm rwy blo 4 knots for noise abatement. Avoid hospital to the north. ACTIVATE MIRL Rwy 02–20 and VASI Rwy 02 and Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 260° 26 NM to fld. 1194/4W.



WELTZIEN SKYPARK (15G) 3 W UTC−5(−4DT) N41°01.70′ W81°47.91′ **DETROIT**
1210 B S4 **FUEL** 80, 100LL TPA—2000(790) NOTAM FILE CLE
RWY 03–21: H2410X37 (ASPH) LIRL(NSTD)
RWY 03: Thld dsplcd 178′. Trees. **RWY 21:** PVASI (PSIL). Thld dsplcd 50′. Trees.
AIRPORT REMARKS: Attended continuously. Pavement strength limit to 6500 pounds per arpt manager. Rwy 03–21 no touch and go ldgs. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 NSTD LIRL due to spacing and not FAA approved L–800 series.
COMMUNICATIONS: CTAF/UNICOM 123.05

APP CRS	Rwy Idg	4512
092°	TDZE	1007
	Apt Elev	1007

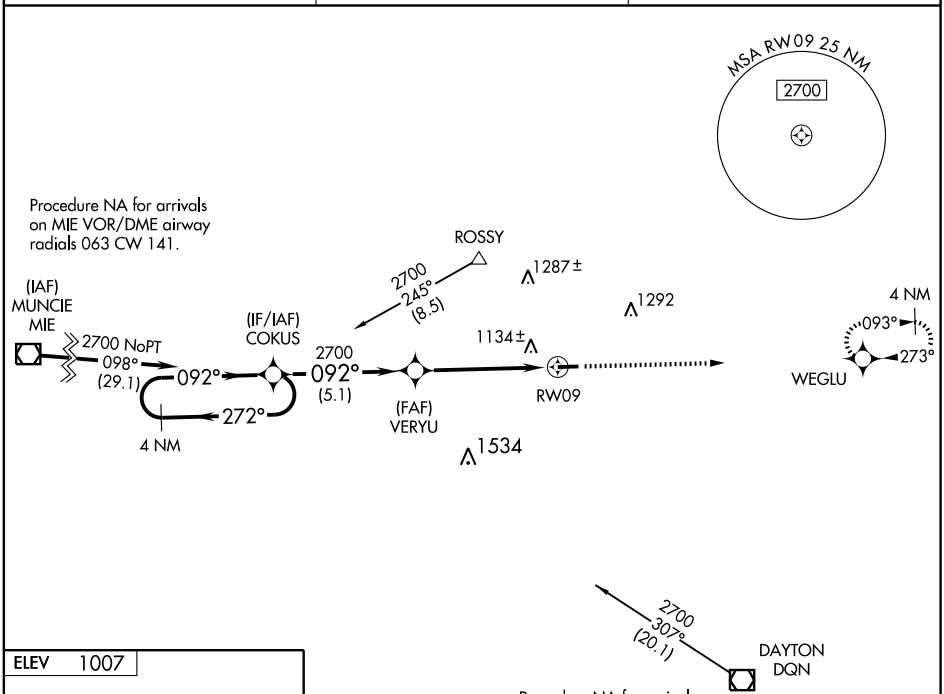
RNAV (GPS) RWY 9

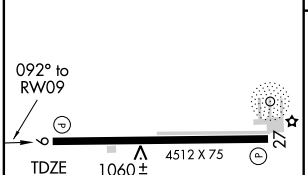
VERSAILLES/ DARKE COUNTY (VES)

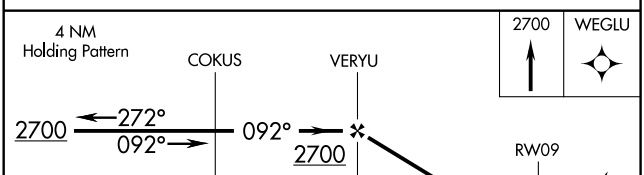
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct WEGLU and hold.

AWOS-3	DAYTON APP CON	UNICOM
123.75	134.45 352.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1	393 (400-1)	NA	
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)	NA	
CIRCLING	1500-1	493 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

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EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4512
273°	TDZE	1007
	Apt Elev	1007

RNAV (GPS) RWY 27

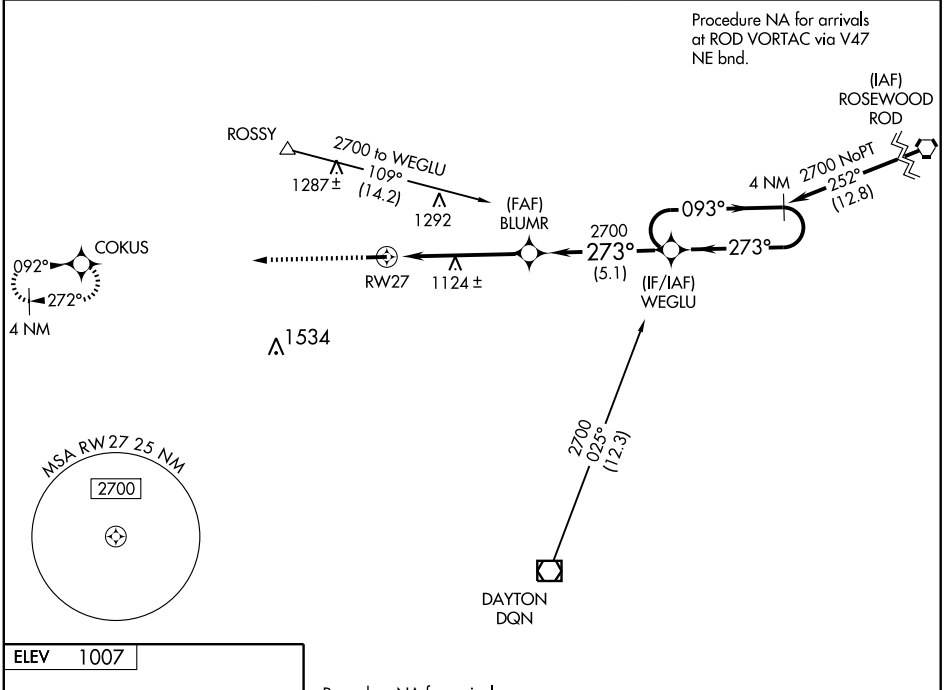
VERSAILLES/ DARKE COUNTY (VES)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2700 direct COKUS and hold.

AWOS-3	DAYTON APP CON	UNICOM
123.75	134.45 352.05	122.8 (CTAF) L

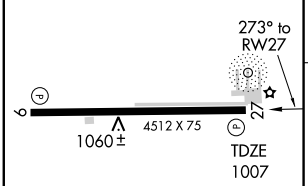


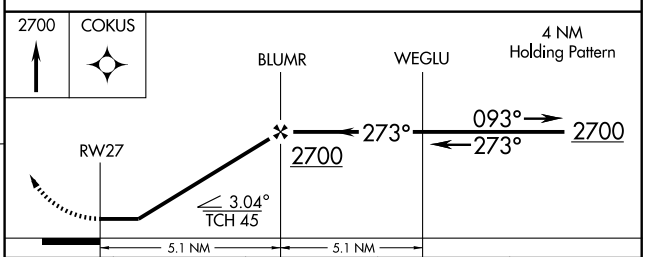
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 1007

Procedure NA for arrivals at DQN VOR/DME on airway radials 359 CW 008.



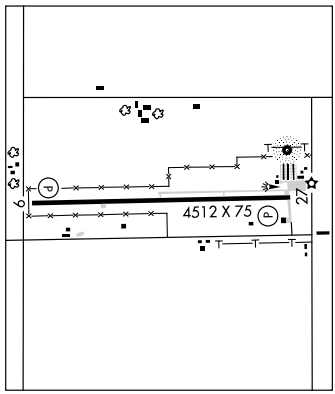


CATEGORY	A	B	C	D
LNAV MDA	1380-1	373 (400-1)	NA	
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)	NA	
CIRCLING	1500-1	493 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

VERSAILLES

DARKE CO (VES) 2 SW UTC−5(−4DT) N40°12.27′ W84°31.92′ **DETROIT**
1007 B S3 **FUEL** 100LL, JET A+ NOTAM FILE DAY **L–27E**
RWY 09–27: H4512X75 (ASPH) S–12.5 MIRL **IAP**
RWY 09: REIL. PAPI(P2L). Road.
RWY 27: REIL. PAPI(P2L). Acft.
AIRPORT REMARKS: Attended dawn–dusk. FBO CLOSED on major holidays. CAUTION: Deer occasionally on rwy. ACTIVATE MIRL Rwy 09–27; REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.75 (937) 526–3154.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 332° 12.9 NM to fld. 990/1W. **HIWAS.**
VERSAILLES NDB (MHW) 356 VES N40°12.37′ W84°31.36′ at fld. Unmonitored. OTS indef.

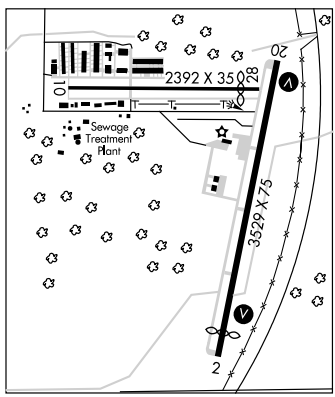


VINTON CO (See McARTHUR)

WACO FLD (See TROY)

WADSWORTH

WADSWORTH MUNI (3G3) 2 SW UTC−5(−4DT) N41°00.19′ W81°45.39′ **DETROIT**
974 B **FUEL** 100LL, JET A1+ NOTAM FILE CLE **L–29B**
RWY 02–20: H3529X75 (ASPH) MIRL **IAP**
RWY 02: VASI(V2R)—GA 3.5° TCH 27′. Thld dsplcd 129′. Tree.
RWY 20: VASI(V2L)—GA 3.5°TCH 48′. P–line.
RWY 10–28: H2392X35 (ASPH) 0.4% up E
RWY 10: Tree. **RWY 28:** Thld dsplcd 237′. Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended all Federal Holidays. No line of sight between rwy 02 and 10. Rwy 10 CLOSED for tkf when wind is less than 15 knots from the E. Gliders use rgt tfc to Rwy 10. CAUTION: Glider activity use Rwy 10–28. Rwy 20 calm rwy blo 4 knots for noise abatement. Avoid hospital to the north. ACTIVATE MIRL Rwy 02–20 and VASI Rwy 02 and Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 260° 26 NM to fld. 1194/4W.



WELTZIEN SKYPARK (15G) 3 W UTC−5(−4DT) N41°01.70′ W81°47.91′ **DETROIT**
1210 B S4 **FUEL** 80, 100LL TPA—2000(790) NOTAM FILE CLE
RWY 03–21: H2410X37 (ASPH) LIRL(NSTD)
RWY 03: Thld dsplcd 178′. Trees. **RWY 21:** PVASI (PSIL). Thld dsplcd 50′. Trees.
AIRPORT REMARKS: Attended continuously. Pavement strength limit to 6500 pounds per arpt manager. Rwy 03–21 no touch and go ldgs. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 NSTD LIRL due to spacing and not FAA approved L–800 series.
COMMUNICATIONS: CTAF/UNICOM 123.05

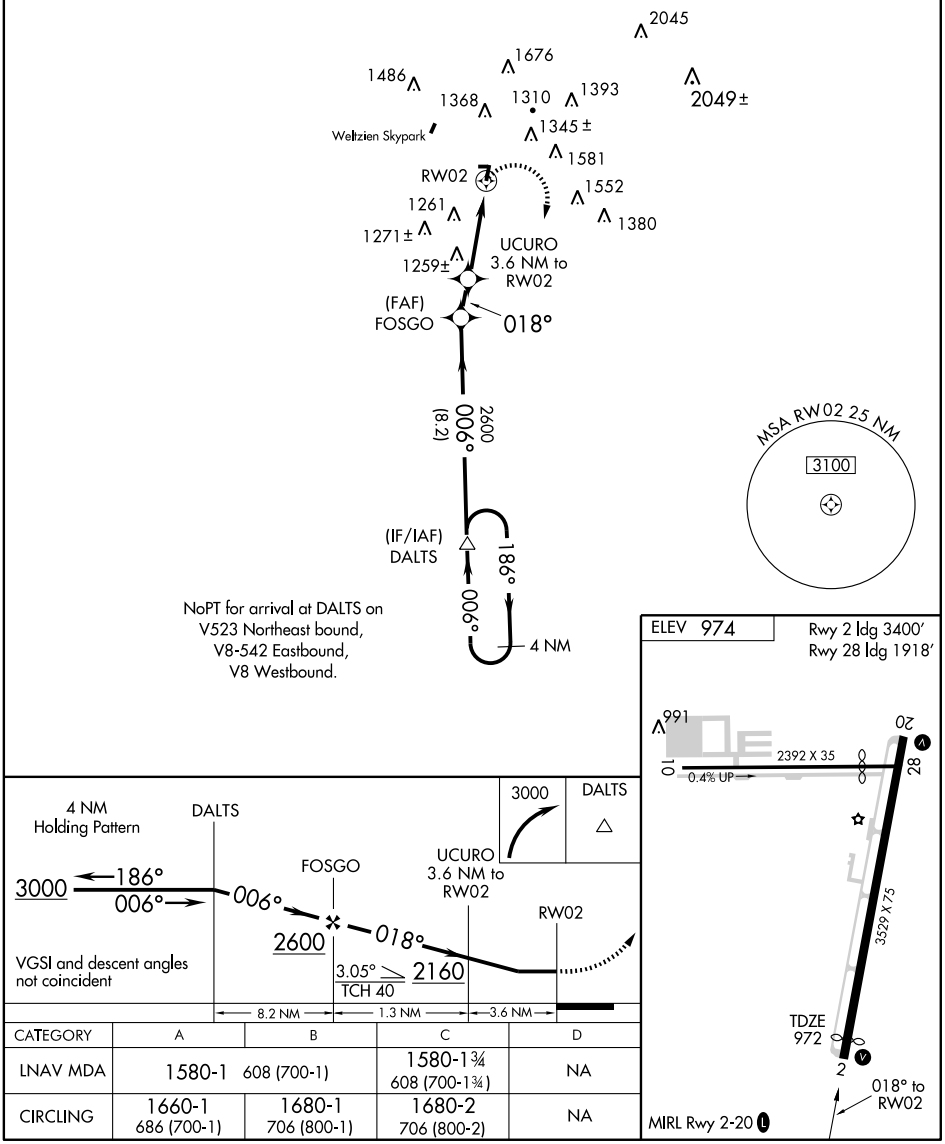
APP CRS		
018°	Rwy Idg	3400
	TDZE	972
	Apt Elev	974

RNAV (GPS) RWY 2
WADSWORTH MUNI (3G3)

Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. NA DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct DALTS and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★	UNICOM
118.075	118.6 371.875	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1580-1 608 (700-1)		1580-1¾ 608 (700-1¾)	NA
CIRCLING	1660-1 686 (700-1)	1680-1 706 (800-1)	1680-2 706 (800-2)	NA

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RNAV (GPS) RWY 20

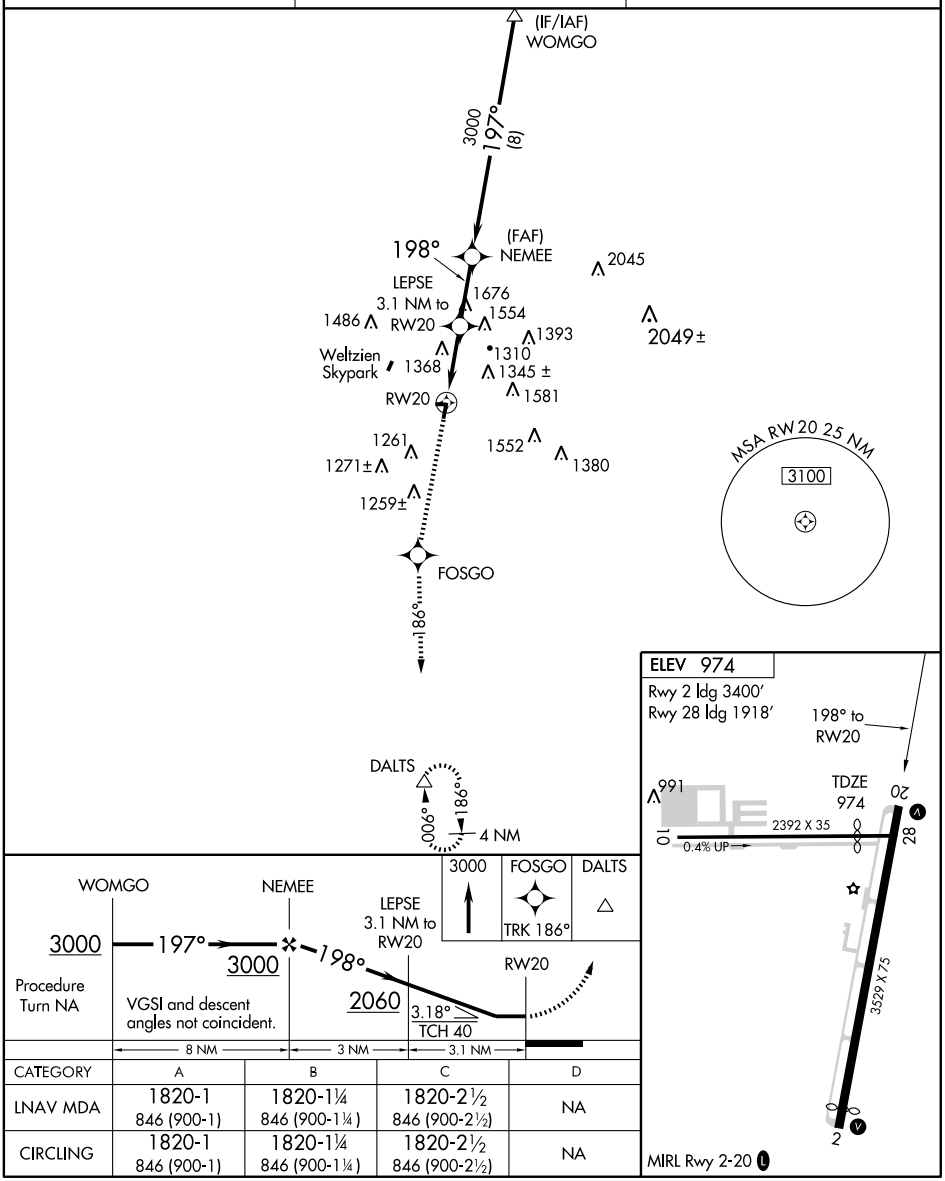
WADSWORTH MUNI (3G3)

APP CRS	Rwy Idg	3529
198°	TDZE	974
	Apt Elev	974

T NA Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FOSGO and via 186° track to DALTS and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★	UNICOM
118.075	118.6 371.875	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV	APP CRS	Rwy Idg	N/A
112.4	141°	TDZE	N/A
Chan 71		Apt Elev	974

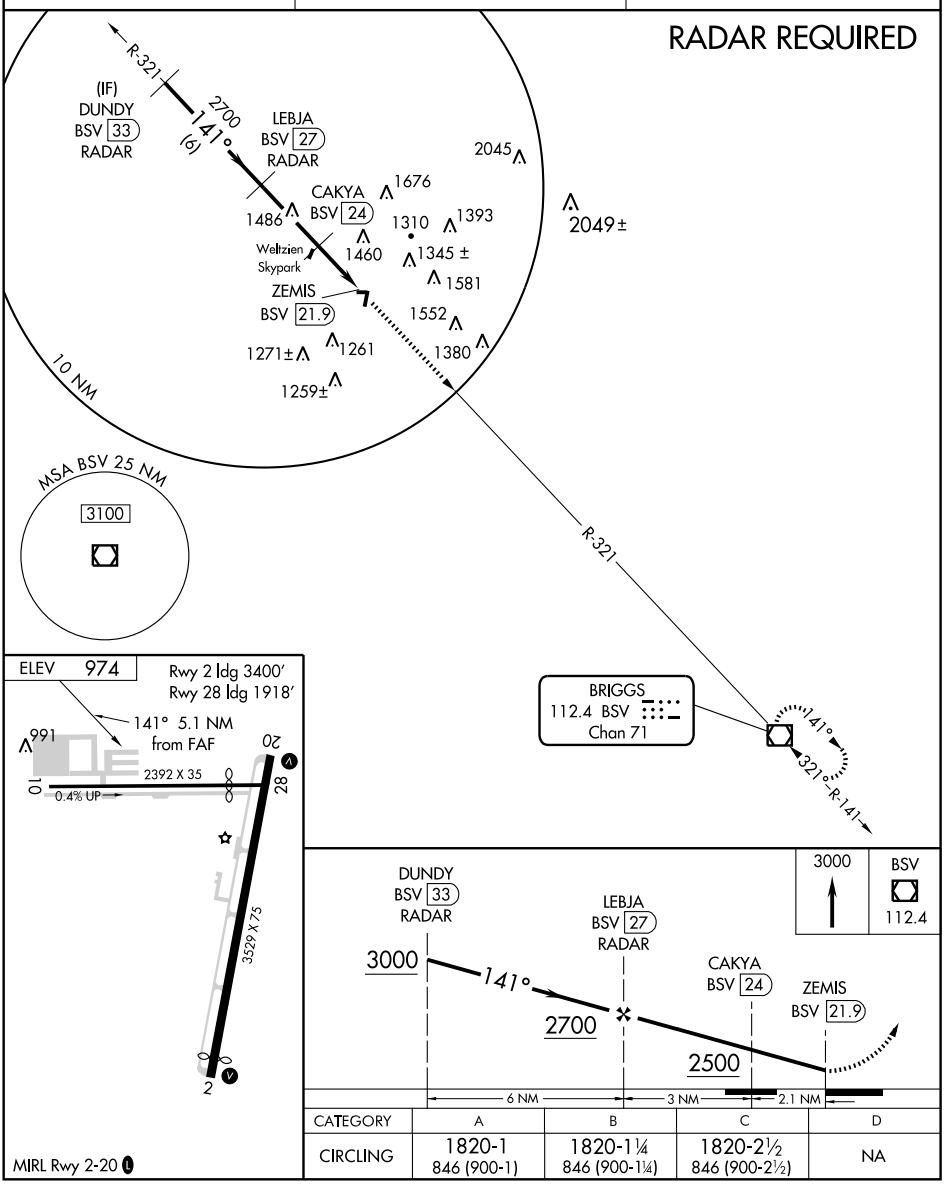
VOR/DME-A
WADSWORTH MUNI (3G3)

T
A NA Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. Circling NA West of Rwy 2-20. When VGSI INOP, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★		UNICOM
118.075	118.6	371.875	122.8 (CTAF) L

RADAR REQUIRED

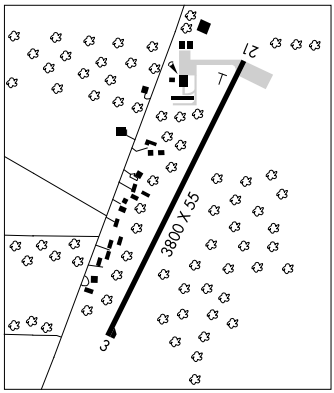


CATEGORY	A	B	C	D
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAKEMAN (I64) 3 NE UTC−5(−4DT) N41°17.59′ W82°22.24′ **DETROIT**
848 S4 **FUEL** 100LL NOTAM FILE CLE **L–30F**
RWY 03–21: H3800X55 (ASPH) LIRL (NSTD)
RWY 03: Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1400Z‡–dusk. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 thld lgts offset. Rwy 03–21 NSTD LIRL, Rwy 21 lgts are located 135′ up rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 253° 10.2 NM to fld. 780/5W. **HIWAS.**



WAPAKONETA

NEIL ARMSTRONG (AXV) 8 SW UTC−5(−4DT) N40°29.61′ W84°17.89′ **DETROIT**
913 B S2 **FUEL** 100LL, JET A1+ OX 3 TPA—1903(990) NOTAM FILE DAY **H–10G, L–27E**
RWY 08–26: H5500X100 (ASPH–GRVD) MIRL **IAP**
RWY 08: Thld dsplcd 700′. Trees.
RWY 26: REIL. VASI(V2L)—GA 3.0 TCH 53′. Thld dsplcd 237′. Road.
RWY 18–36: 2631X80 (TURF)
RWY 18: Thld dsplcd 290′. Road. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 18–36 CLOSED indef. Rwy 18–36 surface rough and uneven. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 26—122.7.
WEATHER DATA SOURCES: AWOS–3 128.325 (419) 753–2821.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 322° 17 NM to fld. 1080/5W.
ILS/DME 109.15 I–AXV Chan 28Y Rwy 26. LOC only. ILS OTS indef. DME OTS indef.

WARREN (62D) 5 NW UTC−5(−4DT) N41°16.02′ W80°55.64′ **DETROIT**
905 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 04–22: H2907X30 (ASPH) LIRL (NSTD)
RWY 04: Thld dsplcd 87′. Trees. **RWY 22:** Thld dsplcd 578′. Trees.
RWY 18–36: 2700X140 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 04–22—123.3. Rwy 04–22 NSTD LIRL; Rwy 04 no rwy end lgts; Rwy 22 dsplcd thld wrong color. Rwy 18 marked with yellow buckets. Rwy 04–22 LIRL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON COURT HOUSE

FAYETTE CO (I23) 2 NE UTC−5(−4DT) N39°34.23′ W83°25.23′ **CINCINNATI**
980 B **FUEL** 100LL, JET A, MOGAS TPA—1780(800) NOTAM FILE DAY **H–10G, L–29A**
RWY 05–23: H5097X75 (ASPH) S–30, D–40 MIRL **IAP**
RWY 05: Railroad. **RWY 23:** REIL. PAPI(P4L). Railroad.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 132.3 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 068° 19.6 NM to fld. 1050/4W.
COURT HOUSE NDB (MHW) 414 CSS N39°36.05′ W83°23.50′ 222° 2.3 NM to fld. NOTAM FILE DAY. NDB unusable 115°–165° byd 20 NM.

LOC/DME I-AXV	APP CRS	Rwy Idg	5263
109.15	261°	TDZE	908
Chan 28(Y)		Apt Elev	909

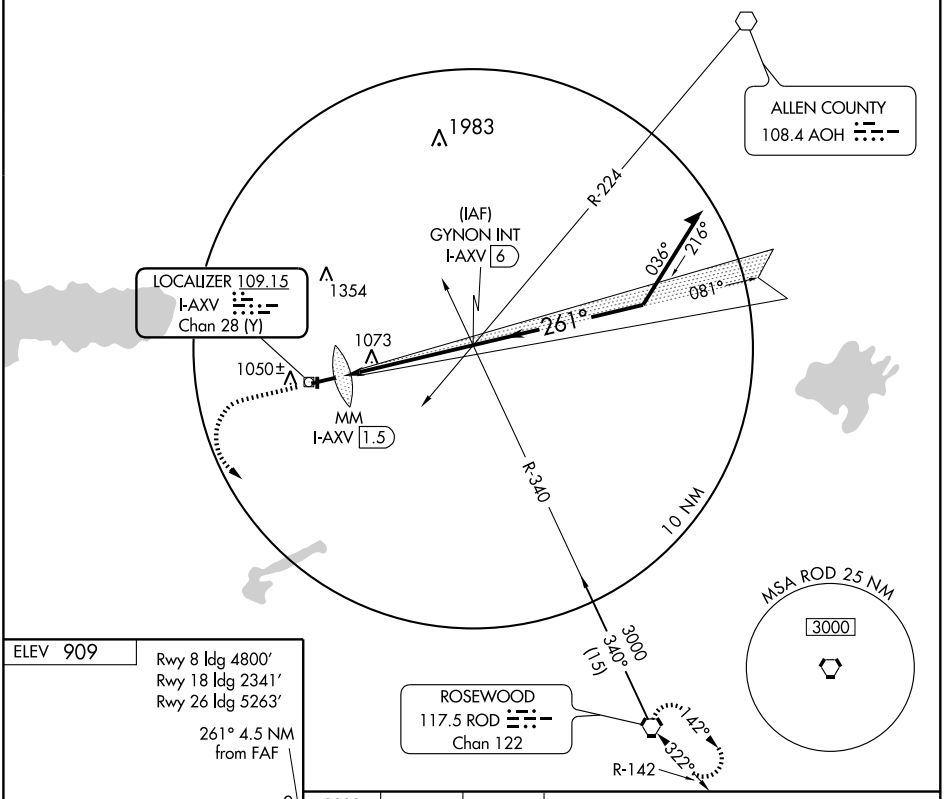
LOC RWY 26

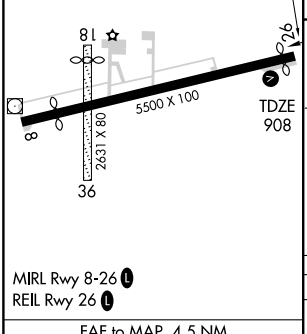
WAPAKONETA/ NEIL ARMSTRONG (AXV)

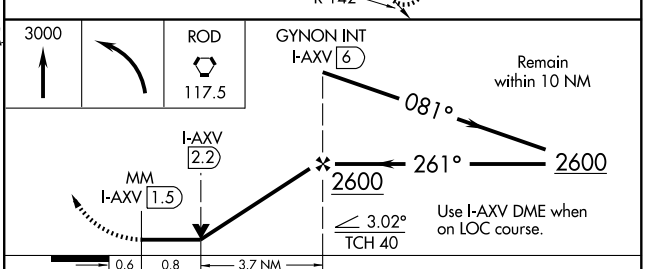
NA

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L







MIRL Rwy 8-26 L
REIL Rwy 26 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-26	1380-1 472 (500-1)		1380-1¼ 472 (500-1¼)	NA
CIRCLING	1400-1 491 (500-1)	1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4800
081°	TDZE	913
	Apt Elev	913

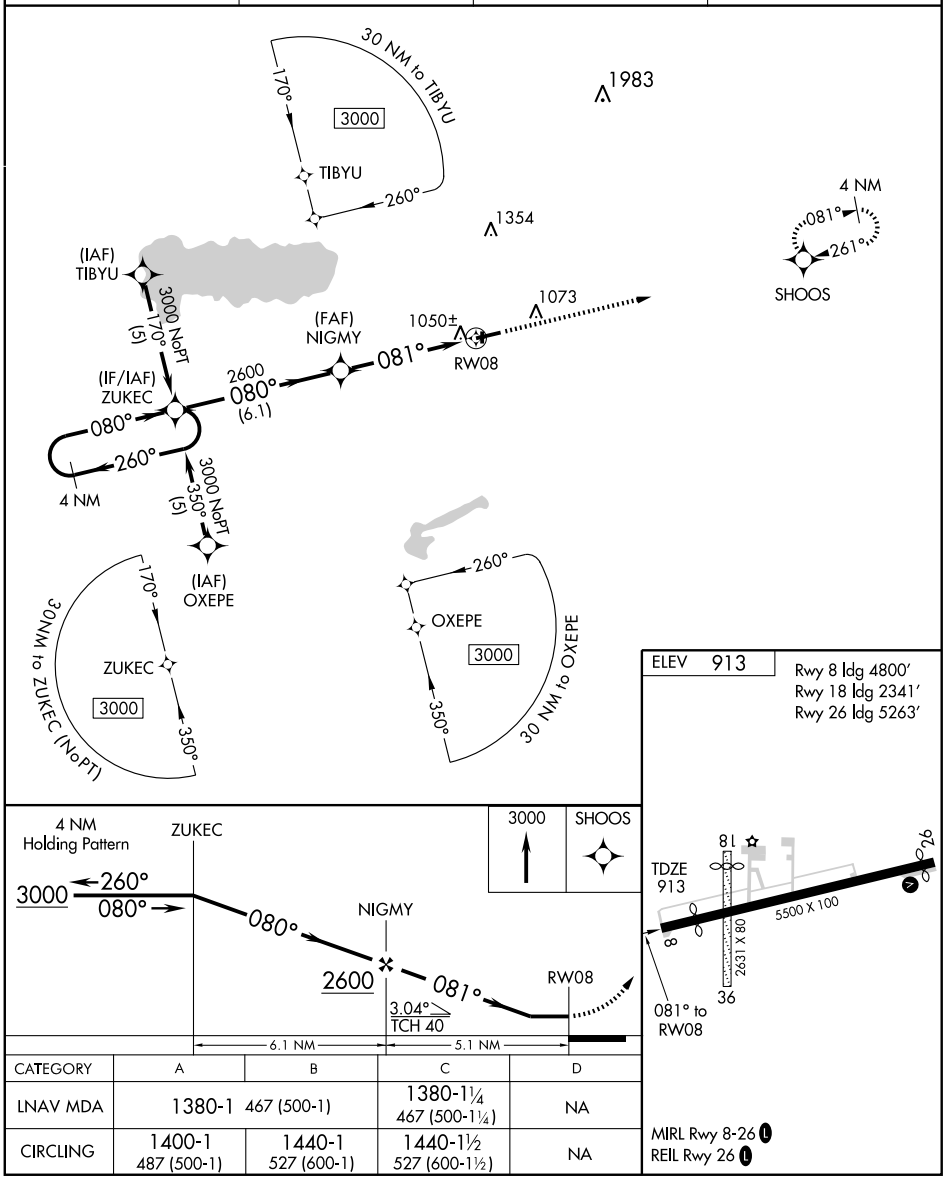
RNAV (GPS) RWY 8

WAPAKONETA/ NEIL ARMSTRONG (AXV)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SHOOS and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 467 (500-1)		1380-1¼ 467 (500-1¼)	NA
CIRCLING	1400-1 487 (500-1)	1440-1 527 (600-1)	1440-1½ 527 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwy 26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5263
CH 72907	261°	TDZE	910
W26A		Apt Elev	913

RNAV (GPS) RWY 26

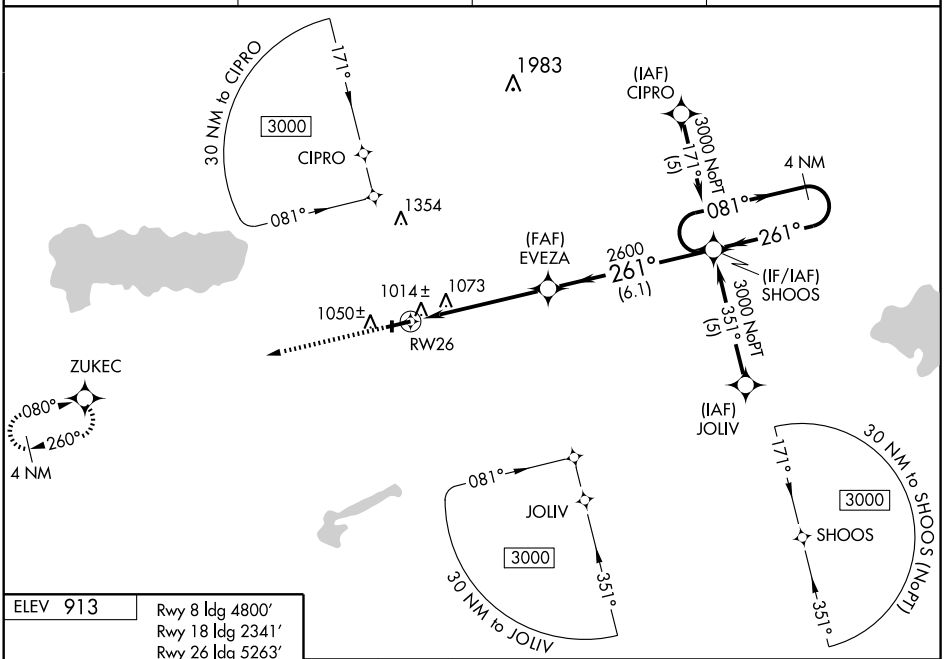
WAPAKONETA/ NEIL ARMSTRONG (AXV)

Baro-VNAV NA when using Lima altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291, LNAV/VNAV DA to 1324, and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

NA

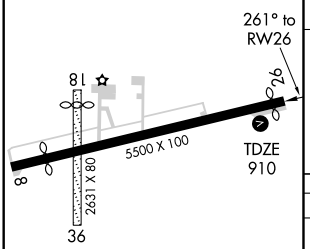
MISSED APPROACH: Climb to 3000 direct ZUKEC and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L

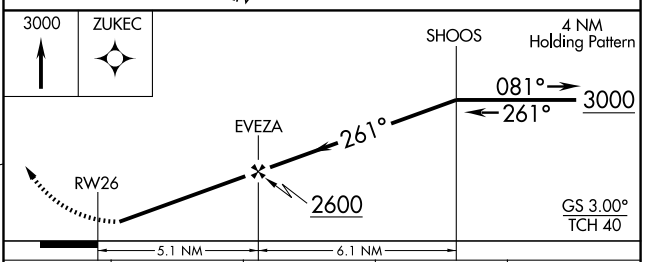


ELEV 913

Rwy 8 ldg 4800′
Rwy 18 ldg 2341′
Rwy 26 ldg 5263′



MIRL Rwy 8-26 L
REIL Rwy 26 L



CATEGORY	A	B	C	D
LPV DA	1241-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	1274-1¼ 364 (400-1¼)			NA
LNAV MDA	1440-1 530 (600-1)		1440-1½ 530 (600-1½)	NA
CIRCLING	1440-1 527 (600-1)		1440-1½ 527 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD 117.5 Chan 122	APP CRS 322°	Rwy Idg N/A TDZE N/A Apt Elev 909

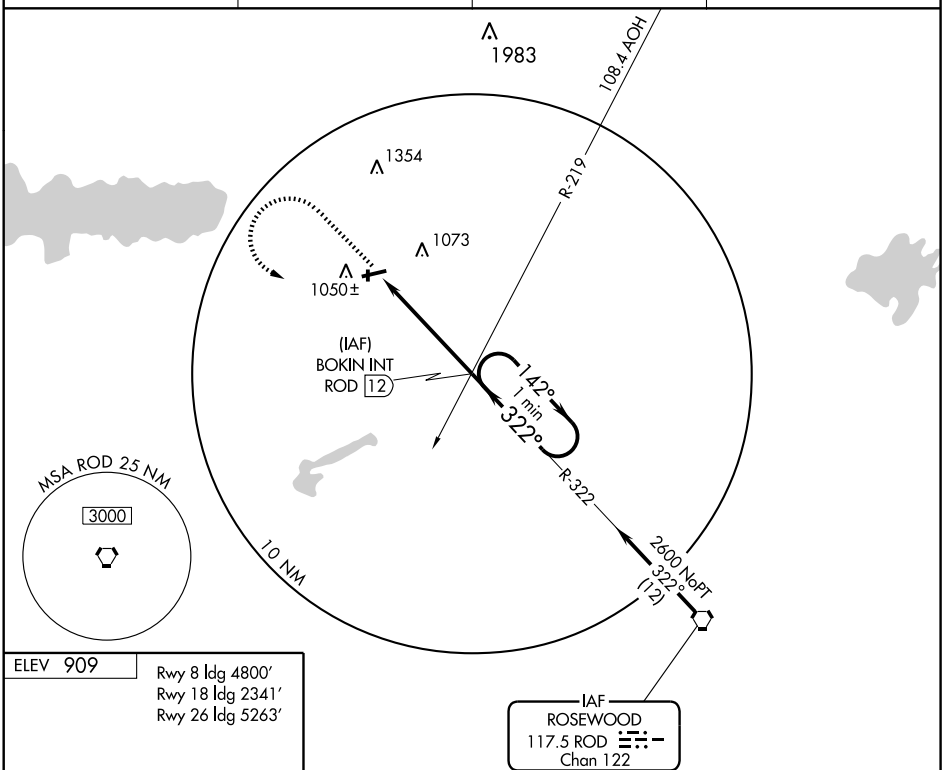
VOR-A

WAPAKONETA/ NEIL ARMSTRONG (AXV)

NA

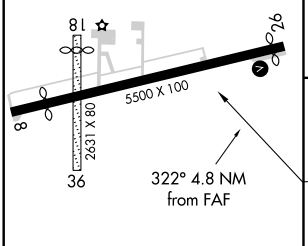
MISSED APPROACH: Climb to 3000 then left turn via ROD R-322 to BOKIN Int/ROD 12 DME and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L

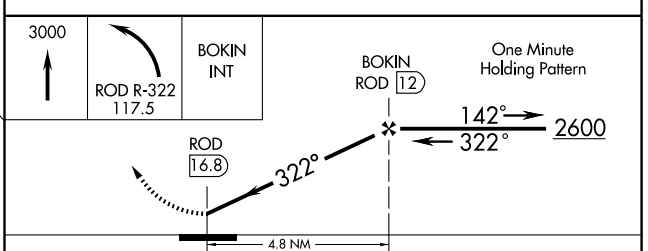


ELEV 909

Rwy 8 ldg 4800′
Rwy 18 ldg 2341′
Rwy 26 ldg 5263′



MIRL Rwy 8-26 L
REIL Rwy 26 L

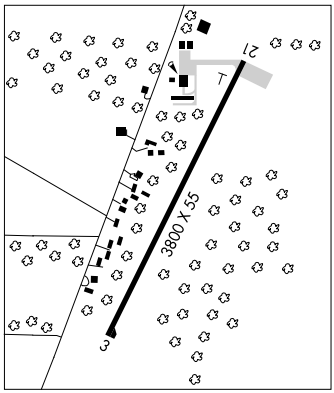


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1400-1 491 (500-1)	1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAKEMAN (I64) 3 NE UTC−5(−4DT) N41°17.59′ W82°22.24′ **DETROIT**
848 S4 **FUEL** 100LL NOTAM FILE CLE **L–30F**
RWY 03–21: H3800X55 (ASPH) LIRL (NSTD)
RWY 03: Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1400Z‡–dusk. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 thld lgts offset. Rwy 03–21 NSTD LIRL, Rwy 21 lgts are located 135′ up rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 253° 10.2 NM to fld. 780/5W. **HIWAS.**



WAPAKONETA

NEIL ARMSTRONG (AXV) 8 SW UTC−5(−4DT) N40°29.61′ W84°17.89′ **DETROIT**
913 B S2 **FUEL** 100LL, JET A1+ OX 3 TPA—1903(990) NOTAM FILE DAY **H–10G, L–27E**
RWY 08–26: H5500X100 (ASPH–GRVD) MIRL **IAP**
RWY 08: Thld dsplcd 700′. Trees.
RWY 26: REIL. VASI(V2L)—GA 3.0 TCH 53′. Thld dsplcd 237′. Road.
RWY 18–36: 2631X80 (TURF)
RWY 18: Thld dsplcd 290′. Road. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 18–36 CLOSED indef. Rwy 18–36 surface rough and uneven. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 26—122.7.
WEATHER DATA SOURCES: AWOS–3 128.325 (419) 753–2821.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 322° 17 NM to fld. 1080/5W.
ILS/DME 109.15 I–AXV Chan 28Y Rwy 26. LOC only. ILS OTS indef. DME OTS indef.

WARREN (62D) 5 NW UTC−5(−4DT) N41°16.02′ W80°55.64′ **DETROIT**
905 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 04–22: H2907X30 (ASPH) LIRL (NSTD)
RWY 04: Thld dsplcd 87′. Trees. **RWY 22:** Thld dsplcd 578′. Trees.
RWY 18–36: 2700X140 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 04–22—123.3. Rwy 04–22 NSTD LIRL; Rwy 04 no rwy end lgts; Rwy 22 dsplcd thld wrong color. Rwy 18 marked with yellow buckets. Rwy 04–22 LIRL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON COURT HOUSE

FAYETTE CO (I23) 2 NE UTC−5(−4DT) N39°34.23′ W83°25.23′ **CINCINNATI**
980 B **FUEL** 100LL, JET A, MOGAS TPA—1780(800) NOTAM FILE DAY **H–10G, L–29A**
RWY 05–23: H5097X75 (ASPH) S–30, D–40 MIRL **IAP**
RWY 05: Railroad. **RWY 23:** REIL. PAPI(P4L). Railroad.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 132.3 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 068° 19.6 NM to fld. 1050/4W.
COURT HOUSE NDB (MHW) 414 CSS N39°36.05′ W83°23.50′ 222° 2.3 NM to fld. NOTAM FILE DAY. NDB unusable 115°–165° byd 20 NM.

NDB CSS 414	APP CRS 223°	Rwy Idg 5097 TDZE 979 Apt Elev 980

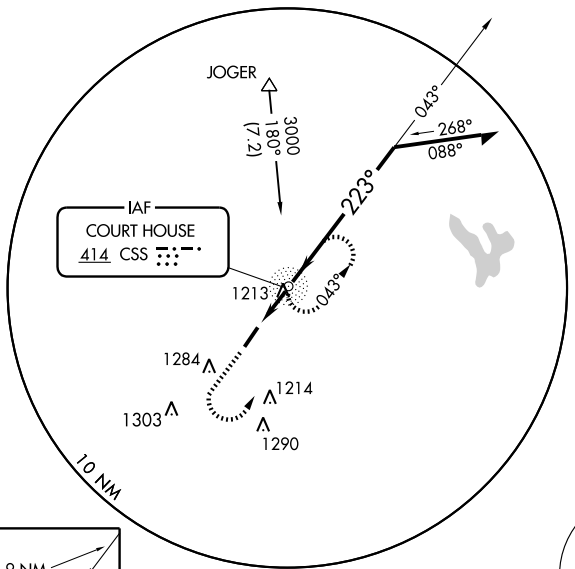
NDB RWY 23

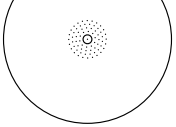
WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

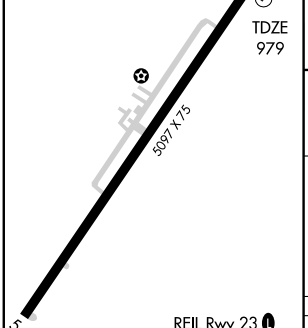
When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and circling visibility Cats C and D NA ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.

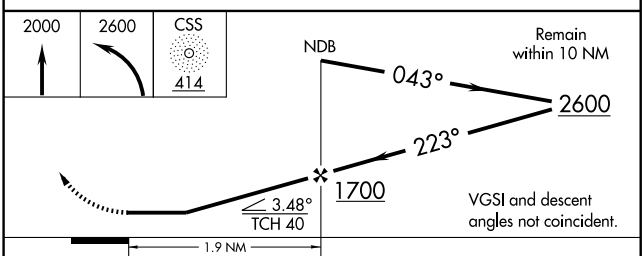
AWOS-3	COLUMBUS APP CON	UNICOM
118.775	132.3 279.6	122.8 (CTAF) L







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38



CATEGORY	A	B	C	D
S-23	1580-1	601 (600-1)	1580-1¾ 601 (600-1¾)	1580-2 601 (600-2)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5097
220°	TDZE	979
	Apt Elev	980

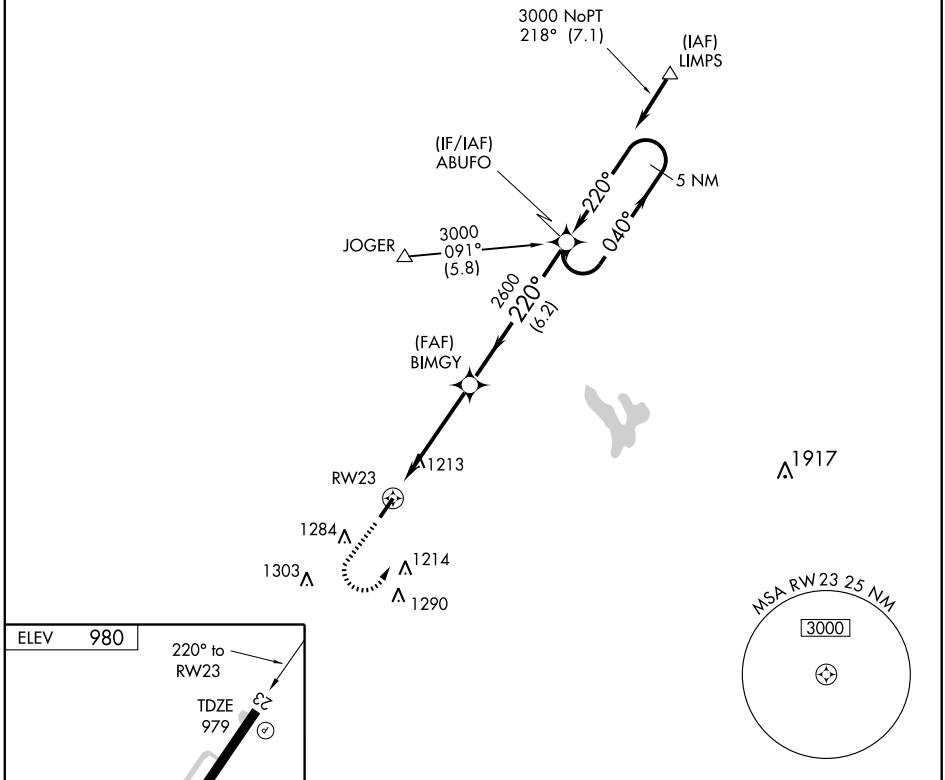
RNAV (GPS) RWY 23

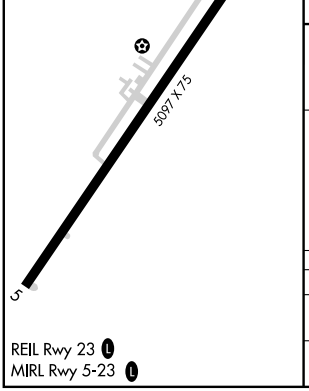
WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

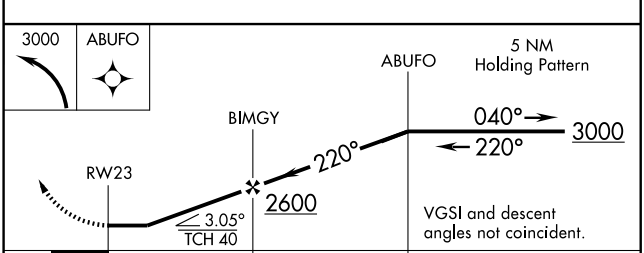
When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ABUFO and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
118.775	132.3 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	1540-1¾ 561 (600-1¾)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

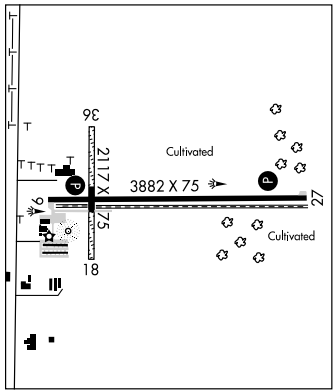
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WATERVILLE N41°27.09′ W83°38.32′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 113.1 VWV Chan 78 319° 11.1 NM to Toledo Express. 664/2W. H–10G, L–28J
RCO 122.1R 113.1T (CLEVELAND RADIO)

WAUSEON

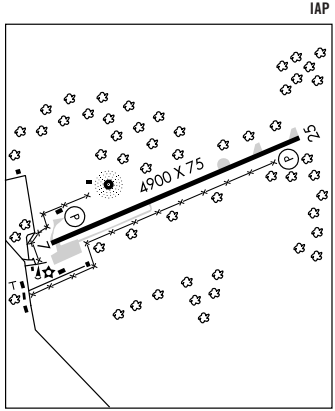
FULTON CO (USE) 4 N UTC−5(−4DT) N41°36.61′ W84°07.63′ DETROIT
779 B S4 **FUEL** 100LL, JET A, A1+ NOTAM FILE CLE L–28J
RWY 09–27: H3882X75 (ASPH) S–30 LIRL IAP
RWY 09: REIL. PAPI(P4L). Road.
RWY 27: REIL. PAPI(P4R). Trees. Rgt tfc.
RWY 18–36: 2117X75 (ASPH–TURF)
RWY 18: Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1500Z‡–dusk. 100LL self serve. Rwy 18–36 359′ of center section paved. First 270′ of Rwy 18 turf and first 1328′ of Rwy 36 turf. Deer occasionally on rwy. Twy clsd indef. Rwy 27 REIL OTS indef. ACTIVATE LIRL Rwy 09–27; REIL Rwys 09 and 27; PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 296° 24 NM to fld. 660/2W.
NDB (MHW) 375 USE N41°36.55′ W84°07.96′ at fld.



WAVERLY N39°10.02′ W82°55.93′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 385 EOP at Pike Co. NDB unusable byd 15 NM. L–29A

WAVERLY

PIKE CO (EOP) 3 NE UTC−5(−4DT) N39°10.02′ W82°55.69′ CINCINNATI
660 B **FUEL** 100LL, JET A NOTAM FILE DAY L–29A
RWY 07–25: H4900X75 (ASPH) S–58 MIRL IAP
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 37′. Tree.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. 24 hr credit card self svc avbl. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25—CTAF, PAPI Rwy 07 and Rwy 25 on dusk–dawn.
WEATHER DATA SOURCES: AWOS–A 118.4.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 009° 31.4 NM to fld. 1040/5W.
WAVERLY NDB (MHW) 385 EOP N39°10.02′ W82°55.93′ at fld. NOTAM FILE DAY. NDB unusable byd 15 NM.



WAYNE CO (See WOOSTER)

NDB USE	APP CRS	Rwy Idg	3881
375	275°	TDZE	777
		Apt Elev	780

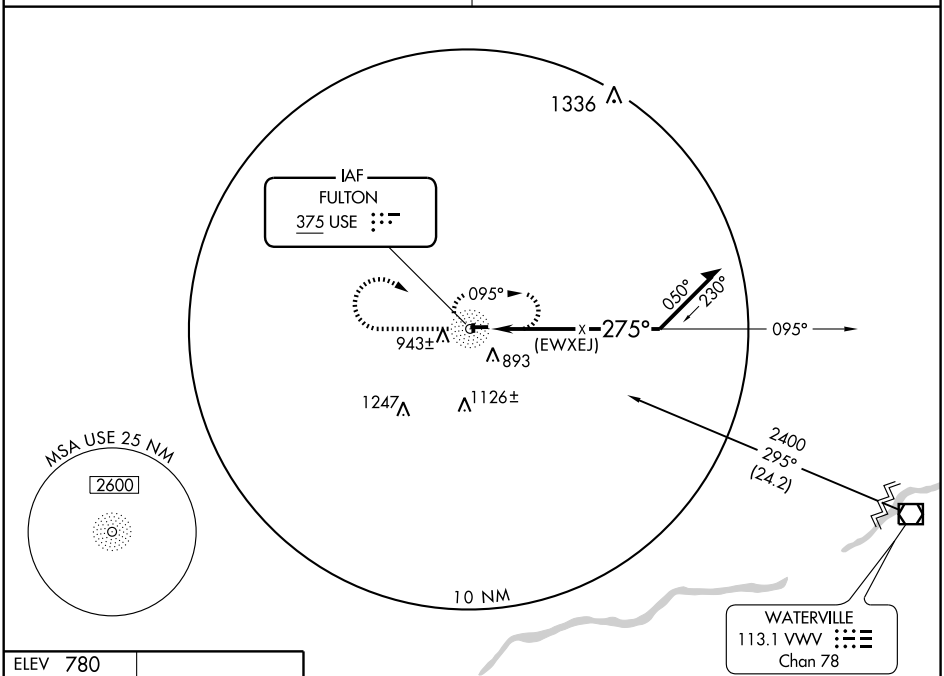
NDB or GPS RWY 27
WAUSEON/ FULTON COUNTY (USE)

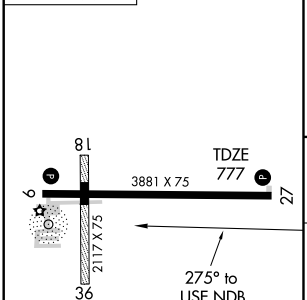
NA

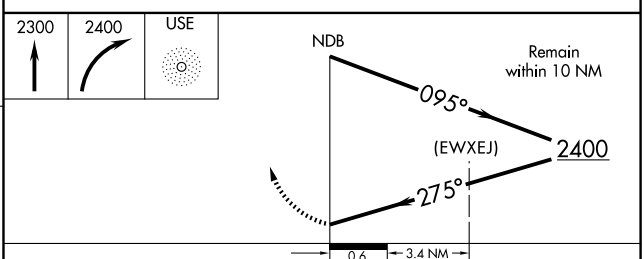
Use Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2400 direct FULTON (USE) NDB and hold.

TOLEDO APP CON	UNICOM
134.35 317.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	1300-1	523 (600-1)	1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1360-1	580 (600-1)	1360-1½ 580 (600-1½)	1360-2 580 (600-2)

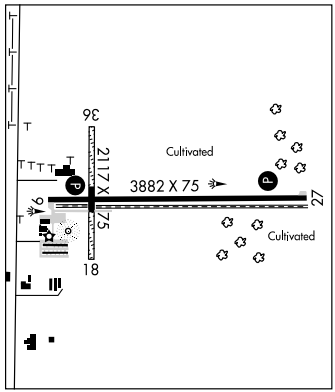
REIL Rwy 9 and 27 L
LIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WATERVILLE N41°27.09′ W83°38.32′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 113.1 VWV Chan 78 319° 11.1 NM to Toledo Express. 664/2W. H–10G, L–28J
RCO 122.1R 113.1T (CLEVELAND RADIO)

WAUSEON

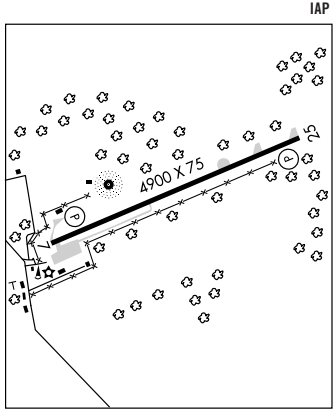
FULTON CO (USE) 4 N UTC−5(−4DT) N41°36.61′ W84°07.63′ DETROIT
779 B S4 **FUEL** 100LL, JET A, A1+ NOTAM FILE CLE L–28J
RWY 09–27: H3882X75 (ASPH) S–30 LIRL IAP
RWY 09: REIL. PAPI(P4L). Road.
RWY 27: REIL. PAPI(P4R). Trees. Rgt tfc.
RWY 18–36: 2117X75 (ASPH–TURF)
RWY 18: Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1500Z‡–dusk. 100LL self serve. Rwy 18–36 359′ of center section paved. First 270′ of Rwy 18 turf and first 1328′ of Rwy 36 turf. Deer occasionally on rwy. Twy clsd indef. Rwy 27 REIL OTS indef. ACTIVATE LIRL Rwy 09–27; REIL Rwys 09 and 27; PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 296° 24 NM to fld. 660/2W.
NDB (MHW) 375 USE N41°36.55′ W84°07.96′ at fld.



WAVERLY N39°10.02′ W82°55.93′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 385 EOP at Pike Co. NDB unusable byd 15 NM. L–29A

WAVERLY

PIKE CO (EOP) 3 NE UTC−5(−4DT) N39°10.02′ W82°55.69′ CINCINNATI
660 B **FUEL** 100LL, JET A NOTAM FILE DAY L–29A
RWY 07–25: H4900X75 (ASPH) S–58 MIRL IAP
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 37′. Tree.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. 24 hr credit card self svc avbl. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25—CTAF, PAPI Rwy 07 and Rwy 25 on dusk–dawn.
WEATHER DATA SOURCES: AWOS–A 118.4.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 009° 31.4 NM to fld. 1040/5W.
WAVERLY NDB (MHW) 385 EOP N39°10.02′ W82°55.93′ at fld. NOTAM FILE DAY. NDB unusable byd 15 NM.



WAYNE CO (See WOOSTER)

NDB EOP	APP CRS	Rwy Idg	4900
385	253°	TDZE	660
		Apt Elev	660

NDB RWY 25

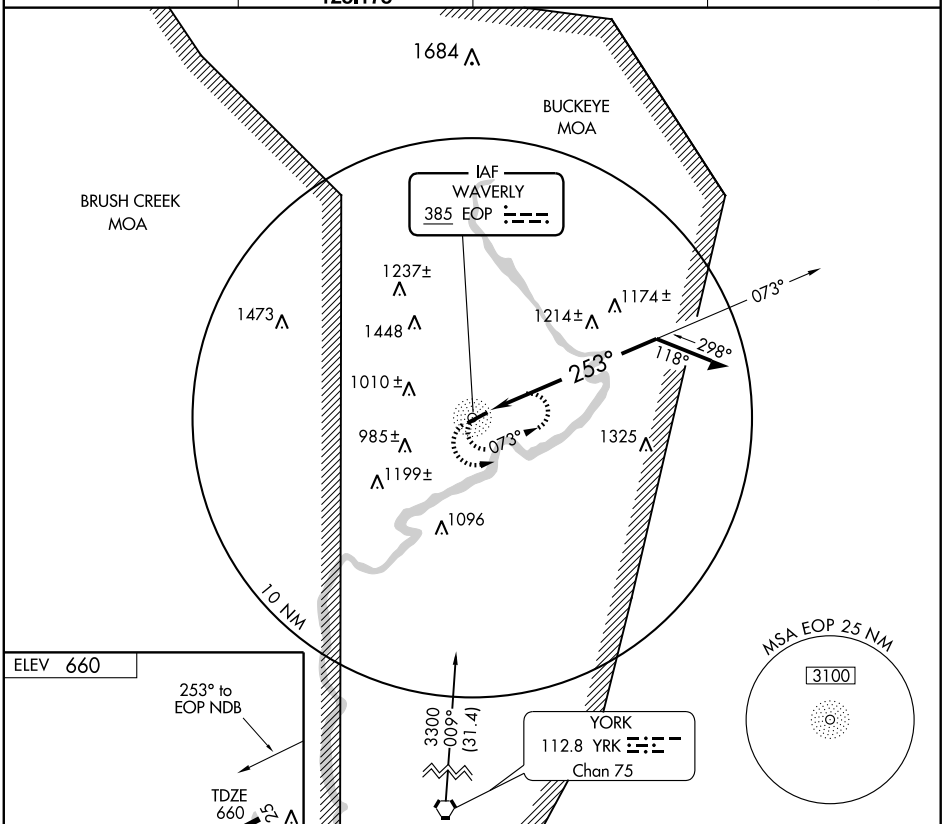
WAVERLY / PIKE COUNTY (EOP)

Use Greater Portsmouth Rgnl altimeter setting; if not received, use Ross County altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2700 in EOP NDB holding pattern.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-25	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)
CIRCLING	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4900
068°	TDZE	660
	Apt Elev	660

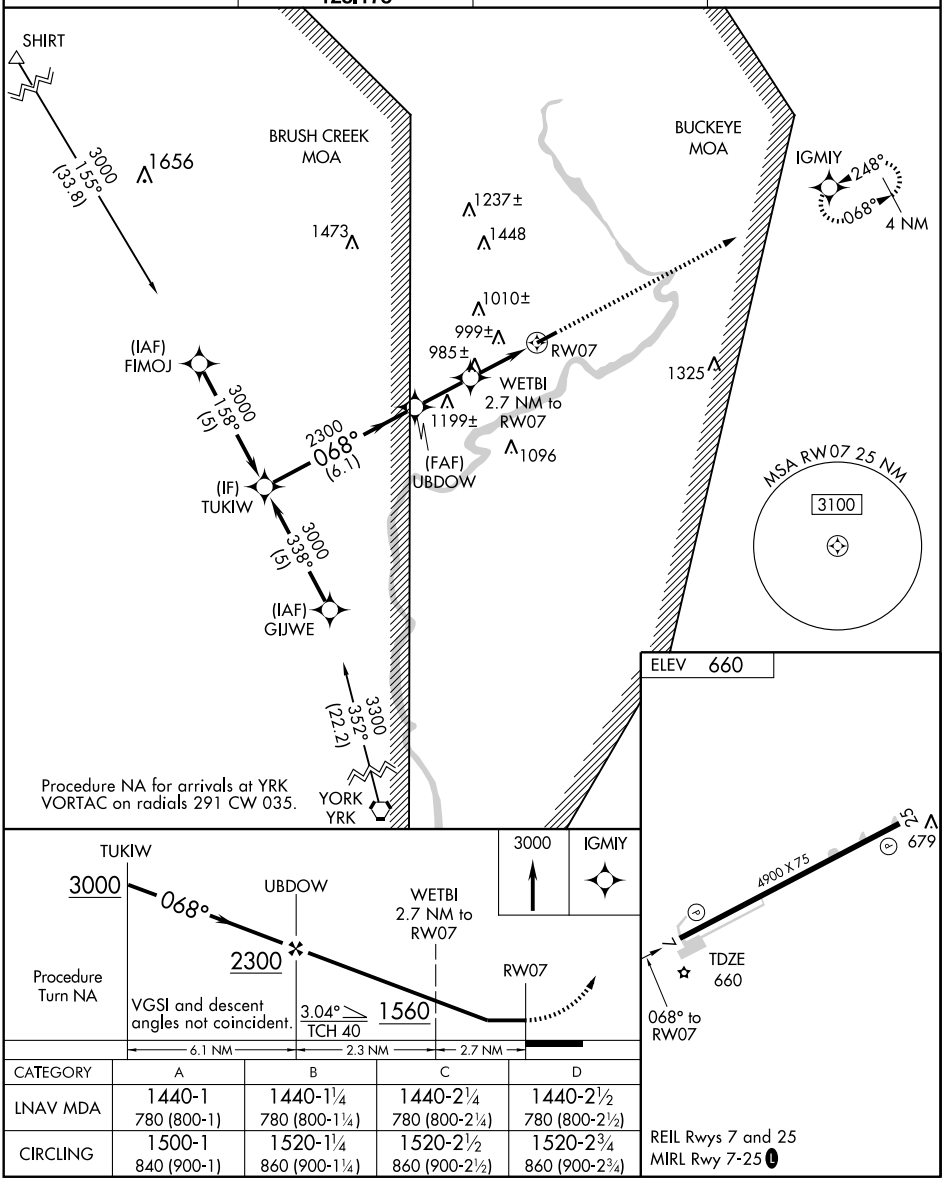
RNAV (GPS) RWY 7

WAVERLY/ PIKE COUNTY (EOP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C and D, and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IGMIY and hold.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1 780 (800-1)	1440-1¼ 780 (800-1¼)	1440-2¼ 780 (800-2¼)	1440-2½ 780 (800-2½)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

WAVERLY/ PIKE COUNTY (EOP)

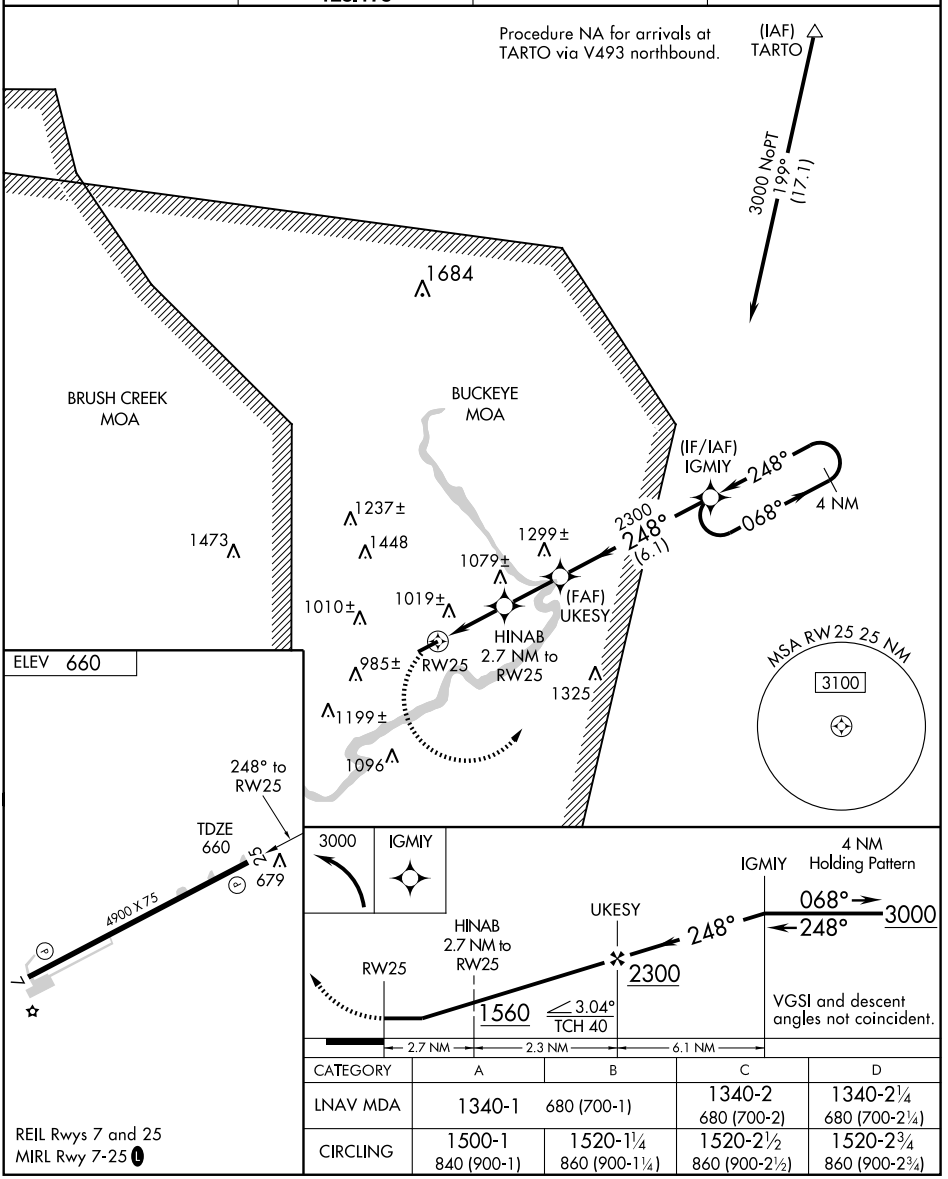
APP CRS	Rwy Idg	4900
248°	TDZE	660
	Apt Elev	660

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct IGMIY and hold.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.5	123.0 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	1340-1	680 (700-1)	1340-2 680 (700-2)	1340-2¼ 680 (700-2¼)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)

WAYNESVILLE

RED STEWART AIRFIELD (4Ø1) 4 W UTC−5(−4DT) N39°30.32′ W84°07.31′ **CINCINNATI**

955 S4 **FUEL** 100LL NOTAM FILE DAY

RWY 08–26: 3142X150 (TURF)

RWY 08: Crops. **RWY 26:** Thld dsplcd 540′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Transient tfc 1 Jan–15 Apr notification required for rwy condition prior to arrival 513–897–7717. Rwys and aprons fair rolling turf; sod N and S of rwy used as twy. Banner towing and gliders on and invof arpt. Glider operations on N taxiway. Rwy 26 dsplcd thld marked with 3 outboard cones on each side of rwy. Rwy 08–26 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

DAYTON APP/DEP CON 126.5 (091°–180°)

WEIKER (See GREEN SPRINGS)

WELLER (See URBANA)

WELLINGTON

READER–BOTSFORD (67D) 00 SE UTC−5(−4DT) N41°09.75′ W82°12.16′ **DETROIT**

864 TPA—1650(786) NOTAM FILE CLE

RWY 18–36: 2850X100 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Nov Wed, Sat–Sun dalgt hrs. Arpt CLOSED 1 Dec to 30 Apr. Glider ops. Monitor glider activities on CTAF. Rwy 18–36 lgtd thld Rwy 18 relocated 375′; Rwy 36 relocated 800′; 1825′ Rwy 18–36 usable for ngt ops.

COMMUNICATIONS: CTAF 122.9

WELTZIEN SKYPARK (See WADSWORTH)

WEST UNION N38°51.36′ W83°33.83′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 359 AMT at Alexander Salamon. NDB OTS indef. **L–26G**

WEST UNION

ALEXANDER SALAMON (AMT) 4 NW UTC−5(−4DT) N38°51.09′ W83°33.98′ **CINCINNATI**

896 B **FUEL** 80, 100LL NOTAM FILE DAY **L–26G**

RWY 05–23: H3762X65 (ASPH) MIRL 0.3% up NE **IAP**

RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.

AIRPORT REMARKS: Attended Mon–Sat dalgt hrs. Fuel avbl 24 hrs—credit card. ACTIVATE MIRL Rwy 05–23; PAPI Rwy 23 and REIL Rwy 23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 299° 30.3 NM to fld. 1040/5W.

WEST UNION NDB (MHW) 359 AMT N38°51.36′ W83°33.83′ at fld. NOTAM FILE DAY. OTS indef.

WILLARD (8G1) 1 S UTC−5(−4DT) N41°02.33′ W82°43.47′ **DETROIT**

967 **FUEL** 100LL NOTAM FILE CLE **L–29A**

RWY 10–28: H4028X65 (ASPH) MIRL 0.8% up W **IAP**

RWY 10: Thld dsplcd 300′. Building. **RWY 28:** Thld dsplcd 610′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. For fuel after hrs call 567–224–2492. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF 122.9

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 332° 11.9 NM to fld. 1210/3W.

WILLIAMS CO (See BRYAN)

NDB AMT	APP CRS	Rwy Idg	3762
359	232°	TDZE	896
		Apt Elev	896

NDB RWY 23

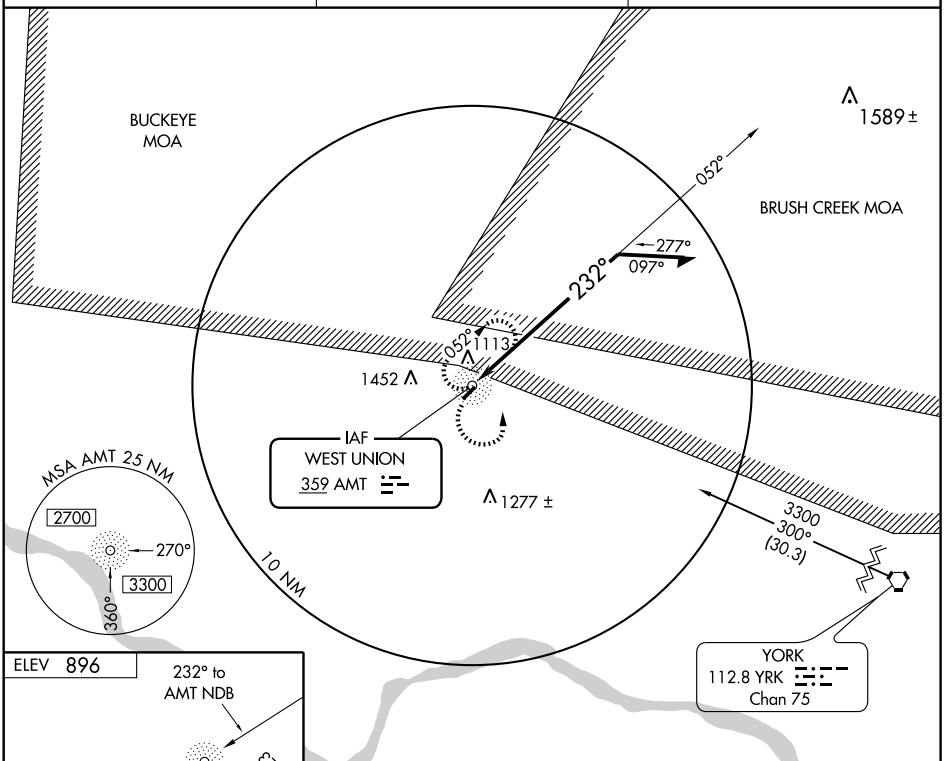
WEST UNION/ALEXANDER SALAMON (AMT)

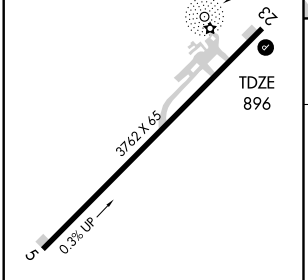
NA

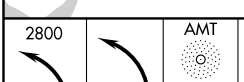
Use Flemingsburg, Kentucky altimeter setting.

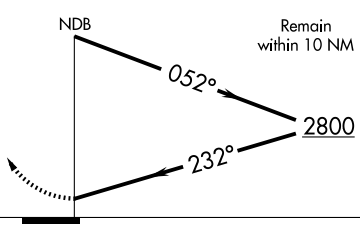
MISSED APPROACH: Climbing left turn to 2800 via heading 180°, then left turn direct AMT NDB and hold.

FLEMINGSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	135.575 290.5	122.8 (CTAF) L









REIL Rwy 23 L
MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA
CIRCLING	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3762
049°	TDZE	890
	Apt Elev	896

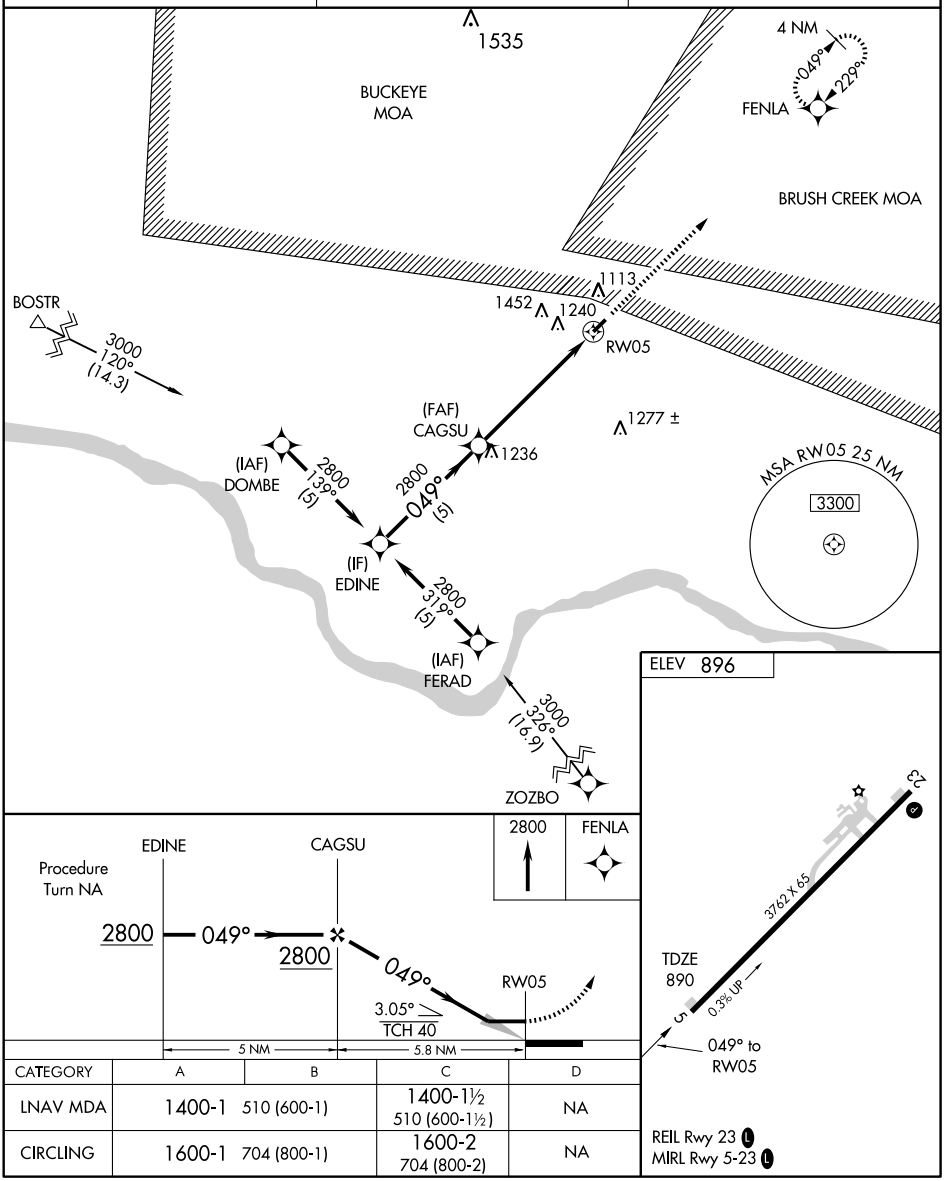
RNAV (GPS) RWY 5

WEST UNION/ ALEXANDER SALAMON (AMT)

T
NA Use Flemingsburg, Kentucky altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FENLA WP and hold.

FLEMINGSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	135.575 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1400-1	510 (600-1)	1400-1½ 510 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

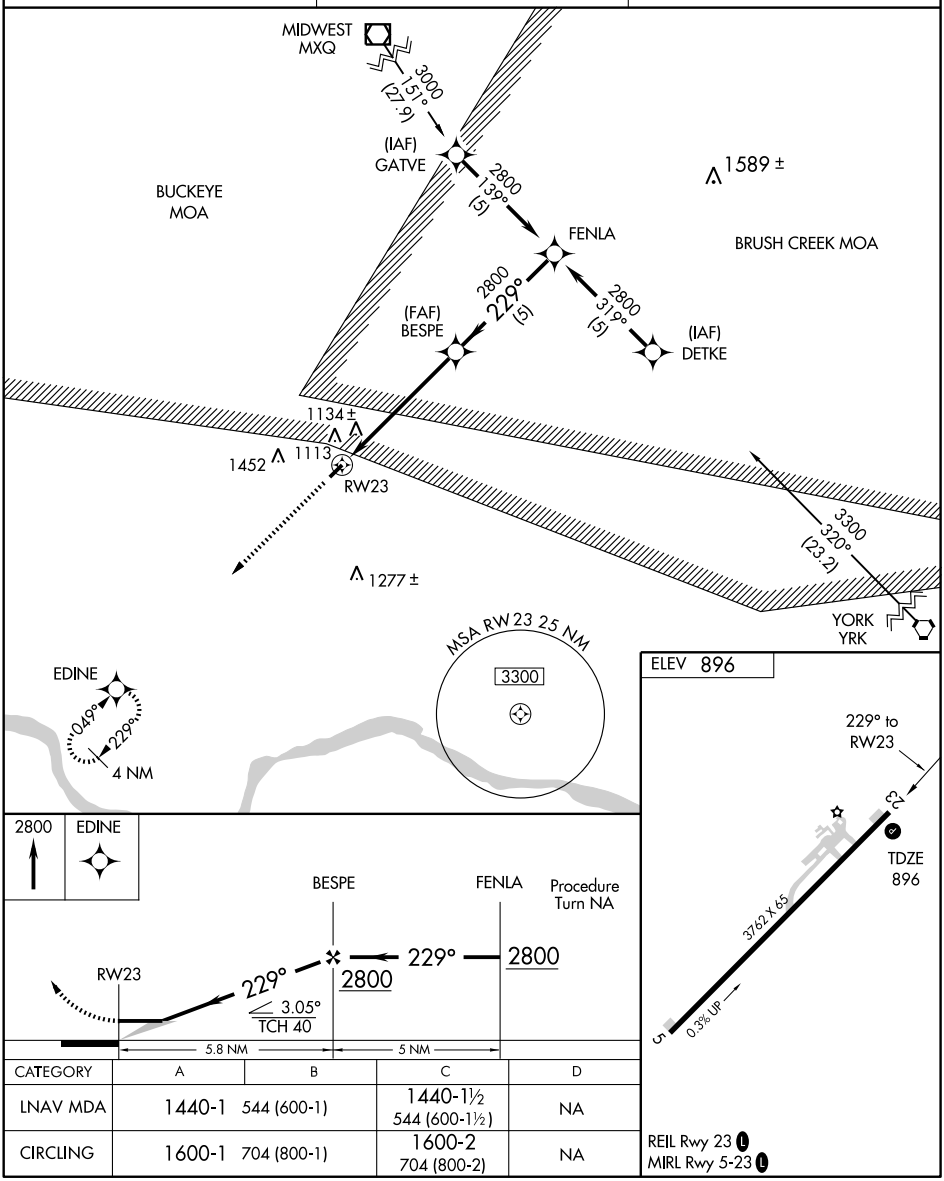
WEST UNION/ALEXANDER SALAMON (AMT)

APP CRS	Rwy Idg	3762
229°	TDZE	896
	Apt Elev	896

Use Flemingsburg, Kentucky altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct EDINE WP and hold.

FLEMINSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	135.575 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	544 (600-1)	1440-1½ 544 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAYNESVILLE

RED STEWART AIRFIELD (4Ø1) 4 W UTC−5(−4DT) N39°30.32′ W84°07.31′ **CINCINNATI**

955 S4 **FUEL** 100LL NOTAM FILE DAY

RWY 08–26: 3142X150 (TURF)

RWY 08: Crops. **RWY 26:** Thld dsplcd 540′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Transient tfc 1 Jan–15 Apr notification required for rwy condition prior to arrival 513–897–7717. Rwys and aprons fair rolling turf; sod N and S of rwy used as twy. Banner towing and gliders on and invof arpt. Glider operations on N taxiway. Rwy 26 dsplcd thld marked with 3 outboard cones on each side of rwy. Rwy 08–26 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

DAYTON APP/DEP CON 126.5 (091°–180°)

WEIKER (See GREEN SPRINGS)

WELLER (See URBANA)

WELLINGTON

READER–BOTSFORD (67D) 00 SE UTC−5(−4DT) N41°09.75′ W82°12.16′ **DETROIT**

864 TPA—1650(786) NOTAM FILE CLE

RWY 18–36: 2850X100 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Nov Wed, Sat–Sun dalgt hrs. Arpt CLOSED 1 Dec to 30 Apr. Glider ops. Monitor glider activities on CTAF. Rwy 18–36 lgtd thld Rwy 18 relocated 375′; Rwy 36 relocated 800′; 1825′ Rwy 18–36 usable for ngt ops.

COMMUNICATIONS: CTAF 122.9

WELTZIEN SKYPARK (See WADSWORTH)

WEST UNION N38°51.36′ W83°33.83′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 359 AMT at Alexander Salamon. NDB OTS indef. **L–26G**

WEST UNION

ALEXANDER SALAMON (AMT) 4 NW UTC−5(−4DT) N38°51.09′ W83°33.98′ **CINCINNATI**

896 B **FUEL** 80, 100LL NOTAM FILE DAY **L–26G**

RWY 05–23: H3762X65 (ASPH) MIRL 0.3% up NE **IAP**

RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.

AIRPORT REMARKS: Attended Mon–Sat dalgt hrs. Fuel avbl 24 hrs—credit card. ACTIVATE MIRL Rwy 05–23; PAPI Rwy 23 and REIL Rwy 23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 299° 30.3 NM to fld. 1040/5W.

WEST UNION NDB (MHW) 359 AMT N38°51.36′ W83°33.83′ at fld. NOTAM FILE DAY. OTS indef.

WILLARD (8G1) 1 S UTC−5(−4DT) N41°02.33′ W82°43.47′ **DETROIT**

967 **FUEL** 100LL NOTAM FILE CLE **L–29A**

RWY 10–28: H4028X65 (ASPH) MIRL 0.8% up W **IAP**

RWY 10: Thld dsplcd 300′. Building. **RWY 28:** Thld dsplcd 610′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. For fuel after hrs call 567–224–2492. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF 122.9

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 332° 11.9 NM to fld. 1210/3W.

WILLIAMS CO (See BRYAN)

VORTAC MFD 108.8 Chan 25	APP CRS 332°	Rwy Idg N/A TDZE N/A Apt Elev 967

VOR/DME or GPS-A

WILLARD (8G1)

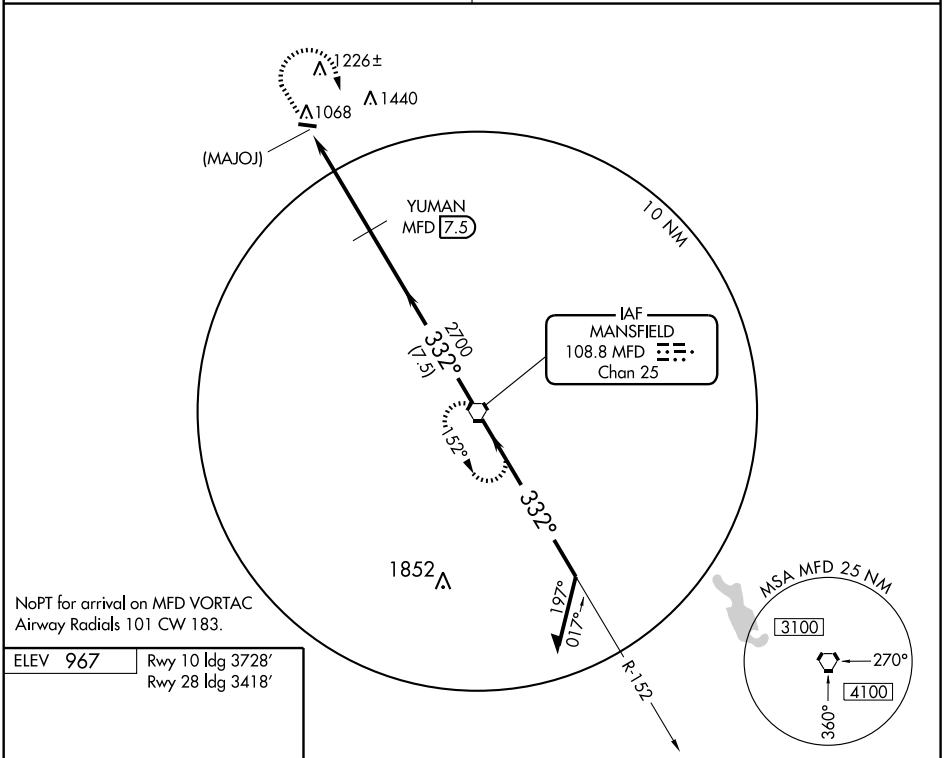
Use Mansfield altimeter setting; when not received, use Cleveland-Hopkins altimeter setting.

NA

MISSED APPROACH: Climb to 3000 then right turn direct MFD VORTAC and hold.

MANSFIELD APP CON ★ 124.2 390.8

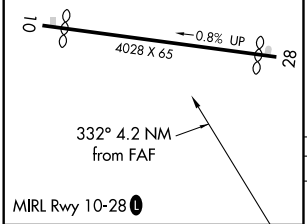
CTAF (L) 122.9



NoPT for arrival on MFD VORTAC Airway Radials 101 CW 183.

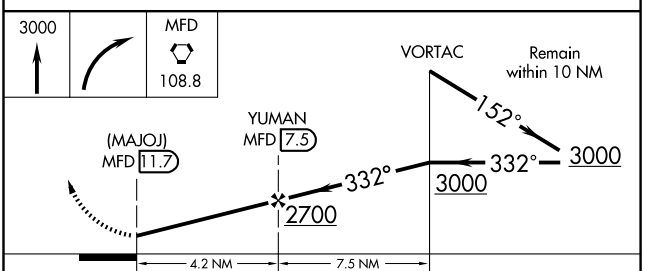
ELEV 967

Rwy 10 ldg 3728′
Rwy 28 ldg 3418′



MIRL Rwy 10-28 (L)

Knots	60	90	120	150	180
Min:Sec					



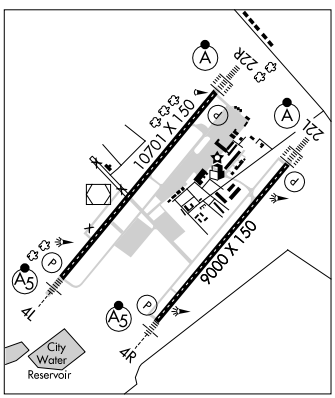
CATEGORY	A	B	C	D
CIRCLING	1680-1 713 (800-1)		1680-2 713 (800-2)	NA
CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS				
CIRCLING	1720-1 753 (800-1)	1720-1¼ 753 (800-1¼)	1720-2¼ 753 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WILLOUGHBY LOST NATION MUNI (LNN) 3 N UTC−5(−4DT) N41°41.04′ W81°23.39′ **DETROIT**
626 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE **H–10G, L–30G**
RWY 05–23: H5028X100 (ASPH) S–68, D–80, 2D–124 MIRL **IAP**
RWY 05: REIL. PAPI(P4R). Thld dsplcd 428′. Pole. **RWY 23:** REIL. PAPI(P4L). Trees.
RWY 10–28: H4272X100 (ASPH) S–68, D–80, 2D–124 MIRL
RWY 10: REIL. PAPI(P2L). Trees. **RWY 28:** REIL. PAPI(P2L). Thld dsplcd 1124′. Poles.
AIRPORT REMARKS: Attended 1200–0200Z‡. For arpt attendance or fuel svs after hrs call 440–942–7092 from 0400–1100Z‡ for prior arrangements. Multiple practice ldg and tkf prohibited Mon–Fri 0400–1300Z‡; Sat–Sun and holidays 0400–1400Z‡. Deer and Birds on and invof arpt. Rwy 05 REIL OTS indef. Rwy 23 PAPI OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and Rwy 10–28; REIL Rwys 05; Rwy 23; Rwy 10 and Rwy 28; and PAPI Rwys 05; Rwy 23; Rwy 10 and Rwy 28—CTAF. Ldg fee for all commercial acft by weight; multi–engine and larger.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 320° 14.3 NM to fld. 1310/5W.
LAKELAND NDB (MHW) 263 LQL N41°40.94′ W81°22.74′ at fld. NDB unmonitored.
COMM/NAV/WEATHER REMARKS: UNICOM freq unmonitored May–Sep (0300–1200Z‡); Oct–Apr (0200–1200Z‡). For IFR clearance ctc Cleveland apch control at 216–898–2040.

WILMINGTON

AIRBORNE AIRPARK (ILN) 2 SE UTC−5(−4DT) N39°25.68′ W83°47.53′ **CINCINNATI**
1077 B S4 **FUEL** JET A OX 1, 2 Class IV, ARFF Index A NOTAM FILE ILN **H–10G, L–27E**
RWY 04L–22R: H10701X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL **IAP**
RWY 04L: MALSR. PAPI(P4L)—GA 3.0° TCH 62′.
RWY 22R: ALSF–2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.
0.4% down.
RWY 04R–22L: H9000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL
RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71′. 0.3% up.
RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. 0.4% down.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
RWY 04R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22R: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–366–2282. Rwy 04L–22R has 1000′ paved area on SW end and 200′ paved area on NE end. Rwy 04R–22L has 200′ paved area on each end. For HIRL Rwy 04L–22R and Rwy 04R–22L when twr clsd contact ops on 119.47. Rwy 04R touchdown, midpoint and rollout RVR avbl. Rwy 22L touchdown, midpoint and rollout RVR avbl. Four hrs PPR for all transient acft call arpt manager 937–366–2282 during operating hrs. After hrs call flight control 937–366–2441. Ldg fee. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS (937) 383–7334.
COMMUNICATIONS: CTAF 119.475 **ATIS** 124.925
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
WILMINGTON TOWER 119.475, 125.6 (04R–22L in instrument meteorological conditions) Mon 1200–Sat 2300Z‡, Sun 1100–2300Z‡.
GND CON 121.6 **CLNC DEL** 125.6
AIRSPACE: CLASS D svc Mon 1200Z‡–Sat 2300Z‡, Sun 1100–2300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ at fld. 1050/4W. Unmonitored when twr clsd.
AIRBO NDB (MHW/LOM) 407 IL N39°29.58′ W83°44.29′ 217° 4.6 NM to fld. Unmonitored Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡.
CUBLA NDB (MHW/LOM) 299 HW N39°21.21′ W83°52.55′ 045° 5.9 NM to fld.
ILS 110.7 I–HWM Rwy 04L. LOM CUBLA NDB. Unmonitored when twr clsd. LOC unusable byd 15° left or right of course.
ILS/DME 109.35 I–IYV Chan 30(Y) Rwy 04R. Class IT. Unmonitored when twr clsd.
ILS 110.7 I–ILN Rwy 22R. Class IIIE. LOM AIRBO NDB. Unmonitored when twr clsd.
ILS/DME 109.35 I–RHX Chan 30(Y) Rwy 22L. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

WILLOUGHBY LOST NATION MUNI (LNN)

WILLOUGHBY, OHIO

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28:
STANDARD.

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .

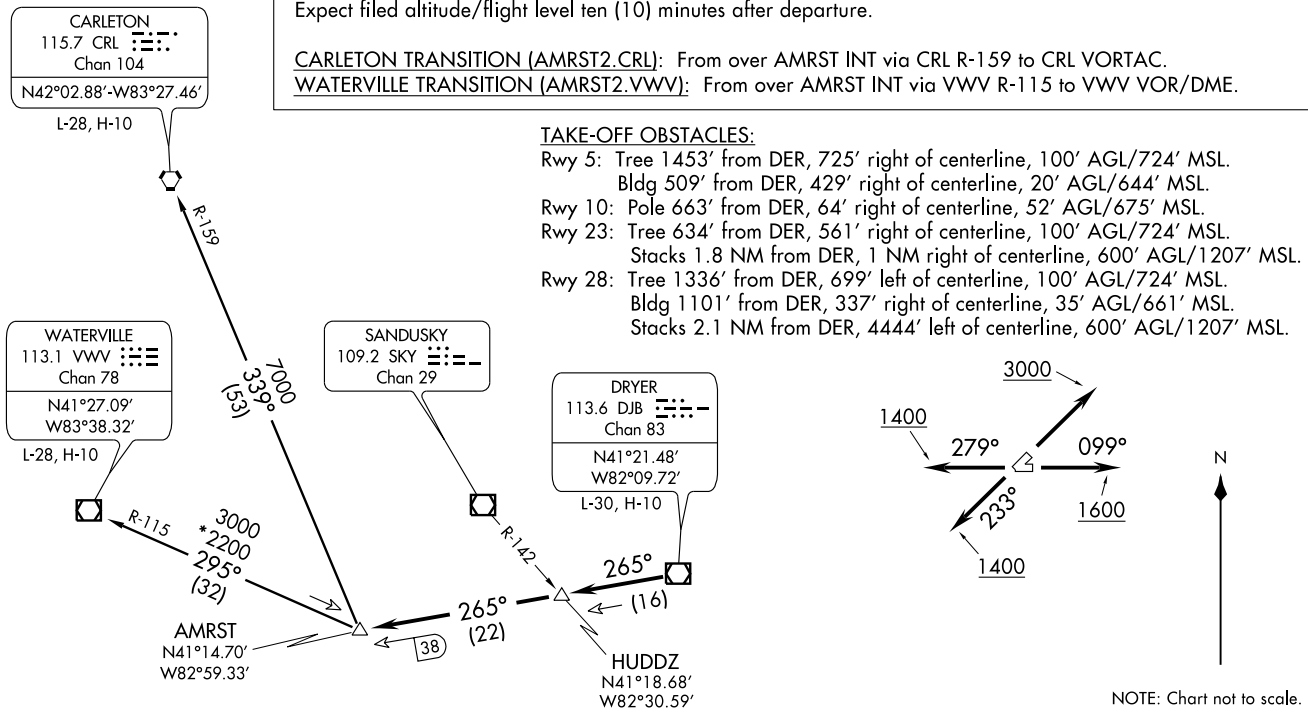
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.



(AMRST2.AMRST) 09183

AMRST TWO DEPARTURE

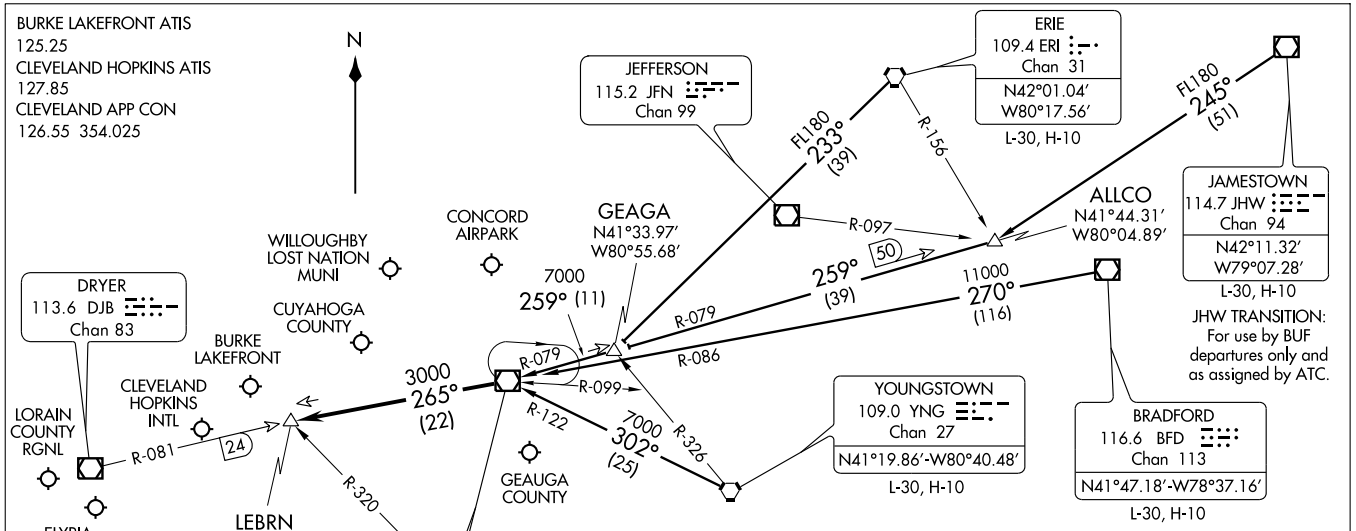
SL-753 (FAA)

WILLOUGHBY LOST NATION MUNI (LNN)

WILLOUGHBY, OHIO

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

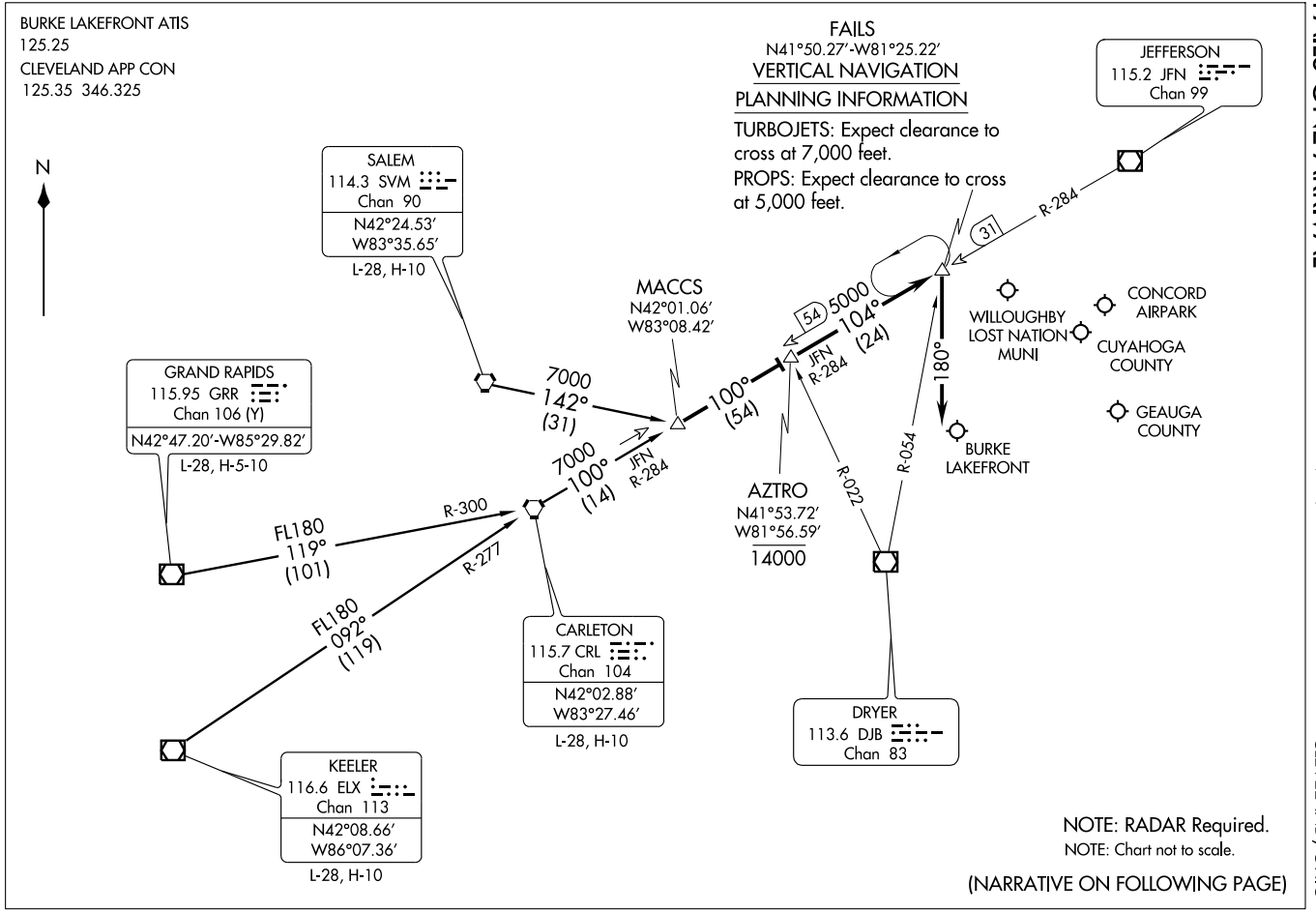
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

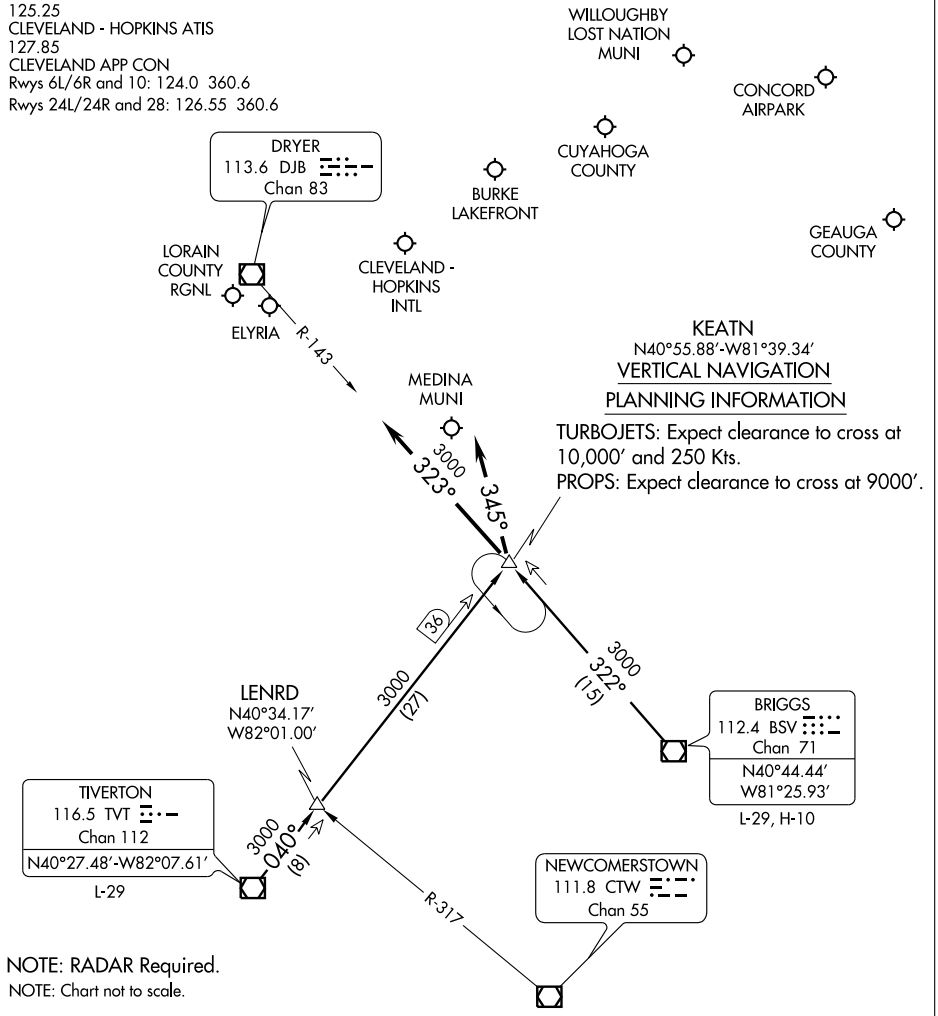
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

NDB LQL	APP CRS	Rwy Idg	4272
263	099°	TDZE	625
		Apt Elev	626

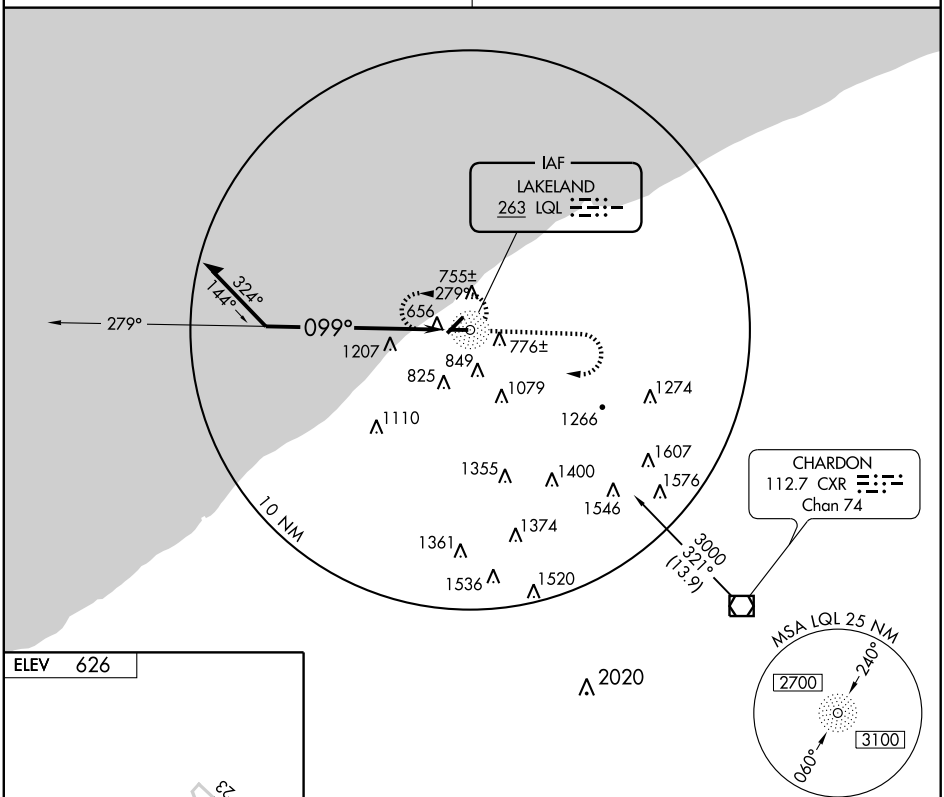
NDB RWY 10

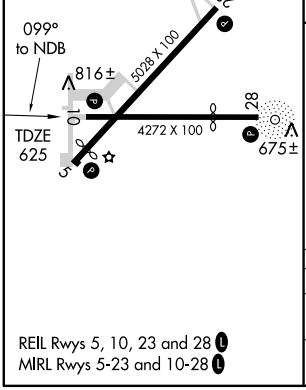
WILLOUGHBY LOST NATION MUNI (LNN)

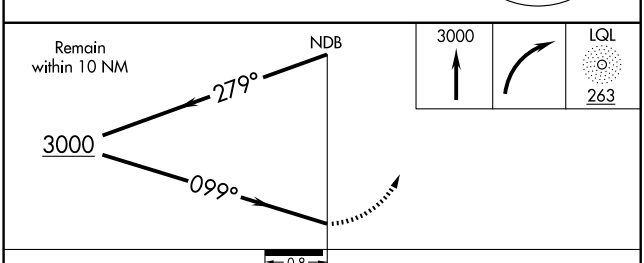
Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-10	1700-1¼ 1075 (1100-1¼)	1700-1½ 1075 (1100-1½)	1700-3 1075 (1100-3)	NA
CIRCLING	1700-1¼ 1074 (1100-1¼)	1700-1½ 1074 (1100-1½)	1700-3 1074 (1100-3)	NA

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

WILLOUGHBY LOST NATION MUNI (LNN)

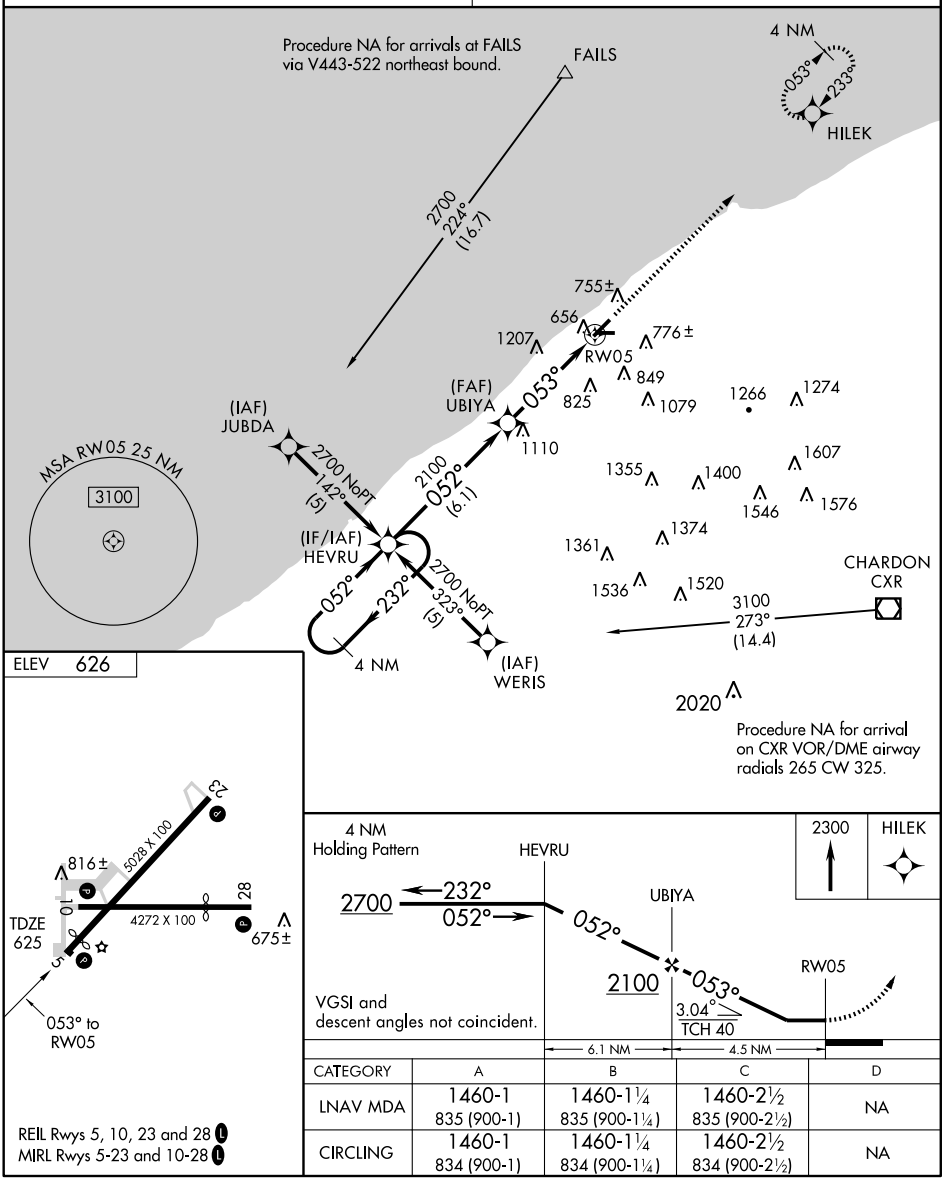
APP CRS	Rwy Idg	4600
053°	TDZE	625
	Apt Elev	626

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altmeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300 direct HILEK and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1460-1 835 (900-1)	1460-1¼ 835 (900-1¼)	1460-2½ 835 (900-2½)	NA
CIRCLING	1460-1 834 (900-1)	1460-1¼ 834 (900-1¼)	1460-2½ 834 (900-2½)	NA

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

WILLOUGHBY LOST NATION MUNI (LNN)

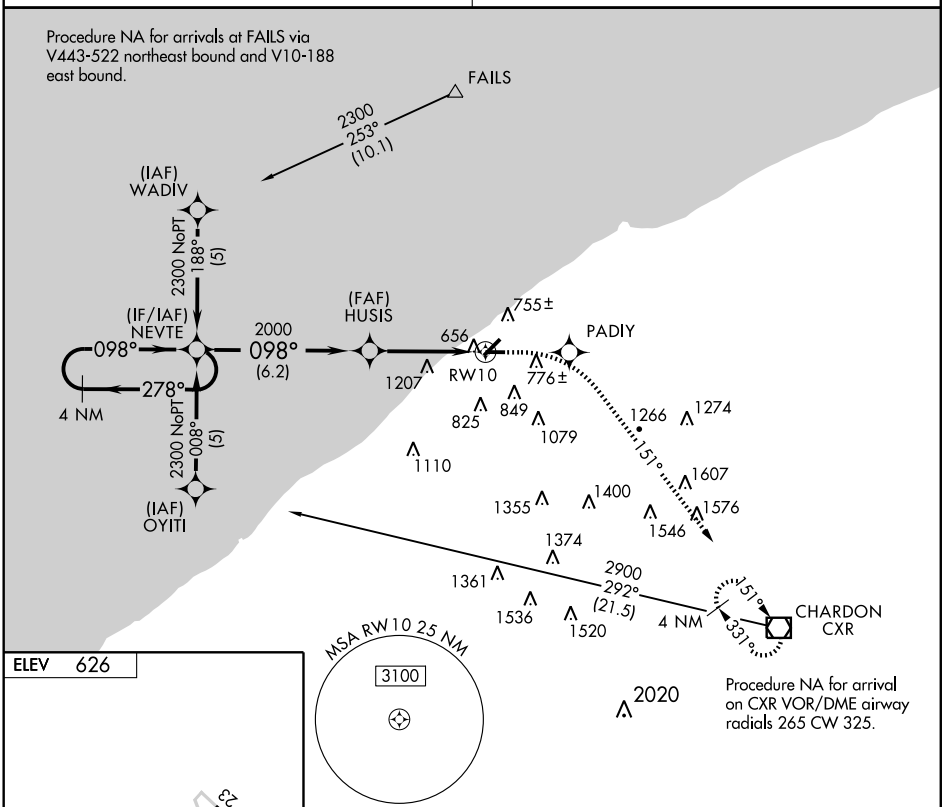
APP CRS	Rwy Idg	4272
098°	TDZE	625
	Apt Elev	626

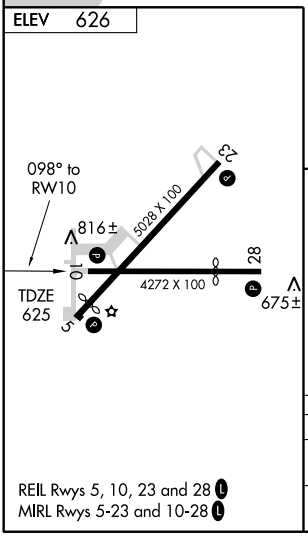
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

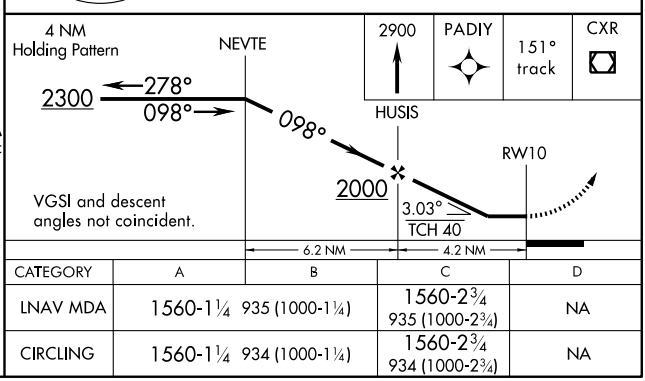
NA

MISSED APPROACH: Climb to 2900 direct PADIY and via track 151° to CXR VOR/DME and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 935 (1000-1¼)		1560-2¾ 935 (1000-2¾)	NA
CIRCLING	1560-1¼ 934 (1000-1¼)		1560-2¾ 934 (1000-2¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5028
CH 82410	233°	TDZE	623
W23A		Apt Elev	626

RNAV (GPS) RWY 23

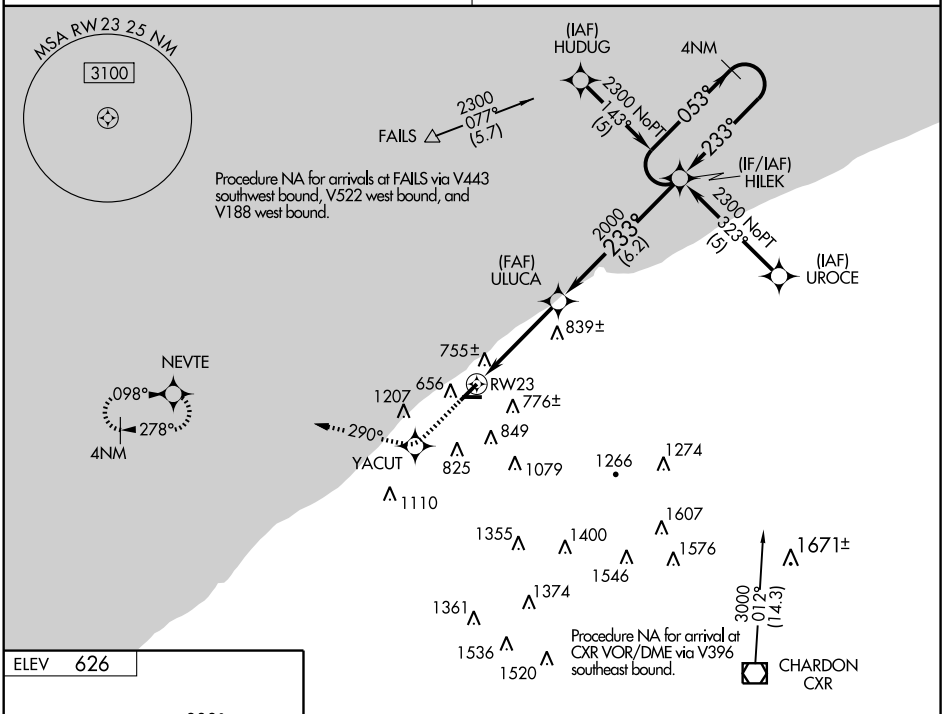
WILLOUGHBY LOST NATION MUNI (LNN)

T NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA/MDA 40 feet, and all visibilities ¼ mile.

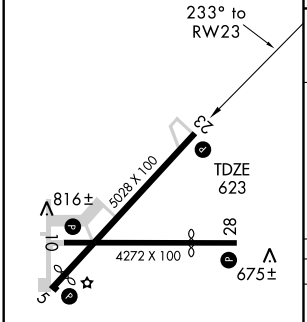
MISSED APPROACH: Climb to 2300 direct YACUT and via 290° track to NEVTE and hold.

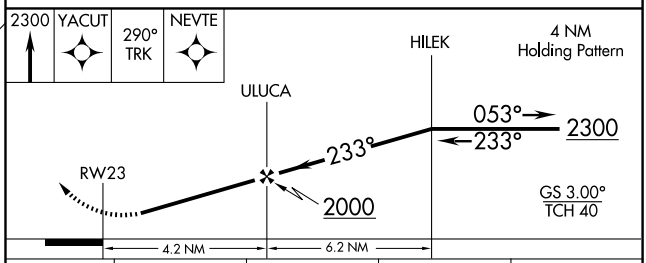
CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	1031-1½ 408 (500-1½)			NA
LNAV/VNAV DA	1142-1¾ 519 (600-1¾)			NA
LNAV MDA	1200-1 577 (600-1)		1200-1½ 577 (600-1½)	NA
CIRCLING	1200-1 574 (600-1)		1200-1½ 574 (600-1½)	NA

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

APP CRS	Rwy Idg	3148
279°	TDZE	626
	Apt Elev	626

RNAV (GPS) RWY 28

WILLOUGHBY LOST NATION MUNI (LNN)

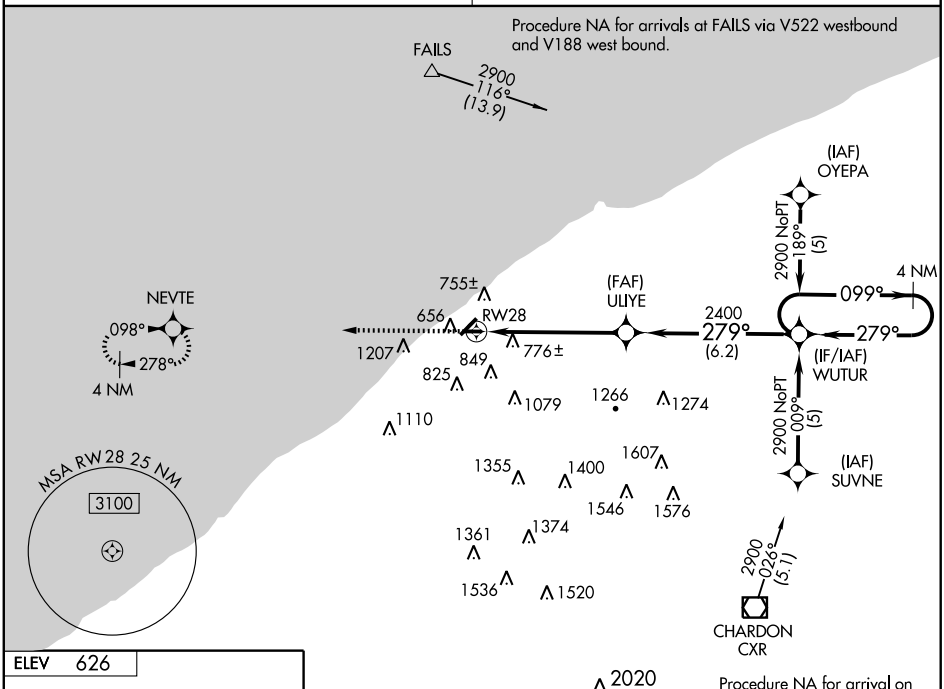
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

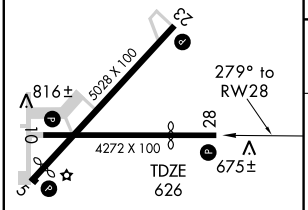
CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L

Procedure NA for arrivals at FAILS via V522 westbound and V188 west bound.

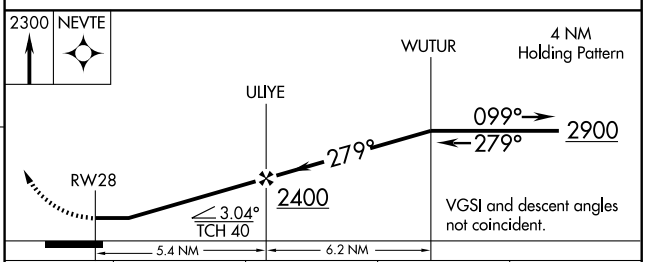


Procedure NA for arrival on CXR VOR/DME airway radials 325 CW 079.

ELEV 626



REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA
CIRCLING	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA

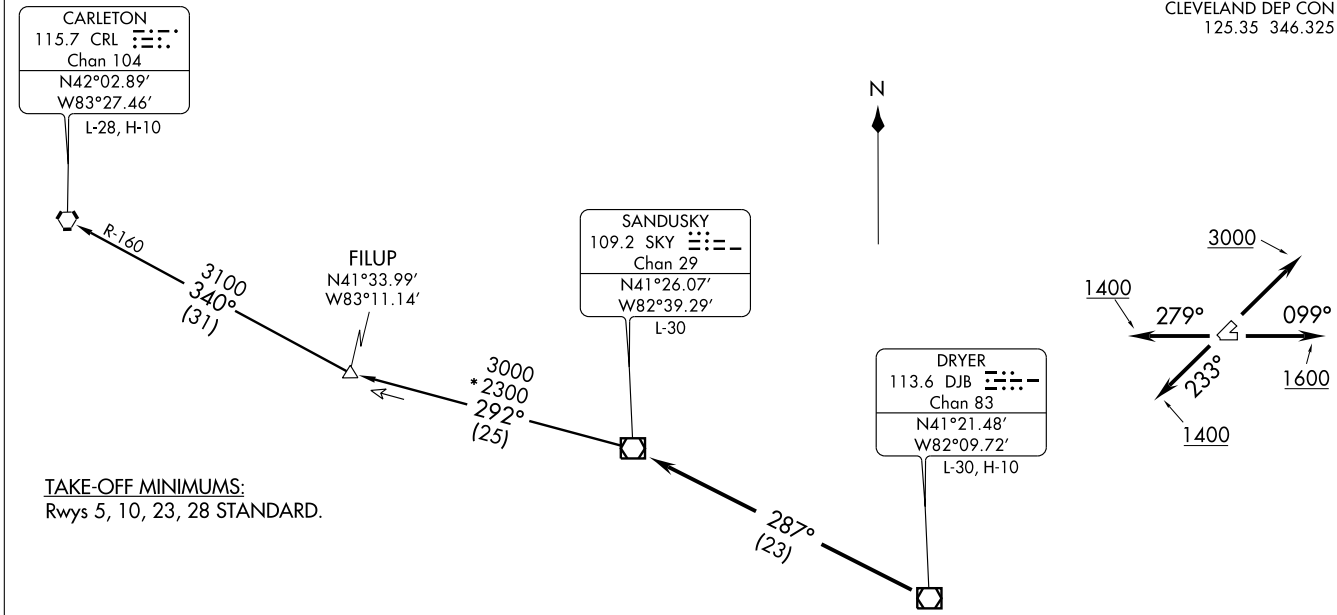
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

WILLOUGHBY LOST NATION MUNI (LNN)

WILLOUGHBY, OHIO



TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

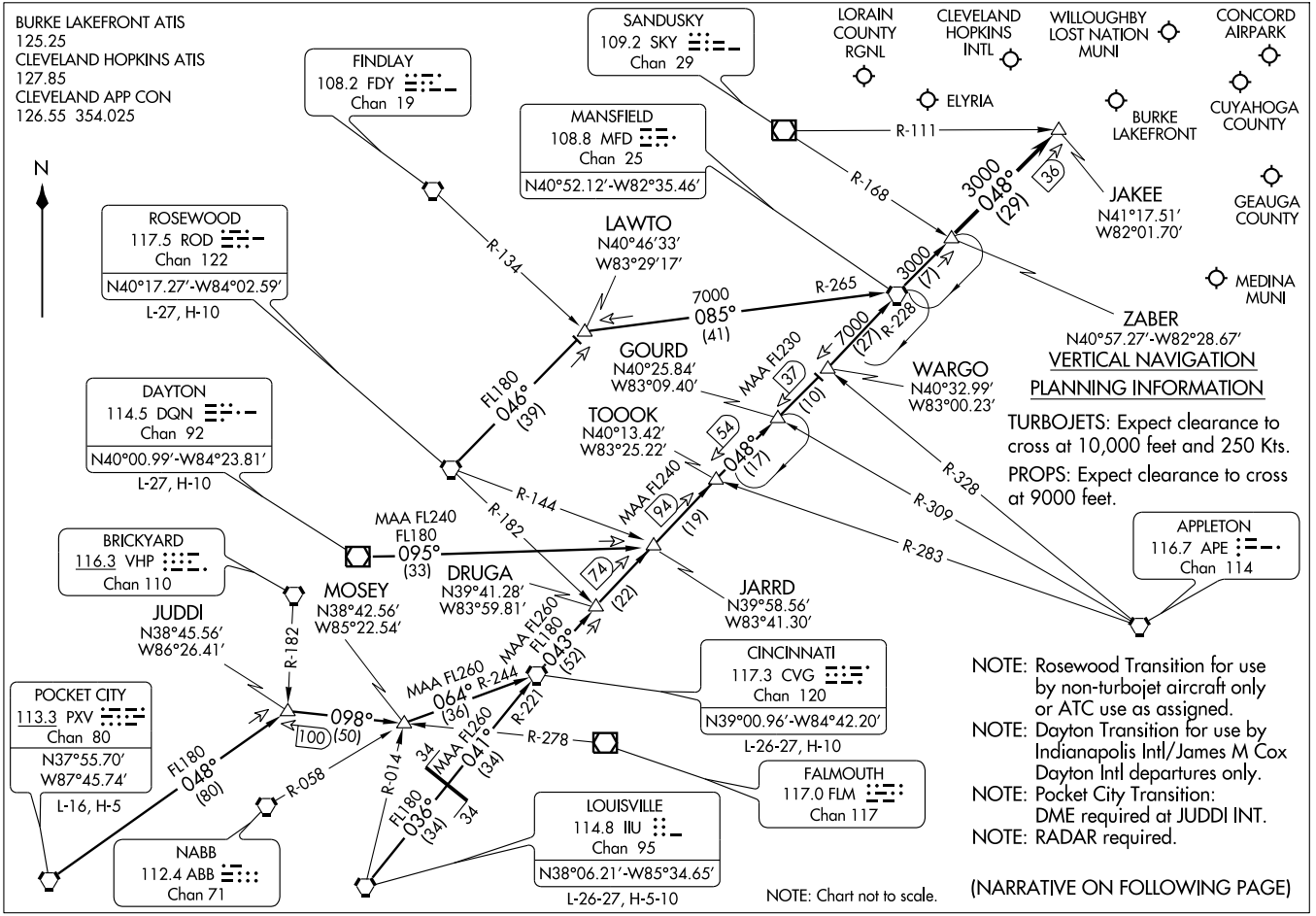
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
WILLOUGHBY LOST NATION MUNI (LNN)
WILLOUGHBY, OHIO

SL-753 (FAA)

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

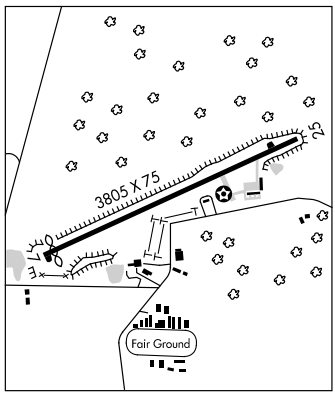
CLINTON FLD (I66) 4 NW UTC−5(−4DT) N39°30.15′ W83°51.80′ **CINCINNATI**
1033 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **L–27E**
RWY 03–21: H3579X65 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 20′. Trees. **RWY 21:** PAPI(P2L)—GA 3.75° TCH 20′. Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2200Z‡. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937–725–2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (937) 382–1376.
COMMUNICATIONS: **CTAF/UNICOM** 123.0
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC−5(−4DT) N39°26.25′ W83°42.50′ **CINCINNATI**
1090 NOTAM FILE DAY
RWY 05–23: 3203X80 (TURF)
RWY 05: Thld dsplcd 92′. Crops. **RWY 23:** Thld dsplcd 565′. P–Line.
RWY 13–31: 2670X80 (TURF)
RWY 13: Thld dsplcd 250′. Fence. **RWY 31:** Thld dsplcd 732′. Fence.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 13–31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep–Apr. Model acft radio–control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov–Apr. Rwy 05–23 dspld thlds marked with white tires. Rwy 13–31 dsplcd thlds marked with white tires.
COMMUNICATIONS: **CTAF** 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC−5(−4DT) N39°46.74′ W81°06.17′ **CINCINNATI**
1197 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3805X75 (ASPH) S–18 MIRL **IAP**
RWY 07: Thld dsplcd 173′. Trees. **RWY 25:** REIL. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–472–1882. ACTIVATE MIRL Rwy 07–25; rotating bcn and REIL Rwy 25—CTAF.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC−5(−4DT) N40°52.49′ W81°53.30′ **DETROIT**
1136 B S4 **FUEL** 100LL, JET A1+ OX 4 NOTAM FILE BJJ **H–10G, L–29B**
RWY 10–28: H5191X100 (ASPH) S–30 HIRL 0.5% up E **IAP**
RWY 10: REIL. Trees. **RWY 28:** REIL. VASI(V4R)—GA 3.0° TCH 33′. Thld dsplcd 218′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1300–2200Z‡, May–Oct Mon–Fri 1200–0000Z‡, May–Oct Sat–Sun 1400–0000Z‡, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10–28 preset low ints dusk–dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (330) 669–9105.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z†) **CLNC DEL** 121.75
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 295° 22.3 NM to fld. 1230/4W.

APP CRS	Rwy Idg	3579
033°	TDZE	1033
	Apt Elev	1033

RNAV (GPS) RWY 3

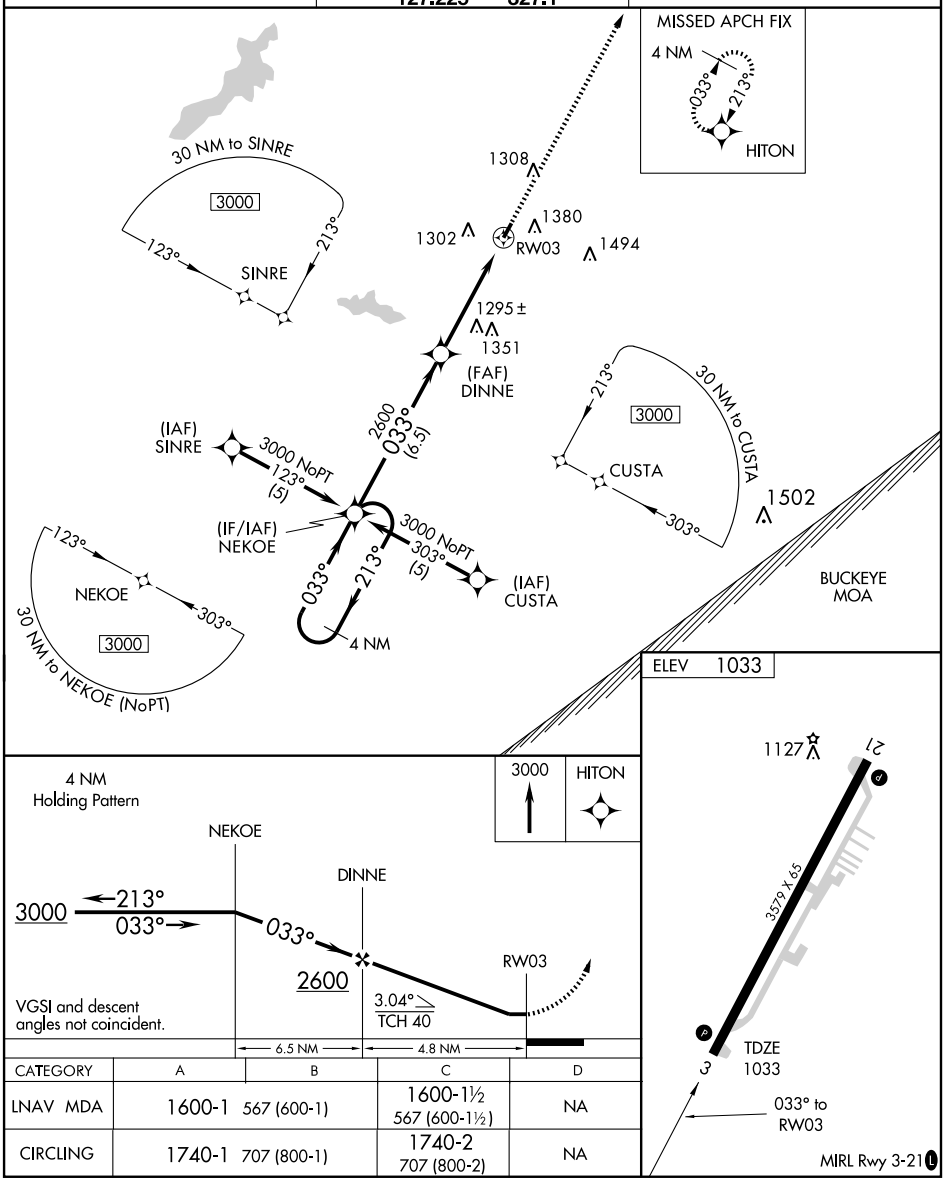
WILMINGTON/CLINTON FIELD (I66)

If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct HITON and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	



CATEGORY	A	B	C	D
LNAV MDA	1600-1 567 (600-1)		1600-1½ 567 (600-1½)	NA
CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3579
CH 99608	213°	TDZE	1033
W21A		Apt Elev	1033

RNAV (GPS) RWY 21

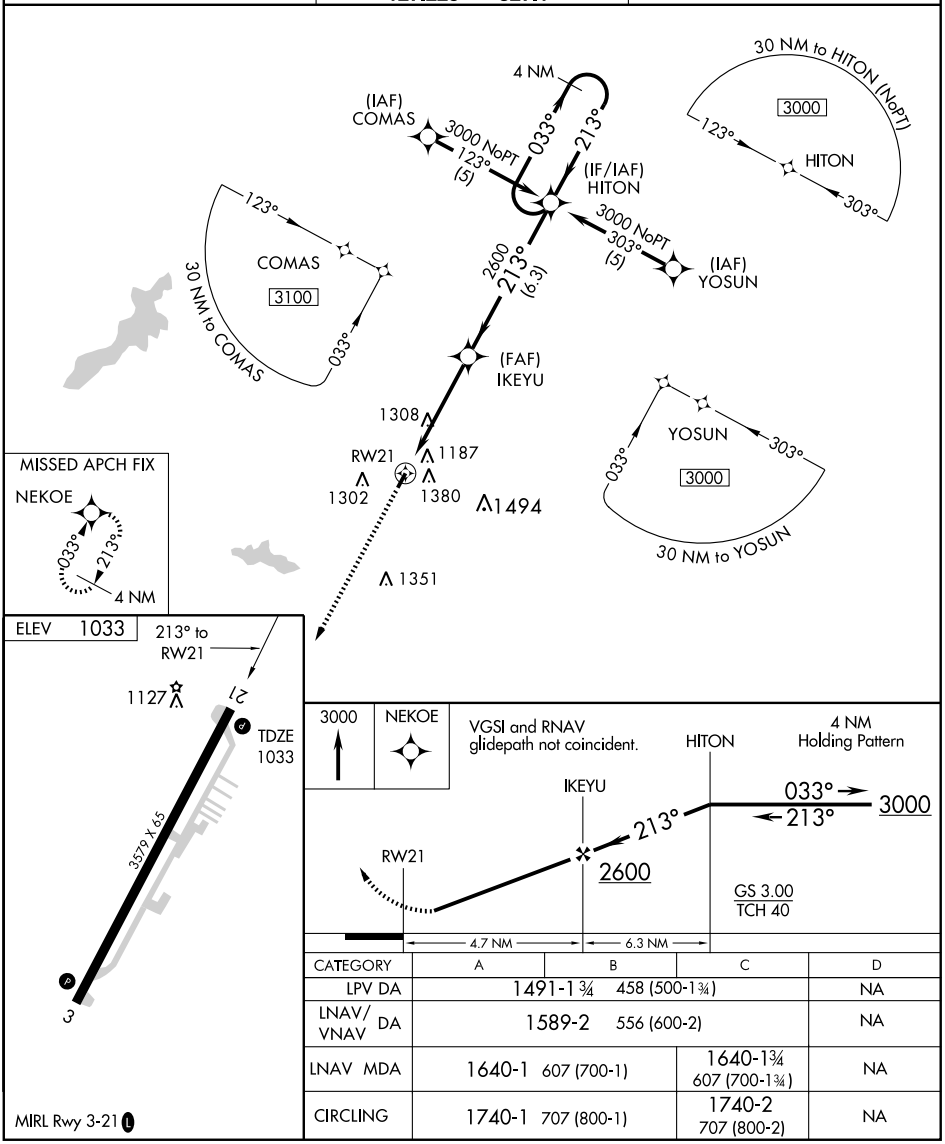
WILMINGTON/CLINTON FIELD (I66)

NA

Baro-VNAV NA when using Wilmington/Airborne Airpark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all DA/MDA 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NEKOE and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	



CATEGORY	A	B	C	D
LPV DA	1491-1¾ 458 (500-1¾)			NA
LNAV/VNAV DA	1589-2 556 (600-2)			NA
LNAV MDA	1640-1 607 (700-1)		1640-1¾ 607 (700-1¾)	NA
CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA

MIRL Rwy 3-21 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	N/A
112.9	331°	TDZE	N/A
Chan 76		Apt Elev	1033

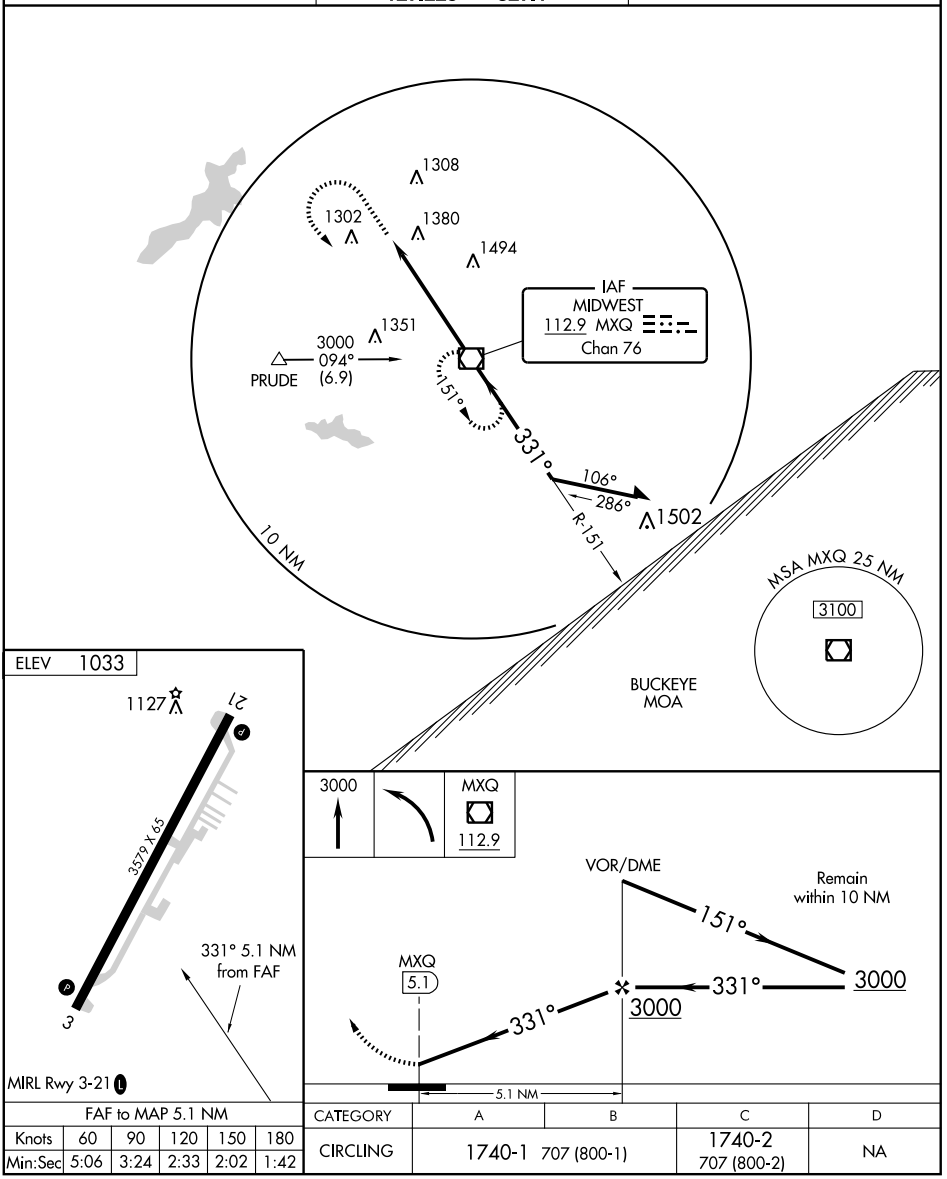
VOR-A

WILMINGTON/CLINTON FIELD (I66)

NA — If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct MXQ VOR/DME and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

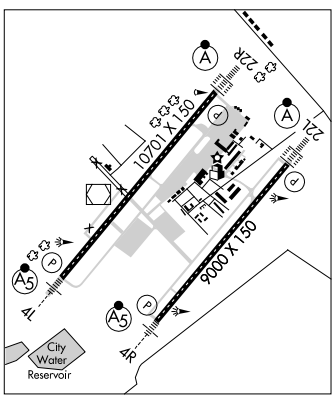
CATEGORY	A	B	C	D
CIRCLING	1740-1	707 (800-1)	1740-2	NA
			707 (800-2)	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WILLOUGHBY LOST NATION MUNI (LNN) 3 N UTC−5(−4DT) N41°41.04′ W81°23.39′ **DETROIT**
626 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE **H–10G, L–30G**
RWY 05–23: H5028X100 (ASPH) S–68, D–80, 2D–124 MIRL **IAP**
RWY 05: REIL. PAPI(P4R). Thld dsplcd 428′. Pole. **RWY 23:** REIL. PAPI(P4L). Trees.
RWY 10–28: H4272X100 (ASPH) S–68, D–80, 2D–124 MIRL
RWY 10: REIL. PAPI(P2L). Trees. **RWY 28:** REIL. PAPI(P2L). Thld dsplcd 1124′. Poles.
AIRPORT REMARKS: Attended 1200–0200Z‡. For arpt attendance or fuel svs after hrs call 440–942–7092 from 0400–1100Z‡ for prior arrangements. Multiple practice ldg and tkf prohibited Mon–Fri 0400–1300Z‡; Sat–Sun and holidays 0400–1400Z‡. Deer and Birds on and invof arpt. Rwy 05 REIL OTS indef. Rwy 23 PAPI OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and Rwy 10–28; REIL Rwys 05; Rwy 23; Rwy 10 and Rwy 28; and PAPI Rwys 05; Rwy 23; Rwy 10 and Rwy 28—CTAF. Ldg fee for all commercial acft by weight; multi–engine and larger.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 320° 14.3 NM to fld. 1310/5W.
LAKELAND NDB (MHW) 263 LQL N41°40.94′ W81°22.74′ at fld. NDB unmonitored.
COMM/NAV/WEATHER REMARKS: UNICOM freq unmonitored May–Sep (0300–1200Z‡); Oct–Apr (0200–1200Z‡). For IFR clearance ctc Cleveland apch control at 216–898–2040.

WILMINGTON

AIRBORNE AIRPARK (ILN) 2 SE UTC−5(−4DT) N39°25.68′ W83°47.53′ **CINCINNATI**
1077 B S4 **FUEL** JET A OX 1, 2 Class IV, ARFF Index A NOTAM FILE ILN **H–10G, L–27E**
RWY 04L–22R: H10701X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL **IAP**
RWY 04L: MALSR. PAPI(P4L)—GA 3.0° TCH 62′.
RWY 22R: ALSF–2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.
0.4% down.
RWY 04R–22L: H9000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL
RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71′. 0.3% up.
RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. 0.4% down.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
RWY 04R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22R: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–366–2282. Rwy 04L–22R has 1000′ paved area on SW end and 200′ paved area on NE end. Rwy 04R–22L has 200′ paved area on each end. For HIRL Rwy 04L–22R and Rwy 04R–22L when twr clsd contact ops on 119.47. Rwy 04R touchdown, midpoint and rollout RVR avbl. Rwy 22L touchdown, midpoint and rollout RVR avbl. Four hrs PPR for all transient acft call arpt manager 937–366–2282 during operating hrs. After hrs call flight control 937–366–2441. Ldg fee. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS (937) 383–7334.
COMMUNICATIONS: CTAF 119.475 **ATIS** 124.925
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
WILMINGTON TOWER 119.475, 125.6 (04R–22L in instrument meteorological conditions) Mon 1200–Sat 2300Z‡, Sun 1100–2300Z‡.
GND CON 121.6 **CLNC DEL** 125.6
AIRSPACE: CLASS D svc Mon 1200Z‡–Sat 2300Z‡, Sun 1100–2300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ at fld. 1050/4W. Unmonitored when twr clsd.
AIRBO NDB (MHW/LOM) 407 IL N39°29.58′ W83°44.29′ 217° 4.6 NM to fld. Unmonitored Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡.
CUBLA NDB (MHW/LOM) 299 HW N39°21.21′ W83°52.55′ 045° 5.9 NM to fld.
ILS 110.7 I–HWM Rwy 04L. LOM CUBLA NDB. Unmonitored when twr clsd. LOC unusable byd 15° left or right of course.
ILS/DME 109.35 I–IYV Chan 30(Y) Rwy 04R. Class IT. Unmonitored when twr clsd.
ILS 110.7 I–ILN Rwy 22R. Class IIIE. LOM AIRBO NDB. Unmonitored when twr clsd.
ILS/DME 109.35 I–RHX Chan 30(Y) Rwy 22L. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.

LOC I-HWM	APP CRS	Rwy Idg	10701
110.7	041°	TDZE	1057
		Apt Elev	1077

ILS or LOC RWY 4L

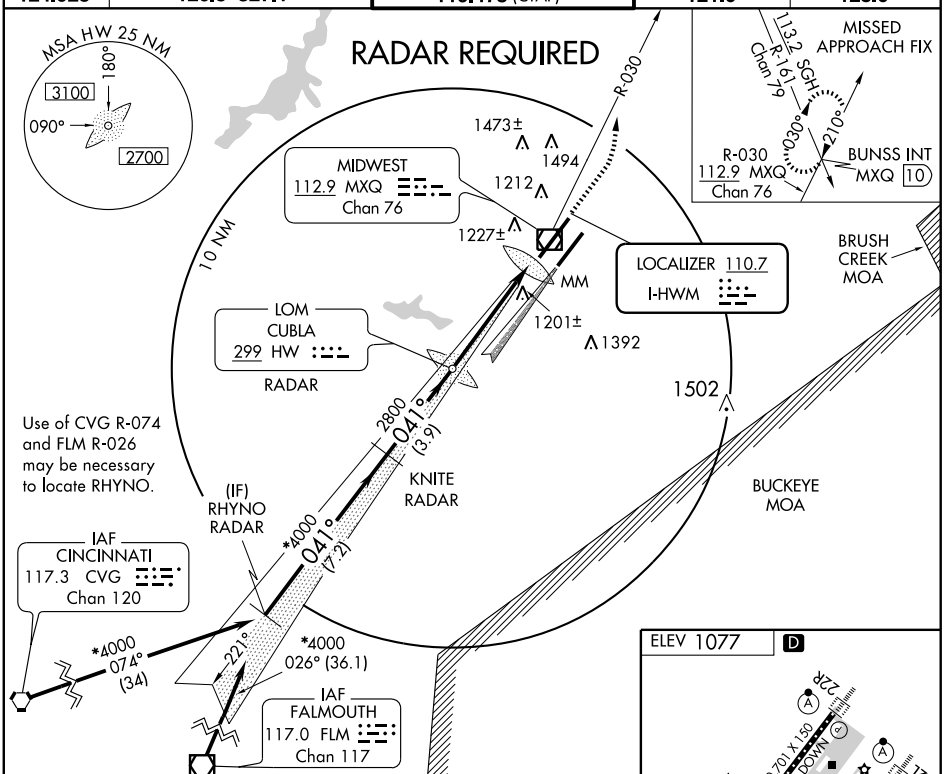
WILMINGTON/ AIRBORNE AIRPARK (ILN)

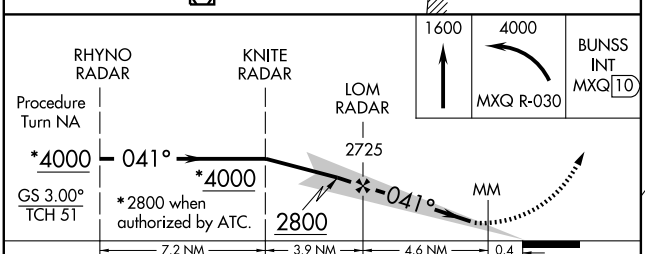
Simultaneous approach authorized with Rwy 4R. #RVR 1800 authorized with use of FD or AP or HUD to DA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet, increase S-LOC 4L Cat C/D visibility to RVR 5000. For inoperative MALSR when using James M. Cox Dayton Intl altimeter setting increase S-ILS 4L all Cats visibility to RVR 5000. Radar required.

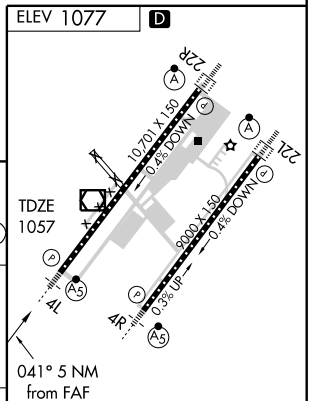
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via MXQ VOR/DME R-030 to BUNSS INT/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-ILS 4L	#1257/24 200 (200-½)			
S-LOC 4L	1460/24 403 (400-½)		1460/40 403 (400-¾)	
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IYV	APP CRS	Rwy Idg 9000
109.35	041°	TDZE 1046
Chan 30 (Y)		Apt Elev 1077

ILS or LOC RWY 4R

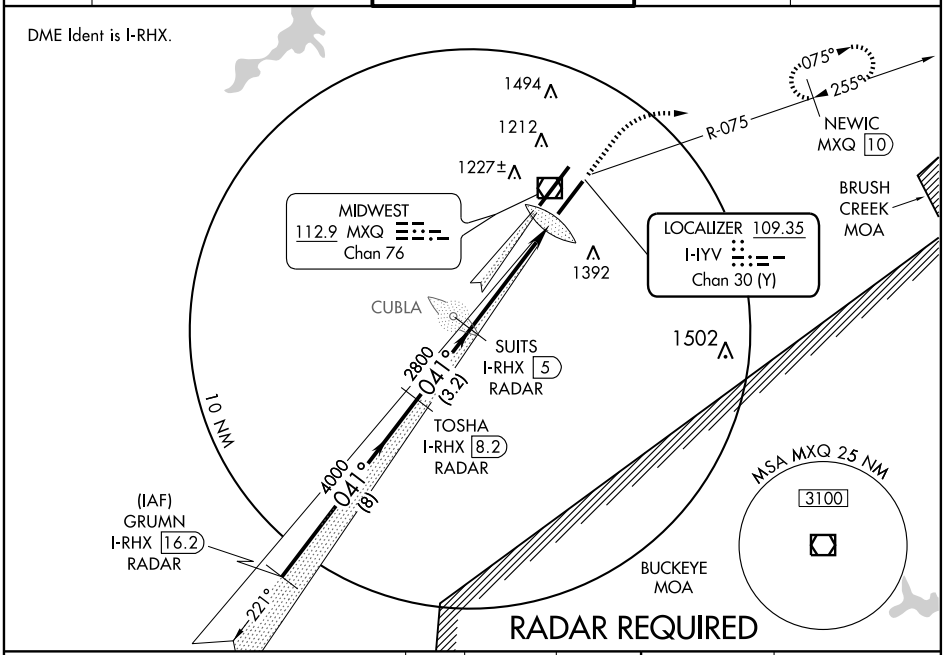
WILMINGTON/AIRBORNE AIRPARK (ILN)

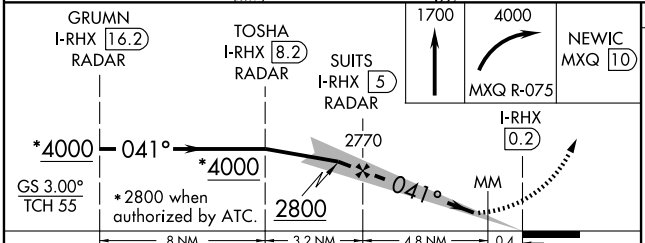
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultanous approach authorized with Rwy 4L.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

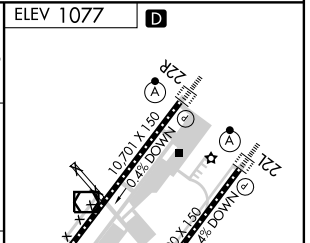
MALSR

MISSED APPROACH: Climb to 1700, then climbing right turn to 4000 via MXQ R-075 to NEWIC/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-ILS 4R	**1246/24 200 (200-½)			
S-LOC 4R	1460/24 414 (400-½)		1460/40 414 (400-¾)	
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 4R	1336-½ 290 (300-½)			
S-LOC 4R	1560-½ 514 (500-½)		1560-1 514 (500-1)	1560-1¼ 514 (500-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ILN	APP CRS	Rwy Idg	10701
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS or LOC RWY 22R

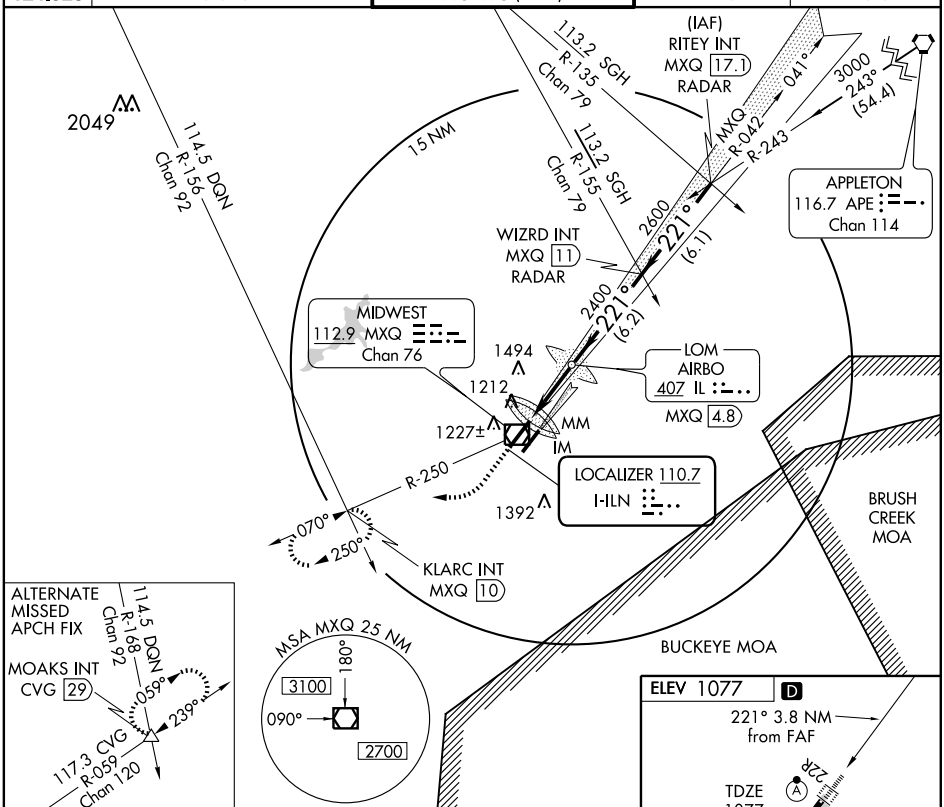
WILMINGTON/AIRBORNE AIRPARK (ILN)

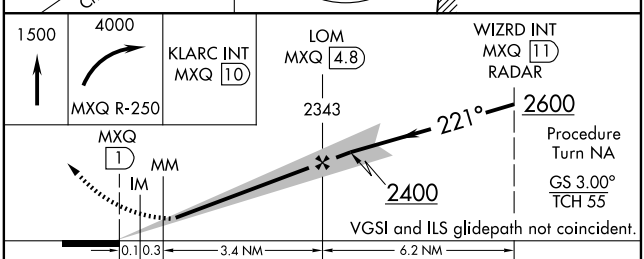
Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME

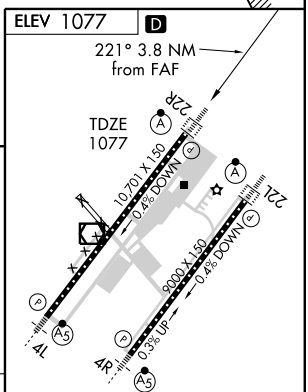
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-ILS 22R	1277/18 200 (200-½)			
S-LOC 22R	1400/24 323 (400-½)			1400/40 323 (400-¾)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1640-2 563 (600-2)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RHX	APP CRS	Rwy Idg 9000
109.35	221°	TDZE 1077
Chan 30 (Y)		Apt Elev 1077

ILS RWY 22L (CAT II)

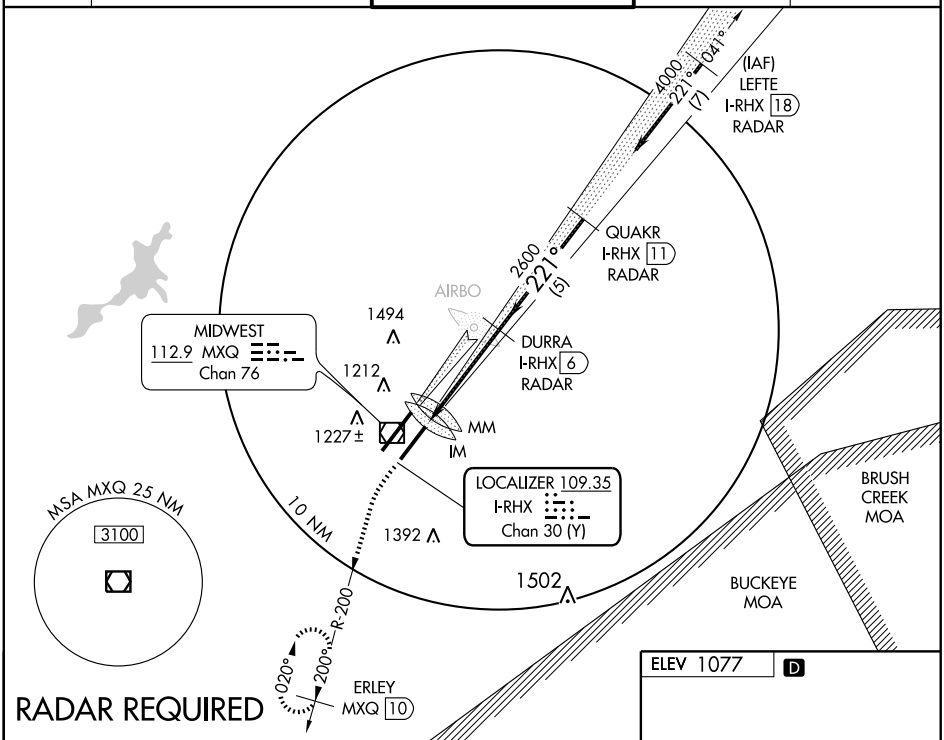
WILMINGTON/AIRBORNE AIRPARK (ILN)

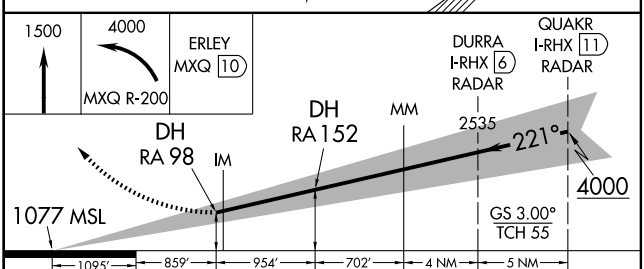
Obtain approach lights and rwy lights on CTAF.
Simultaneous approaches authorized with Rwy 22R.

ALSF2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

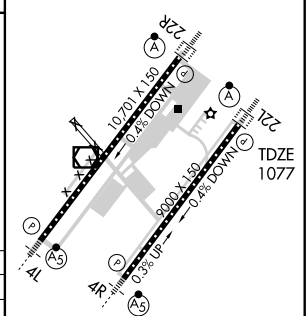
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





CATEGORY	A	B	C	D
S-ILS 22L	RA 152/16 150 DA 1227			
S-ILS 22L	RA 98/12 100 DA 1177			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RHX	APP CRS	Rwy Idg 9000
109.35	221°	TDZE 1077
Chan 30 (Y)		Apt Elev 1077

ILS RWY 22L

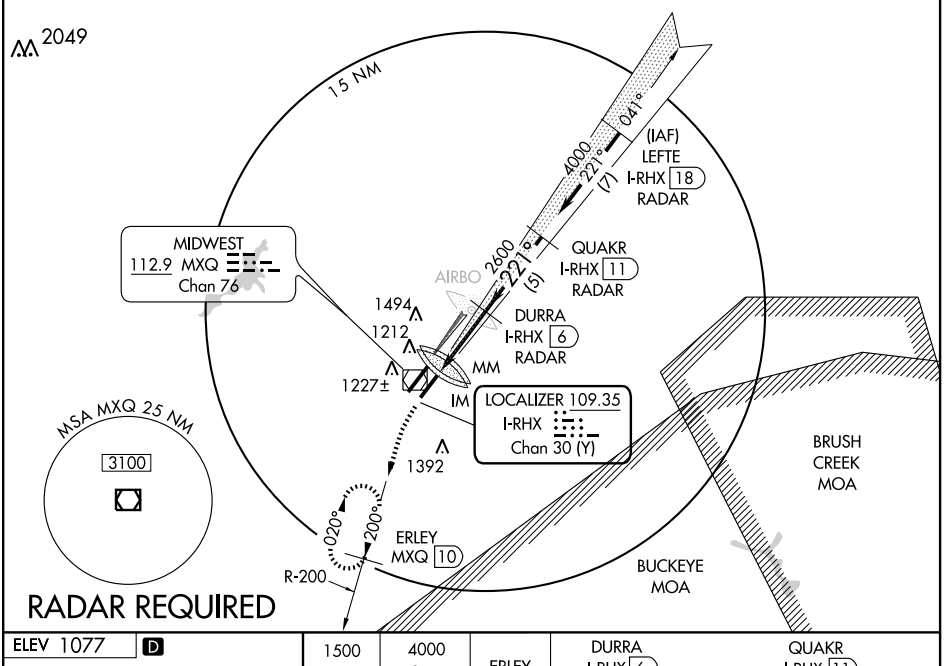
WILMINGTON/AIRBORNE AIRPARK (ILN)

Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultaneous approaches authorized with Rwy 22R.

ALSF2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

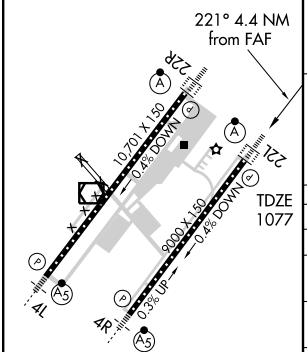
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



EC-2, 21 OCT 2010 to 18 NOV 2010

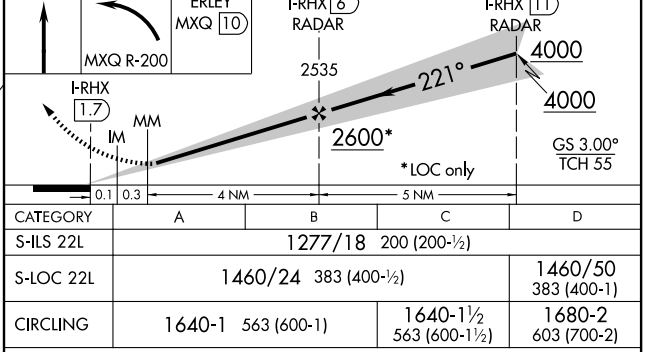
EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 1077 D



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 22L	1277/18 200 (200-½)			
S-LOC 22L	1460/24 383 (400-½)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 22L	1367-½ 290 (300-½)			
S-LOC 22L	1540-½ 463 (500-½)		1540-¾ 463 (500-¾)	1540-1 463 (500-1)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

LOC I-ILN	APP CRS	Rwy Idg	10701
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS RWY 22R (CAT II)

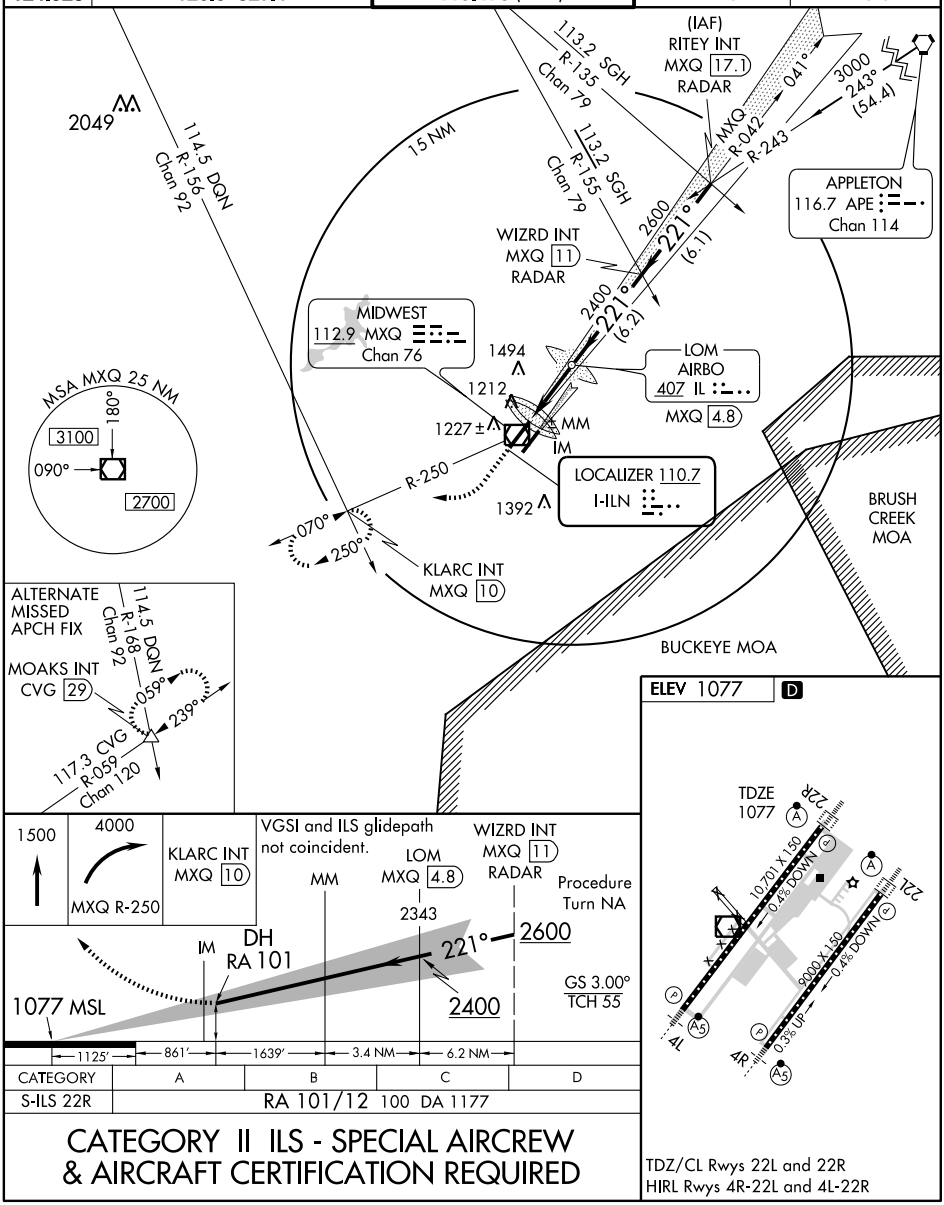
WILMINGTON/AIRBORNE AIRPARK (ILN)

Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ILN	APP CRS	Rwy Idg	10701
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS RWY 22R (CAT III)

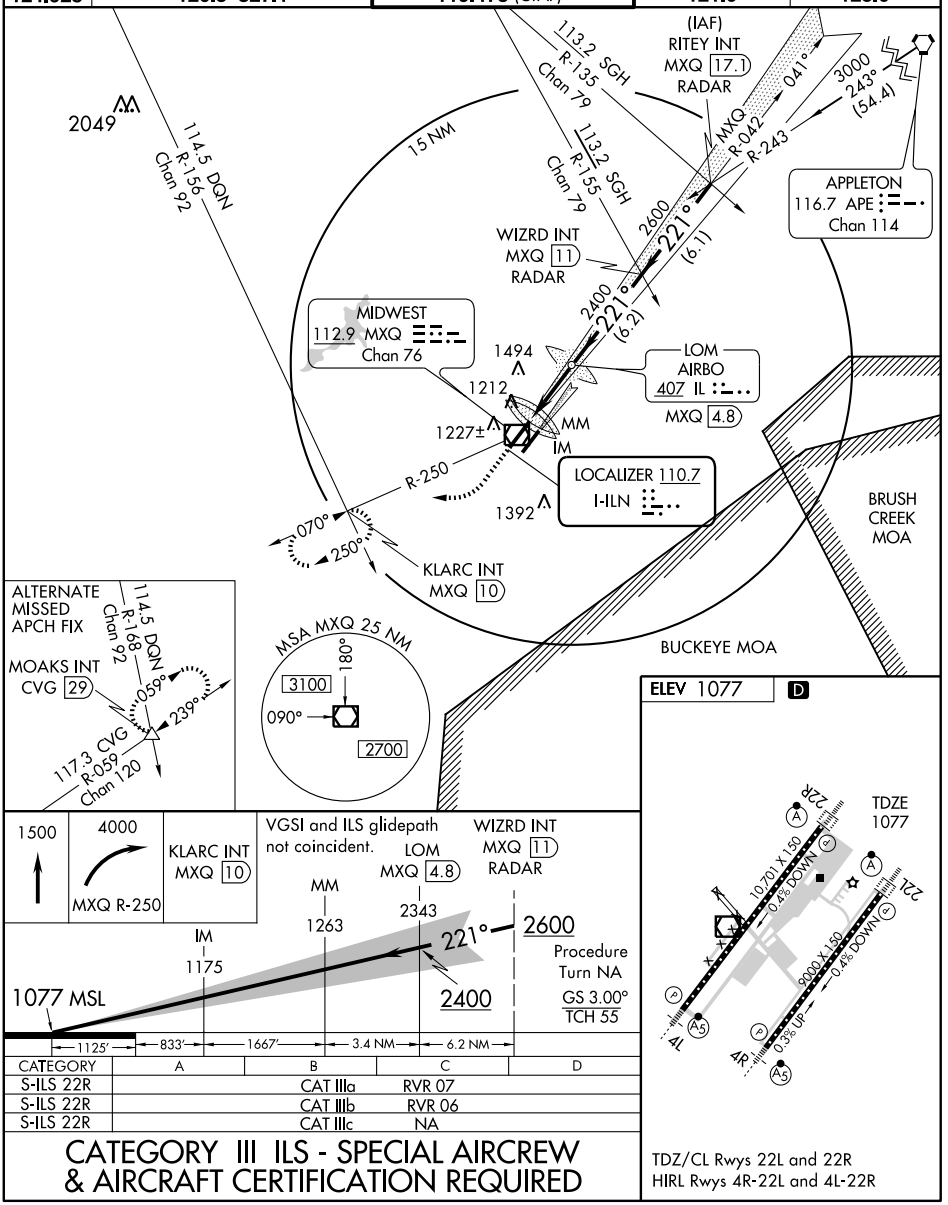
WILMINGTON/AIRBORNE AIRPARK (ILN)

Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



CATEGORY	A	B	C	D
S-ILS 22R		CAT IIIa	RVR 07	
S-ILS 22R		CAT IIIb	RVR 06	
S-ILS 22R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM HW	APP CRS	Rwy Idg	10701
299	042°	TDZE	1057
		Apt Elev	1077

NDB RWY 4L

WILMINGTON/ AIRBORNE AIRPARK (ILN)

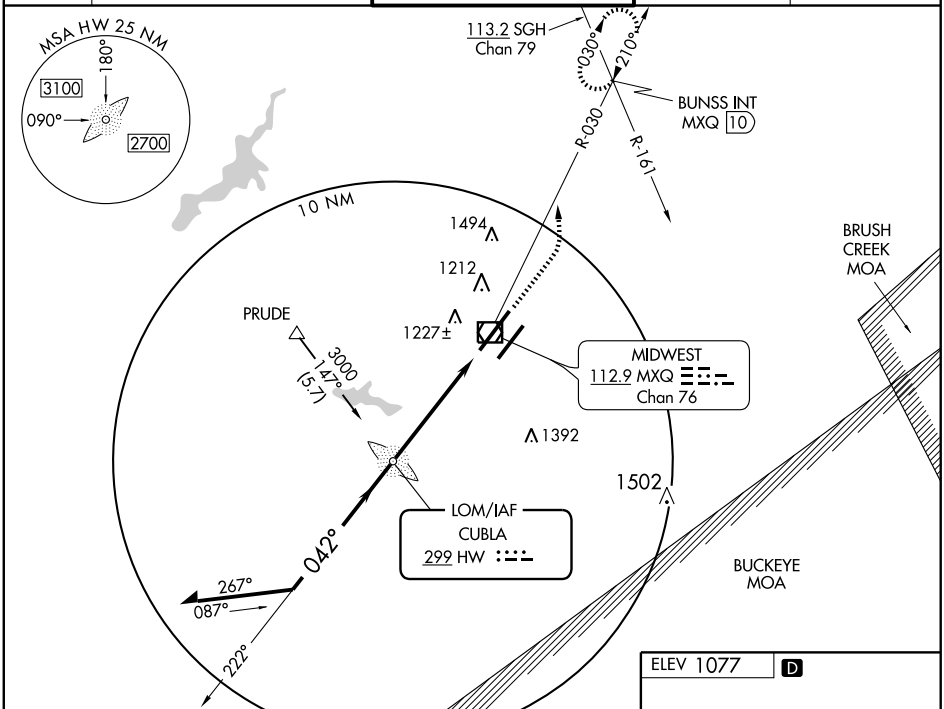
▼ NA

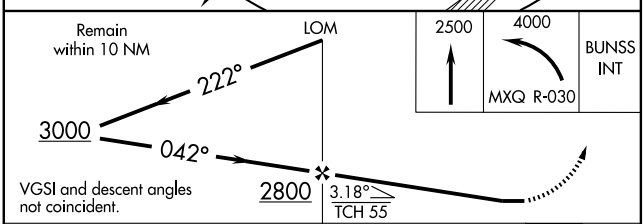
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

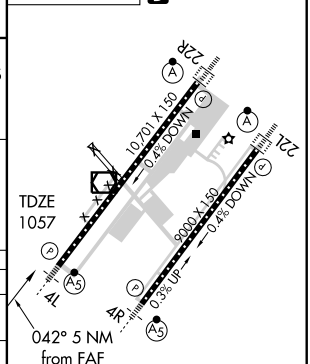
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

CATEGORY	A	B	C	D
S-4L	1520/40 463 (500-¾)			1520/60 463 (500-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1600-¾ 543 (600-¾)		1600-1 543 (600-1)	1600-1½ 543 (600-1½)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

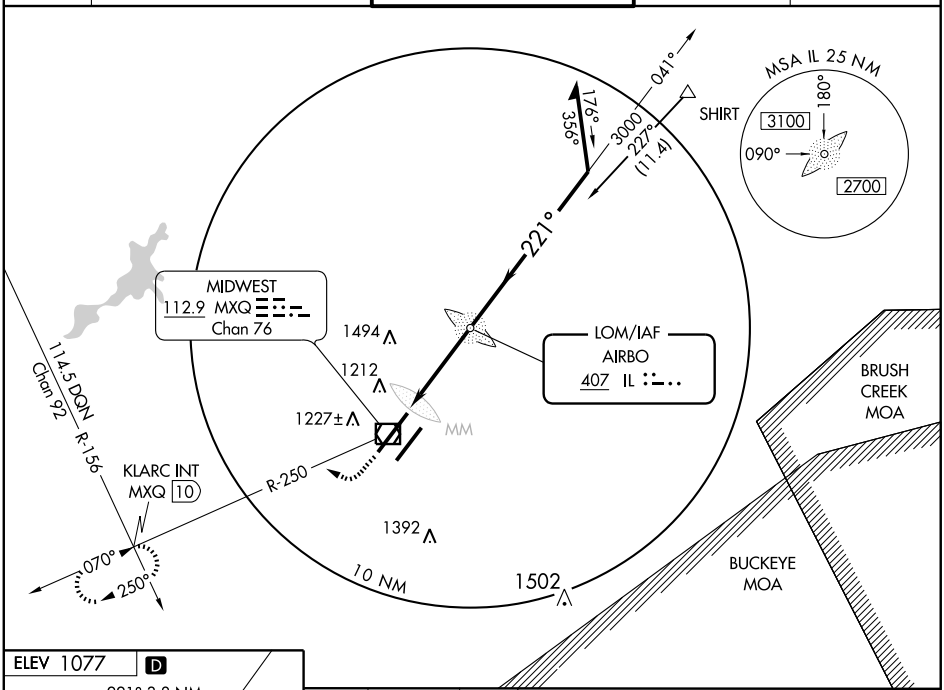
LOM	APP CRS	Rwy Idg	10701
IL 407	221°	TDZE	1077
		Apt Elev	1077

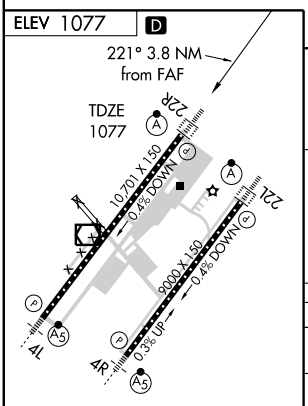
NDB RWY 22R

WILMINGTON/AIRBORNE AIRPARK (ILN)

▼ NA	Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.	ALSF-2	MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

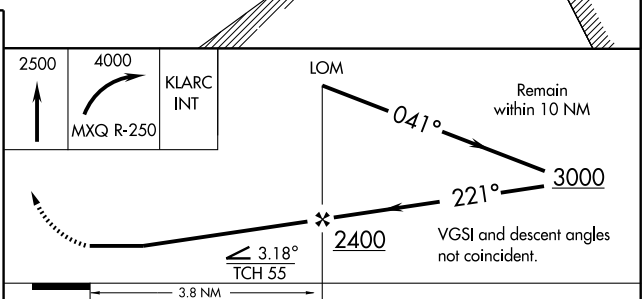
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-22R	1580/40	503 (600-¾)	1580/50 503 (600-1)	1580/60 503 (600-1¼)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1660-¾	583 (600-¾)	1660-1 583 (600-1)	1660-1½ 583 (600-1½)
CIRCLING	1740-1	663 (700-1)	1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10701
CH 62914	041°	TDZE	1057
W04A		Apt Elev	1077

RNAV (GPS) RWY 4L

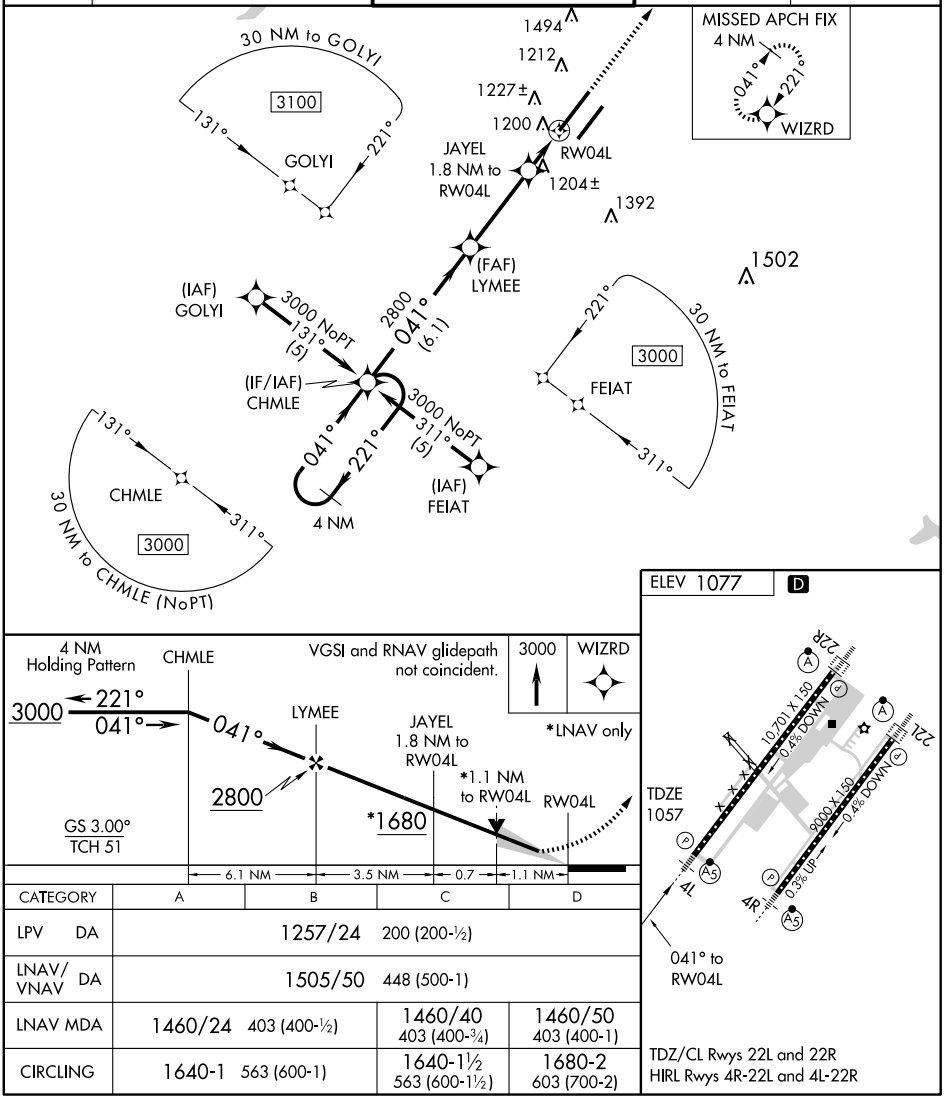
WILMINGTON/ AIRBORNE AIRPARK (ILN)

T For inoperative MALSR when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.When local altimeter not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct WIZRD and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



CATEGORY	A	B	C	D
LPV DA	1257/24 200 (200-½)			
LNAV/ VNAV DA	1505/50 448 (500-1)			
LNAV MDA	1460/24 403 (400-½)		1460/40 403 (400-¾)	1460/50 403 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	10701
CH 40214	221°	TDZE	1077
W22A		Apt Elev	1077

RNAV (GPS) RWY 22R

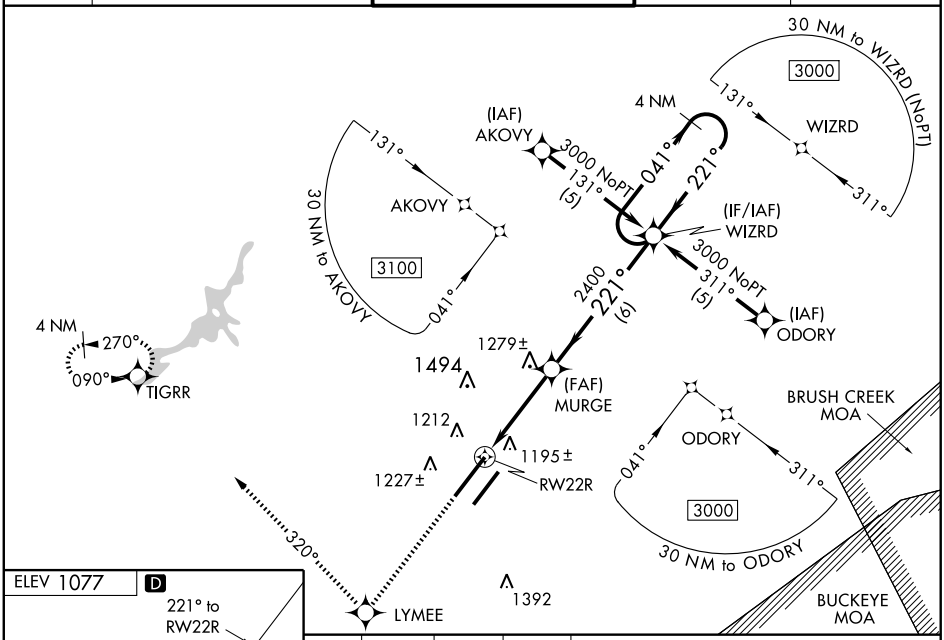
WILMINGTON/ AIRBORNE AIRPARK (ILN)

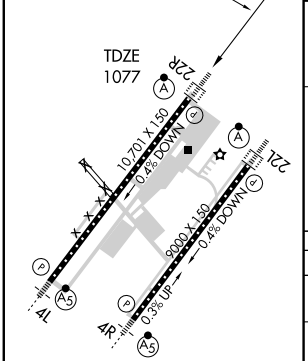
T For inoperative ALSF-2 when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

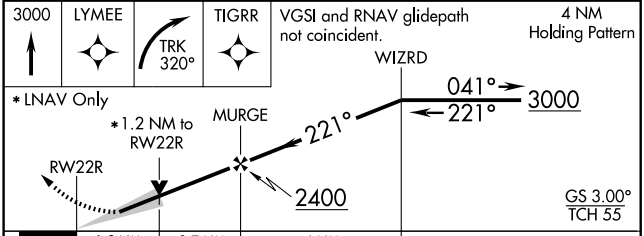
MISSED APPROACH: Climb to 3000 direct LYMEE and right turn via track 320° to TIGRR and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R



CATEGORY	A	B	C	D
LPV DA	1277/24 200 (200-½)			
LNAV/VNAV DA	1497/50 420 (500-1)			
LNAV MDA	1540/24 463 (500-½)		1540/40 463 (500-¾)	1540/50 463 (500-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10701
112.9	225°	TDZE	1077
Chan 76		Apt Elev	1077

VOR/DME RWY 22R

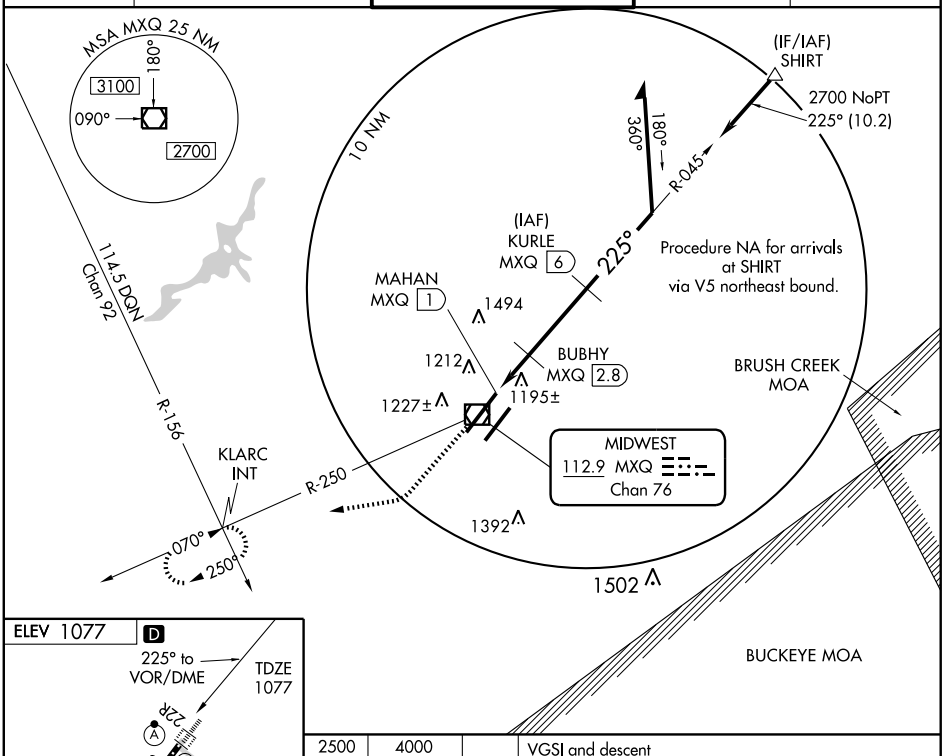
WILMINGTON/AIRBORNE AIRPARK (ILN)

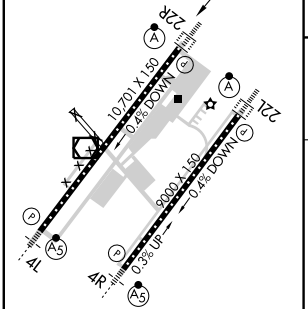
For inoperative ALSF-2, increase S-22R Cat D visibility to RVR 6000. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-22R Cat C and Circling Cat C/D visibility ¼ mile. VDP NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

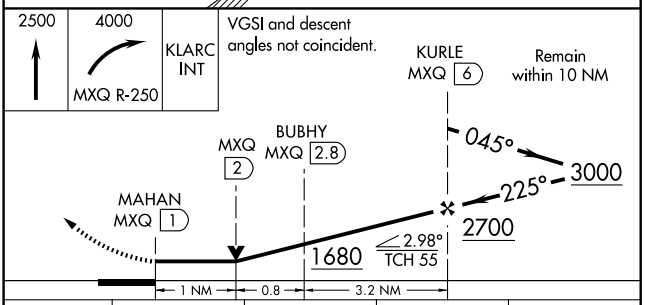
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ VOR/DME R-250 to KLARC INT and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R



CATEGORY	A	B	C	D
S-22R	1460/24 383 (400-½)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10701
112.9	039°	TDZE	1057
Chan 76		Apt Elev	1077

VOR or GPS RWY 4L

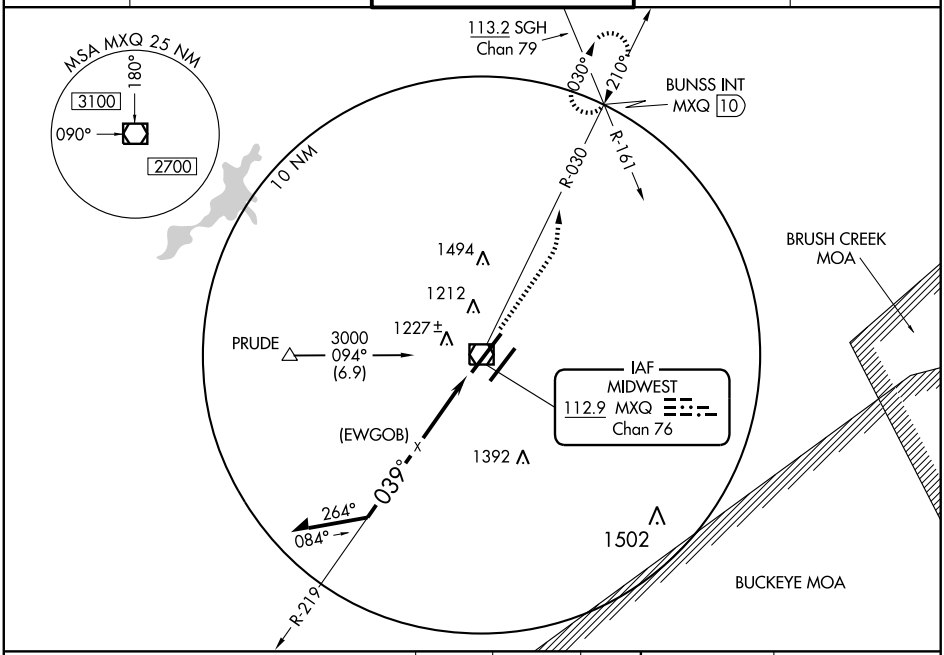
WILMINGTON/AIRBORNE AIRPARK (ILN)

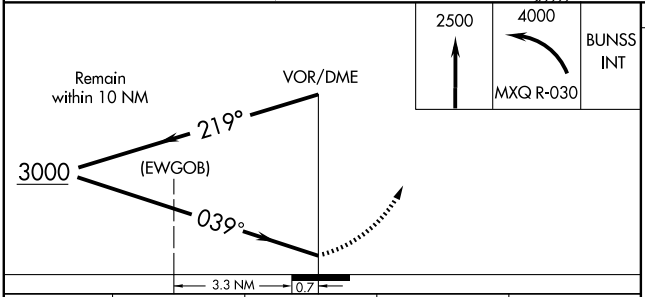
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

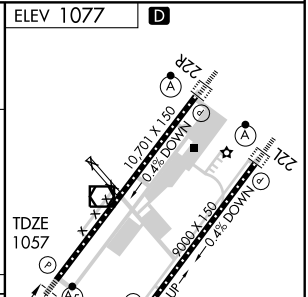
MALSR

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-4L	1520/24 463 (500-½)		1520/40 463 (500-¾)	1520/60 463 (500-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1620-½ 563 (600-½)		1620-1 563 (600-1)	1620-1¼ 563 (600-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10701
112.9	225°	TDZE	1077
Chan 76		Apt Elev	1077

VOR RWY 22R

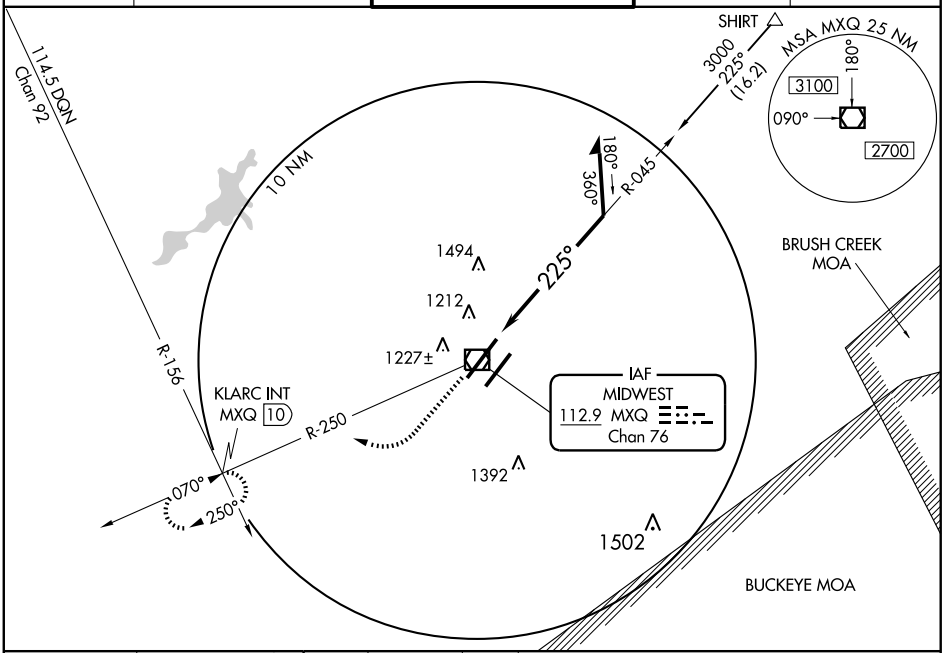
WILMINGTON/AIRBORNE AIRPARK (ILN)

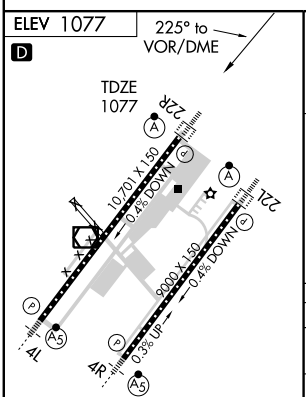
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

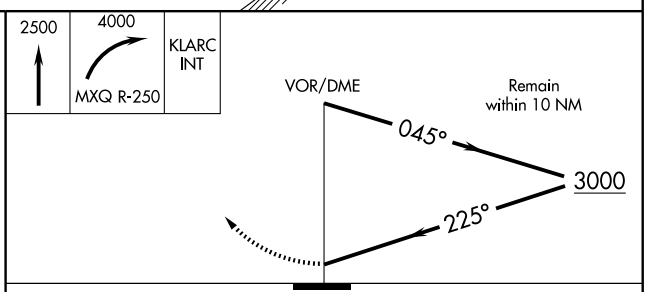
ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-22R	1640/24	563 (600-½)	1640/50 563 (600-1)	1640/60 563 (600-1¼)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1740-½	663 (700-½)	1740-1¼ 663 (700-1¼)	1740-1½ 663 (700-1½)
CIRCLING	1740-1	663 (700-1)	1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

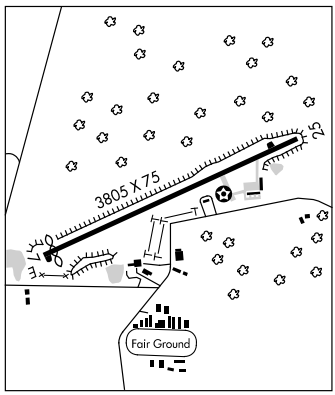
CLINTON FLD (I66) 4 NW UTC−5(−4DT) N39°30.15′ W83°51.80′ **CINCINNATI**
1033 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **L–27E**
RWY 03–21: H3579X65 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 20′. Trees. **RWY 21:** PAPI(P2L)—GA 3.75° TCH 20′. Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2200Z‡. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937–725–2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (937) 382–1376.
COMMUNICATIONS: **CTAF/UNICOM** 123.0
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC−5(−4DT) N39°26.25′ W83°42.50′ **CINCINNATI**
1090 NOTAM FILE DAY
RWY 05–23: 3203X80 (TURF)
RWY 05: Thld dsplcd 92′. Crops. **RWY 23:** Thld dsplcd 565′. P–Line.
RWY 13–31: 2670X80 (TURF)
RWY 13: Thld dsplcd 250′. Fence. **RWY 31:** Thld dsplcd 732′. Fence.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 13–31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep–Apr. Model acft radio–control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov–Apr. Rwy 05–23 dspld thlds marked with white tires. Rwy 13–31 dsplcd thlds marked with white tires.
COMMUNICATIONS: **CTAF** 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC−5(−4DT) N39°46.74′ W81°06.17′ **CINCINNATI**
1197 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3805X75 (ASPH) S–18 MIRL **IAP**
RWY 07: Thld dsplcd 173′. Trees. **RWY 25:** REIL. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–472–1882. ACTIVATE MIRL Rwy 07–25; rotating bcn and REIL Rwy 25—CTAF.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC−5(−4DT) N40°52.49′ W81°53.30′ **DETROIT**
1136 B S4 **FUEL** 100LL, JET A1+ OX 4 NOTAM FILE BJJ **H–10G, L–29B**
RWY 10–28: H5191X100 (ASPH) S–30 HIRL 0.5% up E **IAP**
RWY 10: REIL. Trees. **RWY 28:** REIL. VASI(V4R)—GA 3.0° TCH 33′. Thld dsplcd 218′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1300–2200Z‡, May–Oct Mon–Fri 1200–0000Z‡, May–Oct Sat–Sun 1400–0000Z‡, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10–28 preset low ints dusk–dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (330) 669–9105.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z†) **CLNC DEL** 121.75
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 295° 22.3 NM to fld. 1230/4W.

VOR/DME AIR	APP CRS	Rwy Idg	3805
117.1	229°	TDZE	1195
Chan 118		Apt Elev	1195

VOR/DME or GPS RWY 25

WOODSFIELD/MONROE COUNTY (4G5)

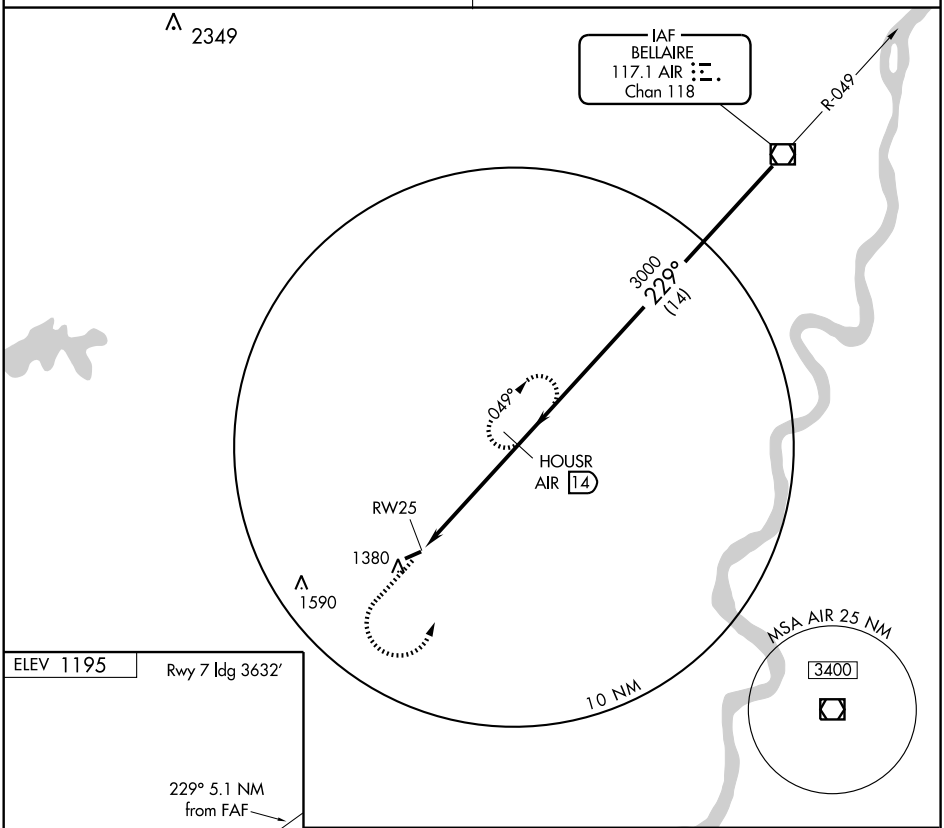
NA

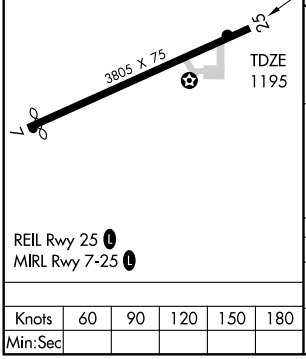
Use Parkersburg, WV altimeter setting.

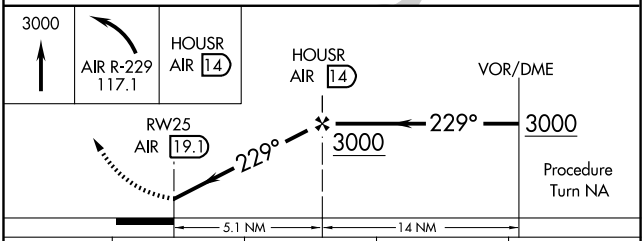
MISSED APPROACH: Climb to 3000 then left turn via AIR R-229 to HOUSR/14 DME and hold.

CLEVELAND CENTER
120.4 257.975

UNICOM
122.8 (CTAF) L







REIL Rwy 25 L
MIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-25	1820-1 625 (700-1)		1820-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1 685 (700-1)		1880-2 685 (700-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

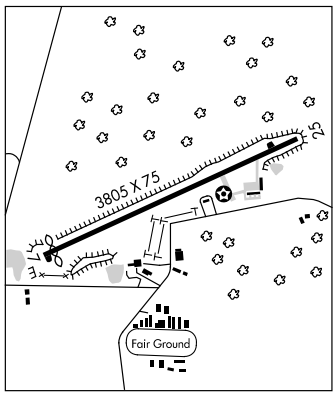
CLINTON FLD (I66) 4 NW UTC−5(−4DT) N39°30.15′ W83°51.80′ **CINCINNATI**
1033 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **L–27E**
RWY 03–21: H3579X65 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 20′. Trees. **RWY 21:** PAPI(P2L)—GA 3.75° TCH 20′. Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2200Z‡. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937–725–2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (937) 382–1376.
COMMUNICATIONS: **CTAF/UNICOM** 123.0
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC−5(−4DT) N39°26.25′ W83°42.50′ **CINCINNATI**
1090 NOTAM FILE DAY
RWY 05–23: 3203X80 (TURF)
RWY 05: Thld dsplcd 92′. Crops. **RWY 23:** Thld dsplcd 565′. P–Line.
RWY 13–31: 2670X80 (TURF)
RWY 13: Thld dsplcd 250′. Fence. **RWY 31:** Thld dsplcd 732′. Fence.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 13–31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep–Apr. Model acft radio–control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov–Apr. Rwy 05–23 dspld thlds marked with white tires. Rwy 13–31 dsplcd thlds marked with white tires.
COMMUNICATIONS: **CTAF** 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC−5(−4DT) N39°46.74′ W81°06.17′ **CINCINNATI**
1197 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3805X75 (ASPH) S–18 MIRL **IAP**
RWY 07: Thld dsplcd 173′. Trees. **RWY 25:** REIL. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–472–1882. ACTIVATE MIRL Rwy 07–25; rotating bcn and REIL Rwy 25—CTAF.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC−5(−4DT) N40°52.49′ W81°53.30′ **DETROIT**
1136 B S4 **FUEL** 100LL, JET A1+ OX 4 NOTAM FILE BJJ **H–10G, L–29B**
RWY 10–28: H5191X100 (ASPH) S–30 HIRL 0.5% up E **IAP**
RWY 10: REIL. Trees. **RWY 28:** REIL. VASI(V4R)—GA 3.0° TCH 33′. Thld dsplcd 218′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1300–2200Z‡, May–Oct Mon–Fri 1200–0000Z‡, May–Oct Sat–Sun 1400–0000Z‡, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10–28 preset low ints dusk–dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (330) 669–9105.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z†) **CLNC DEL** 121.75
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 295° 22.3 NM to fld. 1230/4W.

APP CRS	Rwy Idg	5191
097°	TDZE	1113
	Apt Elev	1136

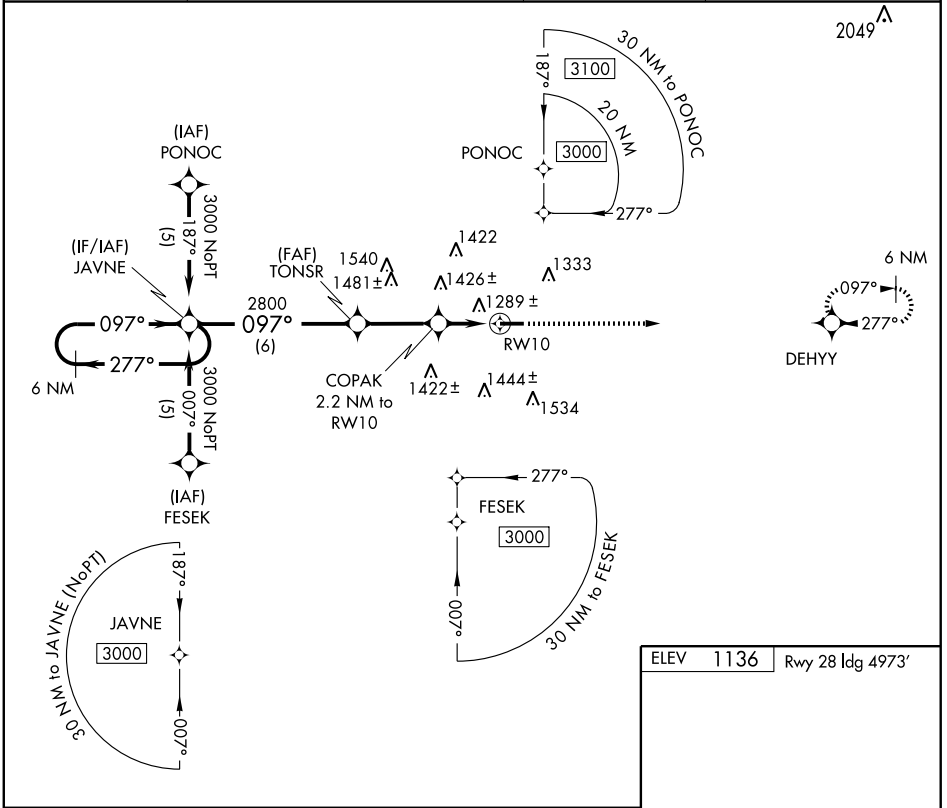
RNAV (GPS) RWY 10

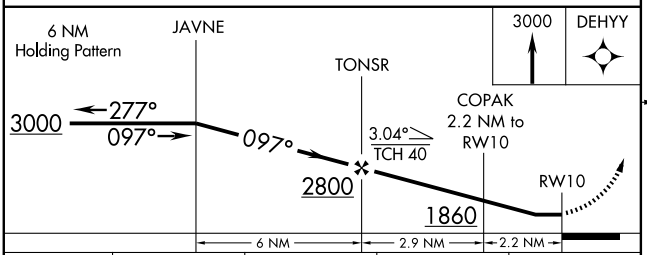
WOOSTER / WAYNE COUNTY (BJJ)

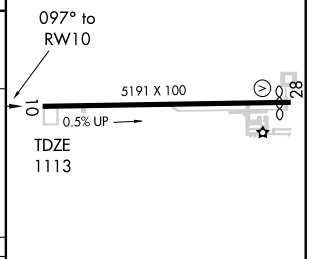
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct DEHYY and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1	427 (500-1)	1540-1¼ 427 (500-1¼)	1540-1½ 427 (500-1½)
CIRCLING	1600-1	464 (500-1)	1600-1½ 464 (500-1½)	1700-2 564 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4973
CH 82215	277°	TDZE	1134
W28A		Apt Elev	1136

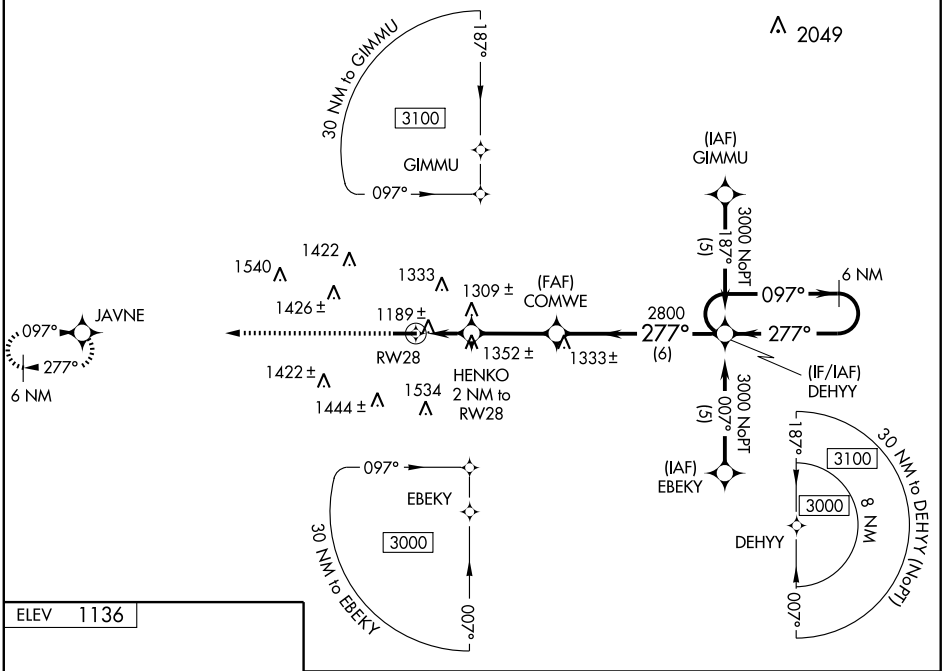
RNAV (GPS) RWY 28

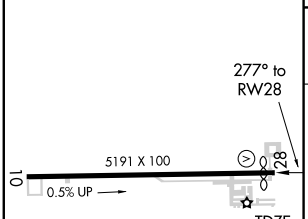
WOOSTER / WAYNE COUNTY (BJJ)

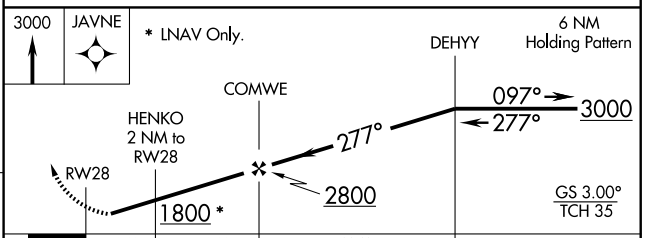
Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA and MDA 60 feet, increase LPV visibility all Cats ¼ mile, and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JAVNE and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1398-1 264 (300-1)			
LNAV/VNAV DA	1452-1¼ 318 (400-1¼)			
LNAV MDA	1560-1 426 (500-1)		1560-1¼ 426 (500-1¼)	
CIRCLING	1600-1 464 (500-1)		1600-1½ 464 (500-1½)	1700-2 564 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV	APP CRS	Rwy Idg	5191
112.4	115°	TDZE	1113
Chan 71		Apt Elev	1136

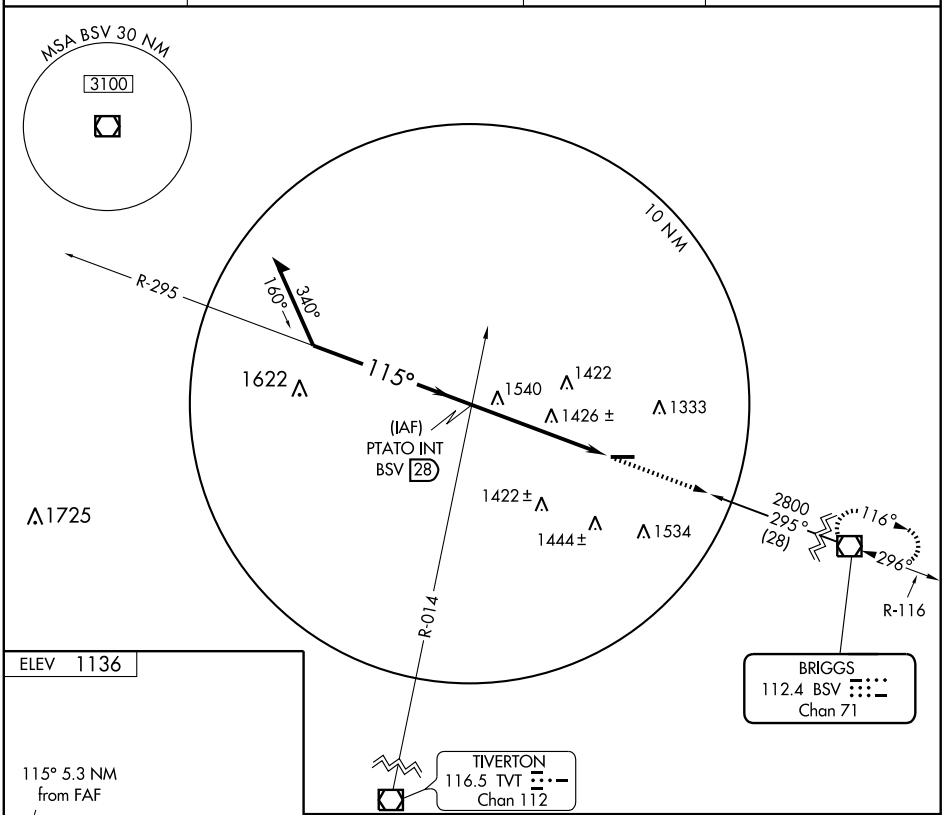
VOR RWY 10

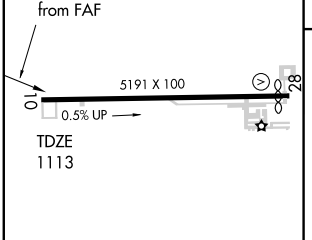
WOOSTER / WAYNE COUNTY (BJJ)

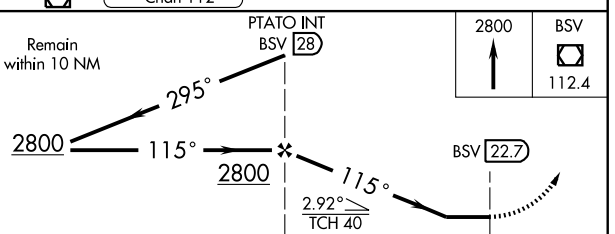
Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-10	1840-1 727 (800-1)	1840-1¼ 727 (800-1¼)	1840-2 727 (800-2)	1840-2¼ 727 (800-2¼)
CIRCLING	1840-1 704 (800-1)	1840-1¼ 704 (800-1¼)	1840-2 704 (800-2)	1840-2¼ 704 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

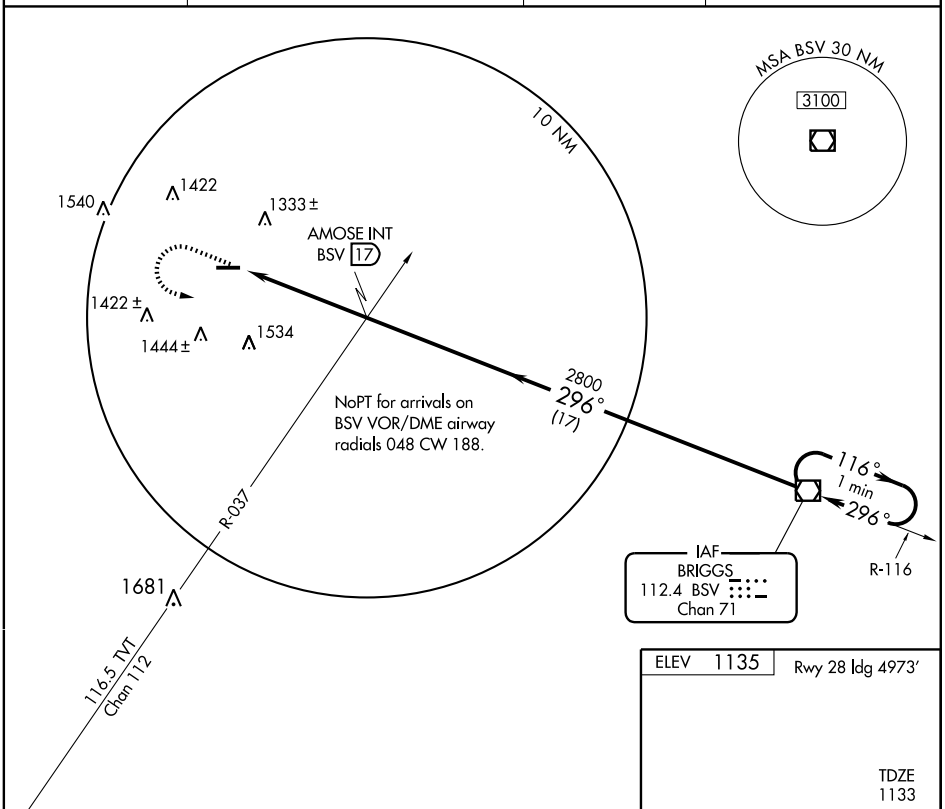
VOR/DME BSV	APP CRS	Rwy Idg	4973
112.4	296°	TDZE	1133
Chan 71		Apt Elev	1135

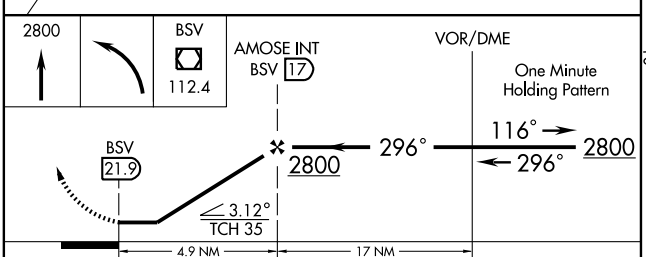
VOR RWY 28

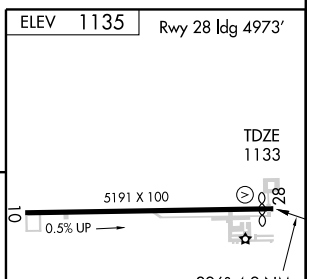
WOOSTER / WAYNE COUNTY (BJJ)

MISSED APPROACH: Climb to 2800, then left turn direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	1660-1 527 (600-1)	1660-1¼ 527 (600-1¼)	1660-1½ 527 (600-1½)	1660-1¾ 527 (600-1¾)
CIRCLING	1660-1 525 (600-1)	1660-1¼ 525 (600-1¼)	1660-1½ 525 (600-1½)	1700-2 565 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

YOUNGSTOWN

LANSDOWNE (Ø4G) 2 NE UTC−5(−4DT) N41°07.83′ W80°37.18′

DETROIT
L–30H
IAP

1044 NOTAM FILE CLE

RWY 02–20: H3073X50 (ASPH) S–7.5 0.9% up N

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 02–20 vegetation in cracks, last 500′ Rwy 12 depressions in pavement. Ramp in poor condition; breaking pavement.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNC Chan 27 N41°19.86′ W80°40.48′ 173° 12.3 NM to fld. 1160/5W. HIWAS.

HUBBARD NDB (MHW) 408 HBD N41°09.17′ W80°31.89′ 259° 4.2 NM to fld. NOTAM FILE CLE.

YOUNGSTOWN ELSER METRO (4G4) 7 SW UTC−5(−4DT) N40°57.71′ W80°40.64′

DETROIT
L–30H
IAP

1070 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 10–28: H4012X50 (ASPH) MIRL 1.4% up E

RWY 10: REIL. PAPI(P2L). Thld dsplcd 348′. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.75°. Thld dsplcd 260′. Trees.

AIRPORT REMARKS: Attended 1300–dusk. Twr 1085′ AGL (2118′ MSL) 7.5 NM NNE. Rwy 28 PAPI OTS indef.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 123.05

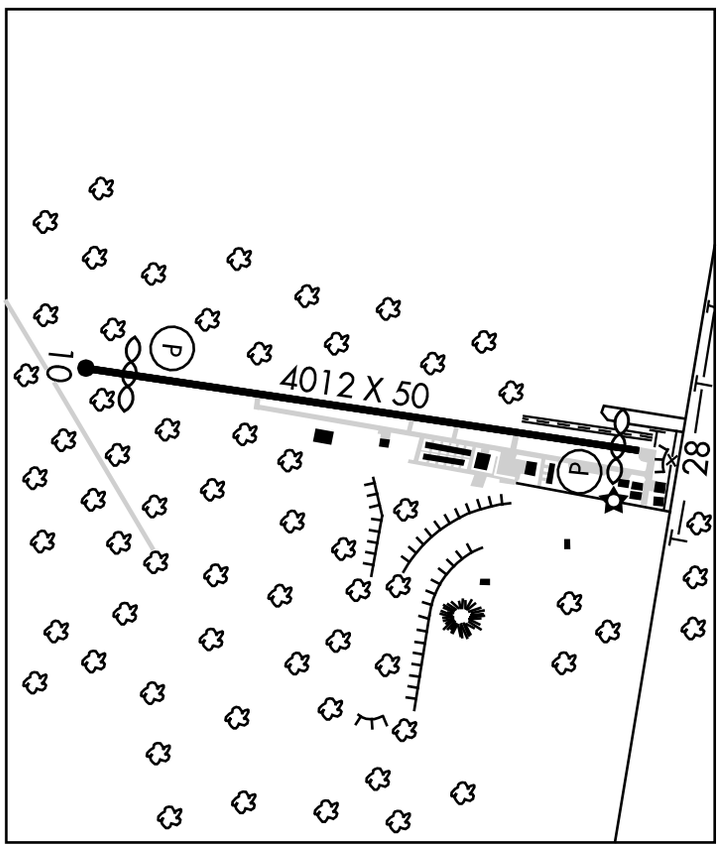
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

CLNC DEL 119.25

Ⓡ **CLEVELAND CENTER APP/DEP CON** 128.15 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 114° 25.4 NM to fld. 1194/4W.



NDB HBD 408	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 1057

NDB or GPS-B

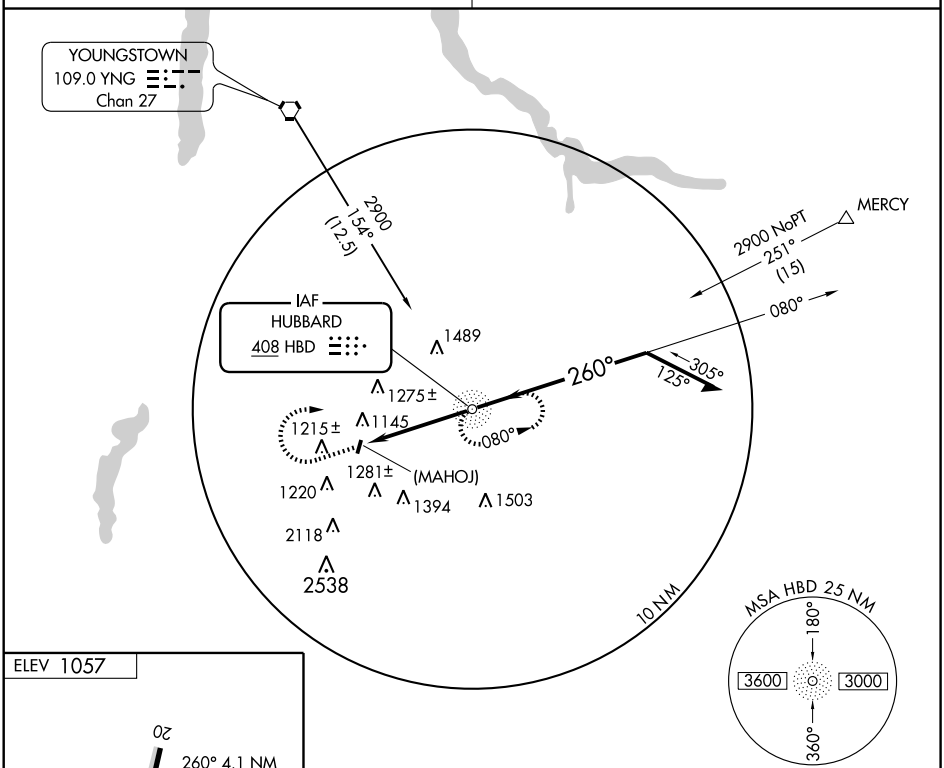
YOUNGSTOWN/ LANSDOWNE (Ø4G)

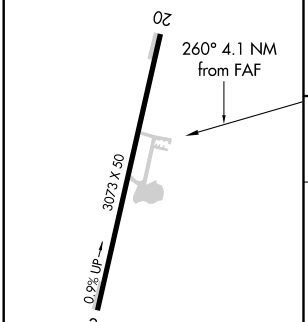
Use Youngstown-Warren Rgnl altimeter setting.
NA Procedure not authorized at night.

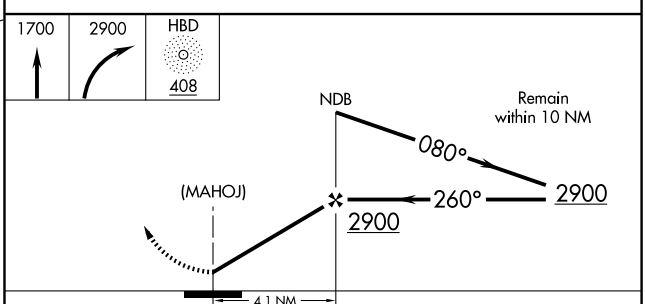
MISSED APPROACH: Climb to 1700 then climbing right turn to 2900 direct HBD NDB and hold.

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.8 (CTAF)







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1620-1	563 (600-1)	1620-1½ 563 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

YOUNGSTOWN

LANSDOWNE (Ø4G) 2 NE UTC−5(−4DT) N41°07.83′ W80°37.18′

DETROIT
L–30H
IAP

1044 NOTAM FILE CLE

RWY 02–20: H3073X50 (ASPH) S–7.5 0.9% up N

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 02–20 vegetation in cracks, last 500′ Rwy 12 depressions in pavement. Ramp in poor condition; breaking pavement.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNC Chan 27 N41°19.86′ W80°40.48′ 173° 12.3 NM to fld. 1160/5W. HIWAS.

HUBBARD NDB (MHW) 408 HBD N41°09.17′ W80°31.89′ 259° 4.2 NM to fld. NOTAM FILE CLE.

YOUNGSTOWN ELSER METRO (4G4) 7 SW UTC−5(−4DT) N40°57.71′ W80°40.64′

DETROIT
L–30H
IAP

1070 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 10–28: H4012X50 (ASPH) MIRL 1.4% up E

RWY 10: REIL. PAPI(P2L). Thld dsplcd 348′. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.75°. Thld dsplcd 260′. Trees.

AIRPORT REMARKS: Attended 1300–dusk. Twr 1085′ AGL (2118′ MSL) 7.5 NM NNE. Rwy 28 PAPI OTS indef.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 123.05

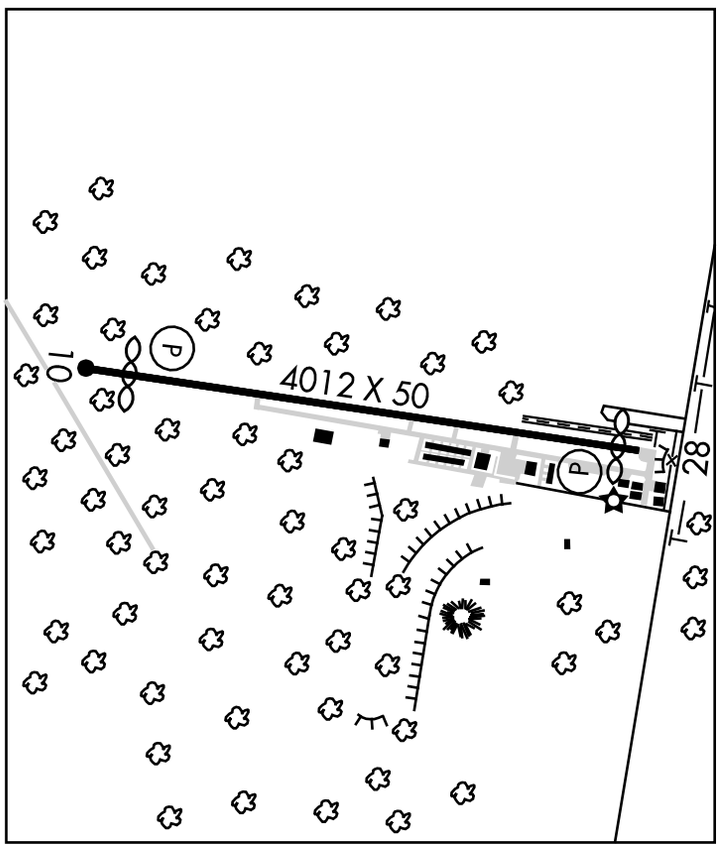
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

CLNC DEL 119.25

Ⓡ **CLEVELAND CENTER APP/DEP CON** 128.15 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 114° 25.4 NM to fld. 1194/4W.



APP CRS	Rwy Idg	3664
098°	TDZE	1051
	Apt Elev	1070

RNAV (GPS) RWY 10

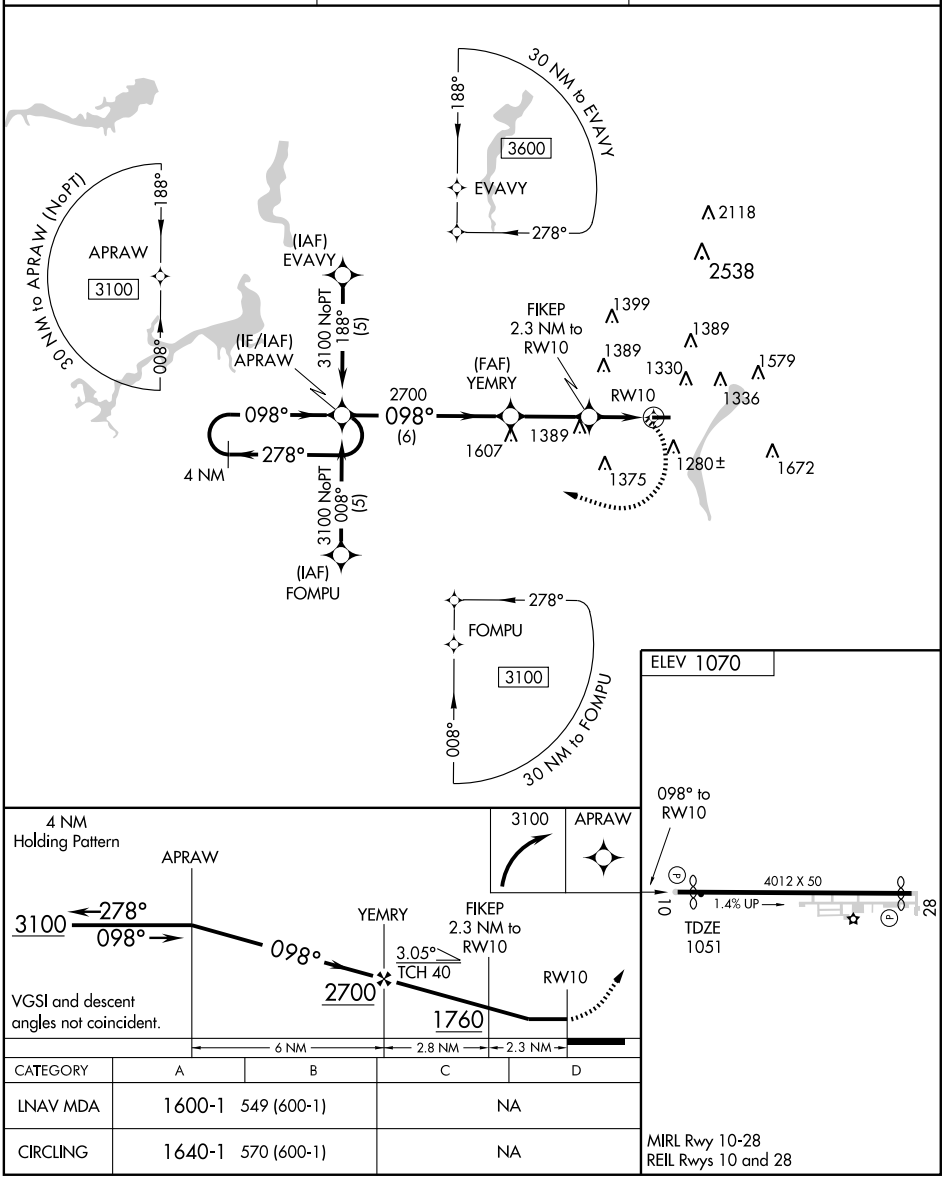
YOUNGSTOWN ELSER METRO (4G4)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3100 direct APRAW and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1600-1 549 (600-1)		NA	
CIRCLING	1640-1 570 (600-1)		NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3753
279°	TDZE	1063
	Apt Elev	1070

RNAV (GPS) RWY 28

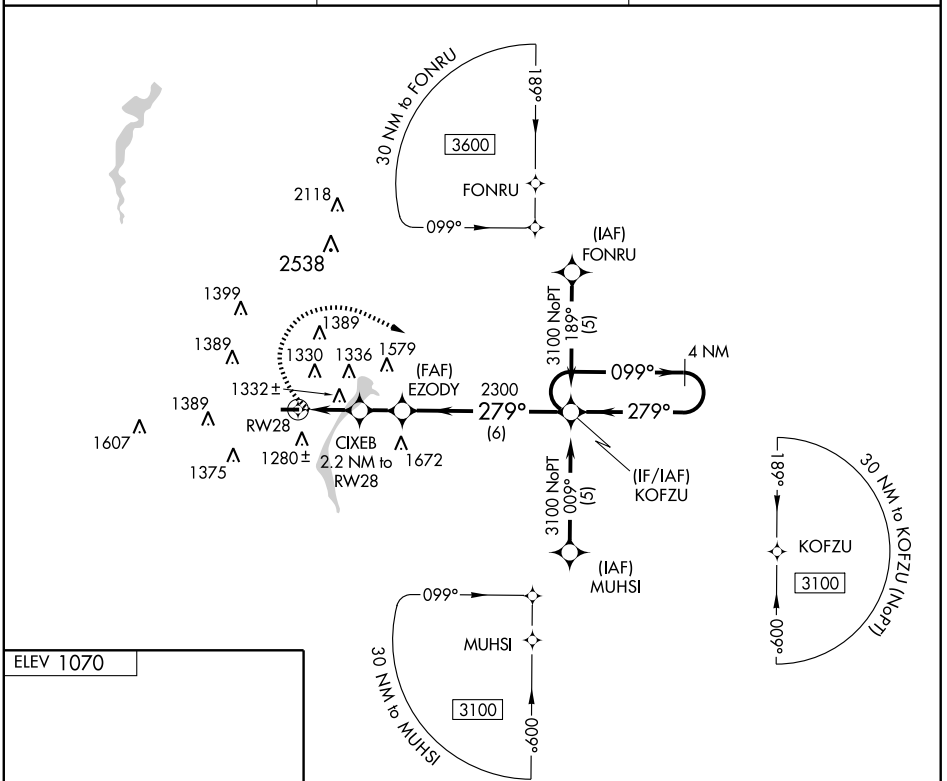
YOUNGSTOWN ELSER METRO (4G4)

NA

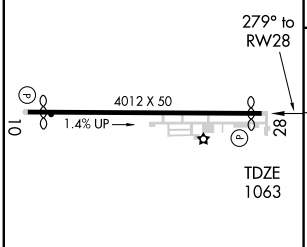
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

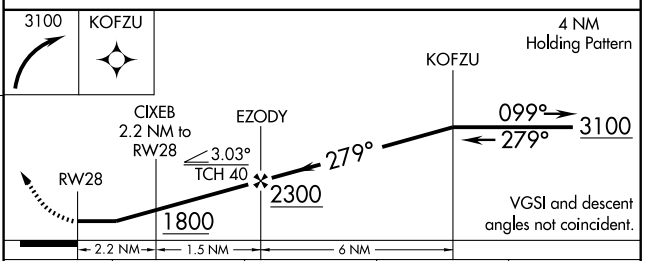
MISSED APPROACH: Climbing right turn to 3100 direct KOFZU and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)



ELEV 1070





CATEGORY	A	B	C	D
LNAV MDA	1600-1 537 (600-1)		NA	
CIRCLING	1640-1 570 (600-1)		NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
114°	TDZE	N/A
	Apt Elev	1070

VOR-C

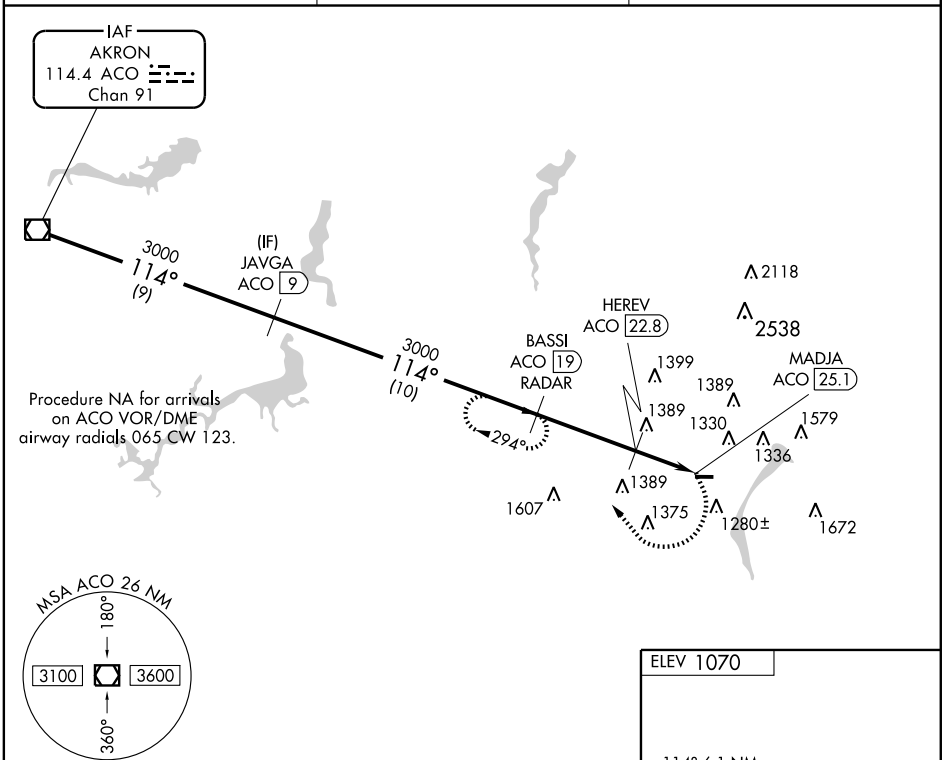
YOUNGSTOWN ELSER METRO (4G4)

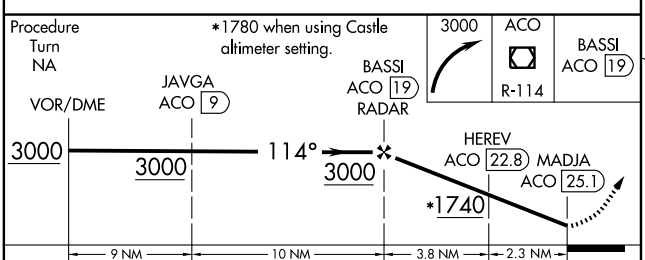
NA

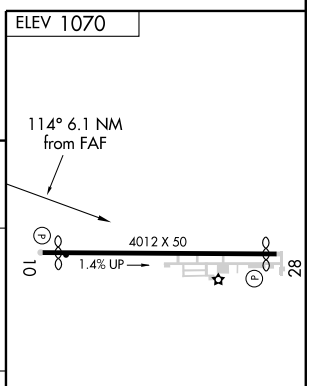
DME or RADAR Required. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 via ACO VOR/DME R-114 to BASSI/ACO 19 DME/RADAR and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1740-1 670 (700-1)	1740-1¼ 670 (700-1¼)	NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

HEREV FIX MINIMUMS

CIRCLING	1640-1 570 (600-1)	1640-1¼ 570 (600-1¼)	NA	

FAF to MAP 6.1 NM

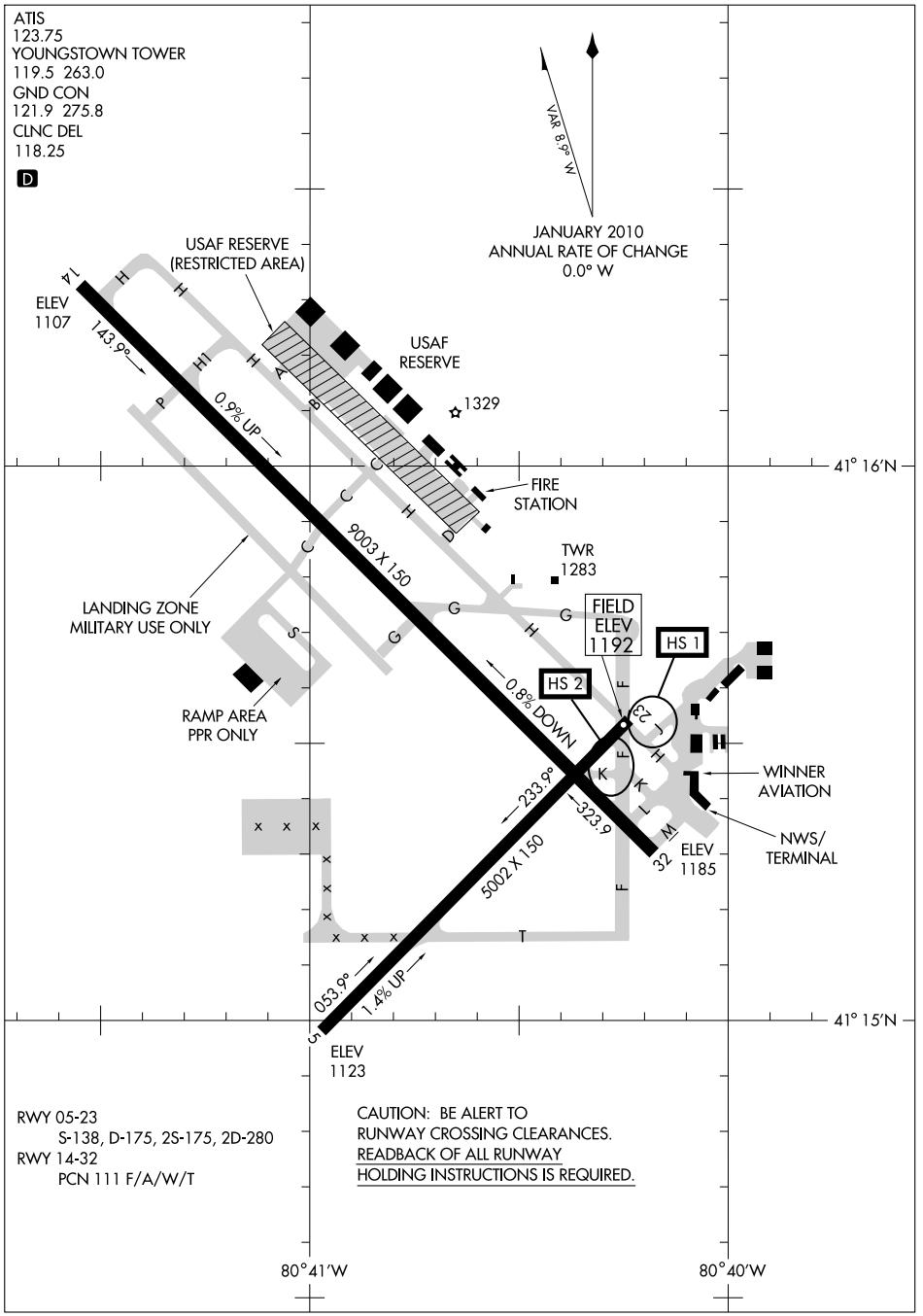
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)
YOUNGSTOWN-WARREN, OHIO



RWY 05-23
S-138, D-175, 2S-175, 2D-280
RWY 14-32
PCN 111 F/A/W/T

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

YOUNGSTOWN-WARREN, OHIO
YOUNGSTOWN-WARREN RGNL (YNG)

10266

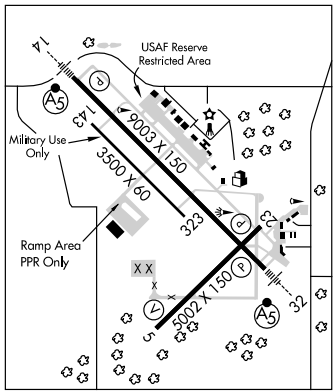
YOUNGSTOWN/WARREN

YOUNGSTOWN–WARREN RGNL (YNG) 10 N UTC−5(−4DT) N41°15.64′ W80°40.75′ **DETROIT**
1192 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks **H–10G, L–30H**
NOTAM FILE YNG **IAP, AD**

RWY 14–32: H9003X150 (ASPH–GRVD) PCN 111 F/A/W/T HIRL
RWY 14: MALSR. PAPI(P4L). 0.9% up.
RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 40′. Trees. 0.8% down
RWY 05–23: H5002X150 (ASPH–GRVD) S–138, D–175, 2S–175, 2D–280 MIRL 1.4% up NE
RWY 05: REIL. VASI(V4L)—GA 3.25° TCH 51′. Trees.
RWY 23: REIL. PAPI(P4R)—GA 3.0° TCH 24′.
RWY 143–323: H3500X60 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 14:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 23:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 32:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 143:	TORA–3500	TODA–3500	ASDA–3500	LDA–3500
RWY 323:	TORA–3500	TODA–3500	ASDA–3500	LDA–3500



AIRPORT REMARKS: Attended continuously. Deer and bird haz. All military acft ctc Vader ops for bird watch condition. Rwy 143–323 used as a military assault strip. Hold short signs Twy H1 OTS until further notice. Class I, ARFF Index B. PPR for ARFF Index D call 330–609–1369. Twy G East of Twy H and Twy F North of Rwy 05–23 clsd to acft over 50,000 pounds gross weight. Twy T W of Rwy 05–23 closed indef. Terminal ramp and general aviation parking not visible from the NW portion of Twy H. Military ramp for military use only. Ldg fee for acft over 5,000 lbs gross weight.
WEATHER DATA SOURCES: ASOS (330) 856–9357. **HIWAS** 109.0 YNG.
COMMUNICATIONS: ATIS 123.75 **UNICOM** 122.95
RCO 122.2 122.1R 109.0T (CLEVELAND RADIO)
Ⓡ **APP/DEP CON** 133.95 127.15 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
TOWER 119.5 **GND CON** 121.9 **CLNC DEL** 118.25
AIRSPACE: TRSA svc ctc **APP CON** within 20 NM.
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
(L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 188° 4.2 NM to fld. 1160/5W. **HIWAS.**
VOR unusable 015°–179° blo 5000′ and 180°–014° byd 25 NM blo 5000′.
FETCH NDB (LOM) 338 YN N41°12.03′ W80°35.77′ 322° 5.2 NM to fld. Unmonitored. LOM unusable byd 10 NM.
ILS 110.1 I–YNG Rwy 32. Class IA. LOM FETCH NDB. NDB unmonitored. LOM unusable byd 10 NM.
ILS 110.1 I–MQK Rwy 14. Class IA. OM unmonitored.
ASR (1100–0500Z‡)

ZANESVILLE

PARR (42I) 5 N UTC−5(−4DT) N40°00.42′ W82°00.74′ **DETROIT**
790 S4 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 10–28: H3100X26 (ASPH) S–10 LIRL
RWY 10: Trees. **RWY 28:** Thld dsplcd 61′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dark, holidays 1700Z‡–dark. For LIRL Rwy 10–28 key 122.8 five times on; eight times slowly to deactivate. Rwy 10–28 NSTD LIRL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 312° 6.8 NM to fld. 900/6W.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC I-MQK	APP CRS	Rwy Idg	9003
110.1	143°	TDZE	1134
		Apt Elev	1196

ILS or LOC RWY 14

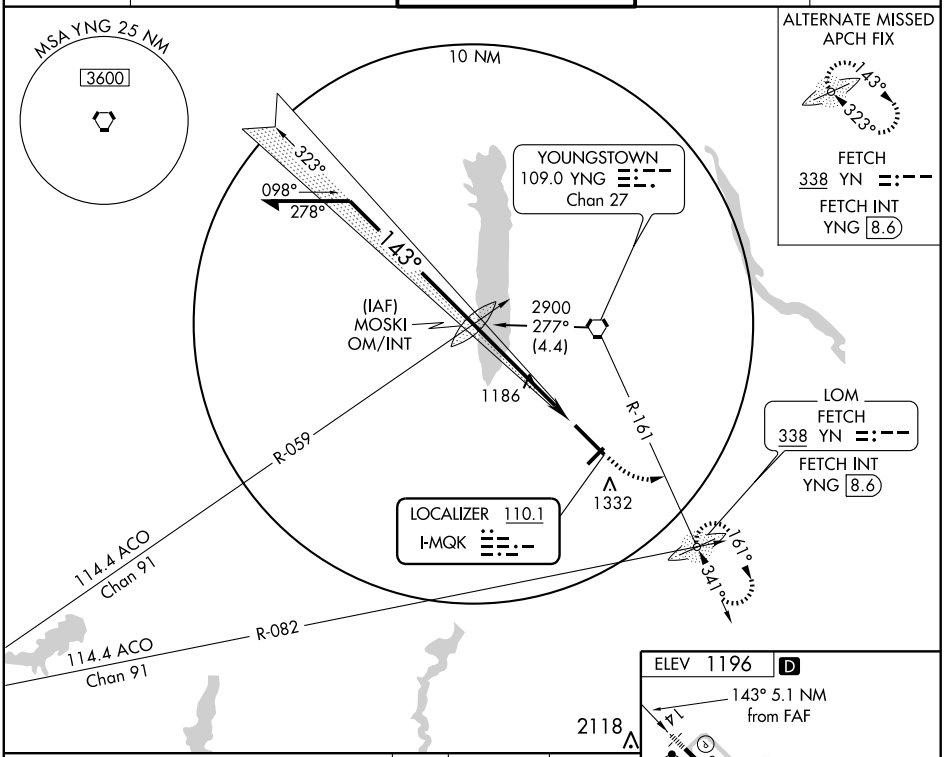
YOUNGSTOWN-WARREN RGNL (YNG)

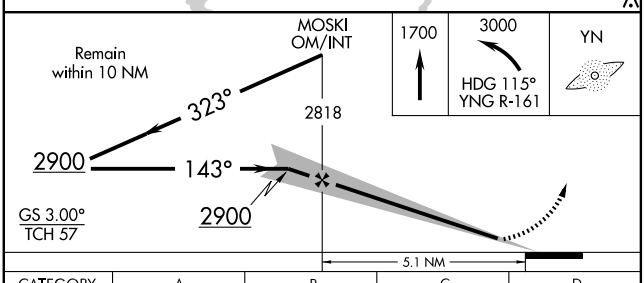
T
A NA
ASR

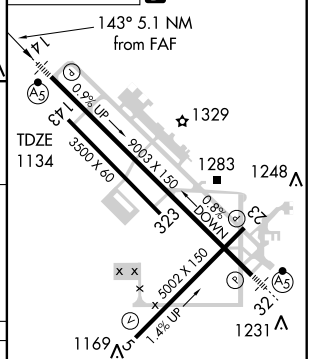
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 115° and YNG VORTAC R-161 to FETCH LOM/Int/YNG 8.6 DME and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-ILS 14	1334/24 200 (200-½)			
S-LOC 14	1580/24 446 (400-½)		1580/40 446 (400-¾)	1580/50 446 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-YNG	APP CRS	Rwy Idg	9003
110.1	323°	TDZE	1185
		Apt Elev	1196

ILS or LOC RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

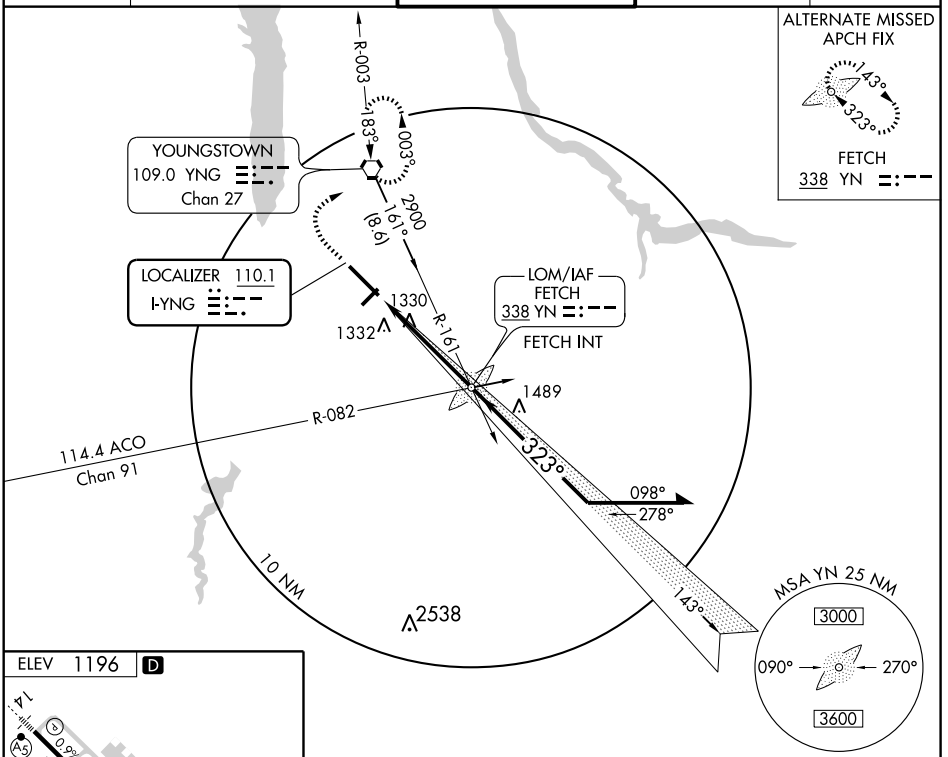
ASR

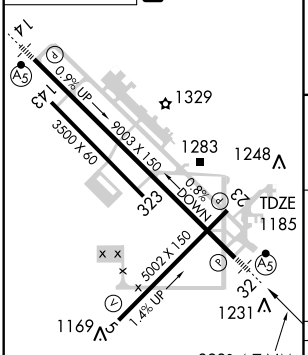
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

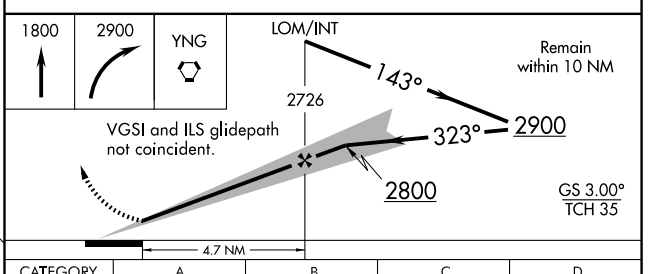
ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 32 *	1385/24 200 (200-½)			
S-LOC 32	1580/24 395 (400-½)			1580/40 395 (400-¾)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM YN	APP CRS	Rwy Idg	9003
338	323°	TDZE	1185
		Apt Elev	1196

NDB RWY 32

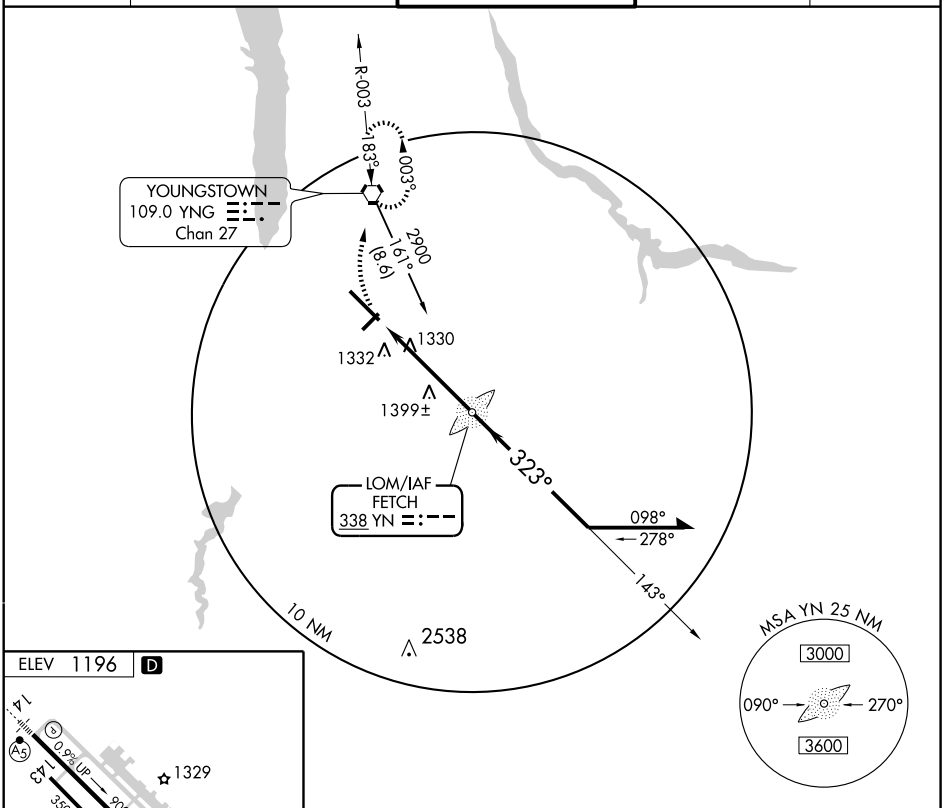
YOUNGSTOWN-WARREN RGNL (YNG)

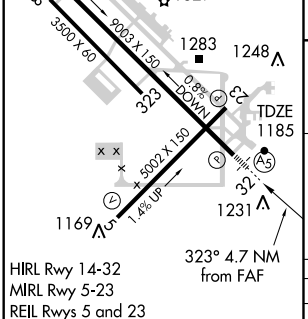
NA
ASR

MALSR

MISSED APPROACH: Climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

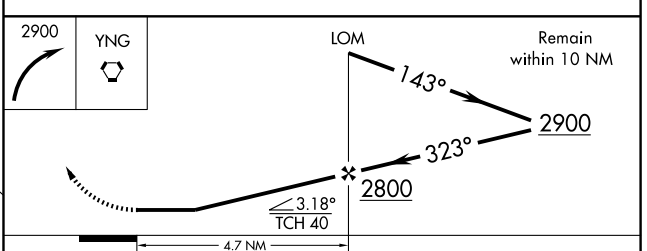
ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-32	1700/40	515 (600-¾)	1700/50 515 (600-1)	1700-1½ 515 (600-1½)
CIRCLING	1700-1	504 (600-1)	1700-1½ 504 (600-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 9003
CH 49205	143°	TDZE 1134
W14A		Apt Elev 1196

RNAV (GPS) RWY 14

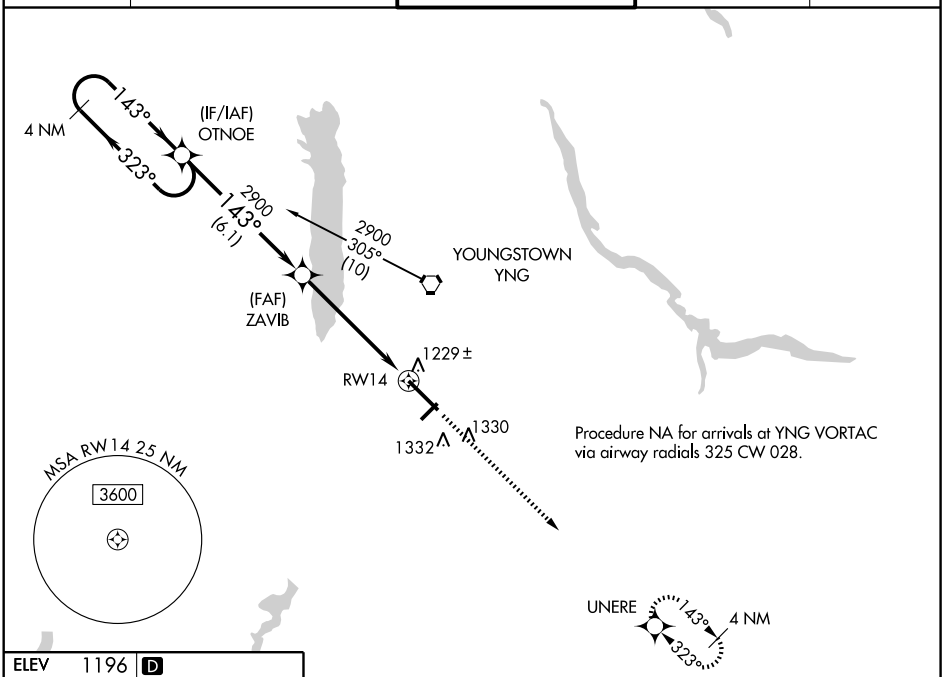
YOUNGSTOWN-WARREN RGNL (YNG)

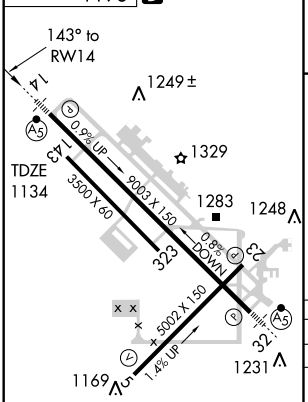
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA ASR below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

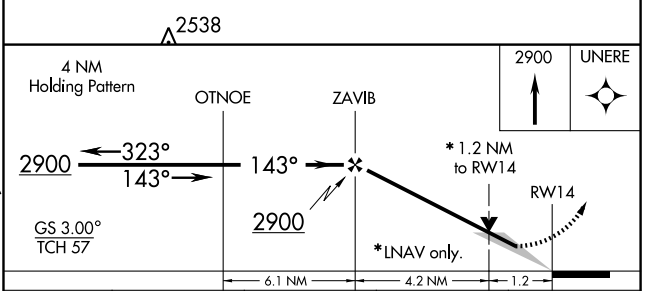
MISSED APPROACH: Climb to 2900 direct UNERE and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LPV DA	1384/24 250 (200-½)			
LNAV/VNAV DA	1499/40 365 (400-¾)			
LNAV MDA	1540/24 406 (400-½)		1540/40 406 (400-¾)	1540/50 406 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

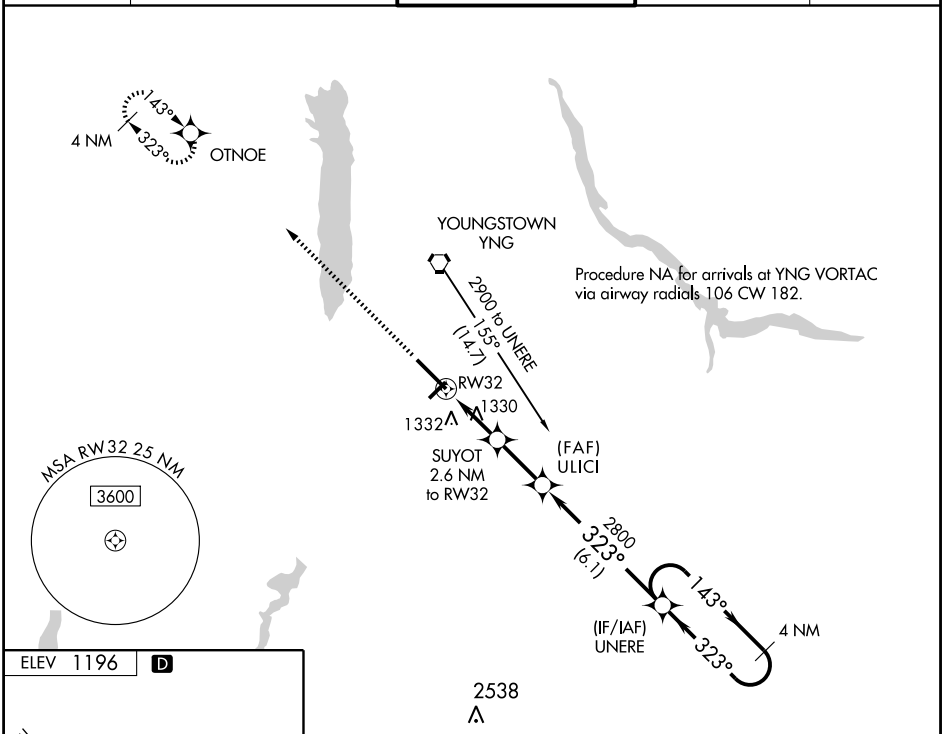
WAAS	APP CRS	Rwy Idg	9003
CH 97406	323°	TDZE	1185
W32A		Apt Elev	1196

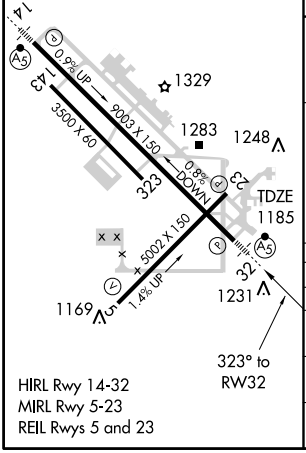
ASR For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

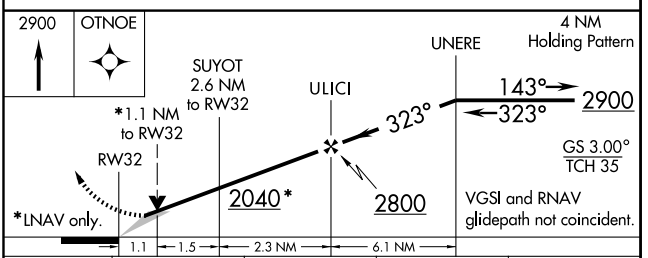
MALSR (A5)

MISSED APPROACH: Climb to 2900 direct OTNOE and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







CATEGORY	A	B	C	D
LPV DA	1457/24 272 (300-½)			
LNAV/ VNAV DA	1638/60 453 (500-1¼)			
LNAV MDA	1580/24 395 (400-½)			1580/50 395 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC YNG 109.0 Chan 27	APP CRS 187°	Rwy Idg N/A TDZE N/A Apt Elev 1196

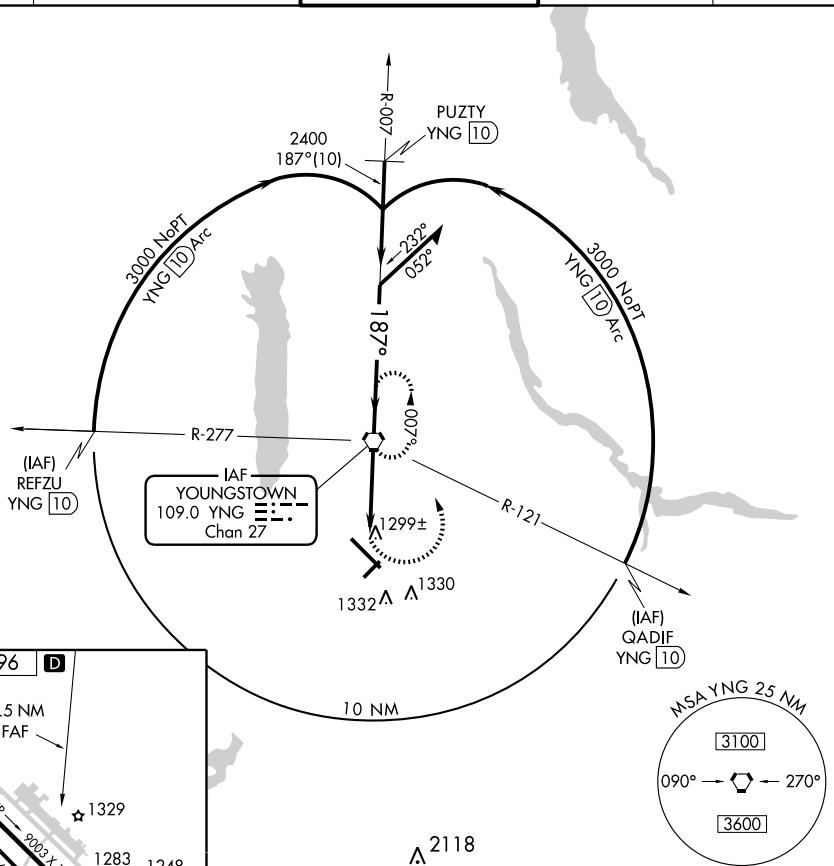
VOR-A

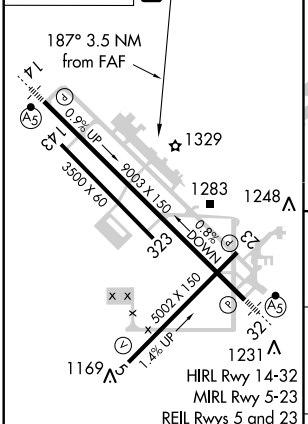
YOUNGSTOWN-WARREN RGNL (YNG)

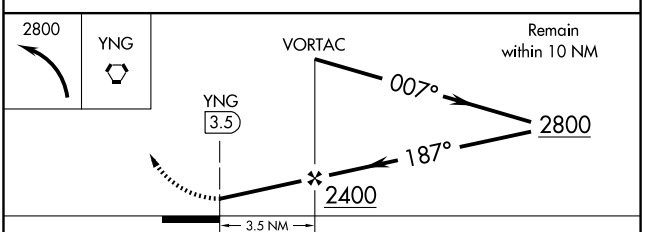
ASR

MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZANESVILLE MUNI (ZZV) 5 E UTC−5(−4DT) N39°56.67′ W81°53.53′ **CINCINNATI**

900 B S4 **FUEL** 80, 100LL, JET A1 + OX 4 TPA—1900(1000) NOTAM FILE ZZV **H–10G, L–29B**

IAP

RWY 04–22: H5000X150 (ASPH–CONC) S–38, D–50, 2D–75 HIRL 0.5% up SW

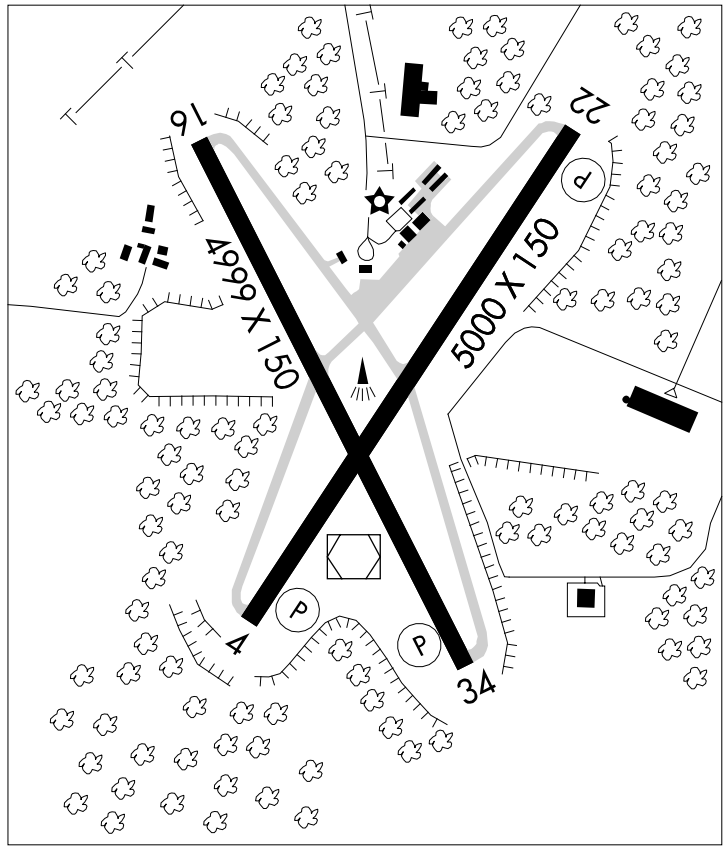
RWY 04: REIL. PAPI(P4R)—GA 3.0° TCH 35′. Trees.

RWY 22: REIL. PAPI(P4L).

RWY 16–34: H4999X150 (ASPH–CONC) S–38, D–50, 2D–75 MIRL 0.6% up SE

RWY 16: REIL. Trees. **RWY 34:** REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat–Sun 1300–2300Z‡. Deer and birds on and invof arpt. Rwy 16–34 rwy cracking. Acft not visible from end to end. Twy A and Twy B lgts OTS indef. HIRL Rwy 04–22, MIRL Rwy 16–34, REIL Rwy 04, Rwy 22, Rwy 16 and Rwy 34 NSTD pilot controlled, ACTIVATE—CTAF, 5 clicks on, 7 clicks off. Rotating bcn OTS indef. Rwy 04–22 and Rwy 16–34 are concrete with asphalt overlays. Rwy 16–34 75 ft new overlay in center sides are poor.



WEATHER DATA SOURCES: ASOS 111.4 ZZV (740) 453–8139.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 111.4T (CLEVELAND RADIO)

RCO 122.5 122.2 (CLEVELAND RADIO)

INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

(L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ at fld. 900/6W. **ASOS**.

NDB (MHW) 204 HRA N39°54.38′ W81°55.16′ 035° 2.6 NM to fld. Unmonitored. NDB OTS indef. SHUTDOWN.

ILS/DME 109.95 I–TNF Chan 36(Y) Rwy 22. Unmonitored.

LOC/DME I-TNF	APP CRS	Rwy Idg	5000
109.95	220°	TDZE	892
Chan 36(Y)		Apt Elev	900

ILS or LOC/DME RWY 22

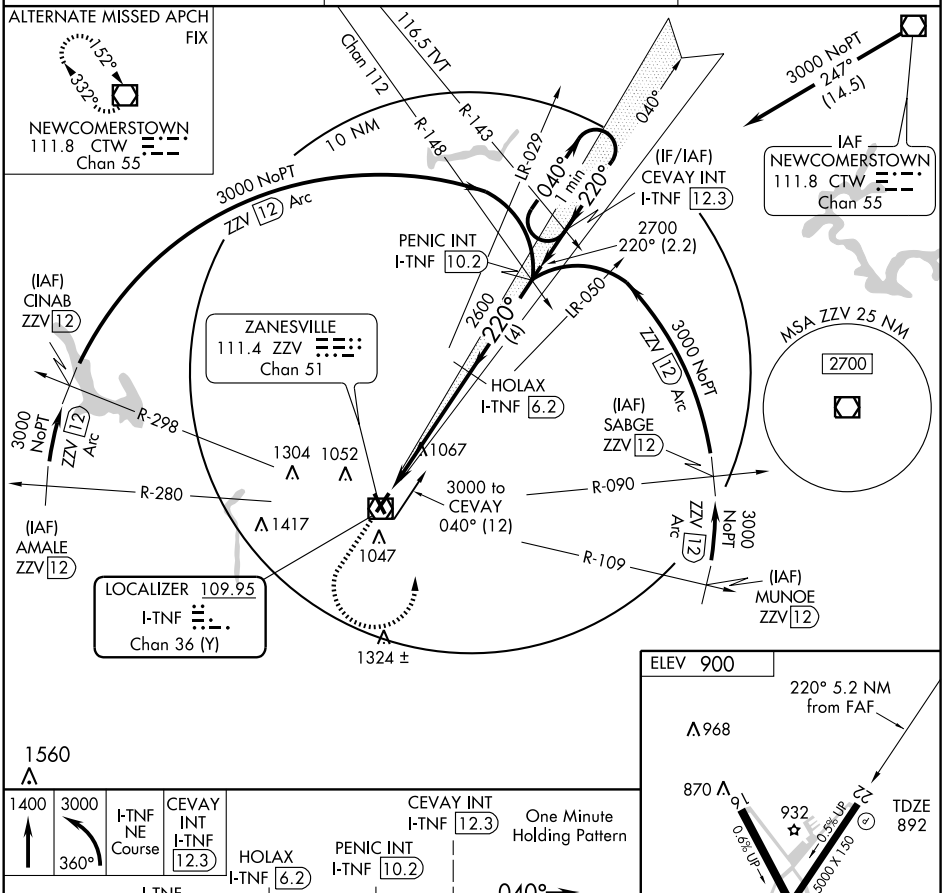
ZANESVILLE MUNI (ZZV)

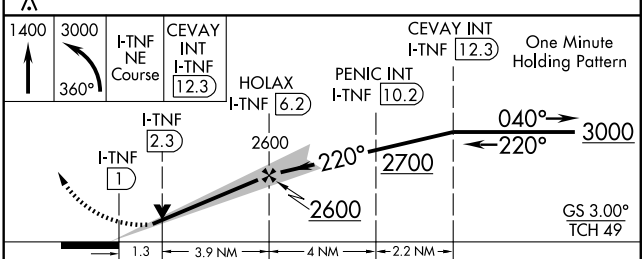
T
NA

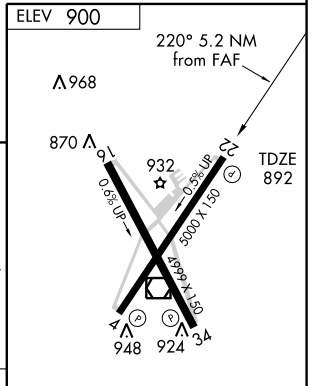
When local altimeter setting not received, use Newark altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase S-ILS 22 all Cats, and S-LOC 22 Cat C visibility ¼ mile. VDP NA when using Newark altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 360° and I-TNF NE course to CEVAY INT/I-TNF 12.3 DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 22	1092-¾ 200 (200-¾)			
S-LOC 22	1320-1 428 (500-1)		1320-1¼ 428 (500-1¼)	1320-1½ 428 (500-1½)
CIRCLING	1360-1 460 (500-1)		1360-1½ 460 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 4, 22, 16 and 34 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

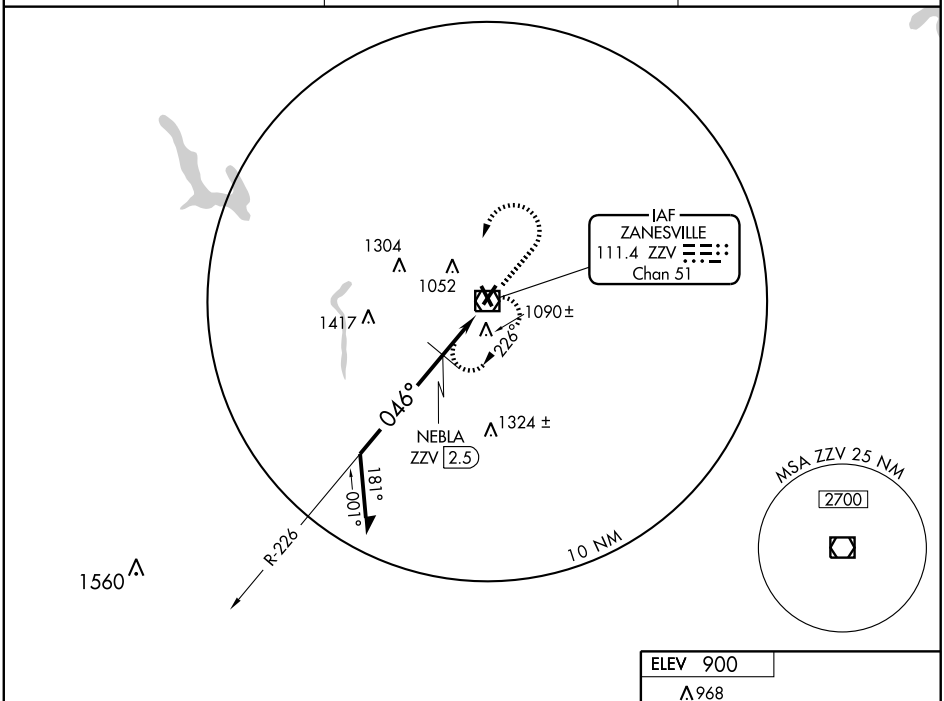
VOR/DME ZZV	APP CRS	Rwy Idg	5000
111.4	046°	TDZE	900
Chan 51		Apt Elev	900

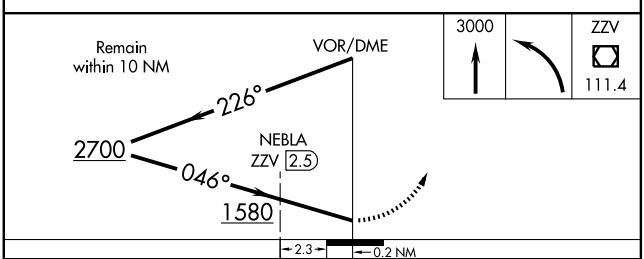
VOR or GPS RWY 4

ZANESVILLE MUNI (ZZV)

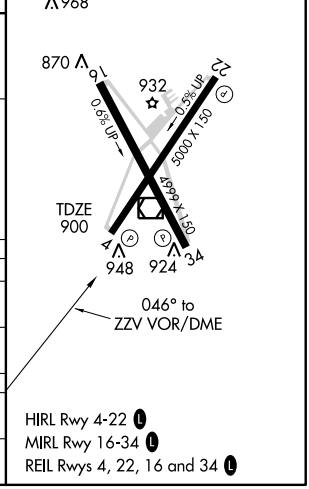
MISSED APPROACH: Climb to 3000 then left turn direct ZZV VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-4	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
CIRCLING	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
NEBLA FIX MINIMUMS				
S-4	1340-1	440 (500-1)	1340-1¼ 440 (500-1¼)	1340-1½ 440 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

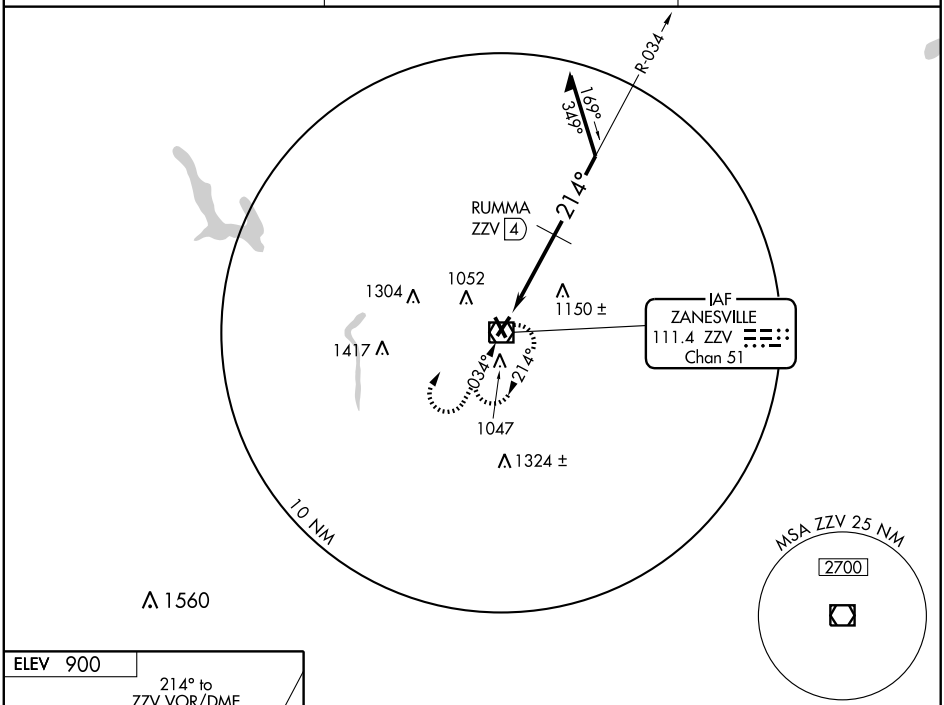
VOR/DME ZZV 111.4 Chan 51	APP CRS 214°	Rwy Idg 5000 TDZE 892 Apt Elev 900

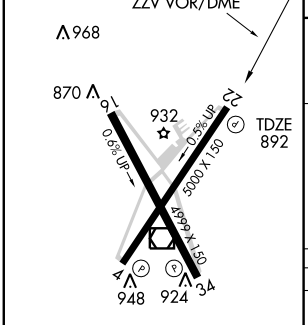
VOR or GPS RWY 22

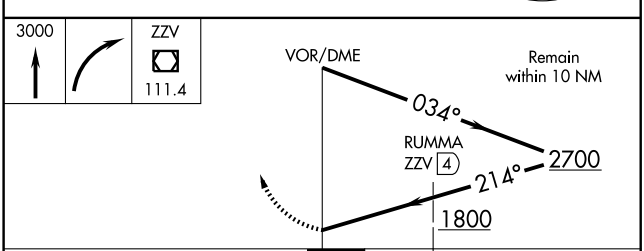
ZANESVILLE MUNI (ZZV)

MISSED APPROACH: Climb to 3000 then right turn direct ZZV VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	1800-1¼	908 (900-1¼)	1800-2¾ 908 (900-2¾)	1800-3 908 (900-3)
CIRCLING	1800-1¼	900 (900-1¼)	1800-2¾ 900 (900-2¾)	1800-3 900 (900-3)
RUMMA FIX MINIMUMS				
S-22	1400-1	508 (500-1)	1400-1½	508 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 4, 22, 16 and 34 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS

ALTON/ST.LOUIS, IL

ST. LOUIS RGNL ..... **ILS or LOC Rwy 29[1]**
LOC BC Rwy 11[1]
NDB Rwy 17[2]
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ANTIGO, WI

LANGLADE COUNTY ..... **NDB Rwy 16[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

APPLETON, WI

OUTAGAMIE COUNTY
RGNL ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 30
VOR/DME Rwy 21

NA when local weather not available.
[1]NA when control tower closed.

ASHLAND, WI

JOHN F. KENNEDY
MEMORIAL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31
VOR Rwy 2[1]
VOR Rwy 31

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME	ALTERNATE MINIMUMS

BARABOO, WI

BARABOO
WISCONSIN DELLS ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

BELLEVILLE, IL

SCOTT AFB/
MIDAMERICA ..... **ILS or LOC/DME Rwy 14L[1]**
ILS or LOC Rwy 14R[12]
ILS Rwy 32L[23]
ILS or LOC Rwy 32R[1]
RNAV (GPS) Rwy 14L[45]
RNAV (GPS) Rwy 32R[45]

[1]ILS,Category C, 700-2; Category D, 800-2½; Category E, 800-2¾. LOC, Category D, 800-2½; Category E, 800-2¾.
[2]NA when control tower closed.
[3]ILS, Category D, 800-2¼; Category E, 800-2¾. LOC, Category E, 800-2¾.
[4]NA when local weather not available.
[5]Category D, 800-2½.

BLOOMINGTON/NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-
NORMAL ..... **ILS or LOC Rwy 20[12]**
ILS or LOC Rwy 29[1]
ILS or LOC/DME Rwy 2[12]
LOC BC Rwy 11
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29

NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

BOSCOBEL, WI

BOSCOBEL ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[1]
VOR/DME Rwy 25[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 1000-2¾.
[2]Categories A,B,1000-2; Category C, 1000-2¾.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

BURLINGTON, WI

BURLINGTON MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29[1]
NA when local weather not available.
[1]Category D, 800-2¼.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS
DOWNTOWN ..... **ILS or LOC Rwy 30L[123]**
RNAV (GPS) Rwy 12R[3][4]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

CARBONDALE-MURPHYSBORO, IL

SOUTHERN ILLINOIS .... **RNAV (GPS) Rwy 18L**
RNAV (GPS) Rwy 36R
NA when local weather not available.

CHAMPAIGN-URBANA, IL

UNIVERSITY OF ILLINOIS-
WILLARD ..... **ILS or LOC Rwy 32R[12]**
LOC/DME BC Rwy 14L[12]
RADAR-1[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 14L[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 32R[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 4[2]
VOR/DME Rwy 14L[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CHICAGO, IL

CHICAGO MIDWAY
INTL ..... **VOR/DME RNAV or GPS Rwy 22L**
Category D, 800-2¼.

CHICAGO O'HARE INTL .... **ILS or LOC Rwy 9L**
ILS or LOC Rwy 9R
ILS,LOC,Categories A, B, 1100-2; Categories C, D, 1100-3.

LANSING MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CHICAGO(WEST CHICAGO), IL

DUPAGE ..... **ILS or LOC Rwy 2L**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 20R
VOR Rwy 10
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CHICAGO/AURORA,IL

AURORA MUNI ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Rwy 33[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Categories A,B,C,D, 700-2.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
Category D, 800-2½.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL ..... **ILS Rwy 23**
NA when control tower closed.

CLINTONVILLE, WI

CLINTONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
NA when local weather not available.

DANVILLE, IL

VERMILION RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR/DME Rwy 3
VOR Rwy 21
NA when local weather not available.

DE KALB, IL

DE KALB TAYLOR MUNI ... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
NA when local weather not available.
[1]Categories C,D, 700-2.

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NAME ALTERNATE MINIMUMS

DECATUR, IL

DECATUR ..... **ILS or LOC Rwy 6[2 3]**
LOC BC Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 30[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[2]
VOR Rwy 36[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

EAGLE RIVER, WI

EAGLE RIVER UNION ..... **NDB Rwy 22[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.
[1]Category C, 800-2¼,Category D, 800-2½.

EAU CLAIRE, WI

CHIPPEWA VALLEY
RGNL ..... **ILS or LOC Rwy 22[1 2]**
RNAV (GPS) Rwy 4[1 2]
RNAV (GPS) Rwy 22[1 2]
VOR-A[2 3]

[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

EFFINGHAM, IL

EFFINGHAM COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 1**
VOR Rwy 1

NA when local weather not available.
Category D, 900-2¾.

FAIRFIELD, IL

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 9**
NA when local weather not available.

FLORA, IL

FLORA MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

FOND DU LAC, WI

FOND DU LAC
COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

FREEPORT, IL

ALBERTUS ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GREEN BAY, WI

AUSTIN STRAUBEL INTL .... **ILS or LOC Rwy 6**
LOC BC Rwy 24
RADAR-1

NA when control tower closed.

HARRISBURG, IL

HARRISBURG-RALEIGH ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

HAYWARD, WI

SAWYER COUNTY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

JACKSONVILLE, IL

JACKSONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13

NA when local weather not available.

JANESVILLE, WI

SOUTHERN WISCONSIN
RGNL ..... **ILS or LOC Rwy 4[1 3 4]**
ILS or LOC Rwy 32[2 3 4]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category D, 700-2.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D, 1100-3.
[3]NA when local weather not available.
[4]NA when control tower closed.

JOLIET, IL

JOLIET RGNL ..... **RNAV (GPS) Rwy 13**
VOR Rwy 13

NA when local weather not available.

JUNEAU, WI

DODGE COUNTY ..... **LOC Rwy 26**
NDB Rwy 2
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RANV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME — ALTERNATE MINIMUMS

KANKAKEE, IL

GREATER KANKAKEE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

KENOSHA, WI

KENOSHA RGNL ..... **ILS or LOC Rwy 7L**[1]
RNAV (GPS) Rwy 7L
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25R
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 25R

NA when local weather not available.
[1]NA when control tower closed.

LA CROSSE, WI

LA CROSSE MUNI ..... **ILS or LOC Rwy 18**[14]
NDB Rwy 18[35]
RNAV (GPS) Rwy 3[23]
RNAV (GPS) Rwy 13[34]
RNAV (GPS) Rwy 18[34]
RNAV (GPS) Rwy 21[35]
RNAV (GPS) Rwy 31[36]
RNAV (GPS) Rwy 36[34]
VOR Rwy 13[34]
VOR Rwy 36[14]

[1]NA when control tower closed.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 1200-3.
[5]Categories A,B, 1200-2; Categories C,D, 1200-3.
[6]Categories A,B, 1000-2; Category C, 1000-3; Category D, 1200-3.

LAND O'LAKES, WI

KING'S LAND O'LAKES ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES INTL ..... **VOR Rwy 36**

Category D, 800-2¼.

LINCOLN, IL

LOGAN COUNTY ..... **NDB Rwy 21**[1]
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

LITCHFIELD, IL

LITCHFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY RGNL ..... **RNAV (GPS) Rwy 9**[1]
RNAV (GPS) Rwy 27[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¼.
[2]Categories A,B, 1000-2; Category C 1000-2¾.

MACOMB, IL

MACOMB MUNI ..... **LOC Rwy 27**[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR/DME-A

NA when local weather not available.
[1]NA when FBO closed.

MADISON, WI

DANE COUNTY RGNL-TRUAX FIELD ..... **ILS or LOC Rwy 21**[1]
ILS or LOC/DME Rwy 18[12]
ILS or LOC/DME Rwy 36[12]
RADAR-1[2]
VOR/DME or TACAN Rwy 14[2]
VOR/DME or TACAN Rwy 18[2]
VOR/DME or TACAN Rwy 32[2]
VOR Rwy 21[3]

[1]NA when control tower closed.
[2]Category E, 900-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MANITOWOC, WI

MANITOWOC COUNTY .... **ILS or LOC Rwy 17**[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 17
VOR/DME Rwy 35[1]

Category D, 800-2½.
[1]NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY RGNL ..... **ILS or LOC Rwy 20**[1]
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

MARSHFIELD, WI
MARSHFIELD MUNI ..... **NDB or GPS Rwy 4[1]**
NDB Rwy 16[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
[1]NA except for operators with approved weather reporting service.
[2]NA when local weather not available.

MATTOON-CHARLESTON, IL
COLES COUNTY
MEMORIAL ..... **ILS or LOC Rwy 29**
NDB Rwy 29
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 29
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.

MEDFORD, WI
TAYLOR COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

MENOMONIE, WI
MENOMONIE MUNI-SCORE
FIELD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME Rwy 27
NA when local weather not available.

MERRILL, WI
MERRILL MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

MILWAUKEE, WI
LAWRENCE J. TIMMERMAN ..... **LOC Rwy 15L**
VOR or GPS Rwy 4L
VOR or GPS Rwy 15L
NA when control tower closed.

MINOCQUA-WOODRUFF, WI
LAKELAND/NOBLE F. LEE
MEMORIAL FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 28
RNAV (GPS) Rwy 36
NA when local weather not available.

MOLINE, IL
QUAD-CITY INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[123]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

MONROE, WI
MONROE MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR/DME Rwy 30
NA when local weather not available.

MORRIS, IL
MORRIS MUNI-JAMES R
WASHBURN FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

MOSINEE, WI
CENTRAL WISCONSIN ..... **ILS or LOC Rwy 8[1]**
ILS or LOC Rwy 35
NA when control tower closed.
[1]NA when local weather not available.

MOUNT CARMEL, IL
MOUNT CARMEL MUNI .... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

MOUNT VERNON, IL
MOUNT VERNON ..... **ILS Rwy 23[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
[1]NA between 2000-0630 local time.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

NEW RICHMOND, WI
NEW RICHMOND RGNL . **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OLNEY-NOBLE, IL
OLNEY-NOBLE ..... **NDB Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 11
VOR/DME-A
NA when local weather not available.

OSCEOLA, WI
L O SIMENSTAD MUNI ... **RNAV (GPS) Rwy 28**
NA when local weather not available.

OSHKOSH, WI
WITTMAN RGNL ..... **ILS or LOC Rwy 36[1]**
LOC/DME BC Rwy 18[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) RWY 36[1]
VOR Rwy 9[2]
VOR Rwy 18[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PARIS, IL
EDGAR COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME-A
NA when local weather not available.

PEORIA, IL
GENERAL DOWNING-
PEORIA INTL ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 31
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR/DME or TACAN Rwy 31
NA when local weather not available.

PERU, IL
ILLINOIS VALLEY RGNL-WALTER A.
DUNCAN FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PHILLIPS, WI
PRICE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

PLATTEVILLE, WI
PLATTEVILLE MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 33
NA when local weather not available.

PONTIAC, IL
PONTIAC MUNI ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24
NA when local weather not available.

PRAIRIE DU CHIEN, WI
PRAIRIE DU CHIEN MUNI ... **VOR/DME Rwy 29**
Category A/B 1000-2, Category C/D 1200-3.

QUINCY, IL
QUINCY RGNL-
BALDWIN FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 4
VOR/DME Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

RACINE, WI
JOHN H. BATTEN ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
VOR Rwy 4
NA when local weather not available.

RANTOUL, IL
RANTOUL NATL AVN CNTR-
FRANK ELLIOTT FLD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

RHINELANDER, WI
RHINELANDER-
ONEIDA COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 33
NA when local weather not available.

RICE LAKE, WI
RICE LAKE REGIONAL-
CARL'S FIELD ..... **ILS or LOC Rwy 1[1]**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR Rwy 1
VOR/DME Rwy 19
NA when local weather not available.
[1]ILS, Category D, 700-2.

SHEBOYGAN, WI
SHEBOYGAN COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

SPARTA, IL
SPARTA COMMUNITY-
HUNTER FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME	ALTERNATE MINIMUMS

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL ..... **ILS or LOC Rwy 4[12]**
ILS or LOC Rwy 22[12]
RADAR-1[23]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR/DME Rwy 4
VOR/DME Rwy 13
VOR/DME Rwy 22
VOR/DME Rwy 31

NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Category E, 800-2¾.

STERLING ROCKFALLS, IL

WHITESIDE CO-JOSEPH H BITTORF FIELD ..... **NDB Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

STEVENS POINT, WI

STEVENS POINT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 30
VOR/DME Rwy 3
VOR/DME Rwy 21
VOR/DME Rwy 30

Category D, 800-2¼.
NA when local weather not available.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

TAYLORVILLE, IL

TAYLORVILLE MUNI ..... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME	ALTERNATE MINIMUMS

TOMAHAWK, WI

TOMAHAWK RGNL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WATERTOWN, WI

WATERTOWN MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Rwy 11[13]
RNAV (GPS) Rwy 23[12]
RNAV (GPS) Rwy 29[12]
VOR/DME Rwy 29[2]

[1]NA when local weather not available.
[2]Category D, 900-3.
[3]Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-3.

WAUKESHA, WI

WAUKESHA COUNTY .... **ILS or LOC Rwy 10[12]**
RNAV (GPS) Rwy 10[13]
RNAV (GPS) Rwy 28[13]
VOR-A[13]

[1]NA when local weather not available.
[2]ILS, Category C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

WAUPACA, WI

WAUPACA MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN .. **RNAV (GPS) Rwy 12**

NA when local weather not available.

WEST BEND, WI

WEST BEND MUNI ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 31
VOR Rwy 24

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

CHAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA) ELEV 754

UNIVERSITY OF ILLINOIS-WILLARD

RADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14L		ABC	**1100**-1	346	(400-1)	D	**1100**-1¼	346	(400-1¼)
	32R		ABC	**1100**/24	351	(400-½)	D	**1100**/50	351	(400-1)
CIRCLING			A	**1160**-1	406	(500-1)	B	**1220**-1	466	(500-1)
			C	**1220**-1½	466	(500-1½)	D	**1320**-2	566	(600-2)

When control tower closed, ASR not authorized.
Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

CHICAGO/ROCKFORD, IL Amdt. 10A, DEC 21,2006 (FAA) ELEV 742

CHICAGO/ ROCKFORD INTL

RADAR - 121.0 327.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1160**/24	431	(500-½)	C	**1160**/40	431	(500-¾)
			D	**1160**/50	431	(500-1)				
	7		AB	**1180**/24	438	(500-½)	C	**1180**/40	438	(500-¾)
			D	**1180**/50	438	(500-1)				
	25		AB	**1220**-1	485	(500-1)	C	**1220**-1¼	485	(500-1¼)
			D	**1220**-1½	485	(500-1½)				
CIRCLING			A	**1220**-1	478	(500-1)	b	**1240**-1	498	(500-1)
			C	**1240**-1½	498	(500-1½)	D	**1320**-2	578	(600-2)

21 OCT 2010 to 18 NOV 2010

GREEN BAY, WI Amdt. 9C, JUL 6, 2006 (FAA) ELEV 695

AUSTIN STRAUBEL INTL

RADAR - 119.4 338.2 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36		AB	**1100**/24	418	(500-½)	C	**1100**/40	418	(500-¾)
			D	**1100**/50	418	(500-1)				
	24		AB	**1120**-1	438	(500-1)	C	**1120**-1¼	438	(500-1¼)
			D	**1120**-1½	438	(500-1½)				
	18		AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1220**-1¾	525	(600-1¾)				
	6		AB	**1220**/24	528	(600-½)	C	**1220**/50	528	(600-1)
			D	**1220**/60	528	(600-1¼)				
CIRCLING			AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1260**-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.
When control tower closed, ASR not authorized.

MADISON, WI

Amdt. 17A, April 8, 2010 (FAA) ELEV **887**

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 ▽ △

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21	AB	**1360**-½	473	(500-½)	C	**1360**-¾	473	(500-¾)
		D	**1360**-1	473	(500-1)	E	**1360**-1¼	473	(500-1¼)
	36	AB	**1360**/24	498	(500-½)	C	**1360**/50	498	(500-1)
		D	**1360**/60	498	(500-1¼)	E	**1360**/1½	498	(500-1½)
	14	AB	**1360**-1	499	(500-1)	C	**1360**-1¼	499	(500-1¼)
		D	**1360**-1½	499	(500-1½)	E	**1360**-1¾	499	(500-1¾)
	18	AB	**1360**/24	500	(600-½)	C	**1360**/40	500	(600-¾)
		D	**1360**/50	500	(600-1)	E	**1360**/60	500	(600-1¼)
	32	AB	**1440**-1	579	(600-1)	C	**1440**-1½	579	(600-1½)
		D	**1440**-1¾	579	(600-1¾)	E	**1440**-2	579	(600-2)
CIRCLING		A	**1440**-1	553	(600-1)	B	**1460**-1	573	(600-1)
		C	**1460**-1½	573	(600-1½)	D	**1460**-2	573	(600-2)
		E	**1700**-3	813	(900-3)				

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL

Amdt. 9, OCT 27,2005 (FAA) ELEV **597**

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0

	RWY GS/TCH/RPI	▽ △ CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	ABC	**960**-½	363	(400-½)	DE	**960**-1	363	(400-1)
	31	AB	**1240**-½	650	(700-1)	C	**1240**-1¼	650	(700-1¼)
		D	**1240**-1½	650	(700-1½)	E	**1240**-1¾	650	(700-1¾)
	4	ABC	**960**/24	368	(400-½)	DE	**960**/50	368	(400-1)
CIRCLING		AB	**1240**-1	643	(700-1)	C	**1240**-1¾	643	(700-1¾)
		D	**1240**-2	643	(700-2)	E	**1380**-2¾	783	(800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibilty to 2¼.
When control tower closed, ASR not authorized.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)
AMDT 1 10266 (FAA)

NOTE: **Rwy 11,** tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL. **Rwy 17,** multiple trees beginning 1274' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Multiple trees beginning 1624' from DER, 115' right of centerline, up to 102' AGL/621' MSL. **Rwy 29,** multiple trees and floodlight on hangar beginning 665' from DER, 406' left of centerline, up to 99' AGL/618' MSL. Multiple trees beginning 1570' from DER, 197' right of centerline, up to 75' AGL/604' MSL. **Rwy 35,** multiple trees and light standard beginning 823' from DER, 478' left of centerline, up to 67' AGL/596' MSL. Multiple trees beginning 1035' from DER, 15' right of centerline, up to 43' AGL/572' MSL.

AMERY, WI

AMERY MUNI (AHH)
AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18,** towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. w/ min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16,** Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. **Rwy 26,** Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

APPLETON, WI

OUTAGAMIE COUNTY RGNL (ATW)
ORIG 10154 (FAA)

NOTE: **RWY 3,** antenna on building, 266' from DER, 259' right of centerline, 12' AGL/891' MSL. Trees beginning 545' from DER, 467' right of centerline, up to 42' AGL/911' MSL. **Rwy 12,** tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL. **Rwy 30,** trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)
AMDT 1 08157 (FAA)

NOTE: **Rwy 2,** trees beginning 52' from departure end of runway, 209' right of centerline, up to 100'AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13,** trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20,** truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31,** truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19,32,** southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BELLEVILLE, IL

SCOTT AFB, MID AMERICA (BLV)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32L,** 300-1½ or std. w/ a min. climb of 250' per NM to 800.

NOTE: **Rwy 32L,** tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL. **Rwy 32R,** trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL. Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20,** climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2,** pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11,** tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOLINGBROOK, IL

BOLINGBROOK'S CLOW INTL (1C5)
ORIG 10098 (FAA)

NOTE: **Rwy 18,** multiple buildings and trees beginning 84' from DER, 349' left of centerline, up to 100' AGL/769' MSL. Trees 774' from DER, 163' right of centerline, up to 100' AGL/749' MSL. **Rwy 36,** building and trees beginning 288' from DER, 40' left of centerline, up to 100' AGL/775' MSL. Multiple buildings and sign beginning at DER, 73' right of centerline, up to 50' AGL/700' MSL.

BOSCOBEL, WI

BOSCOBEL (OVS)
AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7,** std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20,** std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 381' per NM to 1300 or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1300 before turning south. **Rwy 7,** climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20,** climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25,** climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2,** trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7,** trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20,** tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25,** tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)
ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8,** tower 6.44NM from departure end of runway,3378'right of centerline,1200'AGL/2180'MSL.

BURLINGTON, WI
BURLINGTON MUNI (BUU)
AMDT 2 86128 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 260' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 1400 before turning.

CABLE, WI
CABLE UNION (3CU)
AMDT 4 99308 (FAA)
DEPARTURE PROCEDURE: **Rwy 16,** west departures, climb runway heading to 1900 before turning westbound.

CAHOKIA/ST. LOUIS, IL
ST. LOUIS DOWNTOWN (CPS)
AMDT 8 10266 (FAA)
TAKEOFF MINIMUMS: **Rwy 5,** 200-1 ¼ or std. with a min. climb of 343' per NM to 700. **Rwy 30L,** 400-2½ or std. with a min. climb of 220' per NM to 900, alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading 047° to 900 before turning left. **Rwys 12L,12R,** climb on heading 122° to 1000 before turning left. **Rwy 23,** climb on heading 227° to 2000 before turning. **Rwys 30L, 30R,** climb on heading 302° to 1600 before turning.
NOTE: **Rwy 5,** obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL. Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL. **Rwy 12L,** tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL. **Rwy 12R,** tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL. Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL. **Rwy 23,** multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL. Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL. **Rwy 30L,** multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL. Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

CANTON, IL
INGERSOLL (CTK)
ORIG 08213 (FAA)
NOTE: **Rwy 9,** tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36,** tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

CARBONDALE/MURPHYSBORO, IL
SOUTHERN ILLINOIS (MDH)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18L,18R,** std. w/ min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 18L,18R,** for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.
NOTE: **Rwy 6,** road 179' from DER, 214' left of centerline, 418' MSL. **Rwy 18L,** tree 3235' from DER, 696' right of centerline, 100' AGL/497' MSL. Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL. Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL. Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL. **Rwy 24,** trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL. **Rwy 36L,** trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

CARMI, IL
CARMI MUNI (CUL)
AMDT 1 83356 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 1000 before turning westbound.

CASEY, IL
CASEY MUNI (1H8)
AMDT 4 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 4,** tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL. Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL. Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL. **Rwy 22,** vehicle on road 255' from DER, 399' left of centerline, 15' AGL/671' MSL. Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.

CENTRALIA, IL
CENTRALIA MUNI (ENL)
AMDT 1 82133 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

CHAMPAIGN/URBANA, IL
UNIVERSITY OF ILLINOIS-WILLARD (CMI)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 041° to 1300 before turning left.
NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL. Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R,** rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18,** Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L,** terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L,4R,** Climbing right turn to 2400 heading 100° before proceding on course. **Rwys 13C, 13L, 13R,** Climb heading 135° to 1400 before turning. **Rwys 22L, 22R,** Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R,** Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L,** fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwy 4R, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L,** multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R,** wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L,** multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R,** multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CON'T)

Rwy 31C, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L,** trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R,** multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

CHICAGO-O'HARE INTL (ORD)

AMDT 17 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L,** std. w/ min. climb of 220' per NM to 1700. **Rwy 27R,** std. w/ min. climb of 228' per NM to 1800. **Rwy 28,** std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 240' per NM to 1800.

NOTE: **Rwy 4L**, buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL. **Rwy 4R,** tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L,** building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL. **Rwy 9R,** street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL. **Rwy 10,** parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. **Rwy 14L,** light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 383' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL. **Rwy 14R,** parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL. **Rwy 22R,** parked aircraft on ramp 34' from DER,430' left of centerline, 80' AGL/736' MSL. **Rwy 27L,** parked aircraft on ramp, 70' from DER, 408' left of centerline, 80' AGL/740' MSL. Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL. **Rwy 27R,** tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL. Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL. **Rwy 28,** trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL. **Rwy 32L,** pole 1993' from DER, 791' left of centerline, 49' AGL/716' MSL.

CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)
AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9,** poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18,** trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL. **Rwy 27,** hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36,** pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)
AMDT 1 07298 (FAA)

NOTE: **Rwy 9,** vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15,** multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18,** multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27,** vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33,** multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36,** tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE (PWK)
AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: **Rwy 6,** tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12,** antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16,** tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24,** tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30,** antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34,** tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY (LOT)
AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1¼ or std. w/ min. climb of 420' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1300 before turning right.

NOTE: **Rwy 2,** multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL. **Rwy 9,** multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL. **Rwy 27,** multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)
ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

CHICAGO/WEST CHICAGO, IL

DUPAGE (DPA)
ORIG 07354 (FAA)

NOTE: **Rwy 2L,** tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R,** tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10,** building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15,** road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33,** multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)
AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-environmental.

NOTE: **Rwy 4,** trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14,** trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22,** trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32,** trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)

ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16,** tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21,** tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34,** tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1400 before proceeding on course.

DECATUR, IL

DECATUR (DEC)

AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1700 before turning left. **Rwy 30,** climb heading 300° to 1400 before turning right. **Rwy 36,** climbing left turn to intercept AXC VORTAC R-340 to 2000 before proceeding on course.

NOTE: **Rwy 24,** pole 802' from DER, 664' left of centerline, 30' AGL/704' MSL. Trees beginning 895' from DER, 722' right of centerline, up to 88' AGL/762' MSL. **Rwy 30,** trees beginning 948' from DER, 395' left of centerline, up to 78' AGL/742' MSL. Trees beginning 1314' from DER, 57' right of centerline, up to 90' AGL/739' MSL. **Rwy 36,** trees beginning 1549' from DER, 14' left of centerline, up to 75' AGL/749' MSL. Trees beginning 460' from DER, 84' right of centerline, up to 72' AGL/751' MSL.

DELAVAN, WI

LAKE LAWN (C59)

AMDT 1 03247 (FAA)

NOTE: **Rwy 18,** trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36,** trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

DIXON, IL

DIXON MUNI - CHARLES R WALGREEN FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 600-1½ or std. w/ min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1300 before turning right.

NOTE: **Rwy 12,** T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8,** vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26,** trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

ORIG 06271 (FAA)

NOTE: **Rwy 4,** road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13,** road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22,** road 246' from departure end of runway ,566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway,430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

EAST TROY, WI

EAST TROY MUNI (57C)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.

NOTE: **Rwy 8,** trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL. **Rwy 26,** vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

EAU CLAIRE, WI
CHIPPEWA VALLEY RGNL (EAU)
AMDT 2 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 500-2 ¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32,** 200-1½ or std. w/ min. climb of 270' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 138° to 2000 before proceeding on course. **Rwy 22,** climb heading 224° to 1700 before proceeding on course. **Rwy 32,** climb heading 304° to 1700 before proceeding on course.
NOTE: **Rwy 4,** terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14,** trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22,** vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32,** trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL
EFFINGHAM COUNTY MEMORIAL (1H2)
AMDT 5 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 220' per NM to 1300 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 1100 before turning left or for climb in visual conditions, cross Effingham County Memorial airport at or above 1400 before proceeding on course. **Rwy 29,** climb heading 294° to 1100 before turning right.
NOTE: **Rwy 1,** vehicles on roadway, 439' from DER, left and right of centerline, up to 15' AGL/600' MSL. Trees beginning 389' from DER, 499' right of centerline, up to 100' AGL/680' MSL. **Rwy 11,** trees beginning 2071' from DER, left and right of centerline, up to 100' AGL/670' MSL. **Rwy 19,** trees beginning 5' from DER, left and right of centerline, up to 100' AGL/670' MSL.

FAIRFIELD, IL
FAIRFIELD MUNI (FWC)
AMDT 2 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27,** 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL
FLORA MUNI (FOA)
AMDT 1 84047 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 33,** climb runway heading to 1100 before turning left. **Rwy 21,** climb runway heading to 1100 before turning right.

FOND DU LAC, WI
FOND DU LAC COUNTY (FLD)
AMDT 1A 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 2000 before turning north. **Rwy 36,** climb runway heading to 2000 before turning east.
NOTE: **Rwy 9,** control tower 190' from DER, 409' right of centerline, 29' AGL/816' MSL.

FREEPORT, IL
ALBERTUS (FEP)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** NA-Environmental.
NOTE: **Rwy 24,** multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI
ADAMS CO. LEGION FIELD (63C)
AMDT 1 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - unsurveyed turf runways. **Rwy 33,** 500-2 or std. with a min. climb of 400' per NM to 1600.
NOTE: **Rwy 15,** powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL. **Rwy 33,** trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GALESBURG, IL
GALESBURG MUNI (GBG)
ORIG 10210 (FAA)
NOTE: **Rwy 3,** trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL. **Rwy 10,** trees beginning 326' from DER, 154' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL. Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL. **Rwy 21,** trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL. **Rwy 28,** trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL. Pole 1204' from DER, 372' right of centerline 32' AGL/789' MSL.

GRANTSBURG, WI
GRANTSBURG MUNI (GTG)
ORIG 94230 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

GRAYSLAKE, IL
CAMPBELL (C81)
AMDT 1 82063 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1.
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1200 before turning.

21 OCT 2010 to 18 NOV 2010

GREEN BAY, WI
AUSTIN STRAUBEL INTL (GRB)
AMDT 2 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 062° to 1300 before turning right. **Rwy 18,** climb heading 182° to 1600 before turning left.
NOTE: **Rwy 18,** tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL. **Rwy 24,** trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

GREENVILLE, IL
GREENVILLE (GRE)
ORIG 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 18,** vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL. Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL. Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL. **Rwy 36,** vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

HARRISBURG, IL
HARRISBURG-RALEIGH (HSB)
AMDT 1 10266 (FAA)
NOTE: **Rwy 6,** trees beginning 62' from DER, 257' left of centerline, up to 100' AGL/519' MSL. Trees and PVC pipe in concrete beginning 627' from DER, 230' left of centerline, up to 100' AGL/519' MSL. Tree 895' from DER, 523' right of centerline, 61' AGL/454' MSL. Tree 5590' from DER, 1383' left of centerline, 100' AGL/539' MSL. **Rwy 14,** vehicle 368' from DER, 594' right of centerline, 15' AGL/394' MSL. Trees beginning 3343' from DER, 1286' left of centerline, up to 100' AGL/509' MSL. **Rwy 24,** trees beginning 919' from DER, 487' right of centerline, up to 100' AGL/509' MSL. Trees beginning 1706' from DER, 420' right of centerline, up to 100' AGL/519' MSL. **Rwy 32,** vehicle 482' from DER, 609' left of centerline, 15' AGL/414' MSL. Trees beginning 1087' from DER, 207' left of centerline, up to 100' AGL/509' MSL. Trees beginning 1616' from DER, 45' right of centerline, up to 100' AGL/509' MSL.

HAYWARD, WI
SAWYER COUNTY (HYR)
AMDT 4 99308
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20,** 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI
SOUTHERN WISCONSIN RGNL (JVL)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2¼ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.
NOTE: **Rwy 4,** Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32,** Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36,** tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL
JOLIET RGNL (JOT)
AMDT 4 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. w/ a min. climb of 217' per NM to 1000 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER. **Rwy 13,** 600-3 or std. w/ a min. climb of 300' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 13,** climb heading 130° to 1100 before turning left.
NOTE: **Rwy 5,** vehicle on road 98' from DER, 379' left of centerline, up to 15' AGL/599' MSL. Vehicle on road 453' from DER, 602' right of centerline, up to 15' AGL/599' MSL. Trees beginning 500' from DER, 627' left of centerline, up to 100' AGL/654' MSL. Pole 878' from DER, 44' right of centerline, 22' AGL/602' MSL. Trees beginning 853' from DER, 597' right of centerline, up to 100' AGL/734' MSL. Rising terrain beginning 1.7 NM from DER, 68' left of centerline, up to 834' MSL. **Rwy 13,** vehicle on road 39' from DER, 491' right of centerline, up to 15' AGL/589' MSL. Vehicle on road 177' from DER, 512' left of centerline, up to 15' AGL/584' MSL. Tower 2 NM from DER, 2601' right of centerline, 420' AGL/973' MSL. Building 567' from DER, 270' right of centerline, 28' AGL/602' MSL. **Rwy 23,** vehicle on road beginning 8' from DER, left and right of centerline, up to 15' AGL/594' MSL. Trees beginning 195' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 31,** buildings beginning 4' from DER, left and right of centerline, up to 100' AGL/606' MSL. Trees beginning 135' from DER, left and right of centerline, up to 100' AGL/675' MSL. Vehicle on road beginning 93' from DER, left and right of centerline, up to 17' AGL/594' MSL. Poles beginning 138' from DER, left and right of centerline, up to 50' AGL/628' MSL.

JUNEAU, WI
DODGE COUNTY (UNU)
ORIG 94286 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1.

KANKAKEE, IL
GREATER KANKAKEE (IKK)
ORIG 07074 (FAA)
NOTE: **Rwy 4,** vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL. **Rwy 16,** vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. **Rwy 22,** vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL. **Rwy 34,** vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA, WI
KENOSHA RGNL (ENW)
ORIG 09239 (FAA)
NOTE: **Rwy 7R,** multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. **Rwy 7L,** muliple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L,** multiple trees and hangars beginning 10' from DER, 209' right' of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33,** multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R,** trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL
KEWANEE MUNI (EZI)
ORIG-A 09351(FAA)
NOTE: **Rwy 27,** powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI
LA CROSSE MUNI (LSE)
AMDT 5 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13,** std. w/ min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21,** std. w/ min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36,** for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.
NOTE: **Rwy 3,** trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13,** trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18,** vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21,** multiple tress beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31,** multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE, WI
MADELINE ISLAND (4R5)
ORIG 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ min. climb of 213' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 22,** Climb heading 220° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL
MARSHALL COUNTY (C75)
AMDT 2 89236 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning.

LADYSMITH, WI
RUSK COUNTY (RCX)
ORIG 01193 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA, WI
GRAND GENEVA RESORT (C02)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI
KINGS LAND O'LAKES (LNL)
AMDT 4 05132 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-obstacles.
NOTE: **Rwy 14,** road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL. **Rwy 32,** trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.

LAWRENCEVILLE, IL
LAWRENCEVILLE-VINCENNES INTL (LWV)
ORIG 10294 (FAA)
NOTE: **Rwy 9,** trees and irrigation booms beginning 419' from DER, 78' right of centerline, up to 100' AGL/539' MSL. Trees and irrigation booms beginning 750' from DER, 53' left of centerline, up to 100' AGL/539' MSL. **Rwy 18,** trees and irrigation booms beginning 275' from DER, 299' right of centerline, up to 100' AGL/524' MSL. Irrigation booms beginning 586' from DER, 362' left of centerline, up to 22' AGL/446' MSL. **Rwy 27,** vehicles on road and irrigation booms beginning 312' from DER, 50' right of centerline, up to 23' AGL/447' MSL. Vehicles on road and irrigation booms beginning 310' from DER, 50' left of centerline, up to 24' AGL/448' MSL.

LINCOLN, IL
LOGAN COUNTY (AAA)
AMDT 1 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-½ or std. with a min. climb of 341' per NM to 800.
NOTE: **Rwy 21,** spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.

LITCHFIELD, IL
LITCHFIELD MUNI (3LF)
AMDT 3 05300 (FAA)
NOTE: **Rwy 9,** tower 1058' left of departure end of runway, 132' AGL/822' MSL.

LONE ROCK, WI
TRI COUNTY RGNL (LNR)
AMDT 4 08185 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 600-1¾, or 1000-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwys 9, 27,** for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.
NOTE: **Rwy 9,** terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27,** building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL
MACOMB MUNI (MQB)
AMDT 1 89236 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1700 before turning right. **Rwy 27,** climb runway heading to 1700 before turning left.

MADISON, WI
BLACKHAWK AIRFIELD (87Y)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN)
AMDT 7 03219 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21,** (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.
NOTE: **Rwy 36,** tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO, IL
MANITO MITCHELL (C45)
AMDT 2 82105 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 36,** 300-1.

MANITOWISH WATERS, WI
MANITOWISH WATERS (D25)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environment.
NOTE: **Rwy 14,** trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL. Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL. **Rwy 32,** trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL. Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL. Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 072° to 1200 before proceeding on course. **Rwy 25,** climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7,** tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17,** stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25,** tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35,** trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGNL (MWA)
ORIG-A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. with a min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11,** Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2,** trees beginning 119' from DER, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11,** poles beginning 630' from DER, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL. Tank 5154' from DER, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from DER, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20,** trees beginning 1538' from DER, 823' right of centerline, up to 68' AGL/521' MSL. **Rwy 29,** wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL. Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)
ORIG 06271 (FAA)

NOTE: **Rwy 34,** multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)
AMDT 4 09351(FAA)

NOTE: **Rwy 11,** trees beginning 1842' from DER, 869' left of centelrine, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)
AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16,** trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27,** tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34,** terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,18,27,36,** 300-1.

MERRILL, WI

MERRILL MUNI (RRL)
ORIG 07242 (FAA)

NOTE: **Rwy 7,** bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16,** multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25,** bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34,** multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)
AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19,** NA-turf.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 101° to 2600 before proceeding on course. **Rwy 28,** climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28,** multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R,** 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31,** 300-1½ or std. w/ a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R,** antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL. **Rwy 1L,** fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL. **Rwy 7R,** multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L,** hanger,319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13,** multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L,** tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R,** tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L,** tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

MILWAUKEE, WI (CON'T)

GENERAL MITCHELL INTL (CON'T)

Rwy 31, fence,197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R,** climb to 2100 before turning east.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD (ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10,** trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18,** trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28,** trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL. **Rwy 36,** trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13,** 300-1¼ or std. with a min. climb of 250' per NM to 900. **Rwy 23,** 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 048° to 3000 before turning left. **Rwy 9,** climb via heading 090° to 1600 before turning. **Rwy 13,** climb via heading 126° to 1600 before turning. **Rwy 23,** climb via heading 228° to 1600 before turning. **Rwy 27,** climb via heading 270° to 1600 before turning. **Rwy 31,** climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9,** trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13,** trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23,** numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

MONEE, IL
BULT FIELD (C56)
ORIG 09071 (FAA)
NOTE: **Rwy 9,** vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27,** vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL
MONMOUTH MUNI (C66)
AMDT 2 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-2.

MONROE, WI
MONROE MUNI (EFT)
AMDT 2 09127 (FAA)
NOTE: **Rwy 2,** vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12,** trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20,** trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30,** trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL
MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)
ORIG 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 320' per NM to 1000.
NOTE: **Rwy 18,** tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36,** trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI
CENTRAL WISCONSIN (CWA)
ORIG 85185 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1.
DEPARTURE PROCEDURE: **Rwy 35,** (northbound departures 350° CW 045°) climbing left turn to 3500 via AUW R-270 before turning on course.

MOUNT CARMEL, IL
MOUNT CARMEL MUNI (AJG)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL
MOUNT STERLING MUNI (I63)
ORIG 09183 (FAA)
NOTE: **Rwy 18,** trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36,** vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL
MOUNT VERNON (MVN)
ORIG 07074 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 331° to 1300 before turning left.
NOTE: **Rwy 5,** multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15,** multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23,** multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33,** multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

NEW LISBON, WI
MAUSTON-NEW LISBON UNION (82C)
ORIG 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NEW RICHMOND, WI
NEW RICHMOND RGNL (RNH)
ORIG 07354 (FAA)
NOTE: **Rwy 14,** multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32,** vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OLNEY/NOBLE, IL
OLNEY/NOBLE (OLY)
ORIG 10098 (FAA)
NOTE: **Rwy 3,** trees beginning 11' from DER, 108' left of centreline, up to 100' AGL/579' MSL. **Rwy 11,** trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/579' MSL. Trees beginning 1928' from DER, 719' left of centerline, up to 100' AGL/569' MSL. **Rwy 21,** trees beginning 43' from DER, 405' right of centerline, up to 100' AGL/569' MSL. Vehicles on roadway beginning 197' from DER, left and right of centerline, up to 17' AGL/494' MSL. **Rwy 29,** vehicles on roadway beginning 481' from DER, left and right of centerline, up to 15' AGL/504' MSL. Trees beginning 703' from DER, 30' left of centerline, up to 100' AGL/589' MSL. Trees beginning 3791' from DER, left and right of centerline, up to 100' AGL/599' MSL.

OSCEOLA, WI
L.O. SIMENSTAD MUNI (OEO)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-environmental.
NOTE: **Rwy 10,** multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. **Rwy 28,** multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI
WITTMAN RGNL (OSH)
ORIG 08157 (FAA)
NOTE: **Rwy 4,** vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223'from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13,** trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22,** vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL **Rwy 27,** trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and trafflc signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31,** trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36,** antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

PARIS, IL
EDGAR COUNTY (PRG)
ORIG 07354 (FAA)
NOTE: **Rwy 9,** trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27,** elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

PARK FALLS, WI
PARK FALLS MUNI (PKF)
ORIG 99028 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 3400 before turning east.

PAXTON, IL
PAXTON (1C1)
AMDT 1 10182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ min. climb of 321' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 36,** vehicles on road 439' from DER, crossing from left to right, up to 15' AGL/796' MSL. Trees beginning 557' from DER, 31' right of centerline, up to 60' AGL/849' MSL. Tower 1.1 NM from DER, 1761' left of centerline, 179' AGL/983' MSL.

PEKIN, IL
PEKIN MUNI (CI5)
ORIG 08269 (FAA)
NOTE: **Rwy 9,** trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27,** rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL
GENERAL DOWNING - PEORIA INTL(PIA)
ORIG 05076 (FAA)
DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 126° to 1400 before turning left.
NOTE: **Rwy 4,** tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13,** multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22,** tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31,** tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

21 OCT 2010 to 18 NOV 2010

PEORIA, IL (CON'T)

MOUNT HAWLEY AUXILIARY (3MY)
AMDT 2A 10154 (FAA)

NOTE: **Rwy 18,** train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36,** rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL. Antenna 2711' from DER, 655' left of centerline, 61' AGL/858' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)
ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 195° to 1400 before turning east.

PHILLIPS, WI

PRICE COUNTY (PBH)
ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with climb of 240' per NM to 1800.

PLATTEVILLE, WI

PLATTEVILLE MUNI (PVB)
ORIG 09239 (FAA)

NOTE: **Rwy 7,** vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25,** tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15,** tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL

PONTIAC MUNI (PNT)
ORIG 08213 (FAA)

NOTE: **Rwy 24,** multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL

POPLAR GROVE (C77)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35,** NA.

PORTAGE, WI

PORTAGE MUNI (C47)
AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 22,** 300-1 or std. with a min. climb of 265' per NM to 1000.

PRAIRIE DU CHIEN, WI

PRAIRIE DU CHIEN MUNI (PDC)
AMDT 3 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,32,** 800-2 or std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 11,29,14,32,** climb to 2000 before turning on course.

NOTE: **Rwy 29,** tower 9416' right of departure end of runway,300'AGL/1440'MSL.

PRAIRIE DU SAC, WI

SAUK-PRAIRIE (91C)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.

NOTE: **Rwy 18,** utility pole, 330'from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36,** navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN)
ORIG 07242 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18,** multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22,** tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36,** multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI

JOHN H. BATTEN (RAC)
AMDT 5 10042 (FAA)

NOTE: **Rwy 32,** blast fence 18' from DER, 103' left of centerline 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline up to 63' AGL/736' MSL. Obstruction light on pole 215' from DER, 116' right of centerline 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL. **Rwy 14,** vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. Obstruction light on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL. **Rwy 4,** railroad beginning 18' from DER, right and left of centerline, up to 23' AGL/ 676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER left and right of centerline up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL. **Rwy 22,** vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763'MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797'56 MSL.

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FLD (TIP)
ORIG 08101 (FAA)

NOTE: **Rwy 9,** Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG, WI

REEDSBURG MUNI (C35)
AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb to 2300 on runway heading before turning northbound. **Rwy 36,** climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI)
AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 230' per NM to 3900 before turning, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Rhinelander-Oneida County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 9,** tree 3101' from DER, 1084' right of centerline, 61' AGL/1686' MSL. Tree 3117' from DER, 1194' left of centerline, 67' AGL/1685' MSL. **Rwy 15,** multiple trees beginning 624' from DER, 283' right of centerline, up to 63' AGL/1684' MSL. Multiple trees beginning 663' from DER, 376' left of centerline, up to 52' AGL/1660' MSL. Fence beginning 62' from DER, 482' left of centerline, up to 13' AGL/1625' MSL. Pole 729' from DER, 449' right of centerline, 22' AGL/1634' MSL. **Rwy 33,** multiple trees beginning 890' from DER, 234' right of centerline, up to 98' AGL/1709' MSL. Multiple trees beginning 187' from DER, 106' left of centerline, up to 83' AGL/1678' MSL. Poles beginning 1755' from DER, 297' right of centerline, up to 80' AGL/ 1691' MSL. Poles beginning 866' from DER, 106' left of centerline, up to 74' AGL/1669' MSL.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31,** climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13,** trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19,** trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31,** trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)
AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17,** NA. **Rwy 27,** 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17,** tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27,** trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35,** road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7,** tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD (3K6)

ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)

AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (EZS)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17,** 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29,** 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11,** tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17,** multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29,** multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35,** ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)

AMDT 1 09351 (FAA)

NOTE: **Rwy 13,** vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21,** vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31,** pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

SHELBYVILLE, IL

SHELBY COUNTY (2H0)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 14, 32,** NA-Environmental.

NOTE: **Rwy 18,** vehicle on roadway 529' from DER, left and right of centerline, 15' AGL/634' MSL. Building 716' from DER, 561' left of centerline, 25' AGL/644' MSL. Trees 1755' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 36,** vehicle on roadway 665' from DER, left and right of centerline, 15' AGL/644' MSL. Trees beginning 835' from DER, 653' right of centerline, up to 100' AGL/709' MSL. Trees beginning 1500' from DER, 819' left of centerline, up to 100' AGL/709' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1¼ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy32,** 200-1¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14,** Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32,** vehicle and road 84' from departure endof runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)
ORIG 04106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY)
AMDT 1 90123 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 11, 29,** climb on runway heading to 1400' before turning on course.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)
ORIG 05300 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13,** bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18,** tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM form departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31,** multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36,** multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF FIELD (SQI)
ORIG 08325 (FAA)
NOTE: **Rwy 7,** elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18,** vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' right of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25,** multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36,** vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)
ORIG 09015 (FAA)
NOTE: **Rwy 3,** trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21,** trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12,** poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30,** building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1700 before turning east.
NOTE: **Rwy 2,** 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10,** 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20,** multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28,** vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI

RICHARD I. BONG (SUW)
AMDT 5 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2500 before turning west. **Rwy 31,** climb runway heading to 2500 before turning north.

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)
ORIG 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-no survey data.
NOTE: **Rwy 18,** numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36,** numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)

ORIG 08269 (FAA)

NOTE: **Rwy 9,** tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27,** tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

VIROQUA, WI

VIROQUA MUNI (Y51)

ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-unsurveyed turf runways. **Rwy 11,** NA. Obstacle.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. 07186

TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2500 before heading west. **Rwy 29,** climb runway heading to 2500 before turning north.

WAUKESHA, WI

WAUKESHA COUNTY (UES)

AMDT 6 09127(FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2½ or std. with a min. climb of 316' per NM to 1400.

NOTE: **Rwy 10,** light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18,** vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28,** vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36,** rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-2 or std with a min. climb of 317' per NM to 1300.

NOTES: **Rwy 10,** trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13,** road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28,** trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31,** trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW)

AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1. **Rwy 4,** 400-1. **Rwy 12,** 300-1. **Rwy 22,** 700-1.

DEPARTURE PROCEDURE: **All runways:** West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course. **Rwy 4,** North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

WAUTOMA, WI

WAUTOMA MUNI (Y50)
ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning north.

WEST BEND, WI

WEST BEND MUNI (ETB)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1½ or std. w/ a min. climb of 260' per NM to 1200. **Rwy 24,** 300-2 or std. w/ a min. climb of 250' per NM to 1400. **Rwy 31,** 300-1¼ or standard w/ a min. climb of 220' per NM to 1100.

NOTE: **Rwy 6,** vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL. **Rwy 13,** trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL. **Rwy 24,** trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL. **Rwy 31,** vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL

21 OCT 2010 to 18 NOV 2010

ADAMS CO LEGION FLD (See FRIENDSHIP ADAMS)

ALEXANDER FLD SOUTH WOOD CO (See WISCONSIN RAPIDS)

AMERY MUNI (AHH) 2 S UTC−6(−5DT) N45°16.87′ W92°22.52′ — GREEN BAY L–14I, A IAP

1088 B S4 **FUEL** 100LL, JET A NOTAM FILE GRB

RWY 18–36: H4001X75 (ASPH) S–12.5 MIRL

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 24′. Trees. **RWY 36:** REIL. VASI(V2L)—GA 3.0° TCH 24′. Road.

AIRPORT REMARKS: Unattended. Radio controlled acft activity invof arpt. 100′ crane 1500′ SE of AER 36 dalgt hrs only. Rwy 36 safety area very rough. MIRL Rwy 18–36 preset low to increase ints and ACTIVATE VASI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RICE LAKE RCO 122.3 (GREEN BAY RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.3

RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.

RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 252° 26.5 NM to fld. 1092/1E. OTS indef.

ANTIGO N45°09.52′ W89°06.83′ NOTAM FILE AIG. — GREEN BAY L–14J

NDB (MHW) 347 AIG at Langlade Co. Unusable beyond 18 NM.

ANTIGO

LANGLADE CO (AIG) 2 NE UTC−6(−5DT) N45°09.25′ W89°06.64′ — GREEN BAY L–14J IAP

1521 B S2 **FUEL** 100LL, JET A NOTAM FILE AIG

RWY 16–34: H4001X75 (ASPH–AFSC) S–21 MIRL

RWY 16: REIL. PAPI(P2R)—GA 3.0° TCH 26′. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Trees.

RWY 08–26: H3400X75 (ASPH–AFSC) S–12.5 MIRL

RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. Trees.

RWY 26: PAPI(P2R)—GA 3.0° TCH 28′. Road.

AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–2300Z‡. MIRL Rwy 16–34 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 08–26; REIL Rwys 16 and 34; PAPI Rwy 08; Rwy 26 and Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.075 (715) 627–2869.

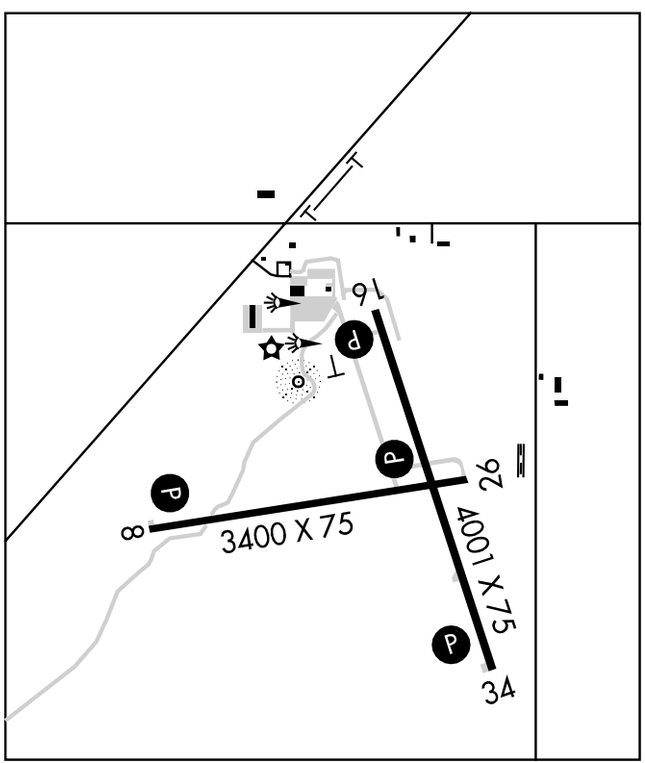
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.

WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 046° 27.4 NM to fld. 1205/2E.

ANTIGO NDB (MHW) 347 AIG N45°09.52′ W89°06.83′ at fld. NOTAM FILE AIG.
Unusable beyond 18 NM.



NDB AHH 278	APP CRS 165°	Rwy Idg 4001 TDZE 1080 Apt Elev 1088

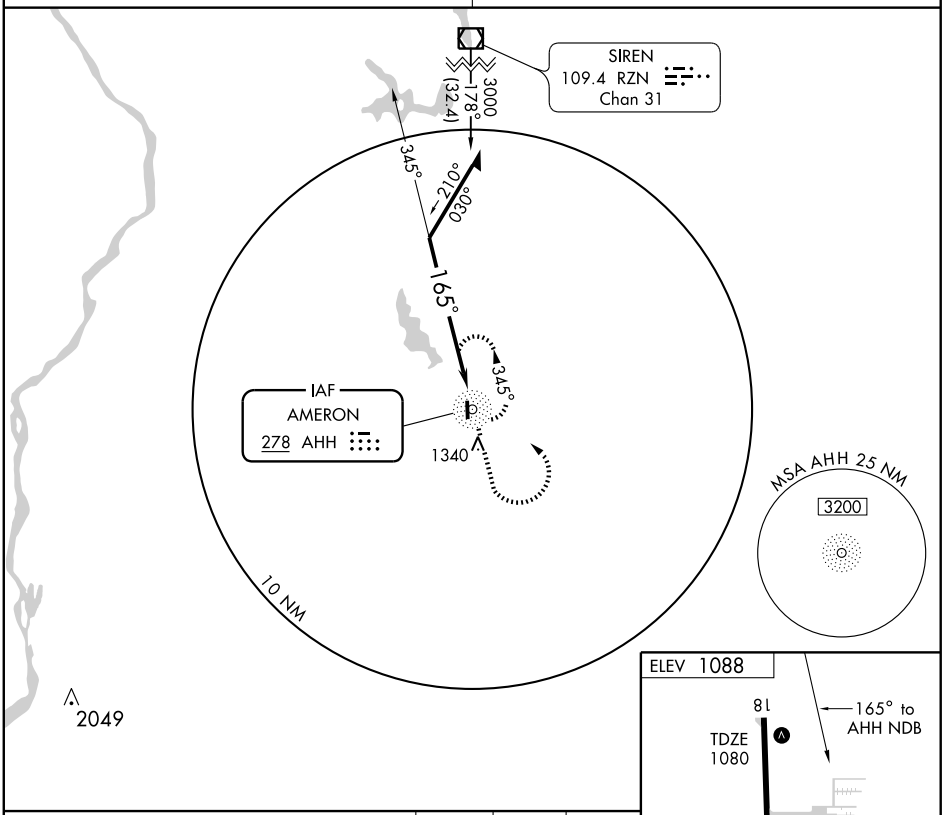
NDB RWY 18
AMERY MUNI (AHH)

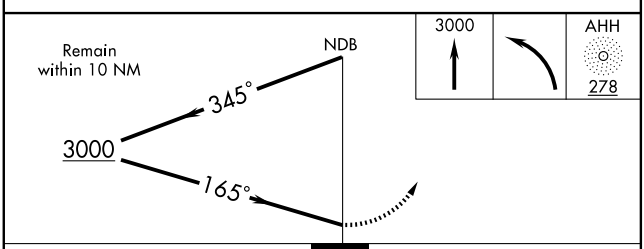
Use L.O. Simenstad Muni altimeter setting; if not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 80 feet.

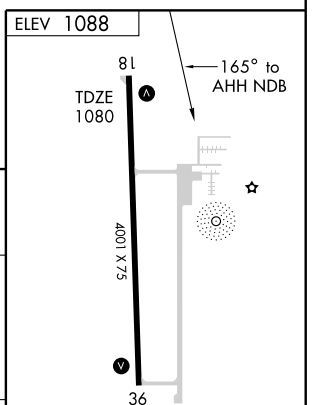
NA

MISSED APPROACH: Climb to 3000, then left turn direct AHH NDB and hold.

MINNEAPOLIS CENTER	UNICOM
125.3 335.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1820-1	740 (800-1)	1820-2 740 (800-2)	NA
CIRCLING	1820-1	732 (800-1)	1820-2 732 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
177°	TDZE	1080
	Apt Elev	1088

RNAV (GPS) RWY 18

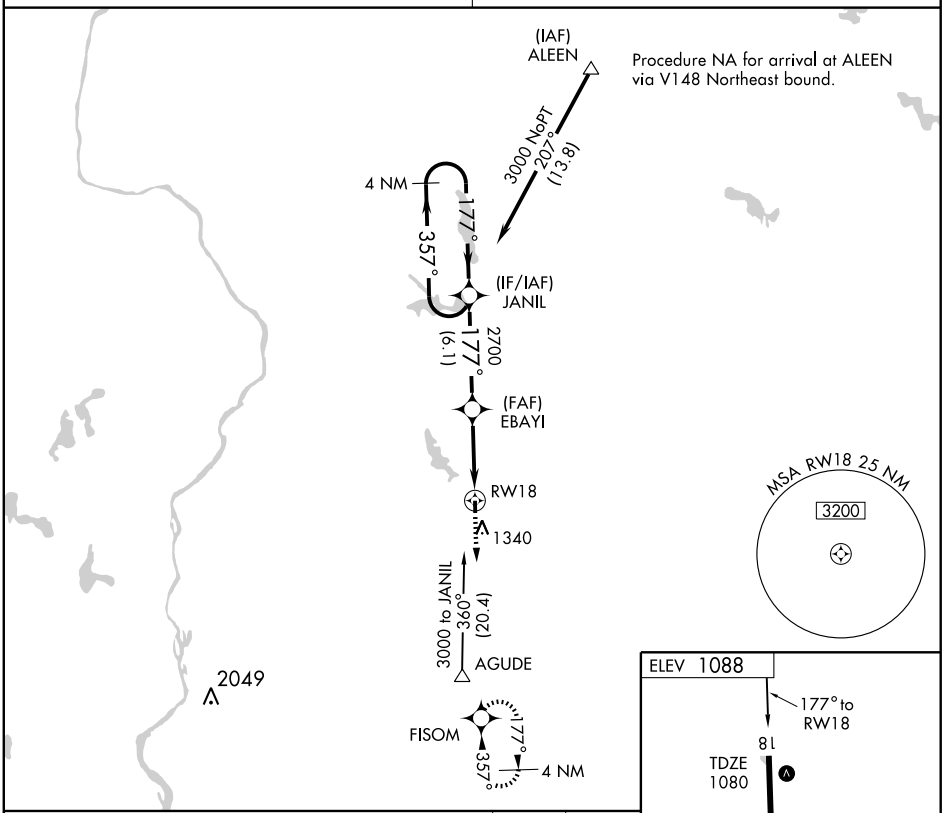
AMERY MUNI (AHH)

Use L. O. Simenstad Muni altimeter setting; if not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct FISOM and hold.

MINNEAPOLIS CENTER	UNICOM
125.3 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1600-1 520 (600-1)		1600-1½ 520 (600-1½)	NA
CIRCLING	1760-1 672 (700-1)		1760-2 672 (700-2)	NA

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
357°	TDZE	1088
	Apt Elev	1088

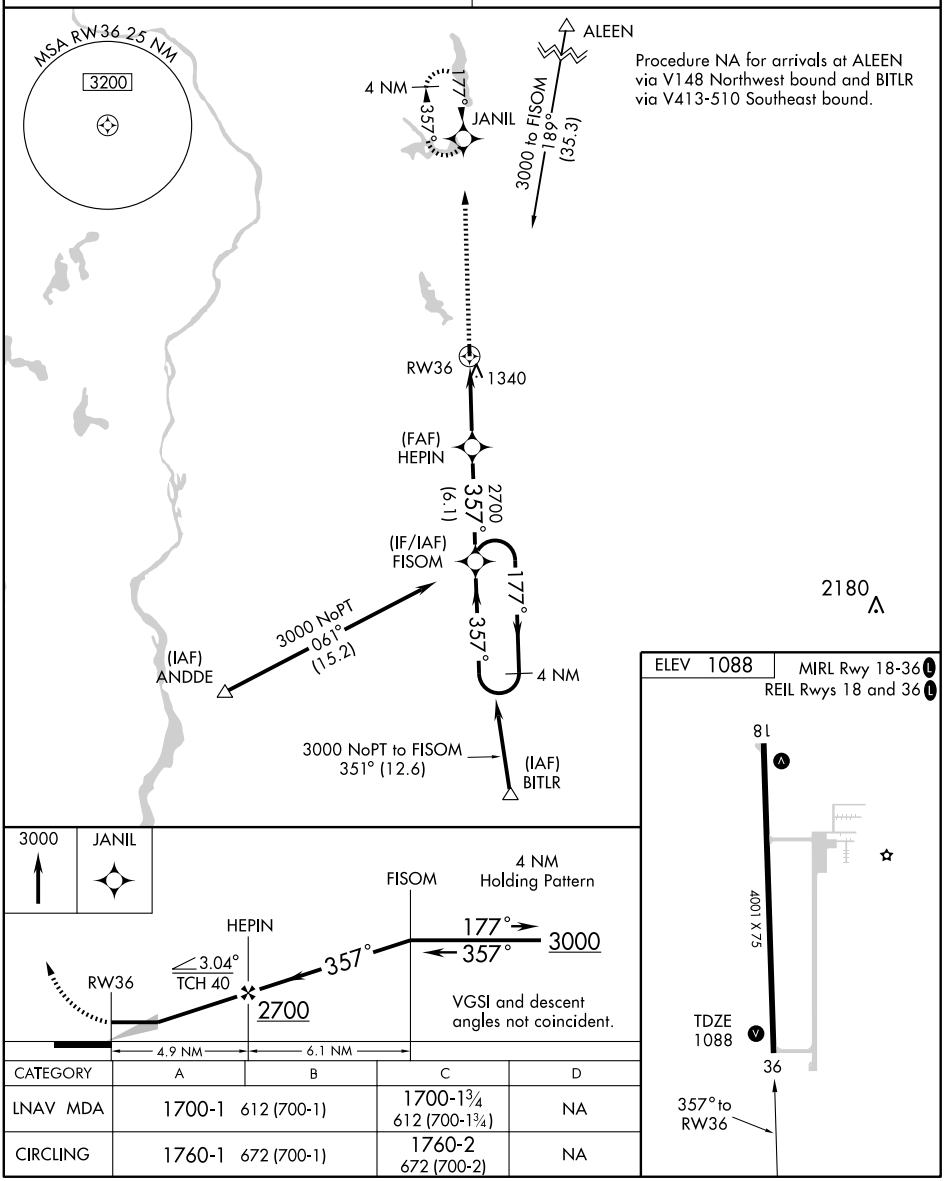
RNAV (GPS) RWY 36
AMERY MUNI (AHH)

Use L. O. Simenstad Muni altimeter setting; if not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct JANIL and hold.

MINNEAPOLIS CENTER	UNICOM
125.3 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1700-1 612 (700-1)		1700-1¾ 612 (700-1¾)	NA
CIRCLING	1760-1 672 (700-1)		1760-2 672 (700-2)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

ADAMS CO LEGION FLD (See FRIENDSHIP ADAMS)

ALEXANDER FLD SOUTH WOOD CO (See WISCONSIN RAPIDS)

AMERY MUNI (AHH) 2 S UTC−6(−5DT) N45°16.87′ W92°22.52′ — GREEN BAY L–14I, A IAP

1088 B S4 **FUEL** 100LL, JET A NOTAM FILE GRB

RWY 18–36: H4001X75 (ASPH) S–12.5 MIRL

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 24′. Trees. **RWY 36:** REIL. VASI(V2L)—GA 3.0° TCH 24′. Road.

AIRPORT REMARKS: Unattended. Radio controlled acft activity invof arpt. 100′ crane 1500′ SE of AER 36 dalgt hrs only. Rwy 36 safety area very rough. MIRL Rwy 18–36 preset low to increase ints and ACTIVATE VASI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RICE LAKE RCO 122.3 (GREEN BAY RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.3

RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.

RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 252° 26.5 NM to fld. 1092/1E. OTS indef.

ANTIGO N45°09.52′ W89°06.83′ NOTAM FILE AIG. — GREEN BAY L–14J

NDB (MHW) 347 AIG at Langlade Co. Unusable beyond 18 NM.

ANTIGO

LANGLADE CO (AIG) 2 NE UTC−6(−5DT) N45°09.25′ W89°06.64′ — GREEN BAY L–14J IAP

1521 B S2 **FUEL** 100LL, JET A NOTAM FILE AIG

RWY 16–34: H4001X75 (ASPH–AFSC) S–21 MIRL

RWY 16: REIL. PAPI(P2R)—GA 3.0° TCH 26′. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Trees.

RWY 08–26: H3400X75 (ASPH–AFSC) S–12.5 MIRL

RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. Trees.

RWY 26: PAPI(P2R)—GA 3.0° TCH 28′. Road.

AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–2300Z‡. MIRL Rwy 16–34 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 08–26; REIL Rwys 16 and 34; PAPI Rwy 08; Rwy 26 and Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.075 (715) 627–2869.

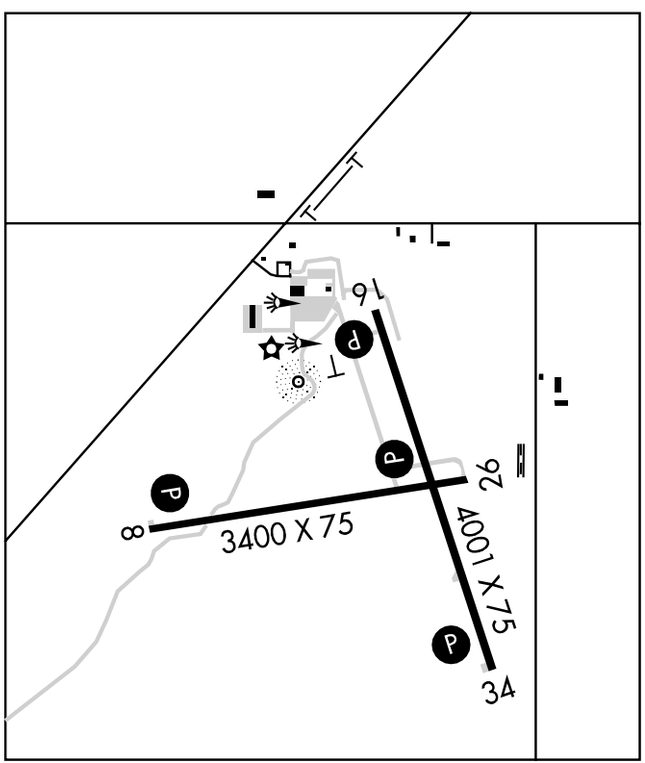
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.

WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 046° 27.4 NM to fld. 1205/2E.

ANTIGO NDB (MHW) 347 AIG N45°09.52′ W89°06.83′ at fld. NOTAM FILE AIG.
Unusable beyond 18 NM.



NDB AIG 347	APP CRS 180°	Rwy Idg 4001 TDZE 1521 Apt Elev 1521

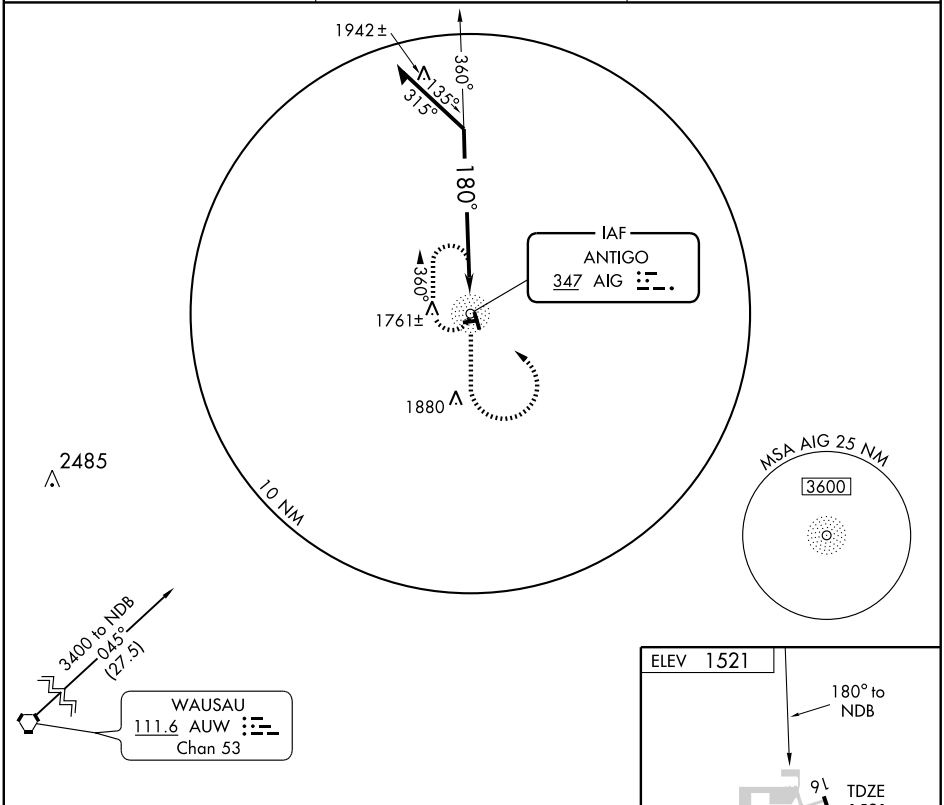
NDB RWY 16

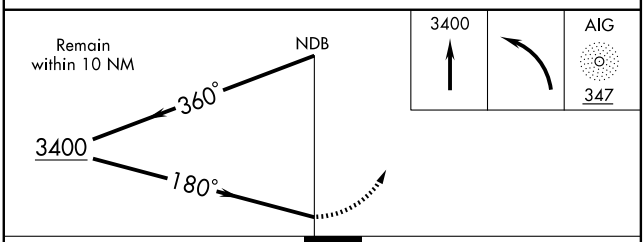
ANTIGO/LANGLADE COUNTY (AIG)

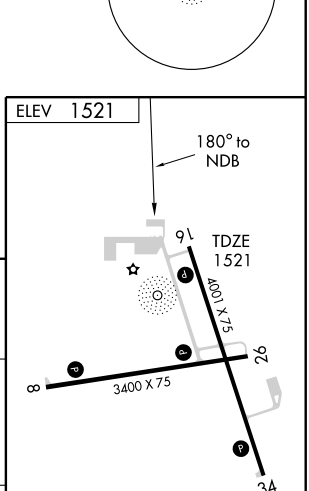
When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet and increase visibility Cat A ¼ mile, Cat C and D ½ mile.

MISSED APPROACH: Climb to 3400 then left turn direct AIG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.075	124.4 317.7	122.8 (CTAF) L







REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 8-26 L

CATEGORY	A	B	C	D
S-16	2300-1 779 (800-1)	2300-1¼ 779 (800-1¼)	2300-2¼ 779 (800-2¼)	2300-2½ 779 (800-2½)
CIRCLING	2300-1 779 (800-1)	2300-1¼ 779 (800-1¼)	2300-2¼ 779 (800-2¼)	2300-2½ 779 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
166°	TDZE	1521
	Apt Elev	1521

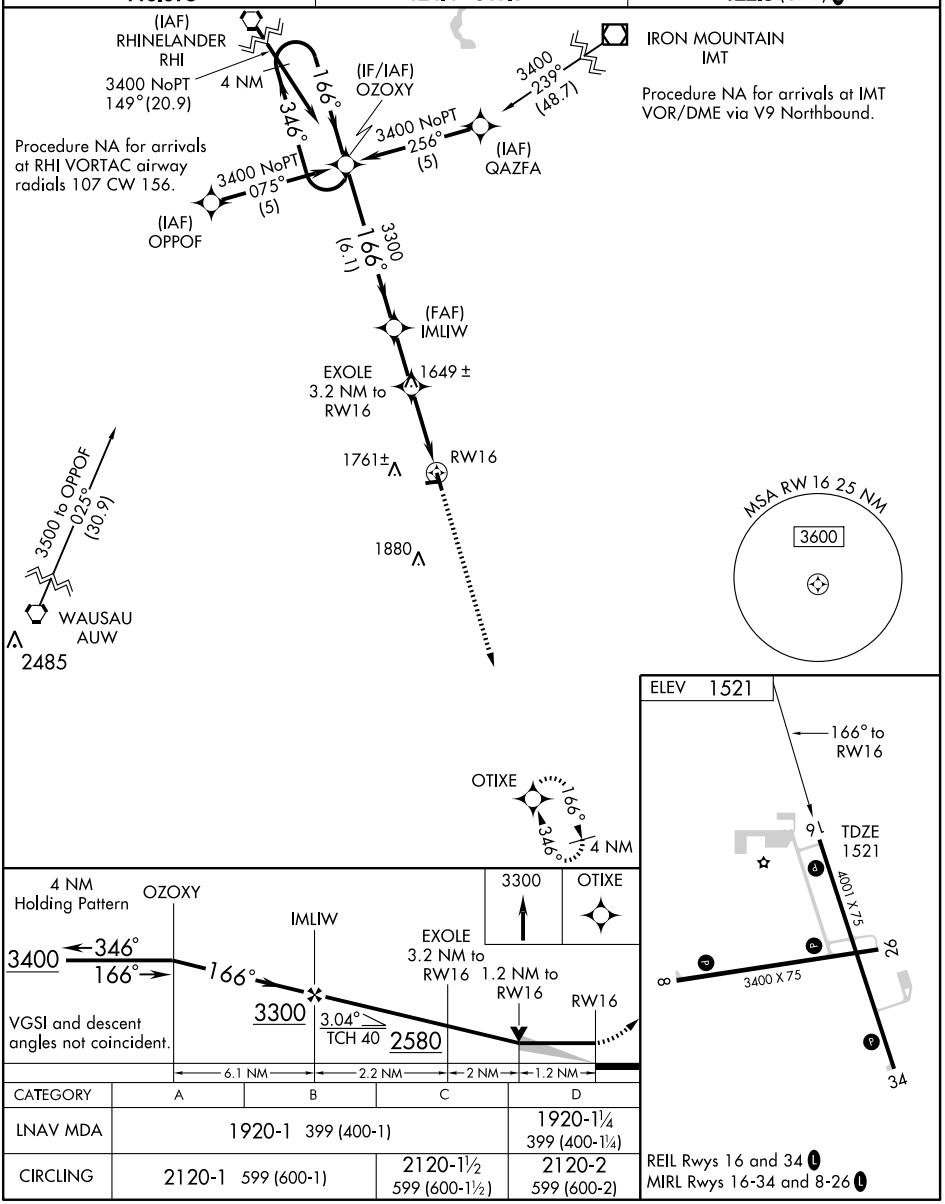
RNAV (GPS) RWY 16

ANTIGO/ LANGLADE COUNTY (AIG)

DME/DME RNP-0.3 NA. VDP NA when using Wausau altimeter setting. When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 3300 direct OTIXE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.075	124.4 317.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1920-1 399 (400-1)			1920-1¼ 399 (400-1¼)
CIRCLING	2120-1 599 (600-1)		2120-1½ 599 (600-1½)	2120-2 599 (600-2)

REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 8-26 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
346°	Rwy Idg	4001
	TDZE	1521
	Apt Elev	1521

RNAV (GPS) RWY 34
ANTIGO/LANGLADE COUNTY (AIG)

DME/DME RNP-0.3 NA. VDP NA when using Wausau altimeter setting.
When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet, increase LNAV visibilities Cat C and D ¼ mile, Circling Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3400 direct OZOXY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.075	124.4 317.7	122.8 (CTAF) L

RHINELANDER RHI
4 NM
166°
346°
OZOXY
3400 to OTIXE
158° (44)

Procedure NA for arrivals at RHI VORTAC via V493 Westbound and V191 Northwest bound.

MSA RW34 25 NM
3600

1761±
RW34
1709±
1880
2485
(FAF)
IYGUR
3300
346°
(6.1)
(IF/IAF)
OTIXE
(IAF)
ESVIW
3300 NoPT
256°
(5)
3300
286°
(12.2)
JEVBI
(IAF)
OSTEJ
3300 NoPT
076°
(5)
WAUSAU
AUW
3300
075°
(19.8)
166°
346°
4 NM

ELEV 1521
9L
4001 X 75
26
8
3400 X 75
TDZE
1521
34
346° to RW34
REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 8-26 L

3400
OZOXY
IYGUR
OTIXE
4 NM Holding Pattern
1.3 NM to RW34
RW34
3300
346°
166°
346°
3300
3.05°
TCH 39
1.3
4.1 NM
6.1 NM

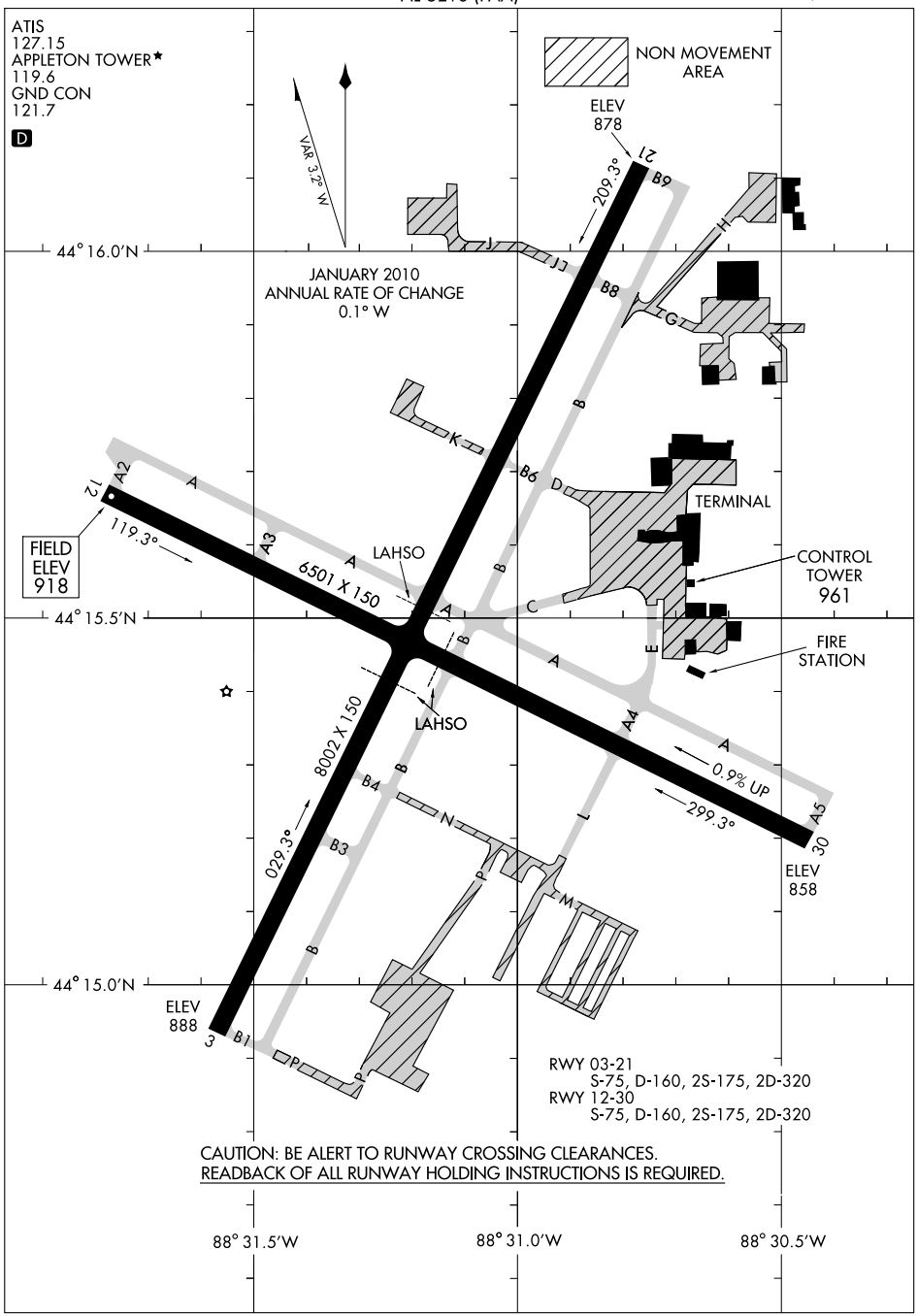
CATEGORY	A	B	C	D
LNAV MDA	1960-1	439 (500-1)	1960-1¼ 439 (500-1¼)	1960-1½ 439 (500-1½)
CIRCLING	2120-1	599 (600-1)	2120-1½ 599 (600-1½)	2120-2 599 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)
APPLETON, WISCONSIN

AL-5216 (FAA)



AIRPORT DIAGRAM

APPLETON, WISCONSIN
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

10210

EC-3, 21 OCT 2010 to 18 NOV 2010

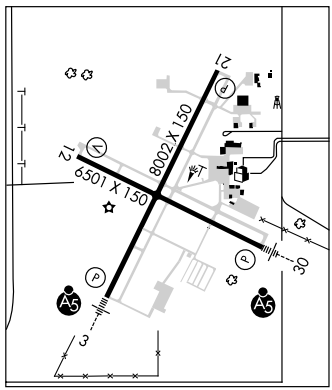
EC-3, 21 OCT 2010 to 18 NOV 2010

APPLETON

OUTAGAMIE CO RGNL (ATW) 3 W UTC−6(−5DT) N44°15.49′ W88°31.15′ **GREEN BAY**
H–2K, L–28H
IAP, AD

918 B S4 **FUEL** 100LL, JET A1 +, MOGAS OX 1, 2 Class I, ARFF Index B
NOTAM FILE ATW

RWY 03–21: H8002X150 (CONC–GRVD) S–75, D–160, 2S–175, 2D–320 HIRL
RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 12–30: H6501X150 (CONC–GRVD). S–75, D–160, 2S–175, 2D–320 HIRL 0.9% up NW
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 35′. Tree.
RWY 30: MALSR. PAPI(P4L)—GA 3.0′ TCH 61′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 03	12–30	3300
RWY 21	12–30	4100
RWY 30	03–21	3400

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA 8002	TODA 8002	ASDA 8002	LDA 8002
RWY 12:	TORA 6501	TODA 6501	ASDA 6501	LDA 6501
RWY 21:	TORA 8002	TODA 8002	ASDA 8002	LDA 8002
RWY 30:	TORA 6501	TODA 6501	ASDA 6501	LDA 6501

AIRPORT REMARKS: Attended continuously. Birds and migratory waterfowl on and invof arpt. Snow removal ops in progress winter months. Vehicle operators will be monitoring CTAF; acft ldg/dep Appleton should use CTAF when twr clsd. Rwy 03 touchdown RVR avbl. When twr clsd HIRL Rwy 03–21 preset on low ints, to increase ints and ACTIVATE HIRL Rwy 12–30; MALSR Rwy 03 and Rwy 30; REIL Rwy 12 and Rwy 21—CTAF. PAPI Rwy 03, Rwy 21 and Rwy 30 and VASI Rwy 12 opr 24 hrs. Rwy 21 PAPI rstd byd 8.5° right of course.
WEATHER DATA SOURCES: AWOS–3 (920) 832–2597. LAWRS.
COMMUNICATIONS: CTAF 119.6 **ATIS** 127.15
UNICOM 122.95
Ⓡ **GREEN BAY APP/DEP CON** 126.3 (1130–0530Z‡) Ⓡ**MINNEAPOLIS CENTER APP/DEP CON** 126.3 (0530–1130Z‡)
APPLETON TOWER 119.6 (1130–0500Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1130–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 004° 16.1 NM to fld. 780/2E.
KOOKY NDB (MHW/LOM) 407 AQ N44°12.95′ W88°23.94′ 298° 5.8 NM to fld. NOTAM FILE ATW. Unmonitored.
GAMIE NDB (LOM) 230 AT N44°09.75′ W88°35.10′ 028° 6.4 NM to fld.
ILS/DME 109.1 I–ATW Chan 28 Rwy 03. Class 1C. LOM GAMIE NDB. LOC unusable byd 20° rgt of course.
ILS/DME 109.7 I–AQZ Chan 34 Rwy 30. Class IT. LOM KOOKY NDB ILS/DME unmonitored.
COMM/NAV/WEATHER REMARKS: Rwy 03. LOC/GS unmonitored when twr clsd. LOM unmonitored.

ARBOR VITAE N45°55.57′ W89°43.76′ NOTAM FILE ARV. **GREEN BAY**
L–14J
NDB (MHW) 221 ARV at Lakeland/Noble F. Lee Meml Fld.

ARSHA N45°37.69′ W89°37.13′ NOTAM FILE RHI. **GREEN BAY**
NDB (LOM) 272 RH 087° 6.4 NM to Rhinelander–Oneida Co.

ASHLAND N46°32.96′ W90°55.04′ NOTAM FILE ASX. **GREEN BAY**
L–14I
(T) VORW/DME 110.2 ASX Chan 39 at John F. Kennedy Meml. 820/2E. Unmonitored 0000–1200Z‡.
RCO 122.25 (GREEN BAY RADIO)

LOC/DME I-ATW	APP CRS	Rwy Idg 8002
109.1	028°	TDZE 888
Chan 28		Apt Elev 918

ILS or LOC RWY 3

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

ADF REQUIRED. Visibilty reduction by helicopters NA. VDP NA when using Austin Straubel Intl altimeter setting. When using Austin Straubel altimeter setting for inoperative MALSR increase S-ILS visibility ½ mile all Cats. When local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase DAs 81 feet all Cats: increase all MDA's 100 feet and S-LOC Cat C and D ¼ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2900 then left turn direct GAMIE LOM/INT/I-ATW 7.3 DME and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95

ALTERNATE MISSED APCH FIX
115.5 GRB
R-269
Chan 102
BECKY
GRB 17.3
175°
355°
111.8 OSH
R-355
Chan 55

GREEN BAY
115.5 GRB
Chan 102

2900 to LOM
215° (28.9)

LOCALIZER 109.1
I-ATW
Chan 28

1010

LOM/IAF
GAMIE
230 AT
I-ATW 7.3

1109±

10 NM

208°

2900

028° (6.3)

R-317

R-351

(IF)
HEMOB INT
I-ATW 13.6

IAF
OSHKOSH
111.8 OSH
Chan 55

1351

MSA AT 25 NM
180°
3100
270°
2600

GRB R-213

163° (6.2)

343°

317°

2900 NoPT

ELEV 918 D

1010

961

6501 X 150

8002 X 150

0.9% UP

TDZE
888

Remain within 10 NM

208°

LOM

2805

2900

028°

2900

GS 3.00°
TCH 54

VGSI and ILS glidepath not coincident.

I-ATW 2.9

I-ATW 1.5

4.4 NM

1.4

2900

AT

230

028° 5.8 NM from FAF

REIL Rwys 12 and 21 L
HIRL Rwys 12-30 and 3-21 L

CATEGORY	A	B	C	D
S-ILS 3		*1088/24 200 (200-½)		
S-LOC 3	1380/24 492 (500-½)		1380/40 492 (500-¾)	1380/50 492 (500-1)
CIRCLING	1380-1 462 (500-1)		1380-1½ 462 (500-1½)	1480-2 562 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AQZ	APP CRS	Rwy Idg	6501
109.7	298°	TDZE	875
Chan 34		Apt Elev	918

ILS or LOC RWY 30

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

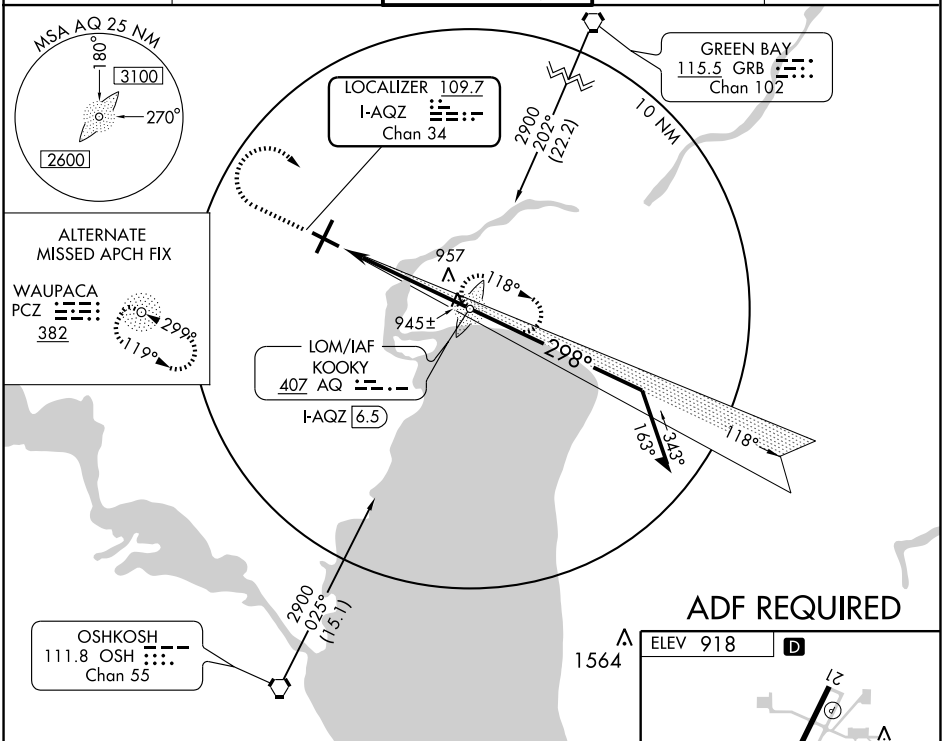
For inoperative MALSR when using Austin Straubel Intl altimeter setting, increase S-ILS all Cats visibility to 1 mile. ADF required. When local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase S-LOC Cat C and D visibility ¼ mile. VDP NA when using Austin Straubel Intl altimeter setting.

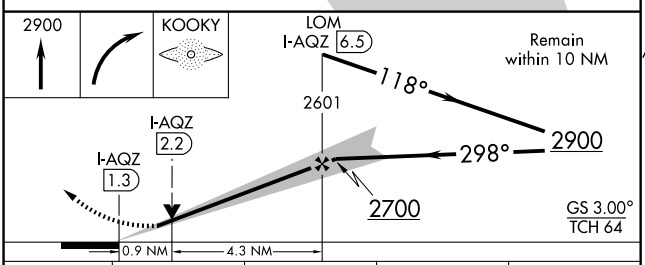
NA

MALSR

MISSED APPROACH: Climb to 2900, then right turn direct KOOKY LOM/I-AQZ 6.5 DME and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
S-ILS 30	1075-½ 200 (200-½)			
S-LOC 30	1220-½ 345 (400-½)			1220-¾ 345 (400-¾)
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

REIL Rwys 11 and 21 L

HIRL Rwys 11-29 and 3-21 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

WAAS	APP CRS	Rwy Idg	8002
CH 56223	028°	TDZE	888
W03A		Apt Elev	918

RNAV (GPS) RWY 3

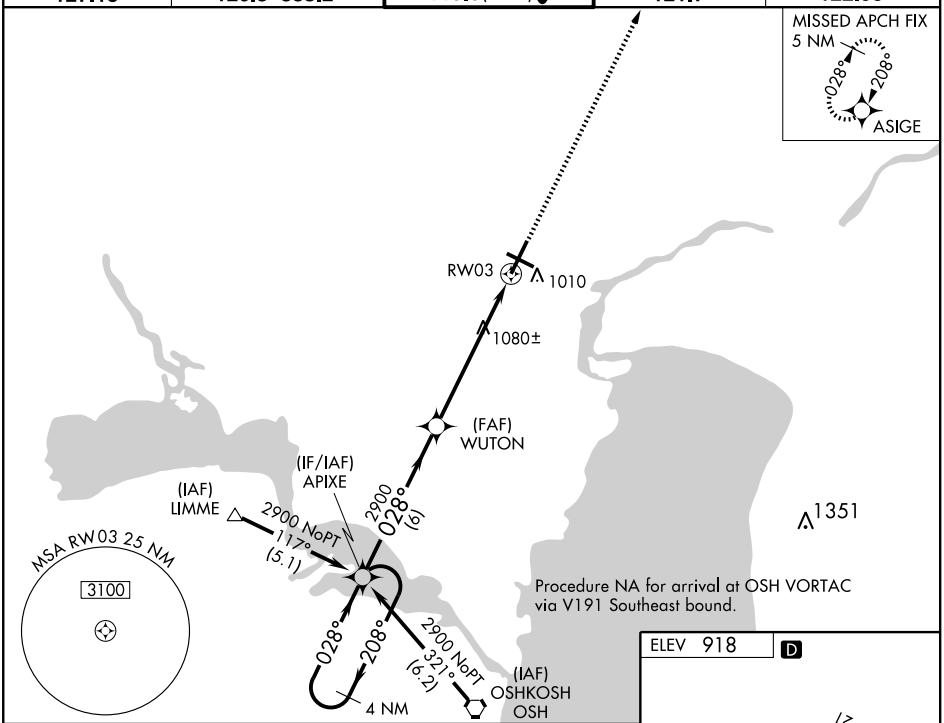
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

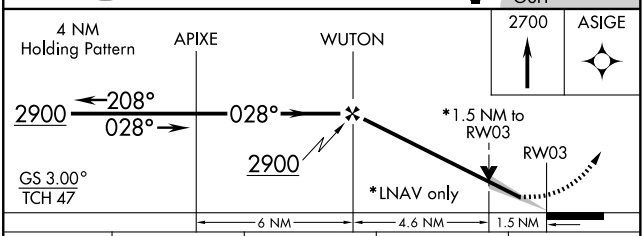
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Austin Straubel Intl altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

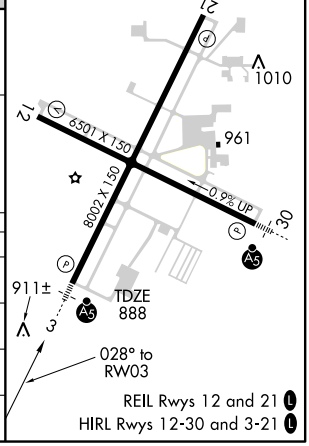
MALSR

MISSED APPROACH: Climb to 2700 direct ASIGE and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	1138/24 250 (300-½)			
LNAV/VNAV DA	1232/40 344 (400-¾)			
LNAV MDA	1400/24 512 (500-½)		1400/50 512 (500-1)	1400/60 512 (500-1¼)
CIRCLING	1400-1¼ 482 (500-1¼)		1400-1½ 482 (500-1½)	1480-2 562 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82716 W12A	APP CRS 118°	Rwy Idg 6501 TDZE 918 Apt Elev 918

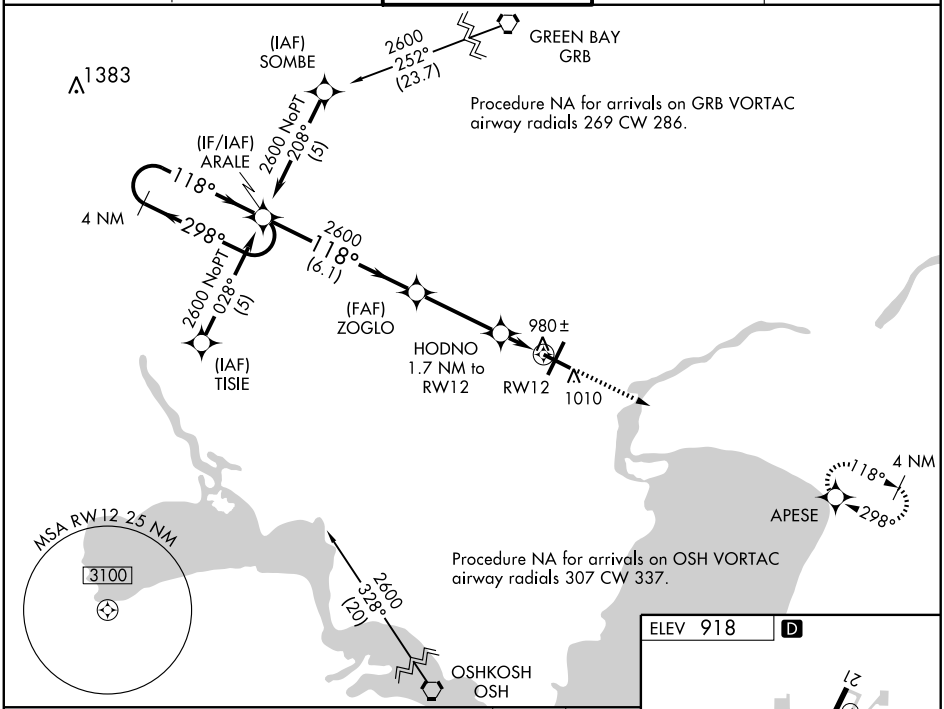
RNAV (GPS) RWY 12

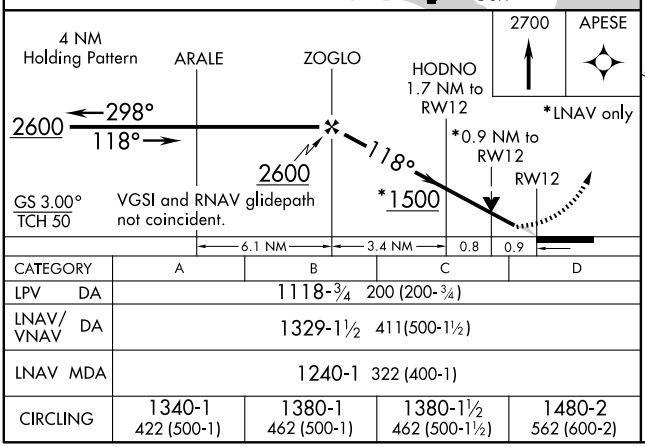
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPVand LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Austin Straubel altimeter setting.

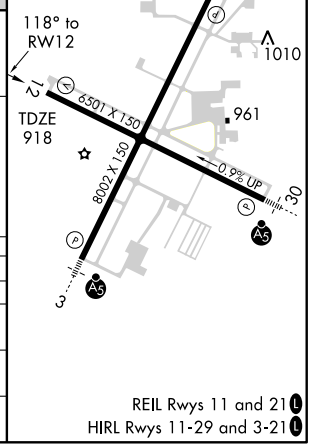
MISSED APPROACH: Climb to 2700 direct APESE and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	1118-¾ 200 (200-¾)			
LNAV/VNAV DA	1329-1½ 411(500-1½)			
LNAV MDA	1240-1 322 (400-1)			
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 93517	208°	TDZE	879
W21A		Apt Elev	918

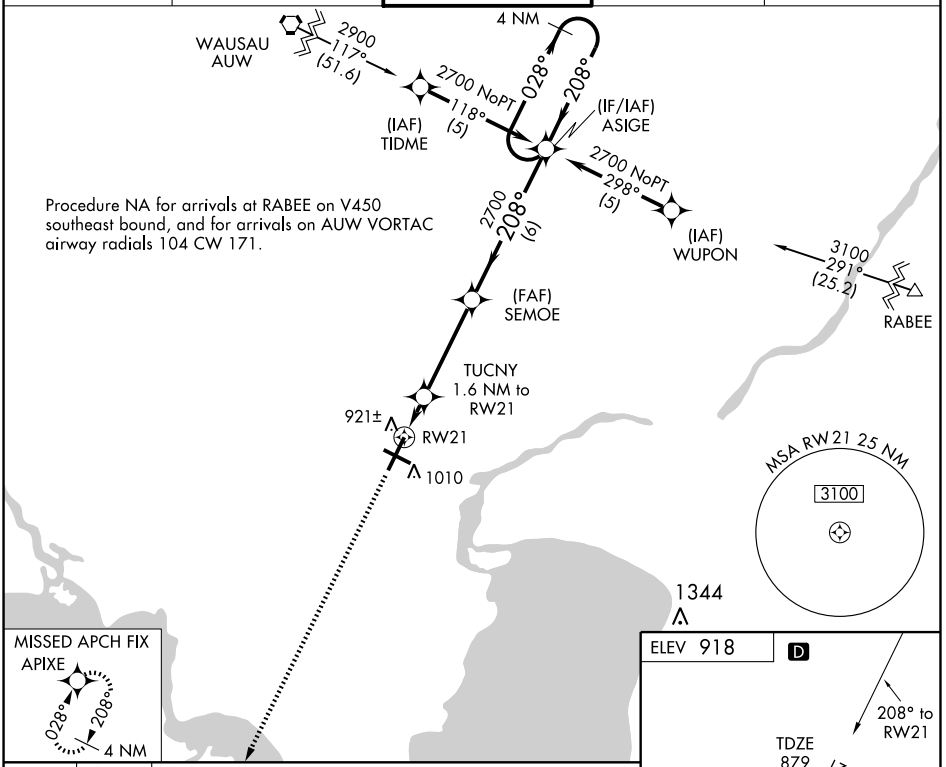
RNAV (GPS) RWY 21

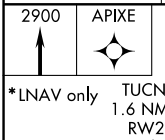
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

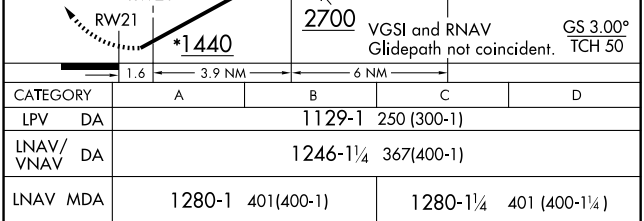
▼ Baro-VNAV NA when using Austin Straubel Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile.

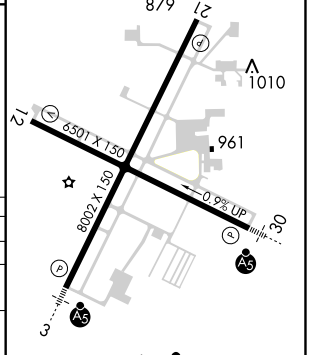
MISSED APPROACH: Climb to 2900 direct APIXE and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95









CATEGORY	A	B	C	D
LPV DA	1129-1 250 (300-1)			
LNAV/VNAV DA	1246-1¼ 367(400-1)			
LNAV MDA	1280-1 401(400-1)		1280-1¼ 401 (400-1¼)	
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 42517	298°	TDZE	875
W30A		Apt Elev	918

RNAV (GPS) RWY 30

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

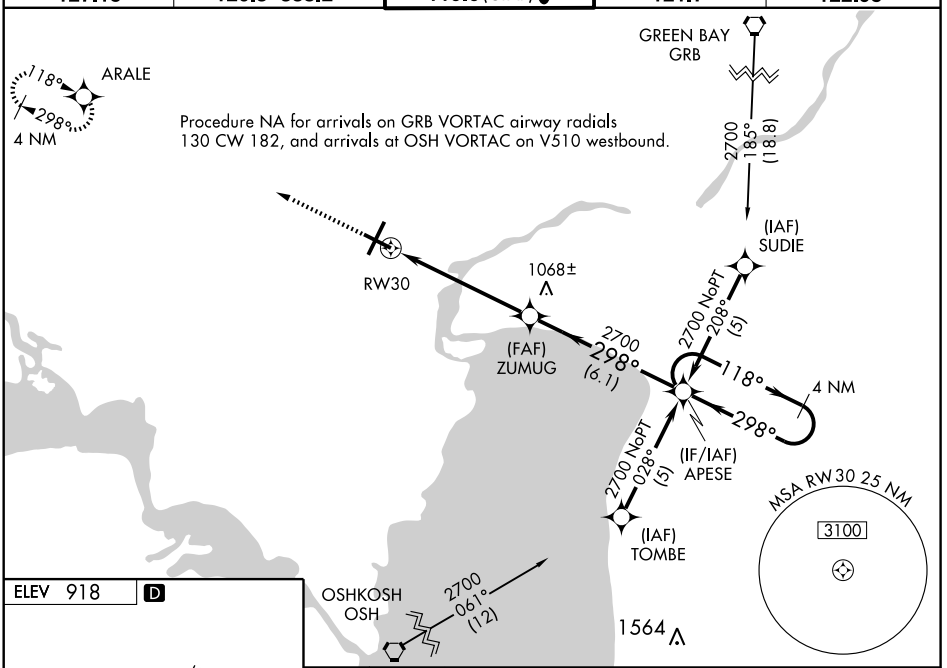
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

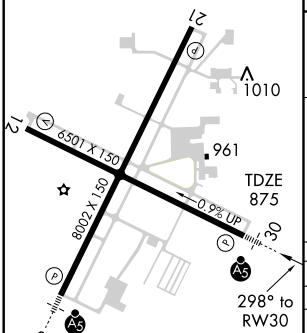
For inoperative MALSR when using Austin Straubel Intl altimeter setting, increase LPV all Cats visibility to 1 mile.
When local altimeter not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile.
Baro-VNAV and VDP NA when using Austin Straubel Intl altimeter setting.

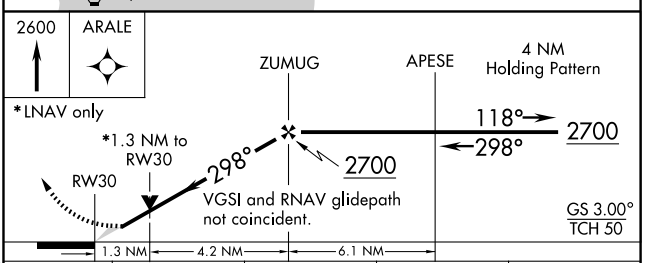
MALSR

MISSED APPROACH: Climb to 2600 direct ARALE WP hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF)	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	1075-½ 200 (200-½)			
LNAV/VNAV DA	1310-1 435 (400-1)			
LNAV MDA	1320-½ 445 (500-½)		1320-¾ 445 (500-¾)	1320-1 445 (500-1)
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OSH	APP CRS	Rwy Idg 8002
111.8	002°	TDZE 888
Chan 55		Apt Elev 918

VOR/DME RWY 3

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

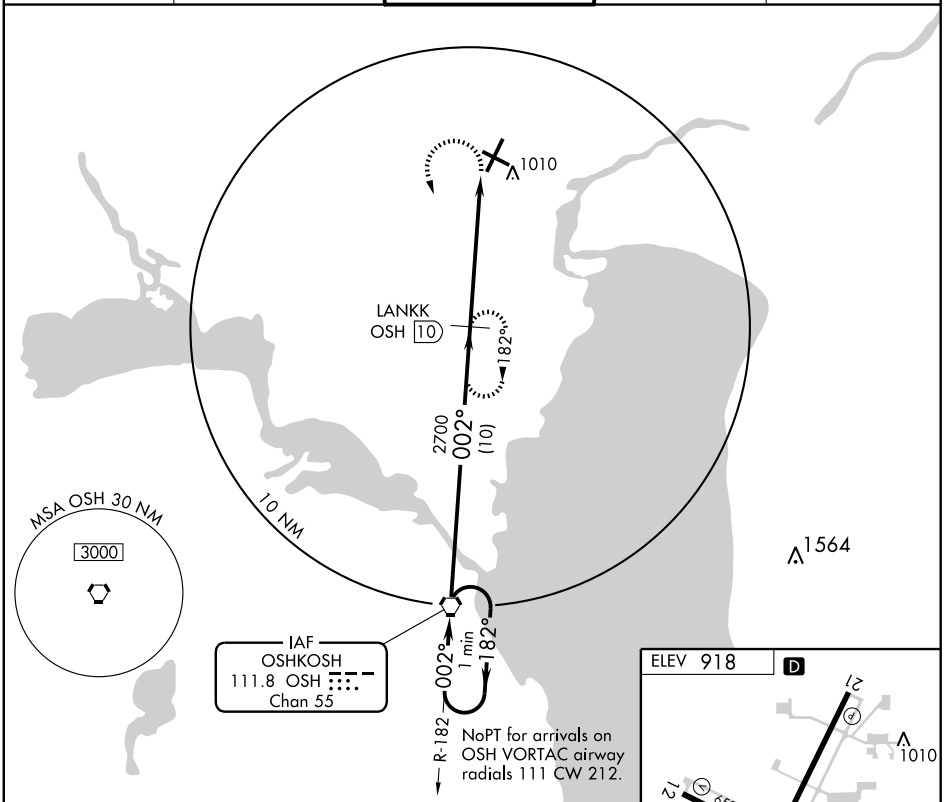
▼ Inoperative table does not apply to Cats. C and D. For inoperative MALSR increase Cats. A and B visibility to RVR 5000.

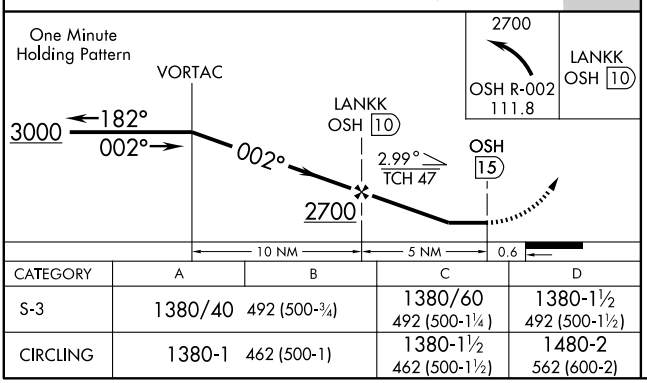
MALSR A5

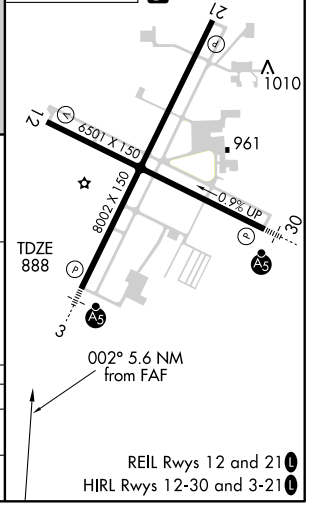
MISSED APPROACH: Climbing left turn to 2700 via OSH R-002 to LANKK/10 DME and hold.

ATIS	GREEN BAY APP CON ★	APPLETON TOWER ★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95

EC-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-3	1380/40	492 (500-¾)	1380/60 492 (500-1¼)	1380-1½ 492 (500-1½)
CIRCLING	1380-1	462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

44°15′N - 88°31′W

VORTAC OSH	APP CRS	Rwy Idg 8002
111.8	184°	TDZE 878
Chan 55		Apt Elev 918

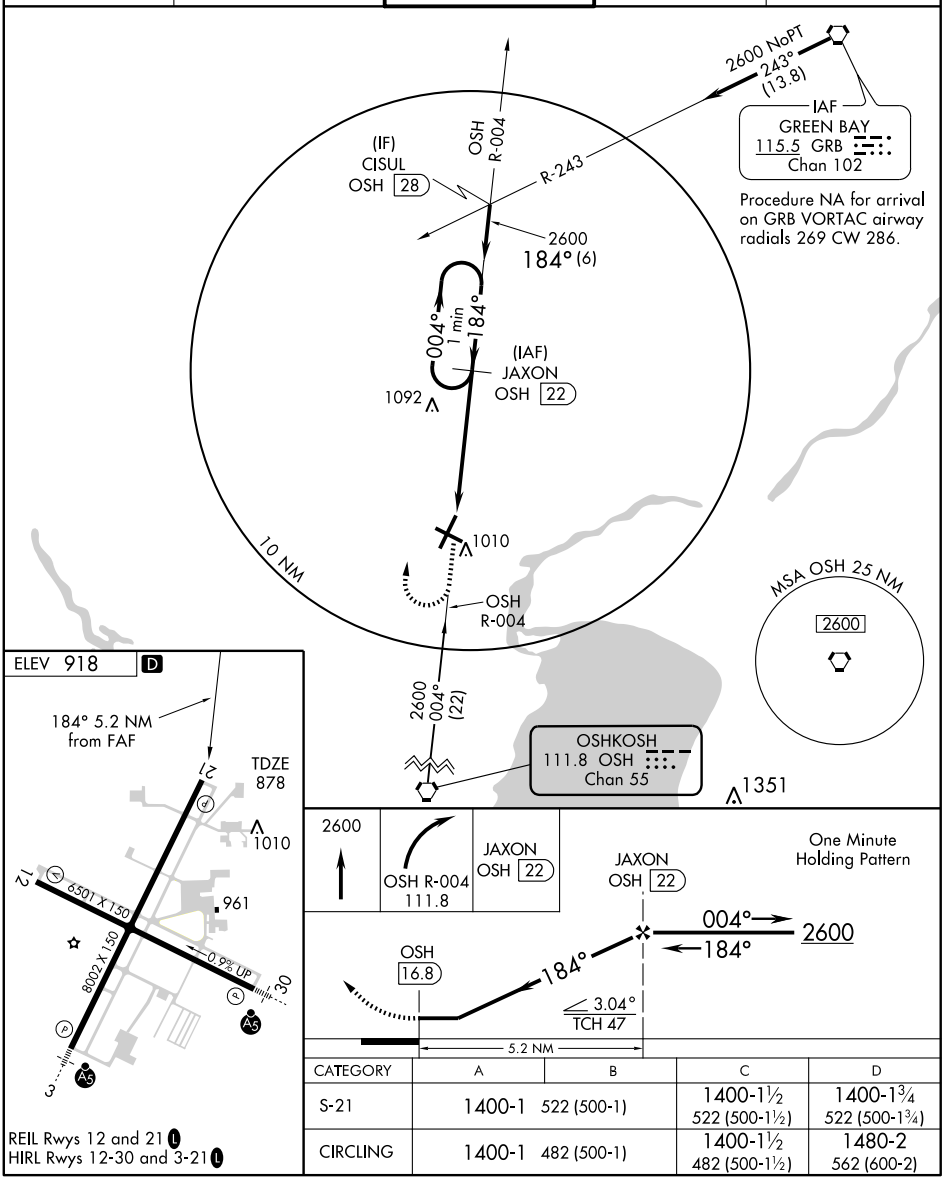
VOR/DME RWY 21

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

If local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2600 then right turn via OSH R-004 to JAXON and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95

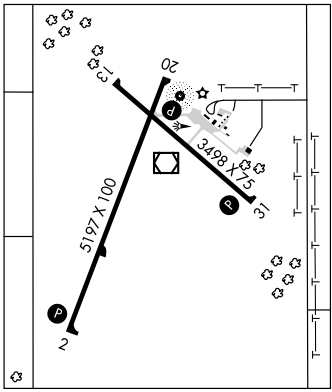


CATEGORY	A	B	C	D
S-21	1400-1	522 (500-1)	1400-1½ 522 (500-1½)	1400-1¾ 522 (500-1¾)
CIRCLING	1400-1	482 (500-1)	1400-1½ 482 (500-1½)	1480-2 562 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

ASHLAND

JOHN F KENNEDY MEML (ASX) 2 SW UTC−6(−5DT) N46°32.91′ W90°55.14′ **GREEN BAY**
827 B S2 **FUEL** 100LL, JET A, A1+ NOTAM FILE ASX **H–2K, L–14I**
RWY 02–20: H5197X100 (ASPH) S–42, D–52 MIRL **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 20: PAPI(P4L)—GA 3.0° TCH 34′. Trees.
RWY 13–31: H3498X75 (ASPH) S–40, D–50 MIRL 0.4% up NW
RWY 13: Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svc after hrs call 715–292–7070. Jet A1+ PPR ctc arpt manager 715–682–7070, after hrs call 715–292–7070. 24 hr self serve 100LL. Deer and other wildlife on and invof arpt. Heavy bird activity spring and summer months. Ultralight activity on and invof arpt. Snow removal ops winter months. Acft over 4000 lbs must stop or park on conc if able. Terminal building open May–Oct 1200–0200Z‡ and Nov–Apr 1400–2200Z‡. ACTIVATE MIRL Rwy 13–31 and Rwy 02–20, REIL Rwy 02 and PAPI Rwy 02, Rwy 20 and Rwy 31–CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (715) 682–5541.
COMMUNICATIONS: CTAF/UNICOM 122.8
ASHLAND RCO 122.25 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ASX.
ASHLAND (T) VORW/DME 110.2 ASX Chan 39 N46°32.96′ W90°55.04′ at fld. 820/2E. Unmonitored 0000–1200Z‡.
KENNEDY NDB (MHW) 254 ENY N46°33.18′ W90°54.87′ at fld. Unmonitored 0000–1200Z‡.
ILS/DME 109.3 I–ASX Chan 30 Rwy 02. LOC only.



AUSTIN STRAUBEL INTL. (See GREEN BAY)

BADGER N43°07.01′ W88°17.06′ NOTAM FILE MKE. **CHICAGO**
(H) VORTACW 116.4 BAE Chan 111 153° 5 NM to Waukesha Co. 1080/2E. **HIWAS.** **H–5E, L–28H**

BARABOO WISCONSIN DELLS (DLL) 3 NW UTC−6(−5DT) N43°31.32′ W89°46.25′ **CHICAGO**
979 B **FUEL** 100LL, JET A, MOGAS TPA—1979(1000) NOTAM FILE DLL **L–28G**
RWY 01–19: H4800X75 (ASPH) S–19, D–30 HIRL **IAP**
RWY 01: REIL. Trees. **RWY 19:** REIL. PAPI(P2L)—GA 3.0 TCH 26. Trees.
RWY 14–32: 2708X100 (TURF)
RWY 14: Pole. **RWY 32:** Trees.
AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–2300Z‡. Rwy 14–32 not plowed and CLOSED Nov 15 thru Apr 15. Confirm rwy open with arpt manager 608–356–2270. Birds on and invof arpt in fall. HIRL Rwy 01–19 preset on low ints; to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF. Rwy 14–32 ends marked by yellow and black A–frames.
WEATHER DATA SOURCES: AWOS–3 118.325 (608) 356–1071
COMMUNICATIONS: CTAF/UNICOM 123.05
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 187° 1.8 NM to fld. 1020/3E.
ILS/DME 109.15 I–DLL Chan 28(Y) Rwy 01.

BARRON MUNI (9Y7) 0 NE UTC−6(−5DT) N45°24.45′ W91°50.06′ **GREEN BAY**
1113 TPA—2113(1000) NOTAM FILE GRB
RWY 09–27: 2010X260 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Attended irregularly. For svcs call arpt manager 715–635–6735 or 715–790–3071. Rwy 09–27 N half plowed; S half skis only. Rwy 09–27 ends marked by yellow cones.
COMMUNICATIONS: CTAF 122.9
RICE LAKE RCO 122.3 (GREEN BAY RADIO)

BAYYE N44°40.59′ W89°38.88′ NOTAM FILE AUW. **GREEN BAY**
NDB (LOM) 351 PH 353° 6.1 NM to Central Wisconsin.

LOC/DME I-ASX	APP CRS	Rwy Idg	5197
109.3	019°	TDZE	825
Chan 30		Apt Elev	826

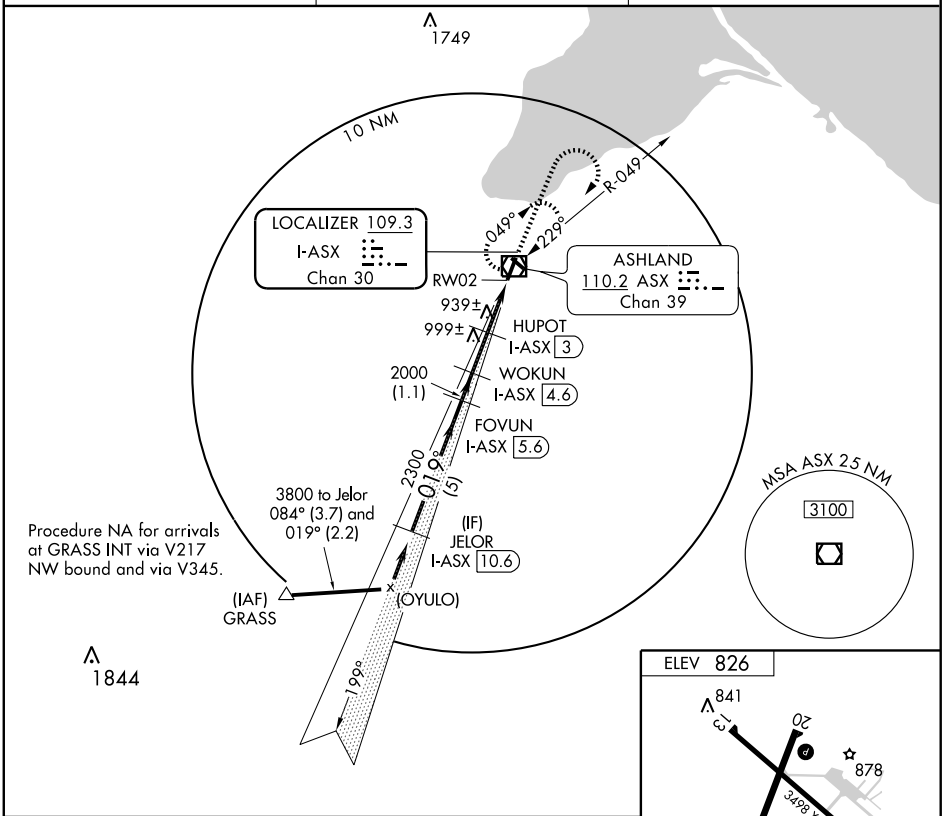
LOC/DME RWY 2

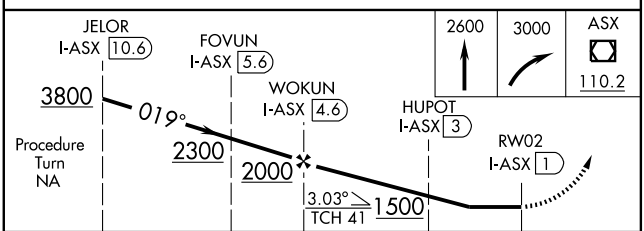
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

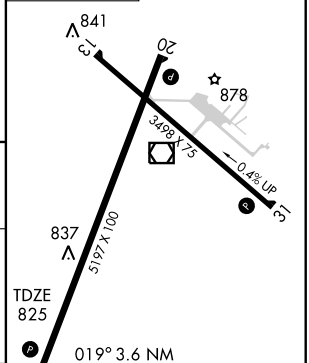
T NA — If local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 then climbing right turn to 3000 direct ASX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1200-1 375 (400-1)			1200-1¼ 375 (400-1¼)
CIRCLING	1240-1 414 (500-1)	1280-1 454 (500-1)	1280-1½ 454 (500-1½)	1380-2 554 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72707 W02A	APP CRS 019°	Rwy Idg 5197 TDZE 826 Apt Elev 827

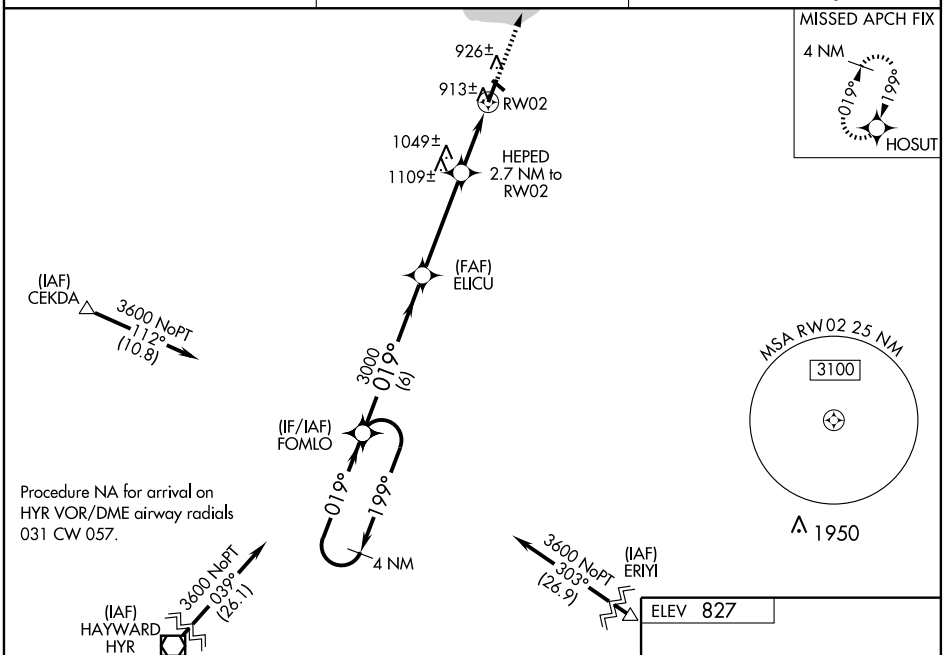
RNAV (GPS) RWY 2

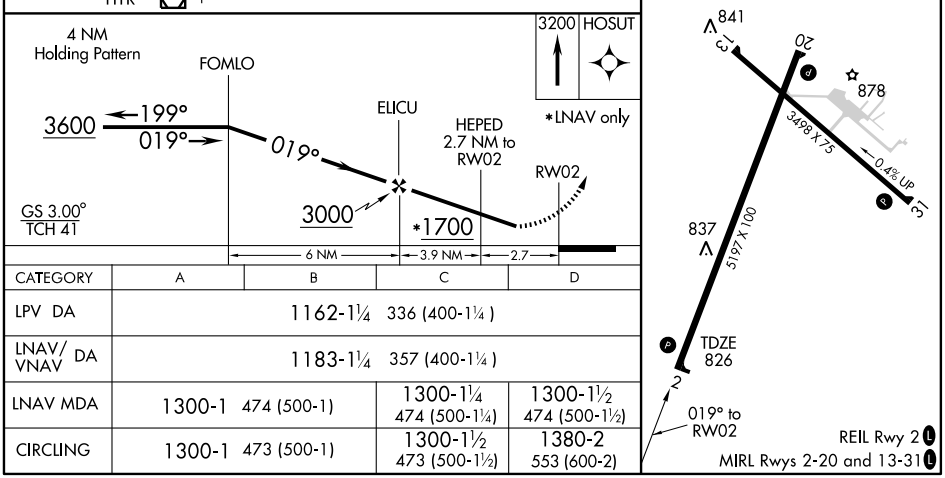
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats. visibility ½ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HOSUT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1162-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	1183-1¼ 357 (400-1¼)			
LNAV MDA	1300-1 474 (500-1)		1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3498
CH 61107	128°	TDZE	827
W13A		Apt Elev	827

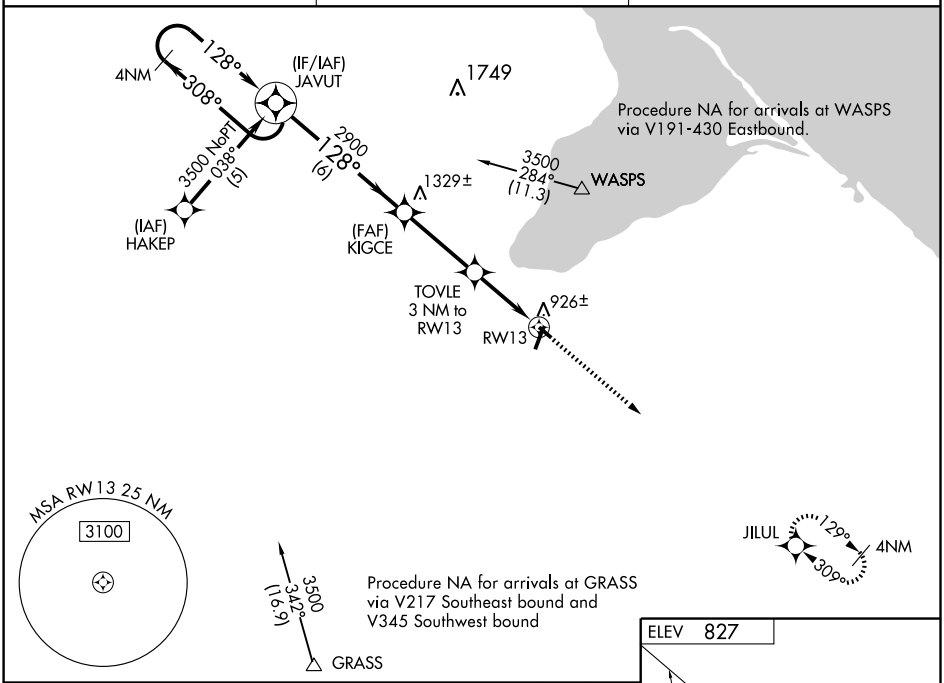
RNAV (GPS) RWY 13

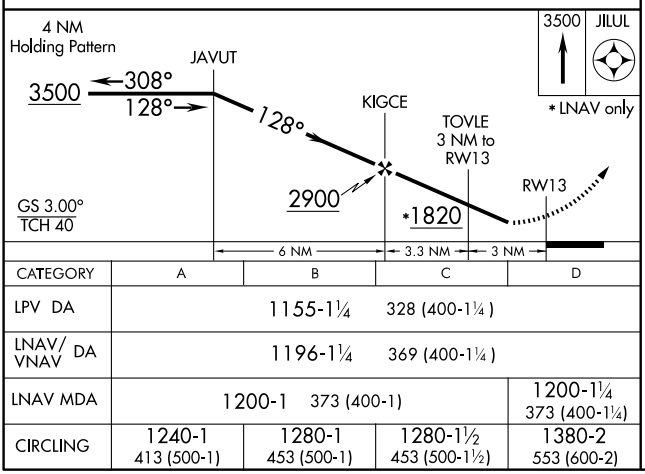
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

Baro-VNAV NA when using Ironwood altimeter setting. For Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats. visibility ½ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile and Circling Cat. D visibility ¼ mile.

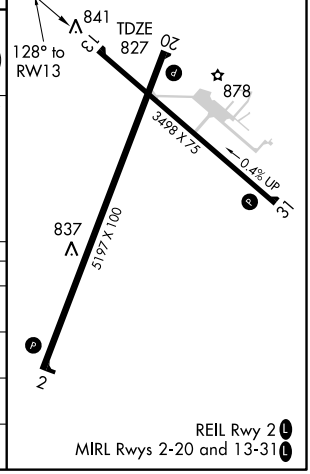
MISSED APPROACH: Climb to 3500 direct JILUL and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1155-1¼ 328 (400-1¼)			
LNAV/ VNAV DA	1196-1¼ 369 (400-1¼)			
LNAV MDA	1200-1 373 (400-1)			1200-1¼ 373 (400-1¼)
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90307 W20A	APP CRS 199°	Rwy Idg 5197 TDZE 827 Apt Elev 827

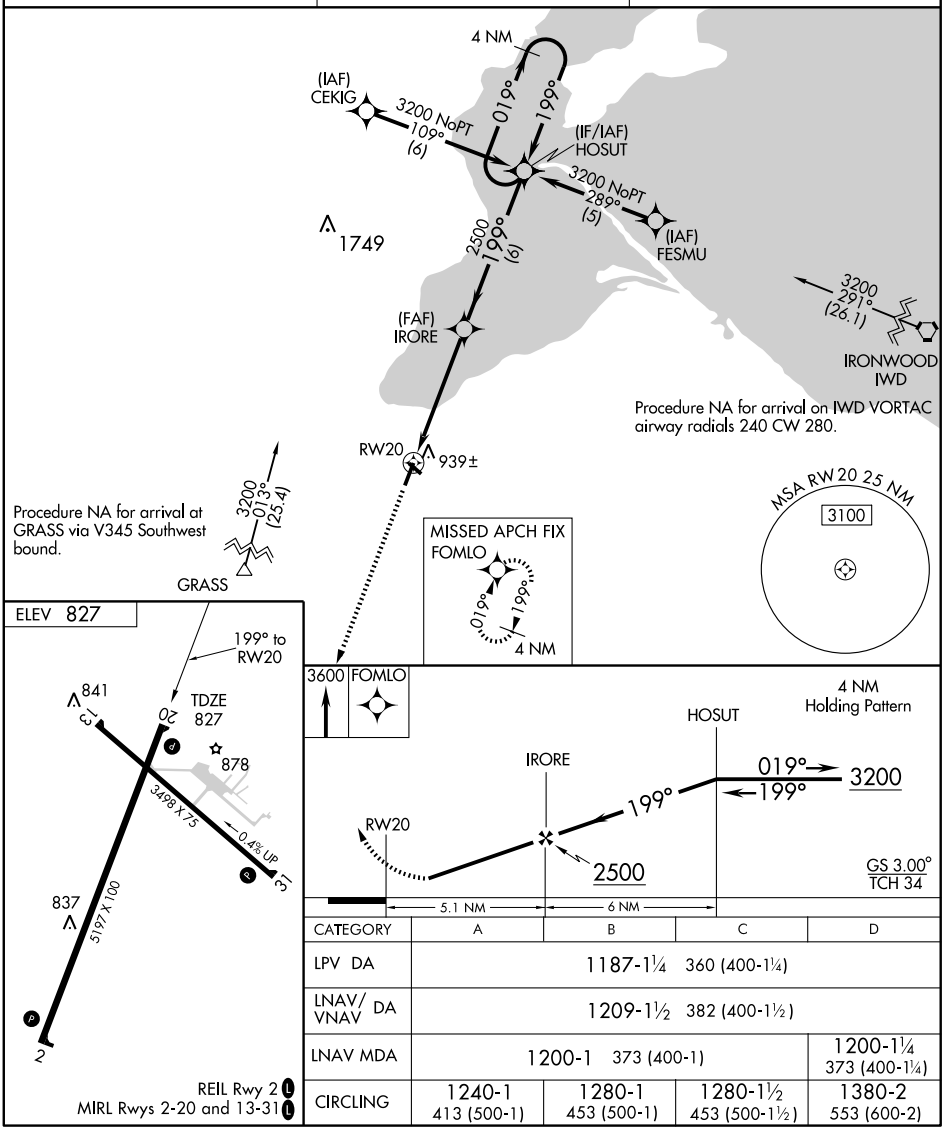
RNAV (GPS) RWY 20

ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼mile, increase all MDAs 140 feet and LNAV Cat. C and D visibility ½ mile and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct FOMLO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1187-1¼ 360 (400-1¼)			
LNAV/ VNAV DA	1209-1½ 382 (400-1½)			
LNAV MDA	1200-1 373 (400-1)			1200-1¼ 373 (400-1¼)
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)

REIL Rwy 2 L
MIRL Rwys 2-20 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3498
CH 65807	309°	TDZE	827
W31A		Apt Elev	827

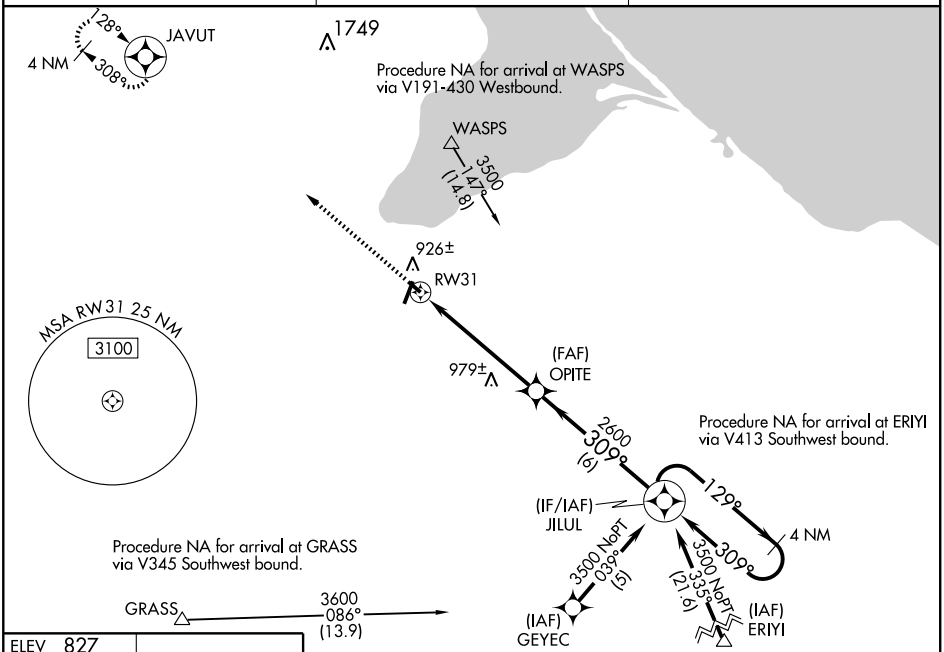
RNAV (GPS) RWY 31

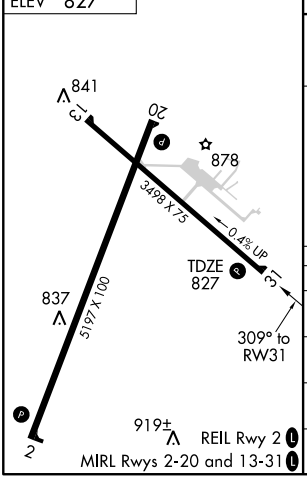
ASHLAND/JOHN F. KENNEDY MEMORIAL (ASX)

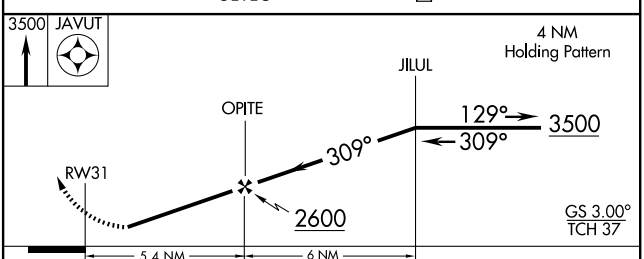
Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, increase all MDAs 140 feet and LNAV Cat. D visibility ½ mile, LNAV Cat. C and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct JAVUT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/VNAV DA	1189-1¼ 362 (400-1¼)			
LNAV MDA	1240-1 413 (500-1)		1240-1¼ 413 (500-1¼)	
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME ASX	APP CRS	Rwy Idg	5197
110.2	024°	TDZE	826
Chan 39		Apt Elev	827

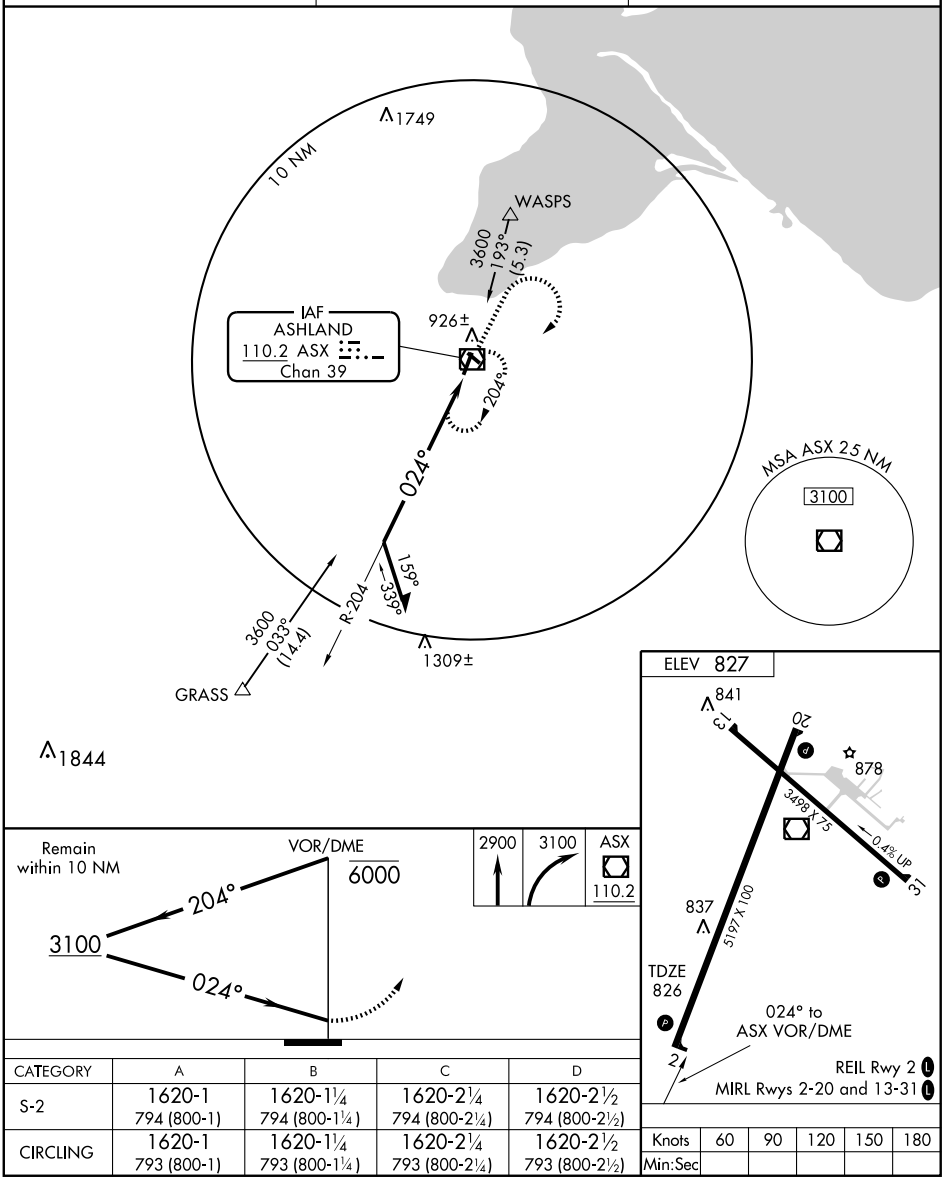
VOR RWY 2

ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet and visibility Cat. A ¼ mile, Cat. C and D ½ mile.

MISSED APPROACH: Climb to 2900 then climbing right turn 3100 direct ASX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	1620-1 794 (800-1)	1620-1¼ 794 (800-1¼)	1620-2¼ 794 (800-2¼)	1620-2½ 794 (800-2½)
CIRCLING	1620-1 793 (800-1)	1620-1¼ 793 (800-1¼)	1620-2¼ 793 (800-2¼)	1620-2½ 793 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME ASX	APP CRS	Rwy Idg	3498
110.2	302°	TDZE	827
Chan 39		Apt Elev	827

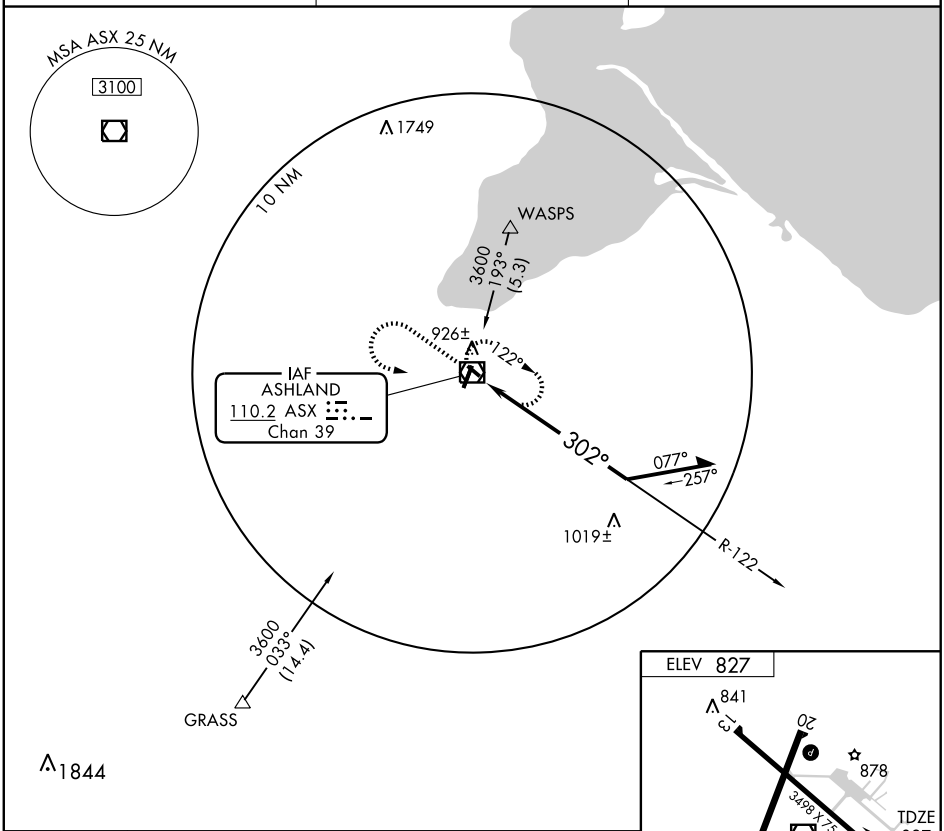
VOR RWY 31

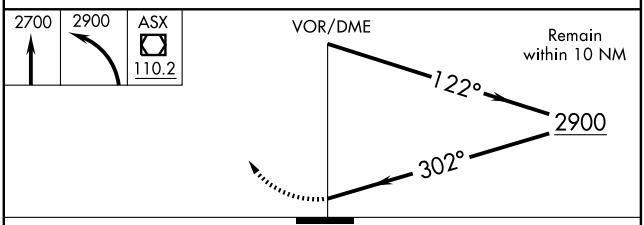
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

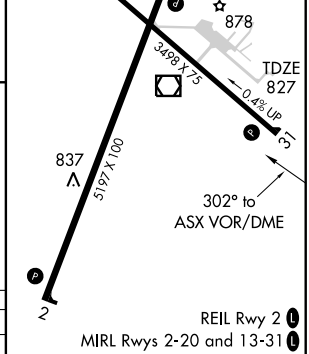
Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet, increase S-31 visibility Cat. C and D ½ mile, increase circling visibility Cat. C ½ mile, Cat. D ¼ mile.

MISSED APPROACH: Climb to 2700 then climbing left turn to 2900 direct ASX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







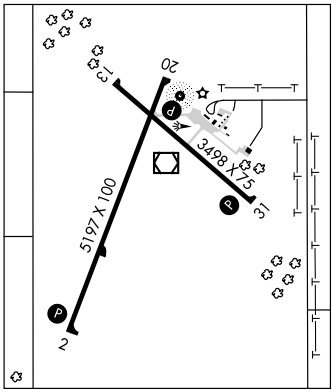
CATEGORY	A	B	C	D
S-31	1400-1 573 (600-1)		1400-1½ 573 (600-1½)	1400-1¾ 573 (600-1¾)
CIRCLING	1400-1 573 (600-1)		1400-1½ 573 (600-1½)	1400-2 573 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

ASHLAND

JOHN F KENNEDY MEML (ASX) 2 SW UTC−6(−5DT) N46°32.91′ W90°55.14′ **GREEN BAY**
827 B S2 **FUEL** 100LL, JET A, A1+ NOTAM FILE ASX **H–2K, L–14I**
RWY 02–20: H5197X100 (ASPH) S–42, D–52 MIRL **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 20: PAPI(P4L)—GA 3.0° TCH 34′. Trees.
RWY 13–31: H3498X75 (ASPH) S–40, D–50 MIRL 0.4% up NW
RWY 13: Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svc after hrs call 715–292–7070. Jet A1+ PPR ctc arpt manager 715–682–7070, after hrs call 715–292–7070. 24 hr self serve 100LL. Deer and other wildlife on and invof arpt. Heavy bird activity spring and summer months. Ultralight activity on and invof arpt. Snow removal ops winter months. Acft over 4000 lbs must stop or park on conc if able. Terminal building open May–Oct 1200–0200Z‡ and Nov–Apr 1400–2200Z‡. ACTIVATE MIRL Rwy 13–31 and Rwy 02–20, REIL Rwy 02 and PAPI Rwy 02, Rwy 20 and Rwy 31–CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (715) 682–5541.
COMMUNICATIONS: CTAF/UNICOM 122.8
ASHLAND RCO 122.25 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ASX.
ASHLAND (T) VORW/DME 110.2 ASX Chan 39 N46°32.96′ W90°55.04′ at fld. 820/2E. Unmonitored 0000–1200Z‡.
KENNEDY NDB (MHW) 254 ENY N46°33.18′ W90°54.87′ at fld. Unmonitored 0000–1200Z‡.
ILS/DME 109.3 I–ASX Chan 30 Rwy 02. LOC only.



AUSTIN STRAUBEL INTL. (See GREEN BAY)

BADGER N43°07.01′ W88°17.06′ NOTAM FILE MKE. **CHICAGO**
(H) VORTACW 116.4 BAE Chan 111 153° 5 NM to Waukesha Co. 1080/2E. **HIWAS.** **H–5E, L–28H**

BARABOO WISCONSIN DELLS (DLL) 3 NW UTC−6(−5DT) N43°31.32′ W89°46.25′ **CHICAGO**
979 B **FUEL** 100LL, JET A, MOGAS TPA—1979(1000) NOTAM FILE DLL **L–28G**
RWY 01–19: H4800X75 (ASPH) S–19, D–30 HIRL **IAP**
RWY 01: REIL. Trees. **RWY 19:** REIL. PAPI(P2L)—GA 3.0 TCH 26. Trees.
RWY 14–32: 2708X100 (TURF)
RWY 14: Pole. **RWY 32:** Trees.
AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–2300Z‡. Rwy 14–32 not plowed and CLOSED Nov 15 thru Apr 15. Confirm rwy open with arpt manager 608–356–2270. Birds on and invof arpt in fall. HIRL Rwy 01–19 preset on low ints; to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF. Rwy 14–32 ends marked by yellow and black A–frames.
WEATHER DATA SOURCES: AWOS–3 118.325 (608) 356–1071
COMMUNICATIONS: CTAF/UNICOM 123.05
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 187° 1.8 NM to fld. 1020/3E.
ILS/DME 109.15 I–DLL Chan 28(Y) Rwy 01.

BARRON MUNI (9Y7) 0 NE UTC−6(−5DT) N45°24.45′ W91°50.06′ **GREEN BAY**
1113 TPA—2113(1000) NOTAM FILE GRB
RWY 09–27: 2010X260 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Attended irregularly. For svcs call arpt manager 715–635–6735 or 715–790–3071. Rwy 09–27 N half plowed; S half skis only. Rwy 09–27 ends marked by yellow cones.
COMMUNICATIONS: CTAF 122.9
RICE LAKE RCO 122.3 (GREEN BAY RADIO)

BAYYE N44°40.59′ W89°38.88′ NOTAM FILE AUW. **GREEN BAY**
NDB (LOM) 351 PH 353° 6.1 NM to Central Wisconsin.

LOC/DME I-DLL	APP CRS	Rwy Idg	4800
109.15	010°	TDZE	980
Chan 28 (Y)		Apt Elev	980

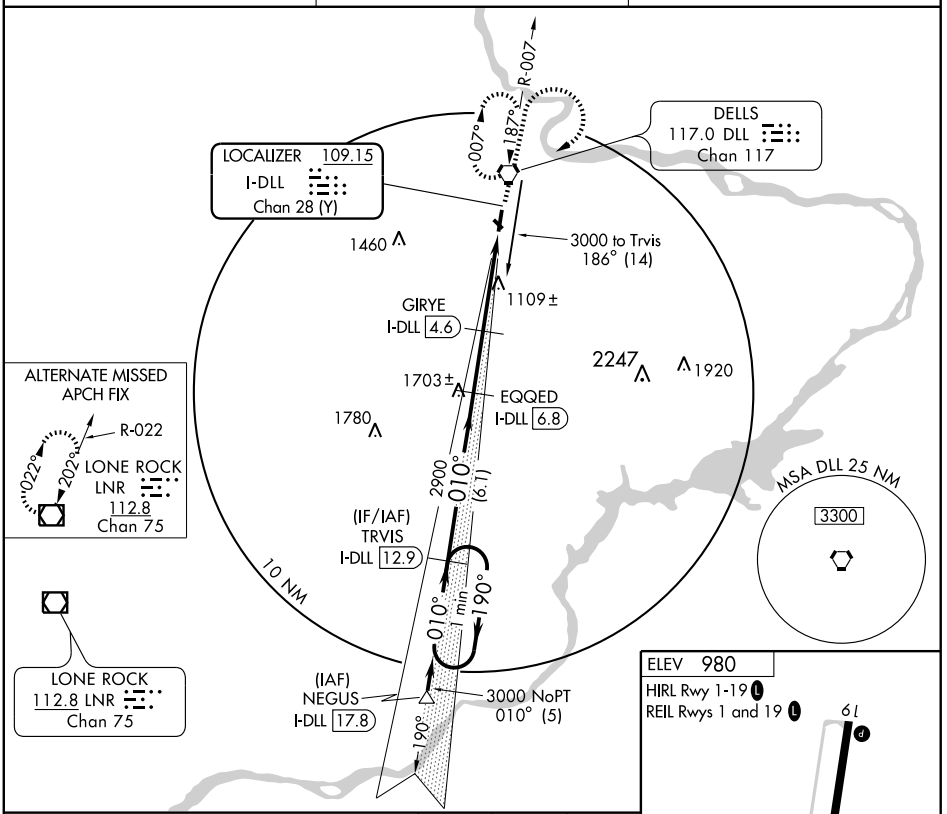
LOC/DME RWY 1

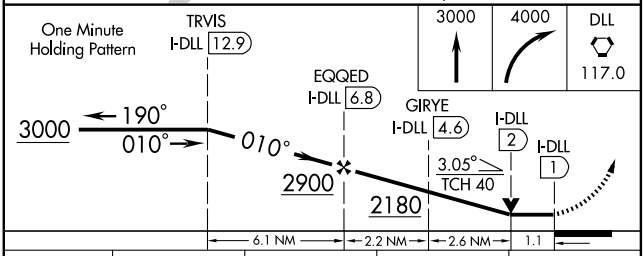
BARABOO WISCONSIN DELLS (DLL)

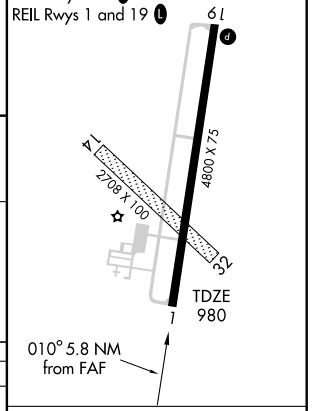
If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. VDP NA when using Tri-County Rgnl altimeter setting. Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct DLL VORTAC and hold.

AWOS-3	MADISON APP CON ★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-1	1360-1 380 (400-1)			NA
CIRCLING	1540-1 560 (600-1)		1560-1½ 580 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

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EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4800
CH 53304	010°	TDZE 980
W01A		Apt Elev 980

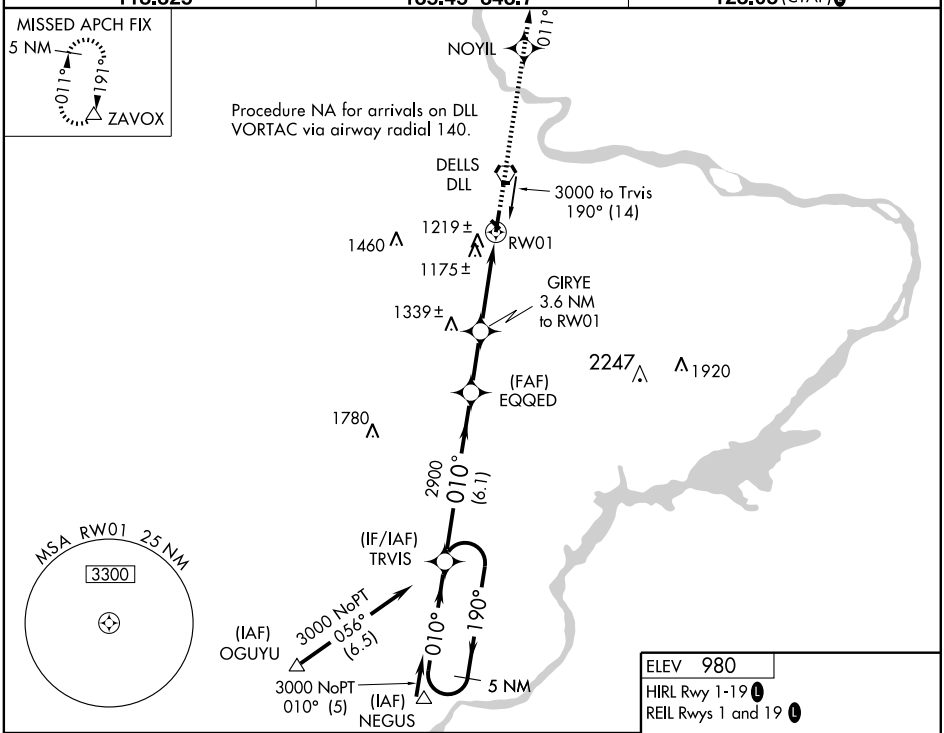
RNAV (GPS) RWY 1

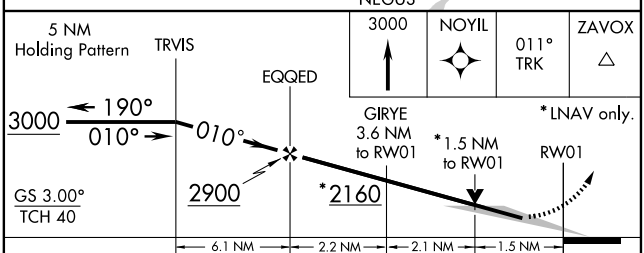
BARABOO WISCONSIN DELLS (DLL)

If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all DAs 97 feet/MDAs 100 feet. Baro-VNAV NA when using Tri-County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 3000 direct NOYIL and via 011° track to ZAVOX and hold.

AWOS-3	MADISON APP CON★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L

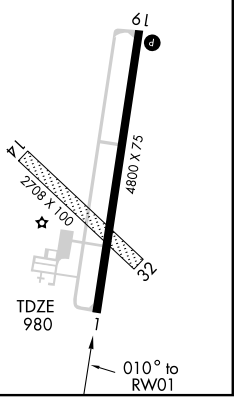




3000	NOYIL	011° TRK	ZAVOX

CATEGORY	A	B	C	D
LPV DA	1275-1 295 (300-1)			NA
LNAV/VNAV DA	1495-1¾ 515 (600-1¾)			NA
LNAV MDA	1480-1 500 (500-1)		1480-1¼ 500 (500-1¼)	NA
CIRCLING	1540-1 560 (600-1)		1560-1½ 580 (600-1½)	NA

ELEV 980
HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4800
190°	TDZE	980
	Apt Elev	980

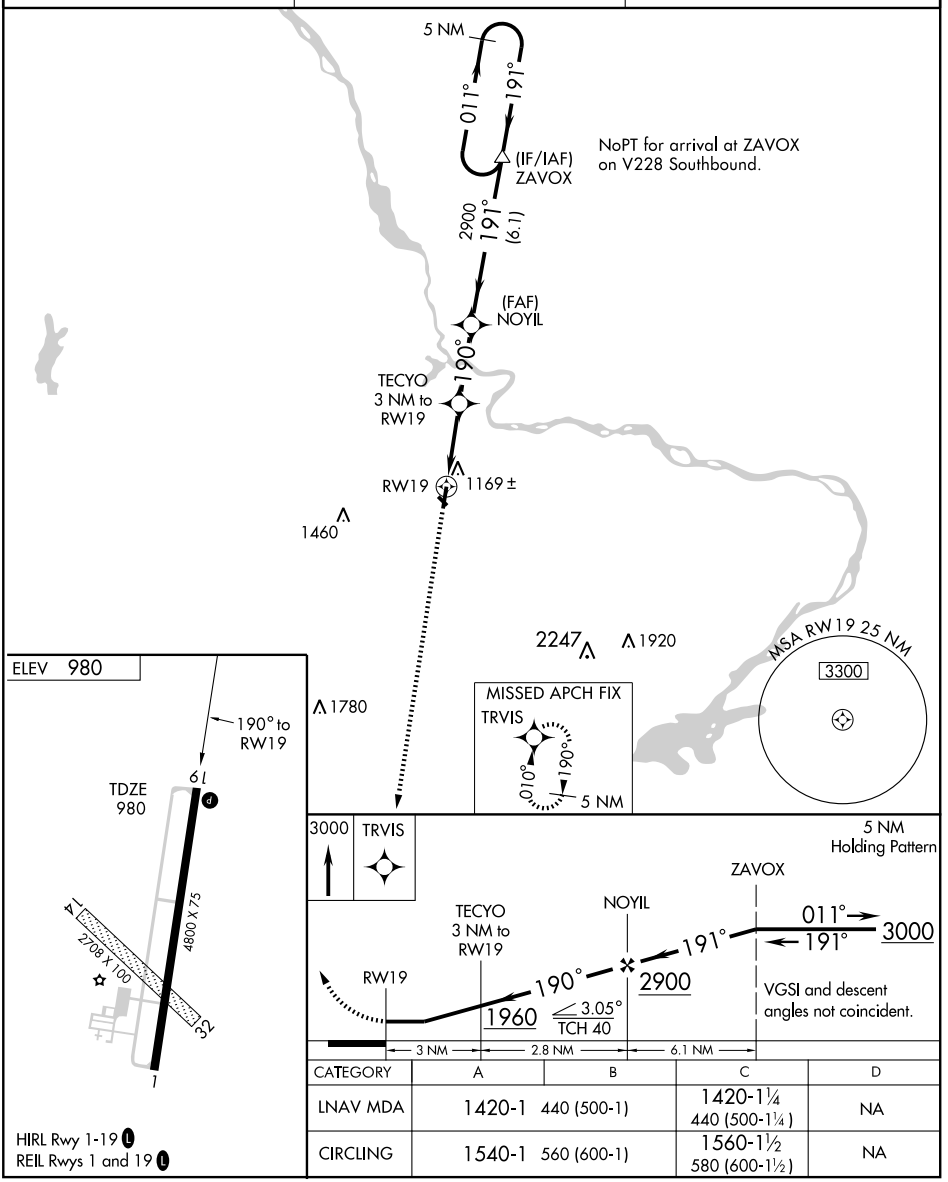
RNAV (GPS) RWY 19

BARABOO WISCONSIN DELLS (DLL)

If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. Circling NA to Rwy 14-32. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct TRVIS and hold.

AWOS-3	MADISON APP CON ★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1420-1	440 (500-1)	1420-1¼ 440 (500-1¼)	NA
CIRCLING	1540-1	560 (600-1)	1560-1½ 580 (600-1½)	NA

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EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DLL 117.0 Chan 117	APP CRS 187°	Rwy Idg N/A TDZE N/A Apt Elev 980

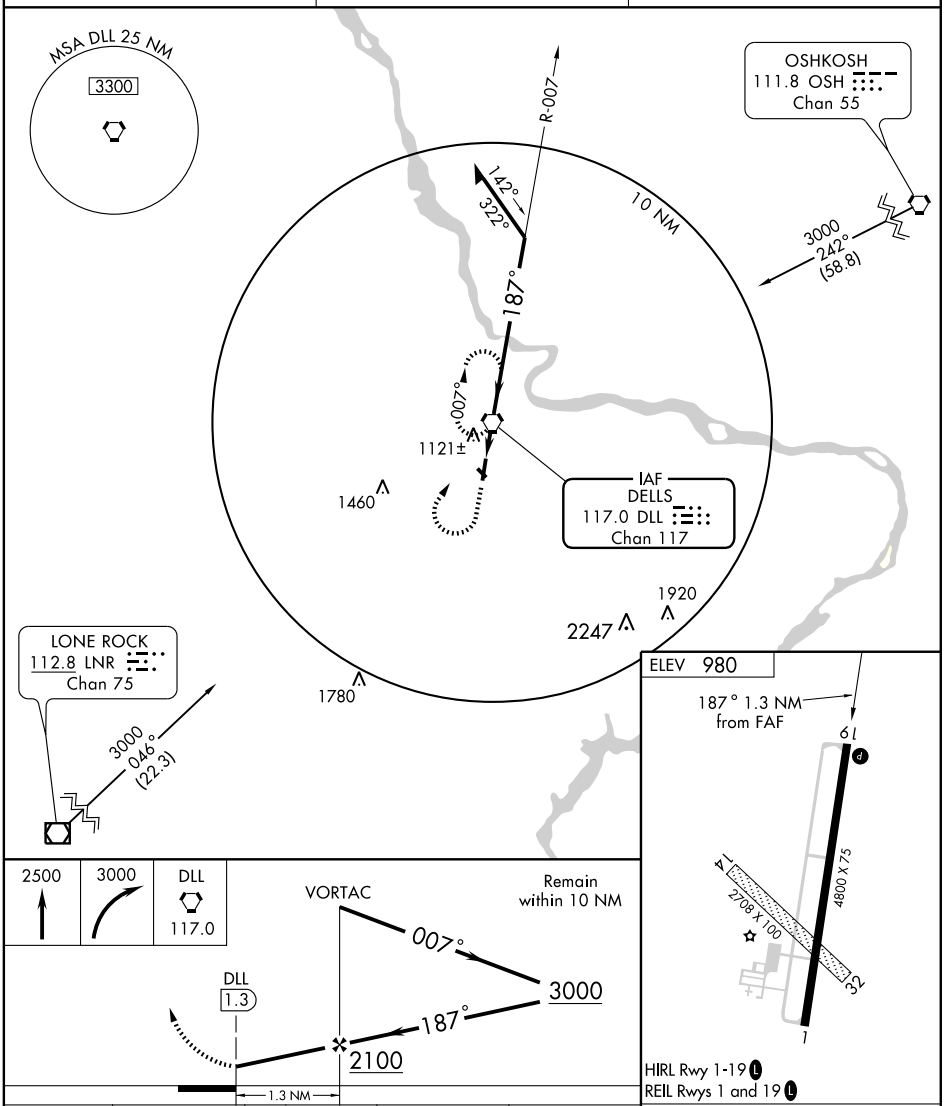
VOR-A

BARABOO WISCONSIN DELLS (DLL)

If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct DLL VORTAC and hold.

AWOS-3	MADISON APP CON ★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1580-1 600 (600-1)		1580-1½ 600 (600-1½)	NA

FAF to MAP 1.3 NM					
Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

BELOIT (44C) 3 E UTC−6(−5DT) N42°29.87′ W88°58.06′ CHICAGO
817 B **FUEL** 100LL TPA—1517(700) NOTAM FILE GRB L–28H
RWY 07–25: H3300X50 (ASPH) S–12.5 LIRL(NSTD) 0.4% up NE IAP
RWY 25: Thld dsplcd 350′. Road.
AIRPORT REMARKS: Unattended. Glider ops on and invof arpt. ACTIVATE NSTD LIRL Rwy 07–25—CTAF. Rotating bcn ops dusk–0500Z‡; other hrs by req, call arpt manager 608–365–2998. Rwy 07–25 NSTD LIRL 100′ wide; 50′ left and right of rwy centerline. Rwy 07 thld marking NSTD located 92′ NE of pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 118° 7.1 NM to fld. 931/3E.

BIG DOCTOR N45°49.28′ W92°21.99′ NOTAM FILE GRB GREEN BAY
NDB (MHW) 203 BXR at Burnett Co. VFR only.

BIG FOOT AIRFIELD (See WALWORTH)

BLACKHAWK AIRFIELD (See MADISON)

BLACK RIVER FALLS AREA (BCK) 3 S UTC−6(−5DT) N44°15.05′ W90°51.32′ GREEN BAY
836 B **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 08–26: H4600X75 (ASPH) S–12 MIRL 0.3% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Trees. **RWY 26:** PAPI(P2L)—GA 3.3° TCH 27′. Trees.
AIRPORT REMARKS: Unattended. Fuel 24 hrs self serve. Ultralight activity on and invof arpt. Wildlife, birds on and invof arpt. MIRL Rwy 08–26 preset on low ints; to ACTIVATE higher ints and PAPI Rwy 08 and Rwy 26 and REIL Rwy 08—CTAF.
COMMUNICATIONS: CTAF 122.9
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 051° 33.4 NM to fld. 1282/1E.
NDB (MHW) 362 BCK N44°15.28′ W90°50.94′ at fld. NOTAM FILE GRB. NDB unusable byd 15 NM.

BLOYER FLD (See TOMAH)

BONG N46°41.48′ W92°06.21′ NOTAM FILE SUW. GREEN BAY
NDB (MHW) 260 SUW at Richard I Bong. SHUTDOWN. L–14I

BOSCOBEL (OVS) 2 NE UTC−6(−5DT) N43°09.65′ W90°40.44′ CHICAGO
673 B S3 **FUEL** 100LL TPA—1503(830) NOTAM FILE OVS H–5D, L–28G
RWY 07–25: H5000X75 (ASPH) S–12.5 D–30 MIRL IAP
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 02–20: H3658X58 (ASPH) S–12.5 MIRL
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 02–20 and REIL Rwy 07–25—CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (608) 375–2712.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 252° 25 NM to fld. 1184/0E.
HIWAS.

BOULDER JUNCTION (BDJ) 2 N UTC−6(−5DT) N46°08.25′ W89°38.76′ GREEN BAY
1666 TPA—2666(1000) NOTAM FILE GRB
RWY 05–23: 3170X165 (TURF)
RWY 05: Tree. **RWY 23:** Trees.
RWY 16–34: 2540X160 (TURF)
RWY 16: Road. **RWY 34:** Trees
AIRPORT REMARKS: Unattended May–Nov. Arpt CLOSED Dec–Apr. Rwy 05 all rwys marked with yellow A–frames.
COMMUNICATIONS: CTAF 122.9

VOR/DME JVL	APP CRS	Rwy Idg	N/A
114.3	118°	TDZE	N/A
Chan 90		Apt Elev	817

VOR or GPS-A

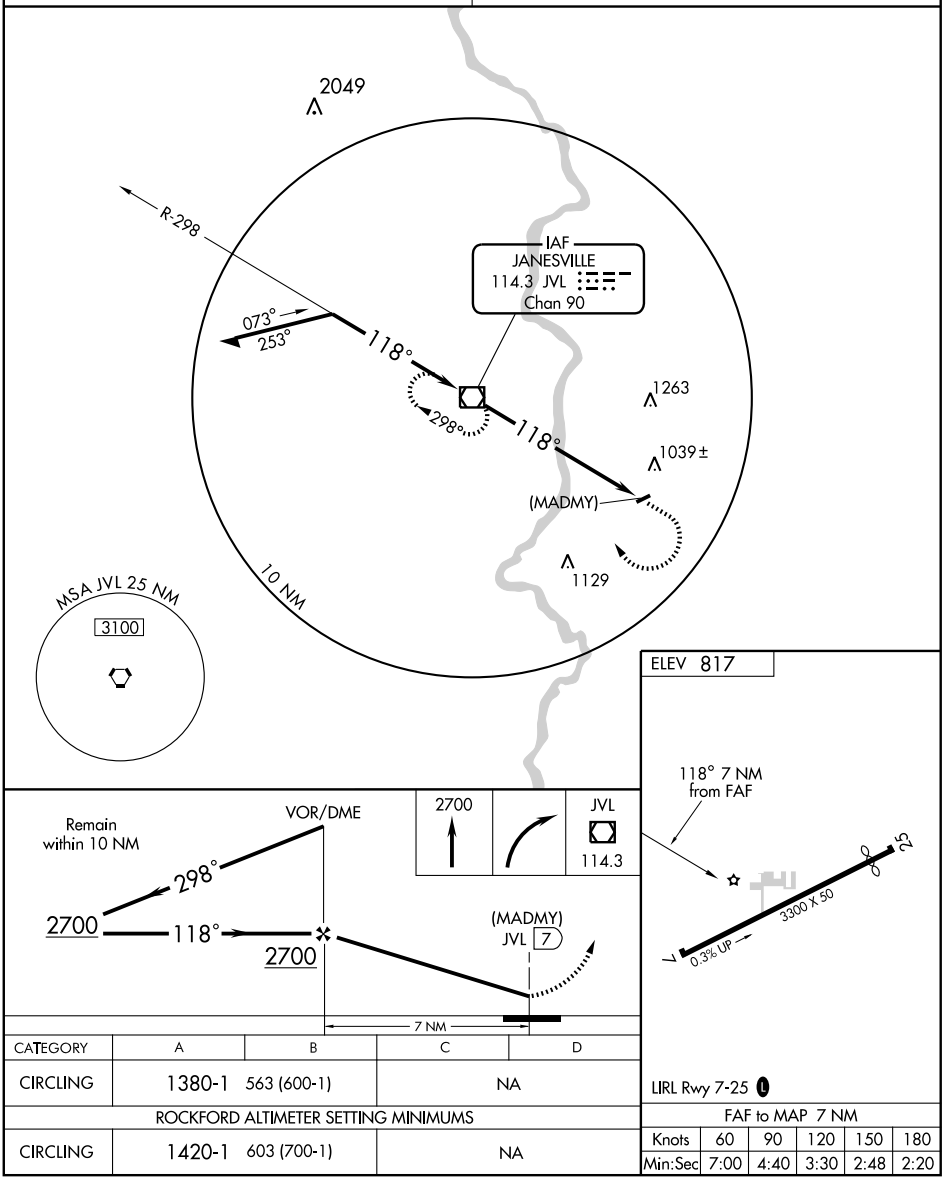
BELOIT (44C)

NA Use Janesville altimeter setting; when not received, use Rockford altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct JVL VOR/DME and hold.

ROCKFORD APP CON
121.0 327.0

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1380-1 563 (600-1)		NA	
ROCKFORD ALTIMETER SETTING MINIMUMS				
CIRCLING	1420-1 603 (700-1)		NA	

LIRL Rwy 7-25 L

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

EC-3, 21 OCT 2010 to 18 NOV 2010

BELOIT (44C) 3 E UTC−6(−5DT) N42°29.87′ W88°58.06′ CHICAGO
817 B **FUEL** 100LL TPA—1517(700) NOTAM FILE GRB L–28H
RWY 07–25: H3300X50 (ASPH) S–12.5 LIRL(NSTD) 0.4% up NE IAP
RWY 25: Thld dsplcd 350′. Road.
AIRPORT REMARKS: Unattended. Glider ops on and invof arpt. ACTIVATE NSTD LIRL Rwy 07–25—CTAF. Rotating bcn ops dusk–0500Z‡; other hrs by req, call arpt manager 608–365–2998. Rwy 07–25 NSTD LIRL 100′ wide; 50′ left and right of rwy centerline. Rwy 07 thld marking NSTD located 92′ NE of pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 118° 7.1 NM to fld. 931/3E.

BIG DOCTOR N45°49.28′ W92°21.99′ NOTAM FILE GRB GREEN BAY
NDB (MHW) 203 BXR at Burnett Co. VFR only.

BIG FOOT AIRFIELD (See WALWORTH)

BLACKHAWK AIRFIELD (See MADISON)

BLACK RIVER FALLS AREA (BCK) 3 S UTC−6(−5DT) N44°15.05′ W90°51.32′ GREEN BAY
836 B **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 08–26: H4600X75 (ASPH) S–12 MIRL 0.3% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Trees. **RWY 26:** PAPI(P2L)—GA 3.3° TCH 27′. Trees.
AIRPORT REMARKS: Unattended. Fuel 24 hrs self serve. Ultralight activity on and invof arpt. Wildlife, birds on and invof arpt. MIRL Rwy 08–26 preset on low ints; to ACTIVATE higher ints and PAPI Rwy 08 and Rwy 26 and REIL Rwy 08—CTAF.
COMMUNICATIONS: CTAF 122.9
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 051° 33.4 NM to fld. 1282/1E.
NDB (MHW) 362 BCK N44°15.28′ W90°50.94′ at fld. NOTAM FILE GRB. NDB unusable byd 15 NM.

BLOYER FLD (See TOMAH)

BONG N46°41.48′ W92°06.21′ NOTAM FILE SUW. GREEN BAY
NDB (MHW) 260 SUW at Richard I Bong. SHUTDOWN. L–14I

BOSCOBEL (OVS) 2 NE UTC−6(−5DT) N43°09.65′ W90°40.44′ CHICAGO
673 B S3 **FUEL** 100LL TPA—1503(830) NOTAM FILE OVS H–5D, L–28G
RWY 07–25: H5000X75 (ASPH) S–12.5 D–30 MIRL IAP
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 02–20: H3658X58 (ASPH) S–12.5 MIRL
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 02–20 and REIL Rwy 07–25—CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (608) 375–2712.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 252° 25 NM to fld. 1184/0E.
HIWAS.

BOULDER JUNCTION (BDJ) 2 N UTC−6(−5DT) N46°08.25′ W89°38.76′ GREEN BAY
1666 TPA—2666(1000) NOTAM FILE GRB
RWY 05–23: 3170X165 (TURF)
RWY 05: Tree. **RWY 23:** Trees.
RWY 16–34: 2540X160 (TURF)
RWY 16: Road. **RWY 34:** Trees
AIRPORT REMARKS: Unattended May–Nov. Arpt CLOSED Dec–Apr. Rwy 05 all rwys marked with yellow A–frames.
COMMUNICATIONS: CTAF 122.9

BCK NDB 362	APP CRS 073°	Rwy Idg 4600 TDZE 836 Apt Elev 836

NDB RWY 8

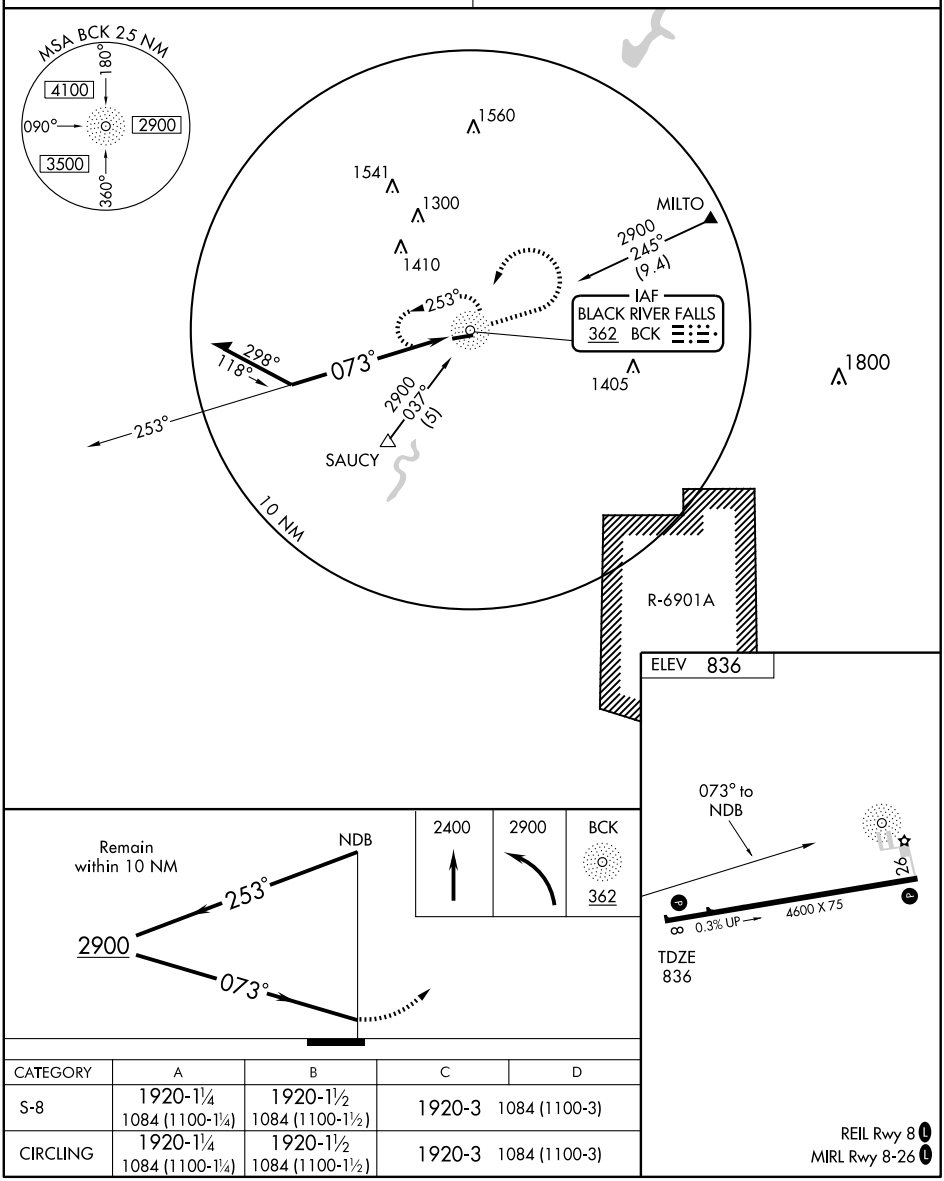
BLACK RIVER FALLS AREA (BCK)

T
NA

Use La Crosse altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 2900 direct BCK NDB and hold.

MINNEAPOLIS CENTER	CTAF
128.6 363.0	122.9 L



CATEGORY	A	B	C	D
S-8	1920-1¼ 1084 (1100-1¼)	1920-1½ 1084 (1100-1½)	1920-3 1084 (1100-3)	
CIRCLING	1920-1¼ 1084 (1100-1¼)	1920-1½ 1084 (1100-1½)	1920-3 1084 (1100-3)	

REIL Rwy 8 L
MIRL Rwy 8-26 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4600
080°	TDZE	836
	Apt Elev	836

RNAV (GPS) RWY 8
BLACK RIVER FALLS AREA (BCK)

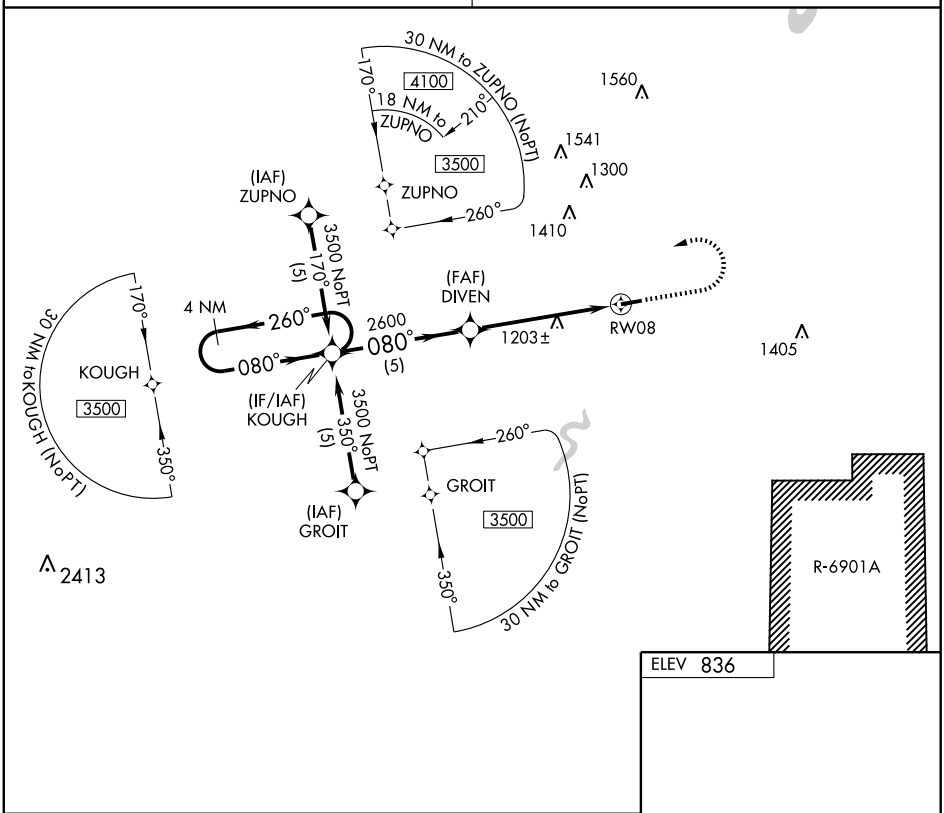
Use La Crosse altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

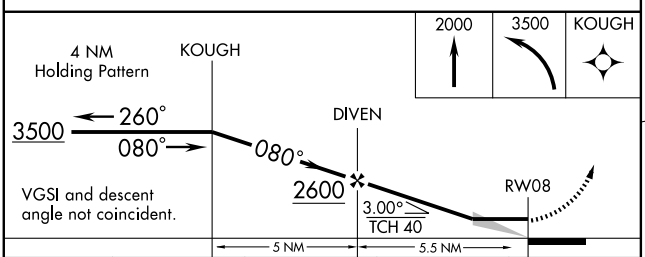
NA

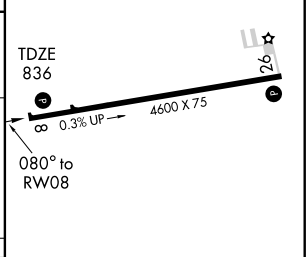
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct KOUGH WP and hold.

MINNEAPOLIS CENTER
128.6 363.0

CTAF
122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1560-1 724 (800-1)		1560-2 724 (800-2)	1560-2¼ 724 (800-2¼)
CIRCLING	1560-1 724 (800-1)		1560-2 724 (800-2)	1580-2½ 744 (800-2½)

REIL Rwy 8 L
MIRL Rwy 8-26 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

BELOIT (44C) 3 E UTC−6(−5DT) N42°29.87′ W88°58.06′ CHICAGO
817 B **FUEL** 100LL TPA—1517(700) NOTAM FILE GRB L–28H
RWY 07–25: H3300X50 (ASPH) S–12.5 LIRL(NSTD) 0.4% up NE IAP
RWY 25: Thld dsplcd 350′. Road.
AIRPORT REMARKS: Unattended. Glider ops on and invof arpt. ACTIVATE NSTD LIRL Rwy 07–25—CTAF. Rotating bcn ops dusk–0500Z‡; other hrs by req, call arpt manager 608–365–2998. Rwy 07–25 NSTD LIRL 100′ wide; 50′ left and right of rwy centerline. Rwy 07 thld marking NSTD located 92′ NE of pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 118° 7.1 NM to fld. 931/3E.

BIG DOCTOR N45°49.28′ W92°21.99′ NOTAM FILE GRB GREEN BAY
NDB (MHW) 203 BXR at Burnett Co. VFR only.

BIG FOOT AIRFIELD (See WALWORTH)

BLACKHAWK AIRFIELD (See MADISON)

BLACK RIVER FALLS AREA (BCK) 3 S UTC−6(−5DT) N44°15.05′ W90°51.32′ GREEN BAY
836 B **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 08–26: H4600X75 (ASPH) S–12 MIRL 0.3% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Trees. **RWY 26:** PAPI(P2L)—GA 3.3° TCH 27′. Trees.
AIRPORT REMARKS: Unattended. Fuel 24 hrs self serve. Ultralight activity on and invof arpt. Wildlife, birds on and invof arpt. MIRL Rwy 08–26 preset on low ints; to ACTIVATE higher ints and PAPI Rwy 08 and Rwy 26 and REIL Rwy 08—CTAF.
COMMUNICATIONS: CTAF 122.9
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 051° 33.4 NM to fld. 1282/1E.
NDB (MHW) 362 BCK N44°15.28′ W90°50.94′ at fld. NOTAM FILE GRB. NDB unusable byd 15 NM.

BLOYER FLD (See TOMAH)

BONG N46°41.48′ W92°06.21′ NOTAM FILE SUW. GREEN BAY
NDB (MHW) 260 SUW at Richard I Bong. SHUTDOWN. L–14I

BOSCOBEL (OVS) 2 NE UTC−6(−5DT) N43°09.65′ W90°40.44′ CHICAGO
673 B S3 **FUEL** 100LL TPA—1503(830) NOTAM FILE OVS H–5D, L–28G
RWY 07–25: H5000X75 (ASPH) S–12.5 D–30 MIRL IAP
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 02–20: H3658X58 (ASPH) S–12.5 MIRL
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 02–20 and REIL Rwy 07–25—CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (608) 375–2712.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 252° 25 NM to fld. 1184/0E.
HIWAS.

BOULDER JUNCTION (BDJ) 2 N UTC−6(−5DT) N46°08.25′ W89°38.76′ GREEN BAY
1666 TPA—2666(1000) NOTAM FILE GRB
RWY 05–23: 3170X165 (TURF)
RWY 05: Tree. **RWY 23:** Trees.
RWY 16–34: 2540X160 (TURF)
RWY 16: Road. **RWY 34:** Trees
AIRPORT REMARKS: Unattended May–Nov. Arpt CLOSED Dec–Apr. Rwy 05 all rwys marked with yellow A–frames.
COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy ldg	5000
CH 77902	068°	TDZE	670
W07A		Apt Elev	673

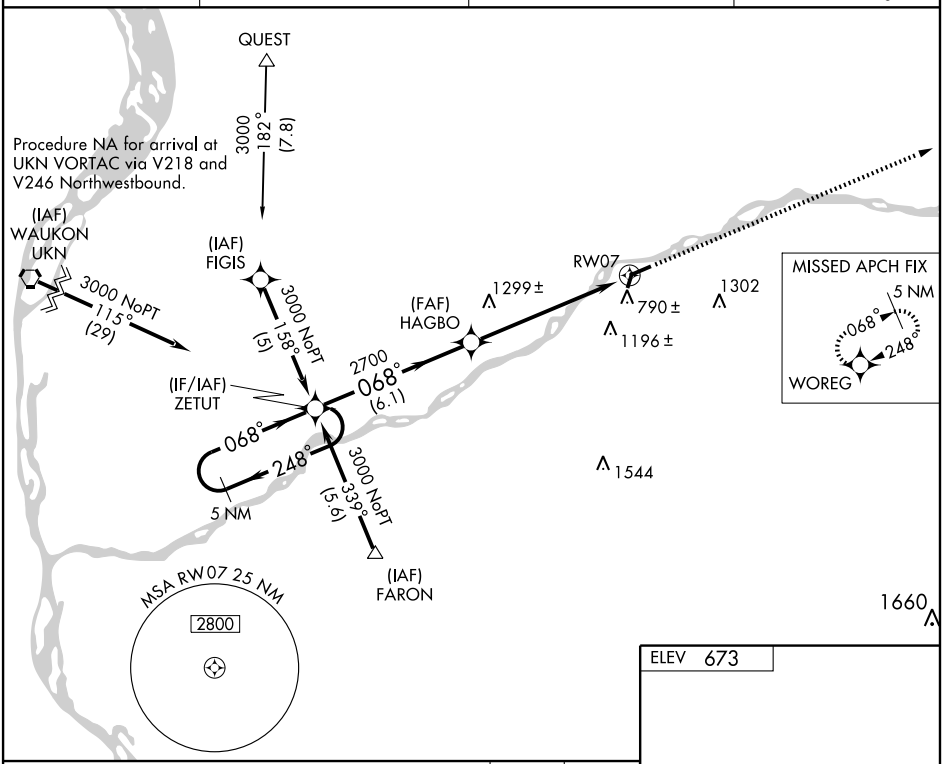
RNAV (GPS) RWY 7

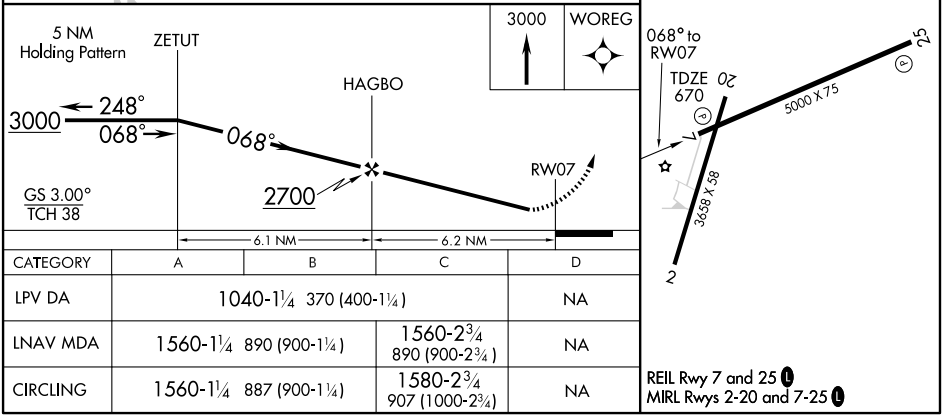
BOSCOBEL (OVS)

If local altimeter setting not received, use Lone Rock altimeter setting and increase all DAs/MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WOREG and hold.

ASOS	CHICAGO CENTER	GCO	UNICOM
126.775	133.3 380.35	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1040-1¼ 370 (400-1¼)			NA
LNAV MDA	1560-1¼ 890 (900-1¼)		1560-2¾ 890 (900-2¾)	NA
CIRCLING	1560-1¼ 887 (900-1¼)		1580-2¾ 907 (1000-2¾)	NA

REIL Rwy 7 and 25 L
MIRL Rwys 2-20 and 7-25 L

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EC-3, 21 OCT 2010 to 18 NOV 2010

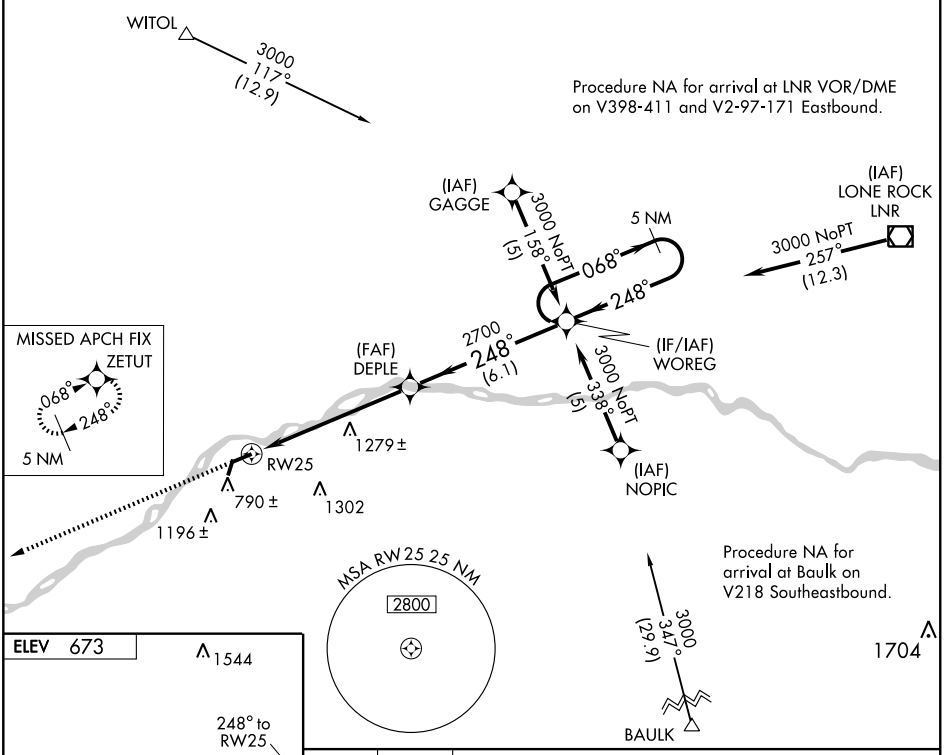
WAAS	APP CRS	Rwy Idg	5000
CH 82505	248°	TDZE	671
W25A		Apt Elev	673

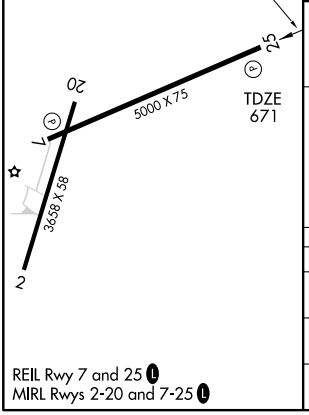
RNAV (GPS) RWY 25
BOSCOBEL (OVS)

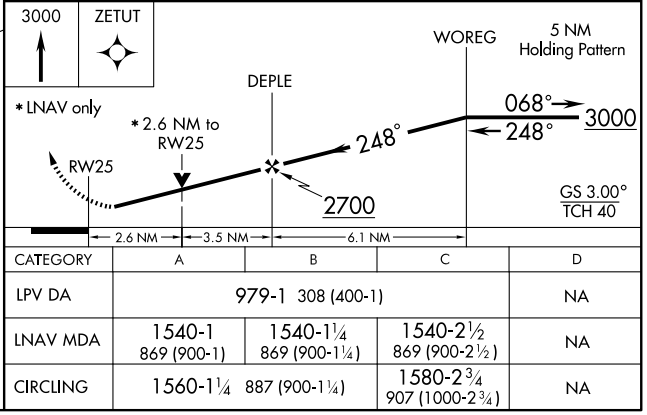
If local altimeter setting not received, use Lone Rock altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZETUT and hold.

ASOS	CHICAGO CENTER	GCO	UNICOM
126.775	133.3 380.35	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	979-1 308 (400-1)			NA
LNAV MDA	1540-1 869 (900-1)	1540-1¼ 869 (900-1¼)	1540-2½ 869 (900-2½)	NA
CIRCLING	1560-1¼ 887 (900-1¼)		1580-2¾ 907 (1000-2¾)	NA

REIL Rwy 7 and 25 L
MIRL Rwys 2-20 and 7-25 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LNR	APP CRS	Rwy Idg	5000
112.8	252°	TDZE	671
Chan 75		Apt Elev	673

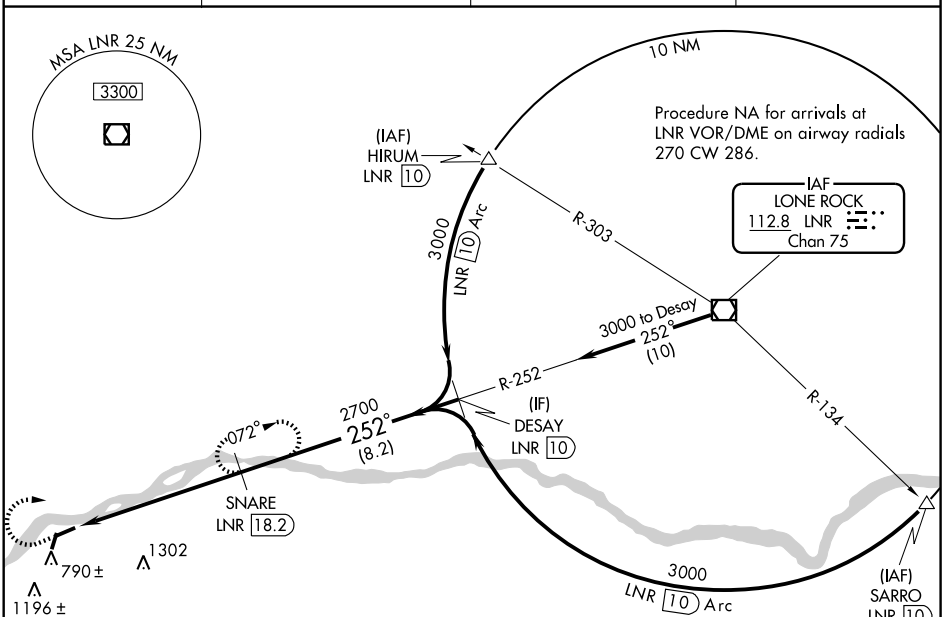
VOR/DME RWY 25

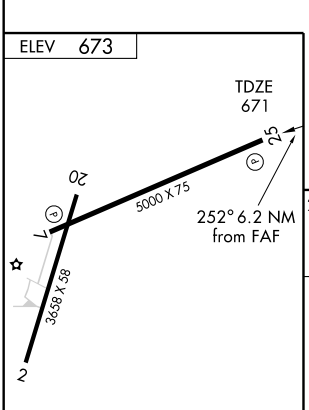
BOSCOBEL (OVS)

If local altimeter setting not received, use Lone Rock altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via LNR VOR/DME R-252 to SNARE/LNR 18.2 DME and hold.

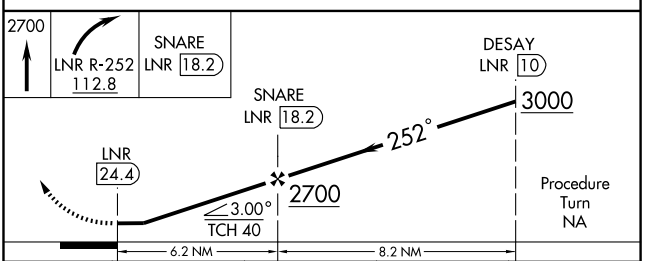
ASOS	CHICAGO CENTER	GCO	UNICOM
126.775	133.3 380.35	121.725	122.8 (CTAF) L





REIL Rwy 7 and 25 L
MIRL Rwys 2-20 and 7-25 L

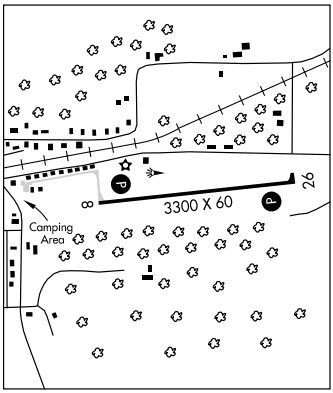
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	1620-1¼ 949 (1000-1¼)		1620-2¾ 949 (1000-2¾)	NA
CIRCLING	1620-1¼ 947 (1000-1¼)		1620-2¾ 947 (1000-2¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

BOYCEVILLE MUNI (3T3) 0 SE UTC−6(−5DT) N45°02.64′ W92°01.22′ **GREEN BAY**
967 B S3 **FUEL** 100LL TPA—1967(1000) NOTAM FILE GRB **L–14I**
RWY 08–26: H3300X60 (ASPH) MIRL 0.5% up E **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 28′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Unattended. Fuel svc unavbl. Crane 160′ 2.1 NM east 1300–2359Z‡ daily. Deer on and invof arpt, primarily after dusk. ACTIVATE MIRL Rwy 08–26, PAPI Rwys 08 and 26 and REIL Rwy 26—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.
EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 287° 24.7 NM to fld. 804/4E. **HIWAS.**



BRENNAND (See NEENAH)

BRODHEAD (C37) 2 S UTC−6(−5DT) N42°35.50′ W89°22.51′ **CHICAGO**
793 NOTAM FILE GRB
RWY 09–27: 2430X155 (TURF) LIRL (NSTD)
RWY 09: Tree. **RWY 27:** Trees.
RWY 03–21: 1480X100 (TURF)
RWY 03: Trees. **RWY 21:** Road.
RWY 15–33: 1380X100 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Rwys not plowed winters, open to ski acft. Rwy 09–27 east 1200′ soft and rough. Rwy 09–27 and Rwy 15 marked by orange and yellow half barrels. Rwy 03–21 marked by half barrels. Rwy 33 marked with concrete pad. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF 122.9

BROOKFIELD

CAPITOL (Ø2C) 3 E UTC−6(−5DT) N43°05.25′ W88°10.67′ **CHICAGO**
850 B S4 **FUEL** 100LL, MOGAS TPA–1850 (1000) NOTAM FILE GRB **L–28H, A**
RWY 03–21: H3501X44 (ASPH) MIRL (NSTD)
RWY 03: TRCV(TRIL). Thld dsplcd 500′. Road.
RWY 21: REIL (NSTD). TRCV(TRIL). Thld dsplcd 195′. Trees.
RWY 09–27: 3395X100 (TURF)
RWY 09: Tree. **RWY 27:** Trees.
RWY 18–36: 1600X80 (TURF)
RWY 18: Brush. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1400Z‡–dusk, Nov–Mar 1400–0000Z‡. Rwys 03 and 36 acft ops cannot see Rwy 27 acft ops. Be alert: constant mowing ops on and invof rwys and adjacent areas. Intensive flight training powered acft. Rwy 09–27 and Rwy 18–36 open for ski equipped acft 1 Dec thru 15 Apr. Rwys 09–27 and 18–36 not sanded or plowed. Confirm conditions and snow removal for Rwy 03–21 with arpt manager 262–781–4213. Rwy 21 NSTD REIL, strobes mounted on standard edge lighting poles. Rwy 03–21 NSTD MIRL OTS indef. ACTIVATE NSTD MIRL Rwy 03–21 and VASI Rwys 03 and 21—CTAF. Rwy 03–21 NSTD MIRL; Rwy 03 first 500′ unlighted. Rwy 09–27 and Rwy 18–36 ends marked with orange and white A–frames.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 109° 5 NM to fld. 1080/2E. **HIWAS.**

BURBUN N42°41.36′ W88°18.11′ NOTAM FILE GRB. **CHICAGO**
(T) VORW/DME 114.5 BUU Chan 92 at Burlington Muni. 780/1W. **AWOS–3.** **L–28H, A**

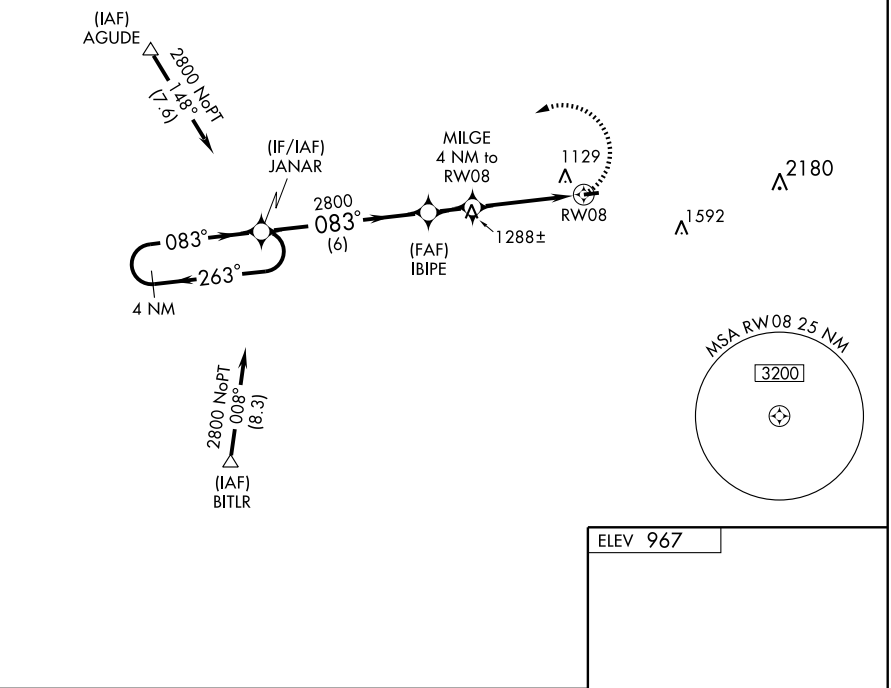
APP CRS	Rwy Idg	3300
083°	TDZE	964
	Apt Elev	967

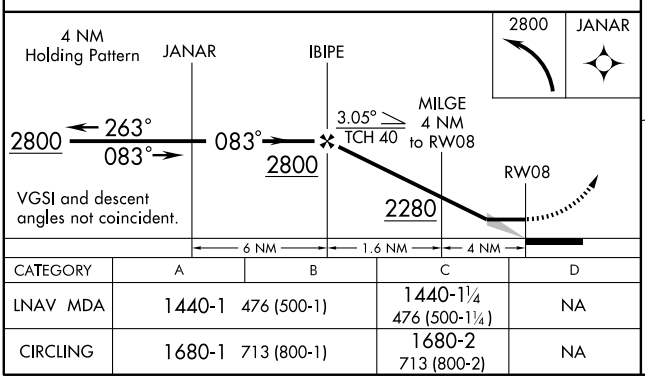
RNAV (GPS) RWY 8

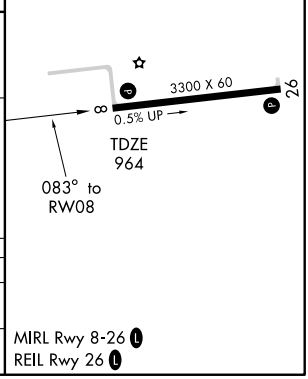
BOYCEVILLE MUNI (3T3)

NA	Use New Richmond Rgnl altimeter setting. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climbing left turn to 2800 direct JANAR and hold.
MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF) L

Procedure NA for arrivals at AGUDE via V78 Westbound.







CATEGORY	A	B	C	D
LNAV MDA	1440-1 476 (500-1)		1440-1¼ 476 (500-1¼)	NA
CIRCLING	1680-1 713 (800-1)		1680-2 713 (800-2)	NA

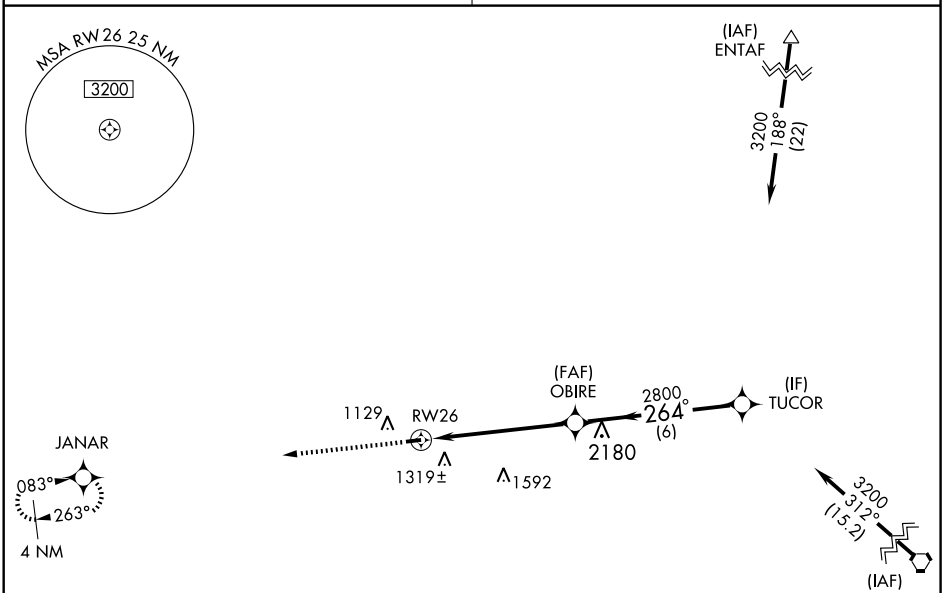
MIRL Rwy 8-26 L
REIL Rwy 26 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3300
264°	TDZE	967
	Apt Elev	967

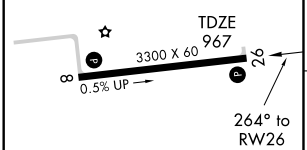
RNAV (GPS) RWY 26
BOYCEVILLE MUNI (3T3)

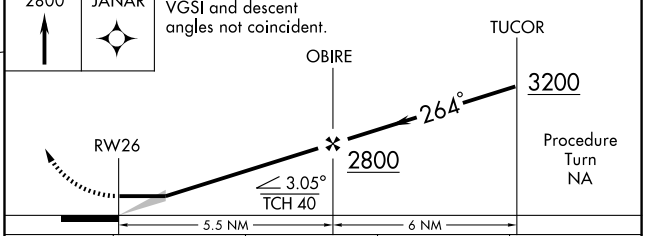
T NA — Use New Richmond Rgnl altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2800 direct JANAR and hold.
MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF) L



ELEV 967

Procedure NA for arrivals at EAU VORTAC on airway radials 254 CW 357.





CATEGORY	A	B	C	D
LNAV MDA	1480-1	513 (600-1)	1480-1½ 513 (600-1½)	NA
CIRCLING	1680-1	713 (800-1)	1680-2 713 (800-2)	NA

MIRL Rwy 8-26 L
REIL Rwy 26 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

BURLINGTON MUNI (BUU) 1 NW UTC−6(−5DT) N42°41.44′ W88°18.28′ CHICAGO
779 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE BUU L–28H, A
RWY 11–29: H4300X75 (ASPH) S–20 MIRL IAP
RWY 11: REIL. PAPI(P2L)—GA 3.15° TCH 33′. Tree.
RWY 29: REIL. VASI(V2L)—GA 3.0° TCH 36′. Tree. Rgt tfc.
RWY 01–19: 2477X130 (TURF)
RWY 01: Trees. **RWY 19:** Road. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Fuel 24 hr self svc. Waterfowl on and invof arpt. Tfc departing Rwy 11 avoid overflight of city. ACTIVATE MIRL Rwy 11–29; VASI Rwy 29 and PAPI Rwy 11 and REIL Rwys 11 and 29—CTAF. Asph twy 30′ wide, except W 700′ 35′ wide. Rwy 01–19 marked with yellow/black wooden panels.
WEATHER DATA SOURCES: AWOS–3 BUU 114.5 (262) 757–0907.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 180° 25.6 NM to fld. 1080/2E. **HIWAS.**
BURBUN (T) VORW/DME 114.5 BUU Chan 92 N42°41.36′ W88°18.11′ at fld. 780/1W. **AWOS–3.** NOTAM FILE GRB.

BURNETT CO (See SIREN)

CABLE UNION (3CU) 2 SE UTC−6(−5DT) N46°11.71′ W91°14.89′ GREEN BAY
1360 B **FUEL** 100LL NOTAM FILE GRB L–14I
RWY 16–34: H3709X75 (ASPH) S–28 LIRL 0.4% up S IAP
RWY 16: REIL. Tree. **RWY 34:** Trees.
RWY 08–26: 2840X200 (TURF)
RWY 08: Trees. **RWY 26:** Trees.
AIRPORT REMARKS: Unattended. For arpt manager after hrs call 715–794–2493. Rwy 08–26 CLOSED Nov 21–May 1. Rwy 08–26 marked with orange/white wooden A–frames. No heating units to start acft.
COMMUNICATIONS: CTAF/UNICOM 122.8
HAYWARD RCO 122.1R 113.4T (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HYR.
HAYWARD (L) VOR/DME 113.4 HYR Chan 81 N46°01.14′ W91°26.78′ 035° 13.4 NM to fld. 1208/3E. VOR portion unusable blo 10000′.

CALIN N44°34.15′ W90°09.06′ NOTAM FILE MFI. GREEN BAY
NDB (LOM) 266 DU 338° 4.4 NM to Marshfield Muni.

CAMP LAKE (49C) 1 W UTC−6(−5DT) N42°32.00′ W88°09.51′ CHICAGO
755 S4 TPA—1355(600) NOTAM FILE GRB
RWY 18–36: 2250X75 (TURF)
RWY 18: Building. **RWY 36:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1500–0400Z‡. Ultralight activity on and invof arpt. Deer activity on and invof arpt. Arpt not plowed; confirm conditions with arpt manager 262–889–8187.
COMMUNICATIONS: CTAF 122.9

CAPITOL (See BROOKFIELD)

CAPPY N42°50.38′ W87°54.78′ NOTAM FILE MKE. CHICAGO
NDB (LOM) 410 MK 008° 6.5 NM to General Mitchell Intl.

CARTER (See PULASKI)

APP CRS		
290°	Rwy Idg	4300
	TDZE	779
	Apt Elev	779

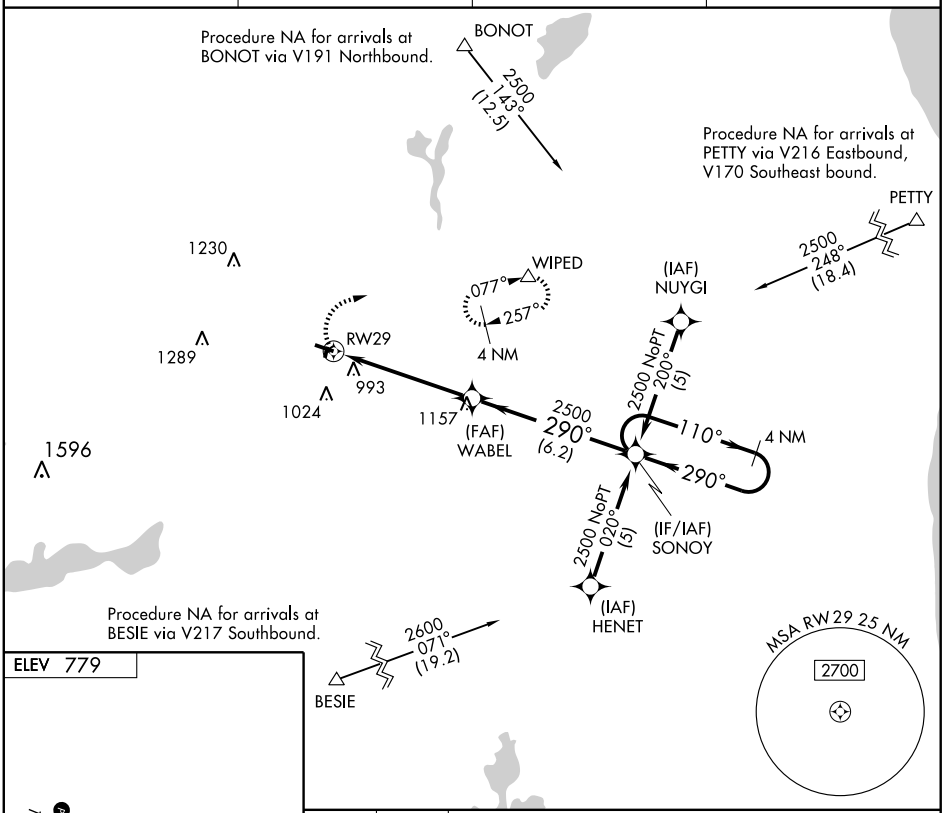
RNAV (GPS) RWY 29

BURLINGTON MUNI (BUU)

When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 80 feet and LNAV and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct WIPED and hold, continue climb in hold to 4000.

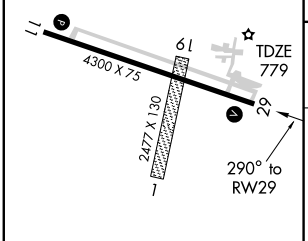
AWOS-3	MILWAUKEE APP CON	GCO	UNICOM
114.50	125.35 307.0	121.725	123.05 (CTAF) L

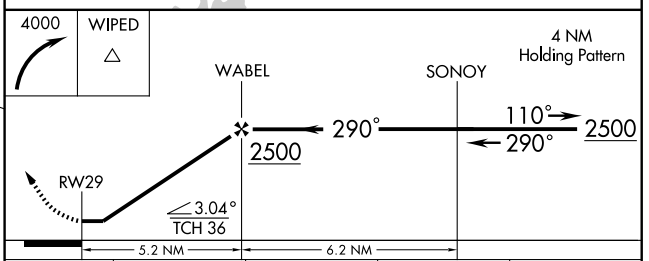


EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 779





CATEGORY	A	B	C	D
LNAV MDA	1320-1 541 (600-1)		1320-1½ 541 (600-1½)	1320-1¾ 541 (600-1¾)
CIRCLING	1340-1 561 (600-1)	1360-1 581 (600-1)	1360-1½ 581 (600-1½)	1380-2 601 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

VORTAC BAE 116.4 Chan 111	APP CRS 180°	Rwy Idg N/A TDZE N/A Apt Elev 779

VOR or GPS-A

BURLINGTON MUNI (BUU)

T
NA

Use Milwaukee Mitchell altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BAE R-180 to LISSI and hold.

AWOS-3	MILWAUKEE APP CON	GCO	UNICOM
114.50	125.35 307.0	121.725	123.05 (CTAF) L

1849

RADAR REQUIRED

IAF
BADGER
116.4 BAE
Chan 111

2500 180° (15)

R-180

DARIA
BAE 15
RADAR

2500 180° (5)

360°

LISSI
BAE 20
RADAR

10 NM

1230

1059±

1289

(MAFWI)

993

1024

MSA BAE 30 NM
2800

ELEV 779

180° 5.5 NM from FAF

11 L

6 L

4300 X 75

2477 X 130

29

1

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

2500

BAE R-180
116.4

LISSI

LISSI
BAE 20
RADAR

DARIA
BAE 15
RADAR

180° 2500

2500

(MAFWI)
BAE 25.5

5.5 NM 5 NM

CATEGORY	A	B	C	D
CIRCLING	1400-1 621 (700-1)	1400-1¼ 621 (700-1¼)	1440-1¾ 661 (700-1¾)	1440-2 661 (700-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME BUU	APP CRS	Rwy Idg	4300
114.5	282°	TDZE	779
Chan 92		Apt Elev	779

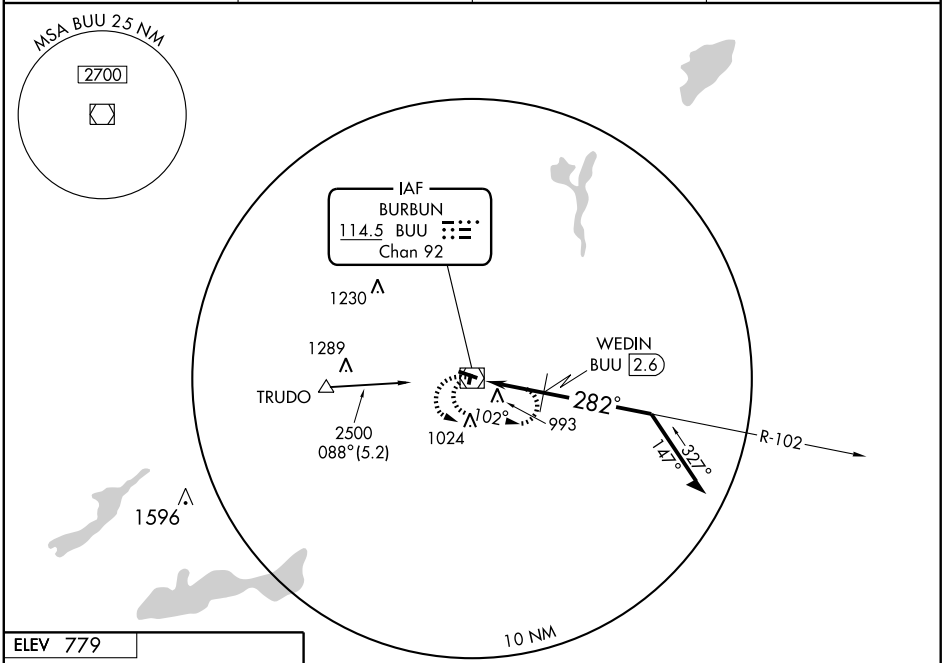
VOR RWY 29

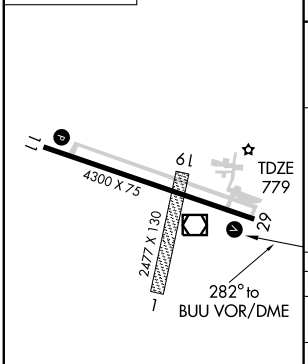
BURLINGTON MUNI (BUU)

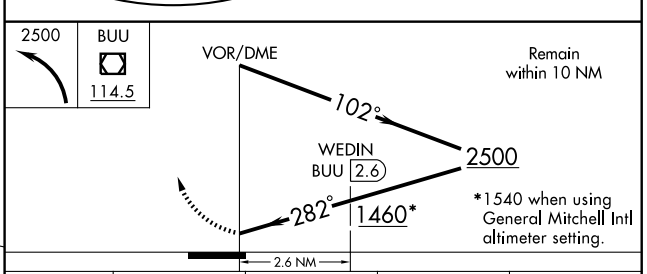
When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 80 feet and increase S-29 and Circling Cats. B,C and D visibilities ¼ mile, and WEDIN Fix minimums S-29 and Circling Cats. C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 in BUU VOR/DME holding pattern.

AWOS-3	MILWAUKEE APP CON	GCO	UNICOM
114.50	125.35 307.0	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-29	1460-1	681 (700-1)	1460-2 681 (700-2)	1460-2¼ 681 (700-2¼)
CIRCLING	1460-1	681 (700-1)	1460-2 681 (700-2)	1460-2¼ 681 (700-2¼)
WEDIN FIX MINIMUMS				
S-29	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1300-1¾ 521 (600-1¾)
CIRCLING	1340-1 561 (600-1)	1360-1 581 (600-1)	1360-1½ 581 (600-1½)	1380-2 601 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

BURLINGTON MUNI (BUU) 1 NW UTC−6(−5DT) N42°41.44′ W88°18.28′ CHICAGO
779 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE BUU L–28H, A
RWY 11–29: H4300X75 (ASPH) S–20 MIRL IAP
RWY 11: REIL. PAPI(P2L)—GA 3.15° TCH 33′. Tree.
RWY 29: REIL. VASI(V2L)—GA 3.0° TCH 36′. Tree. Rgt tfc.
RWY 01–19: 2477X130 (TURF)
RWY 01: Trees. **RWY 19:** Road. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Fuel 24 hr self svc. Waterfowl on and invof arpt. Tfc departing Rwy 11 avoid overflight of city. ACTIVATE MIRL Rwy 11–29; VASI Rwy 29 and PAPI Rwy 11 and REIL Rwys 11 and 29—CTAF. Asph twy 30′ wide, except W 700′ 35′ wide. Rwy 01–19 marked with yellow/black wooden panels.
WEATHER DATA SOURCES: AWOS–3 BUU 114.5 (262) 757–0907.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 180° 25.6 NM to fld. 1080/2E. **HIWAS.**
BURBUN (T) VORW/DME 114.5 BUU Chan 92 N42°41.36′ W88°18.11′ at fld. 780/1W. **AWOS–3.** NOTAM FILE GRB.

BURNETT CO (See SIREN)

CABLE UNION (3CU) 2 SE UTC−6(−5DT) N46°11.71′ W91°14.89′ GREEN BAY
1360 B **FUEL** 100LL NOTAM FILE GRB L–14I
RWY 16–34: H3709X75 (ASPH) S–28 LIRL 0.4% up S IAP
RWY 16: REIL. Tree. **RWY 34:** Trees.
RWY 08–26: 2840X200 (TURF)
RWY 08: Trees. **RWY 26:** Trees.
AIRPORT REMARKS: Unattended. For arpt manager after hrs call 715–794–2493. Rwy 08–26 CLOSED Nov 21–May 1. Rwy 08–26 marked with orange/white wooden A–frames. No heating units to start acft.
COMMUNICATIONS: CTAF/UNICOM 122.8
HAYWARD RCO 122.1R 113.4T (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HYR.
HAYWARD (L) VOR/DME 113.4 HYR Chan 81 N46°01.14′ W91°26.78′ 035° 13.4 NM to fld. 1208/3E. VOR portion unusable blo 10000′.

CALIN N44°34.15′ W90°09.06′ NOTAM FILE MFI. GREEN BAY
NDB (LOM) 266 DU 338° 4.4 NM to Marshfield Muni.

CAMP LAKE (49C) 1 W UTC−6(−5DT) N42°32.00′ W88°09.51′ CHICAGO
755 S4 TPA—1355(600) NOTAM FILE GRB
RWY 18–36: 2250X75 (TURF)
RWY 18: Building. **RWY 36:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1500–0400Z‡. Ultralight activity on and invof arpt. Deer activity on and invof arpt. Arpt not plowed; confirm conditions with arpt manager 262–889–8187.
COMMUNICATIONS: CTAF 122.9

CAPITOL (See BROOKFIELD)

CAPPY N42°50.38′ W87°54.78′ NOTAM FILE MKE. CHICAGO
NDB (LOM) 410 MK 008° 6.5 NM to General Mitchell Intl.

CARTER (See PULASKI)

APP CRS	Rwy Idg	3709
345°	TDZE	1360
	Apt Elev	1360

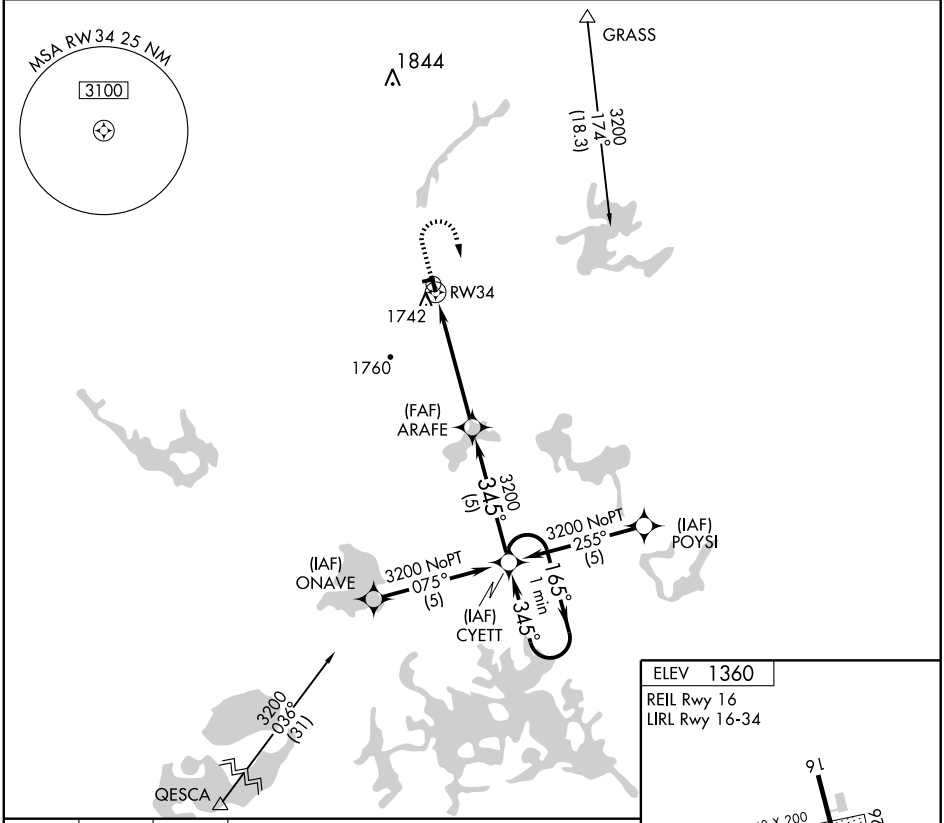
GPS RWY 34
CABLE UNION (3CU)

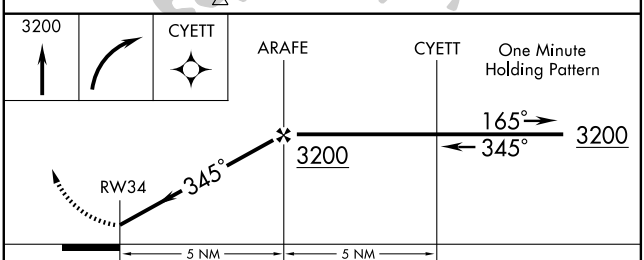
NA — Use Hayward altimeter setting.

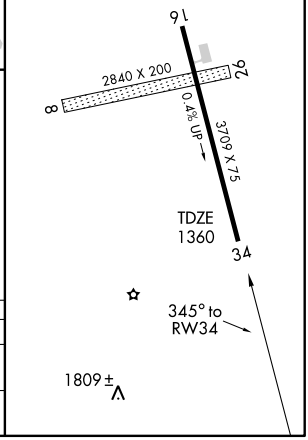
MISSED APPROACH: Climb to 3200 then right turn direct CYETT WP and hold.

MINNEAPOLIS CENTER
126.45 276.4

UNICOM
122.8 (CTAF)

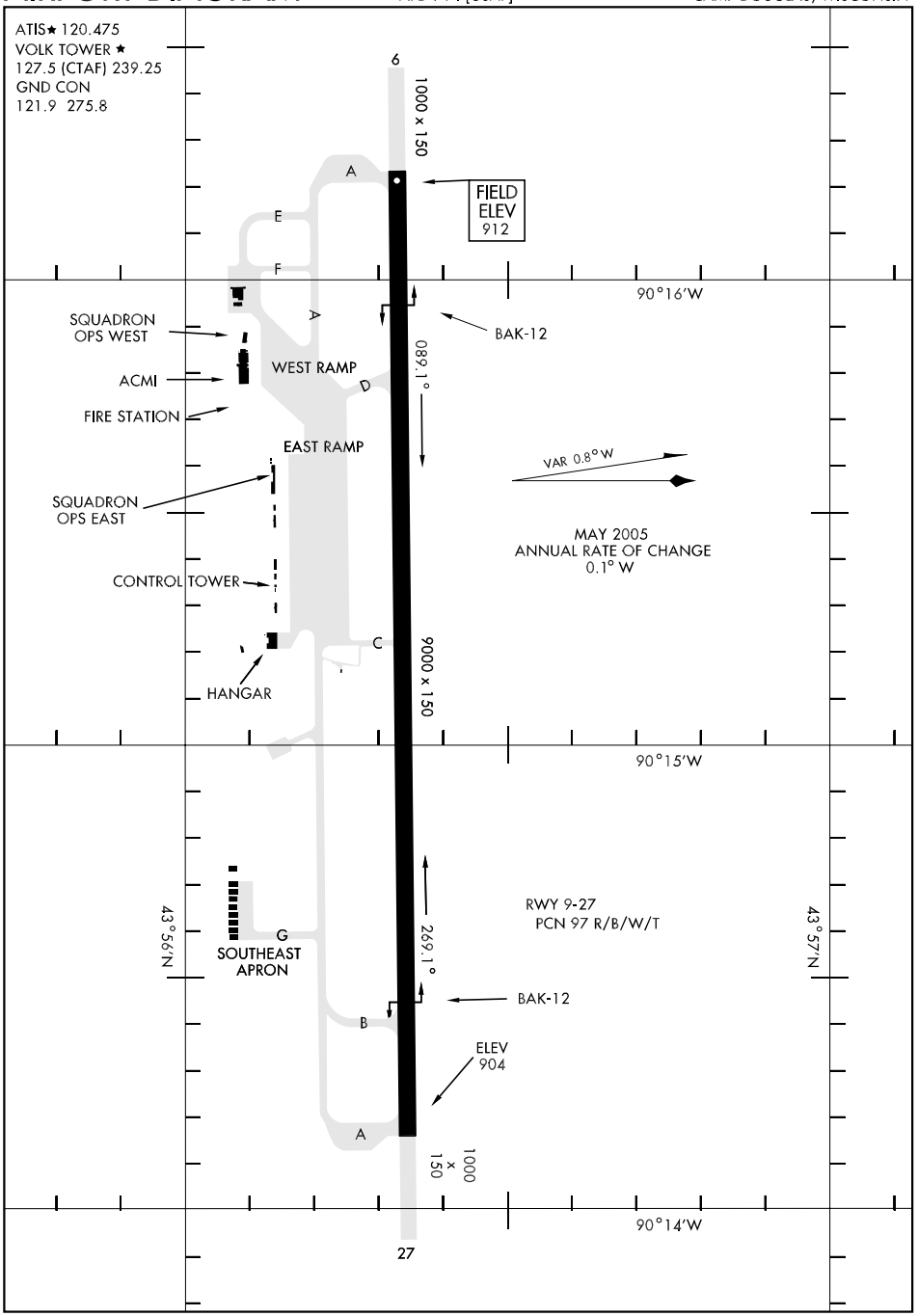






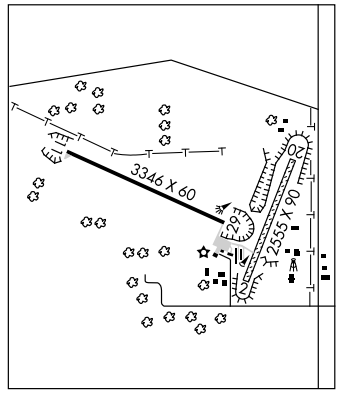
CATEGORY	A	B	C	D
S-34	2120-1 760 (800-1)	2120-1¼ 760 (800-1¼)	2120-2¼ 760 (800-2¼)	2120-2½ 760 (800-2½)
CIRCLING	2160-1 800 (800-1)	2160-1¼ 800 (800-1¼)	2160-2¼ 800 (800-2¼)	2160-2½ 800 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VIROQUA MUNI (Y51) 2 N UTC−6(−5DT) N43°34.76′ W90°53.79′ CHICAGO
1292 B **FUEL** 100 NOTAM FILE GRB L–28G
RWY 11–29: H3346X60 (ASPH) S–12 HIRL 0.7% up SE IAP
RWY 29: Trees.
RWY 02–20: 2555X90 (TURF) 1.0% up SW
RWY 20: Trees.
AIRPORT REMARKS: Unattended. 24 hr fuel avbl. Rwy 02–20 CLOSED Nov 15 thru Apr 15. Rwy 02–20 has sharp 20′ drop–off each end. Rwy slopes downhill to the N approximately 1.5%. Rwy 02–20 marked with yellow cones. Rwy 11–29 HIRLS on low ints—increase ints on CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.
LA CROSSE (T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ 137° 23.7 NM to fld. 650/2E.



VOLK FLD (VOK) (KVOK) ANG 1N UTC−6(−5DT) N43°56.35′ W90°15.19′ CHICAGO
912 B TPA—See Remarks NOTAM FILE GRB Not insp. H–2K, L–28G
RWY 09–27: H9000X150 (ASPH–CONC–GRVD) S–81, D–190, 2D–400 PCN 97 R/B/W/T HIRL DIAP, AD
RWY 09: MALSR. PAPI(P4L). **RWY 27:** ALSF1. PAPI(P4R). Rgt tfc.
ARRESTING GEAR/SYSTEM
RWY 09 HOOK BAK–12B(B) (1260′) HOOK BAK–12B(B) (1250′) **RWY 27**
MILITARY SERVICE: LGT ACTIVATE–ALS, HIRL, PAPI Rwy 09–27–CTAF or 239.25. Rwy 27 PAPI NSTD located rgt side.
A–GEAR Normal BAK–12B(B) configuration: apch end down, dep end up; 20 min prior notice to reconnect apch end cable. **JASU** (AM32A–60A) 6(A/M32A–86) **FUEL** J8 Avbl limited, expect possible gnd delay for req exceeding 10,000 gal. **FLUID** LPOX LOX **TRAN ALERT** Extremely limited.
MILITARY REMARKS: Opr Mon–Fri 1400–2200Z‡ except holidays, CLOSED other times except validated overseas or ANG mission, check NOTAM for current afld hrs. See FLIP AP/1 Supplementary Arpt Remarks.
RSTD Recommend use as emergency arpt only when rqr to land as soon as possible. PPR ctc Volk Fld DSN 871–1205, C608–427–1205. Issued PPR valid for ETA +/− 1 hr. Early/late arr/dep must be coordinated. After hr re–coordination or cancel will be passed to Base OPS standby personnel C608–343–0104. PPR must be received not later than 48 hours in advance of acft arrival or by 2200Z‡ or Fri for the following Mon. Twy G ltd to F–16 acft or smaller and helicopter traffic. **CAUTION** FMQ–19 automated wx obsn avbl 24 hr, DSN 871–1066, C 608–427–1066. When wind is from S/SW expect possible Low Level Wind Shear 1 to 3 NM on final to Rwy 27. Due to tactical acft rqr, BAK–12 cable may be in position for Rwy 09–27 simultaneously. Twy E and F unlgtd, unlimited daytime VFR use, Follow Me rqr for day IFR and night IFR/VFR use. **TFC PAT** Left tfc Rwy 09. TPA–Helicopter rectangular 1500(588). **MISC** First 1600′ Rwy 09 and first 1600′ Rwy 27 grooved concrete, mid 5800′ grooved asphalt. Standard USAF RSRS applied. Base Ops DSN 871–1205, C608–427–1205.
WEATHER DATA SOURCES: ASOS–FMQ 19 (608) 427–1066
COMMUNICATIONS: CTAF 127.5 **ATIS** 120.475 257.85 **PTD** 372.2
Ⓡ **APP/DEP CON** 135.25 290.8 (Mon–Fri 1400–1600Z‡, except holidays, subject short notice change in support of NGB validated flying, check NOTAMS for current afld hrs), other time ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 257.92
TOWER 127.5 239.25 (Mon–Fri 1400–1600Z‡, except holidays, subject short notice change in support of NGB validated flying, check NOTAMS for current afld hrs.) **GND CON** 121.9 275.8
SHEBOYGAN RANGE 260.4
HARDWOOD RANGE 132.025 297.75 358.8
AIRSPACE: CLASS D svc Mon–Fri 1400–0600Z‡ except holidays subject short notice change in support of NGB validated flying, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
(L) TACAN Chan 41 VOK (110.4) N43°56.57′ W90°15.54′ at fld. 961/0E. Unmonitored when twr clsd. No NOTAM MP Mon 1400–1530Z‡.
TACAN unusable byd 20NM blo 4,000′.
ILS 108.5 I–VOK Rwy 27. Class IE. Unmonitored when twr clsd. Back course unusable. No NOTAM MP: Localizer Mon 1930–2030Z‡; Glide slope Mon 2030–2130Z‡.
COMM/NAV/WEATHER REMARKS: Limited Special Rules Area svc avbl, ctc Radar Approach Control at DSN 871–1779, C608–427–1779.

HI-TACAN RWY 27

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
VOK Chan 41	277°	9000	905	912

JAL-714 [USAF]

VOLK FIELD (KVOK)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

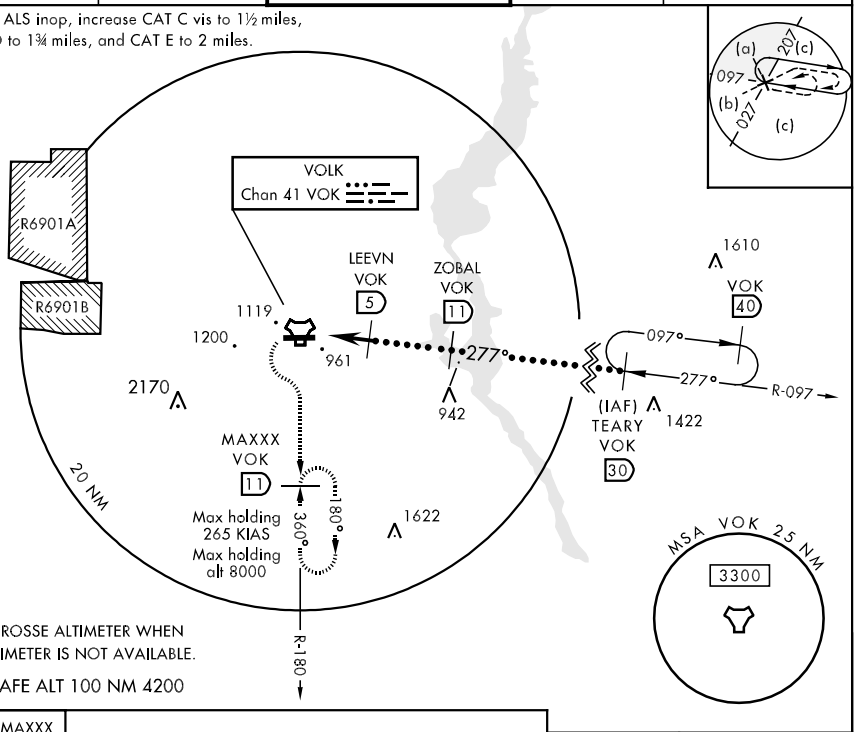
** Circling not authorized South of Rwy 9-27.

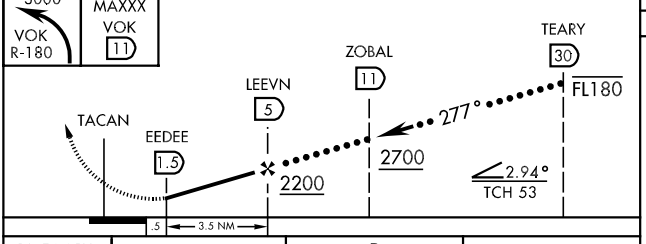
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 intercept VOK TACAN R-180 to MAXXX and hold.

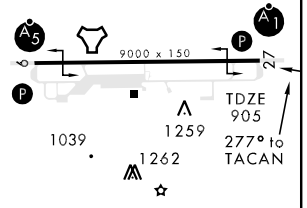
ATIS	VOLK APP CON	VOLK TOWER ★	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 L (CTAF) 239.25 L	121.9 275.8	133.3 257.92

*** When ALS inop, increase CAT C vis to 1½ miles, CAT D to 1¾ miles, and CAT E to 2 miles.





ELEV 912



CATEGORY	C	D	E
S-27 *	1360/40 455 (500-¾)	1360/50 455 (500-1)	
CIRCLING **	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS			
S-27 ***	1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595 (600-1½)
CIRCLING **	1640-2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808 (900-2¾)

HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 27

LOC I-VOK	APCH CRS	Rwy ldg 9000 / TDZE 905 / Arpt Elev 912
108.5	269°	

AL-714 [USAF]

VOLK FIELD (KVOK)

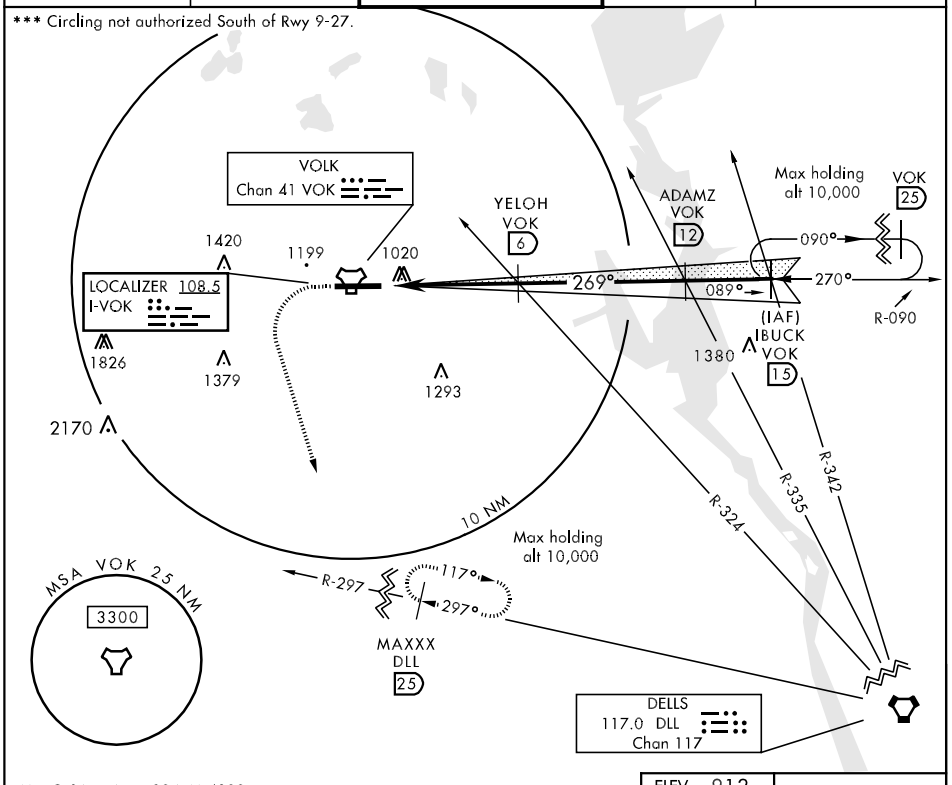
T * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.

ALSF-1

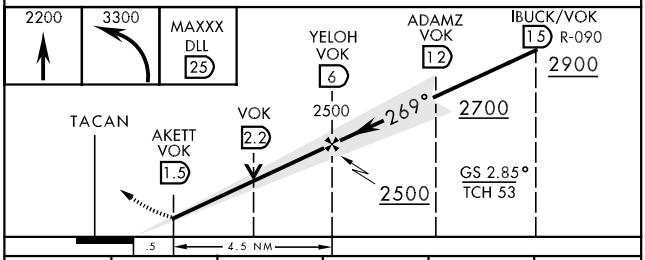
MISSED APPROACH: Climb to 2200, then climbing left turn to 3300 to intercept the DLL R-297 to MAXXX and hold.

ATIS	VOLK APP CON	VOLK TOWER ★	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 L (CTAF) 239.25 L	121.9 275.8	133.3 257.92

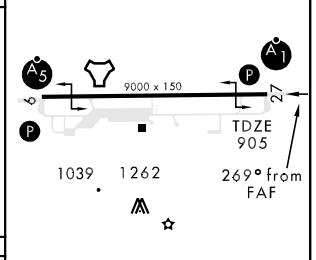
*** Circling not authorized South of Rwy 9-27.



EMERG SAFE ALT 100 NM 4200



ELEV 912



CATEGORY	A	B	C	D	E
S-ILS 27 *	1105/24		200	(200-½)	
S-LOC 27 **	1320/24	415 (500-½)	1320/40	415 (500-¾)	1320/50 415 (500-1)
CIRCLING ***	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)

HIRL Rwy 9-27 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 09

APCH CRS	Rwy ldg	9000
089°	TDZE	912
	Arpt Elev	912

AL-714 [USAF]

VOLK FIELD (KVOK)

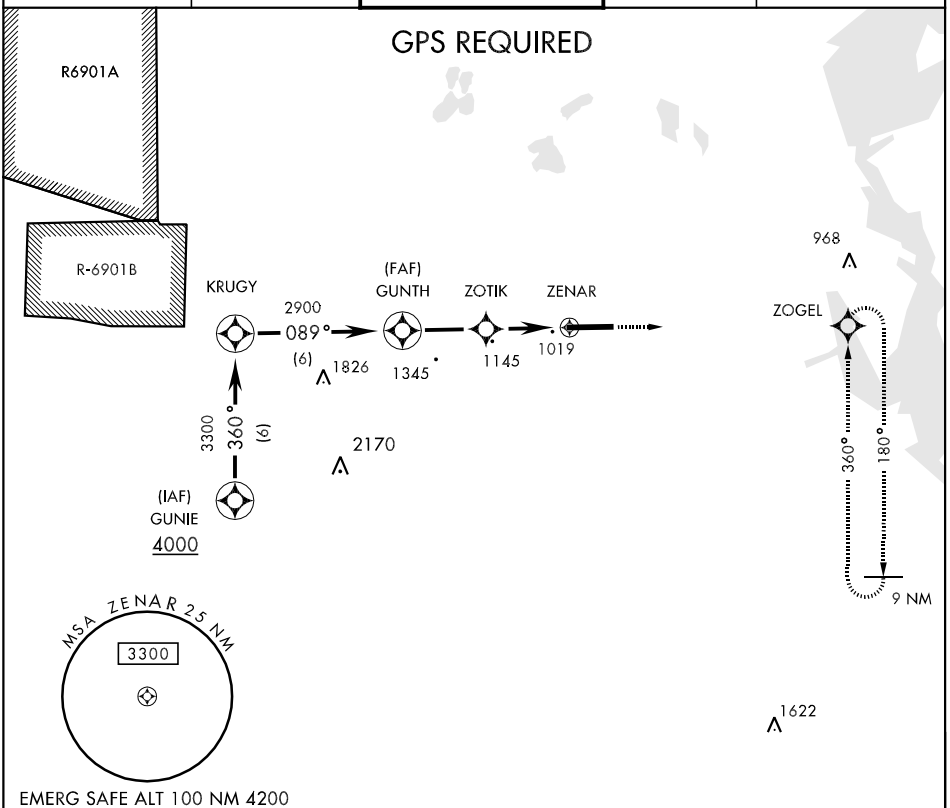
Procedure not authorized when R-6901B active.
DME/DME RNP-0.3 NA.
RNAV-1.

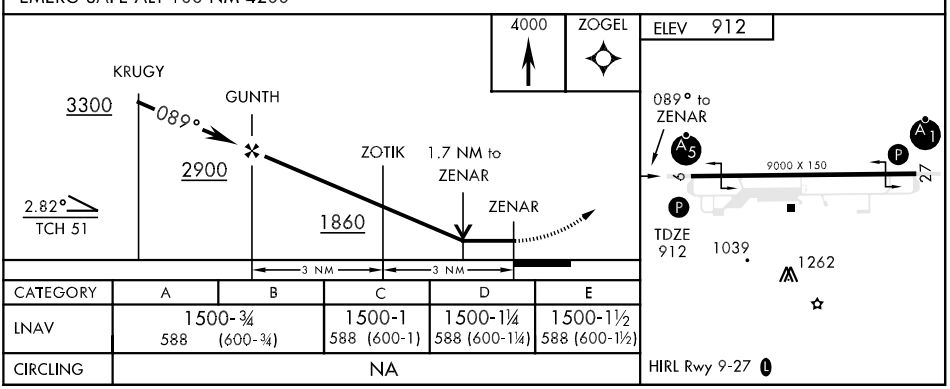
MALSR

MISSED APPROACH: Climb to 4000 direct ZOGEL and hold, continue climb-in-hold to 4000.

ATIS	VOLK APP CON	VOLK TOWER ★	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 L (CTAF) 239.25 L	121.9 275.8	133.3 257.92

GPS REQUIRED





CATEGORY	A	B	C	D	E
LNAV	1500-¾ 588 (600-¾)		1500-1 588 (600-1)	1500-1¼ 588 (600-1¼)	1500-1½ 588 (600-1½)
CIRCLING	NA				

HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 9

TACAN	VOK	APCH CRS	Rwy ldg	9000
Chan	41	076°	TDZE	912
			Arpt Elev	912

AL-714 [USAF]

VOLK FIELD (KVOK)

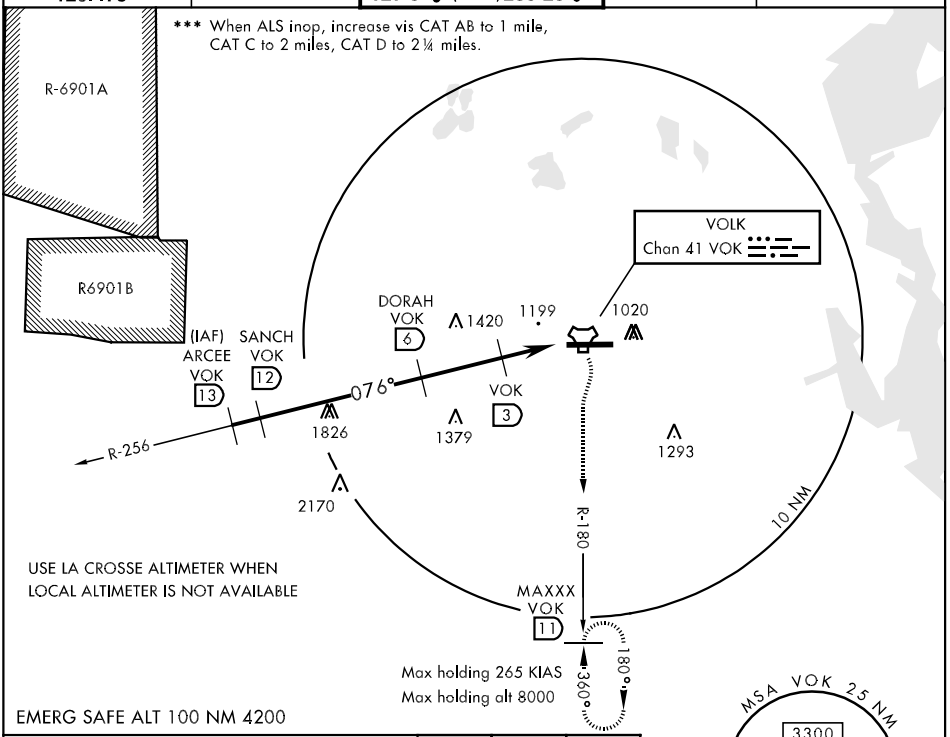
* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ mile, CAT D to 1¾ miles, CAT E to 2 miles.
** Circling not authorized South of Rwy 9-27.

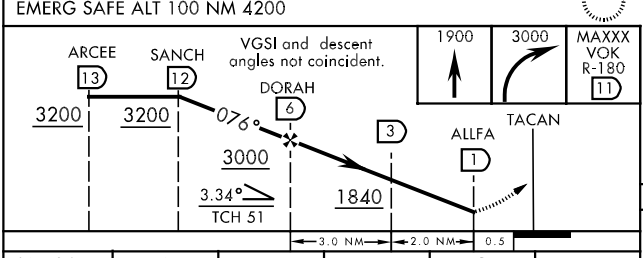
MALSR

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 intercept VOK R-180 to MAXXX and hold.

ATIS	VOLK APP CON		VOLK TOWER ★		GND CON		CHICAGO CENTER	
120.475	135.25	290.8	127.5 L	(CTAF) 239.25 L	121.9	275.8	133.3	257.92

*** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 2 miles, CAT D to 2¼ miles.





ELEV 912

076° to TACAN

9000 x 150

TDZE 912

1039

1262

HIRL Rwy 9-27 L

CATEGORY	A	B	C	D	E
S-9 *	1500- ¾ 588 (600-¾)		1500-1 588 (600-1)	1500-1¼ 588 (600-1¼)	1500-1½ 588 (600-1½)
CIRCLING **	1500-1 588 (600-1)		1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-9 ***	1640-¾ 728 (800-¾)		1640-1½ 728 (800-1½)	1640-1¾ 728 (800-1¾)	1640-2½ 728(800-2½)
CIRCLING **	1640-1 728 (800-1)		1640-2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808(900-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TACAN Y RWY 27

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
VOK Chan 41	277°	9000	905	912

AL-714 [USAF]

VOLK FIELD (KVOK)

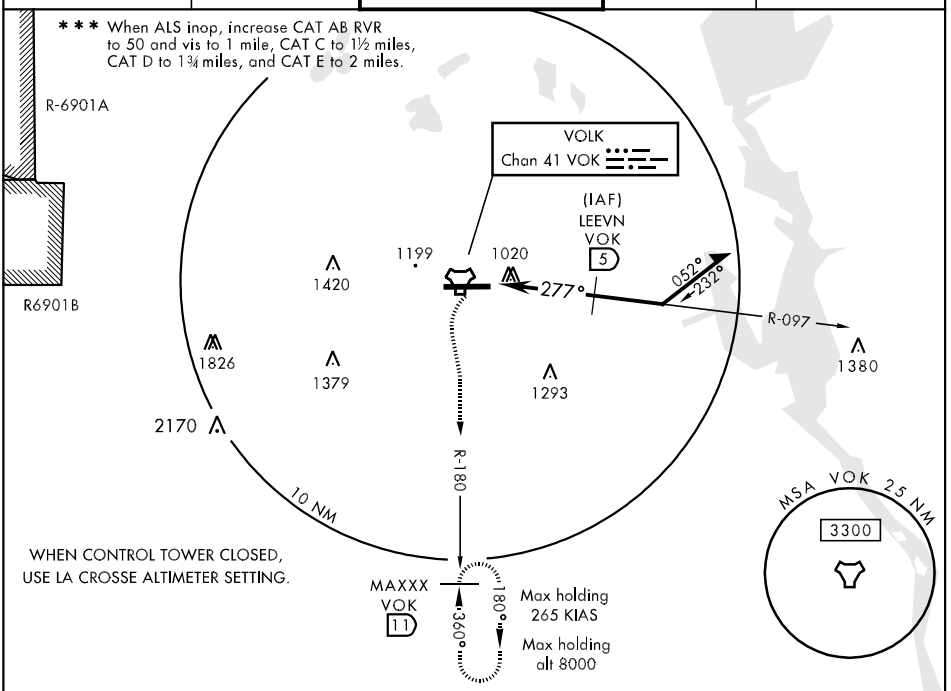
T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, and CAT DE to 1½ miles.
** Circling not authorized South of Rwy 9-27.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.

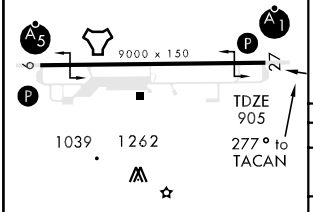
ATIS	VOLK APP CON	VOLK TOWER *	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 L (CTAF) 239.25 L	121.9 275.8	133.3 257.92

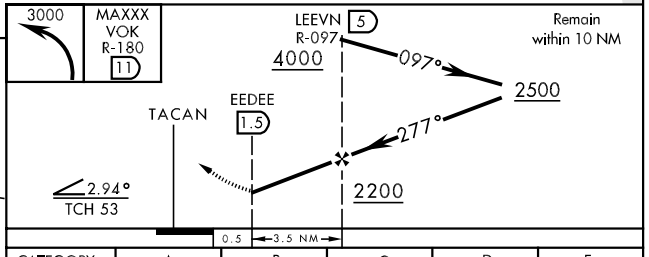
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, and CAT E to 2 miles.



EMERG SAFE ALT 100 NM 4200

ELEV 912





CATEGORY	A	B	C	D	E
S-27 *	1360/24 455 (500-½)		1360/40 455 (500-¾)	1360/50 455 (500-1)	
CIRCLING **	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27 ***	1500/24 595 (600-½)		1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595(600-1½)
CIRCLING **	1540-1 628 (700-1)	1640-1 728 (800-1)	1640-2 728 (800-2)	1640-2¼ 728(800-2¼)	1720-2¾ 808(900-2¾)

HIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TACAN Z RWY 27

TACAN	VOK
Chan	41

APCH CRS
277°

Rwy ldg	9000
TDZE	905
Arpt Elev	912

AL-714 [USAF]

VOLK FIELD (KVOK)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼, CAT DE to 1½ miles.
** Circling not authorized South of Rwy 9-27.

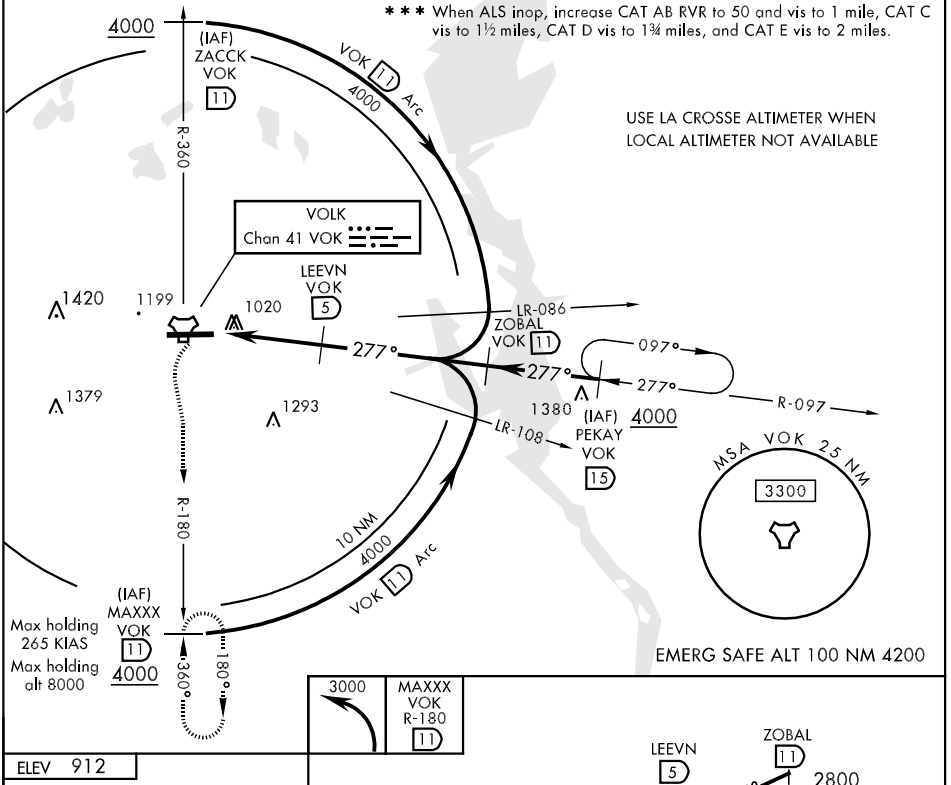
ALSF-1

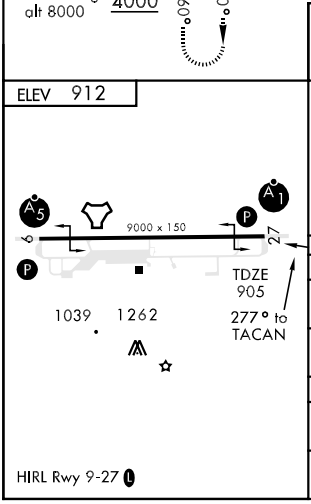
MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.

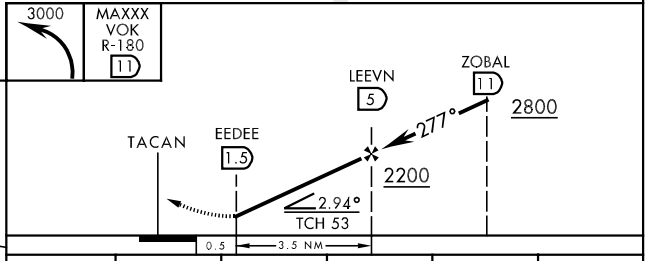
ATIS	VOLK APP CON	VOLK TOWER *	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 L (CTAF) 239.25 L	121.9 275.8	133.3 257.92

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.

USE LA CROSSE ALTIMETER WHEN LOCAL ALTIMETER NOT AVAILABLE







CATEGORY	A	B	C	D	E
S-27 *	1360/24 455 (500-½)		1360/40 455 (500-¾)	1360-50 455 (500-1)	
CIRCLING **	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27 ***	1500/24 595 (600-½)		1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595 (600-1½)
CIRCLING **	1540-1 628 (700-1)	1640-1 728 (800-1)	1640 -2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808 (900-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CASSVILLE MUNI (C74) 1 SE UTC−6(−5DT) N42°42.25′ W90°57.88′ **CHICAGO**
627 NOTAM FILE GRB **L–28G**
RWY 11–29: H3000X50 (ASPH) S–21, D–40 LIRL
RWY 11: Tree. Rgt tfc. **RWY 29:** Thld dsplcd 600′. Road.
AIRPORT REMARKS: Unattended. For winter condition and snow removal call arpt manager 608–725–5895. 1350′ X20′ twy W end Rwy 11.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 324° 21.4 NM to fld. 1051/4E.

CENTRAL CO (See IOLA)

CENTRAL WISCONSIN (See MOSINEE)

CHETEK MUNI–SOUTHWORTH (Y23) 1 SE UTC−6(−5DT) N45°18.37′ W91°38.17′ **GREEN BAY**
1055 B S2 **FUEL** 80, 100LL TPA—2055(1000) NOTAM FILE GRB **L–14I**
RWY 17–35: H3400X60 (ASPH) MIRL **IAP**
RWY 17: REIL. PAPI(P2L)—GA 4.0° TCH 22′. Thld dsplcd 600′. Trees.
RWY 35: REIL. PAPI (P2L)—GA 3.0° TCH 29′. Road.
RWY 07–25: 1100X70 (TURF) 0.4% up E
RWY 07: Trees. **RWY 25:** Trees.
AIRPORT REMARKS: Unattended. 24 hr self svc fuel. Rwy 07–25 not plowed; Rwy CLOSED Nov 15 thru Apr 15. Rwy 17–35 may not be plowed for 24 to 48 hrs after heavy snow fall or drifting snow. Rwy 07–25 thlds marked by yellow cones. MIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF 122.9
RICE LAKE RCO 122.3 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 136° 8.9 NM to fld. 1092/1E. OTS indef.

CHILTON

FLYING FEATHERS (11Y) 2 NW UTC−6(5DT) N44°03.67′ W88°11.70′ **GREEN BAY**
940 NOTAM FILE GRB Not insp.
RWY 18–36: 1000X60 (TURF)
RWY 09–27: 500X20 (TURF)
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CHIPPEWA VALLEY RGNL (See EAU CLAIRE)

CINDY GUNTLY MEML (See FRANKSVILLE)

APP CRS	Rwy Idg	2800
175°	TDZE	1055
	Apt Elev	1055

AL- 6935 (FAA)

RNAV (GPS) RWY 17

CHETEK MUNI-SOUTHWORTH (Y23)

NA

IAF ARM APPROACH MODE PRIOR TO IAF.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 3200 direct IJPUD WP and hold.

RICE LAKE AWOS-3	MINNEAPOLIS CENTER	CTAF
120.525	125.3 335.6	122.9 L

EC-3, 21 OCT 2010 to 18 NOV 2010

IAF SIREN RZN

3300 NoPT 122° (35.6)

Procedure NA for arrivals on RZN VOR/DME airway radials 062 CW 182.

IAF HAYWARD HYR

3300 NoPT 196° (32.3)

Procedure NA for arrivals on HYR VOR/DME airway radials 136 CW 256.

4 NM

175°

355°

(IF/IAF) NOMKE

2012

175° (6) 2900

(FAF) EDILE 1645

ASOPE 3.5 NM to RW17 1439±

1402±

1395

RW17

MSA RW17 25 NM

3200

MISSED APCH FIX

IJPUD

175°

355°

4 NM

ELEV 1055

175° to RW17

TDZE 1055

17

1100 X 70

0.4% UP

25

3400 X 60

35

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

4 NM Holding Pattern

NOMKE

EDILE

ASOPE 3.5 NM to RW17

3200 ← 355° 175° → 175°

2900

RW17

3.03° TCH 40 2200

VGSI and descent angles not coincident.

6 NM 2.2 NM 3.5 NM

3200 IJPUD

CATEGORY	A	B	C	D
LNAV MDA	1640-1	585 (600-1)	1640-1½ 585 (600-1½)	NA
CIRCLING	1640-1	585 (600-1)	1640-1½ 585 (600-1½)	NA

45°18′N-91°38′W

APP CRS	Rwy Idg	3400
355°	TDZE	1055
	Apt Elev	1055

AL- 6935 (FAA)

RNAV (GPS) RWY 35

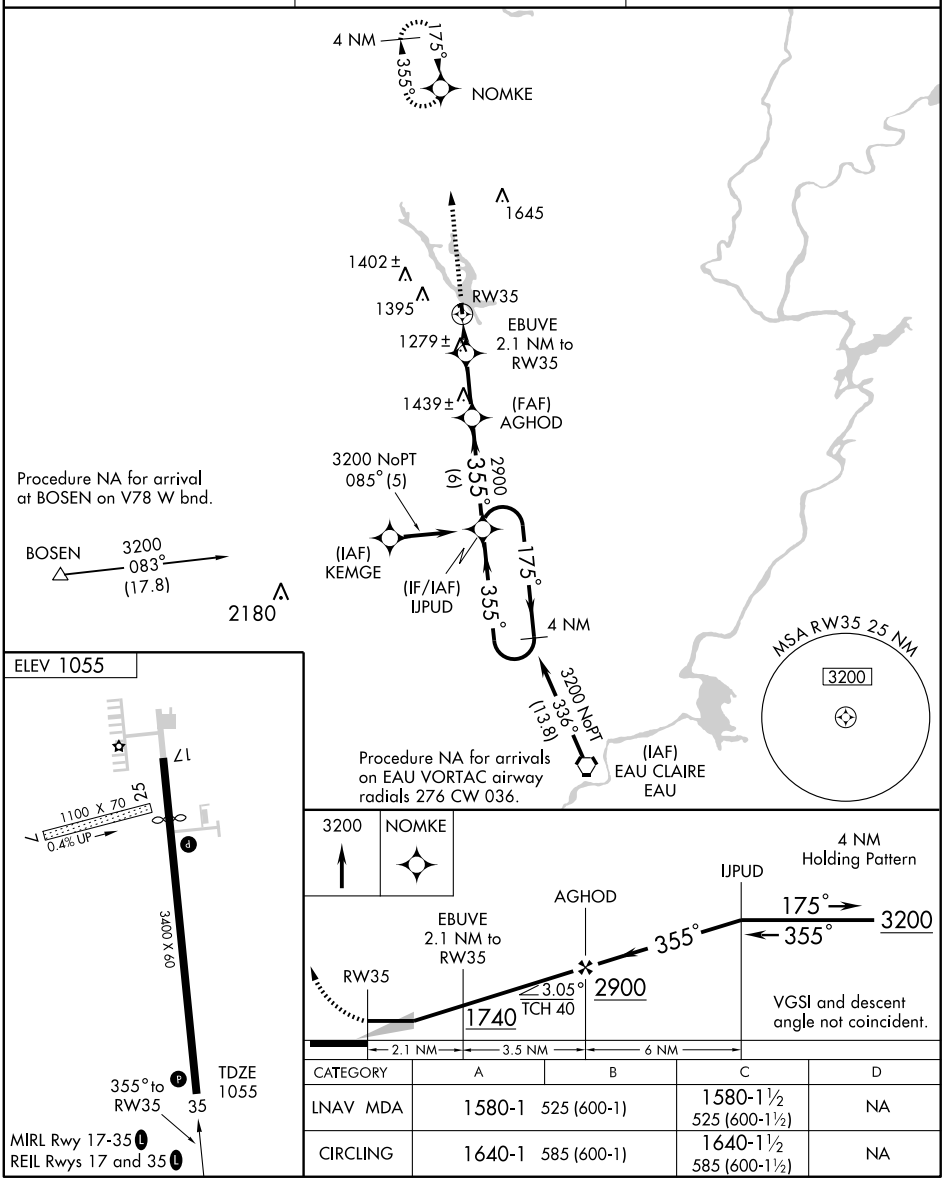
CHETEK MUNI-SOUTHWORTH (Y23)

NA

Use Rice Lake altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct NOMKE WP and hold.

RICE LAKE AWOS-3	MINNEAPOLIS CENTER	CTAF
120.525	125.3 335.6	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1580-1	525 (600-1)	1580-1½ 525 (600-1½)	NA
CIRCLING	1640-1	585 (600-1)	1640-1½ 585 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

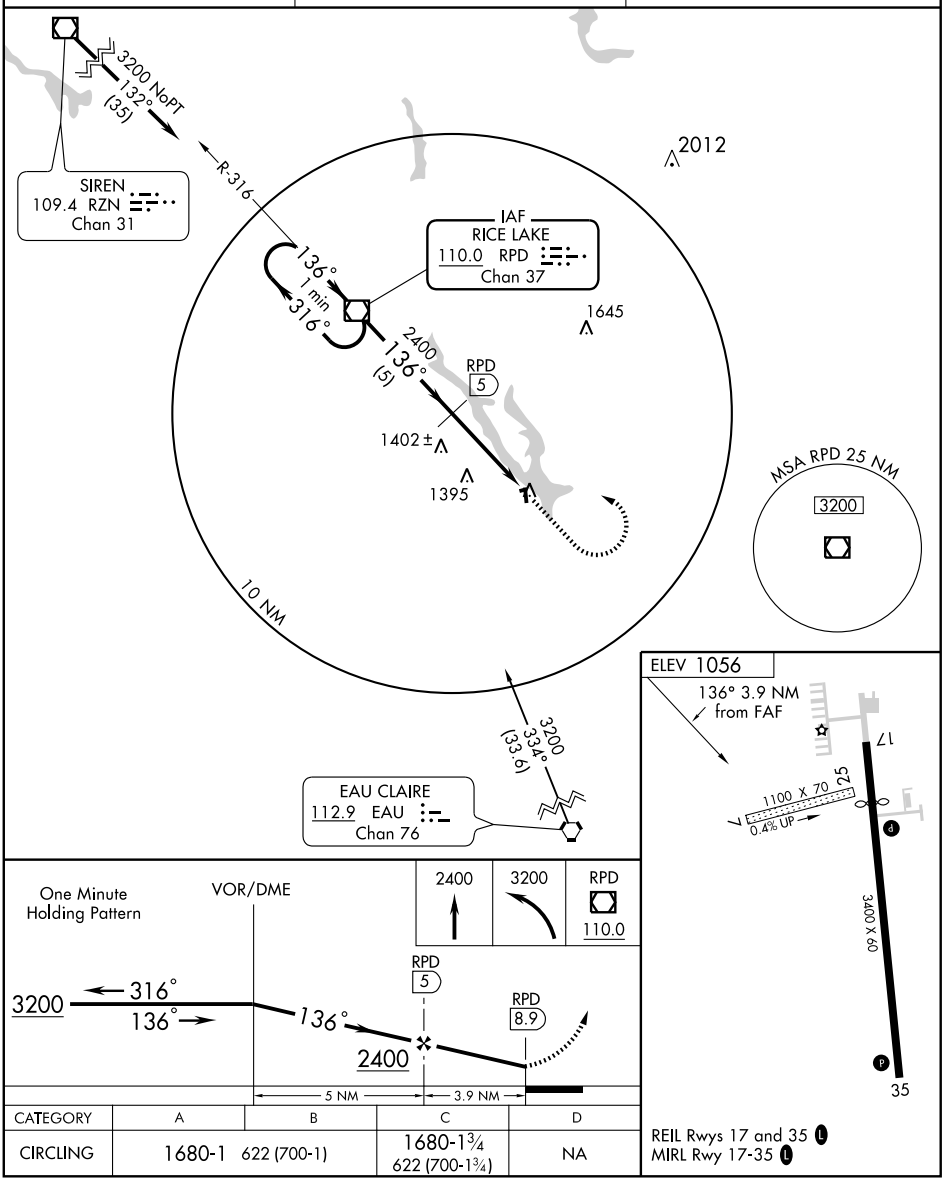
VOR/DME RPD	APP CRS	Rwy Idg	N/A
110.0	136°	TDZE	N/A
Chan 37		Apt Elev	1056

VOR/DME-A

CHETEK MUNI-SOUTHWORTH (Y23)

⚠ NA — Use Rice Lake altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3200 direct RPD VOR/DME and hold.

RICE LAKE AWOS-3	MINNEAPOLIS CENTER	CTAF
120.525	125.3 335.6	122.9 L

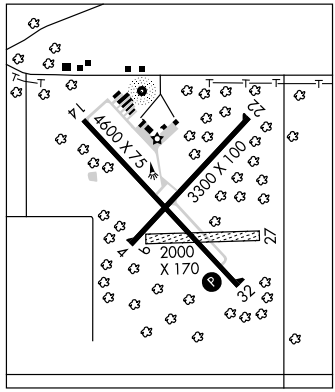


CATEGORY	A	B	C	D
CIRCLING	1680-1 622 (700-1)		1680-1¾ 622 (700-1¾)	NA

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

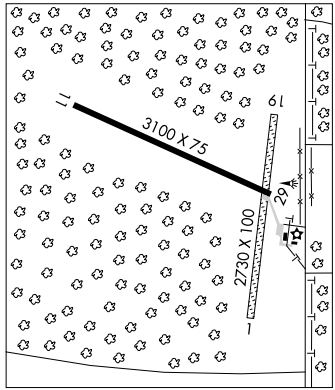
CLINTONVILLE MUNI (CLI) 1 SE UTC−6(−5DT) N44°36.80′ W88°43.84′ **GREEN BAY**
822 B S4 **FUEL** 100LL, JET A NOTAM FILE CLI **L–14J, 31A**
RWY 14–32: H4600X75 (ASPH) S–30, D–55 MIRL **IAP**
RWY 14: Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Tree.
RWY 04–22: H3300X100 (ASPH) S–40, D–70 MIRL 0.4% up SW
RWY 04: Trees. **RWY 22:** Road.
RWY 09–27: 2000X170 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel: 24 hr self svc. Rwy 09–27 CLOSED from 1 Dec to 15 Apr, other times confirm condition with arpt manager at 715–823–7690. Deer, fox and birds on and invof arpt. 200′ crane 6000′ NW apch end Rwy 14. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32 and REIL Rwy 32 and PAPI Rwy 32—CTAF. Rwy 09–27 thlds marked with white cones.
WEATHER DATA SOURCES: AWOS–3 120.675 (715) 823–7691.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GREEN BAY APP/DEP CON** 126.3 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 278° 23.2 NM to fld. 767/1E. **HIWAS.**
NDB (MHW) 209 CLI N44°37.13′ W88°43.99′ at fld. NOTAM FILE CLI.



CODEE N42°33.61′ W88°01.73′ NOTAM FILE ENW. **CHICAGO**
NDB(LOM) 389 EN 066° 4.9 NM to Kenosha Rgnl.

CORNELL MUNI (2H3) 2 E UTC−6(−5DT) N45°09.93′ W91°06.34′ **GREEN BAY**
1154 B S2 **FUEL** MOGAS NOTAM FILE GRB
RWY 09–27: H2420X45 (ASPH) LIRL (NSTD)
RWY 9: Road. **RWY 27:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Confirm winter conditions and snow removal with arpt manager 715–239–3716. East 100′ in poor condition; pavement cracked; heaving and grass growing in cracks. ACTIVATE NSTD LIRL Rwy 09–27 and rotating bcn—UNICOM. LIRL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8

CRANDON/STEVE CONWAY MUNI (Y55) 3 SW UTC−6(−5DT) N45°31.00′ W88°56.01′ **GREEN BAY**
1646 B NOTAM FILE GRB **L–14J**
RWY 11–29: H3100X75 (ASPH) S–12 LIRL
RWY 11: Trees. **RWY 29:** Road.
RWY 01–19: 2730X100 (TURF)
RWY 01: Road. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Occasional deer on and invof arpt. LIRL Rwy 11–29 preset on low ints; to increase ints—CTAF. Rwy 01–19 marked by yellow cones.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 105° 23.2 NM to fld. 1590/2E. **HIWAS.**



WAAS	APP CRS	Rwy Idg	3300
CH 86516	045°	TDZE	822
W04A		Apt Elev	822

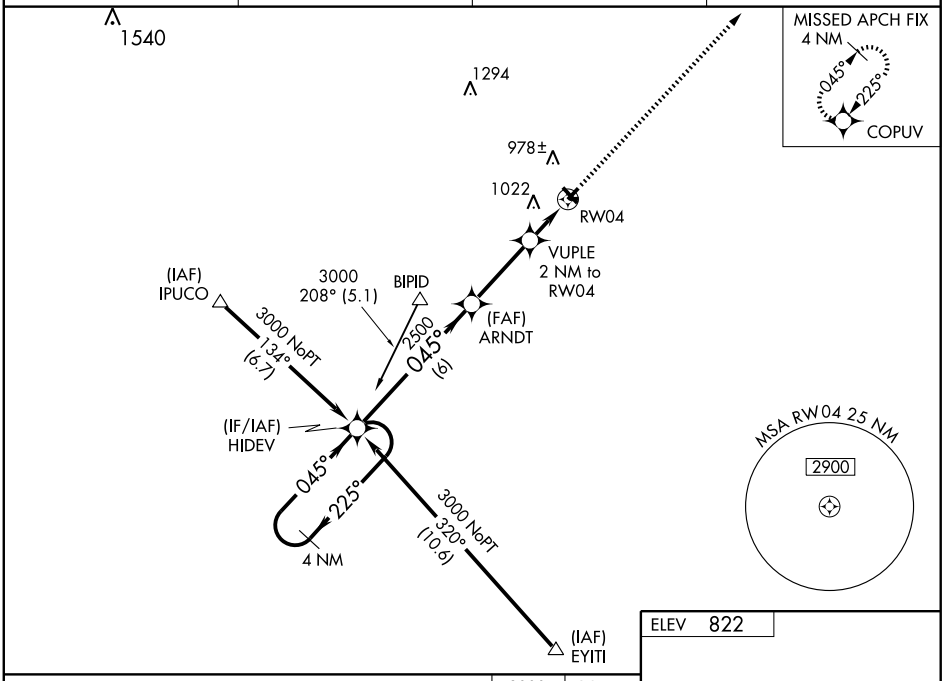
RNAV (GPS) RWY 4

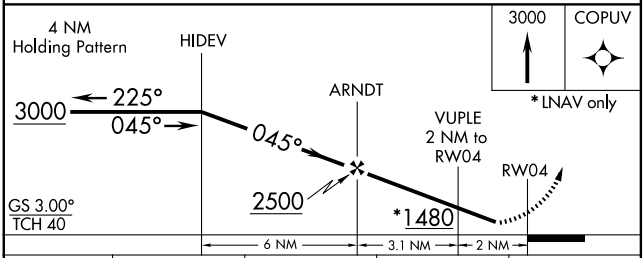
CLINTONVILLE MUNI (CLI)

Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling to Rwy 4-22 NA for Cat C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV all Cats visibility ¼ mile.

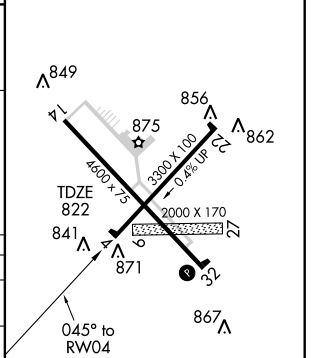
MISSED APPROACH: Climb to 3000 direct COPUV and hold.

AWOS-3	GREEN BAY APP CON ★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1179-1¼ 357 (400-1¼)		NA	
LNAV/VNAV DA	1366-2 544 (600-2)		NA	
LNAV MDA	1260-1 438 (500-1)		NA	
CIRCLING	1340-1 518 (600-1)		1340-1½ 518 (600-1½)	NA



REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4600
CH 42816	139°	TDZE	819
W14A		Apt Elev	822

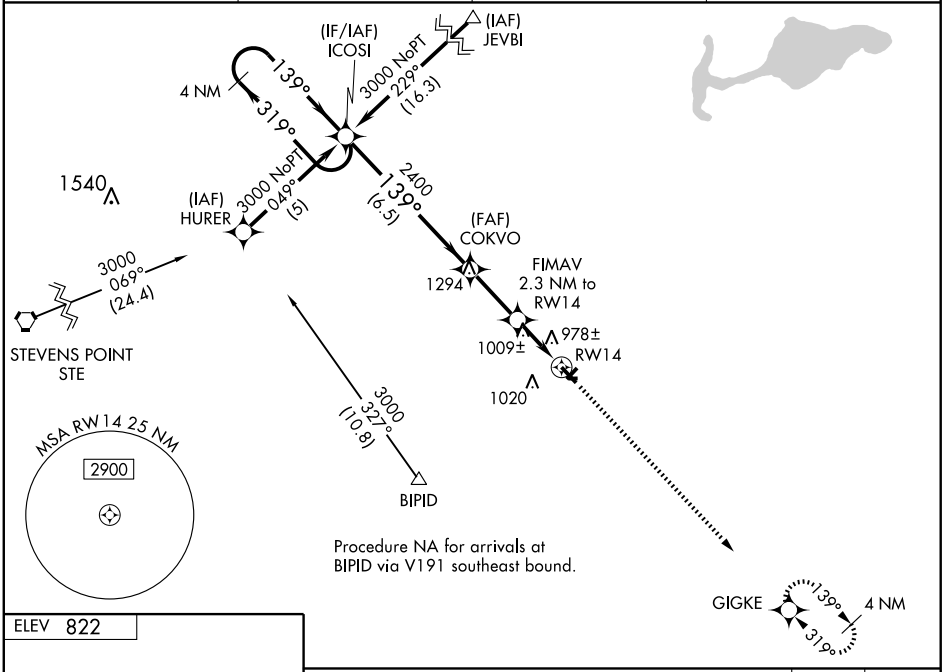
RNAV (GPS) RWY 14

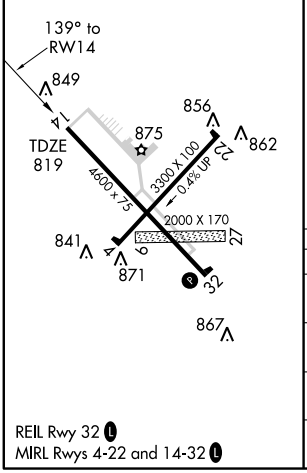
CLINTONVILLE MUNI (CLI)

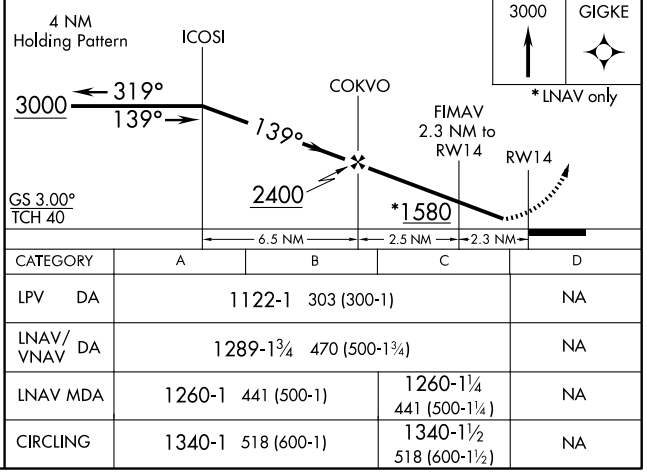
Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 4-22 NA for Cat C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GIGKE and hold.

AWOS-3	GREEN BAY APP CON ★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1122-1 303 (300-1)			NA
LNAV/VNAV DA	1289-1¾ 470 (500-1¾)			NA
LNAV MDA	1260-1 441 (500-1)		1260-1¼ 441 (500-1¼)	NA
CIRCLING	1340-1 518 (600-1)		1340-1½ 518 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3300
CH 40316	225°	TDZE	821
W22A		Apt Elev	822

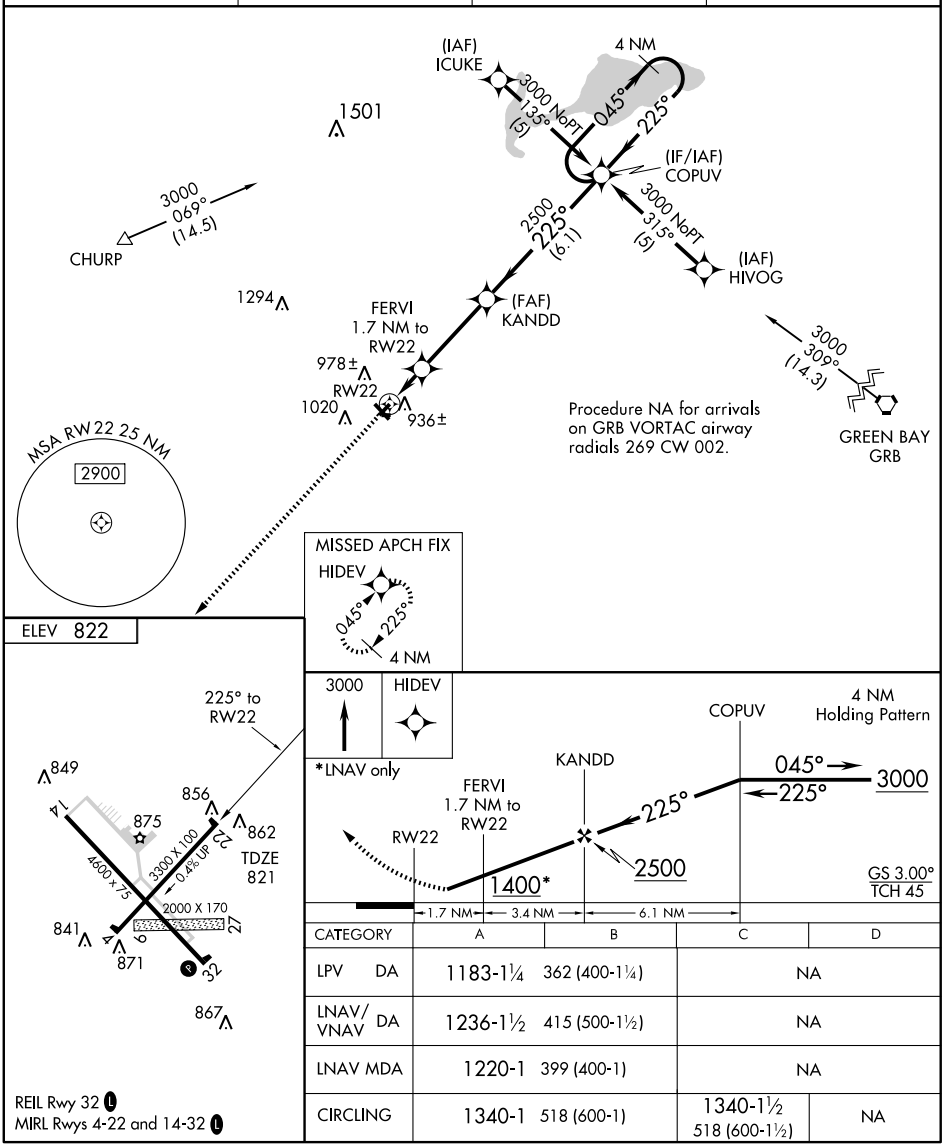
RNAV (GPS) RWY 22

CLINTONVILLE MUNI (CLI)

Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 4-22 NA for Cat C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HIDEV and hold.

AWOS-3	GREEN BAY APP CON ★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1183-1¼ 362 (400-1¼)		NA	
LNAV/VNAV DA	1236-1½ 415 (500-1½)		NA	
LNAV MDA	1220-1 399 (400-1)		NA	
CIRCLING	1340-1 518 (600-1)		1340-1½ 518 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87016 W32A | APP CRS 319° | Rwy Idg 4600 | TDZE 818 | Apt Elev 822

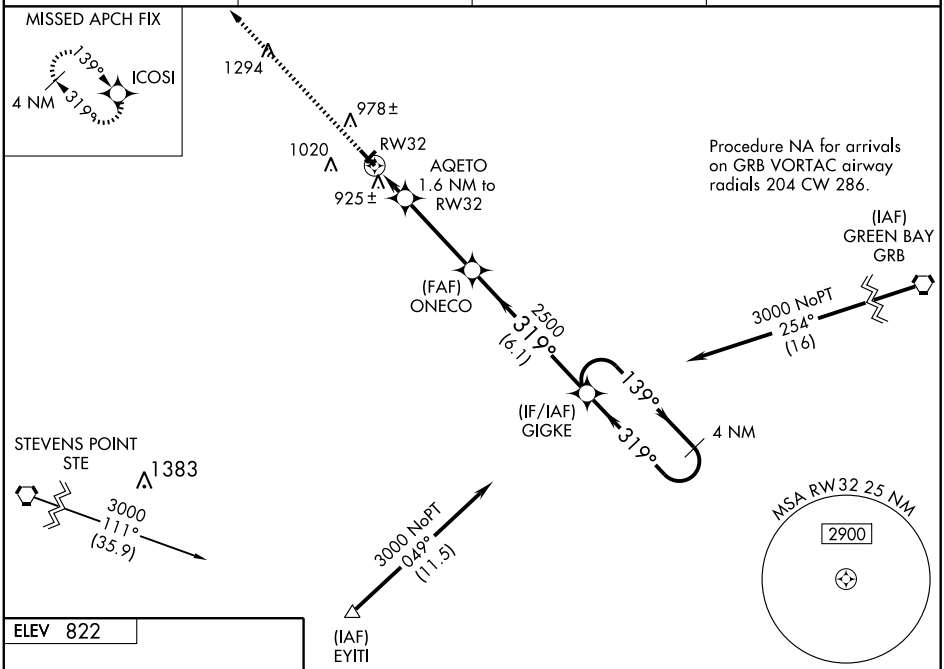
RNAV (GPS) RWY 32

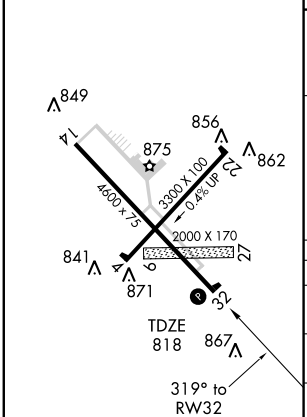
CLINTONVILLE MUNI (CLI)

T A Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 4-22 NA for Cat C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

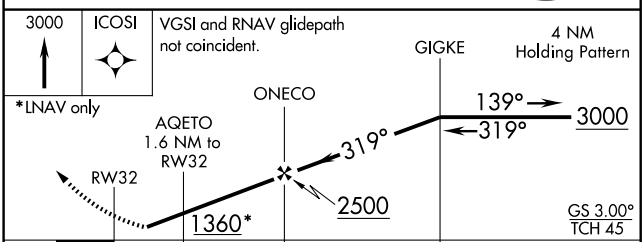
MISSED APPROACH: Climb to 3000 direct ICOSI and hold.

AWOS-3	GREEN BAY APP CON ★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L





REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L



CATEGORY	A	B	C	D
LPV DA	1141-1¼ 323 (400-1¼)			NA
LNAV/VNAV DA	1225-1½ 407 (500-1½)			NA
LNAV MDA	1200-1 382 (400-1)			NA
CIRCLING	1340-1 518 (600-1)		1340-1½ 518 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CRIVITZ MUNI (3D1) 3 SW UTC−6(−5DT) N45°12.85′ W88°04.37′ **GREEN BAY**

731 B NOTAM FILE GRB

RWY 18–36: H2620X60 (ASPH) S–12 LIRL

RWY 18: Road. **RWY 36:** Road.

RWY 09–27: 1270X80 (TURF)

RWY 09: Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 09–27 not plowed. Confirm snow removal for Rwy 18–36 with arpt manager 715–854–7075. ACTIVATE LIRL Rwy 09–27 and rotating bcn–5 clicks on 123.0.

COMMUNICATIONS: CTAF/UNICOM 122.8

CUMBERLAND

CUMBERLAND MUNI (UBE) 3 SE UTC−6(−5DT) N45°30.36′ W91°58.87′ **GREEN BAY**

1241 B S4 **FUEL** 100LL, MOGAS NOTAM FILE GRB **L–14I**

RWY 09–27: H4050X75 (ASPH) MIRL **IAP**

RWY 09: VASI(V2L)—GA 3.0° TCH 26′. Road.

RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 29′. Road.

RWY 18–36: 2000X120 (TURF)

RWY 18: Road. **RWY 36:** Tree.

AIRPORT REMARKS: Unattended. 24 hr fuel avbl. Rwy 18–36 not plowed winter months. Rwy 18–36 marked with yellow cones. MIRL Rwy 09–27 preset on low ints to increase ints and ACTIVATE REIL Rwy 27—CTAF. VASI Rwy 27 opr 24 hrs.

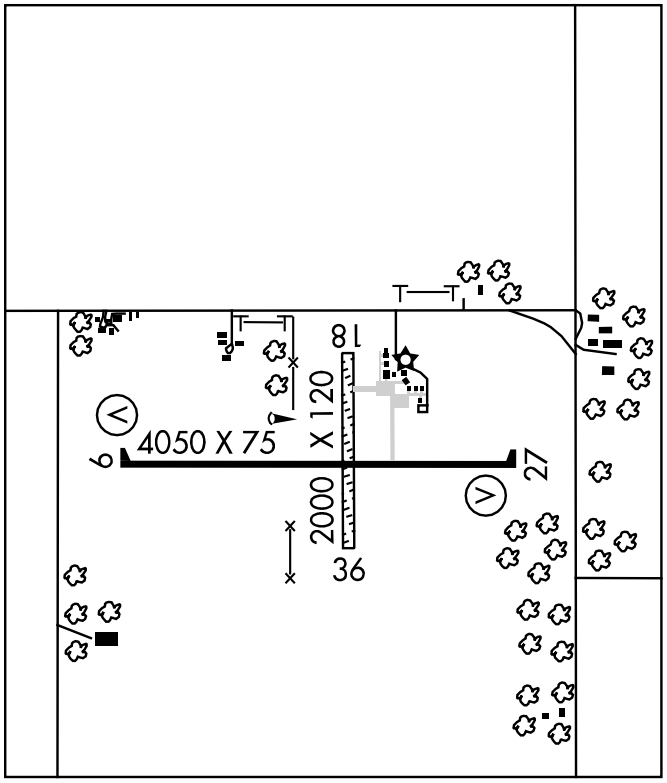
COMMUNICATIONS: CTAF/UNICOM 122.8

RICE LAKE RCO 122.3 (GREEN BAY RADIO)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.

RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 301° 10.2 NM to fld. 1092/1E. OTS indef.



SILVER LAKE SPB (WN2) 5 NW UTC−6(−5DT) N45°35.07′ W91°55.55′ **GREEN BAY**

1248 NOTAM FILE GRB Not insp.

WATERWAY 18W–36W: 5000X200 (WATER)

SEAPLANE REMARKS: Unattended. No services avbl. Silver Lake may be frozen from Nov–Apr.

COMMUNICATIONS: CTAF 122.9

DANCI N44°45.62′ W89°47.35′ NOTAM FILE CWA. **GREEN BAY**

NDB (LOM) 275 CW 079° 5.3 NM to Central Wisconsin.

DANE CO RGNL–TRUAX FLD (See MADISON)

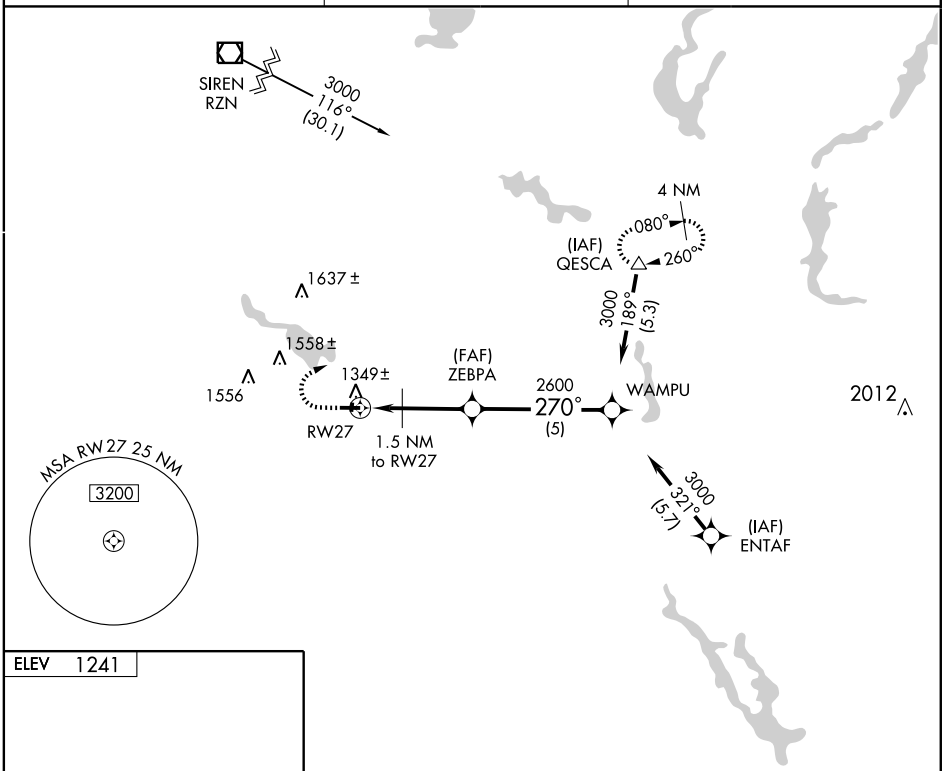
APP CRS	Rwy Idg	4050
270°	TDZE	1238
	Apt Elev	1241

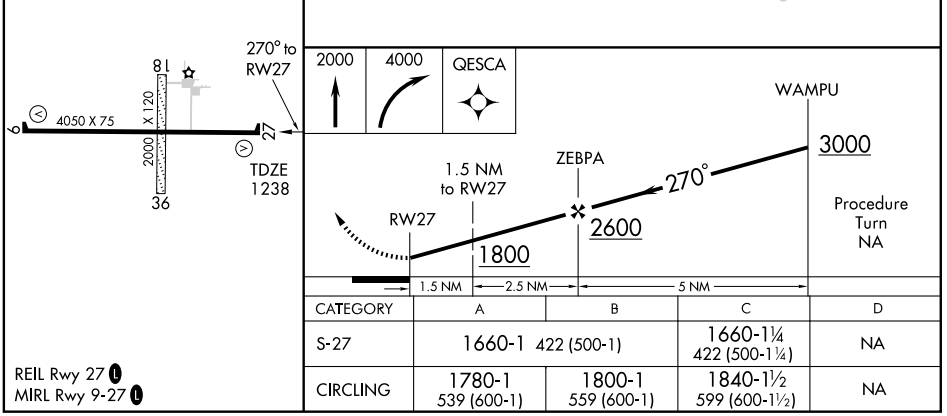
GPS RWY 27
CUMBERLAND MUNI (UBE)

NA — Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct QESCA WP and hold.

GCO	GREEN BAY RADIO	UNICOM
121.725	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-27	1660-1 422 (500-1)		1660-1¼ 422 (500-1¼)	NA
CIRCLING	1780-1 539 (600-1)	1800-1 559 (600-1)	1840-1½ 599 (600-1½)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

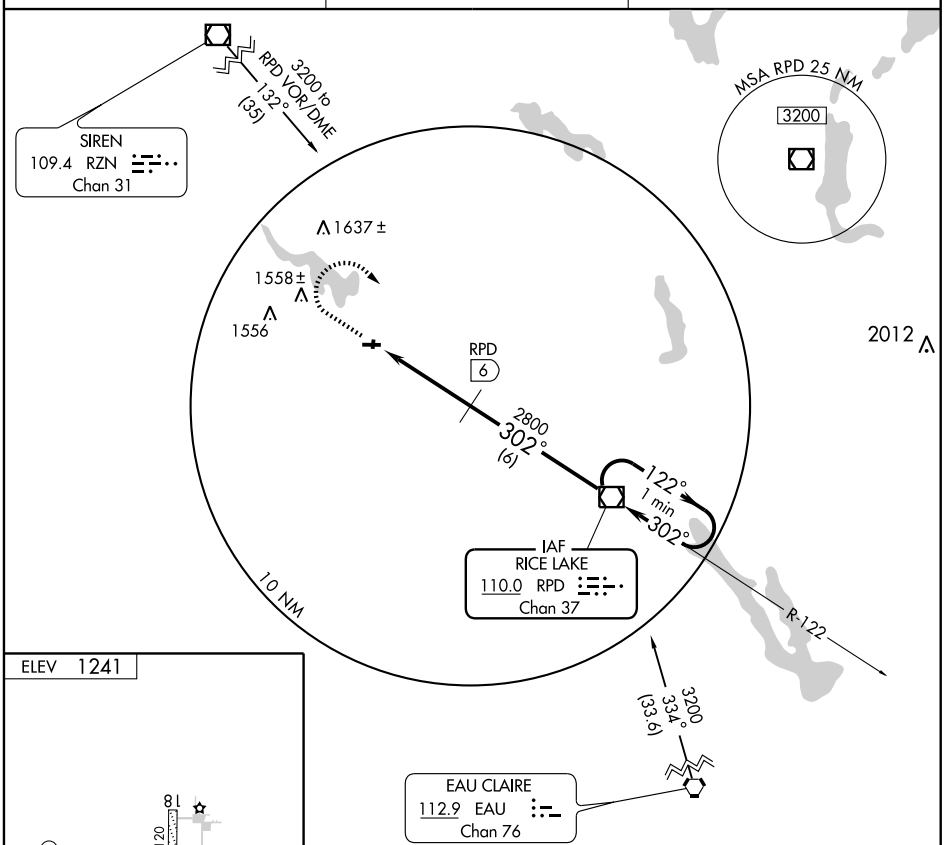
VOR/DME RPD	APP CRS	Rwy Idg	N/A
110.0	302°	TDZE	N/A
Chan 37		Apt Elev	1241

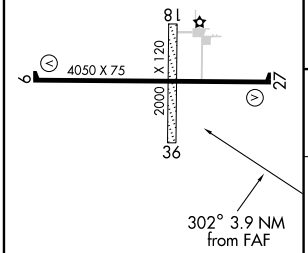
VOR/DME-A
CUMBERLAND MUNI (UBE)

NA — Use Rice Lake altimeter setting.

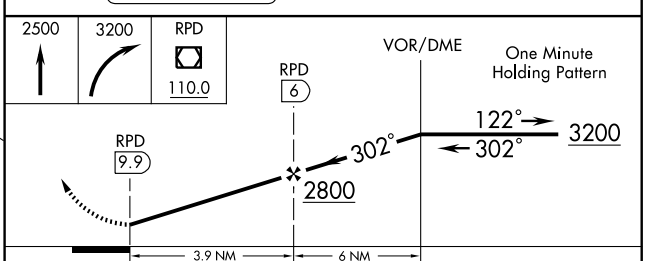
MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct RPD VOR/DME and hold.

GCO	GREEN BAY RADIO	UNICOM
121.725	122.3	122.8 (CTAF) L





REIL Rwy 27 L
MIRL Rwy 9-27 L



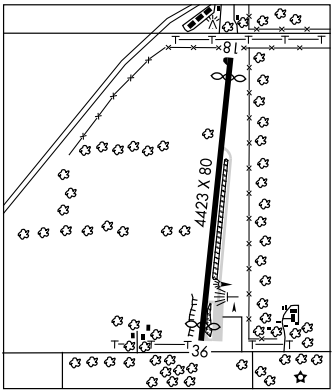
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1780-1 539 (600-1)	1800-1 559 (600-1)	1840-1½ 599 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

DELAVAN

LAKE LAWN (C59) 2 E UTC−6(−5DT) N42°38.05′ W88°36.07′ CHICAGO
981 B NOTAM FILE GRB L–28H
RWY 18–36: H4423X80 (ASPH) MIRL 0.3% up N IAP
RWY 18: REIL. Thld dsplcd 320′. Tree.
RWY 36: Thld dsplcd 300′. Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED for ngt ops. Rwy 18–36 CLOSED 15 Nov–31 Mar. Rwy 18–36 numerous large cracks and vegetation growing through pavement entire length. Low wing acft avoid south twy, 25′ from twy centerline to 3′ fence. Rwy 18–36 MIRL OTS indef. Rwy 18 REIL OTS indef.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 075° 22.8 NM to fld. 931/3E.
NDB (MHW) 404 LVV N42°41.93′ W88°35.59′ 185° 3.9 NM to fld. NOTAM FILE GRB. OTS indef.



DELLS N43°33.05′ W89°45.82′ NOTAM FILE DLL. CHICAGO
(H) VORTAC 117.0 DLL Chan 117 187° 1.8 NM to Baraboo Wisconsin Dells. 1020/3E. H–2K, 5D, L–28G
RCO 122.1R 117.0T (GREEN BAY RADIO)

DEPRE N44°23.91′ W88°07.97′ NOTAM FILE GRB. CHICAGO
NDB (MHW/LOM) 332 SG 004° 5.2 NM to Austin Straubel Intl. LOM unmonitored. L–31A

DODGE CO (See JUNEAU)

DOOR CO CHERRYLAND (See STURGEON BAY)

DOUGY N45°50.07′ W89°43.83′ NOTAM FILE ARV. GREEN BAY
NDB (MHW/LOM) 236 DO 001° 5.6 NM to Lakeland/Noble F. Lee Meml Fld. NDB unmonitored. L–14J

DRUMMOND

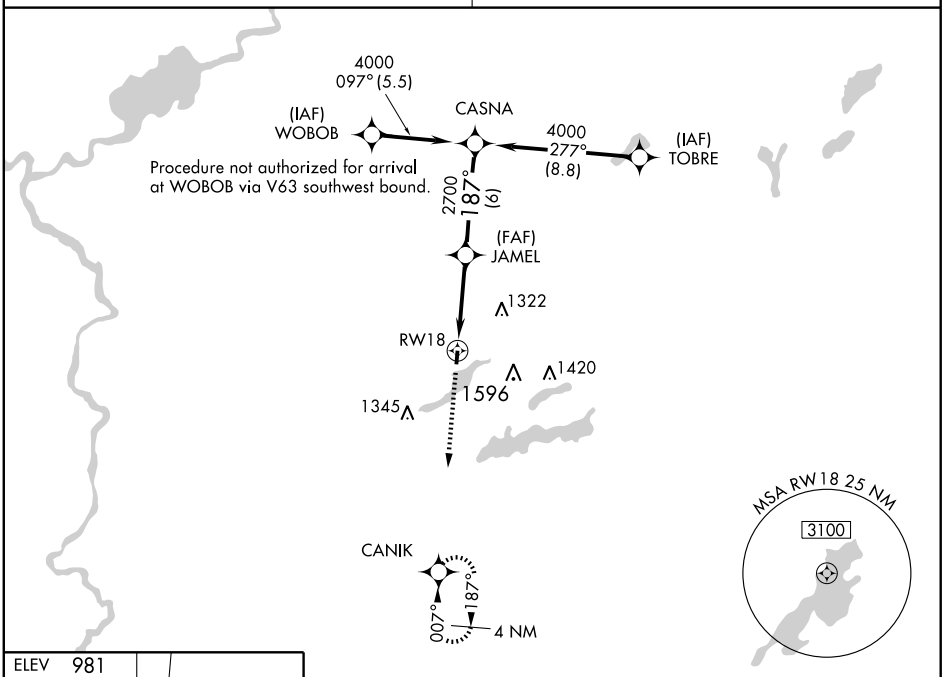
EAU CLAIRE LAKES (5G4) 10 W UTC−6(−5DT) N46°20.93′ W91°29.90′ GREEN BAY
1214 NOTAM FILE GRB
RWY 18–36: 2290X70 (TURF)
RWY 18: Trees. **RWY 36:** Fence.
AIRPORT REMARKS: Attended dalgt hrs. Arpt CLOSED to wheeled acft Nov 15 thru Mar 31. 62′ antenna 150′ right and 340′ from thld Rwy 36. 10′ depression 40′–400′ from Rwy 36 thld 125′ left. Rwy 18 end marked with tires. Rwy 36 end marked with silver/yellow A–frames, Rwy 18–36 marked with white reflectors along both edges.
COMMUNICATIONS: CTAF 122.9

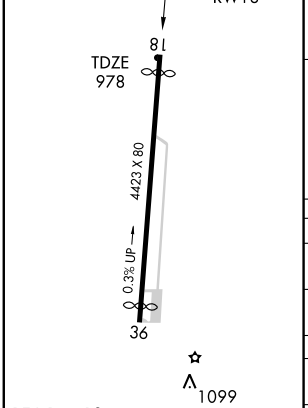
APP CRS	Rwy Idg	4103
187°	TDZE	978
	Apt Elev	981

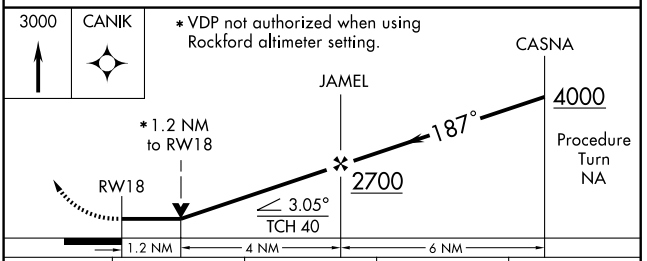
RNAV (GPS) RWY 18

DELAVAN/LAKE LAWN (C59)

GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Rockford altimeter setting.	MISSED APPROACH: Climb to 3000 direct CANIK WP and hold.
ROCKFORD APP CON **121.0 327.0**	CTAF **122.9**







CATEGORY	A	B	C	D
LNAV MDA	1420-1	442 (500-1)	1420-1¼ 442 (500-1¼)	1420-1½ 442 (500-1½)
CIRCLING	1420-1 439 (500-1)	1440-1 459 (500-1)	1440-1½ 459 (500-1½)	1540-2 559 (600-2)
ROCKFORD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1	562 (600-1)	1540-1½ 562 (600-1½)	1540-1¾ 562 (600-1¾)
CIRCLING	1540-1	559 (600-1)	1540-1½ 559 (600-1½)	1580-2 599 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4123
007°	TDZE	981
	Apt Elev	981

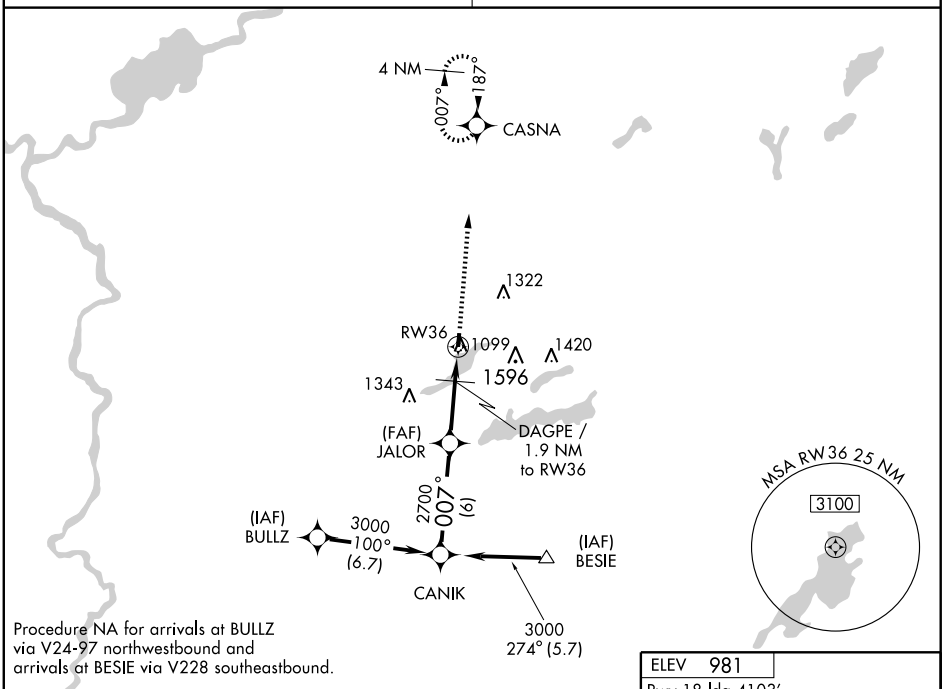
RNAV (GPS) RWY 36

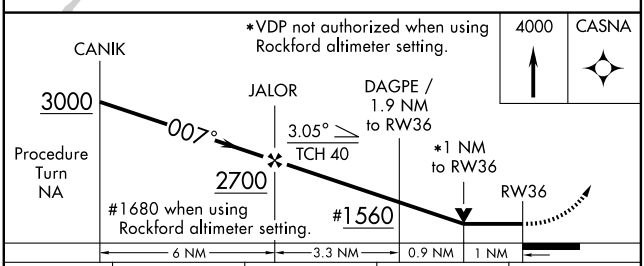
DELAVAN/LAKE LAWN (C59)

NA — GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Rockford altimeter setting.

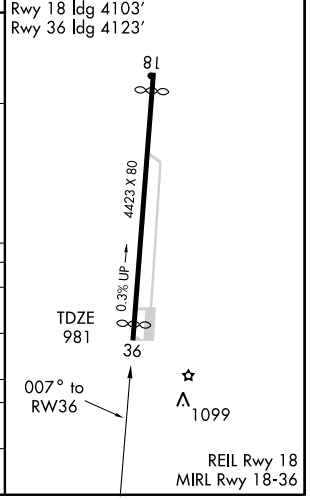
MISSED APPROACH: Climb to 4000 direct CASNA WP and hold.

ROCKFORD APP CON	CTAF
121.0 327.0	122.9





CATEGORY	A	B	C	D
LNAV MDA	1340-1 359 (400-1)			1340-1¼ 359 (400-1¼)
CIRCLING	1400-1 419 (500-1)	1440-1 459 (500-1)	1440-1½ 459 (500-1½)	1540-2 559 (600-2)
ROCKFORD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1460-1 479 (500-1)		1460-1¼ 479 (500-1¼)	1460-1½ 479 (500-1½)
CIRCLING	1520-1 539 (600-1)		1520-1½ 539 (600-1½)	1580-2 599 (600-2)

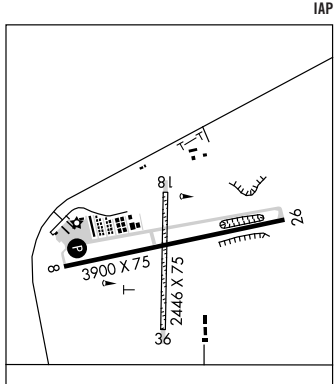


EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

EAGLE RIVER UNION (EGV) 0 NW UTC−6(−5DT) N45°55.94′ W89°16.10′ **GREEN BAY**
1642 B S4 **FUEL** 100LL, JET A NOTAM FILE EGV **H–2K, L–14J**
RWY 04–22: H5000X76 (ASPH) S–12.5 MIRL **IAP**
RWY 04: REIL. PAPI(P4L). Trees. **RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 34′. Pole.
RWY 13–31: H3400X60 (ASPH) MIRL
RWY 13: Tree. **RWY 31:** Tree.
AIRPORT REMARKS: Attended Jun–Aug 1500–0200Z‡, Sep–May 1500–2300Z‡. For attendant other hrs call 715–477–1548/479–4105/891–0987/891–5612. Ultralight activity on and invof arpt. REIL Rwy 22 OTS indef. ACTIVATE MIRL Rwy 04–22 and MIRL Rwy 13–31 and REIL Rwy 04 and Rwy 22 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (715) 479–1465.
COMMUNICATIONS: CTAF/UNICOM 122.8
RHINELANDER RCO 122.1R 109.2T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 022° 19.6 NM to fld. 1590/02E. **HIWAS.**
NDB (MHW) 341 EGV N45°55.96′ W89°15.79′ at fld. NOTAM FILE EGV.
ILS/DME 110.7 I–LBJ Chan 44 Rwy 04. LOC only. DME unusable byd 20° left of course.

HELIPAD H1: 60X60 (CONC)
HELIPORT REMARKS: Helipad H1 perimeter lgts.

EAST TROY MUNI (57C) 2 NE UTC−6(−5DT) N42°47.83′ W88°22.36′ **CHICAGO**
860 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE GRB **L–28H, A**
RWY 08–26: H3900X75 (ASPH) S–12 MIRL 0.4% up E **IAP**
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Road.
RWY 26: REIL. Trees.
RWY 18–36: 2446X75 (TURF) 0.4% up N
RWY 18: Tree. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1430Z‡–dusk. After hrs svc call 262–642–2755 or 262–745–8706. Fuel avbl 24 hrs with credit card. Parachute Jumping. Rwy 18–36 be alert: not plowed 15 Oct–15 May. Ultralights activity on and invof arpt. Noise abatement procedures in effect; contact arpt manager at 262–642–4374. MIRL Rwy 08–26 is preset on low ints; to ACTIVATE higher ints and REIL Rwys 08 and 26 and PAPI Rwy 08—CTAF. Rwy 18–36 thlds marked with wooden A–frames in an L layout painted orange and white.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
GCO 121.725 (MILWAUKEE CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 190° 19.6 NM to fld. 1080/2E. **HIWAS.**



EAU CLAIRE N44°53.86′ W91°28.71′ NOTAM FILE EAU. **GREEN BAY**
(L) VORTACW 112.9 EAU Chan 76 183° 2NM to Chippewa Rgnl. 804/4E. **H–2J, L–14I**
HIWAS. DME unusable byd 30NM below 3500′.
RCO 123.6 122.65 (GREEN BAY RADIO)

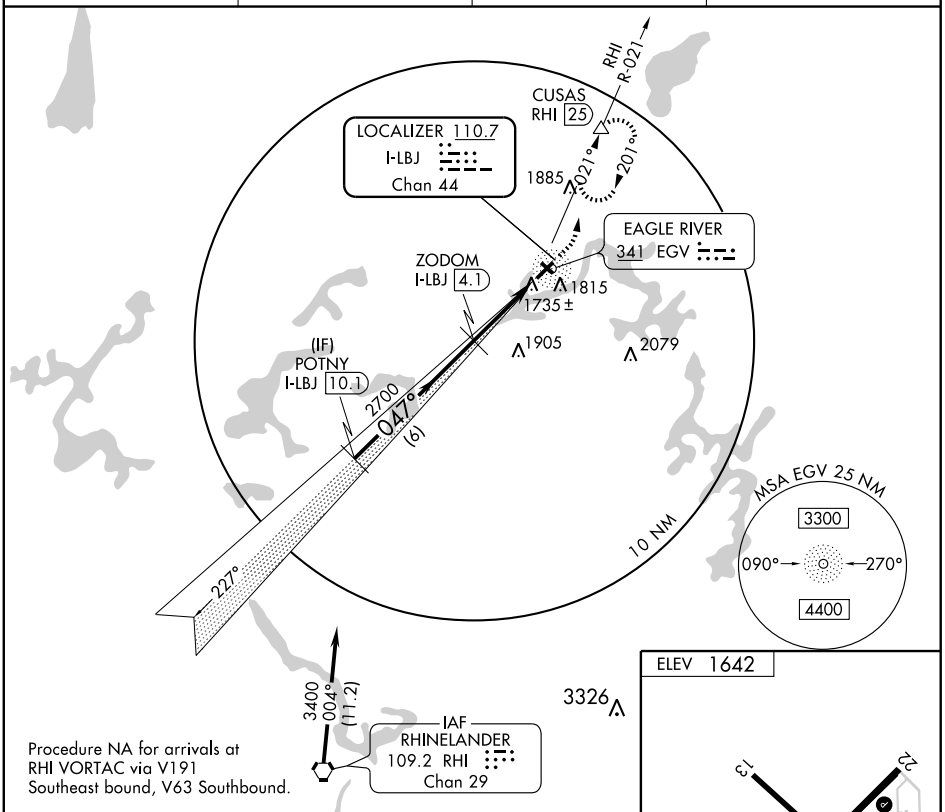
LOC/DME I-LBJ	APP CRS	Rwy Idg	5000
110.7	047°	TDZE	1642
Chan 44		Apt Elev	1642

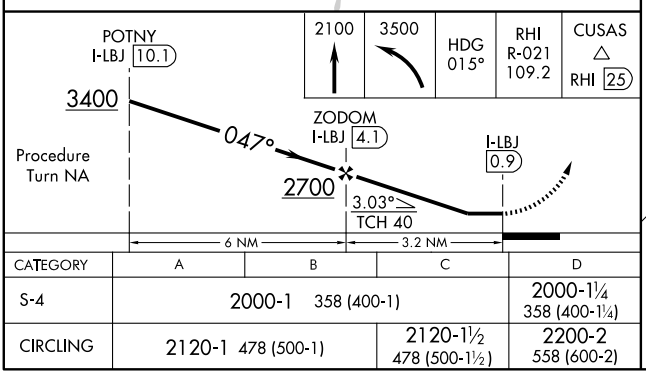
LOC/DME RWY 4
EAGLE RIVER UNION (EGV)

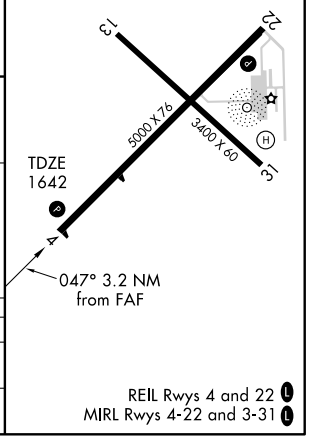
NA If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3500 via heading 015° and RHI R-021 to CUSAS/RHI 25 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2000-1 358 (400-1)			2000-1¼ 358 (400-1¼)
CIRCLING	2120-1 478 (500-1)		2120-1½ 478 (500-1½)	2200-2 558 (600-2)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 3-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

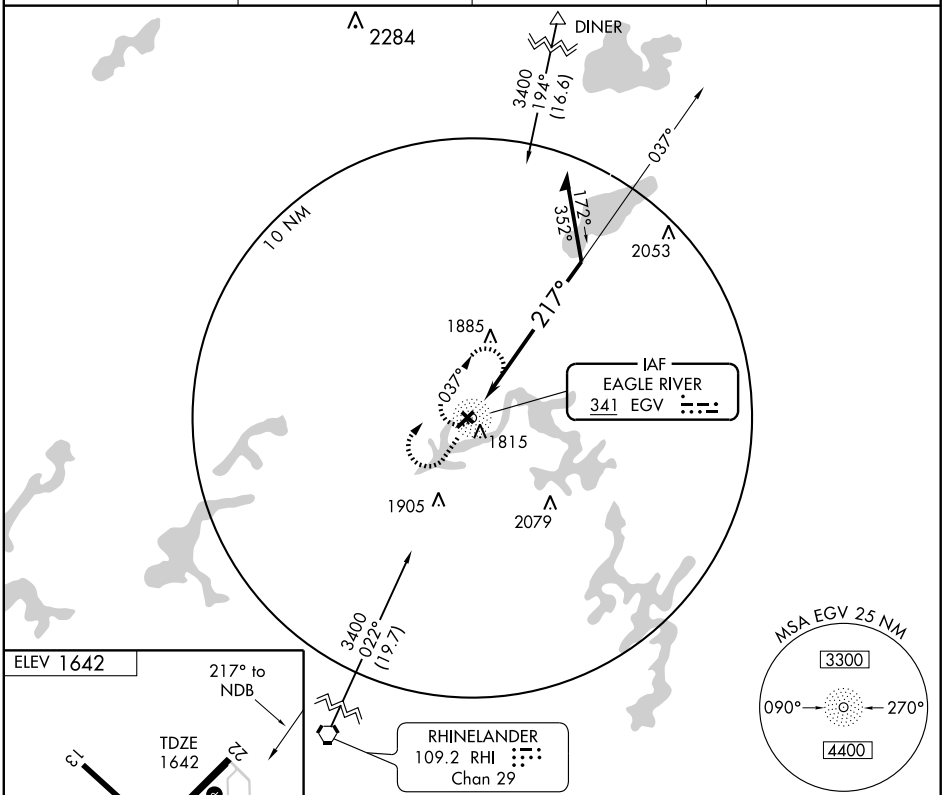
NDB EGV	APP CRS	Rwy Idg	5000
341	217°	TDZE	1642
		Apt Elev	1642

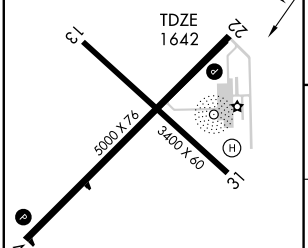
NDB RWY 22
EAGLE RIVER UNION (EGV)

If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

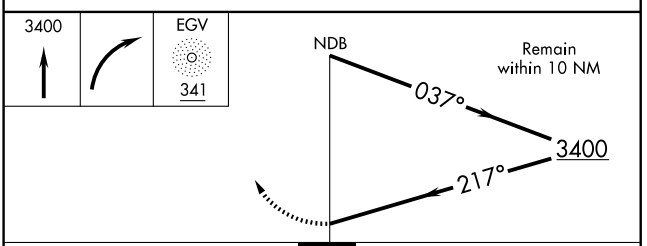
MISSED APPROACH: Climb to 3400 then right turn direct EGV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L





REIL Rwy 22 L
MIRL Rwys 4-22 and 3-31 L



CATEGORY	A	B	C	D
S-22	2420-1 778 (800-1)	2420-1¼ 778 (800-1¼)	2420-2¼ 778 (800-2¼)	2420-2½ 778 (800-2½)
CIRCLING	2420-1 778 (800-1)	2420-1¼ 778 (800-1¼)	2420-2¼ 778 (800-2¼)	2420-2½ 778 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82002	047°	TDZE	1642
W04A		Apt Elev	1642

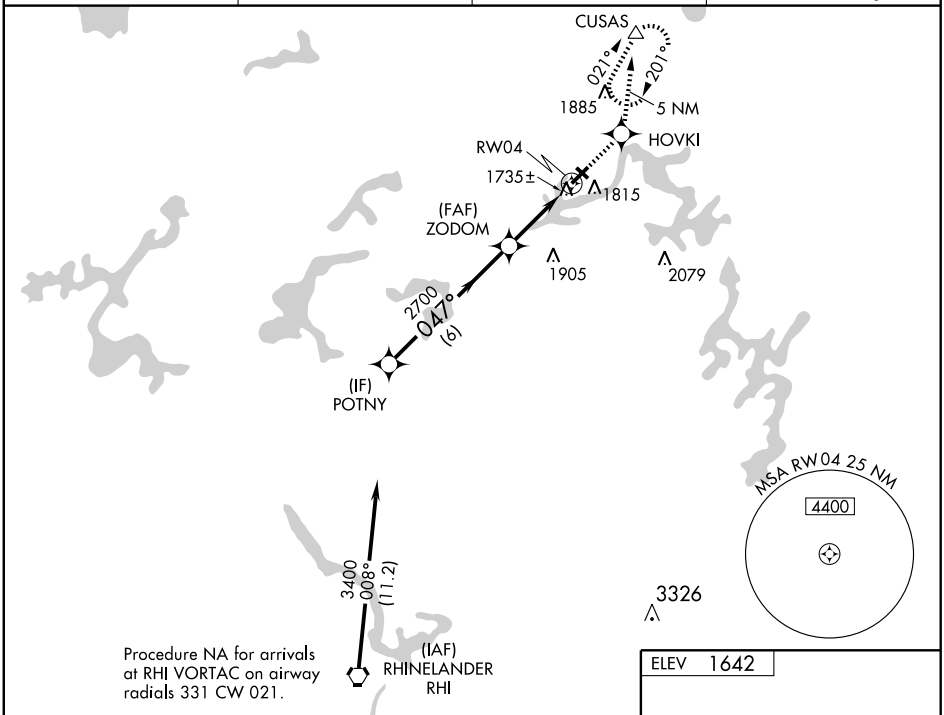
RNAV (GPS) RWY 4

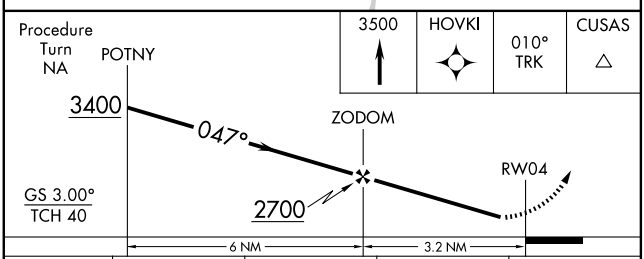
EAGLE RIVER UNION (EGV)

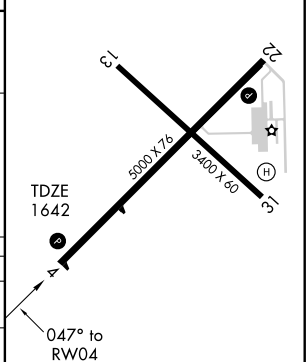
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 44° C (112° F). Visibility reduction for helicopters NA.

MISSED APPROACH: Climb to 3500 direct HOVKI and via 010° track to CUSAS and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1970-1¼ 328 (400-1¼)			
LNAV/VNAV DA	2005-1¼ 363 (400-1¼)			
LNAV MDA	2080-1 438 (500-1)		2080-1¼ 438 (500-1¼)	2080-1½ 438 (500-1½)
CIRCLING	2120-1¼ 478 (500-1¼)		2120-1½ 478 (500-1½)	2200-2 558 (600-2)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 3-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99304	227°	TDZE	1642
W22A		Apt Elev	1642

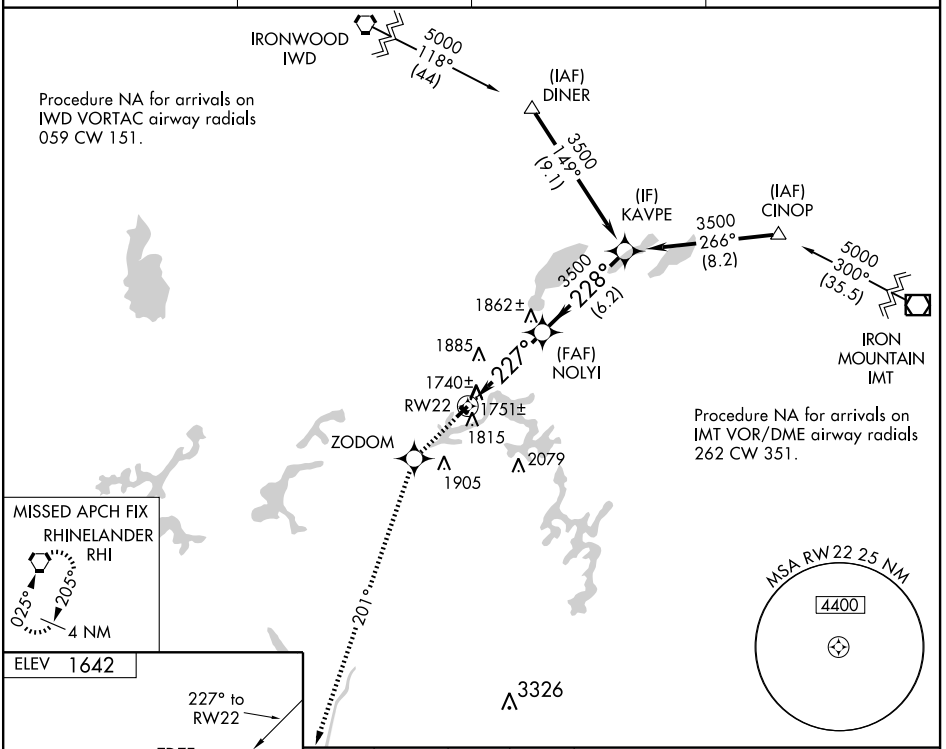
RNAV (GPS) RWY 22

EAGLE RIVER UNION (EGV)

If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 47 feet and all MDAs 60 feet. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 45° C (113° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct ZODEM and via 201° track to RHI VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2012-1¼ 370 (400-1¼)			
LNAV/ VNAV DA	2038-1½ 396 (400-1½)			
LNAV MDA	2040-1 398 (400-1)			2040-1¼ 398 (400-1¼)
CIRCLING	2120-1 478 (500-1)		2120-1½ 478 (500-1½)	2200-2 558 (600-2)

REIL Rwy 22 L
MIRL Rwys 4-22 and 3-31 L

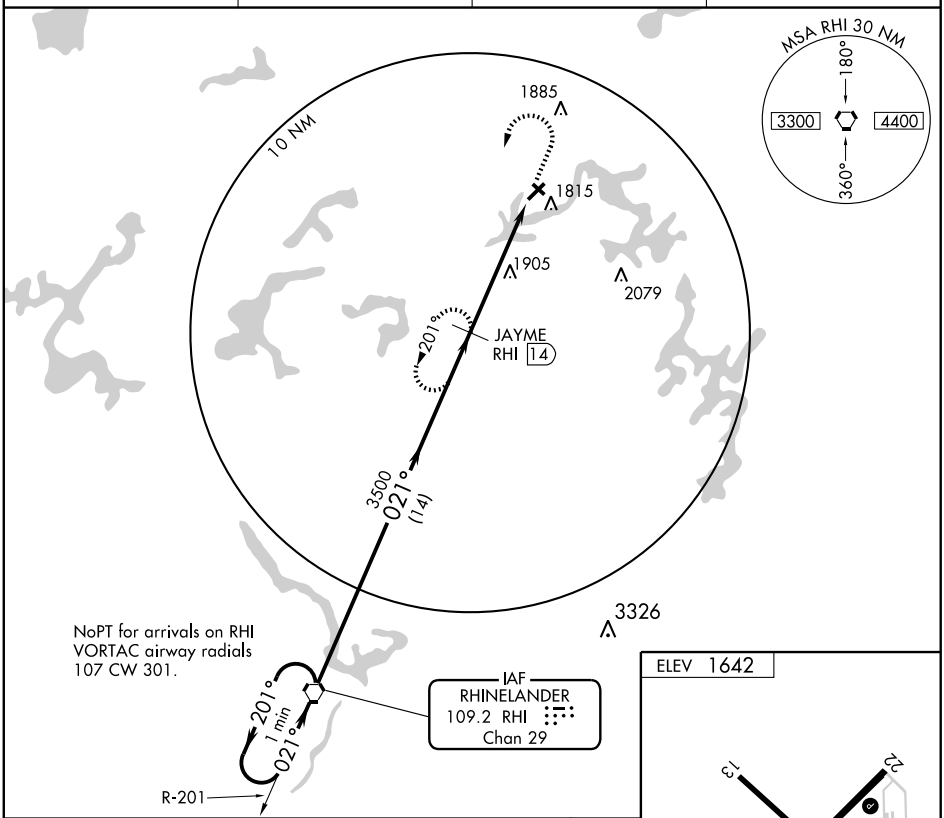
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

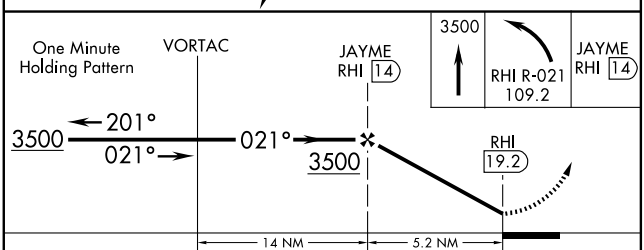
VORTAC RHI	APP CRS	Rwy Idg	5000
109.2	021°	TDZE	1642
Chan 29		Apt Elev	1642

VOR/DME RWY 4
EAGLE RIVER UNION (EGV)

MISSED APPROACH: Climb to 3500 then left turn via RHI R-021 to JAYME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	2260-1	618 (700-1)	2260-1¾ 618 (700-1¾)	2260-2 618 (700-2)
CIRCLING	2260-1	618 (700-1)	2260-1¾ 618 (700-1¾)	2260-2 618 (700-2)

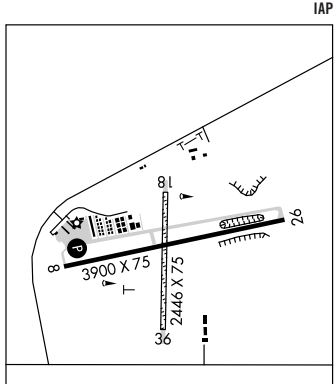
REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 3-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

EAGLE RIVER UNION (EGV) 0 NW UTC−6(−5DT) N45°55.94′ W89°16.10′ **GREEN BAY**
1642 B S4 **FUEL** 100LL, JET A NOTAM FILE EGV **H–2K, L–14J**
RWY 04–22: H5000X76 (ASPH) S–12.5 MIRL **IAP**
RWY 04: REIL. PAPI(P4L). Trees. **RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 34′. Pole.
RWY 13–31: H3400X60 (ASPH) MIRL
RWY 13: Tree. **RWY 31:** Tree.
AIRPORT REMARKS: Attended Jun–Aug 1500–0200Z‡, Sep–May 1500–2300Z‡. For attendant other hrs call 715–477–1548/479–4105/891–0987/891–5612. Ultralight activity on and invof arpt. REIL Rwy 22 OTS indef. ACTIVATE MIRL Rwy 04–22 and MIRL Rwy 13–31 and REIL Rwy 04 and Rwy 22 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (715) 479–1465.
COMMUNICATIONS: CTAF/UNICOM 122.8
RHINELANDER RCO 122.1R 109.2T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 022° 19.6 NM to fld. 1590/02E. **HIWAS.**
NDB (MHW) 341 EGV N45°55.96′ W89°15.79′ at fld. NOTAM FILE EGV.
ILS/DME 110.7 I–LBJ Chan 44 Rwy 04. LOC only. DME unusable byd 20° left of course.

HELIPAD H1: 60X60 (CONC)
HELIPORT REMARKS: Helipad H1 perimeter lgts.

EAST TROY MUNI (57C) 2 NE UTC−6(−5DT) N42°47.83′ W88°22.36′ **CHICAGO**
860 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE GRB **L–28H, A**
RWY 08–26: H3900X75 (ASPH) S–12 MIRL 0.4% up E **IAP**
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Road.
RWY 26: REIL. Trees.
RWY 18–36: 2446X75 (TURF) 0.4% up N
RWY 18: Tree. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1430Z‡–dusk. After hrs svc call 262–642–2755 or 262–745–8706. Fuel avbl 24 hrs with credit card. Parachute Jumping. Rwy 18–36 be alert: not plowed 15 Oct–15 May. Ultralights activity on and invof arpt. Noise abatement procedures in effect; contact arpt manager at 262–642–4374. MIRL Rwy 08–26 is preset on low ints; to ACTIVATE higher ints and REIL Rwys 08 and 26 and PAPI Rwy 08—CTAF. Rwy 18–36 thlds marked with wooden A–frames in an L layout painted orange and white.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
GCO 121.725 (MILWAUKEE CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 190° 19.6 NM to fld. 1080/2E. **HIWAS.**



EAU CLAIRE N44°53.86′ W91°28.71′ NOTAM FILE EAU. **GREEN BAY**
(L) VORTACW 112.9 EAU Chan 76 183° 2NM to Chippewa Rgnl. 804/4E. **H–2J, L–14I**
HIWAS. DME unusable byd 30NM below 3500′.
RCO 123.6 122.65 (GREEN BAY RADIO)

APP CRS	Rwy Idg	3900
081°	TDZE	851
	Apt Elev	860

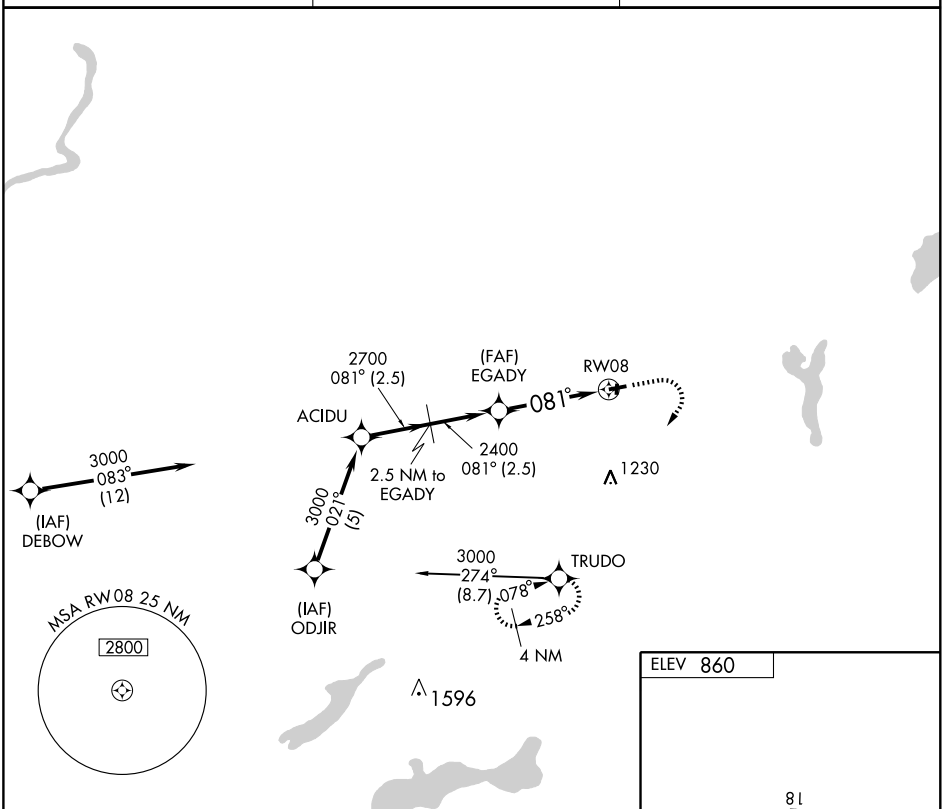
GPS RWY 8
EAST TROY MUNI (57C)

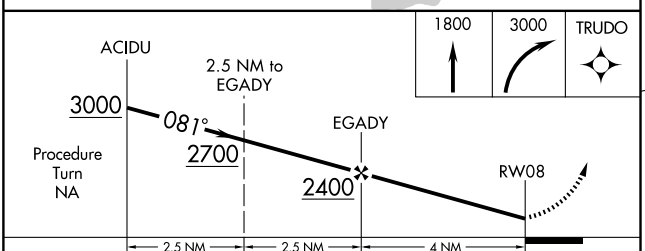
NA

Use Milwaukee (General Mitchell Intl) altimeter setting.

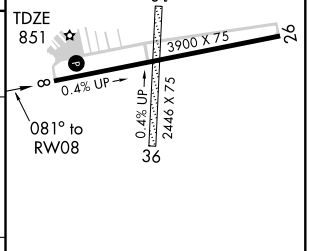
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct TRUDO WP and hold.

GCO	MILWAUKEE APP CON	UNICOM
121.725	125.35 307.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-8	1380-1 529 (600-1)		1380-1½ 529 (600-1½)	1380-1¾ 529 (600-1¾)
CIRCLING	1380-1 520 (600-1)		1380-1½ 520 (600-1½)	1420-2 560 (600-2)



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3900
261°	TDZE	860
	Apt Elev	860

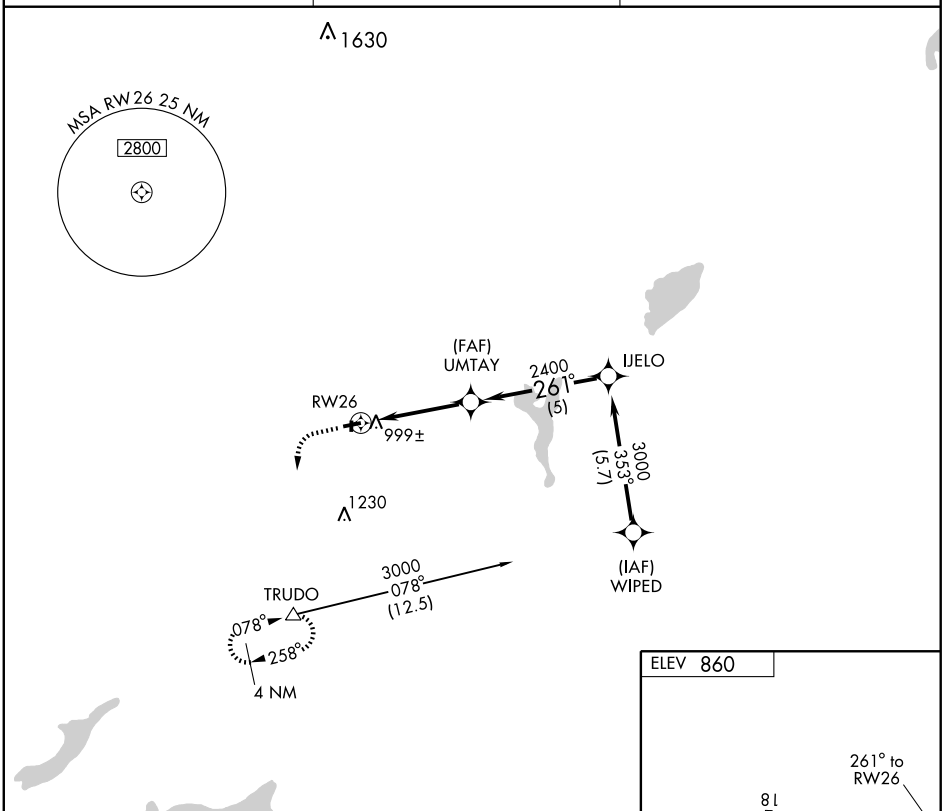
GPS RWY 26
EAST TROY MUNI (57C)

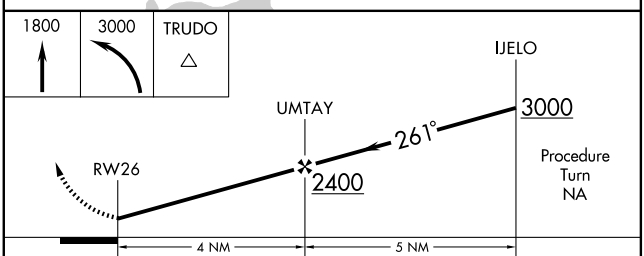
NA

Use Milwaukee (General Mitchell Intl) altimeter setting.

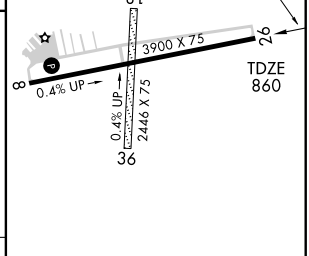
MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct TRUDO Int and hold.

GCO	MILWAUKEE APP CON	UNICOM
121.725	125.35 307.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-26	1340-1 480 (500-1)		1340-1¼ 480 (500-1¼)	1340-1½ 480 (500-1½)
CIRCLING	1380-1 520 (600-1)		1380-1½ 520 (600-1½)	1420-2 560 (600-2)



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

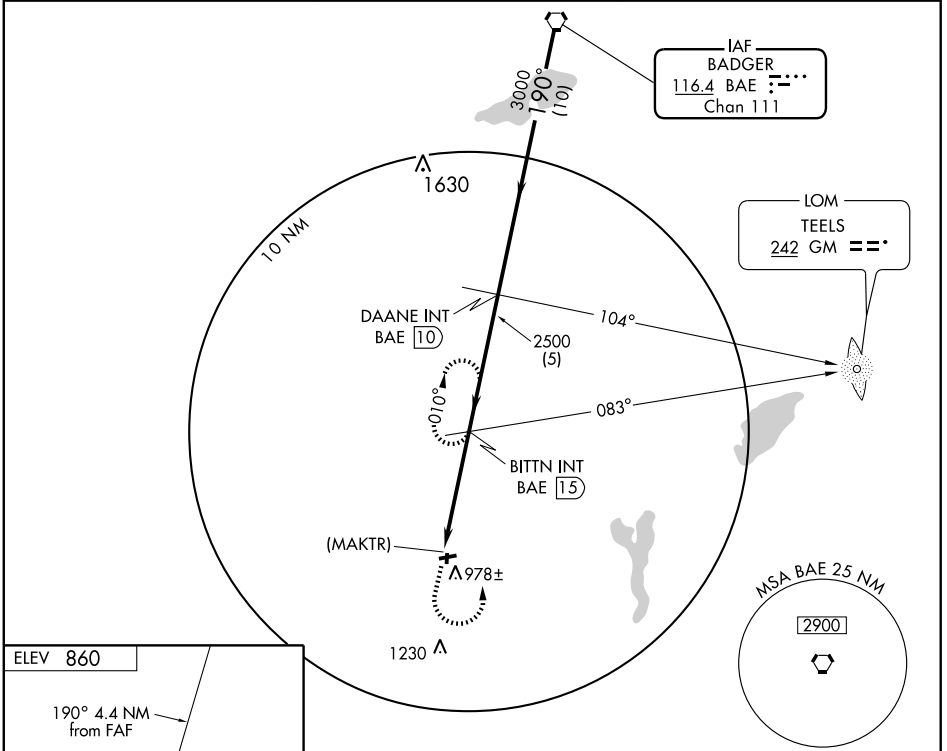
VORTAC BAE 116.4 Chan 111	APP CRS 190°	Rwy Idg N/A TDZE N/A Apt Elev 860

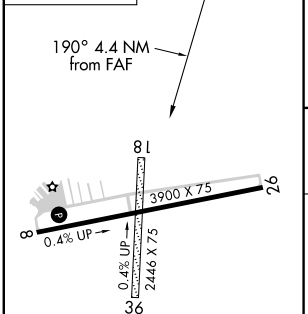
VOR or GPS-A
EAST TROY MUNI (57C)

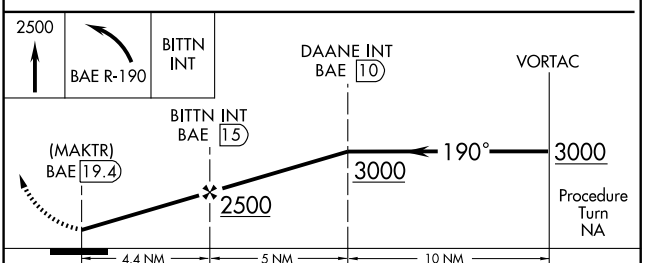
T NA Obtain local altimeter setting on CTAF; when not received, use Milwaukee (General Mitchell) altimeter setting.
ADF OR DME REQUIRED

MISSED APPROACH: Climb to 2500 then left turn via BAE R-190 to BITTN Int/15 DME and hold.

GCO 121.725	MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF) L





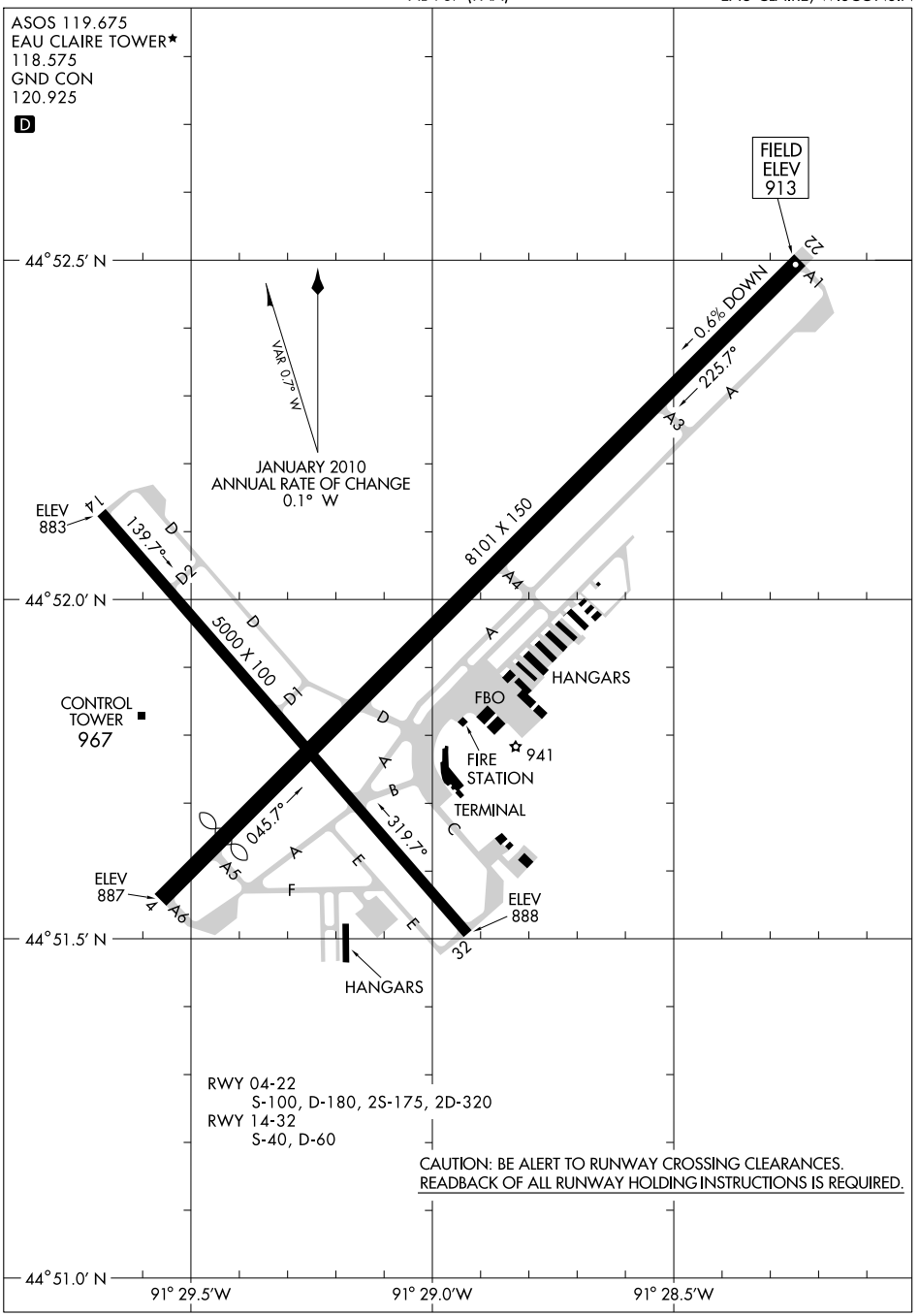


MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	1340-1 480 (500-1)		1340-1½ 480 (500-1½)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
CIRCLING	1460-1 600 (600-1)		1460-1½ 600 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

EAU CLAIRE

CHIPPEWA VALLEY RGNL (EAU) 3 N UTC−6(−5DT) N44°51.95′ W91°29.06′ **GREEN BAY**
913 B S4 **FUEL** 100LL, JET A OX 4 TPA—1913(1000) Class I, ARFF Index A **H–2J, L–14I**
NOTAM FILE EAU **IAP, AD**

RWY 04–22: H8101X150 (CONC–TRTD–WC) S–100, D–180, 2S–175, 2D–320 HIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Thld dsplcd 801′. Road.

RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. 0.6% down.

RWY 14–32: H5000X100 (ASPH–CONC) S–40, D–60 MIRL

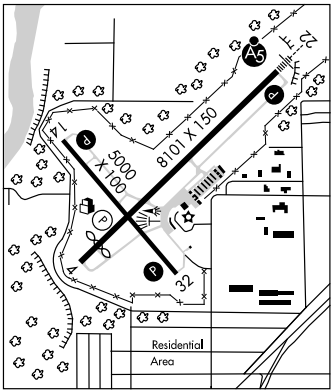
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.

RWY 32: PAPI(P4L)—GA 4.0° TCH 70′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–8101 TODA–8101 ASDA–8101 LDA–7301

RWY 22: TORA–7301 TODA–7301 ASDA–7301 LDA–7301



AIRPORT REMARKS: Attended 1300–0300Z‡. Arpt condition unmonitored 0500–1000Z‡. ARFF not avbl 24 hrs. PPR for unscheduled air carrier ops with more than 9 passenger seats; ctc arpt manager 715–839–6241. Air carrier ops with more than 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/dep times without PPR with arpt manager and confirmation ARFF is avbl prior to ldg or tkf. HIRL Rwy 04–22 preset on low ints, to incr ints and ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14, Rwy 32, and Rwy 22, REIL Rwy 04 and Rwy 14, MALSR Rwy 22—CTAF. PAPI Rwy 04 opr 24 hours.

WEATHER DATA SOURCES: ASOS 119.675 (715) 832–7990. **HIWAS** 112.9 EAU.

COMMUNICATIONS: CTAF 118.575 **UNICOM** 122.95

EAU CLAIRE RCO 123.6 122.65 (GREEN BAY RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.3

TOWER 118.575 (1130–0230Z‡) **GND CON** 120.925

AIRSPACE: CLASS D svc 1130–0230Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.

EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 183° 1.9 NM to fld. 804/4E. **HIWAS**

MAGGS NDB (LOM) 239 EA N44°56.69′ W91°22.42′ 224° 6.7 NM to fld. Unmonitored.

ILS/DME 109.5 I–EAU Chan 32 Rwy 22. LOM MAGGS NDB. BC unusable byd 10 NM blo 2500′.

EAU CLAIRE LAKES (See DRUMMOND)

EDGERTON

JANA (58C) 3 N UTC−6(−5DT) N42°52.37′ W89°04.54′ **CHICAGO**
842 **FUEL** 100LL NOTAM FILE GRB

RWY 18–36: 2305X135 (TURF) LIRL (NSTD)

RWY 18: Tree. **RWY 36:** Brush.

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. For NSTD LIRL Rwy 18–36 call 608–884–3403/3521. Rwy 18–36 NSTD LIRL with reflectors; orange reflectors indicating last 1000′ of rwy both directions. Rwy 18–36 marked by pairs of red metal A–frames; ends of stopways marked with 3 red metal A–frames on centerline.

COMMUNICATIONS: CTAF 122.9

ELROY MUNI (6Ø) 2 S UTC−6(−5DT) N43°42.38′ W90°15.46′ **CHICAGO**
944 TPA—1744(800) NOTAM FILE GRB

RWY 06–24: 3085X100 (GRVL–TURF) LIRL (NSTD)

RWY 06: Trees. **RWY 24:** Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 06–24 2550′ by 34′ GRVL superimposed on turf rwy; surface patchy and rough. Tall bluffs and trees located on both sides of rwy. Rwy 06–24 NSTD LIRL thld lgts, all green lenses.

COMMUNICATIONS: CTAF 122.9

LOC/DME I-EAU	APP CRS	Rwy ldg	7301
109.5	224°	TDZE	913
Chan 32		Apt Elev	913

ILS or LOC RWY 22

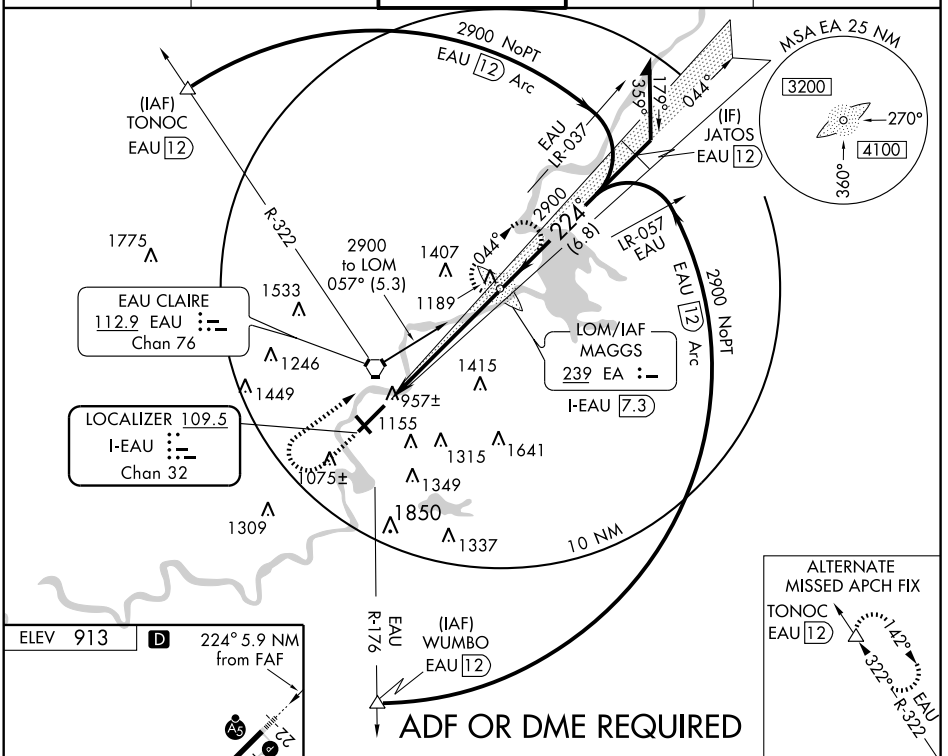
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

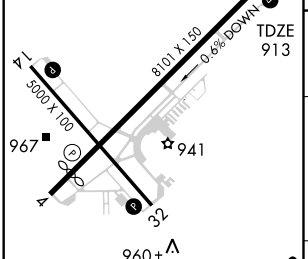
For inoperative MALSR when using Rice Lake altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. When local altimeter setting not received, use Rice Lake altimeter setting and increase DA 109 feet and all MDA 120 feet, increase S-LOC 22 Cat. C and D and Circling Cat. D visibility ¼ mile and increase Circling Cat. C visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct EA LOM and hold.

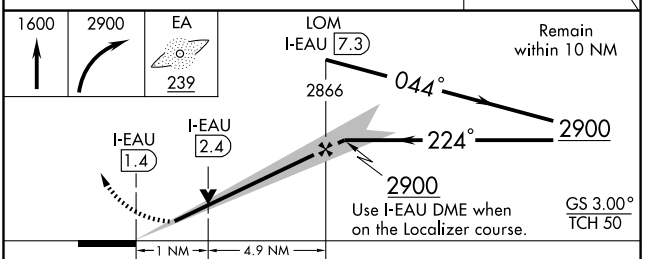
ASOS	MINNEAPOLIS CENTER	EAU CLAIRE TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95





HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 22	1113-½ 200 (200-½)			
S-LOC 22	1280-½ 367 (400-½)			1280-¾ 367 (400-¾)
CIRCLING	1480-1 567 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

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LOC/DME I-EAU	APP CRS	Rwy Idg	7301
109.5	044°	TDZE	889
Chan 32		Apt Elev	913

LOC/DME BC RWY 4

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

ADF REQUIRED. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase S-4 Cats. C and D and Circling Cat. C visibility ½ mile, increase Circling Cat. D ¼ mile.

NA

MISSED APPROACH: Climb to 2900 direct EA LOM and hold.

ASOS	MINNEAPOLIS CENTER	EAU CLAIRE TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95

BACK COURSE

(IAF) UCACI

EAU R-341

2900 NoPT EAU 14 Arc

10 NM

EAU CLAIRE 112.9 EAU Chan 76

1775 1533 1246 1449 1407 1415 1155 1641 1315 1075± 1129± 1349 1309 1850 1337

2900 to UKLUW 212° (7.7)

PECIV I-EAU 0.5

YARGU I-EAU 2.4

044° 224°

LOM MAGGS 239 EA

2900 to UKLUW 224° (12.8)

EAU R-088

(IAF) VIYUR

LOCALIZER 109.5 I-EAU Chan 32

EAU LR-225

2700 044° (6.3)

(IF) ZOSPO EAU 14

(IAF) UKLUW I-EAU 5.5

EAU LR-207

224° 179° 359°

MSA EAU 25 NM

3200 270° 4100 360°

ELEV 913 D

Use I-EAU DME when on the Localizer course.

2900 EA 239

Remain within 10 NM

UKLUW I-EAU 5.5

224° 044°

2900 2700

2.93° TCH 44

YARGU I-EAU 2.4

I-EAU 1.2

PECIV I-EAU 0.5

1740

Disregard glide slope indications.

3.1 NM 1.2 NM 0.7 NM 0.6

8101 X 150 0.6% DOWN

5000 X 100

967 941 960±

TDZE 889

HIRL Rwy 4-22 L

MIRL Rwy 14-32 L

REIL Rwys 4 and 14 L

CATEGORY	A	B	C	D
S-4	1380-1 491 (500-1)		1380-1¼ 491 (500-1¼)	1380-1½ 491 (500-1½)
CIRCLING	1460-1 547 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM EA	APP CRS	Rwy Idg	7301
239	224°	TDZE	913
		Apt Elev	913

NDB RWY 22

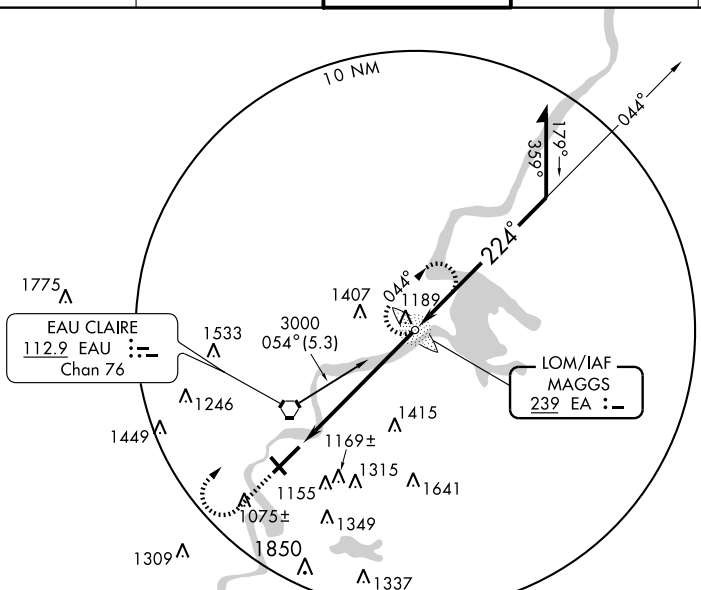
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

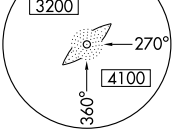
T NA When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDAs 120 feet, increase S-22 Cats. C/D and Circling Cat. C visibility ½ mile, increase Circling Cat. D visibility ¼ mile.

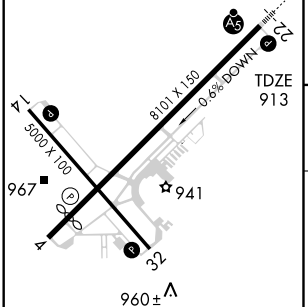
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct EA LOM and hold.

ASOS	MINNEAPOLIS CENTER	EAU CLAIRE TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95

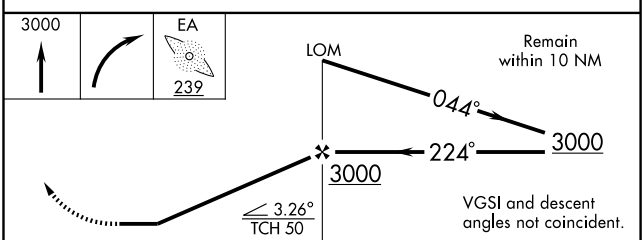






HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-22	1480-¾ 567 (600-¾)		1480-1 567 (600-1)	1480-1½ 567 (600-1½)
CIRCLING	1480-1 567 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

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WAAS CH 69217 W04A	APP CRS 044°	Rwy Idg 7301 TDZE 889 Apt Elev 913

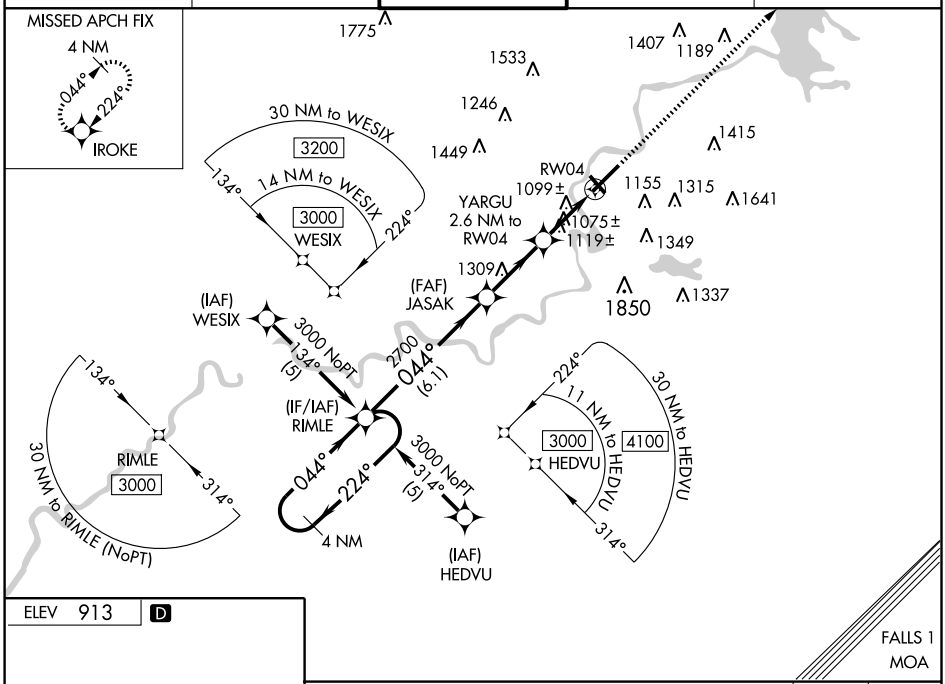
RNAV (GPS) RWY 4

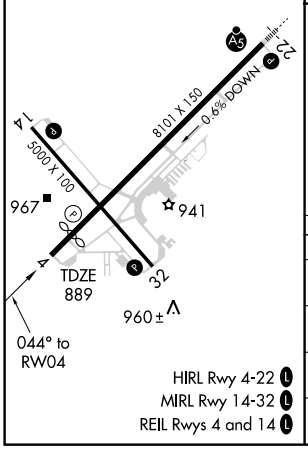
EAU CLAIRE/ CHIPPEWA VALLEY RGNL (EAU)

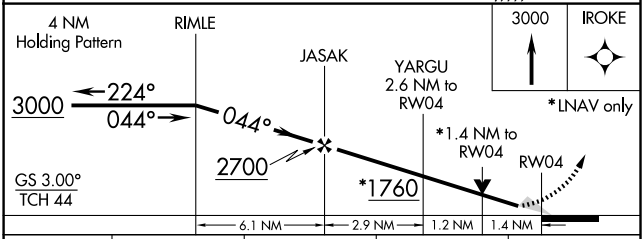
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all DA 109 feet and all MDA 120 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Rice Lake altimeter setting. VDP NA when using Rice Lake altimeter setting.

MISSED APPROACH: Climb to 3000 direct IROKE and hold.

ASOS	MINNEAPOLIS CENTER	EAU CLAIRE TOWER★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95







CATEGORY	A	B	C	D
LPV DA	1089-¾ 200 (200-¾)			
LNAV/VNAV DA	1422-2 533 (600-2)			
LNAV MDA	1380-1 491 (500-1)		1380-1¼ 491 (500-1¼)	1380-1½ 491 (500-1½)
CIRCLING	1460-1 547 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	7301
CH 87006	224°	TDZE	913
W22A		Apt Elev	913

RNAV (GPS) RWY 22

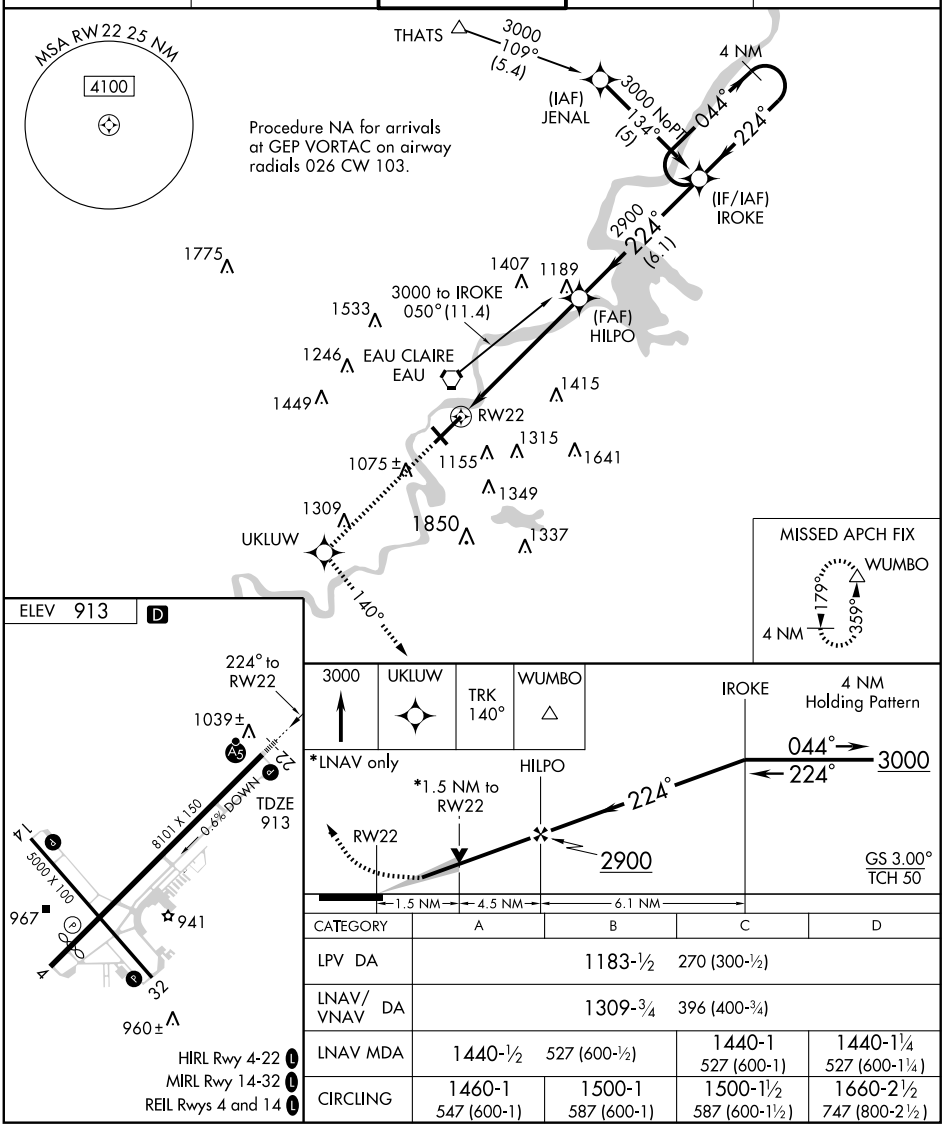
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter not received, use Rice Lake altimeter and increase all MDAs 120 feet, increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C ½ mile and Cat. D ¼ mile. Baro-VNAV and VDP NA when using Rice Lake altimeter setting. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct UKLUW and via 140° track to WUMBO and hold.

ASOS	MINNEAPOLIS CENTER	EAU CLAIRE TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95



CATEGORY	A	B	C	D
LPV DA	1183-½ 270 (300-½)			
LNAV/VNAV DA	1309-¾ 396 (400-¾)			
LNAV MDA	1440-½ 527 (600-½)		1440-1 527 (600-1)	1440-1¼ 527 (600-1¼)
CIRCLING	1460-1 547 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L

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EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EAU 112.9 Chan 76	APP CRS 184°	Rwy Idg N/A TDZE N/A Apt Elev 913

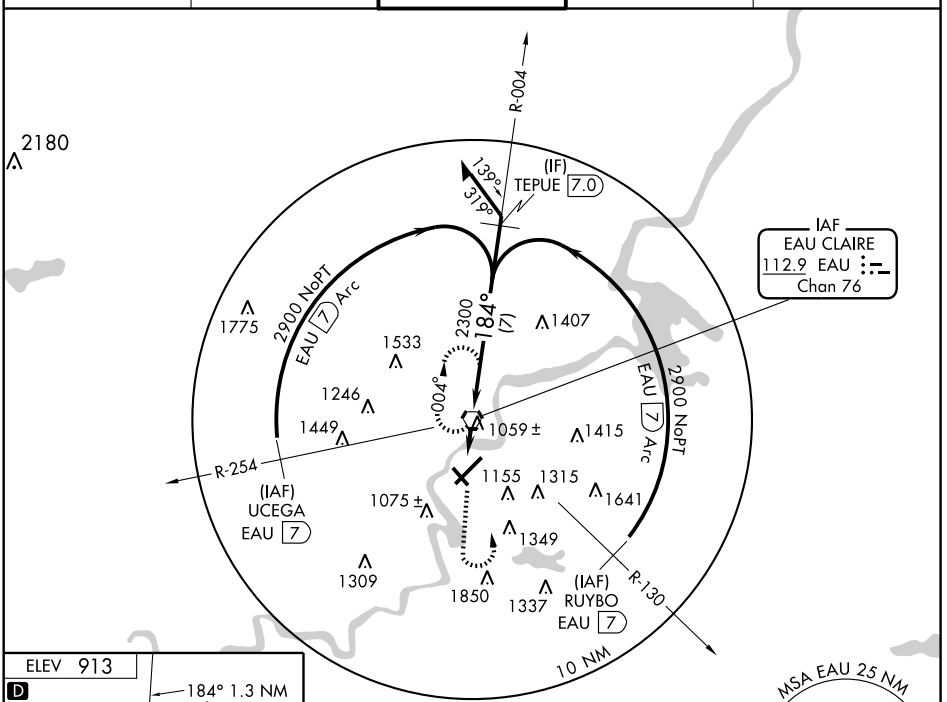
VOR-A

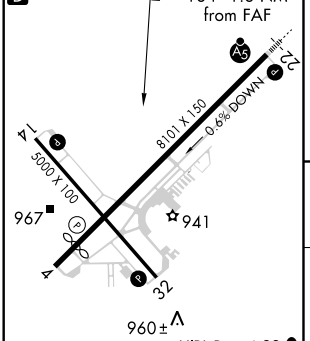
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

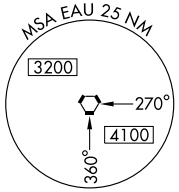
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase Circling Cat. A and B visibility ¼ mile and Cat. C visibility ½ mile.

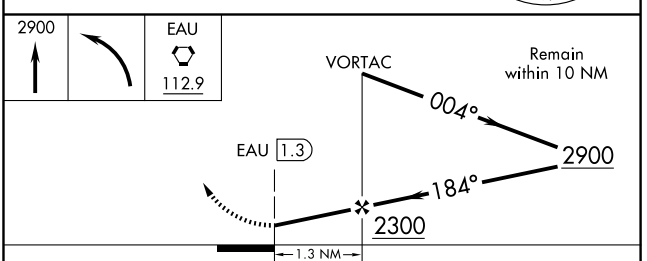
MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	EAU CLAIRE TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95









FAF to MAP 1.3 NM					
Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26

CATEGORY	A	B	C	D
CIRCLING	1780-1 867 (900-1)	1780-1¼ 867 (900-1¼)	1780-2½ 867 (900-2½)	1820-3 907 (1000-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

EPHRAIM–FISH CREEK (3D2) 1 SW UTC−6(−5DT) N45°08.12′ W87°11.15′ **GREEN BAY**
773 B S2 **FUEL** 100LL NOTAM FILE GRB **L–31B**
RWY 14–32: H2700X60 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 14: PAPI(P2L)—GA 3.5° TCH 24′. Trees. **RWY 32:** PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 01–19: 1980X80 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended on call. For fuel Mon–Fri 1600–2100Z‡ call 920–868–1714. Other hrs call 920–495–0775/493–1714. Rwy 01–19 slopes immediately down to South–cannot see one end from the other. Rwy 14–32 400′ turf twy on NE end. Rwy 01–19 ends and edges marked with yellow barrels. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **GREEN BAY APP/DEP CON** 119.5 (1130–0530Z‡) Ⓡ**MINNEAPOLIS CENTER APP/DEP CON** 127.65 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MNM.
MENOMINEE (L) VOR DME 109.6 MNM CHAN 83 N45°10.81′ W87°38.83′ 098° 19.8 NM to fld. 650/00E.

FALLS N43°46.13′ W87°50.93′ NOTAM FILE SBM. **CHICAGO**
(L) VOR/DME 110.0 FAH Chan 37 at Sheboygan Co Meml. 744/2W. **ASOS** **L–28H**
VOR unusable 018°–045° byd 12 NM and 046°–017° byd 31 NM blo 3000′.
DME unusable 320°–340° byd 25 NM blo 3000′.
RCO 122.1R 110.0T (GREEN BAY RADIO)

FAMIS N44°26.43′ W88°14.38′ NOTAM FILE GRB. **GREEN BAY**
NDB (LOM) 356 GR 063° 5.4 NM to Austin Straubel Intl. Unmonitored.

FICHY N44°45.36′ W87°26.95′ NOTAM FILE SUE. **GREEN BAY**
NDB (LOM) 224 II 016° 5.4 NM to Door Co Cherryland. Unmonitored.

FOND DU LAC CO (FLD) 1 W UTC−6(−5DT) N43°46.27′ W88°29.31′ **CHICAGO**
808 B S4 **FUEL** 100LL, JET A1 TPA—1808(1000) NOTAM FILE FLD **H–2K, L–28H**
RWY 18–36: H5941X100 (ASPH) D–60 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees. Rgt tfc.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 33′. Trees.
RWY 09–27: H3602X75 (ASPH) S–22 MIRL 0.6% up W
RWY 09: Trees. Rgt tfc. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For attendant after hrs call 920–922–6000. Rwy 36 is for left tfc only. HIRL Rwy 18–36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09–27, REIL Rwy 18; PAPI Rwy 18 and Rwy 36 and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 134.0 (920) 922–4444.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 165° 13.5 NM to fld. 780/2E.
ILS/DME 108.3 I–FLD Chan 20 Rwy 36 LOC only.

FORT ATKINSON MUNI (61C) 3 NE UTC−6(−5DT) N42°57.79′ W88°49.06′ **CHICAGO**
800 B **FUEL** 100LL TPA—1800(1000) NOTAM FILE GRB **L–28H**
RWY 03–21: H3801X60 (ASPH) S–12 MIRL **IAP**
RWY 03: Trees. **RWY 21:** PAPI(P2L)—GA 3.0° TCH 30′. Tree.
AIRPORT REMARKS: Unattended. Parachute Jumping. Fuel avbl PPR call 920–563–7760. Ultralight activity on and invof arpt. Rwy 03–21 pilots req to fly rwy heading and climb to 1400′ MSL before turning east. MIRL Rwy 03–21 preset on low ints, to ACTIVATE higher ints and PAPI Rwy 21—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MADISON APP/DEP CON** 120.1 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡).
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 247° 25.2 NM to fld. 1080/2E. **HIWAS.**

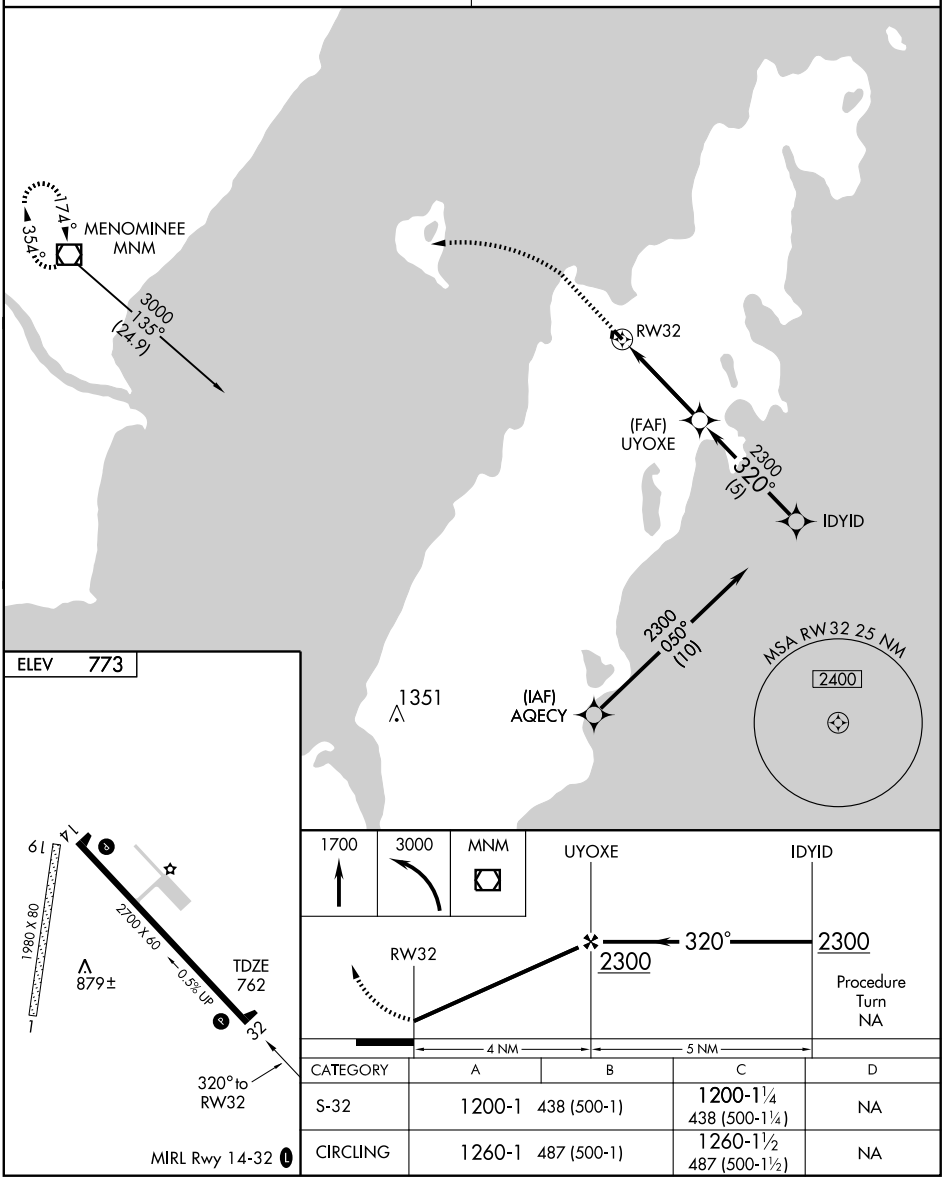
FOX RIVER (See ROCHESTER)

FRANKS SPB (See LAC DU FLAMBEAU)

APP CRS	Rwy Idg	2700
320°	TDZE	762
	Apt Elev	773

GPS RWY 32
EPHRAIM-FISH CREEK (3D2)

NA Use Menominee, MI altimeter setting.	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MNM VOR/DME and hold.
GREEN BAY APP CON * 119.5 338.2	UNICOM 123.0 (CTAF) L



CATEGORY	A	B	C	D
S-32	1200-1	438 (500-1)	1200-1¼ 438 (500-1¼)	NA
CIRCLING	1260-1	487 (500-1)	1260-1½ 487 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

EPHRAIM–FISH CREEK (3D2) 1 SW UTC−6(−5DT) N45°08.12′ W87°11.15′ **GREEN BAY**
773 B S2 **FUEL** 100LL NOTAM FILE GRB **L–31B**
RWY 14–32: H2700X60 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 14: PAPI(P2L)—GA 3.5° TCH 24′. Trees. **RWY 32:** PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 01–19: 1980X80 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended on call. For fuel Mon–Fri 1600–2100Z‡ call 920–868–1714. Other hrs call 920–495–0775/493–1714. Rwy 01–19 slopes immediately down to South–cannot see one end from the other. Rwy 14–32 400′ turf twy on NE end. Rwy 01–19 ends and edges marked with yellow barrels. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **GREEN BAY APP/DEP CON** 119.5 (1130–0530Z‡) Ⓡ**MINNEAPOLIS CENTER APP/DEP CON** 127.65 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MNM.
MENOMINEE (L) VOR DME 109.6 MNM CHAN 83 N45°10.81′ W87°38.83′ 098° 19.8 NM to fld. 650/00E.

FALLS N43°46.13′ W87°50.93′ NOTAM FILE SBM. **CHICAGO**
(L) VOR/DME 110.0 FAH Chan 37 at Sheboygan Co Meml. 744/2W. **ASOS** **L–28H**
VOR unusable 018°–045° byd 12 NM and 046°–017° byd 31 NM blo 3000′.
DME unusable 320°–340° byd 25 NM blo 3000′.
RCO 122.1R 110.0T (GREEN BAY RADIO)

FAMIS N44°26.43′ W88°14.38′ NOTAM FILE GRB. **GREEN BAY**
NDB (LOM) 356 GR 063° 5.4 NM to Austin Straubel Intl. Unmonitored.

FICHY N44°45.36′ W87°26.95′ NOTAM FILE SUE. **GREEN BAY**
NDB (LOM) 224 II 016° 5.4 NM to Door Co Cherryland. Unmonitored.

FOND DU LAC CO (FLD) 1 W UTC−6(−5DT) N43°46.27′ W88°29.31′ **CHICAGO**
808 B S4 **FUEL** 100LL, JET A1 TPA—1808(1000) NOTAM FILE FLD **H–2K, L–28H**
RWY 18–36: H5941X100 (ASPH) D–60 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees. Rgt tfc.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 33′. Trees.
RWY 09–27: H3602X75 (ASPH) S–22 MIRL 0.6% up W
RWY 09: Trees. Rgt tfc. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For attendant after hrs call 920–922–6000. Rwy 36 is for left tfc only. HIRL Rwy 18–36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09–27, REIL Rwy 18; PAPI Rwy 18 and Rwy 36 and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 134.0 (920) 922–4444.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 165° 13.5 NM to fld. 780/2E.
ILS/DME 108.3 I–FLD Chan 20 Rwy 36 LOC only.

FORT ATKINSON MUNI (61C) 3 NE UTC−6(−5DT) N42°57.79′ W88°49.06′ **CHICAGO**
800 B **FUEL** 100LL TPA—1800(1000) NOTAM FILE GRB **L–28H**
RWY 03–21: H3801X60 (ASPH) S–12 MIRL **IAP**
RWY 03: Trees. **RWY 21:** PAPI(P2L)—GA 3.0° TCH 30′. Tree.
AIRPORT REMARKS: Unattended. Parachute Jumping. Fuel avbl PPR call 920–563–7760. Ultralight activity on and invof arpt. Rwy 03–21 pilots req to fly rwy heading and climb to 1400′ MSL before turning east. MIRL Rwy 03–21 preset on low ints, to ACTIVATE higher ints and PAPI Rwy 21—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MADISON APP/DEP CON** 120.1 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡).
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 247° 25.2 NM to fld. 1080/2E. **HIWAS.**

FOX RIVER (See ROCHESTER)

FRANKS SPB (See LAC DU FLAMBEAU)

LOC/DME I-FLD 108.3 Chan 20	APP CRS 358°	Rwy Idg 5940 TDZE 795 Apt Elev 808

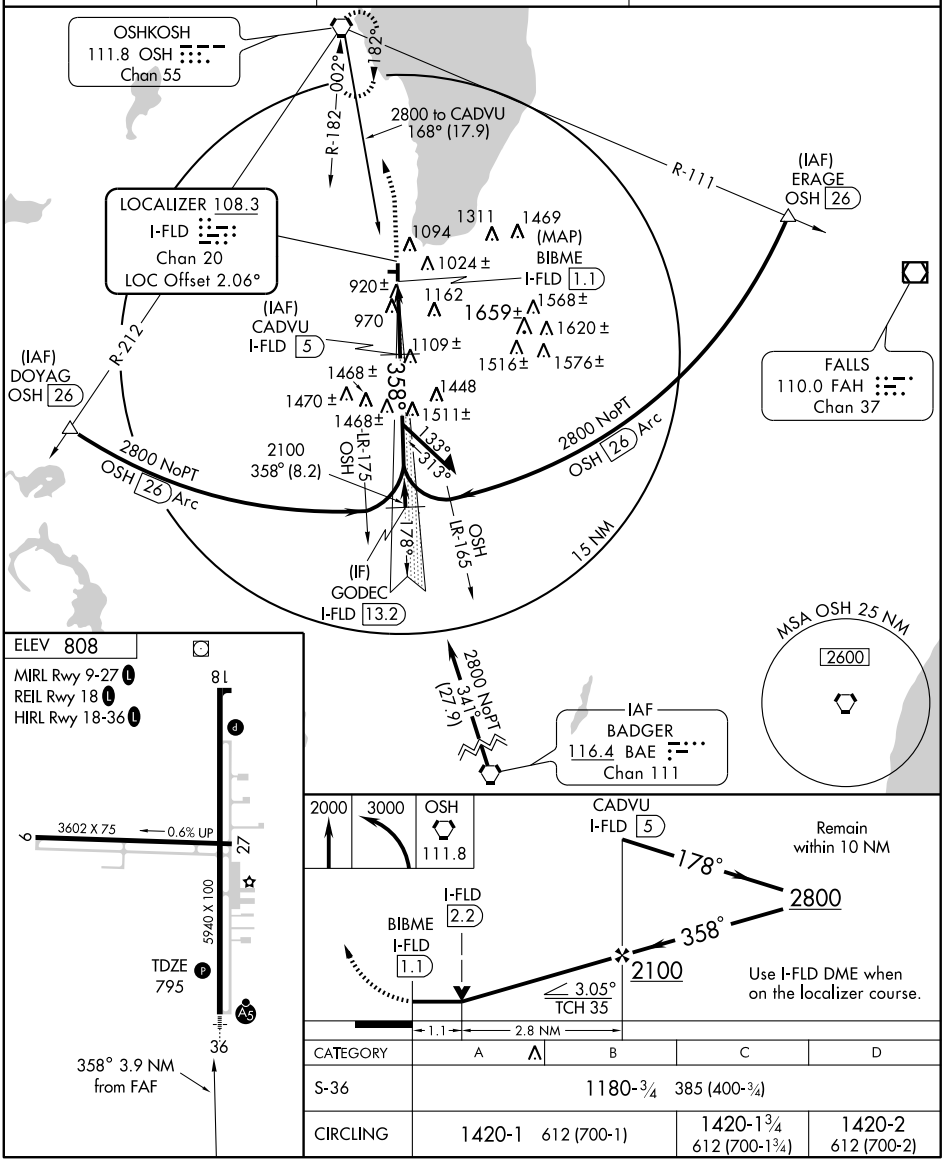
LOC/DME RWY 36
FOND DU LAC COUNTY (FLD)

T NA — If local altimeter setting not received, use Oshkosh altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-36 Cats. A-C visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OSH VORTAC and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) L



CATEGORY	A	B	C	D
S-36	1180-¾ 385 (400-¾)			
CIRCLING	1420-1 612 (700-1)		1420-1¾ 612 (700-1¾)	1420-2 612 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

FOND DU LAC COUNTY (FLD)

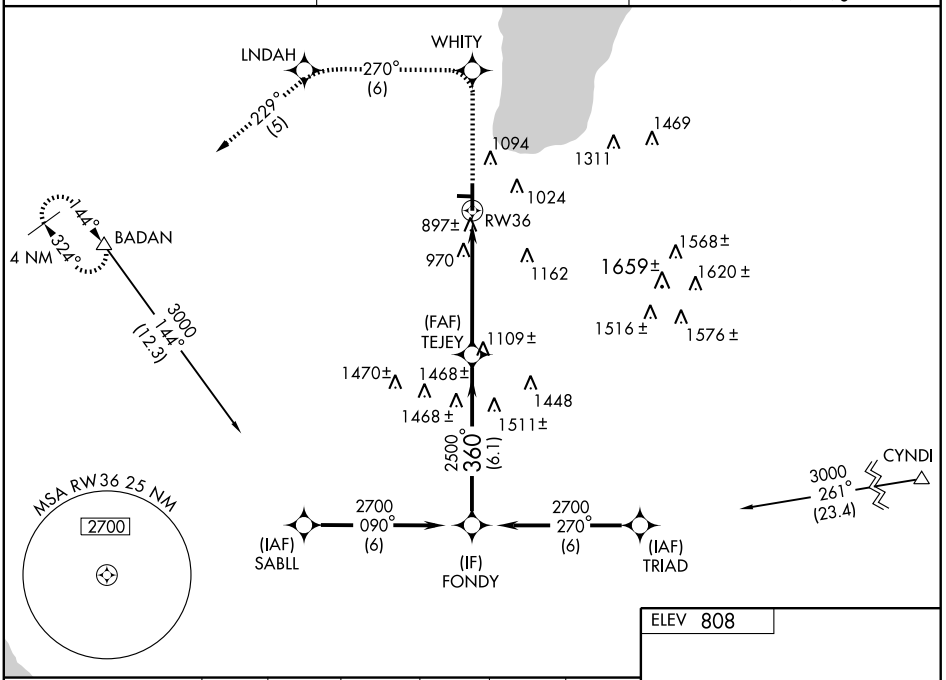
WAAS	APP CRS	Rwy ldg	5940
CH 93800	360°	TDZE	795
W36A		Apt Elev	808

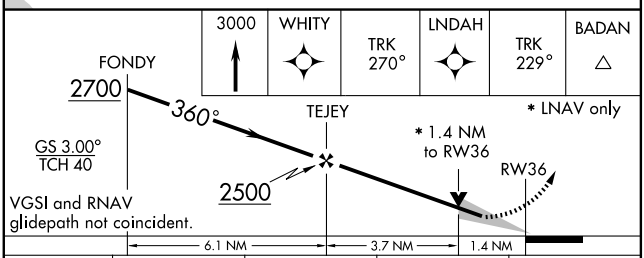
If local altimeter setting not received, use Wittman Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP NA when using Wittman Rgnl altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats. visibility to 1¼ mile. Baro-VNAV NA when using Wittman Rgnl altimeter setting.

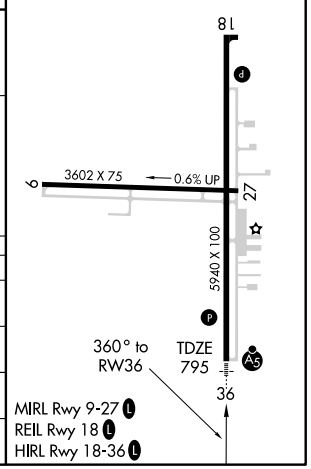
MALSR

MISSED APPROACH: Climb to 3000 direct WHITY and via 270° track to LNDAH and via 229° track to BADAN and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1125-¾ 330 (400-¾)			
LNAV/VNAV DA	1171-¾ 376 (400-¾)			
LNAV MDA	1280-½ 485 (500-½)		1280-¾ 485 (500-¾)	1280-1 485 (500-1)
CIRCLING	1420-1 612 (700-1)		1420-1¾ 612 (700-1¾)	1420-2 612 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

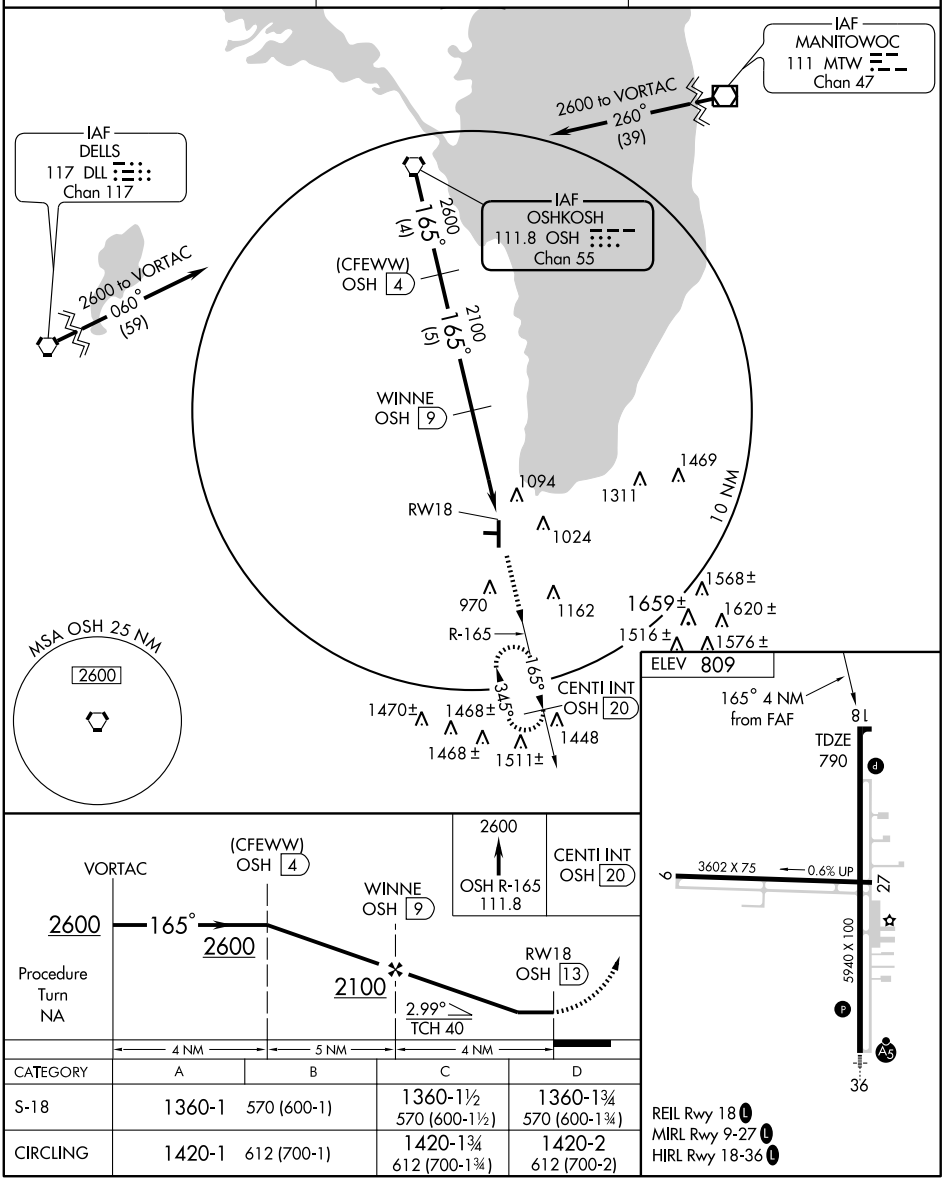
VORTAC OSH	APP CRS	Rwy Idg	5940
111.8	165°	TDZE	790
Chan 55		Apt Elev	809

VOR/DME or GPS RWY 18

FOND DU LAC COUNTY (FLD)

MISSED APPROACH: Climb to 2600 via OSH R-165 to CENTI Int/20 DME and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-18	1360-1 570 (600-1)		1360-1½ 570 (600-1½)	1360-1¾ 570 (600-1¾)
CIRCLING	1420-1 612 (700-1)		1420-1¾ 612 (700-1¾)	1420-2 612 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OSH	APP CRS	Rwy Idg	5940
111.8	346°	TDZE	795
Chan 55		Apt Elev	809

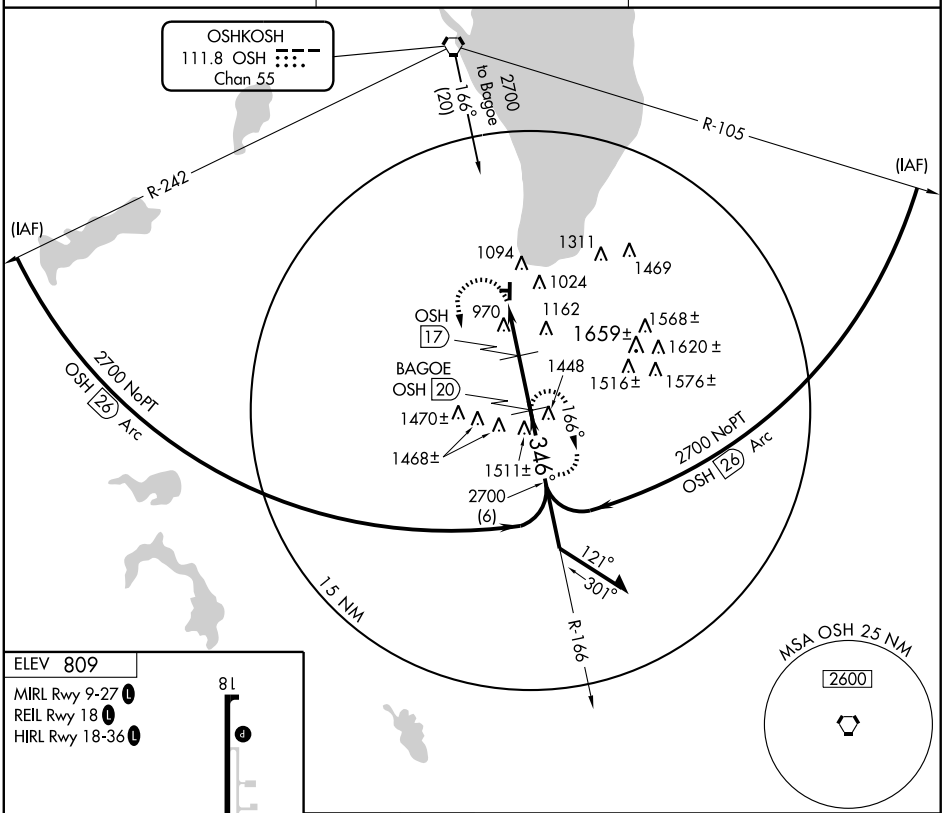
VOR/DME RWY 36

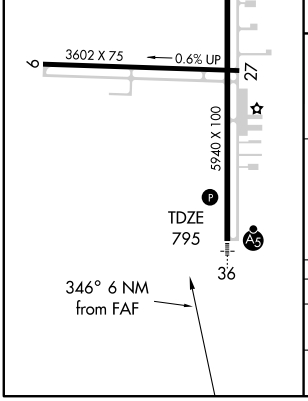
FOND DU LAC COUNTY (FLD)

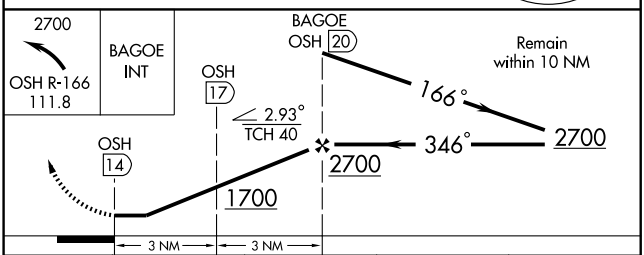
MALSR

MISSED APPROACH: Climbing left turn to 2700 via OSH R-166 to BAGOE 20 DME and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-36	1420-½	625 (700-½)	1420-1¼ 625 (700-1¼)	1420-1½ 625 (700-1½)
CIRCLING	1420-1	611 (700-1)	1420-1¾ 611 (700-1¾)	1420-2 611 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

EPHRAIM–FISH CREEK (3D2) 1 SW UTC−6(−5DT) N45°08.12′ W87°11.15′ **GREEN BAY**
773 B S2 **FUEL** 100LL NOTAM FILE GRB **L–31B**
RWY 14–32: H2700X60 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 14: PAPI(P2L)—GA 3.5° TCH 24′. Trees. **RWY 32:** PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 01–19: 1980X80 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended on call. For fuel Mon–Fri 1600–2100Z‡ call 920–868–1714. Other hrs call 920–495–0775/493–1714. Rwy 01–19 slopes immediately down to South–cannot see one end from the other. Rwy 14–32 400′ turf twy on NE end. Rwy 01–19 ends and edges marked with yellow barrels. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **GREEN BAY APP/DEP CON** 119.5 (1130–0530Z‡) Ⓡ**MINNEAPOLIS CENTER APP/DEP CON** 127.65 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MNM.
MENOMINEE (L) VOR DME 109.6 MNM CHAN 83 N45°10.81′ W87°38.83′ 098° 19.8 NM to fld. 650/00E.

FALLS N43°46.13′ W87°50.93′ NOTAM FILE SBM. **CHICAGO**
(L) VOR/DME 110.0 FAH Chan 37 at Sheboygan Co Meml. 744/2W. **ASOS** **L–28H**
VOR unusable 018°–045° byd 12 NM and 046°–017° byd 31 NM blo 3000′.
DME unusable 320°–340° byd 25 NM blo 3000′.
RCO 122.1R 110.0T (GREEN BAY RADIO)

FAMIS N44°26.43′ W88°14.38′ NOTAM FILE GRB. **GREEN BAY**
NDB (LOM) 356 GR 063° 5.4 NM to Austin Straubel Intl. Unmonitored.

FICHY N44°45.36′ W87°26.95′ NOTAM FILE SUE. **GREEN BAY**
NDB (LOM) 224 II 016° 5.4 NM to Door Co Cherryland. Unmonitored.

FOND DU LAC CO (FLD) 1 W UTC−6(−5DT) N43°46.27′ W88°29.31′ **CHICAGO**
808 B S4 **FUEL** 100LL, JET A1 TPA—1808(1000) NOTAM FILE FLD **H–2K, L–28H**
RWY 18–36: H5941X100 (ASPH) D–60 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees. Rgt tfc.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 33′. Trees.
RWY 09–27: H3602X75 (ASPH) S–22 MIRL 0.6% up W
RWY 09: Trees. Rgt tfc. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For attendant after hrs call 920–922–6000. Rwy 36 is for left tfc only. HIRL Rwy 18–36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09–27, REIL Rwy 18; PAPI Rwy 18 and Rwy 36 and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 134.0 (920) 922–4444.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 165° 13.5 NM to fld. 780/2E.
ILS/DME 108.3 I–FLD Chan 20 Rwy 36 LOC only.

FORT ATKINSON MUNI (61C) 3 NE UTC−6(−5DT) N42°57.79′ W88°49.06′ **CHICAGO**
800 B **FUEL** 100LL TPA—1800(1000) NOTAM FILE GRB **L–28H**
RWY 03–21: H3801X60 (ASPH) S–12 MIRL **IAP**
RWY 03: Trees. **RWY 21:** PAPI(P2L)—GA 3.0° TCH 30′. Tree.
AIRPORT REMARKS: Unattended. Parachute Jumping. Fuel avbl PPR call 920–563–7760. Ultralight activity on and invof arpt. Rwy 03–21 pilots req to fly rwy heading and climb to 1400′ MSL before turning east. MIRL Rwy 03–21 preset on low ints, to ACTIVATE higher ints and PAPI Rwy 21—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MADISON APP/DEP CON** 120.1 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡).
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 247° 25.2 NM to fld. 1080/2E. **HIWAS.**

FOX RIVER (See ROCHESTER)

FRANKS SPB (See LAC DU FLAMBEAU)

AL-9037 (FAA)

RNAV (GPS) RWY 3

FORT ATKINSON MUNI (61C)

APP CRS	Rwy Idg	3801
030°	TDZE	800
	Apt Elev	800

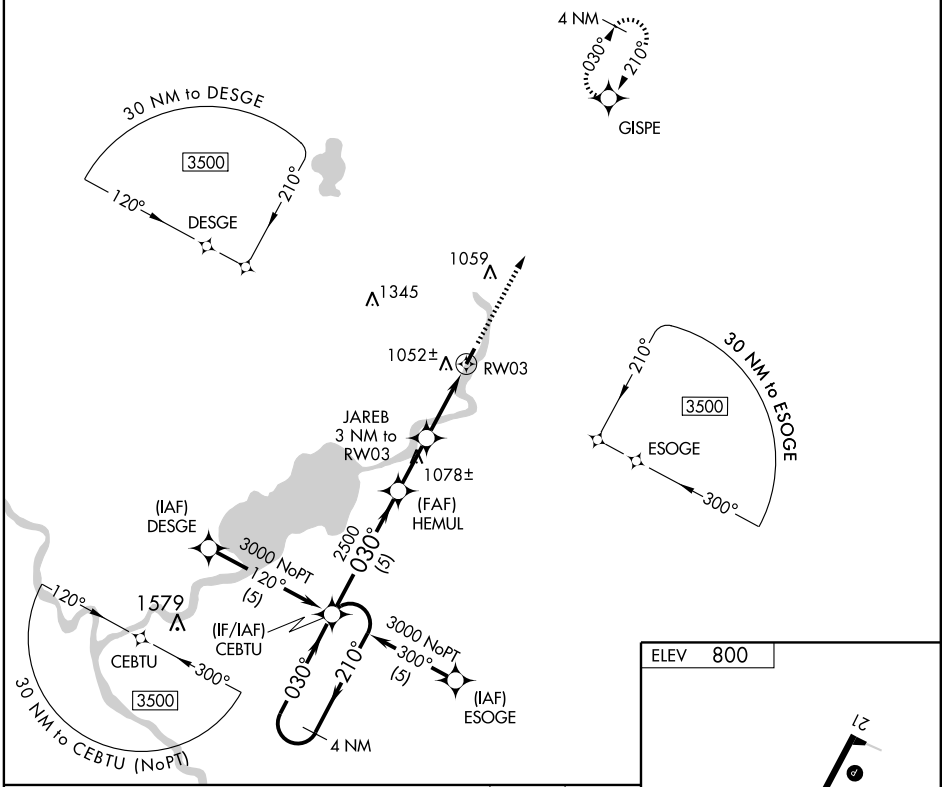
NA

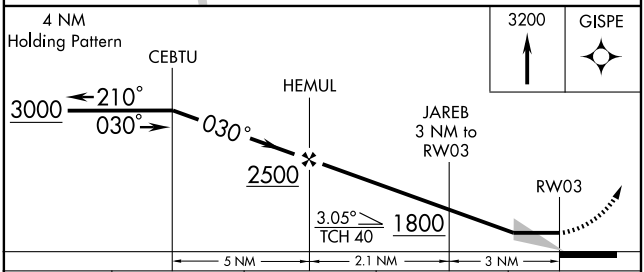
Use Watertown Muni altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct GISPE WP and hold.

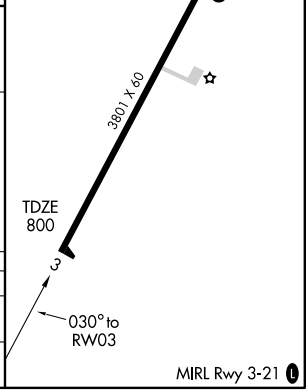
MADISON APP CON ★
120.1 350.3

CTAF
122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 540 (600-1)		1340-1½ 540 (600-1½)	NA
CIRCLING	1400-1 600 (700-1)		1400-1½ 600 (700-1½)	NA



MIRL Rwy 3-21 L

42° 58′N-88° 49′W

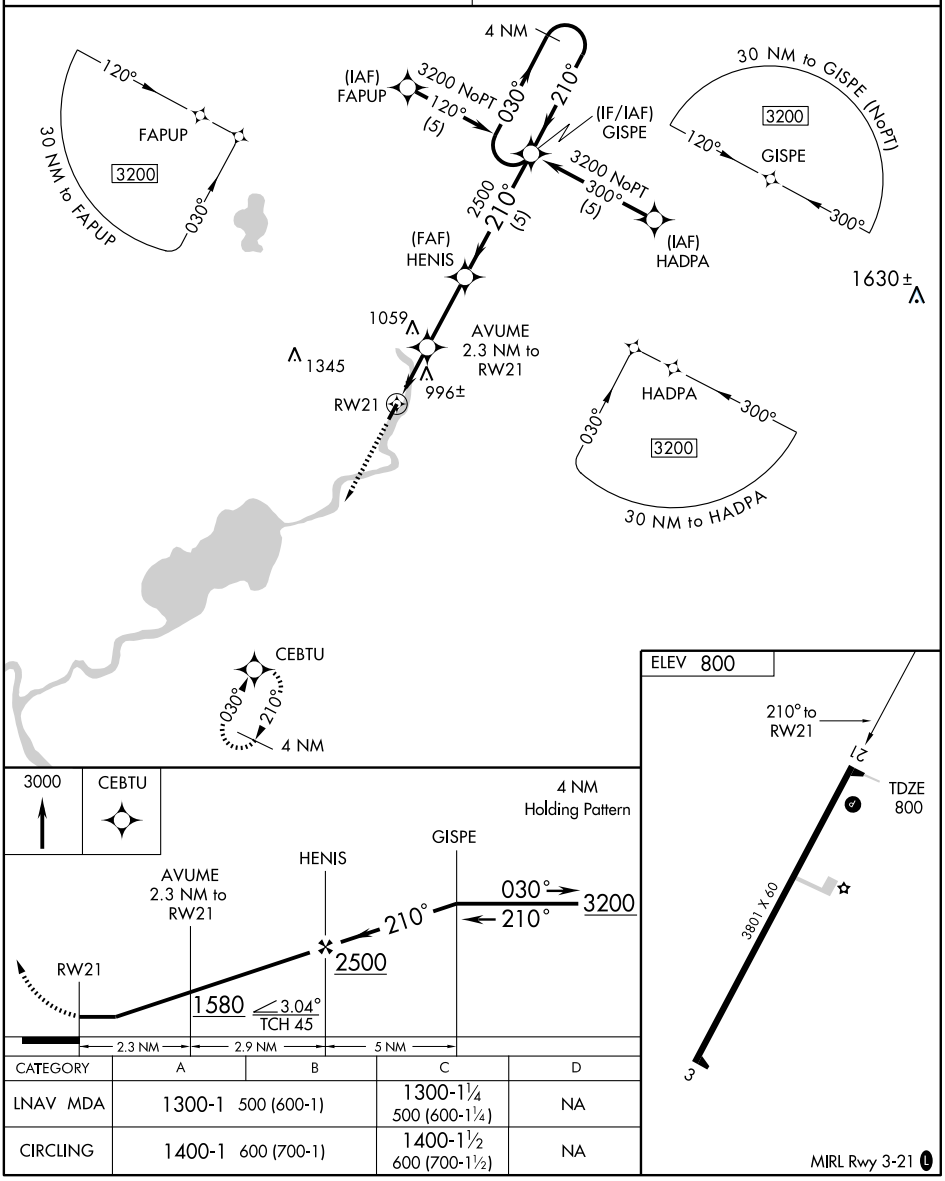
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3801
210°	TDZE	800
	Apt Elev	800

RNAV (GPS) RWY 21
FORT ATKINSON MUNI (61C)

⚠ NA Use Watertown Muni altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3200 direct CEBTU WP and hold.
MADISON APP CON ★ **120.1 350.3**	CTAF 122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 500 (600-1)		1300-1¼ 500 (600-1¼)	NA
CIRCLING	1400-1 600 (700-1)		1400-1½ 600 (700-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

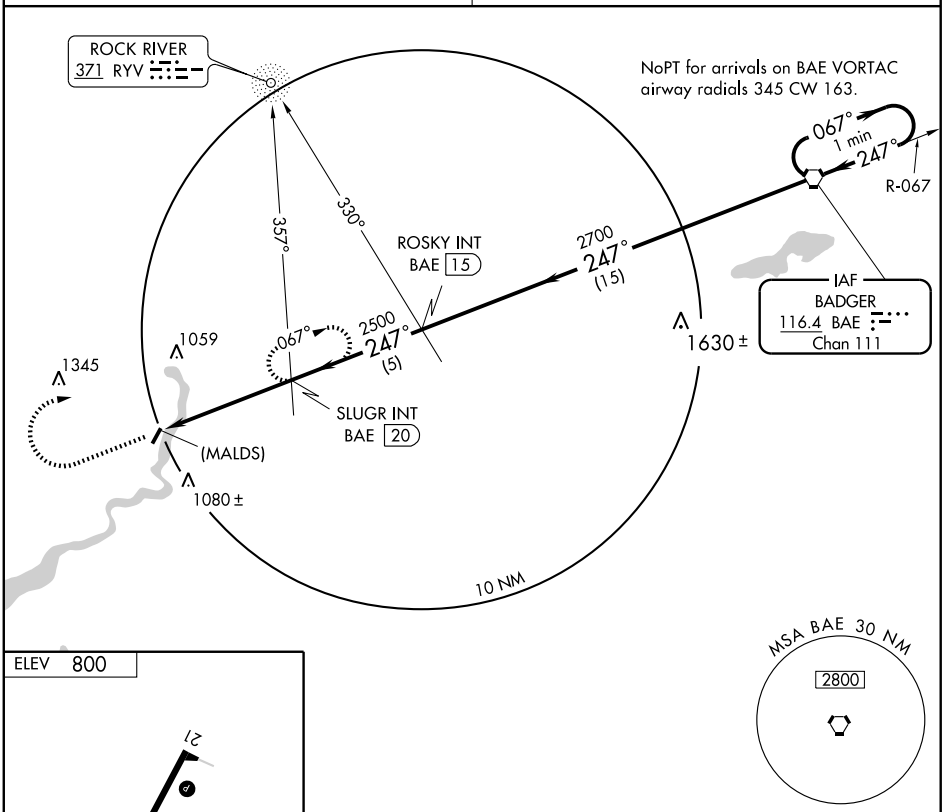
VORTAC BAE	APP CRS	Rwy Idg	N/A
116.4	247°	TDZE	N/A
Chan 111		Apt Elev	800

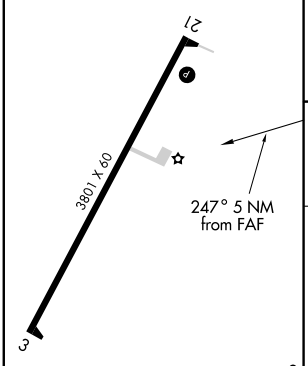
AL-9037 (FAA)

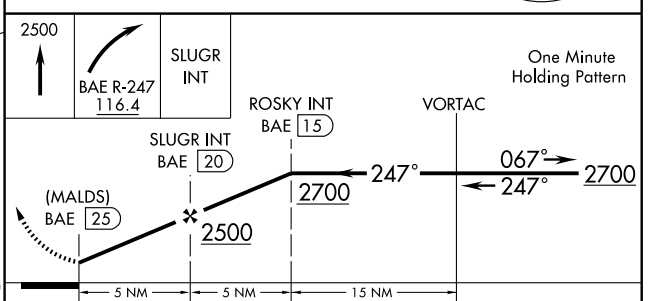
VOR-A

FORT ATKINSON MUNI (61C)

NA	Use Watertown altimeter setting. ADF or DME REQUIRED.	MISSED APPROACH: Climb to 2500 then right turn via BAE R-247 to SLUGR Int and hold.
MADISON APP CON ★ 120.1 350.3		CTAF 122.9 L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1420-1 620 (700-1)	1420-1¼ 620 (700-1¼)	1420-1¾ 620 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

FRANKSVILLE

CINDY GUNTLY MEML (62C) 7 NW UTC−6(−5DT) N42°49.42′ W88°05.67′ **CHICAGO**

790 S4 **FUEL** 100LL, MOGAS TPA—1790(1000) NOTAM FILE GRB

RWY 01–19: 2425X70 (TURF) LIRL (NSTD).

RWY 01: Tree. **RWY 19:** Tree.

RWY 18–36: 1200X80 (TURF)

RWY 18: Trees. **RWY 36:** Tree.

AIRPORT REMARKS: Attended Mon–Fri 1430–0000Z‡, Sat 1700–0000Z‡. Rwy 18 and Rwy 19 ground drops off rapidly at S end. Rwy 18–36 rough and undulating rolling terrain. ACTIVATE NSTD LIRL Rwy 01–19—CTAF. Rwy 01–19 NSTD LIRL has two pairs of lgts each end.

COMMUNICATIONS: CTAF 122.9

FRIENDSHIP (ADAMS)

ADAMS CO LEGION FLD (63C) 1 E UTC−6(−5DT) N43°57.67′ W89°47.28′ **CHICAGO**

976 B **FUEL** 100LL NOTAM FILE GRB **L–28G**

RWY 15–33: H3400X60 (ASPH) S–12.5 MIRL 0.3% up SE **IAP**

RWY 15: REIL. PAPI(P2L). Trees.

RWY 33: REIL. PAPI(P2L). Trees.

RWY 08–26: 2825X100 (TURF)

RWY 08: Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralight activity at arpt. Rwy 08–26 CLOSED Dec 1–Apr 1. Acft departing Rwy 15 turn to a heading of 180° after takeoff. Rwy 08–26 marked with 3′ white cones. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

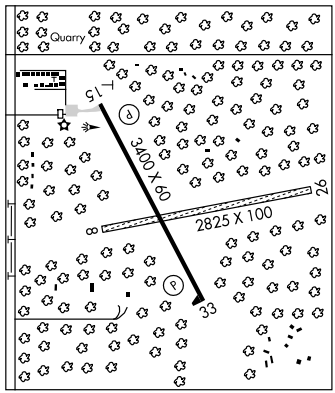
COMMUNICATIONS: CTAF 122.9

VOLK APP/DEP CON 135.25 (1300–2100Z‡)

CHICAGO CENTER/APP DEP CON 133.3 (2100–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.

DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′. 355° 24.6 NM to fld. 1020/3E.



GAMIE N44°09.75′ W88°35.10′ NOTAM FILE ATW. **GREEN BAY**

NDB (LOM) 230 AT 028° 6.4 NM to Outagamie Co.

GENERAL MITCHELL INTL (See MILWAUKEE)

GENOA CITY

VINCENT (64C) 3 NE UTC−6(−5DT) N42°31.10′ W88°18.02′ **CHICAGO**

880 TPA—1680(800) NOTAM FILE GRB

RWY 09–27: 1775X130 (TURF)

RWY 09: Trees. **RWY 27:** Road.

AIRPORT REMARKS: Unattended. Rwy 09–27 W end rises +15′.

COMMUNICATIONS: CTAF/UNICOM 122.8

GILBERT FIELD (See RIO)

GRAND GENEVA RESORT (See LAKE GENEVA)

RNAV (GPS) RWY 33

FRIENDSHIP (ADAMS) /ADAMS COUNTY LEGION FIELD (63C)

APP CRS	Rwy Idg	3400
334°	TDZE	976
	Apt Elev	976

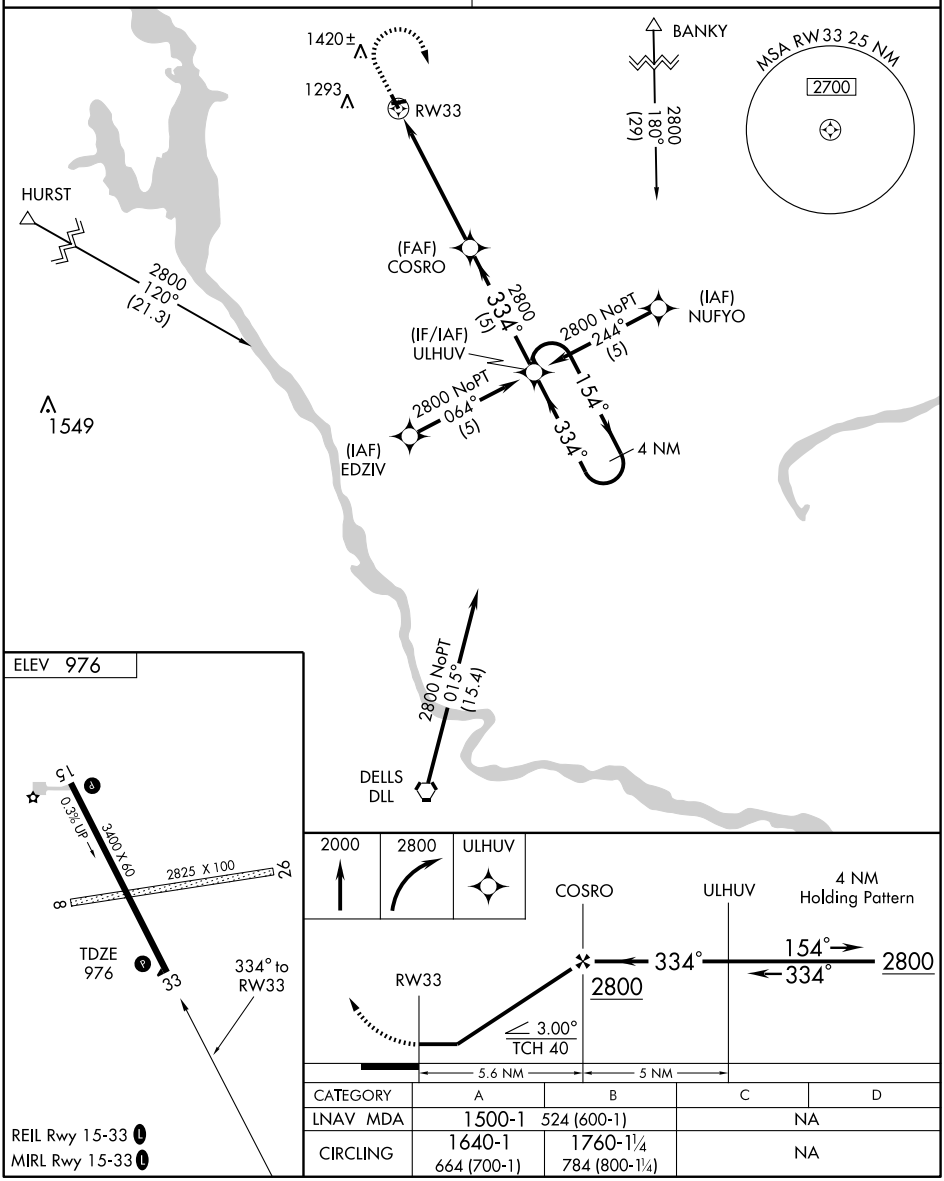
T NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use Baraboo Wisconsin Dells altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct ULHUV WP and hold.

VOLK APP CON★
135.25 290.8

CTAF
122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1500-1	524 (600-1)	NA	
CIRCLING	1640-1 664 (700-1)	1760-1¼ 784 (800-1¼)	NA	

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EC-3, 21 OCT 2010 to 18 NOV 2010

GRANTSBURG MUNI (GTG) 2 NE UTC−6(−5DT) N45°47.88′ W92°39.86′

GREEN BAY
L–14I
IAP

927 B TPA—1727(800) NOTAM FILE GRB

RWY 05–23: 3315X120 (TURF)

RWY 05: Trees. **RWY 23:** Trees.

RWY 12–30: H3000X60 (ASPH) MIRL

RWY 30: Trees.

AIRPORT REMARKS: Unattended. Rwy 05–23 CLOSED Nov 1–Apr 15. Deer and waterfowl on and invof arpt. ACTIVATE MIRL Rwy 12–30—CTAF. Water twr lctd 5060′ southwest Rwy 05, 1100′ MSL/182′AGL. Rwy 05–23 marked by yellow cones.

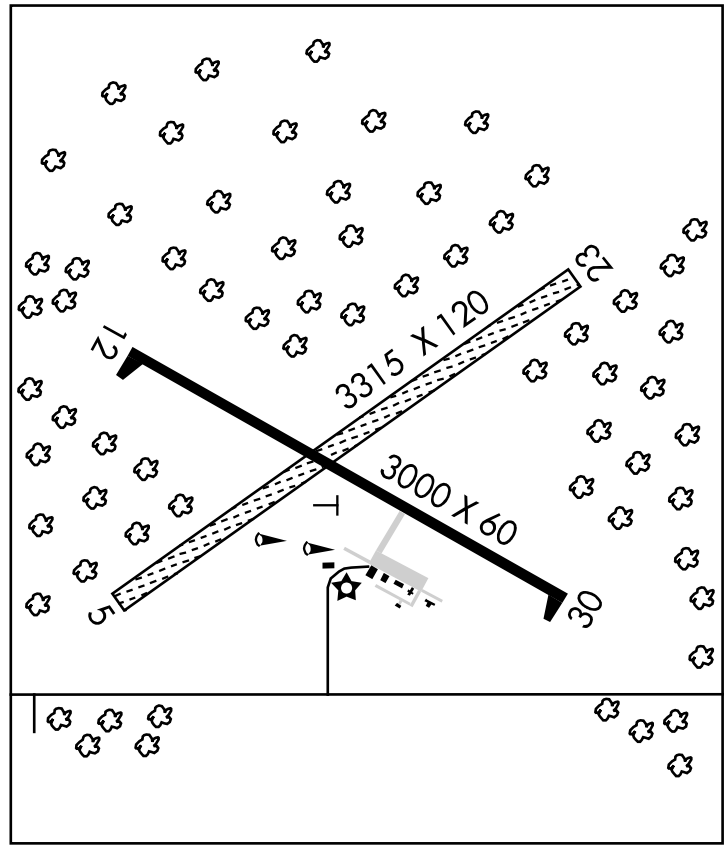
COMMUNICATIONS: CTAF 122.9

SIREN RCO 122.1R 109.4T (GREEN BAY RADIO)

MINNEAPOLIS CENTER APP/DEP CON 121.05

RADIO AIDS TO NAVIGATION: NOTAM FILE RZN.

SIREN (L) VOR/DME 109.4 RZN Chan 31 N45°49.23′ W92°22.47′ 262° 12.2 NM to fld. 987/2E. **HIWAS.**



GREEN BAY N44°33.31′ W88°11.69′ NOTAM FILE GRB.

GREEN BAY
H–2K, L–31A

(H) VORTACW 115.5 GRB Chan 102 146° 5.1 NM to Austin Straubel Intl. 767/1E. **HIWAS.**

RCO 122.55 122.2 (GREEN BAY RADIO)

VOR/DME RZN	APP CRS	Rwy Idg	N/A
109.4	262°	TDZE	N/A
Chan 31		Apt Elev	927

VOR/DME or GPS-A

GRANTSBURG MUNI (GTG)

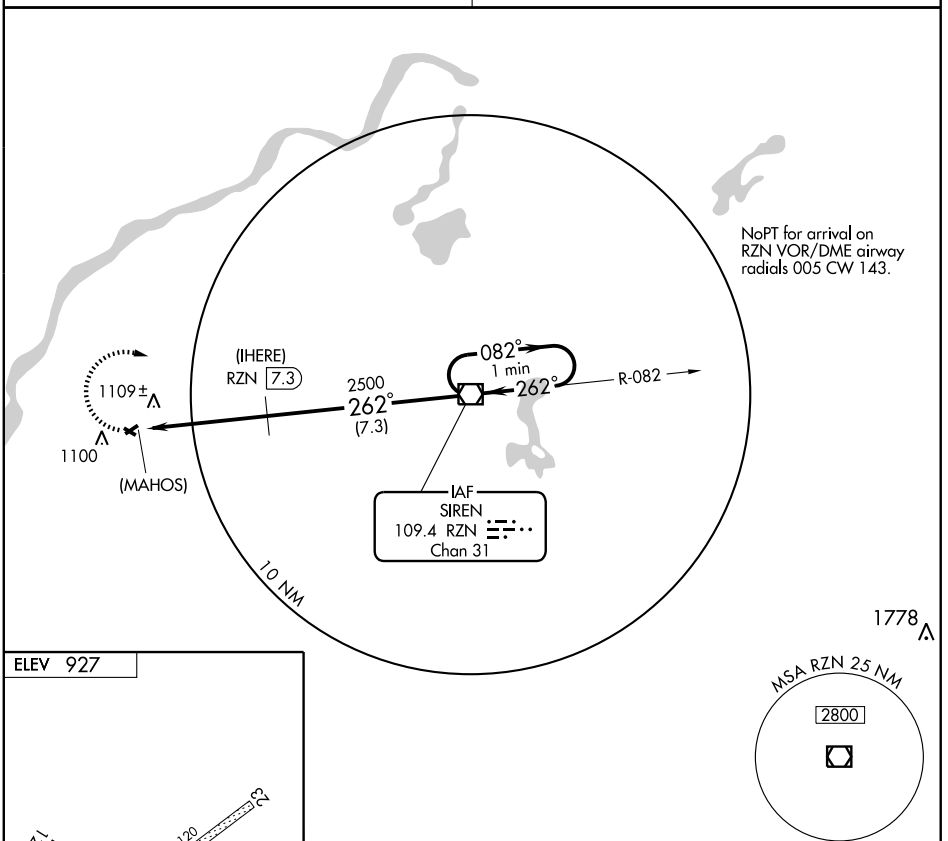
NA

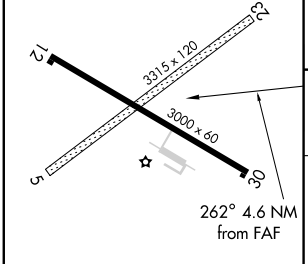
Use Cambridge, MN altimeter setting.

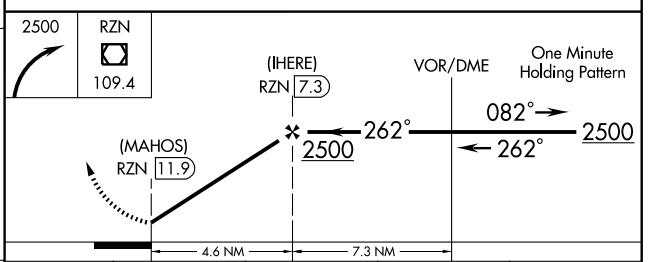
MISSED APPROACH: Climbing right turn to 2500 direct RZN VOR/DME and hold.

MINNEAPOLIS CENTER	CTAF
121.05 397.9	122.9 L

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MIRL Rwy 12-30 L

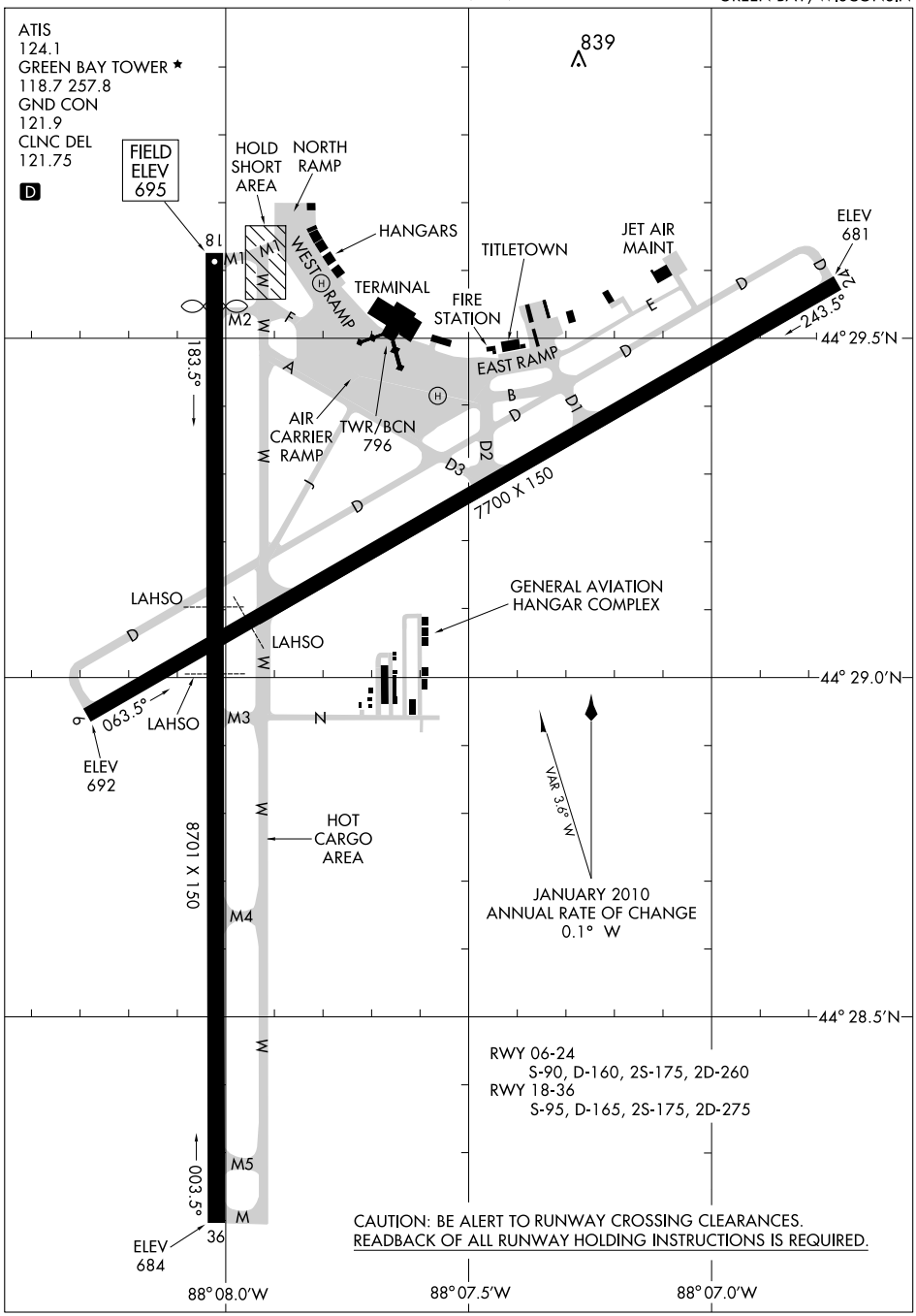
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1480-1 553 (600-1)		1480-1½ 553 (600-1½)	NA

AIRPORT DIAGRAM

AL-873 (FAA)

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
GREEN BAY, WISCONSIN



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREEN BAY, WISCONSIN
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

10210

GREEN BAY

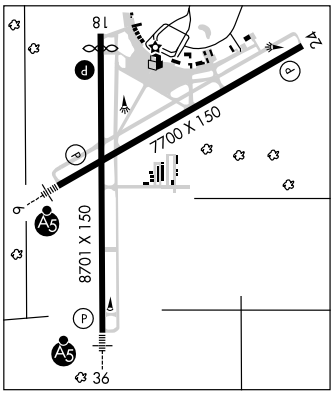
AUSTIN STRAUBEL INTL (GRB) 7 SW UTC−6(−5DT) N44°29.08′ W88°07.78′ GREEN BAY
695 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA ARFF Index—See Remarks H–2K, L–31A
NOTAM FILE GRB IAP, AD

RWY 18–36: H8701X150 (CONC–GRVD) S–95, D–165, 2S–175, 2D–275 HIRL
RWY 18: REIL. PAPI(P4R)—GA 3.0°TCH 54′. Thld dsplcd 499′. Road. Rgt tfc.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 06–24: H7700X150 (CONC–GRVD) S–90, D–160, 2S–175, 2D–260 HIRL
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 38′.
RWY 24: PAPI(P4L)—GA 3.0° TCH 50′. Tower.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	06–24	2692
RWY 24	18–36	6050
RWY 36	06–24	4932

RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–8701 TODA–8701 ASDA–8701 LDA–8201
RWY 36: TORA–8201 TODA–8201 ASDA–8201 LDA–8701



AIRPORT REMARKS: Attended 1100–0400Z‡. Deer and birds on and invof arpt. Request voluntary compliance in avoiding noise sensitive areas N and E of arpt between midnight and 6 a.m. Rwy 18 touch and go tfc to use rgt tfc during hrs when twr clsd. Twys N and E not avbl for air carrier ops with more than 30 passenger seats. Class I, ARFF Index C. ARFF index D available with prior permission call arpt manager at 920–498–4820. Rwy 06 touchdown runway visual range avbl. Rwy 36 touchdown runway visual range avbl. When twr is clsd the preferred rwy is preset on low or med ints; to increase ints and ACTIVATE HIRL Rwy 06–24 and Rwy 18–36; MALSR Rwy 06, Rwy 36, REIL Rwy 18 and PAPI Rwy 18—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (920) 494–7140. **HIWAS** 115.5 GRB. LLWAS.
COMMUNICATIONS: CTAF 118.7 **ATIS** 124.1 **UNICOM** 122.95
GREEN BAY RCO 122.55 122.2 (GREEN BAY RADIO)
Ⓡ **GREEN BAY APP CON** 119.4 (1130–0530Z‡) Ⓡ **GREEN BAY DEP CON** 126.55 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
GREEN BAY TOWER 118.7 (1130–0530Z‡) **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc 1130–0530Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB. VHF/DF ctc GREEN BAY RADIO.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 146° 5.1 NM to fld. 767/1E. **HIWAS.**
FAMIS NDB (LOM) 356 GR N44°26.43′ W88°14.38′ 063° 5.4 NM to fld. LOM unmonitored.
DEPRE NDB (MHW/LOM) 332 SG N44°23.91′ W88°07.97′ 004° 5.2 NM to fld. LOM unmonitored.
ILS/DME 109.5 I–GRB Chan 32 Rwy 06 Class IE. LOM FAMIS NDB. LOC/GS/LOM unmonitored.
ILS 109.9 I–SGZ Rwy 36 Class IE. LOM DEPRE NDB. LOC/GS/LOM unmonitored.
ASR (1130–1730Z‡)

GUTZMER'S TWIN OAKS (See WHITEWATER)

HAHN SKY RANCH (See WEST BEND)

HARTFORD MUNI (HXF) 2 NW UTC−6(−5DT) N43°20.95′ W88°23.48′ CHICAGO
1069 B S4 **FUEL** 100LL, MOGAS TPA—See Remarks NOTAM FILE GRB L–28H
RWY 11–29: H3000X75 (ASPH) S–8 MIRL IAP
RWY 11: Road. **Rwy 29:** Trees.
RWY 18–36: 2259X215 (TURF)
RWY 18: Road.
AIRPORT REMARKS: Unattended. Glider and ultralight activity on arpt. Slight downhill slope ldg Rwy 18. Rwy 36 +78′ water twr 3885′ from apch end. TPA for ultralight acft 1569(500). Rgt tfc pattern ultralight and glider acft. Rwy 18–36 thld marked with orange and white wooden A–frames.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 339° 14.7 NM to fld. 1080/2E. **HIWAS.**
WEST BEND (T) VOR 109.8 BJB N43°25.32′ W88°07.52′ 251° 12.4 NM to fld. NOTAM FILE ETB.
NDB (MHW) 200 HXF N43°20.86′ W86°23.71′ at fld.

LOC/DME I-GRB	APP CRS	Rwy Idg	7700
109.5	062°	TDZE	692
Chan 32		Apt Elev	695

ILS or LOC RWY 6

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

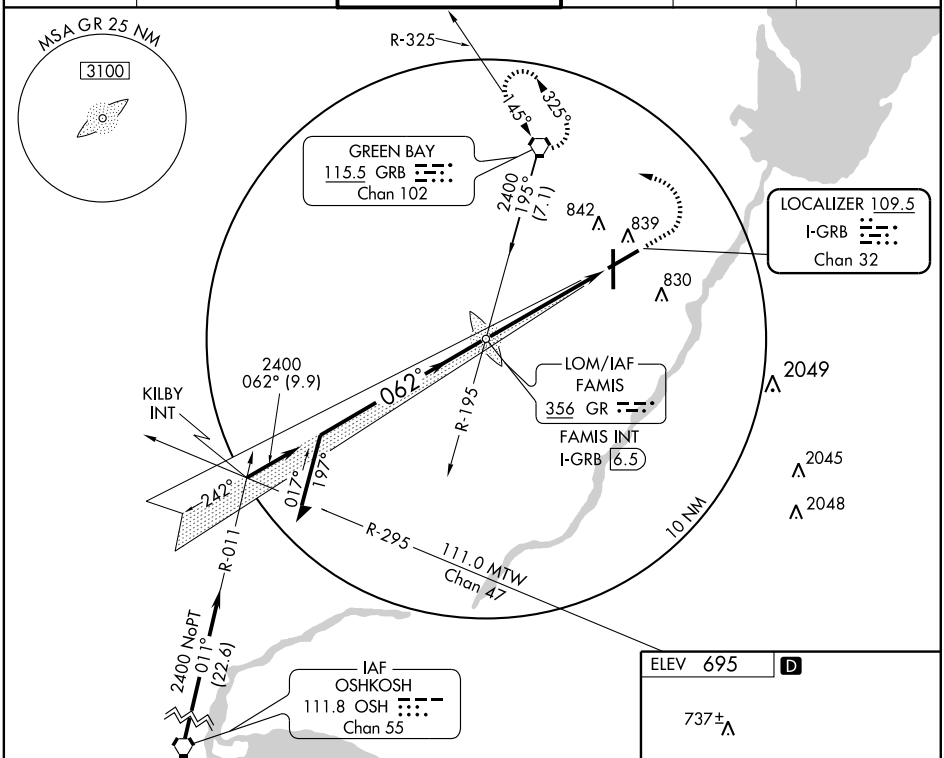
ASR

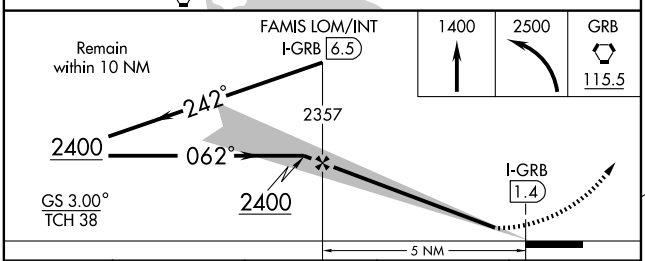
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

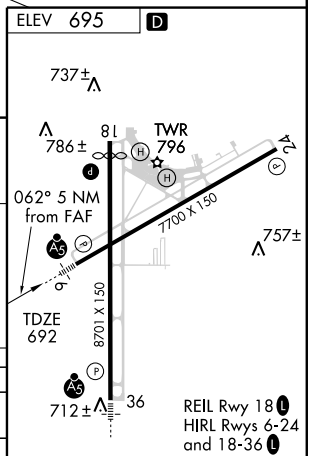
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-ILS 6	* 892/24 200 (200-½)			
S-LOC 6	1100/24 408 (500-½)			1100/40 408 (500-¾)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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EC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 36

GREEN BAY/AUSTRAUBEL INTL (GRB)

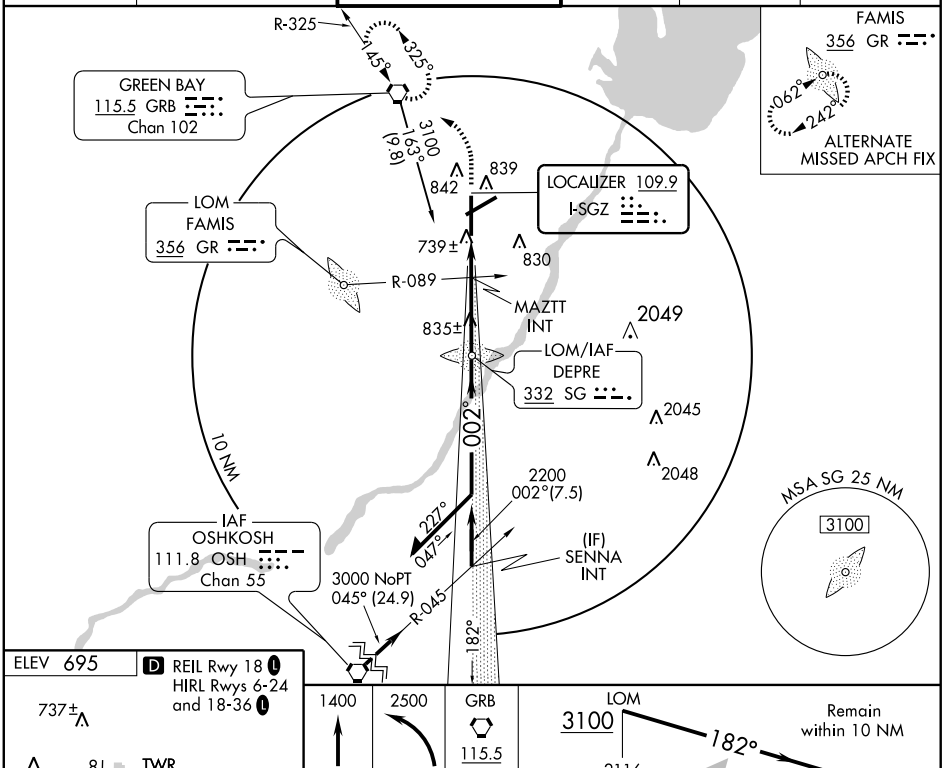
LOC I-SGZ	APP CRS	Rwy Idg	8701
109.9	002°	TDZE	684
		Apt Elev	695

For inoperative MALSR, increase S-LOC 36 MAZTT fix minimums Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

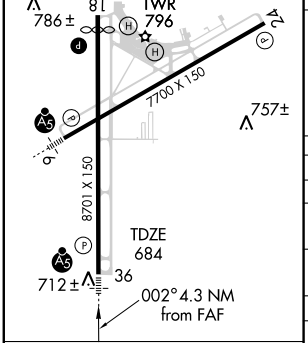
MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95

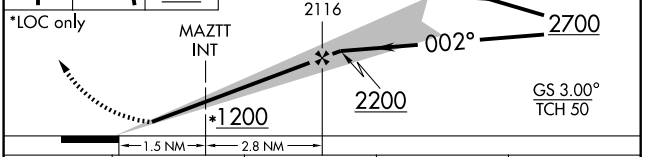


EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 36		**884/24 200 (200-½)		
S-LOC 36	1200/24 516 (600-½)		1200/50 516 (600-1)	1200/60 516 (600-1¼)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)
MAZTT FIX MINIMUMS				
S-LOC 36	980/24 296 (300-½)			980/40 296 (300-¾)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME I-GRB	APP CRS	Rwy Idg	7700
109.5	242°	TDZE	682
Chan 32		Apt Elev	695

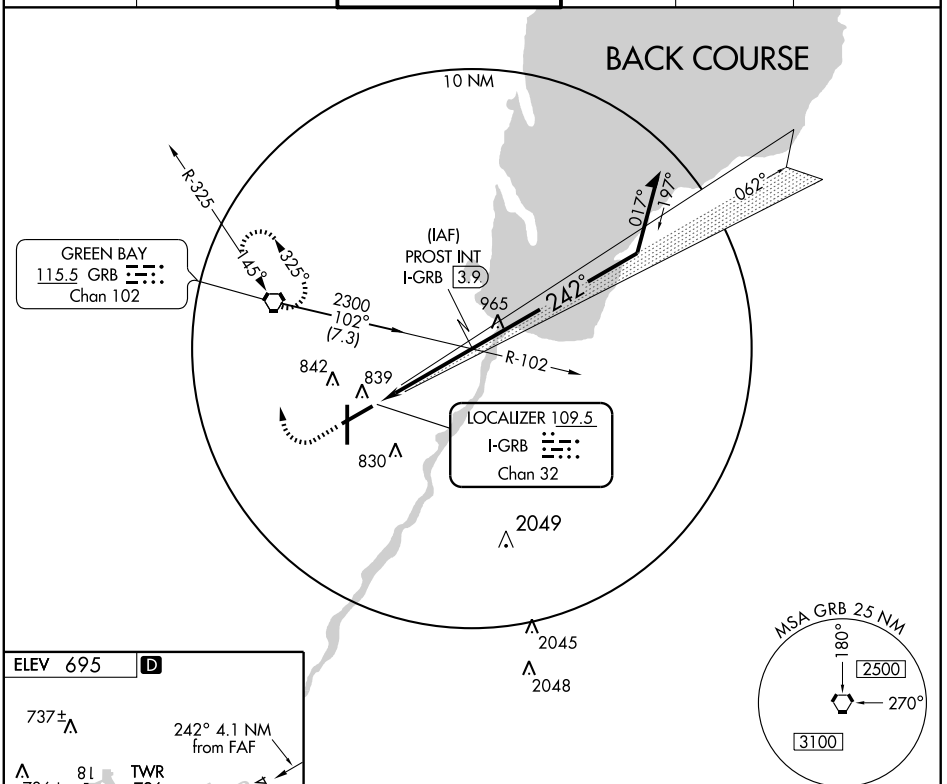
LOC BC RWY 24

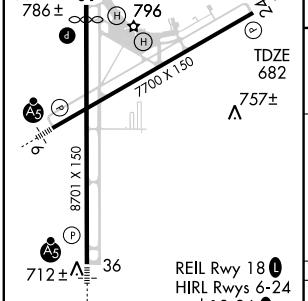
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

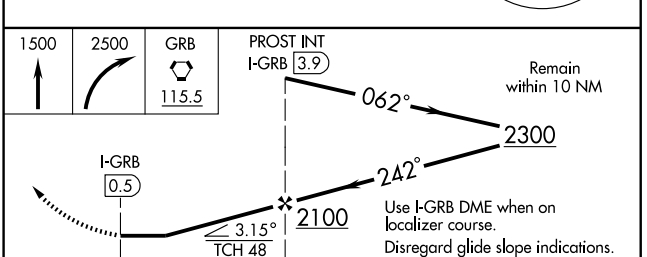
ASR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08

CATEGORY	A	B	C	D
S-24	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

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WAAS	APP CRS	Rwy Idg	7700
CH 63015	062°	TDZE	692
W06A		Apt Elev	695

RNAV (GPS) RWY 6

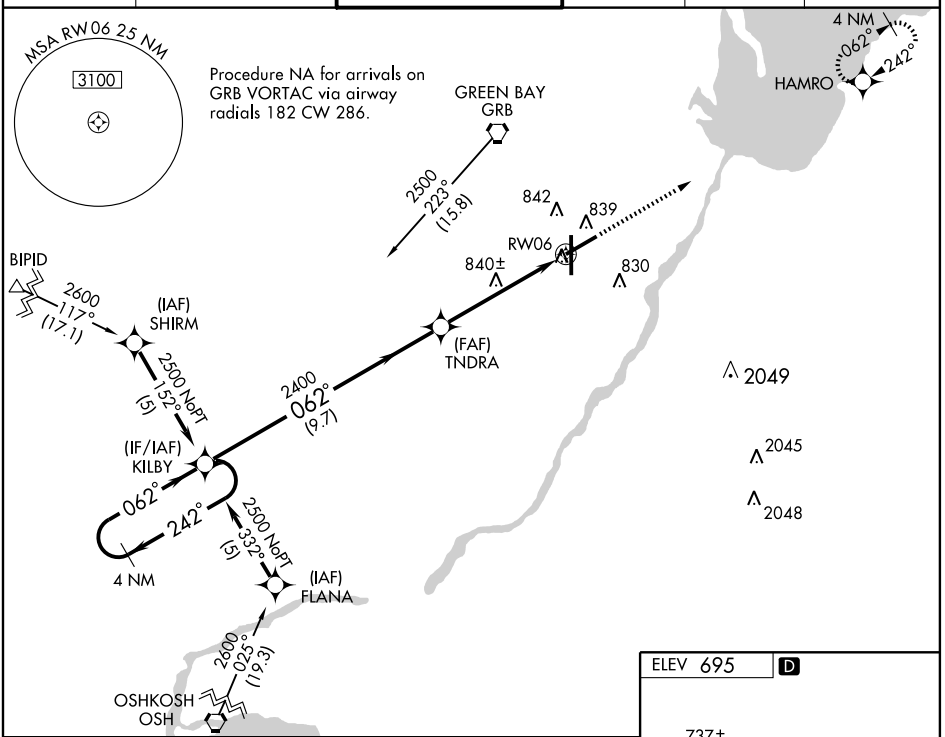
GREEN BAY/AUSTRAUBEL INTL (GRB)

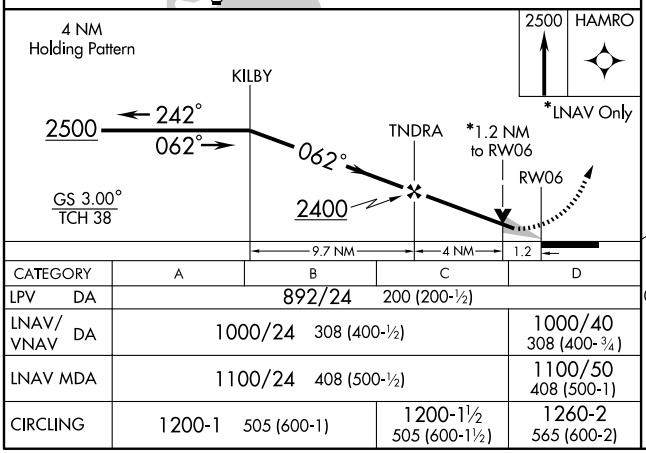
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

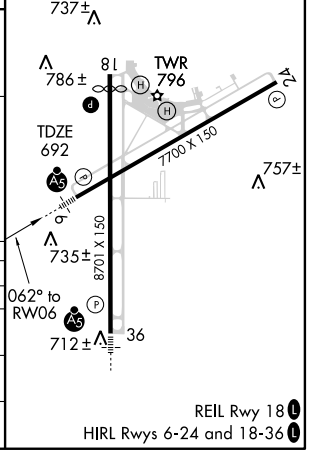
MALSR

MISSED APPROACH: Climb to 2500 direct HAMRO and hold.

ATIS	GREEN BAY APP CON★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	892/24 200 (200-½)			
LNAV/VNAV DA	1000/24 308 (400-½)			1000/40 308 (400-¾)
LNAV MDA	1100/24 408 (500-½)			1100/50 408 (500-1)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8202
CH 42802	182°	TDZE	695
W18A		Apt Elev	695

RNAV (GPS) RWY 18

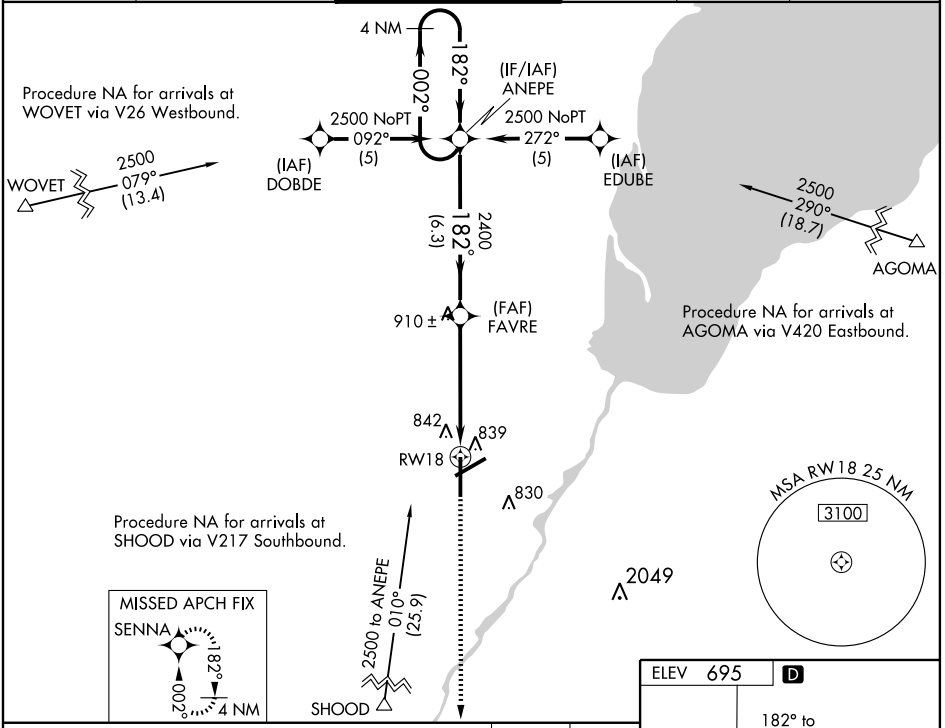
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

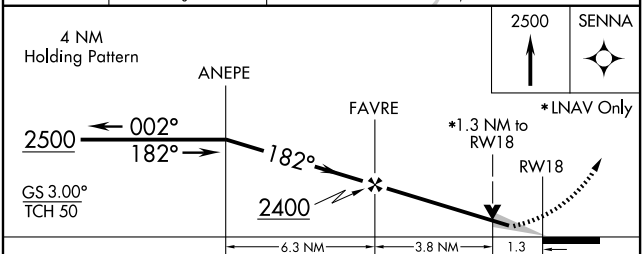
ASR

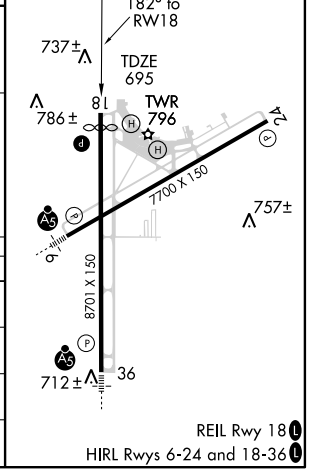
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (117° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct SENNA and hold.

ATIS	GREEN BAY APP CON★	GREEN BAY TOWER★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	945-¾ 250 (300-¾)			
LNAV/VNAV DA	1187-1¾ 492 (500-1¾)			
LNAV MDA	1160-1 465 (500-1)		1160-1¼ 465 (500-1¼)	1160-1½ 465 (500-1½)
CIRCLING	1200-1¾ 505 (600-1¾)			1260-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 99515 W24A	APP CRS 242°	Rwy Idg 7700 TDZE 681 Apt Elev 695

RNAV (GPS) RWY 24

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

T ASR

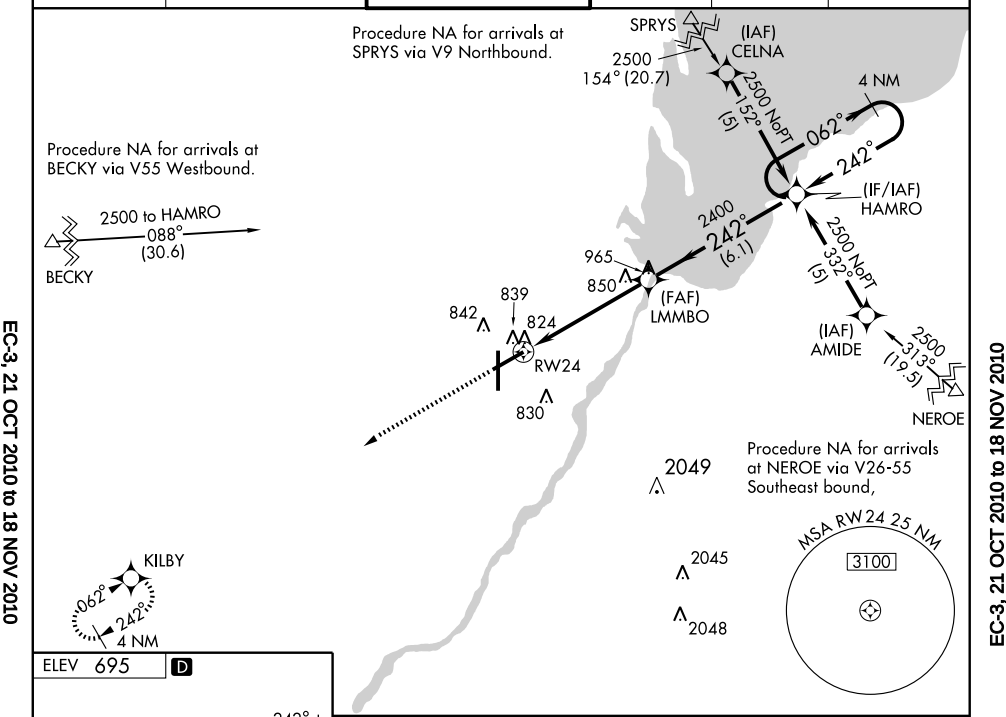
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KILBY and hold.

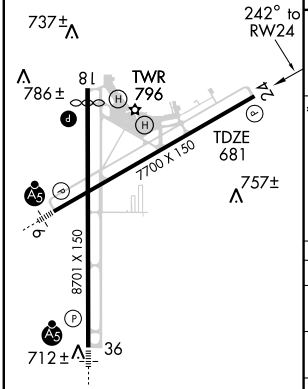
ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95

Procedure NA for arrivals at SPRYS via V9 Northbound.

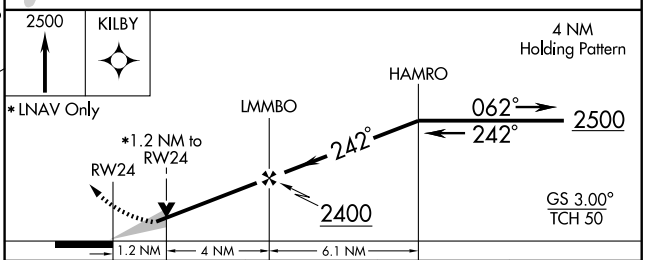
Procedure NA for arrivals at BECKY via V55 Westbound.



ELEV 695 D



REIL Rwy 18 L
HIRL Rwys 6-24 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	970-1 289 (300-1)			
LNAV/VNAV DA	1143-1½ 462 (500-1½)			
LNAV MDA	1100-1 419 (500-1)		1100-1¼ 419 (500-1¼)	
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8701
CH 42902	002°	TDZE	684
W36A		Apt Elev	695

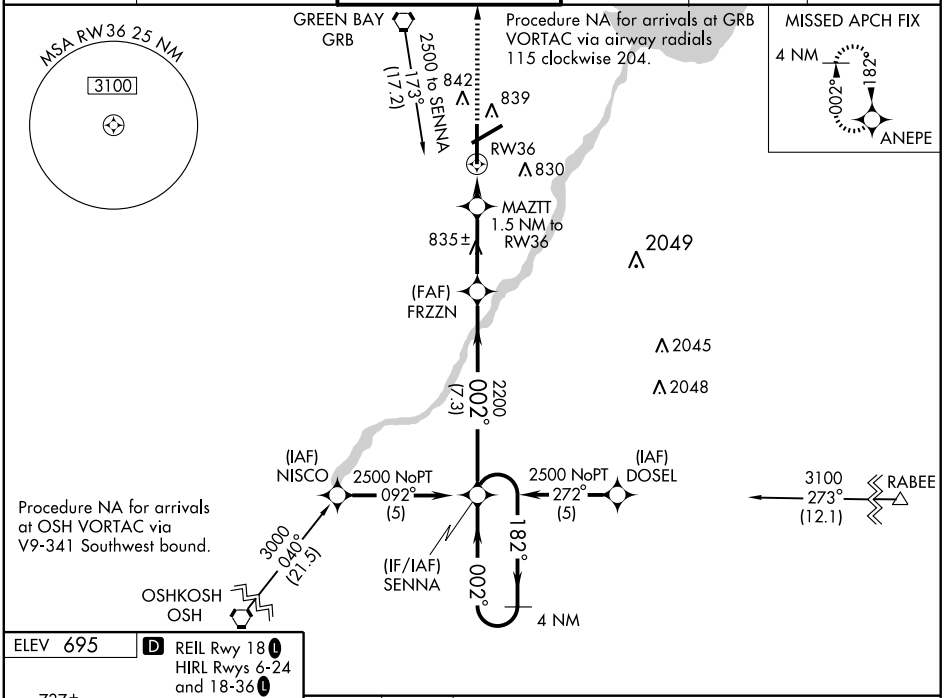
RNAV (GPS) RWY 36

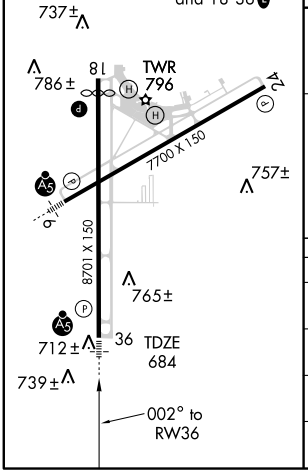
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

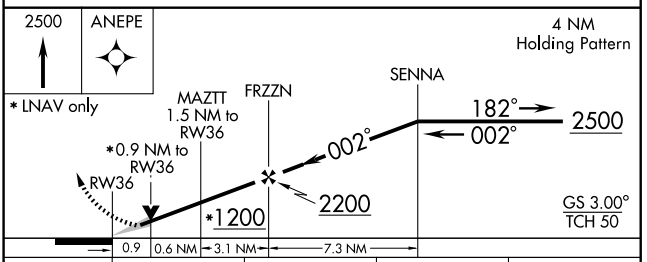
T ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat. D.

MALSR — MISSED APPROACH: Climb to 2500 direct ANEPE and hold.

ATIS	GREEN BAY APP CON★	GREEN BAY TOWER★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	884/24 200 (200-½)			
LNAV/VNAV DA	1097/50 413 (500-1)			
LNAV MDA	1020/24 336 (400-½)			1020/50 336 (400-1)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC GRB	APP CRS	Rwy Idg	N/A
115.5	145°	TDZE	N/A
Chan 102		Arpt Elev	695

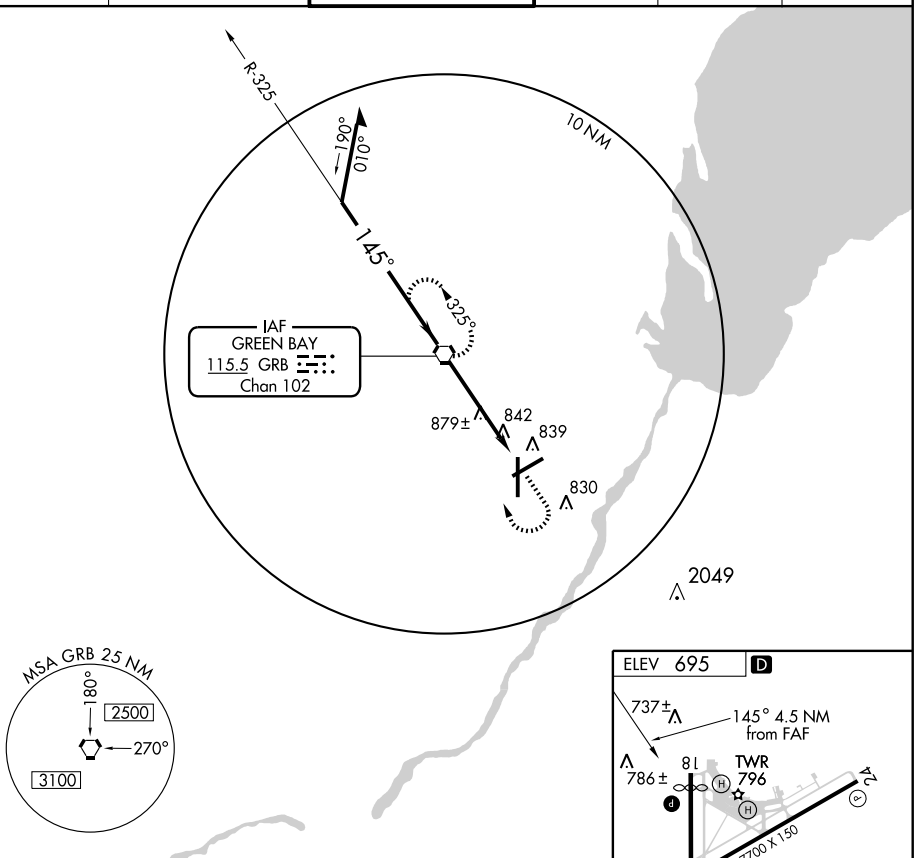
VOR-A

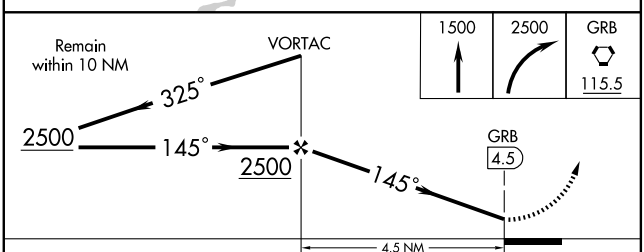
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

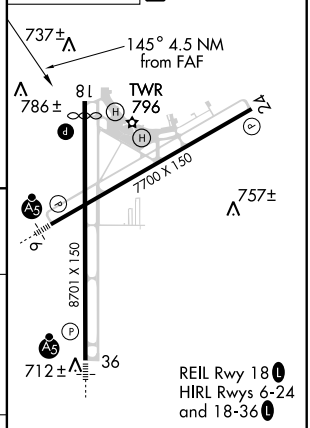
ASR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC GRB	APP CRS	Rwy Idg	8701
115.5	333°	TDZE	684
Chan 102		Apt Elev	695

VOR/DME or TACAN RWY 36

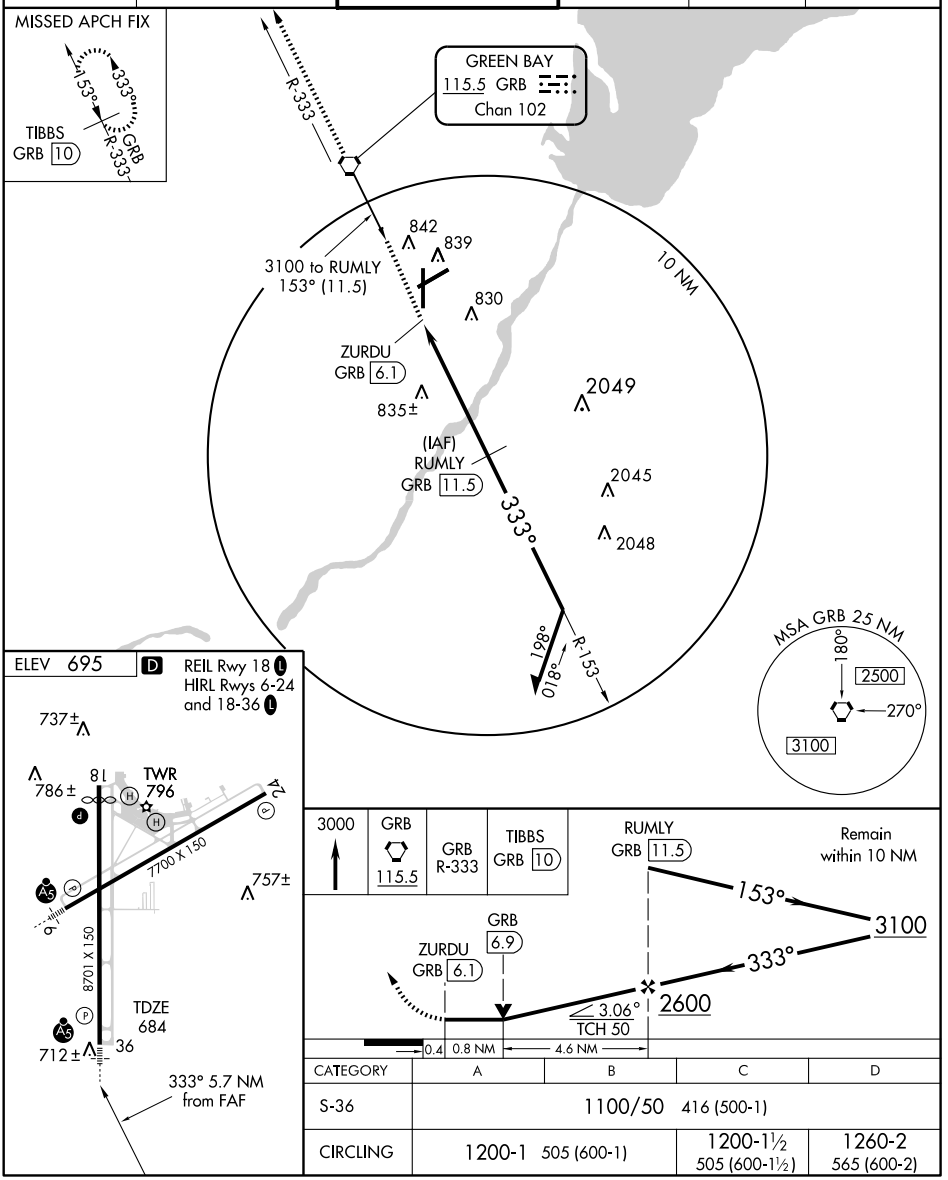
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

ASR — Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 3000 direct GRB VORTAC then via GRB VORTAC R-333 to TIBBS/GRB 10 DME and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95



CATEGORY	A	B	C	D
S-36	1100/50 416 (500-1)			
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

GREEN BAY

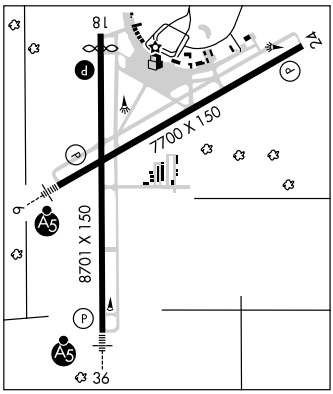
AUSTIN STRAUBEL INTL (GRB) 7 SW UTC−6(−5DT) N44°29.08′ W88°07.78′ GREEN BAY
695 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA ARFF Index—See Remarks H–2K, L–31A
NOTAM FILE GRB IAP, AD

RWY 18–36: H8701X150 (CONC–GRVD) S–95, D–165, 2S–175, 2D–275 HIRL
RWY 18: REIL. PAPI(P4R)—GA 3.0°TCH 54′. Thld dsplcd 499′. Road. Rgt tfc.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 06–24: H7700X150 (CONC–GRVD) S–90, D–160, 2S–175, 2D–260 HIRL
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 38′.
RWY 24: PAPI(P4L)—GA 3.0° TCH 50′. Tower.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	06–24	2692
RWY 24	18–36	6050
RWY 36	06–24	4932

RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–8701 TODA–8701 ASDA–8701 LDA–8201
RWY 36: TORA–8201 TODA–8201 ASDA–8201 LDA–8701



AIRPORT REMARKS: Attended 1100–0400Z‡. Deer and birds on and invof arpt. Request voluntary compliance in avoiding noise sensitive areas N and E of arpt between midnight and 6 a.m. Rwy 18 touch and go tfc to use rgt tfc during hrs when twr clsd. Twys N and E not avbl for air carrier ops with more than 30 passenger seats. Class I, ARFF Index C. ARFF index D available with prior permission call arpt manager at 920–498–4820. Rwy 06 touchdown runway visual range avbl. Rwy 36 touchdown runway visual range avbl. When twr is clsd the preferred rwy is preset on low or med ints; to increase ints and ACTIVATE HIRL Rwy 06–24 and Rwy 18–36; MALSR Rwy 06, Rwy 36, REIL Rwy 18 and PAPI Rwy 18—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (920) 494–7140. **HIWAS** 115.5 GRB. LLWAS.
COMMUNICATIONS: CTAF 118.7 **ATIS** 124.1 **UNICOM** 122.95
GREEN BAY RCO 122.55 122.2 (GREEN BAY RADIO)
Ⓡ **GREEN BAY APP CON** 119.4 (1130–0530Z‡) Ⓡ **GREEN BAY DEP CON** 126.55 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
GREEN BAY TOWER 118.7 (1130–0530Z‡) **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc 1130–0530Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB. VHF/DF ctc GREEN BAY RADIO.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 146° 5.1 NM to fld. 767/1E. **HIWAS.**
FAMIS NDB (LOM) 356 GR N44°26.43′ W88°14.38′ 063° 5.4 NM to fld. LOM unmonitored.
DEPRE NDB (MHW/LOM) 332 SG N44°23.91′ W88°07.97′ 004° 5.2 NM to fld. LOM unmonitored.
ILS/DME 109.5 I–GRB Chan 32 Rwy 06 Class IE. LOM FAMIS NDB. LOC/GS/LOM unmonitored.
ILS 109.9 I–SGZ Rwy 36 Class IE. LOM DEPRE NDB. LOC/GS/LOM unmonitored.
ASR (1130–1730Z‡)

GUTZMER'S TWIN OAKS (See WHITEWATER)

HAHN SKY RANCH (See WEST BEND)

HARTFORD MUNI (HXF) 2 NW UTC−6(−5DT) N43°20.95′ W88°23.48′ CHICAGO
1069 B S4 **FUEL** 100LL, MOGAS TPA—See Remarks NOTAM FILE GRB L–28H
RWY 11–29: H3000X75 (ASPH) S–8 MIRL IAP
RWY 11: Road. **Rwy 29:** Trees.
RWY 18–36: 2259X215 (TURF)
RWY 18: Road.
AIRPORT REMARKS: Unattended. Glider and ultralight activity on arpt. Slight downhill slope ldg Rwy 18. Rwy 36 +78′ water twr 3885′ from apch end. TPA for ultralight acft 1569(500). Rgt tfc pattern ultralight and glider acft. Rwy 18–36 thld marked with orange and white wooden A–frames.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 339° 14.7 NM to fld. 1080/2E. **HIWAS.**
WEST BEND (T) VOR 109.8 BJB N43°25.32′ W88°07.52′ 251° 12.4 NM to fld. NOTAM FILE ETB.
NDB (MHW) 200 HXF N43°20.86′ W86°23.71′ at fld.

NDB HXF 200	APP CRS 124°	Rwy Idg 3000 TDZE 1050 Apt Elev 1070

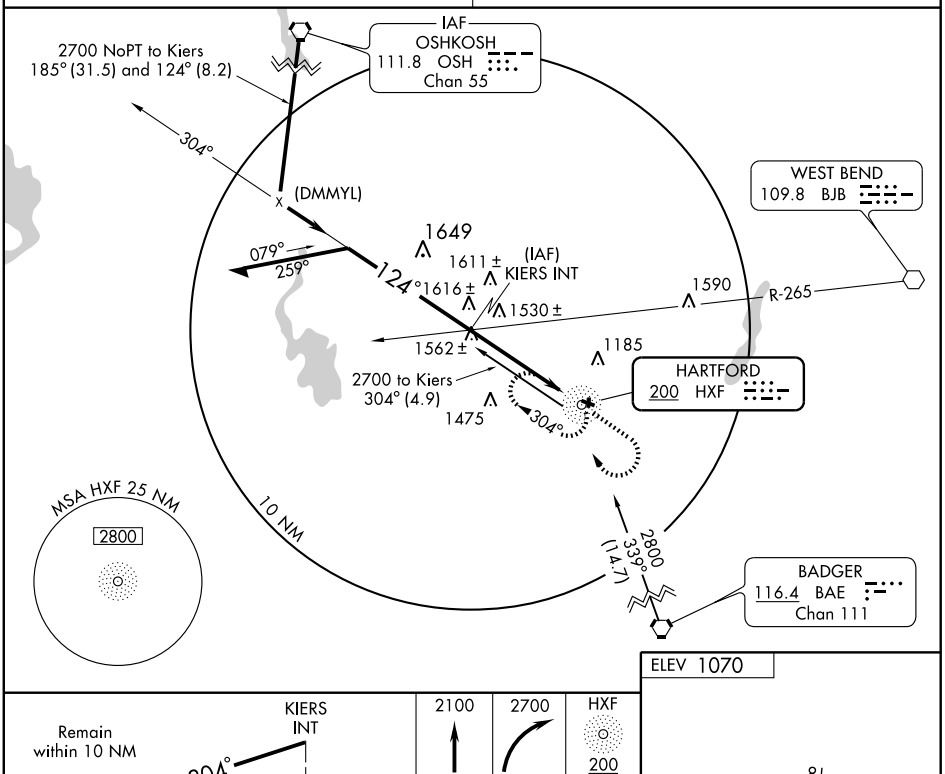
NDB or GPS RWY 11

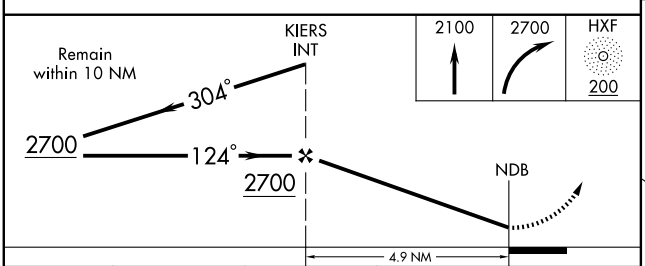
HARTFORD MUNI (HXF)

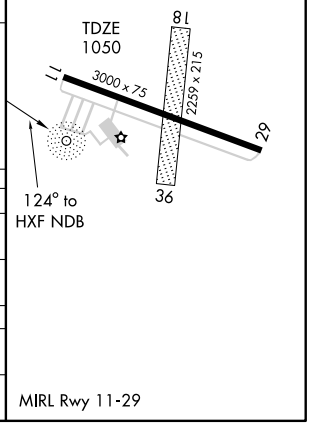
NA Obtain West Bend altimeter setting on CTAF 122.8; when not received, use Milwaukee (General Mitchell) altimeter setting.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2700 direct HXF NDB and hold.

MILWAUKEE APP CON	UNICOM
125.35 307.0	123.0 (CTAF)







CATEGORY	A	B	C	D
S-11	1680-1	630 (700-1)	1680-1¾ 630 (700-1¾)	NA
CIRCLING	1680-1	610 (700-1)	1680-1¾ 610 (700-1¾)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
S-11	1780-1	730 (800-1)	1780-2 730 (800-2)	NA
CIRCLING	1780-1	710 (800-1)	1780-2 710 (800-2)	NA

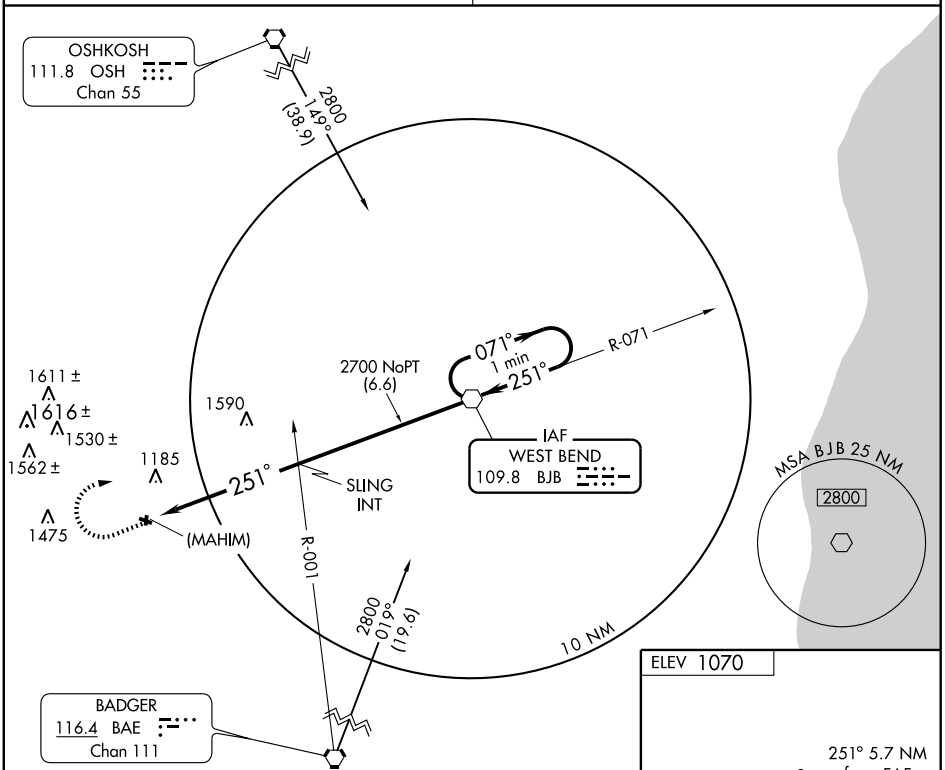
MIRL Rwy 11-29

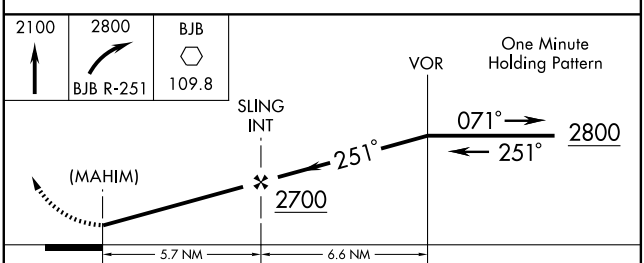
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

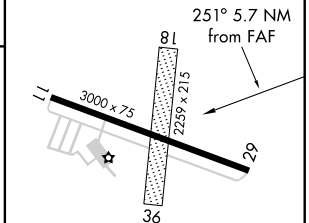
VOR BJB 109.8	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1070

VOR or GPS-A
HARTFORD MUNI (HXF)

⚠ NA Obtain West Bend altimeter setting on CTAF 122.8; when not received, use Milwaukee (General Mitchell) altimeter setting.	MISSED APPROACH: Climb to 2100 then climbing right turn to 2800 via BJB R-251 direct BJB VOR and hold.
MILWAUKEE APP CON **125.35 307.0**	UNICOM **123.0** (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1600-1 530 (600-1)		1600-1½ 530 (600-1½)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
CIRCLING	1700-1 630 (700-1)		1700-1¾ 630 (700-1¾)	NA

MIRL Rwy 11-29

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

HAYWARD N46°01.14′ W91°26.78′ NOTAM FILE HYR. GREEN BAY
(L) VOR/DME 113.4 HYR Chan 81 at Sawyer Co. 1208/3E. ASOS L–14I
VOR portion unusable blo 10000′. DME portion unusable; 160°–050° blo 4000′ byd 20 NM; 051°–160° blo 9000′ byd 13 NM.
RCO 122.1R 113.4T (GREEN BAY RADIO)

HAYWARD

SAWYER CO (HYR) 2 NE UTC−6(−5DT) N46°01.52′ W91°26.66′ GREEN BAY
1216 B FUEL 100LL, JET A NOTAM FILE HYR H–2J, L–14I
RWY 02–20: H5002X100 (ASPH) S–40, D–65, 2S–82 MIRL IAP
RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 38′. Road. RWY 20: REIL. PAPI(P4L). GA 3.0° TCH 36′. Trees.
RWY 16–34: 1090X110 (TURF)
RWY 16: Trees. RWY 34: Trees.
AIRPORT REMARKS: Attended Jun–Sep Mon–Sat 1300–0100Z‡, Sun 1400–0100Z‡, Oct–May Mon–Sat 1300–2300Z‡, Sun 1400–0100Z‡. Rwy 16–34 CLOSED Dec 1 thru Apr 15. Deer on and invof arpt. ACTIVATE MIRL Rwy 02–20, PAPI Rwys 02, 20, REIL Rwy 02 and 20—CTAF. Rwy 20 PAPI OTS indef. Rwy 16–34 thlds marked with orange steel A–frames.
WEATHER DATA SOURCES: ASOS 113.4 HYR (715) 634–6138.
COMMUNICATIONS: CTAF/UNICOM 122.8
HAYWARD RCO 122.1R 113.4T (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HYR.
HAYWARD (L) VOR/DME 113.4 HYR Chan 81 N46°01.14′ W91°26.78′ at fld. 1208/3E. ASOS.
SEELEY NDB (MHW) 344 SLY N46°06.73′ W91°23.08′ 205° 5.8 NM to fld. NOTAM FILE GRB.
NDB unusable beyond 15 NM.
ILS/DME 108.5 I–HTY Chan 22 Rwy 20. LOC only.

HILLSBORO

JOSHUA SANFORD FLD (HBW) 1 NE UTC−6(−5DT) N43°39.40′ W90°19.69′ CHICAGO
938 NOTAM FILE GRB L–28G
RWY 05–23: H3070X46 (ASPH) LIRL (NSTD)
RWY 05: Thld dsplcd 733′. Fence.
RWY 23: Trees.
AIRPORT REMARKS: Unattended. Birds on and invof arpt. Rwy 05 thld lgts black (obscured) and green. Rwy 23 thld lgts located 245′ from relocated thld. ACTIVATE LIRL Rwy 05–23—CTAF.
COMMUNICATIONS: CTAF 122.9
CHICAGO CENTER APP/DEP CON 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 339° 23.3 NM to fld.

HORLICK N42°45.73′ W87°48.88′ NOTAM FILE RAC. CHICAGO
(T) VORW/DME 117.7 HRK Chan 124 HRK at John H. Batten. 669/2W. ASOS L–28H, A
VOR portion unusable 090°–213°.

IOLA

CENTRAL CO (68C) 4 E UTC−6(−5DT) N44°30.33′ W89°01.51′ GREEN BAY
876 S4 TPA—1876(1000) NOTAM FILE GRB
RWY 04–22: 2530X60 (TURF)
RWY 04: Trees. RWY 22: Tree.
RWY 09–27: 1800X120 (TURF)
RWY 09: Trees. RWY 27: Tree.
RWY 13–31: 1745X130 (TURF)
RWY 13: Trees. RWY 31: Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED to wheeled acft when rwys covered with snow or ice. Ski tfc use Rwy 04–22 only. Deer on and invof arpt. Rwy 04–22 marked with yellow barrels. Rwy 09–27 marked with yellow cones. Rwy 13–31 marked with yellow barrels.
COMMUNICATIONS: CTAF 122.9

IOWA COUNTY (See MINERAL POINT)

J. DOUGLAS BAKE MEML (See OCONTO)

JANA (See EDGERTON)

LOC/DME I-HTY	APP CRS	Rwy ldg	5002
108.5	205°	TDZE	1216
Chan 22		Apt Elev	1216

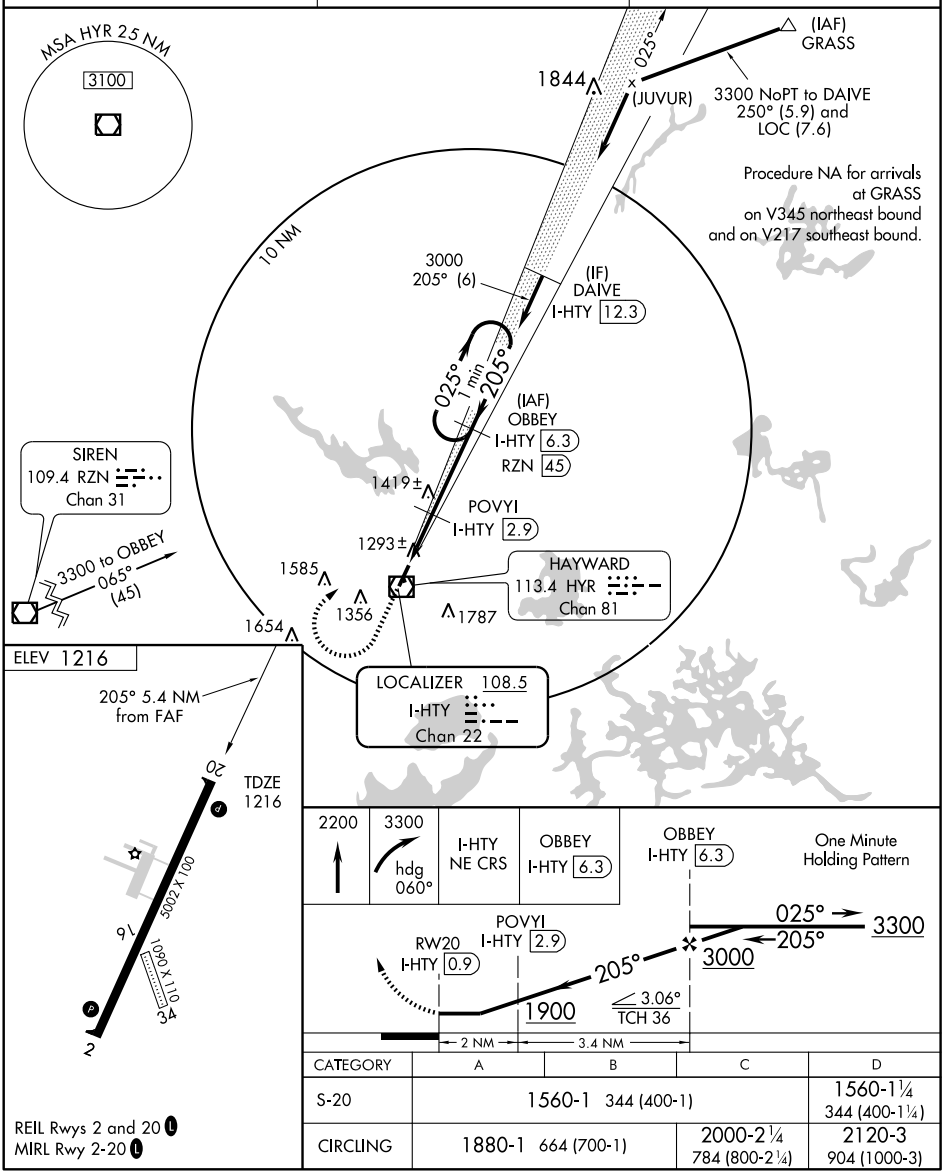
LOC/DME RWY 20

HAYWARD/SAWYER COUNTY (HYR)

Visibility reduction by helicopters NA. When local altimeter setting not received, use John F Kennedy Memorial altimeter setting and increase all MDA 160 feet. Increase S-20 Cat C visibility ¼ mile, Circling Cat B ¼ mile and Circling Cat C ½ mile.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3300 on heading 060° and I-HTY northeast course to OBBEY/I-HTY 6.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
113.4	126.45 276.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	1560-1 344 (400-1)			1560-1¼ 344 (400-1¼)
CIRCLING	1880-1 664 (700-1)		2000-2¼ 784 (800-2¼)	2120-3 904 (1000-3)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90400 W02A | APP CRS 025° | Rwy Idg 5002 | TDZE 1214 | Apt Elev 1216

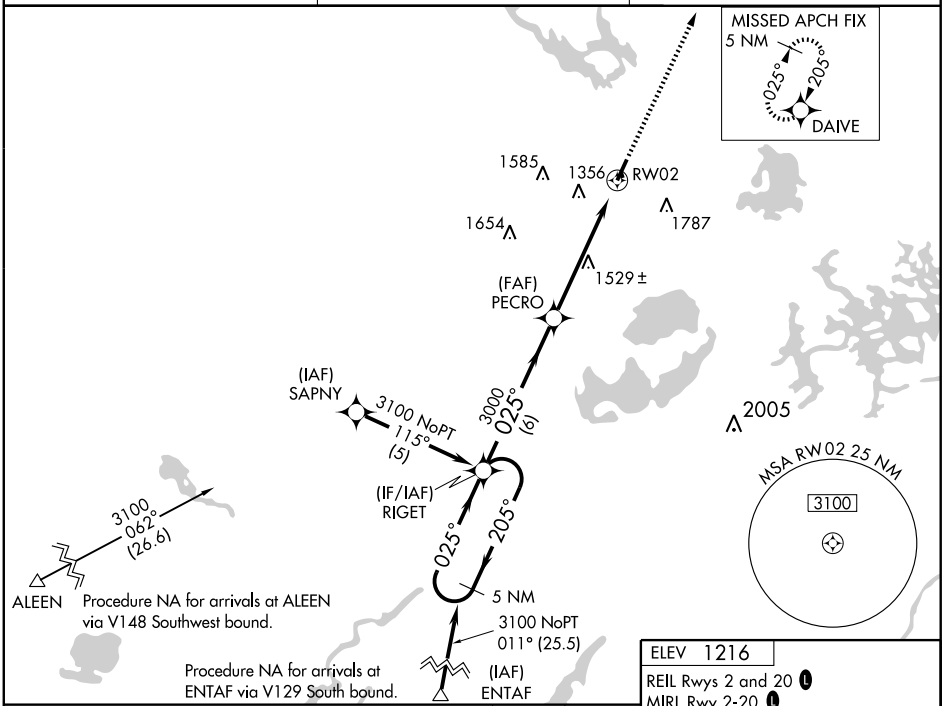
RNAV (GPS) RWY 2

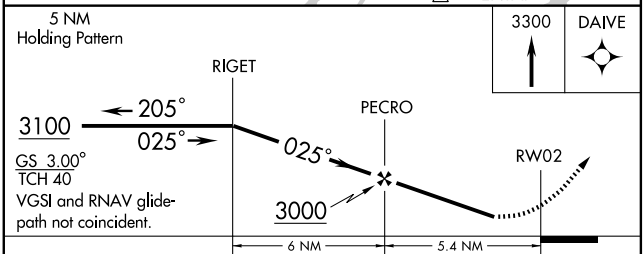
HAYWARD/SAWYER COUNTY (HYR)

Baro-VNAV NA when using John F. Kennedy Memorial altimeter setting. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use John F. Kennedy Memorial altimeter setting and increase all DAs/MDAs 160 feet. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).

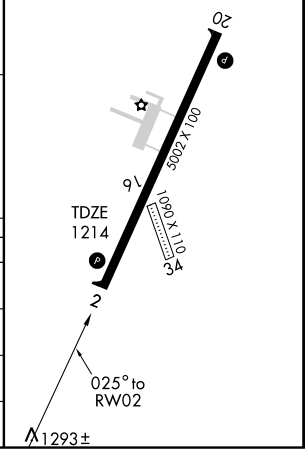
MISSED APPROACH: Climb to 3300 direct DAIVE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
113.4	126.45 276.4	122.8 (CTAF) L





ELEV 1216
REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	1514-1 300 (300-1)			
LNAV/VNAV DA	1916-2 702 (700-2)			1916-2¼ 702 (700-2¼)
LNAV MDA	1780-1 566 (600-1)		1780-1½ 566 (600-1½)	1780-1¾ 566 (600-1¾)
CIRCLING	1880-1 664 (700-1)		2000-2¼ 784 (800-2¼)	2120-3 904 (1000-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 49000	205°	TDZE	1216
W20A		Apt Elev	1216

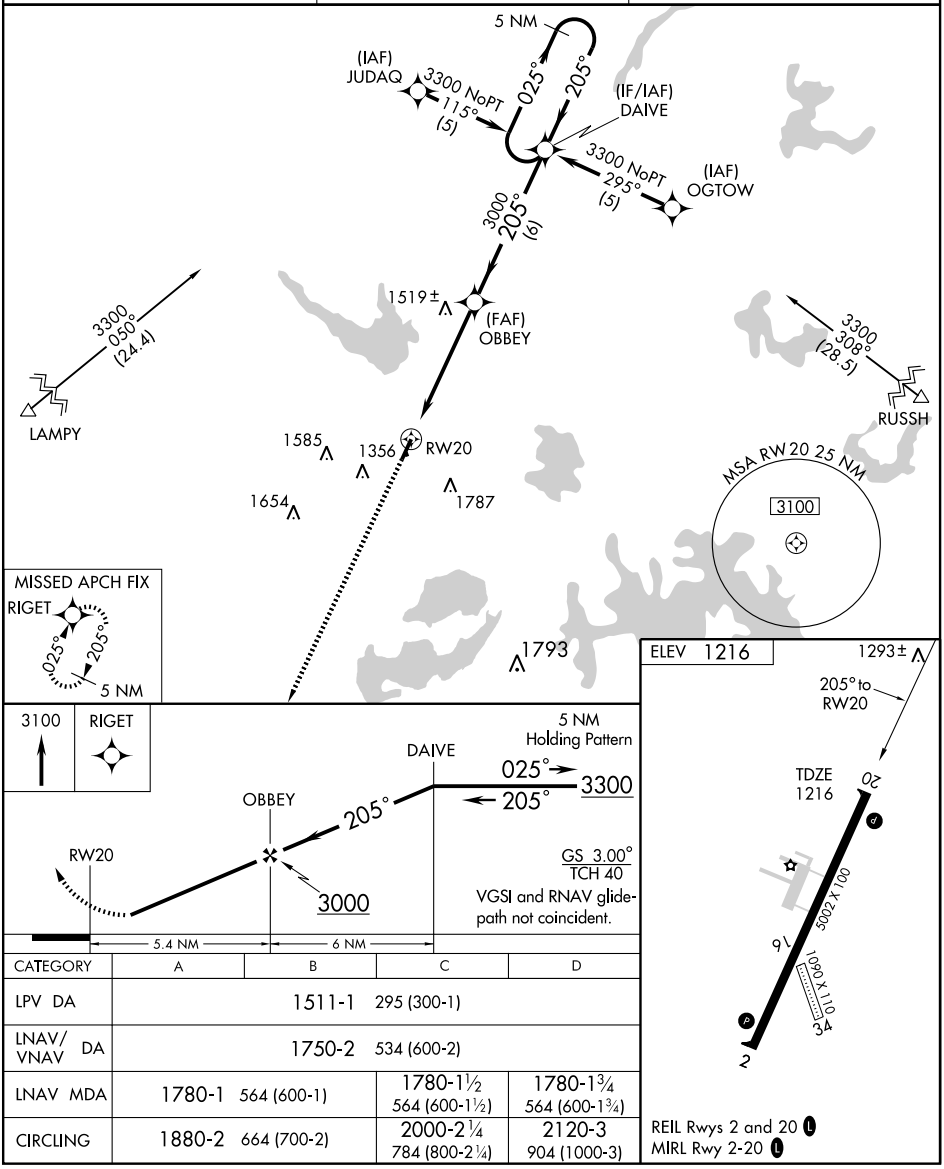
RNAV (GPS) RWY 20

HAYWARD/SAWYER COUNTY (HYR)

T A Baro-VNAV NA when using John F. Kennedy Memorial altimeter setting. If local altimeter setting not received, use John F. Kennedy Memorial altimeter setting and increase all DAs/MDAs 160 feet. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct RIGET and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
113.4	126.45 276.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1511-1 295 (300-1)			
LNAV/VNAV DA	1750-2 534 (600-2)			
LNAV MDA	1780-1 564 (600-1)		1780-1½ 564 (600-1½)	1780-1¾ 564 (600-1¾)
CIRCLING	1880-2 664 (700-2)		2000-2¼ 784 (800-2¼)	2120-3 904 (1000-3)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

EC-3, 21 OCT 2010 to 18 NOV 2010

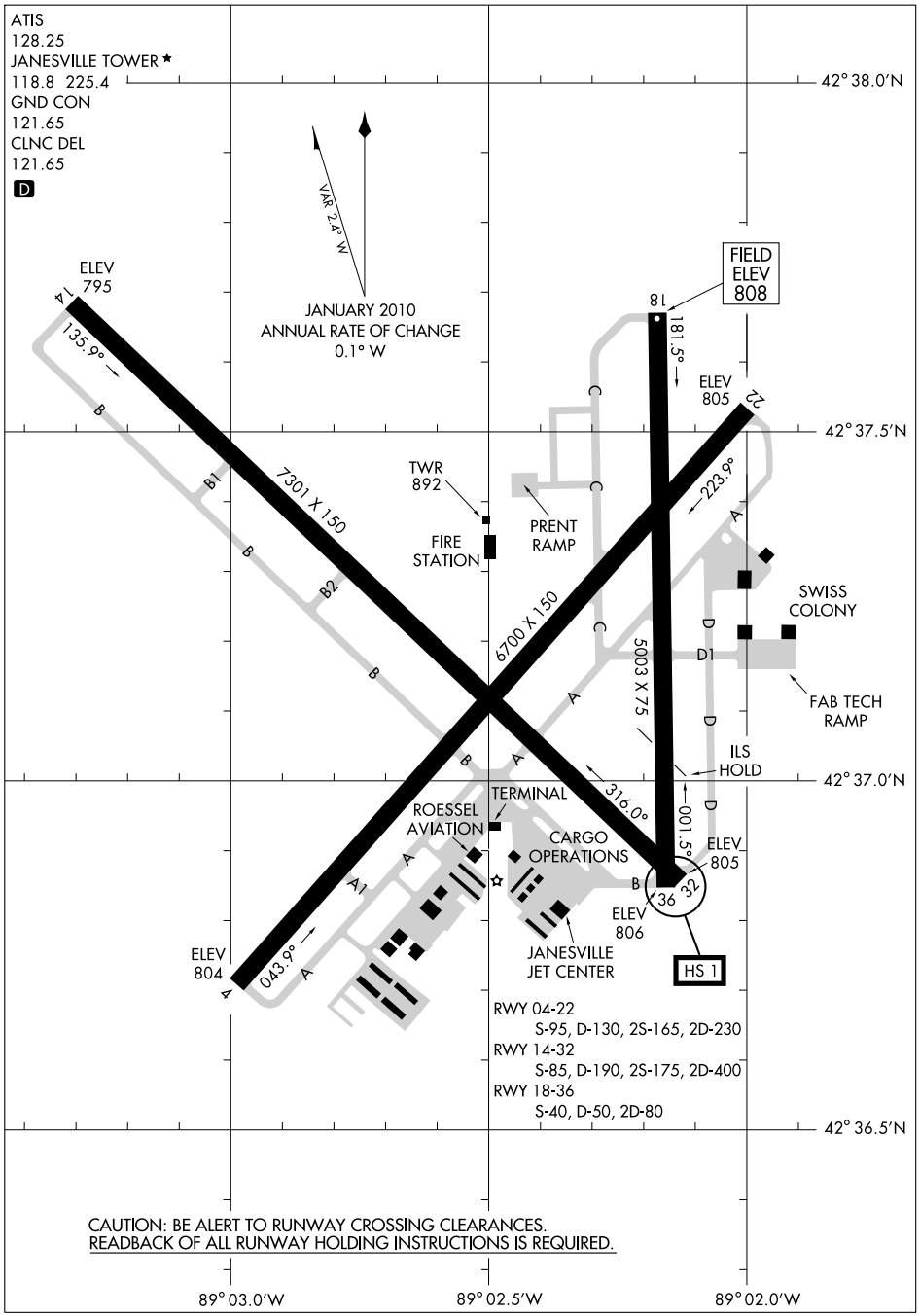
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

AL-938 (FAA)

JANESVILLE, WISCONSIN



EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JANESVILLE, WISCONSIN

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

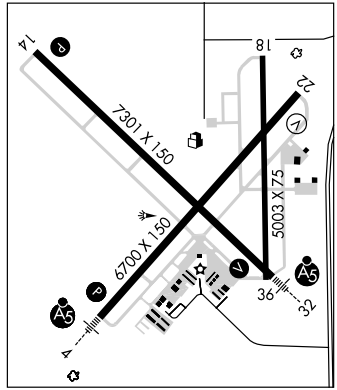
10266

JANESVILLE N42°33.48′ W89°06.32′ NOTAM FILE FEP. CHICAGO
(L) VOR/DME 114.3 JVL Chan 90 035° 4.7 NM to Southern Wisconsin Rgnl. 931/3E. L–28H
VOR portion unusable 001°–089°, 282°–360° byd 30 NM blo 3000′.
DME unusable 130°–150° byd 30 NM blo 4000′.
RCO 122.1R 114.3T (GREEN BAY RADIO)

JANESVILLE

SOUTHERN WISCONSIN RGNL (JVL) 3 SW UTC−6(−5DT) N42°37.22′ W89°02.49′ CHICAGO
808 B S4 **FUEL** 100LL, JET A TPA—1808(1000) Class IV, ARFF Index A H–5D, L–28H
NOTAM FILE JVL IAP, AD

RWY 14–32: H7301X150 (CONC) S–85, D–190, 2S–175, 2D–400 HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 60′.
RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 51′.
RWY 04–22: H6700X150 (ASPH) S–95, D–130, 2S–165, 2D–230 HIRL
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 22: REIL VASI(V4L)—GA 3.0° TCH 60′. Tree.
RWY 18–36: H5003X75 (ASPH) S–40, D–50, 2D–80 MIRL
RWY 18: Road.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–6700	TODA–6700	ASDA–6700	LDA–6700
RWY 14:	TORA–7301	TODA–7301	ASDA–7301	LDA–7301
RWY 18:	TORA–5003	TODA–5003	ASDA–5003	LDA–5003
RWY 22:	TORA–6700	TODA–6700	ASDA–6700	LDA–6700
RWY 32:	TORA–7301	TODA–7301	ASDA–7301	LDA–7301
RWY 36:	TORA–5003	TODA–5003	ASDA–5003	LDA–5003

AIRPORT REMARKS: Attended continuously. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call 608–757–5768. Lgt sport acft with cruise speed of 60 mph or less enter tfc pat at 500′ AGL. Rwy 32 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. When twr clsd HIRL Rwy 04–22 preset on low ints; to incr ints and ACTIVATE MALSR Rwy 04 and Rwy 32, PAPI Rwy 04, HIRL Rwy 14–32, MIRL Rwy 18–36, REIL Rwy 14, PAPI Rwy 14 and VASI Rwy 32—CTAF. VASI Rwy 22 opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 (608) 758–1723. LAWRS (1200–0300Z‡).
COMMUNICATIONS: CTAF 118.8 **ATIS** 128.25 **UNICOM** 122.95
JANESVILLE RCO 122.1R 114.3T (GREEN BAY RADIO)
Ⓡ **ROCKFORD APP/DEP CON** 121.0 **CLNC DEL** 121.65 (when twr clsd)
JANESVILLE TOWER 118.8 (1200–0300Z‡) **GND CON/CLNC DEL** 121.65 (1200–0300Z‡)
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 034° 4.7 NM to fld. 931/3E.
ILS 109.1 I–JVL Rwy 04. Class IE.
ILS/DME 111.35 I–REE Chan 50(Y) Rwy 32. Class IE. ILS/DME unmonitored.

JOHN F KENNEDY MEML (See ASHLAND)

JOHN H. BATTEN (See RACINE)

JUNEAU N43°25.74′ W88°42.13′ NOTAM FILE UNU. CHICAGO
NDB (MHW) 344 UNU at Dodge Co. L–28H

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-JVL	APP CRS	Rwy Idg	6700
109.1	044°	TDZE	806
		Apt Elev	808

ILS or LOC RWY 4

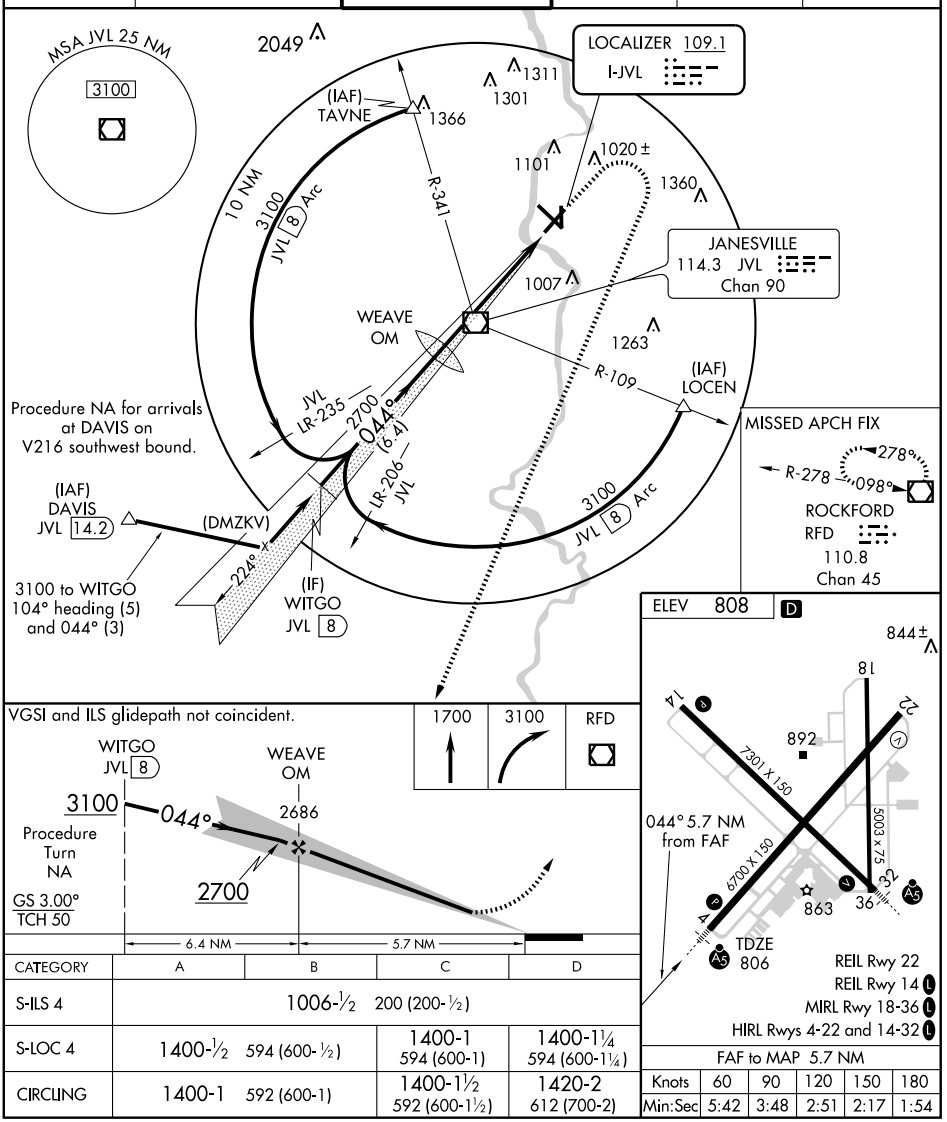
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

Circling to Rwy 18 NA at night. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase S-LOC 4 Cats C/D and Circling Cat C visibility ½ mile, and Circling Cat D ¼ mile. For inoperative MALSR when using Rockford altimeter setting increase S-ILS 4 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct RFD VOR/DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8(CTAF) L 225.4	121.65	121.65	122.95



CATEGORY	A	B	C	D
S-ILS 4	1006-½ 200 (200-½)			
S-LOC 4	1400-½ 594 (600-½)		1400-1 594 (600-1)	1400-1¼ 594 (600-1¼)
CIRCLING	1400-1 592 (600-1)		1400-1½ 592 (600-1½)	1420-2 612 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-REE	APP CRS	Rwy Idg	7301
111.35	316°	TDZE	806
Chan 50 (Y)		Apt Elev	808

ILS or LOC RWY 32

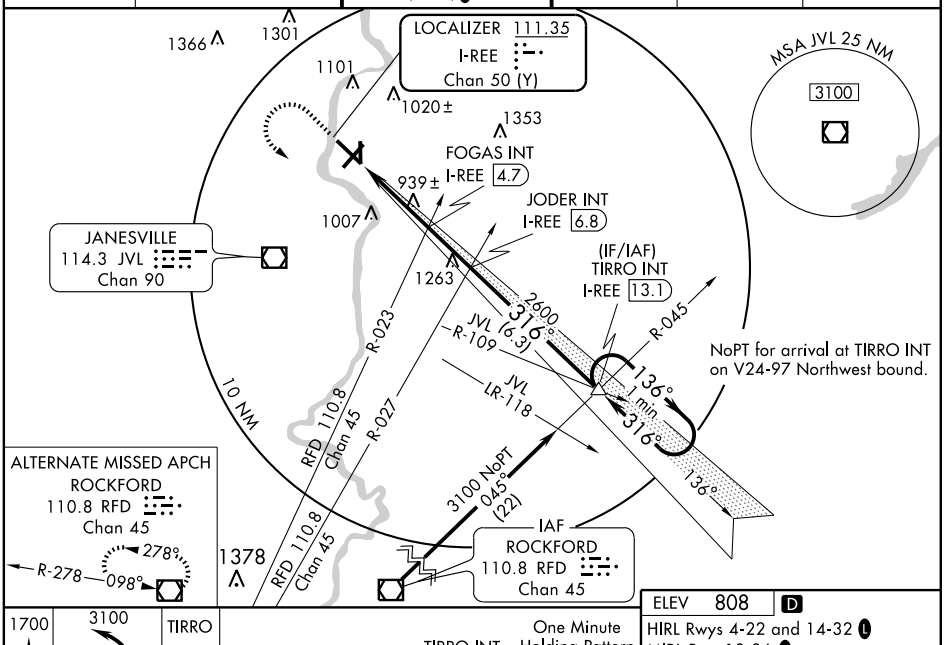
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

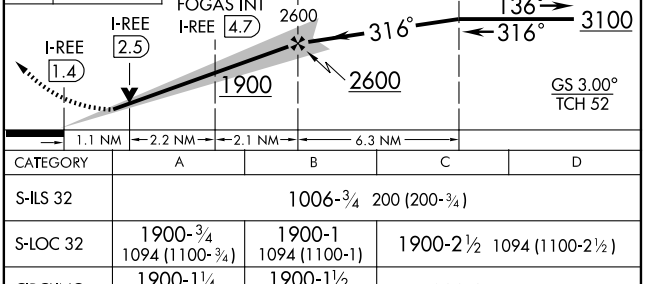
When local altimeter setting not received, use Rockford Intl altimeter setting; increase DA to 1075, increase all MDAs 80 feet, increase FOGAS FIX minimums S-LOC 32 Cat. D and circling Cat. D visibility ¼ mile. VDP NA when using Rockford Intl altimeter setting.
For inoperative MALSRs, increase FOGAS FIX minimums S-LOC 32, Cats. A, B, and C to 1 mile. Inoperative table does not apply to S-ILS-32. Circling to Rwy 18 NA at night.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 via heading 100° and I-REE SE course to TIRRO INT/13.1 DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95

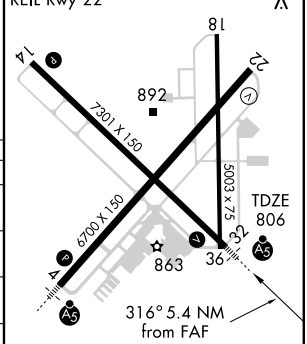




CATEGORY	A	B	C	D
S-ILS 32	1006-¾ 200 (200-¾)			
S-LOC 32	1900-¾ 1094 (1100-¾)	1900-1 1094 (1100-1)	1900-2½ 1094 (1100-2½)	
CIRCLING	1900-1¼ 1092 (1100-1¼)	1900-1½ 1092 (1100-1½)	1900-3 1092 (1100-3)	
FOGAS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 32	1200-¾ 394 (400-¾)			
CIRCLING	1260-1 452 (500-1)		1280-1½ 472 (500-1½)	1420-2 612 (700-2)

ELEV 808 D

HIRL Rwys 4-22 and 14-32 L
MIRL Rwy 18-36 L
REIL Rwy 14 L
REIL Rwy 22



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6700
CH 82617	043°	TDZE	806
W04A		Apt Elev	808

RNAV (GPS) RWY 4

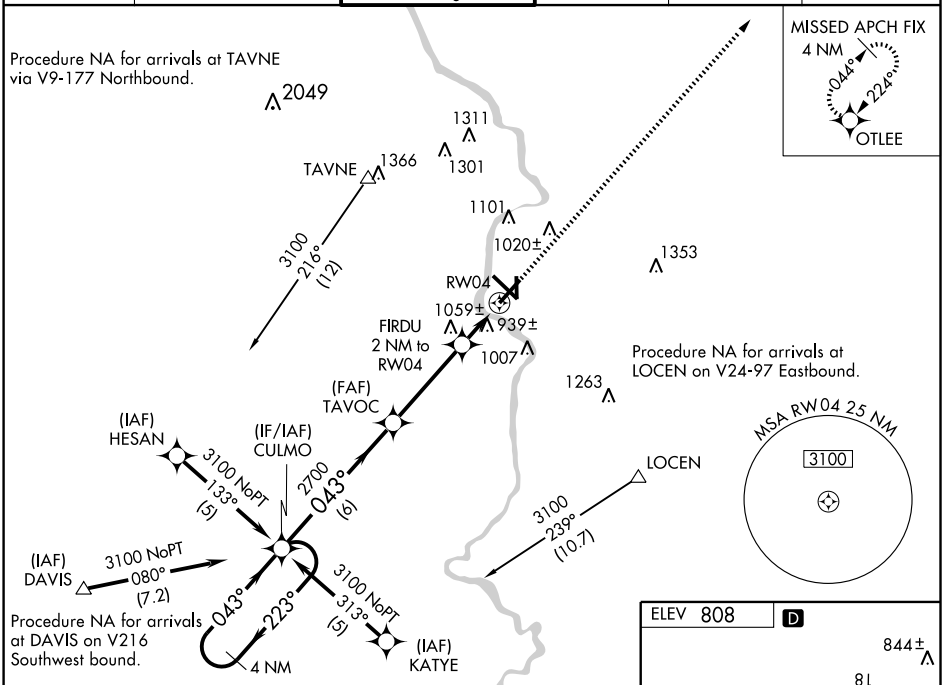
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

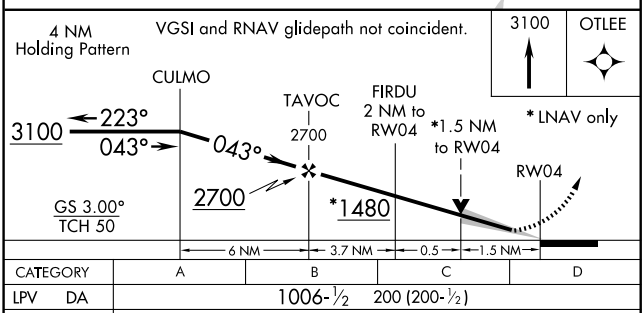
Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA with Rockford altimeter setting. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR, when using Rockford altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

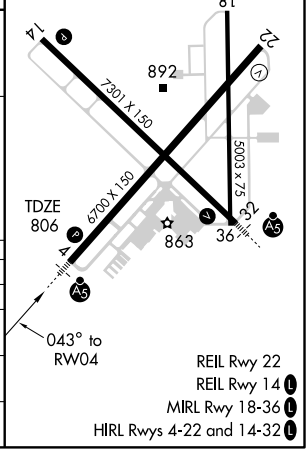
MISSED APPROACH: Climb to 3100 direct OTLEE and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	1006-½ 200 (200-½)			
LNAV/VNAV DA	1245-1 439 (500-1)			
LNAV MDA	1320-½ 514 (600-½)		1320-1 514 (600-1)	1320-1¼ 514 (600-1¼)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1420-2 612 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7301
CH 86617	135°	TDZE	803
W14A		Apt Elev	808

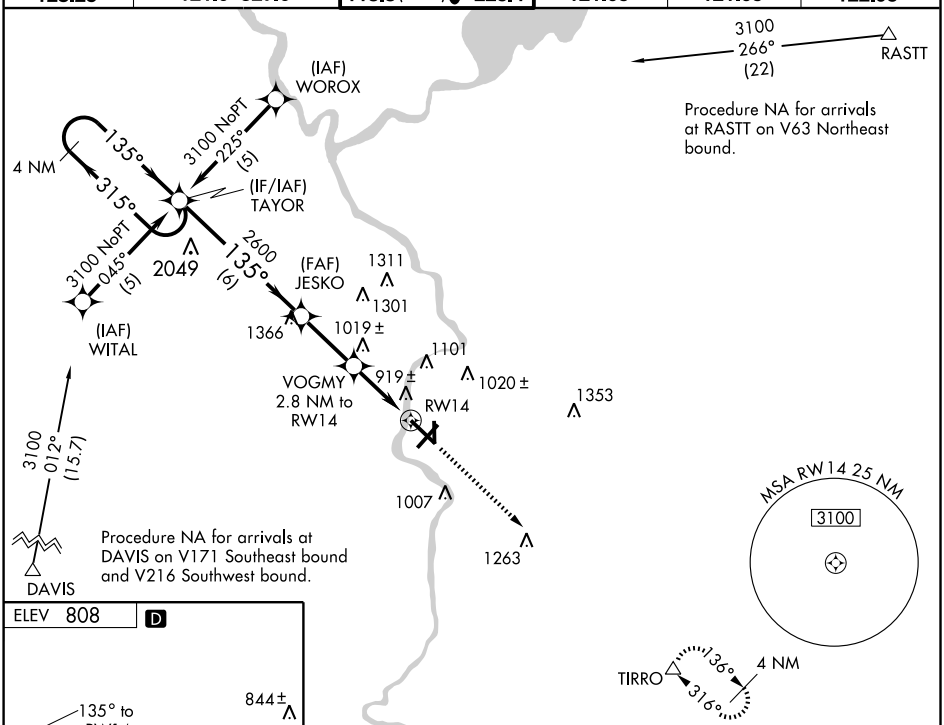
RNAV (GPS) RWY 14

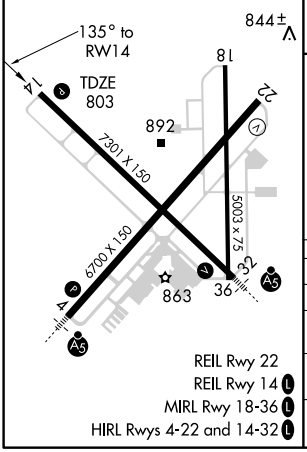
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

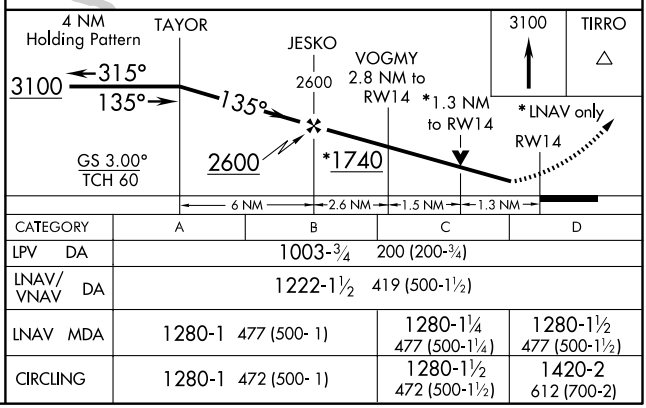
Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP NA with Rockford altimeter setting.

MISSED APPROACH: Climb to 3100 direct TIRRO and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	1003-¾ 200 (200-¾)			
LNAV/VNAV DA	1222-1½ 419 (500-1½)			
LNAV MDA	1280-1 477 (500- 1)		1280-1¼ 477 (500-1¼)	1280-1½ 477 (500-1½)
CIRCLING	1280-1 472 (500- 1)		1280-1½ 472 (500-1½)	1420-2 612 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40417 W22A	APP CRS 224°	Rwy Idg 6700 TDZE 805 Apt Elev 808

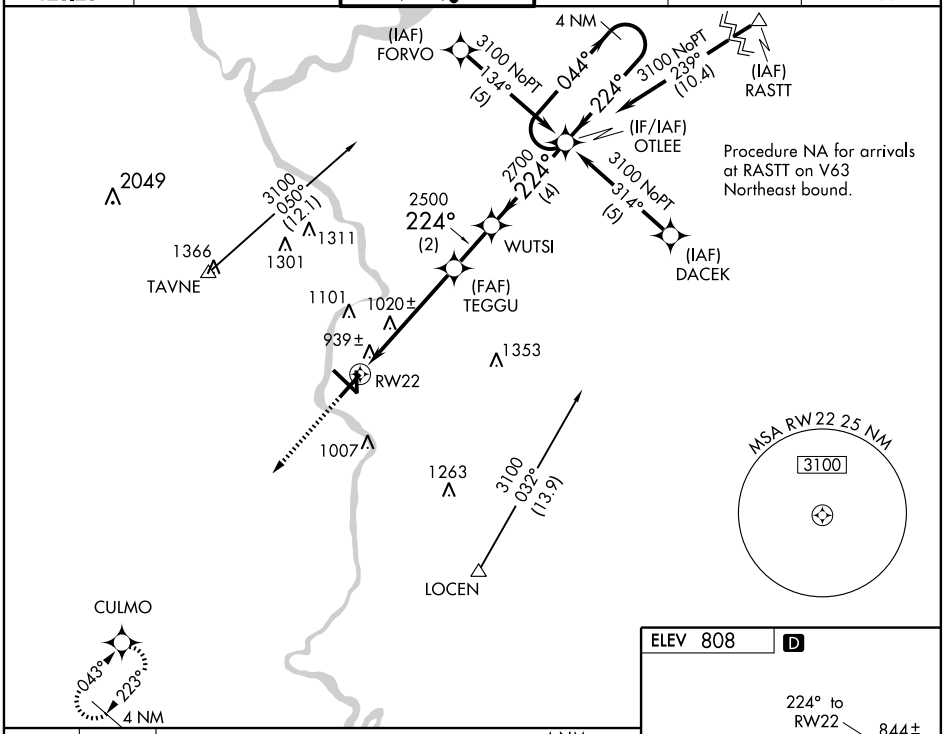
RNAV (GPS) RWY 22

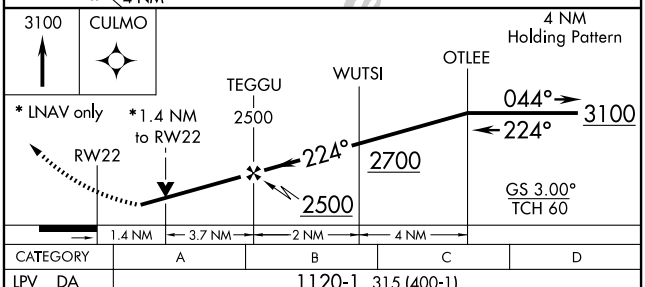
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

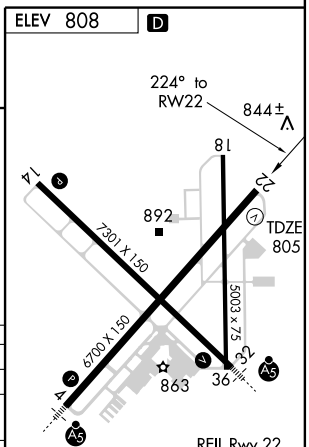
Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and Circling Cat D visibility ¼ mile. VDP NA with Rockford altimeter setting.

MISSED APPROACH: Climb to 3100 direct CULMO and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	1120-1 315 (400-1)			
LNAV/VNAV DA	1244-1½ 439 (500-1½)			
LNAV MDA	1320-1 515 (600-1)		1320-1½ 515 (600-1½)	1320-1¾ 515 (600-1¾)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1420-2 612 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7301
316°	TDZE	806
	Apt Elev	808

RNAV (GPS) RWY 32

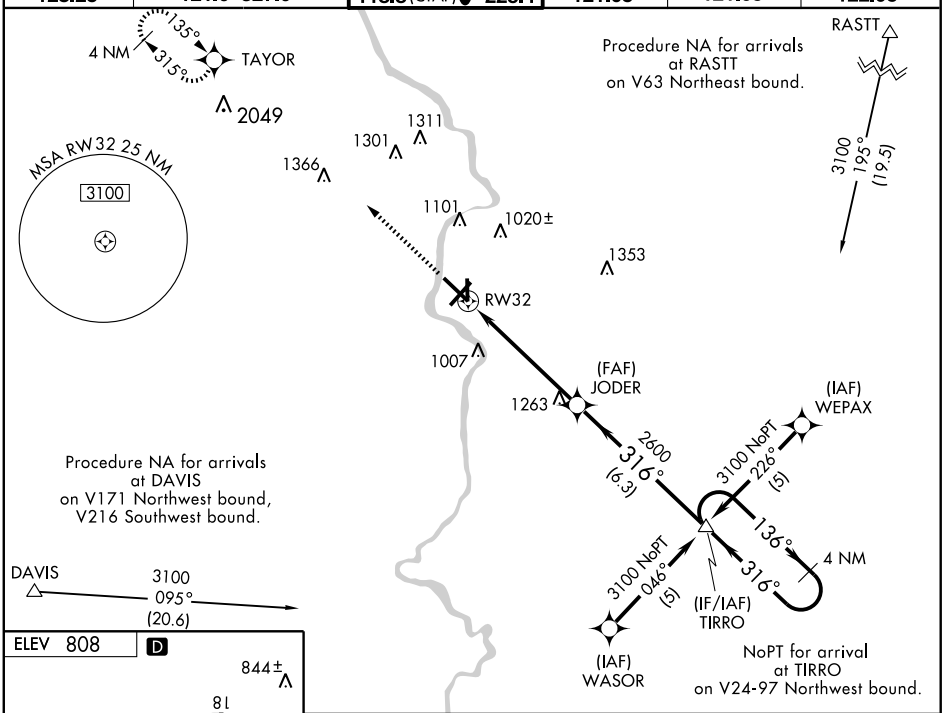
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

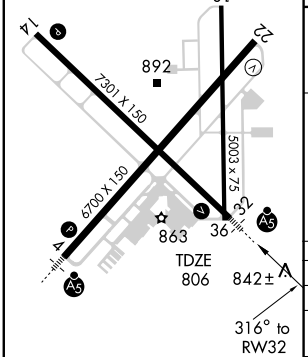
T NA — Baro-VNAV NA below -17° C (3° F). Baro-VNAV and VDP NA with Rockford altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. A/B/C visibility to 1. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet. Circling not authorized at night to Rwy 18.

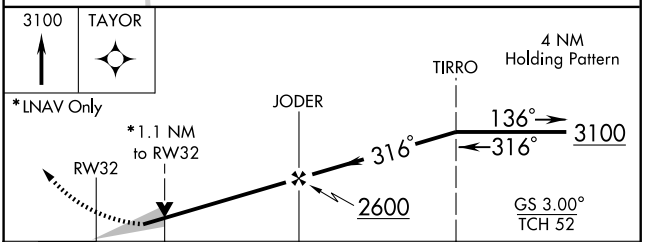
MALSR

MISSED APPROACH: Climb to 3100 direct TAYOR WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1220-1 414 (500-1)			
LNAV MDA	1200-¾ 394 (400-¾)			1200-1 394 (400-1)
CIRCLING	1260-1 452 (500-1)		1280-1½ 472 (500-1½)	1420-2 612 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME JVL	APP CRS	Rwy Idg	6700
114.3	215°	TDZE	805
Chan 90		Apt Elev	808

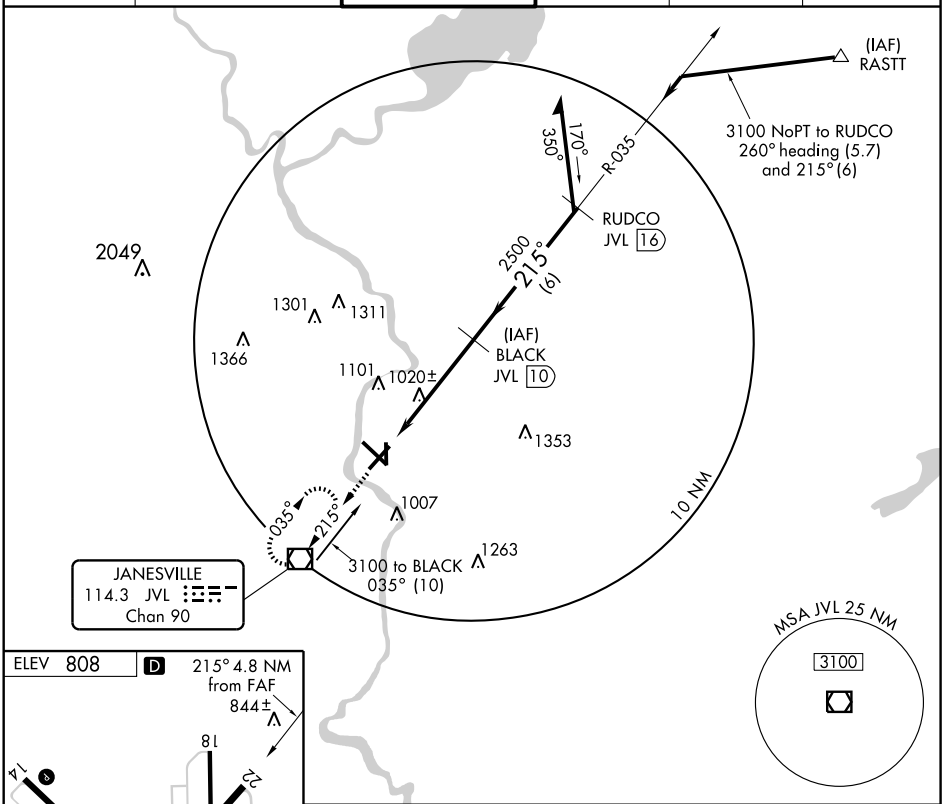
VOR/DME RWY 22

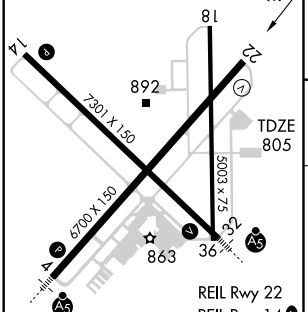
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Rockford altimeter setting and increase all MDAs 80 feet. Circling not authorized at night to Rwy 18.

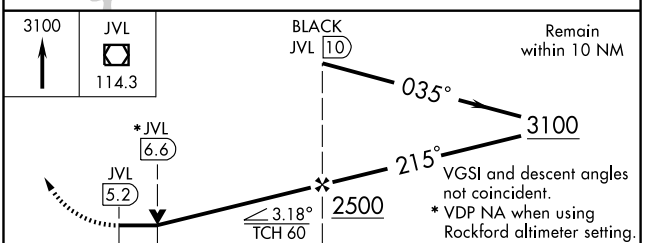
MISSED APPROACH: Climb to 3100 direct JVL VOR/DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1320-1 515 (600-1)		1320-1½ 515 (600-1½)	1320-1¾ 515 (600-1¾)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1420-2 612 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME JVL	APP CRS	Rwy Idg	6700
114.3	034°	TDZE	805
Chan 90		Apt Elev	808

VOR RWY 4

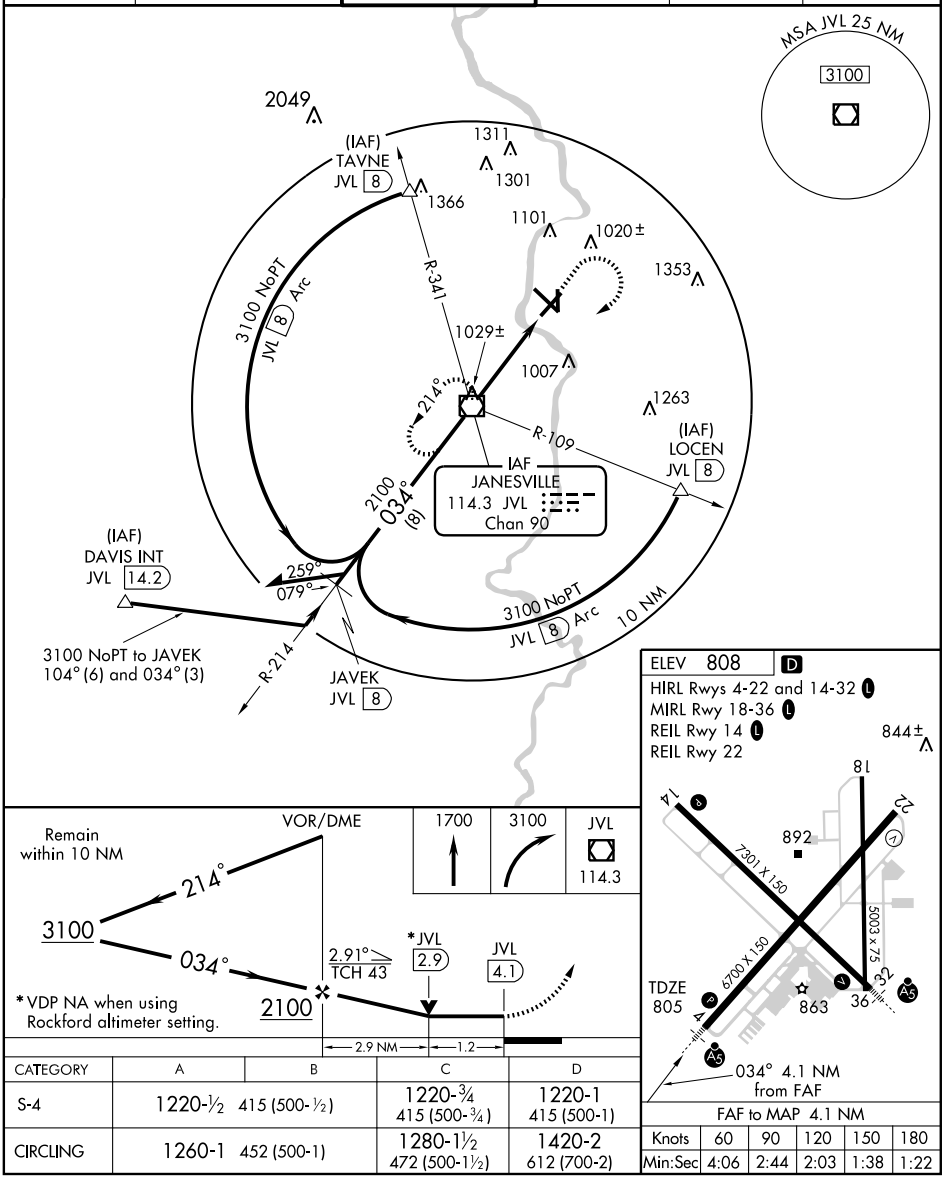
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-4 Cat. D visibility ¼ mile. Circling not authorized at night to Rwy 18.

MALSR

MISSED APPROACH: Climb to 1700, then climbing right turn to 3100 direct JVL VOR/DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95



CATEGORY	A	B	C	D
S-4	1220-½ 415 (500-½)		1220-¾ 415 (500-¾)	1220-1 415 (500-1)
CIRCLING	1260-1 452 (500-1)		1280-1½ 472 (500-1½)	1420-2 612 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-3, 21 OCT 2010 to 18 NOV 2010

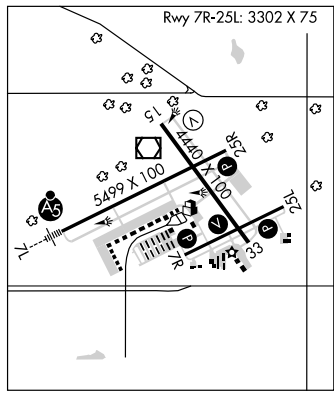
EC-3, 21 OCT 2010 to 18 NOV 2010

JUNEAU

DODGE CO (UNU) 1.7 E UTC−6(−5DT) N43°25.59′ W88°42.23′ CHICAGO
934 B S4 **FUEL** 100LL, JET A NOTAM FILE UNU H–5E, L–28H
RWY 08–26: H5060X100 (ASPH) MIRL 0.9% up NE IAP
RWY 08: PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 26:** MALSF. PAPI(P4L)—GA 3.0° TCH 34′. Tree.
RWY 02–20: H4029X75 (ASPH) S–12.5 MIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 26′. P–line. **RWY 20:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1300–0200Z‡. Numerous Geese on and invof arpt. Irregular ultralight activity on and invof arpt. Mowing ops Mon–Fri with flashing lgts after dark. 302′ paved safety area on W end of Rwy 08–26. 29′ Twy E end of Rwy 08–26. MIRL Rwy 08–26 preset low ints; to increase ACTIVATE—CTAF. ACTIVATE MIRL Rwy 02–20; REIL Rwy 02 and Rwy 20—CTAF. Rwy 26 MALSF not certified for IFR.
WEATHER DATA SOURCES: AWOS–3 119.075 (920) 386–5682.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MADISON APP/DEP CON** 119.15 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 313° 26.1 NM to fld.1080/2E. **HIWAS.**
JUNEAU NDB (MHW) 344 UNU N43°25.74′ W88°42.13′ at fld. NOTAM FILE UNU.
ILS/DME 109.55 I–JNE Chan 32Y Rwy 26. LOC only. LOC/DME unmonitored when FBO closed.

KENNEDY N46°33.18′ W90°54.87′ NOTAM FILE ASX. GREEN BAY
NDB (MHW) 254 ENY at John F. Kennedy Mem. Unmonitored 0000–1200Z‡. L–14I

KENOSHA RGNL (ENW) 4 W UTC−6(−5DT) N42°35.74′ W87°55.67′ CHICAGO
742 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA NOTAM FILE ENW H–5E, L–28H, A
RWY 07L–25R: H5499X100 (CONC–GRVD) S–62, D–73, 2S–85, 2D–135 HIRL 0.5% up SW IAP, AD
RWY 07L: MALSR.
RWY 25R: REIL. PAPI (P4L)—GA 3.0° TCH 45′. Tree. Rgt tfc.
RWY 15–33: H4440X100 (CONC–GRVD) S–62, D–73, 2S–86, 2D–135 HIRL
RWY 15: REIL. VASI(V4L)—GA 3.5° TCH 45′. Trees.
RWY 33: VASI(V4L)—GA 3.0° TCH 41′.
RWY 07R–25L: H3302X75 (ASPH–CONC) S–40, D–48 MIRL 0.7% up SW
RWY 07R: PAPI(P4L)—GA 3.25° TCH 25′. Road. Rgt tfc.
RWY 25L: PAPI(P4L)—GA 3.25° TCH 25′. Road.
AIRPORT REMARKS: Attended 1300–0300Z‡. Deer and birds on and invof arpt. Rwy 07R–25L is CLOSED to jet acft and acft weighing more than 12,500 lbs when Rwy 07L–25R is open. 440′ radio twr 2.6 NM southeast of arpt ½ NM left of Rwy 33 centerline. Crane 190′ 1.5 NM southeast of arpt, ops SR–SS. When twr clsd HIRL Rwy 07L–25R preset on low ints; to increase ints and ACTIVATE HIRL Rwy 15–33, MIRL Rwy 07R–25L, VASI Rwy 33, PAPI Rwy 25R, Rwy 07R and Rwy 25L, REIL Rwy 15 and Rwy 25R, MALSR Rwy 07L—CTAF. VASI Rwy 15 opr 24 hrs.



WEATHER DATA SOURCES: ASOS 127.175 (262) 652–7730.
COMMUNICATIONS: CTAF 118.6 **ATIS** 127.175 **UNICOM** 122.95
RCO 123.6R 109.2T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 119.65 **CLNC DEL** 118.6 (0300–1300Z‡)
TOWER 118.6 (1300–0300Z‡) **GND CON** 121.875
AIRSPACE: CLASS D 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 005° 22.5 NM to fld. 758/2W.
(T) VOR/DME 109.2 ENW Chan 29 N42°35.94′ W87°55.90′ at fld. 734/02W. NOTAM FILE ENW.
VOR unusable 232°–295°.
CODEE NDB (LOM) 389 EN N42°33.61′ W88°01.73′ 067° 5.0 NM to fld.
ILS 109.35 I–ENW Rwy 07L Class IB. LOM CODEE NDB. Glide slope unusable byd 3° left of course. ILS unmonitored when twr closed.

KETTLE MORAINE N43°25.51′ W88°07.63′ NOTAM FILE ETB. CHICAGO
NDB (MHW) 329 LLE at West Bend Muni. Unmonitored. SHUTDOWN. L–28H

KICKAPOO N43°39.31′ W90°19.99′ NOTAM FILE GRB. CHICAGO
NDB (MHW) 251 HBW at Joshua Sanford Fld. Unmonitored. VFR only. NDB OTS indef.

LOC/DME I-JNE	APP CRS	Rwy Idg 5060
109.55	261°	TDZE 934
Chan 32 (Y)		Apt Elev 934

LOC RWY 26

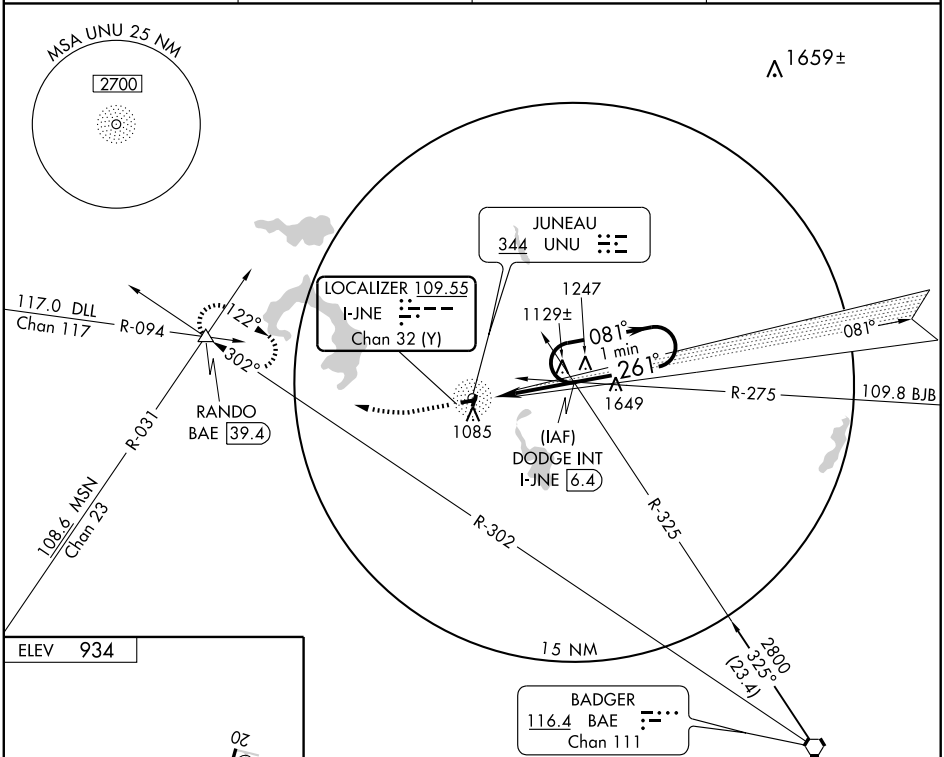
JUNEAU/ DODGE COUNTY (UNU)

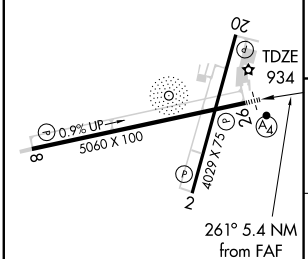
If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

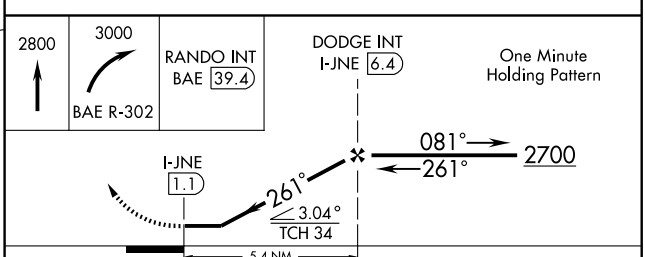
MALSF

MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 via BAE VORTAC R-302 to RANDO Int/BAE 39.4 DME and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L







REIL Rwys 2 and 20 L

MIRL Rwys 8-26 and 2-20 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-26	1380-1	446 (500-1)	1380-1¼ 446 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB UNU 344	APP CRS 010°	Rwy Idg 4029 TDZE 933 Apt Elev 934

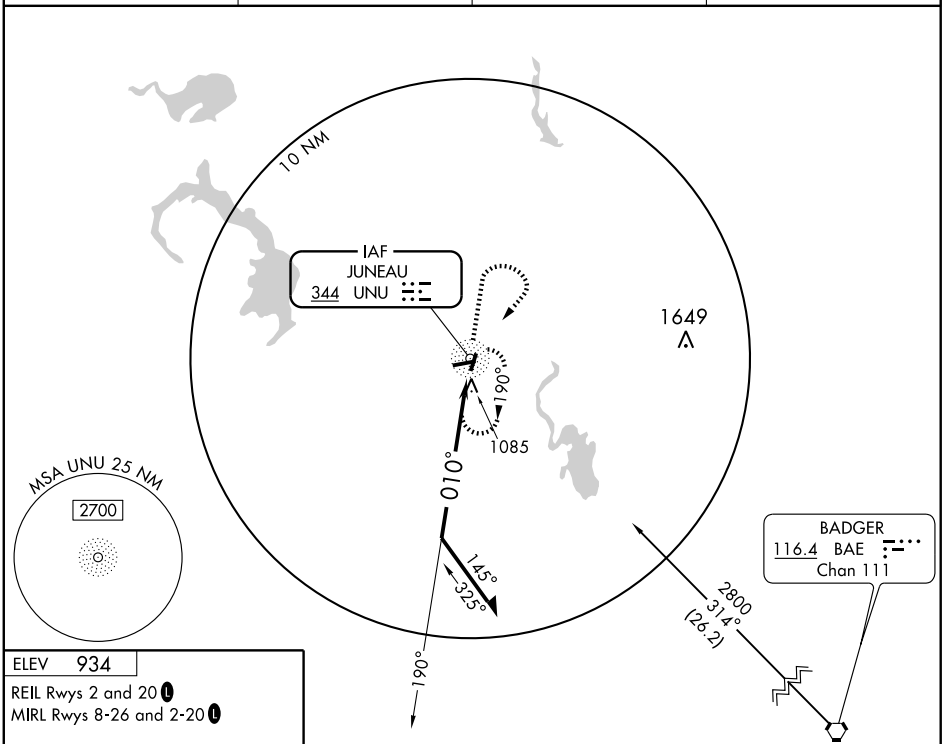
NDB RWY 2

JUNEAU/ DODGE COUNTY (UNU)

If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct UNU NDB and hold.

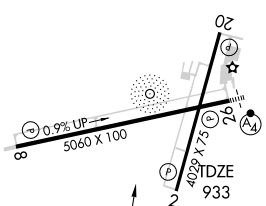
AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L

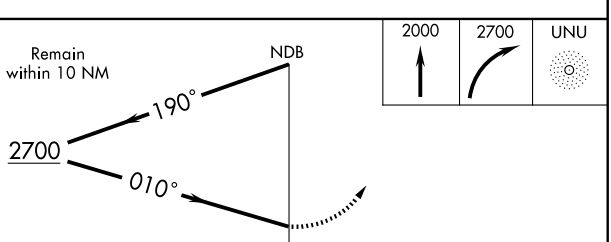


ELEV 934

REIL Rwys 2 and 20 L

MIRL Rwys 8-26 and 2-20 L





CATEGORY	A	B	C	D
S-2	1500-1	567 (600-1)	1500-1½ 567 (600-1½)	NA
CIRCLING	1500-1	566 (600-1)	1500-1½ 566 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB UNU 344	APP CRS 209°	Rwy Idg 4029 TDZE 934 Apt Elev 934

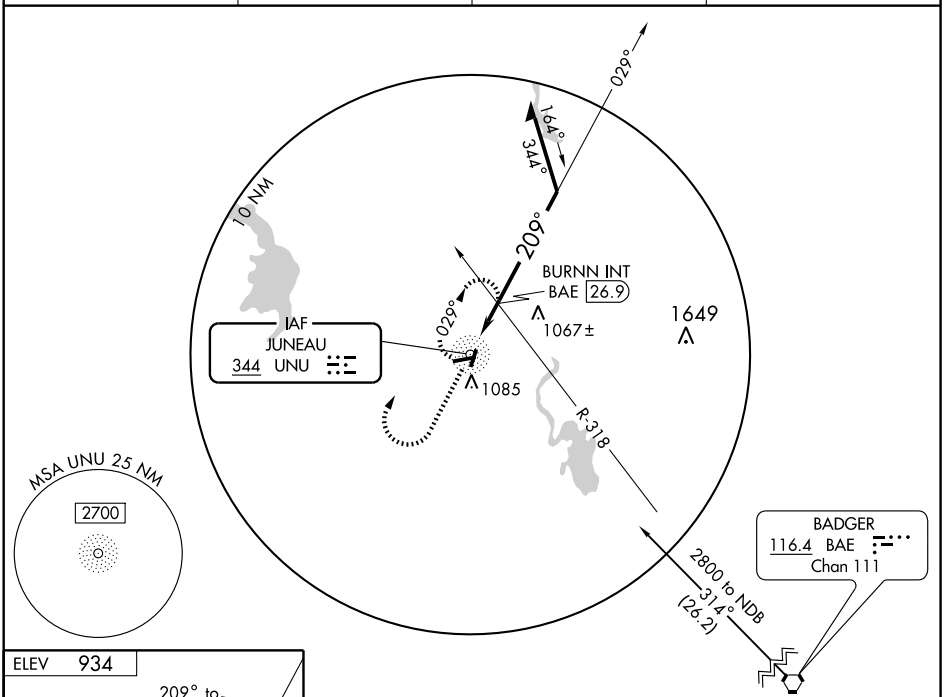
NDB RWY 20

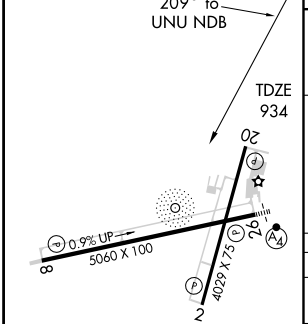
JUNEAU/ DODGE COUNTY (UNU)

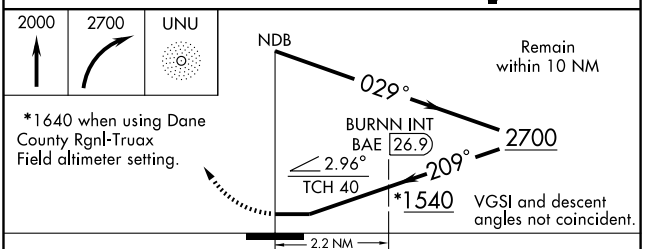
If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct UNU NDB and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-20	1540-1	606 (700-1)	1540-1¾ 606 (700-1¾)	NA
CIRCLING	1540-1	606 (700-1)	1540-1¾ 606 (700-1¾)	NA
	BURNN FIX MINIMUMS			
S-20	1420-1	486 (500-1)	1420-1¼ 486 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwys 2 and 20 L
MIRL Rwys 8-26 and 2-20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4029
CH 87107	018°	TDZE	933
W02A		Apt Elev	934

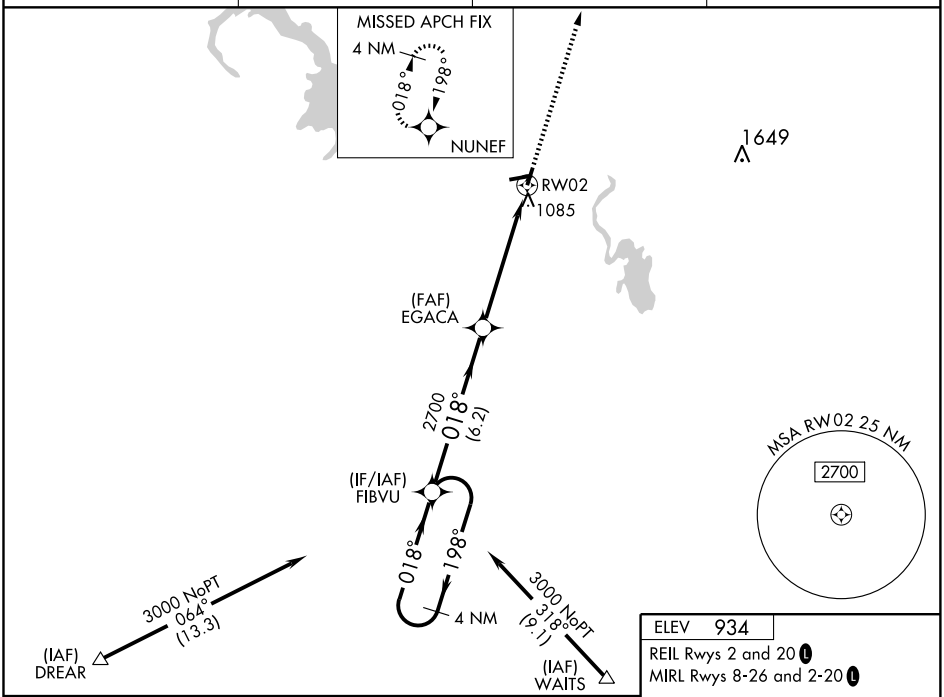
RNAV (GPS) RWY 2

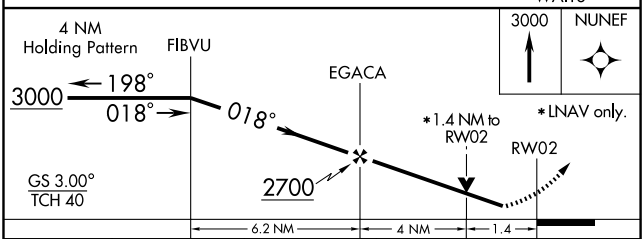
JUNEAU/ DODGE COUNTY (UNU)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase all visibilities ½ mile. VDP and Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

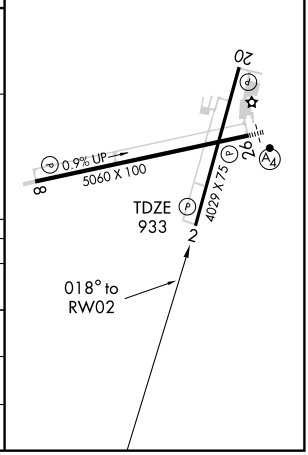
MISSED APPROACH: Climb to 3000 direct NUNEF and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1189-1 256 (300-1)			NA
LNAV/ VNAV DA	1432-1¾ 499 (500-1¾)			NA
LNAV MDA	1400-1 467 (500-1)		1400-1¼ 467 (500-1¼)	NA
CIRCLING	1440-1 506 (600-1)		1440-1½ 506 (600-1½)	NA



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5060
081°	TDZE	913
	Apt Elev	934

RNAV (GPS) RWY 8

JUNEAU/ DODGE COUNTY(UNU)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Dane County Rgnl-Truax Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct CORIR and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L

Procedure NA for arrivals at RANDO via V9-341 northeast bound, and via V170 northwest bound.

(IAF) RANDO

3000 NoPT 158° (6)

(IF/IAF) PEBIY

2700 081° (6)

(FAF) GOPBE

1059±

RW08

1085

1649

4 NM 081° 261° CORIR

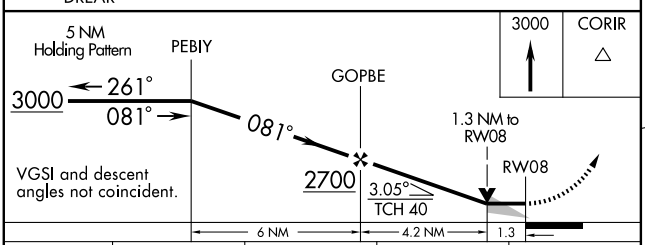
081° 261° 5 NM

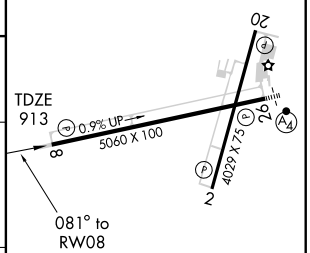
MSA RW08 25 NM 2700

3000 NoPT 013° (15.5)

(IAF) DREAR

ELEV 934





CATEGORY	A	B	C	D
LNAV MDA	1320-1	407 (400-1)	1320-1¼ 407 (400-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwys 2 and 20 L

MIRL Rwys 8-26 and 2-20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4029
CH 61307	198°	TDZE	934
W20A		Apt Elev	934

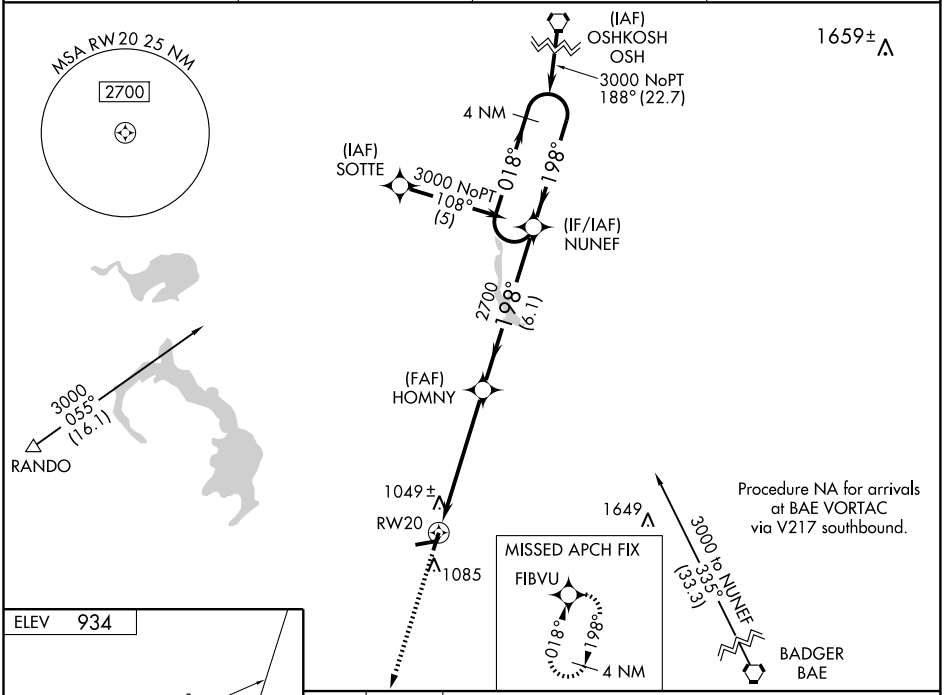
RNAV (GPS) RWY 20

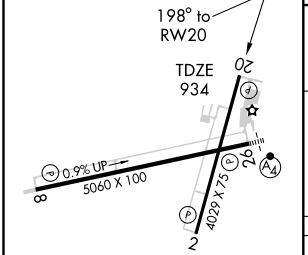
JUNEAU/DODGE COUNTY (UNU)

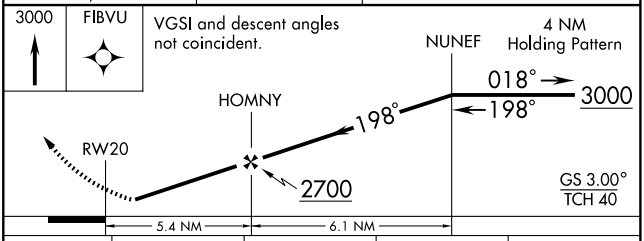
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase visibilities ¼ mile. Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FIBVU and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1214-1 280 (300-1)			NA
LNAV/VNAV DA	1350-1½ 416 (500-1½)			NA
LNAV MDA	1300-1 366 (400-1)			NA
CIRCLING	1440-1 506 (600-1)		1440-1½ 506 (600-1½)	NA

REIL Rwys 2 and 20 L
MIRL Rwys 8-26 and 2-20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5060
261°	TDZE	934
	Apt Elev	934

RNAV (GPS) RWY 26

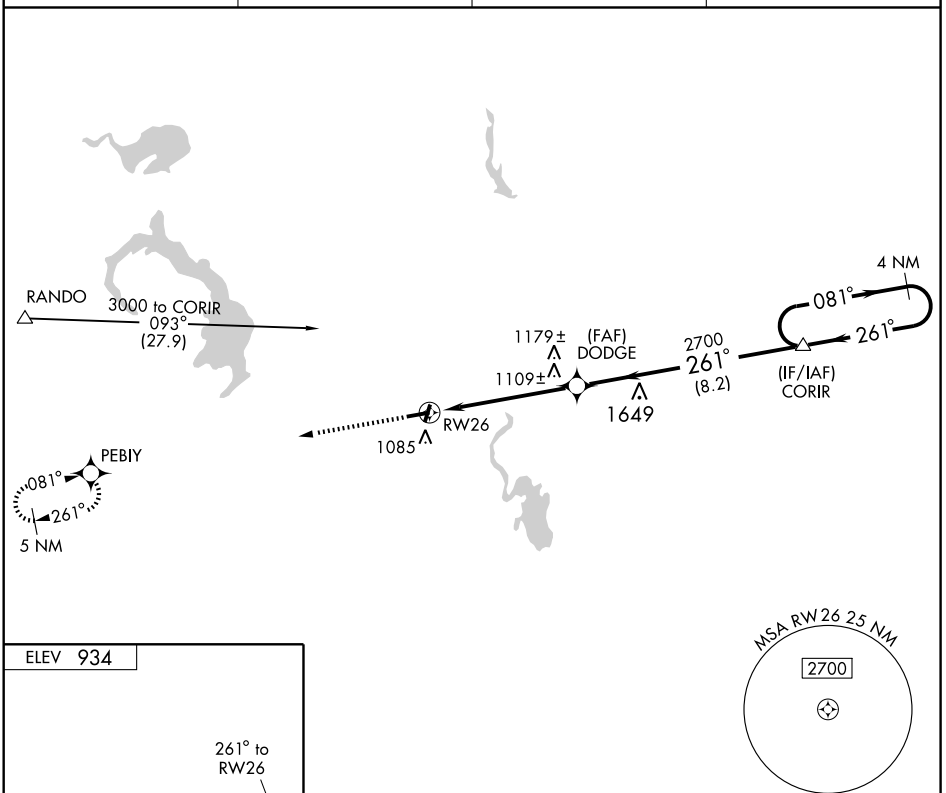
JUNEAU/DODGE COUNTY(UNU)

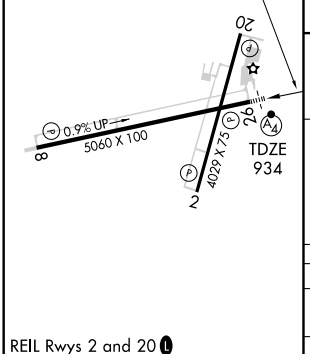
If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply.

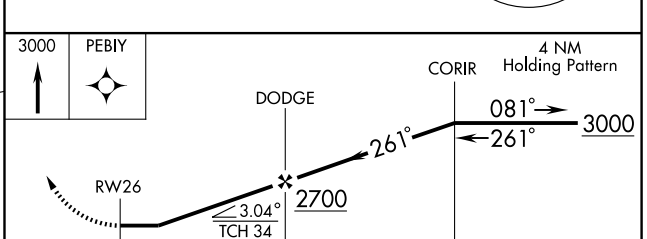
MALSF

MISSED APPROACH: Climb to 3000 direct PEBIY and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L



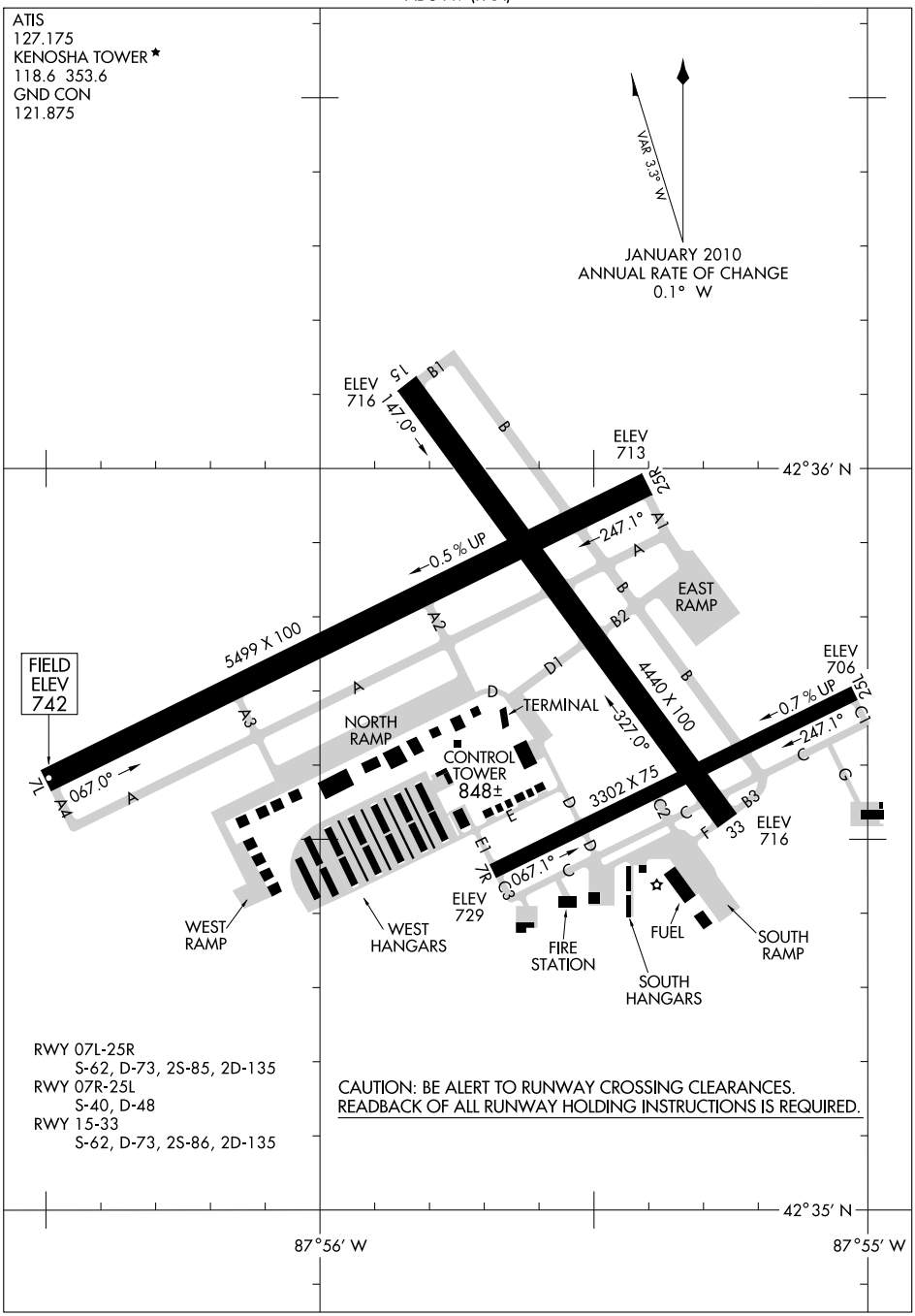




CATEGORY	A	B	C	D
LNAV MDA	1360-1	426 (500-1)	1360-1¼ 426 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwys 2 and 20 L
MIRL Rwys 8-26 and 2-20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010



RWY 07L-25R
S-62, D-73, 2S-85, 2D-135
RWY 07R-25L
S-40, D-48
RWY 15-33
S-62, D-73, 2S-86, 2D-135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

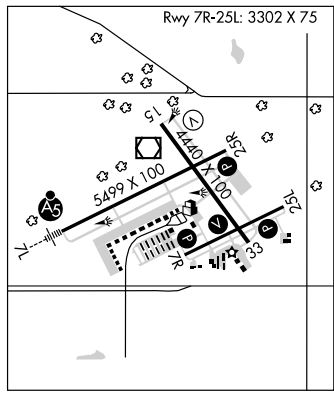
EC-3, 21 OCT 2010 to 18 NOV 2010

JUNEAU

DODGE CO (UNU) 1.7 E UTC−6(−5DT) N43°25.59′ W88°42.23′ CHICAGO
934 B S4 **FUEL** 100LL, JET A NOTAM FILE UNU H–5E, L–28H
RWY 08–26: H5060X100 (ASPH) MIRL 0.9% up NE IAP
RWY 08: PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 26:** MALSF. PAPI(P4L)—GA 3.0° TCH 34′. Tree.
RWY 02–20: H4029X75 (ASPH) S–12.5 MIRL
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 26′. P–line. **RWY 20:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1300–0200Z‡. Numerous Geese on and invof arpt. Irregular ultralight activity on and invof arpt. Mowing ops Mon–Fri with flashing lgts after dark. 302′ paved safety area on W end of Rwy 08–26. 29′ Twy E end of Rwy 08–26. MIRL Rwy 08–26 preset low ints; to increase ACTIVATE—CTAF. ACTIVATE MIRL Rwy 02–20; REIL Rwy 02 and Rwy 20—CTAF. Rwy 26 MALSF not certified for IFR.
WEATHER DATA SOURCES: AWOS–3 119.075 (920) 386–5682.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MADISON APP/DEP CON** 119.15 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 313° 26.1 NM to fld.1080/2E. **HIWAS.**
JUNEAU NDB (MHW) 344 UNU N43°25.74′ W88°42.13′ at fld. NOTAM FILE UNU.
ILS/DME 109.55 I–JNE Chan 32Y Rwy 26. LOC only. LOC/DME unmonitored when FBO closed.

KENNEDY N46°33.18′ W90°54.87′ NOTAM FILE ASX. GREEN BAY
NDB (MHW) 254 ENY at John F. Kennedy Mem. Unmonitored 0000–1200Z‡. L–14I

KENOSHA RGNL (ENW) 4 W UTC−6(−5DT) N42°35.74′ W87°55.67′ CHICAGO
742 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA NOTAM FILE ENW H–5E, L–28H, A
RWY 07L–25R: H5499X100 (CONC–GRVD) S–62, D–73, 2S–85, 2D–135 HIRL 0.5% up SW IAP, AD
RWY 07L: MALSR.
RWY 25R: REIL. PAPI (P4L)—GA 3.0° TCH 45′. Tree. Rgt tfc.
RWY 15–33: H4440X100 (CONC–GRVD) S–62, D–73, 2S–86, 2D–135 HIRL
RWY 15: REIL. VASI(V4L)—GA 3.5° TCH 45′. Trees.
RWY 33: VASI(V4L)—GA 3.0° TCH 41′.
RWY 07R–25L: H3302X75 (ASPH–CONC) S–40, D–48 MIRL 0.7% up SW
RWY 07R: PAPI(P4L)—GA 3.25° TCH 25′. Road. Rgt tfc.
RWY 25L: PAPI(P4L)—GA 3.25° TCH 25′. Road.
AIRPORT REMARKS: Attended 1300–0300Z‡. Deer and birds on and invof arpt. Rwy 07R–25L is CLOSED to jet acft and acft weighing more than 12,500 lbs when Rwy 07L–25R is open. 440′ radio twr 2.6 NM southeast of arpt ½ NM left of Rwy 33 centerline. Crane 190′ 1.5 NM southeast of arpt, ops SR–SS. When twr clsd HIRL Rwy 07L–25R preset on low ints; to increase ints and ACTIVATE HIRL Rwy 15–33, MIRL Rwy 07R–25L, VASI Rwy 33, PAPI Rwy 25R, Rwy 07R and Rwy 25L, REIL Rwy 15 and Rwy 25R, MALSR Rwy 07L—CTAF. VASI Rwy 15 opr 24 hrs.



WEATHER DATA SOURCES: ASOS 127.175 (262) 652–7730.
COMMUNICATIONS: CTAF 118.6 **ATIS** 127.175 **UNICOM** 122.95
RCO 123.6R 109.2T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 119.65 **CLNC DEL** 118.6 (0300–1300Z‡)
TOWER 118.6 (1300–0300Z‡) **GND CON** 121.875
AIRSPACE: CLASS D 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 005° 22.5 NM to fld. 758/2W.
(T) VOR/DME 109.2 ENW Chan 29 N42°35.94′ W87°55.90′ at fld. 734/02W. NOTAM FILE ENW.
VOR unusable 232°–295°.
CODEE NDB (LOM) 389 EN N42°33.61′ W88°01.73′ 067° 5.0 NM to fld.
ILS 109.35 I–ENW Rwy 07L Class IB. LOM CODEE NDB. Glide slope unusable byd 3° left of course. ILS unmonitored when twr closed.

KETTLE MORAINE N43°25.51′ W88°07.63′ NOTAM FILE ETB. CHICAGO
NDB (MHW) 329 LLE at West Bend Muni. Unmonitored. SHUTDOWN. L–28H

KICKAPOO N43°39.31′ W90°19.99′ NOTAM FILE GRB. CHICAGO
NDB (MHW) 251 HBW at Joshua Sanford Fld. Unmonitored. VFR only. NDB OTS indef.

LOC I-ENW	APP CRS	Rwy Idg	5499
109.35	066°	TDZE	742
		Apt Elev	742

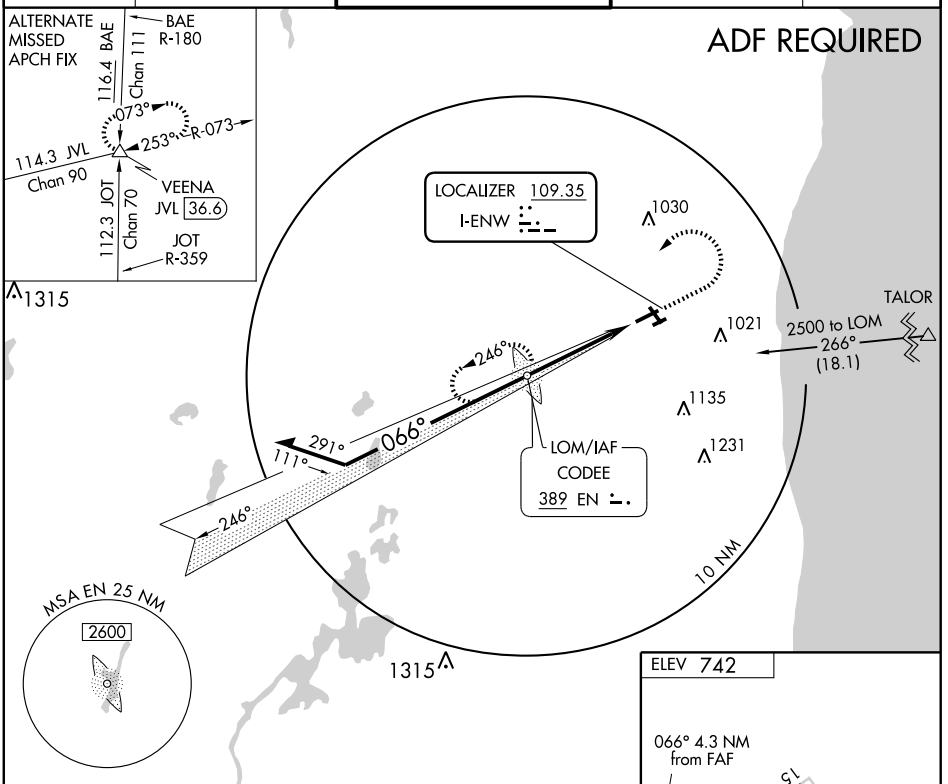
ILS or LOC RWY 7L
KENOSHA RGNL (ENW)

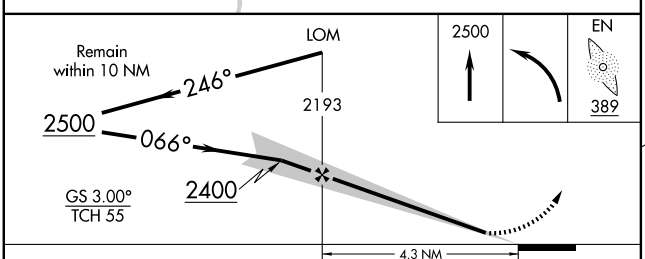
ADF Required. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.

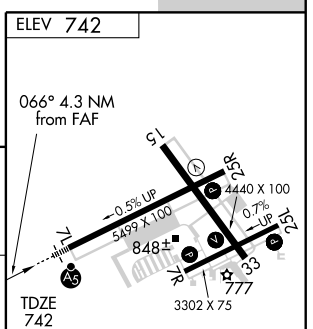
MALSR

MISSED APPROACH: Climb to 2500 then left turn direct EN LOM and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER★	GND CON	UNICOM
127.175	119.65 317.725	118.6 (CTAF) L 353.6	121.875	122.95







CATEGORY	A	B	C	D
S-ILS 7L	942-½ 200 (200-½)			
S-LOC 7L	1180-½ 438 (500-½)		1180-¾ 438 (500-¾)	1180-1 438 (500-1)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50314 W07A	APP CRS 066°	Rwy Idg 5499 TDZE 742 Apt Elev 742

RNAV (GPS) RWY 7L

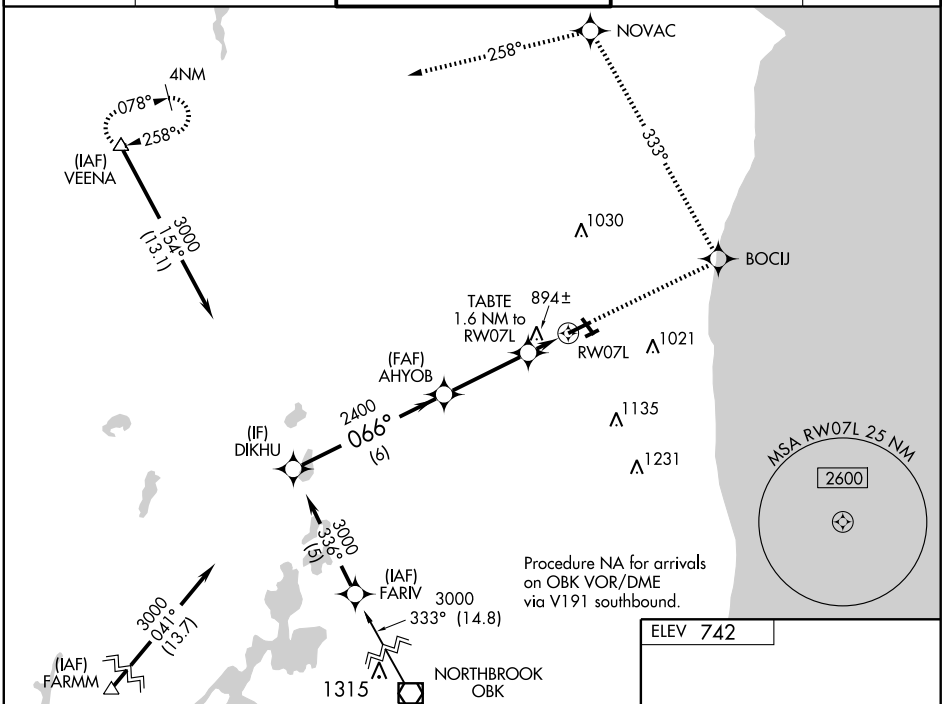
KENOSHA RGNL (ENW)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MALSR

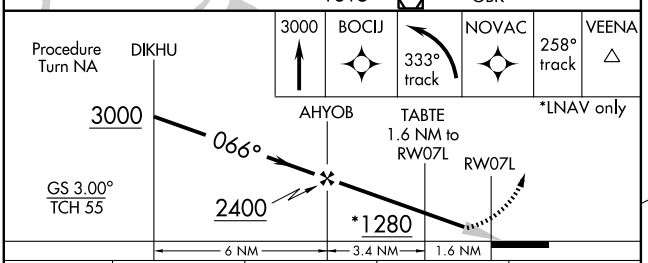
MISSED APPROACH: Climb to 3000 direct BOCIJ and left turn via track 333° to NOVAC and via track 258° to VEENA and hold.

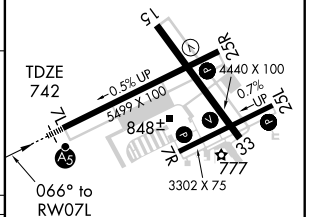
ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	119.65 317.725	118.6 (CTAF) L 353.6	121.875	122.95



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	942-½ 200 (200-½)			
LNAV/VNAV DA	1179-1 437 (500-1)			
LNAV MDA	1160-½ 418 (500-½)		1160-¾ 418 (500-¾)	1160-1 418 (500-1)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

APP CRS	Rwy Idg	4440
146°	TDZE	721
	Apt Elev	742

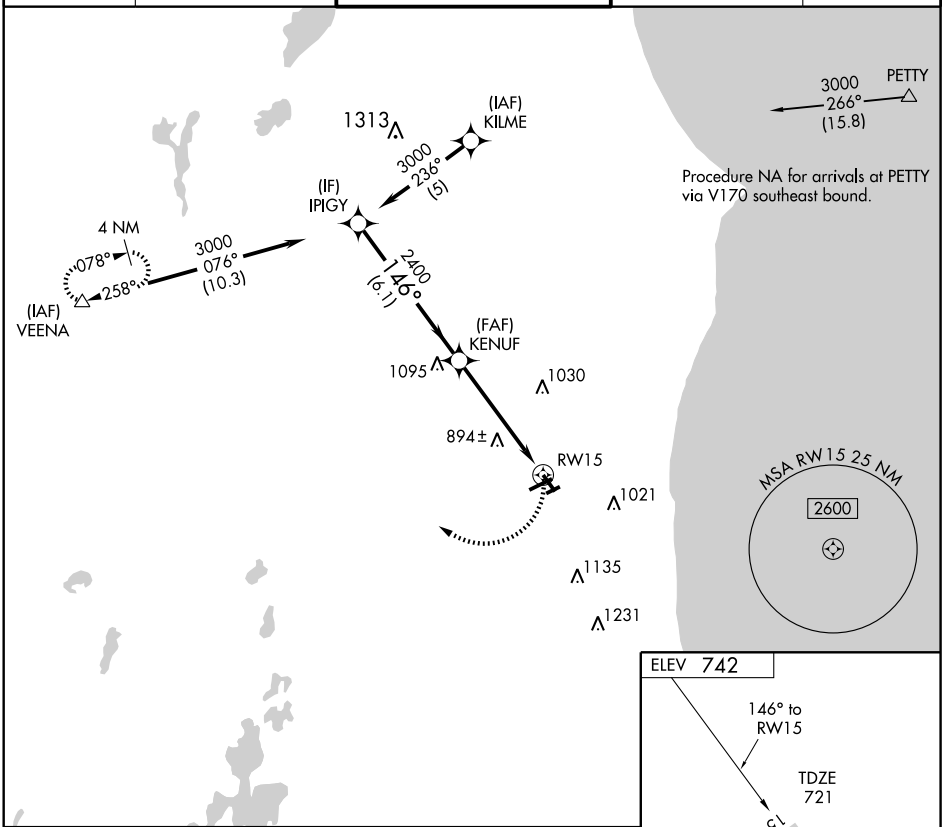
RNAV (GPS) RWY 15

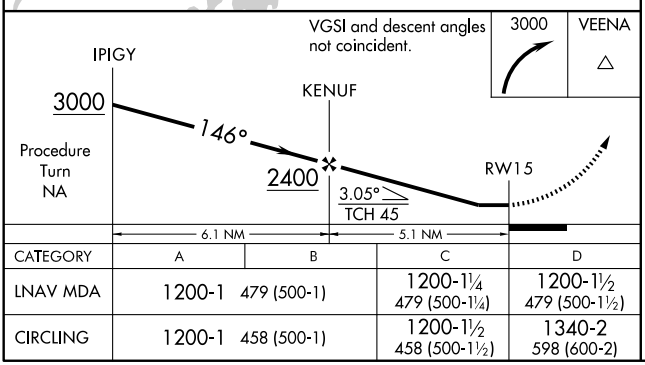
KENOSHA RGNL (ENW)

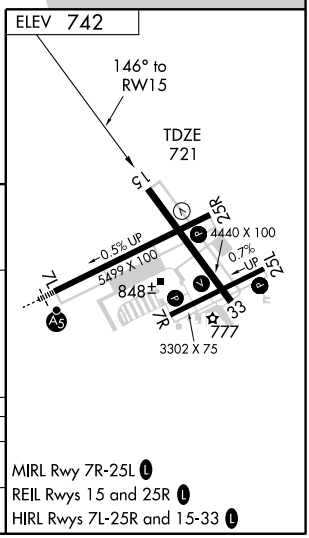
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climbing right turn to 3000 direct VEENA and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	119.65 317.725	118.6 (CTAF) L 353.6	121.875	122.95







CATEGORY	A	B	C	D
LNAV MDA	1200-1 479 (500-1)		1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

MIRL Rwy 7R-25L L
REIL Rwys 15 and 25R L
HIRL Rwys 7L-25R and 15-33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5499
CH 49014	246°	TDZE	732
W25A		Apt Elev	742

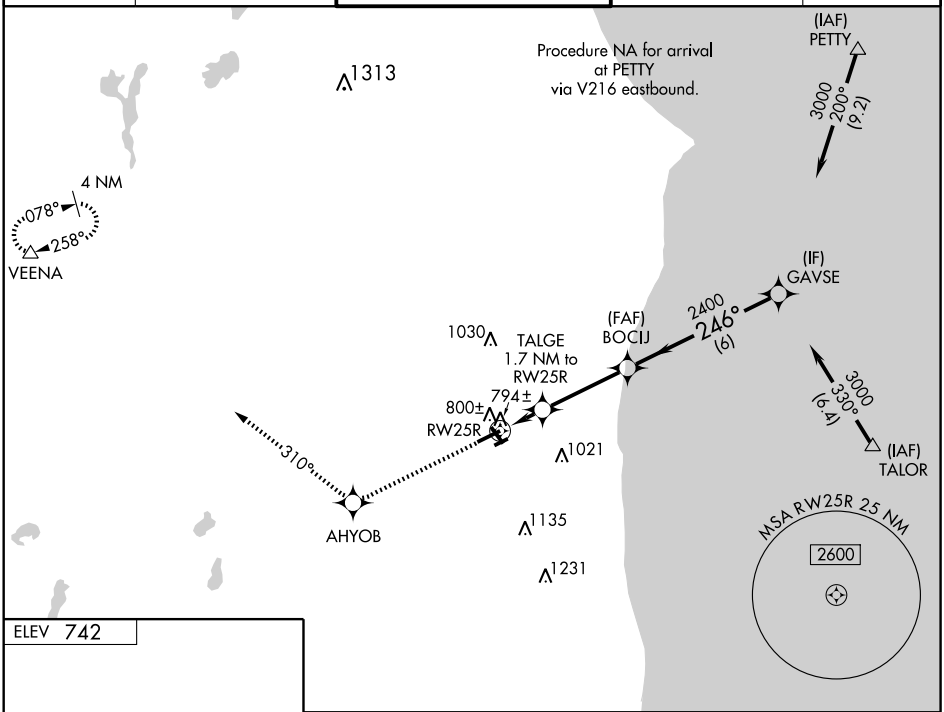
RNAV (GPS) RWY 25R

KENOSHA RGNL (ENW)

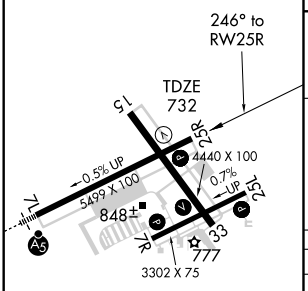
Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

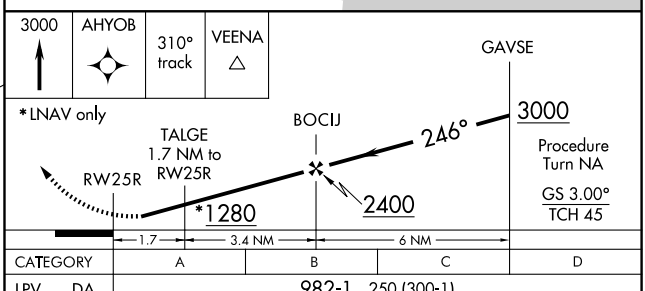
MISSED APPROACH: Climb to 3000 direct AHYOB and via track 310° to VEENA and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER★	GND CON	UNICOM
127.175	119.65 317.725	118.6 (CTAF) L 353.6	121.875	122.95



ELEV 742





CATEGORY	A	B	C	D
LPV DA	982-1 250 (300-1)			
LNAV/VNAV DA	1064-1¼ 332 (400-1¼)			
LNAV MDA	1100-1 368 (400-1)			1100-1¼ 368 (400-1¼)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

MIRL Rwy 7R-25L L
REIL Rwys 15 and 25R L
HIRL Rwys 7L-25R and 15-33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

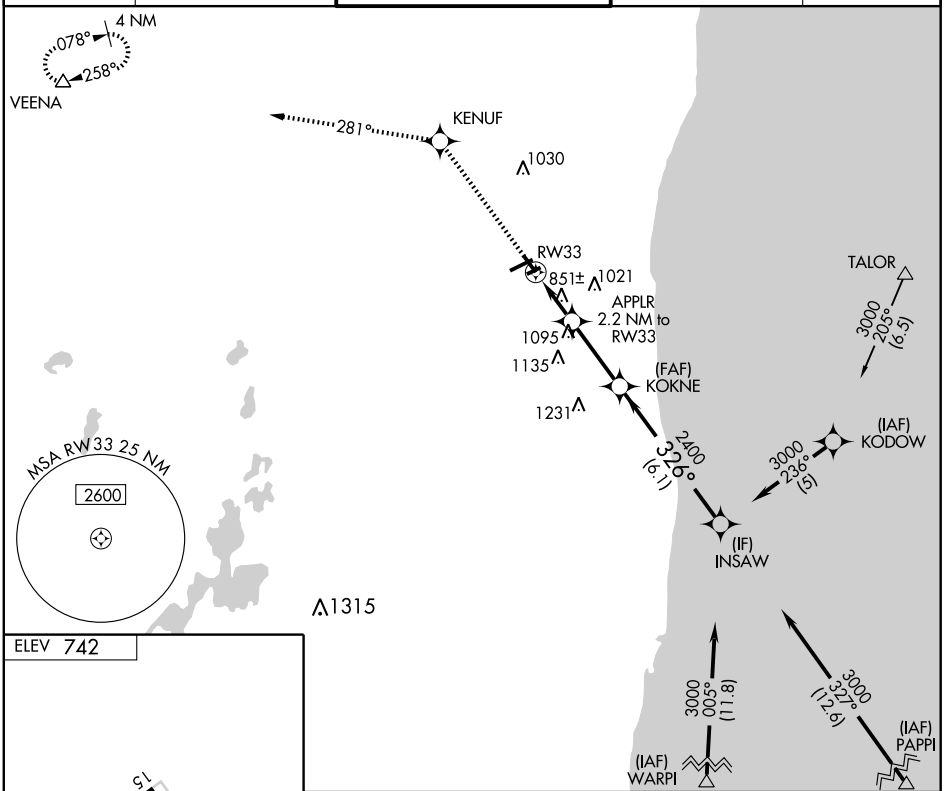
APP CRS	Rwy Idg	4440
326°	TDZE	721
	Apt Elev	742

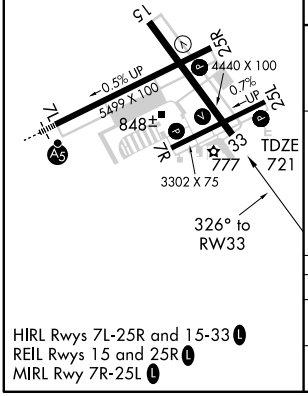
RNAV (GPS) RWY 33
KENOSHA RGNL (ENW)

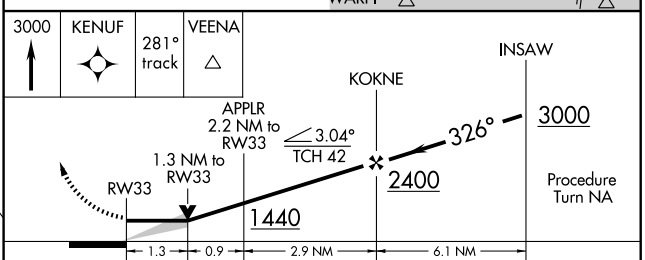
DME/DME RNP-0.3 NA.
When local altimeter setting is not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet.
VDP NA when using Waukegan Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct KENUF and via track 281° to VEENA and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER★	GND CON	UNICOM
127.175	119.65 317.725	118.6 (CTAF) (L) 353.6	121.875	122.95







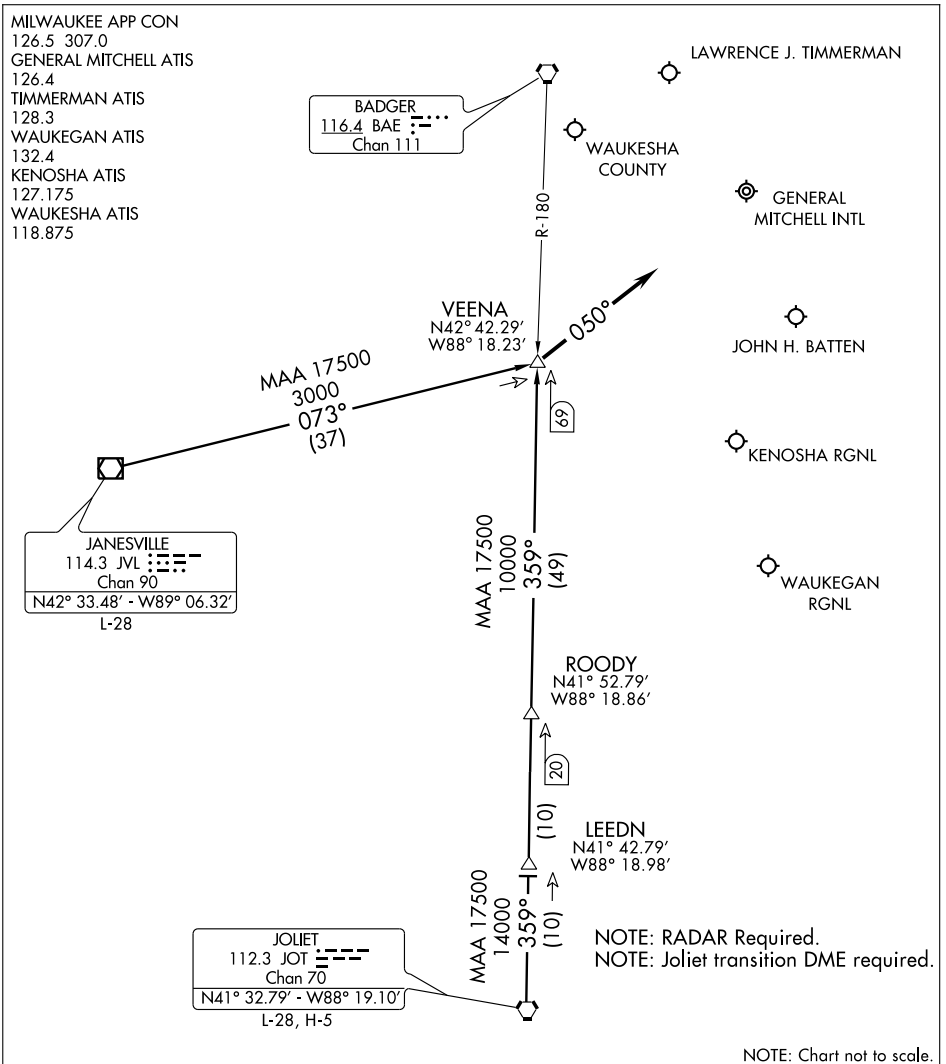
CATEGORY	A	B	C	D
LNAV MDA	1160-1	439 (500-1)	1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 (L)
REIL Rwys 15 and 25R (L)
MIRL Rwy 7R-25L (L)

EC-3, 21 OCT 2010 to 18 NOV 2010
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VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN



JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . . .

. . . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

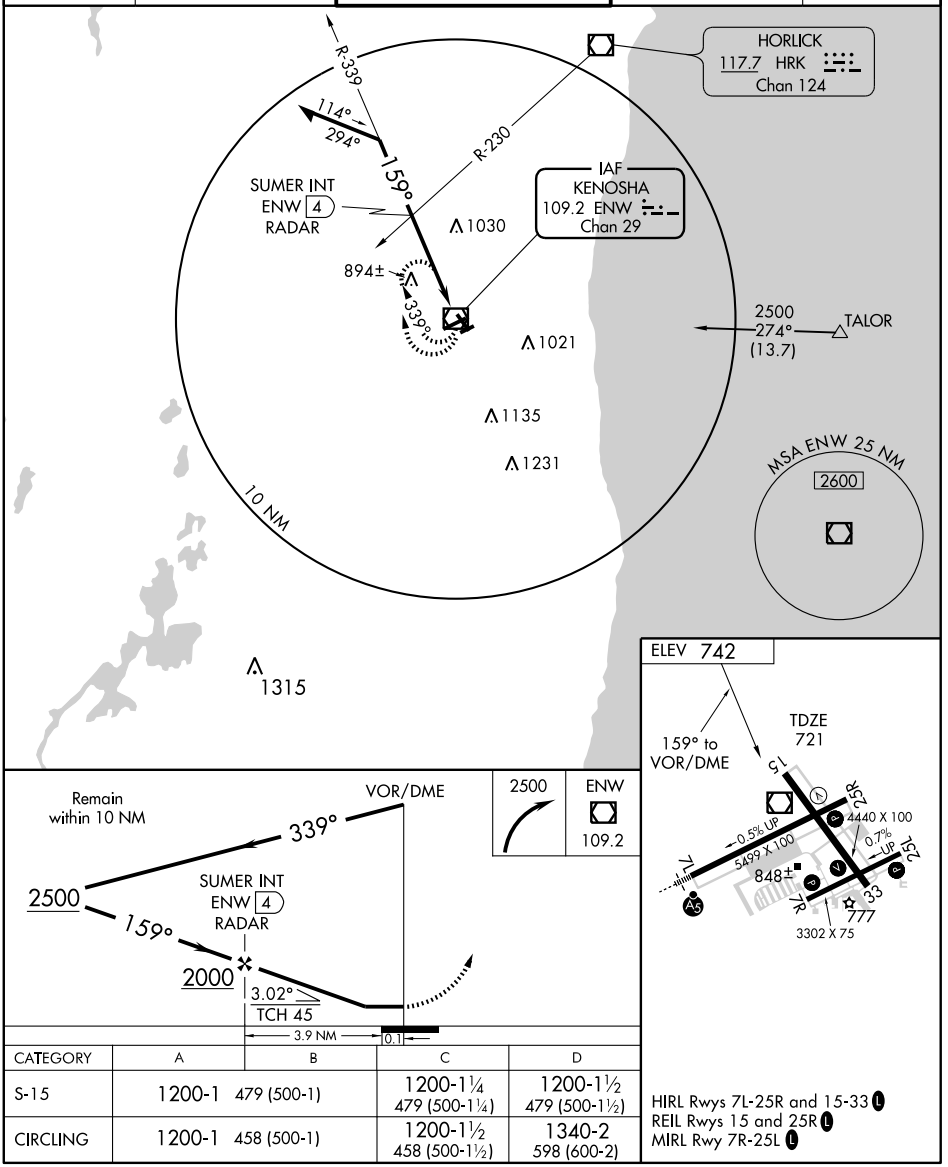
VOR/DME ENW	APP CRS	Rwy Idg	4440
109.2	159°	TDZE	721
Chan 29		Apt Elev	742

VOR RWY 15
KENOSHA RGNL (ENW)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase S-15 Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in ENW VOR/DME holding pattern, continue climb-in-hold to 2500.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER★	GND CON	UNICOM
127.175	119.65 317.725	118.6 (CTAF) L 353.6	121.875	122.95



CATEGORY	A	B	C	D
S-15	1200-1	479 (500-1)	1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

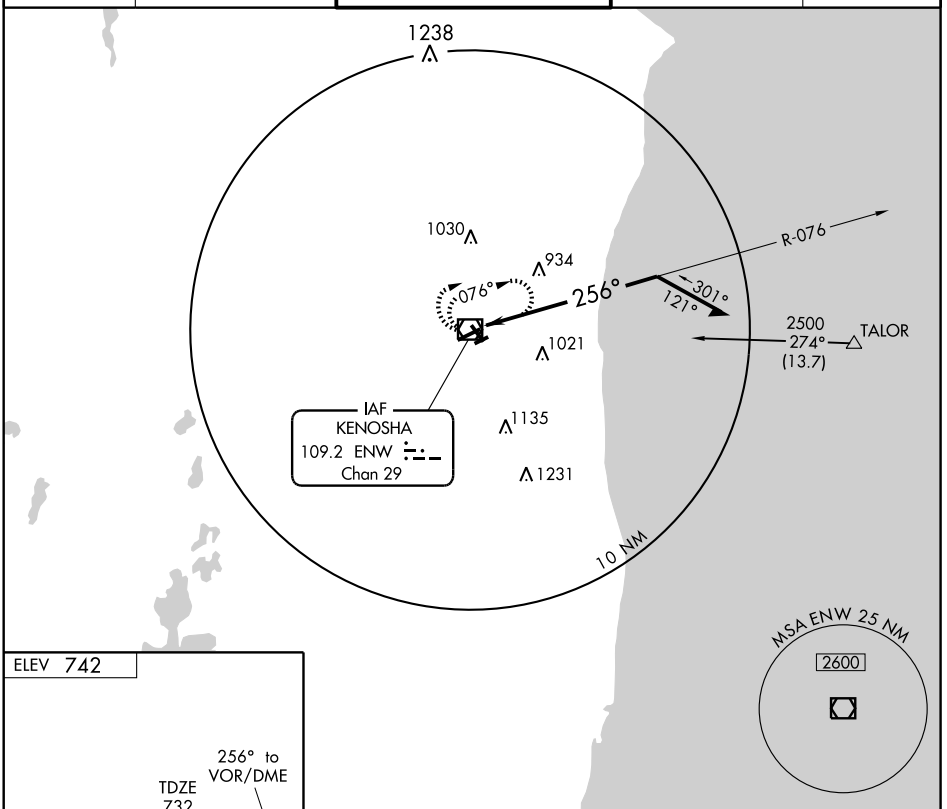
VOR/DME ENW 109.2 Chan 29	APP CRS 256°	Rwy Idg 5499 TDZE 732 Apt Elev 742

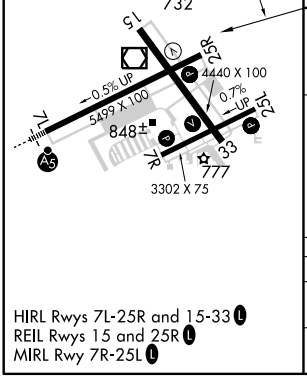
VOR RWY 25R
KENOSHA RGNL (ENW)

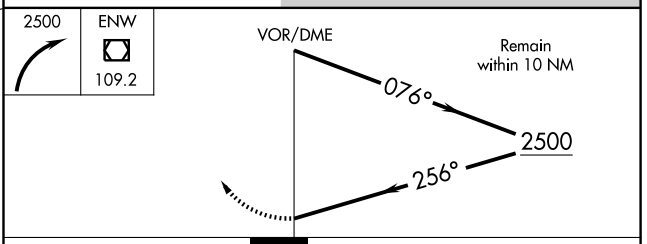
Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase S-25R Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in ENW VOR/DME holding pattern, continue climb-in-hold to 2500.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER★	GND CON	UNICOM
127.175	119.65 317.725	118.6 (CTAF) L 353.6	121.875	122.95







CATEGORY	A	B	C	D
S-25R	1300-1	568 (600-1)	1300-1½ 568 (600-1½)	1300-1¾ 568 (600-1¾)
CIRCLING	1300-1	558 (600-1)	1300-1½ 558 (600-1½)	1340-2 598 (600-2)

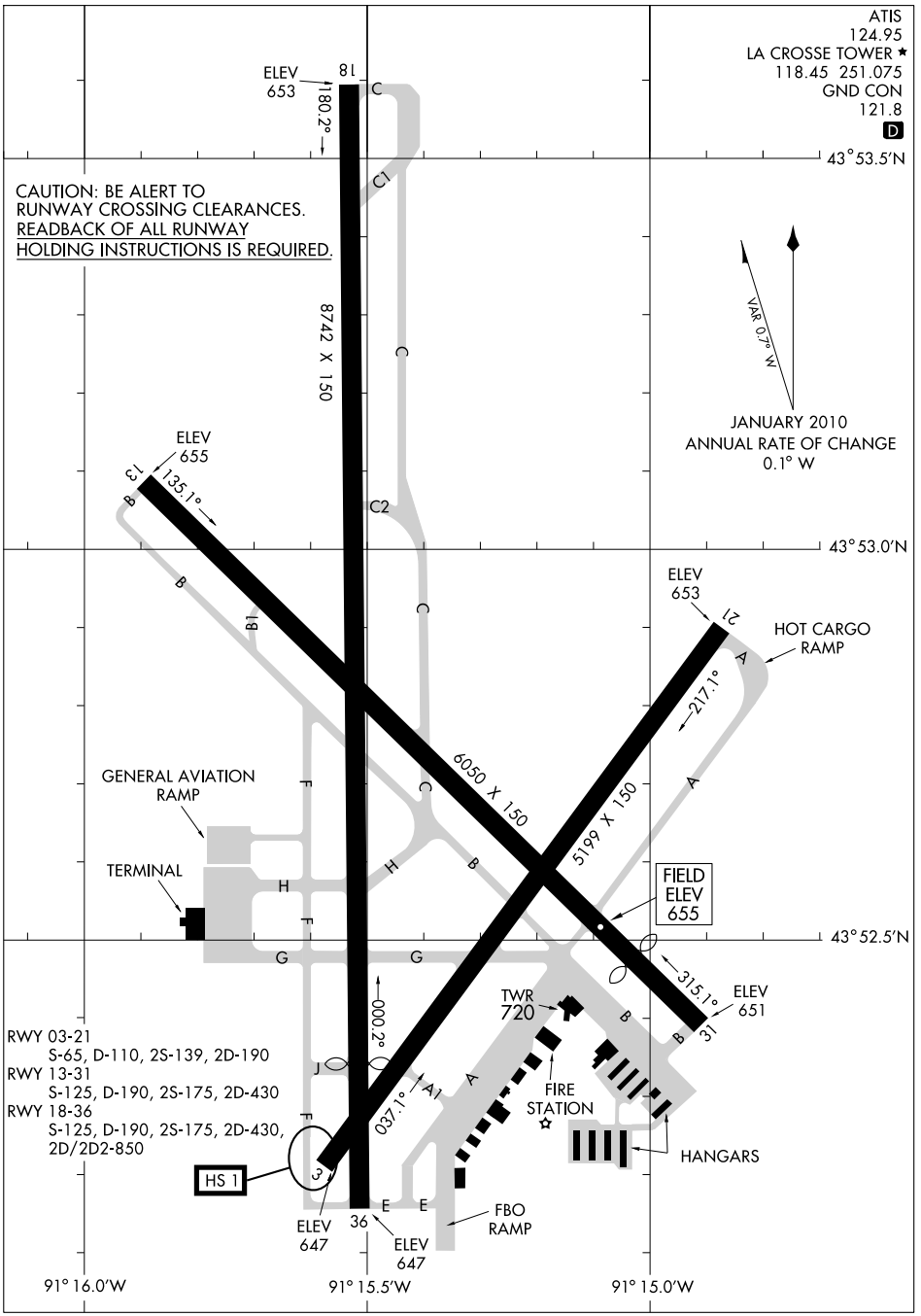
HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-219 (FAA)

LA CROSSE MUNI (LSE)
LA CROSSE, WISCONSIN



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

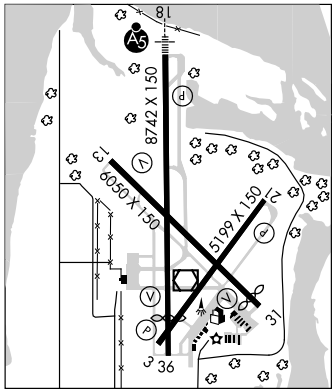
LA CROSSE, WISCONSIN
LA CROSSE MUNI (LSE)

10266

KINGS LAND O' LAKES (See LAND O' LAKES)

KOOKY N44°12.95′ W88°23.94′ NOTAM FILE ATW. GREEN BAY
NDB (MHW/LOM) 407 AQ 298° 5.8 NM to Outagamie Co Rgnl. Unmonitored. L–28H

LA CROSSE MUNI (LSE) 4 NW UTC−6(−5DT) N43°52.76′ W91°15.40′ CHICAGO
655 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE LSE H–2J, L–28G
RWY 18–36: H8742X150 (CONC–GRVD) S–125, D–190, 2S–175, 2D–430, 2D/2D2–850 HIRL IAP, AD
RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 28′. Thld dsplcd 1131′. Tree.
RWY 13–31: H6050X150 (ASPH–GRVD) S–125, D–190, 2S–175, 2D–430 HIRL
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 32′. Trees.
RWY 31: VASI(V4L)—GA 3.6° TCH 59′. Thld dsplcd 739′. Tower.
RWY 03–21: H5199X150 (ASPH) S–65, D–110, 2S–139, 2D–190 HIRL
RWY 03: PAPI(P4L)—GA 4.0° TCH 40′. Pole.
RWY 21: PAPI(P4L)—GA 4.0° TCH 40′. Ground.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–5300 TODA–5300 ASDA–5300 LDA–5300
RWY 18: TORA–8742 TODA–8742 ASDA–8536 LDA–8536
RWY 31: TORA–6050 TODA–6050 ASDA–6050 LDA–5300
RWY 36: TORA–8742 TODA–8742 ASDA–8557 LDA–7426



AIRPORT REMARKS: Attended 1200–0300Z‡. For attendant other hrs call 608–783–8359. Rwy 36 and Rwy 03 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Deer, waterfowl and other birds on and invof arpt. Heavy concentrations of waterfowl spring and fall. Twr 1390′ AGL 6 NM southwest. Numerous twrs up to 836′ AGL 4 NM southeast. When twr clsd HIRL Rwy 13–31 preset low inst; to increase ints and ACTIVATE HIRL Rwys 18–36 and 03–21; REIL Rwys 13 and 36; MALSR Rwy 18—CTAF.
WEATHER DATA SOURCES: ASOS (608) 781–9067.
COMMUNICATIONS: CTAF 118.45 **ATIS** 124.95 **UNICOM** 122.95
RCO 122.2 122.35 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 128.6
TOWER 118.45 (1200–0300Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.
(T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ at fld. 650/2E.
VOR/DME unusable 100°–150° and 230°–060° byd 20 NM blo 3300′.
MINDI NDB (LOM) 272 LS N44°00.24′ W91°15.65′ 177° 7.5 NM to fld.
ILS 111.1 I–LSE Rwy 18. Class IT. LOM MINDI NDB. ILS unmonitored when twr clsd.

LAC DU FLAMBEAU

FRANKS SPB (4P5) 7 SW UTC−6(−5DT) N45°53.00′ W90°00.01′ GREEN BAY
1650 **FUEL** 80 NOTAM FILE GRB
WATERWAY N–S: 9000X1000 (WATER)
WATERWAY E–W: 2640X1000 (WATER)
SEAPLANE REMARKS: Attended May–Oct dawn–dusk. Dock in poor condition. Call ahead to ensure fuel avbl.
COMMUNICATIONS: CTAF 122.9

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LSE	APP CRS	Rwy Idg	8742
111.1	177°	TDZE	653
		Apt Elev	655

ILS or LOC RWY 18

LA CROSSE MUNI (LSE)

When local altimeter not received, use Winona altimeter setting and increase all DA 53 feet, all MDA 60 feet, increase visibility Circling Cat. C¼.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3400 via LSE VOR/DME R-185 to RONNI Int/LSE 6.5 DME and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95

EAU CLAIRE 112.9 EAU Chan 76

3500 163° (41.3)

ODI R-024

(IAF) ELANE INT

R-163

MSA LS 25 NM: 3500; 090° 270°; 3100

ALTERNATE MISSED APCH FIX

NODINE 117.9 ODI Chan 126

178° 358° R-178

15 NM

LR-348 LR-006

177°

3500 (7.1)

2413

(IF) JONRO INT LSE 14

3000 (3.3)

2900

LANIY INT LSE 10.7

3500 LSE 14 Arc

R-036 R-045

1319±

LOM MINDI 272 LS

1513

LSE 7.7

1599±

710±

1535 1431 1400 1340±

988± 883 1260 1318 1496

LA CROSSE 108.4 LSE Chan 21

R-135

(IAF) BOOTY LSE 14

LSE R-106

(IAF) SHLGN LSE 14

2045

RONNI INT LSE 6.5

LSE R-225

1664

2500

185°

R-185

LOCALIZER 111.1 I-LSE

ELEV 655

177° 6.6 NM from FAF

737±

TDZE 653

8742 X 150

706±

6050 X 150

5199

712

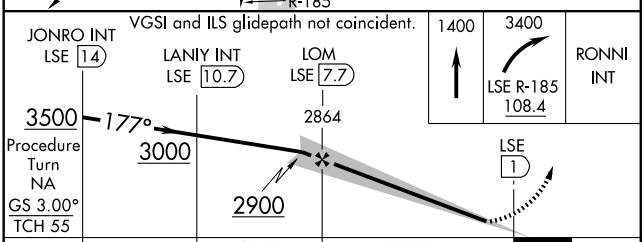
720

695

HIRL all Rwys L

REIL Rwys 13 and 36 L

VGSI and ILS glidepath not coincident.



FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-ILS 18	853-½ 200 (200-½)			
S-LOC 18	1080-½ 427 (500-½)		1080-¾ 427 (500-¾)	1080-1 427 (500-1)
CIRCLING	1180-1 525 (600-1)		1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM LS	APP CRS	Rwy Idg	8742
272	177°	TDZE	653
		Apt Elev	655

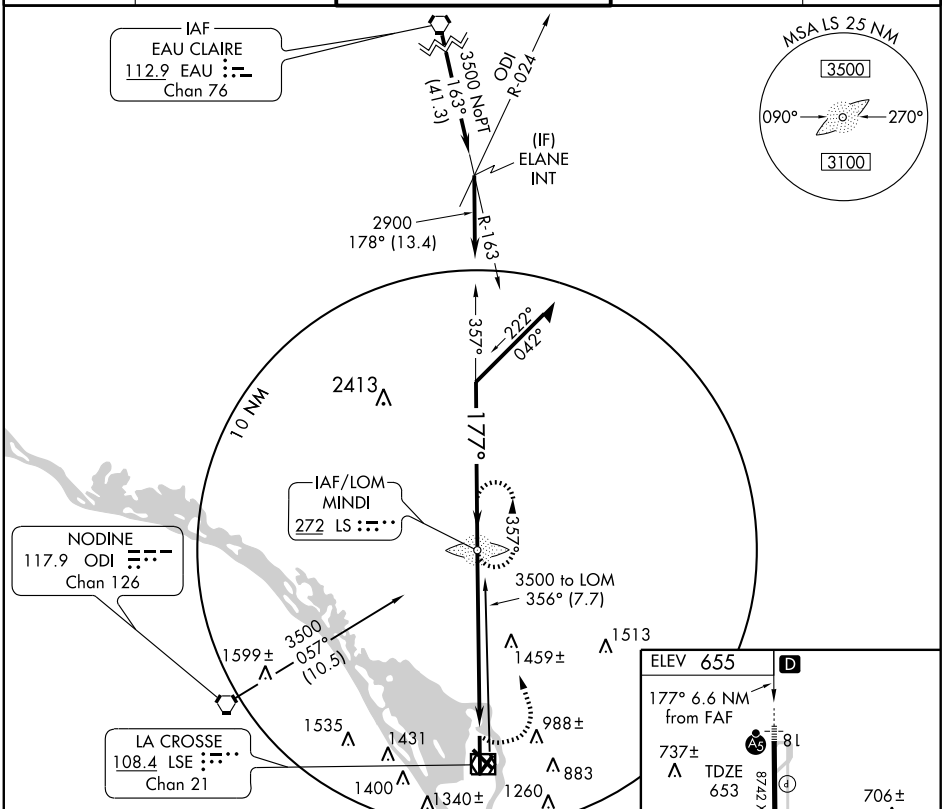
NDB RWY 18
LA CROSSE MUNI (LSE)

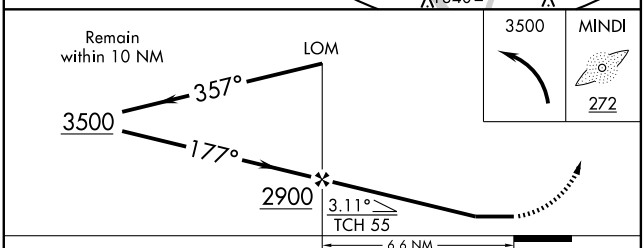
When local altimeter not received, use Winona altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to S-18 Cat. A.

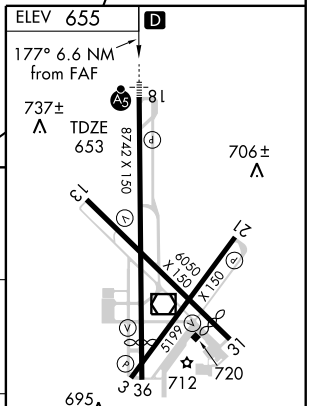
MALSR

MISSED APPROACH: Climbing left turn to 3500 direct MINDI LOM and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







CATEGORY	A	B	C	D
S-18	1800-1¼ 1147 (1200-1¼)		1800-2½ 1147 (1200-2½)	1800-2¾ 1147 (1200-2¾)
CIRCLING	1800-1¼ 1145 (1200-1¼)	1800-1½ 1145 (1200-1½)	1800-3 1145 (1200-3)	

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

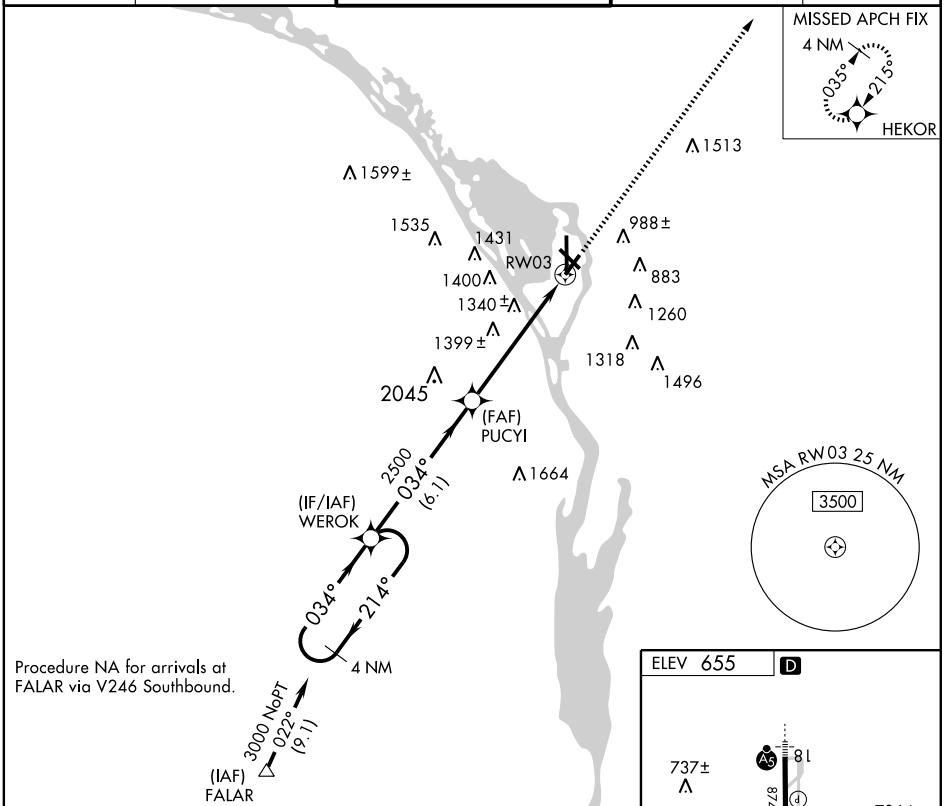
APP CRS	Rwy Idg	5199
034°	TDZE	653
	Apt Elev	655

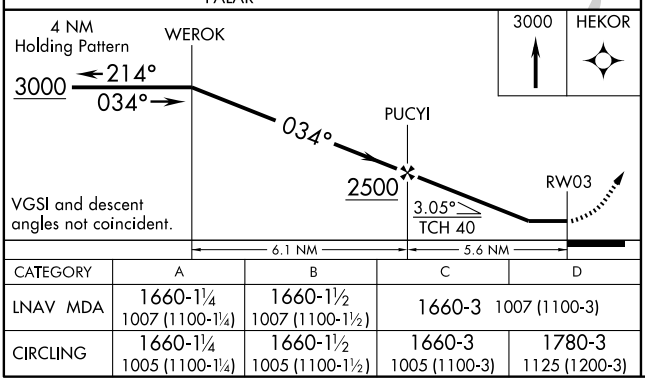
RNAV (GPS) RWY 3
LA CROSSE MUNI (LSE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.

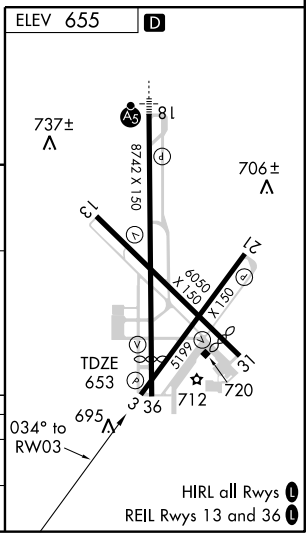
MISSED APPROACH: Climb to 3000 direct HEKOR and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 1007 (1100-1¼)	1660-1½ 1007 (1100-1½)	1660-3 1007 (1100-3)	
CIRCLING	1660-1¼ 1005 (1100-1¼)	1660-1½ 1005 (1100-1½)	1660-3 1005 (1100-3)	1780-3 1125 (1200-3)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56509 W13A	APP CRS 132°	Rwy Idg 5300 TDZE 655 Apt Elev 655

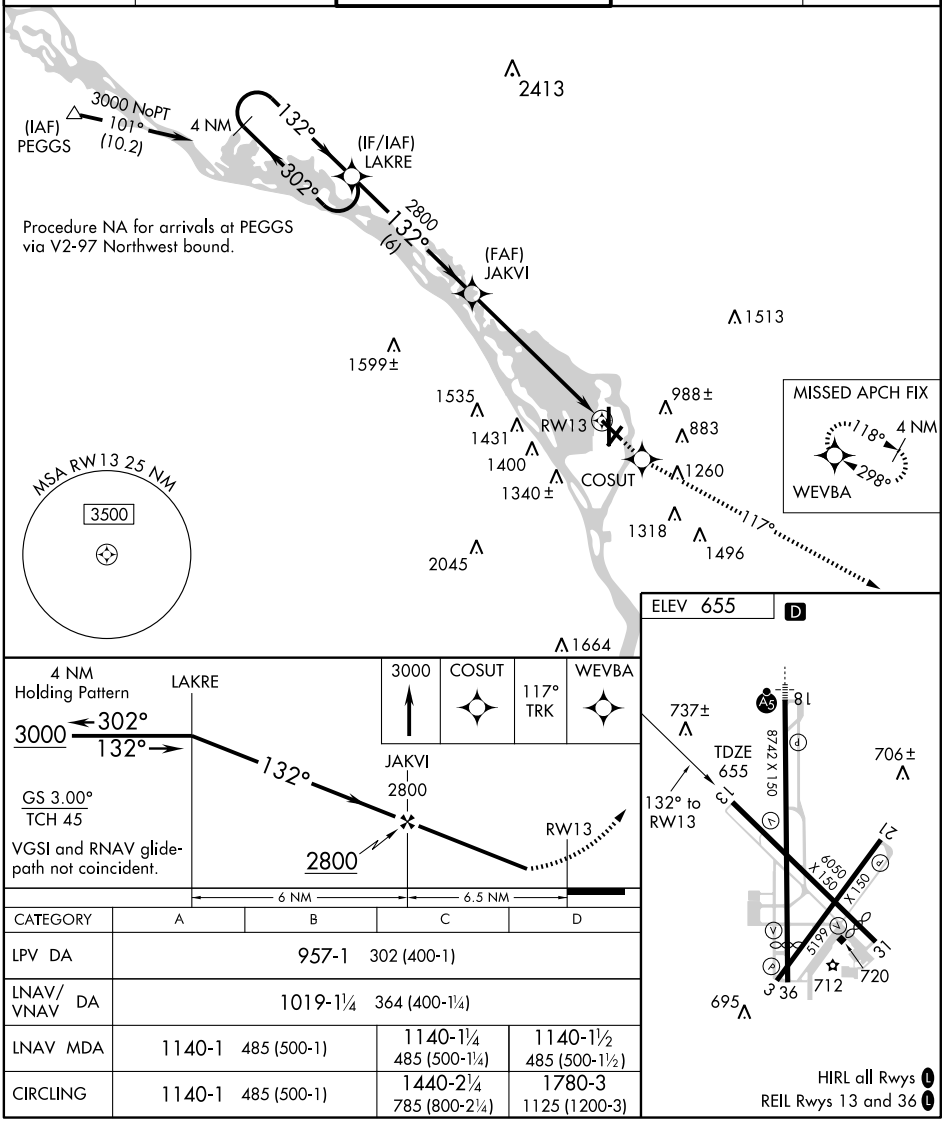
RNAV (GPS) RWY 13

LA CROSSE MUNI (LSE)

Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase LPV all Cats. DA 53 feet, increase LNAV/VNAV all Cats. DA 84 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats., increase all MDA 60 feet, increase LNAV Cats. C/D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COSUT and via 117° track to WEVBA and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	957-1 302 (400-1)			
LNAV/VNAV DA	1019-1¼ 364 (400-1¼)			
LNAV MDA	1140-1 485 (500-1)		1140-1¼ 485 (500-1¼)	1140-1½ 485 (500-1½)
CIRCLING	1140-1 485 (500-1)		1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8742
CH 72809	177°	TDZE	653
W18A		Apt Elev	655

RNAV (GPS) RWY 18

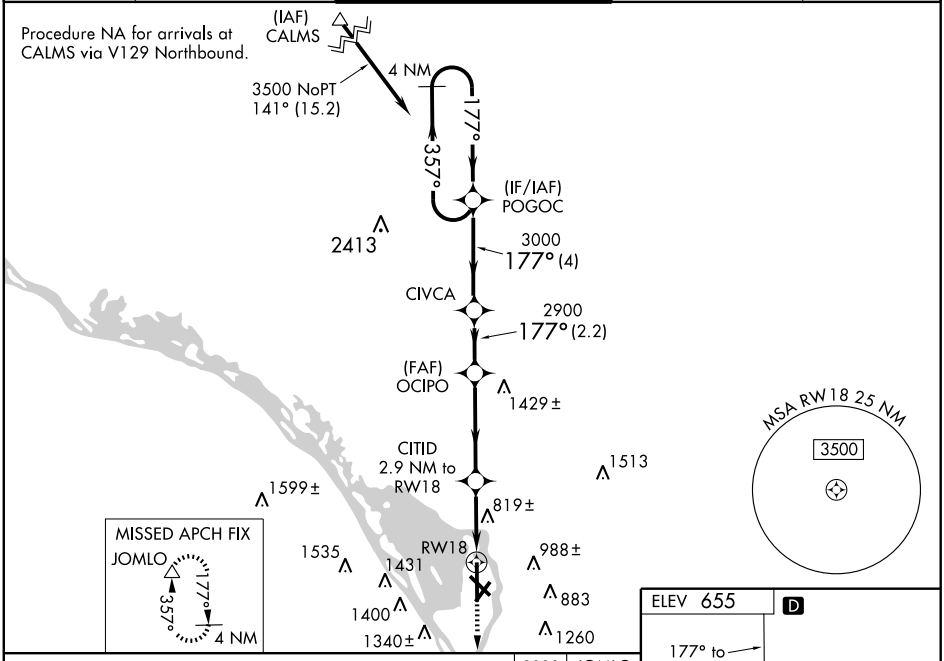
LA CROSSE MUNI (LSE)

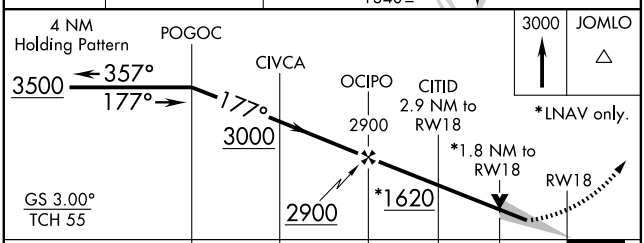
Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting and increase all DA 53 feet, increase LNAV/VNAV all Cats. visibility ¼ mile, increase all MDA 60 feet and Circling Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV all Cats. visibility ½ mile. LNAV minimums NA with Winona altimeter setting.

MALSR

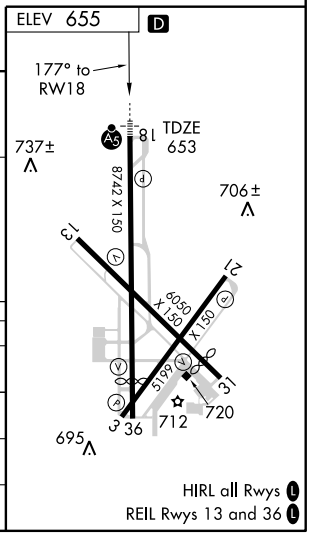
MISSED APPROACH: Climb to 3000 direct JOMLO and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	925-½ 272 (300-½)			
LNAV/VNAV DA	1204-1½ 551 (600-1½)			
LNAV MDA	1360-½ 707 (800-½)		1360-1½ 707 (800-1½)	1360-1¾ 707 (800-1¾)
CIRCLING	1360-1 705 (800-1)		1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

LA CROSSE MUNI (LSE)

APP CRS	Rwy Idg	5199
214°	TDZE	654
	Apt Elev	655

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3100 direct WEROKand hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95

Procedure NA for arrivals at SAUCY via V246 Northeast bound.

(IAF) SAUCY

3000 NoPT 217° (11.6)

4 NM

035° 215°

2413

(IF/IAF) HEKOR

2500 215° (6.1)

(FAF) PUPIC

1513

1599±

214°

1559±

988±

1535 1431 1400 1340±

RW21 883 1260 1318 1496

MISSED APCH FIX WEROK 034° 214° 4 NM

MSA RW21 25 NM 3500

ELEV 655 D

737± 214° to RW21 706± 1664

8742 X 150

6050 X 150

5199 X 75

TDZE 654

HIRL all Rwys L

REIL Rwys 13 and 36 L

3100 WEROK

HEKOR 4 NM Holding Pattern 035° 215° 3000

PUPIC 3.04° TCH 40 215° 214° 2500

RW21

VGSI and descent angles not coincident.

5.6 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1820-1¼ 1166 (1200-1¼)	1820-1½ 1166 (1200-1½)	1820-3 1166 (1200-3)	
CIRCLING	1820-1¼ 1165 (1200-1¼)	1820-1½ 1165 (1200-1½)	1820-3 1165 (1200-3)	

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

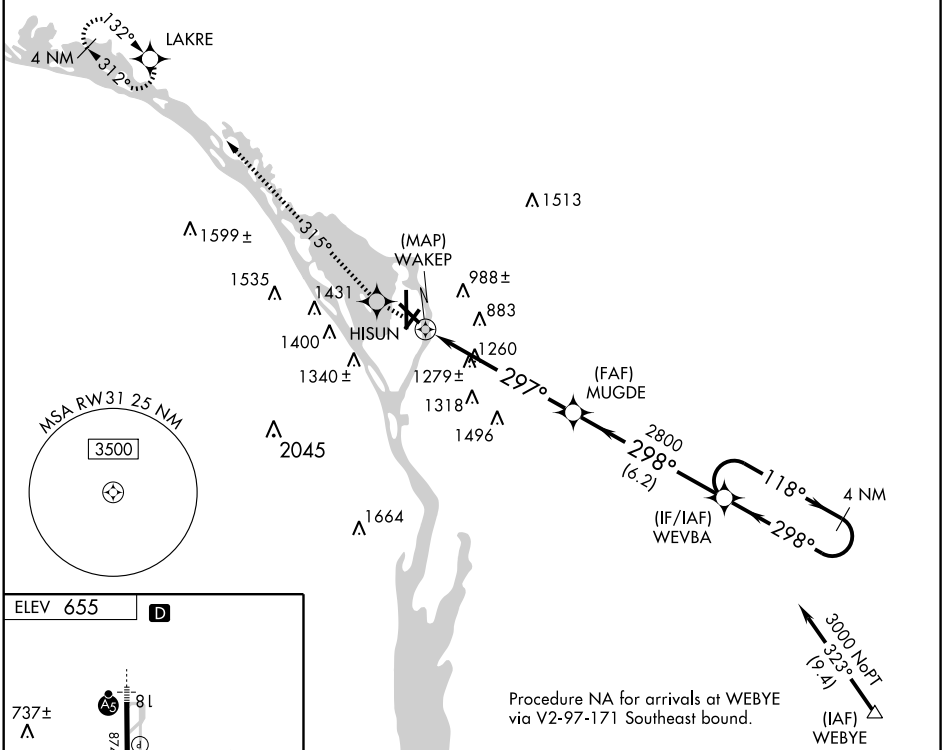
APP CRS	Rwy Idg	5300
297°	TDZE	654
	Apt Elev	655

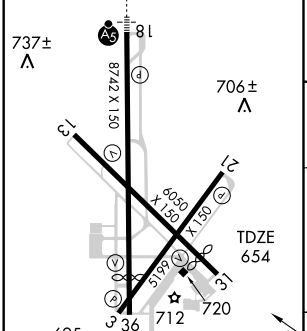
RNAV (GPS) RWY 31
LA CROSSE MUNI (LSE)

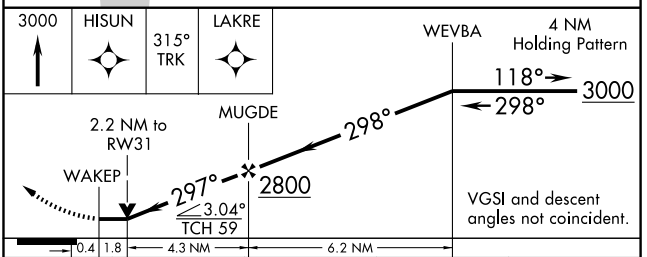
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA to 60 feet.

MISSED APPROACH: Climb to 3000 direct HISUN and via 315° track to LAKRE and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1640-1¼ 986 (1000-1¼)	1640-1½ 986 (1000-1½)	1640-3	986 (1000-3)
CIRCLING	1640-1¼ 985 (1000-1¼)	1640-1½ 985 (1000-1½)	1640-3 985 (1000-3)	1780-3 1125 (1200-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

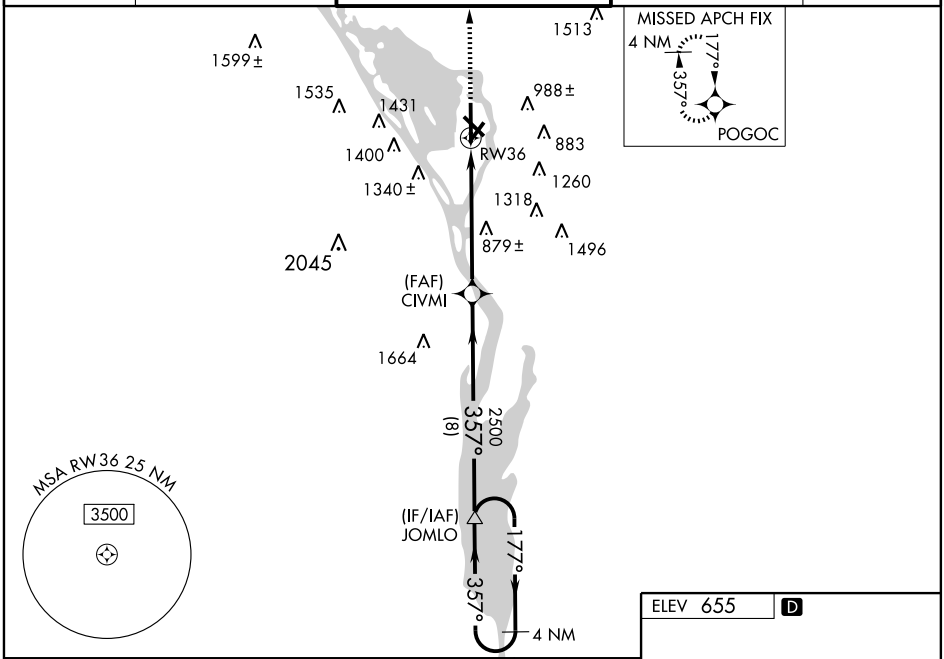
WAAS CH 86509 W36A | APP CRS 357° | Rwy Idg 7611 TDZE 653 Apt Elev 655

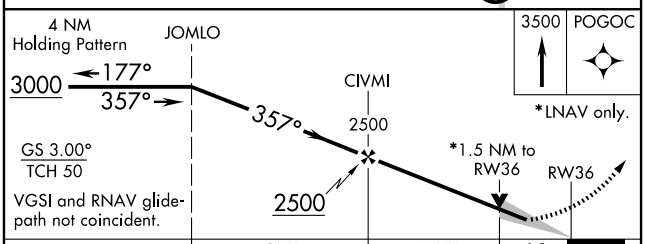
RNAV (GPS) RWY 36
LA CROSSE MUNI (LSE)

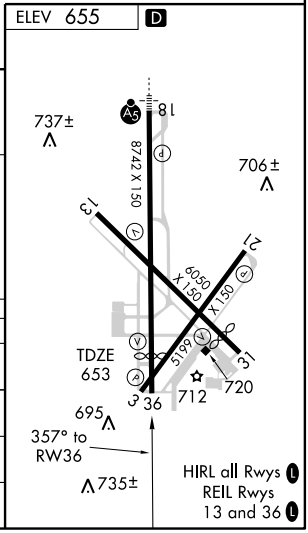
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Winona altimeter setting. When local altimeter setting not received, use Winona altimeter setting and increase all DA 53 feet, increase LPV all Cats. visibility ¼ mile and LNAV/VNAV all Cats. visibility ¼ mile, increase all MDA 60 feet and LNAV Cats. C/D visibility ¼ mile and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct POGOC and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	953-1	300 (300-1)		
LNAV/VNAV DA	1203-2	550 (600-2)		
LNAV MDA	1140-1	487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1140-1	485 (500-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

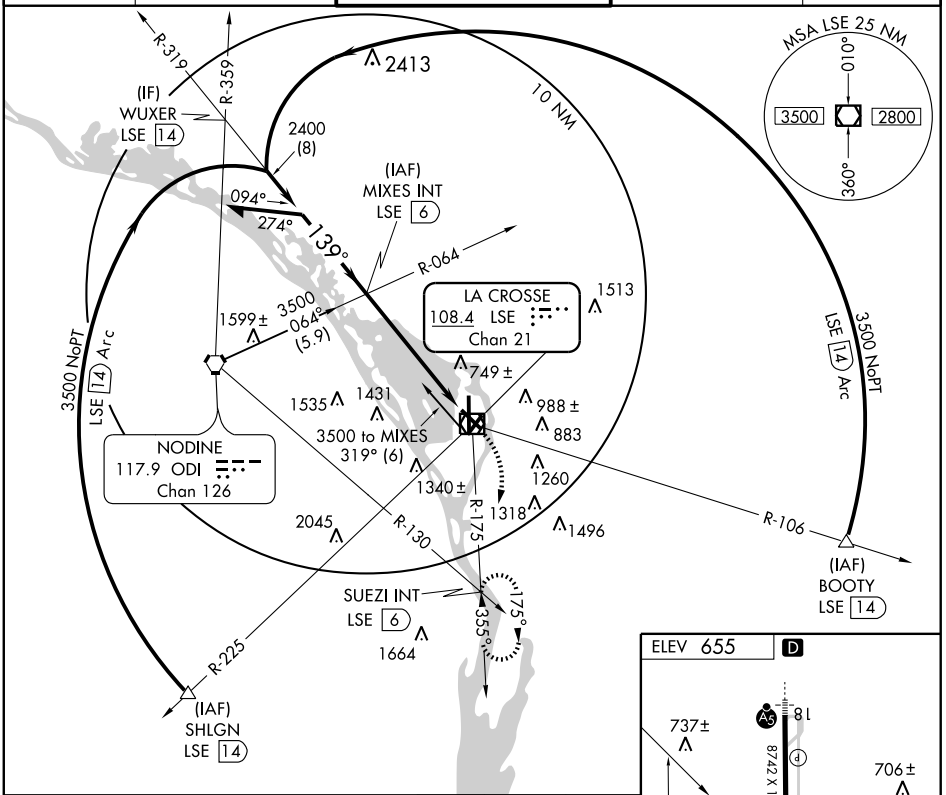
VOR/DME LSE	APP CRS	Rwy Idg 5300
108.4	139°	TDZE 655
Chan 21		Apt Elev 655

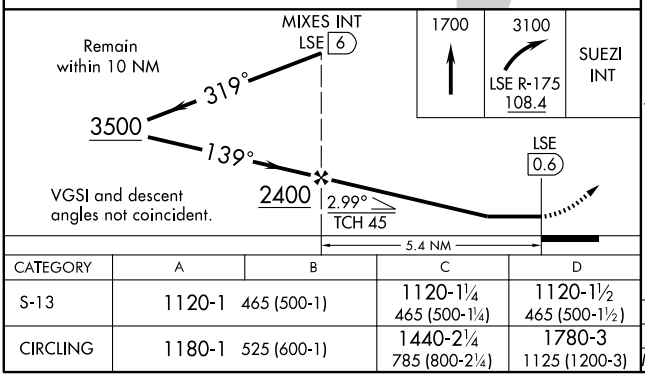
VOR RWY 13
LA CROSSE MUNI (LSE)

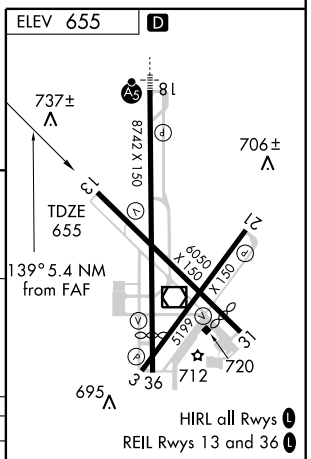
Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet, increase S-13 Cat. C and D visibility ¼ mile, increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via LSE VOR/DME R-175 to SUEZI Int/LSE 6 DME and hold, continue climb-in-hold to 3100.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







CATEGORY	A	B	C	D
S-13	1120-1	465 (500-1)	1120-1¼ 465 (500-1¼)	1120-1½ 465 (500-1½)
CIRCLING	1180-1	525 (600-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LSE	APP CRS	Rwy Idg 7611
108.4	005°	TDZE 653
Chan 21		Apt Elev 655

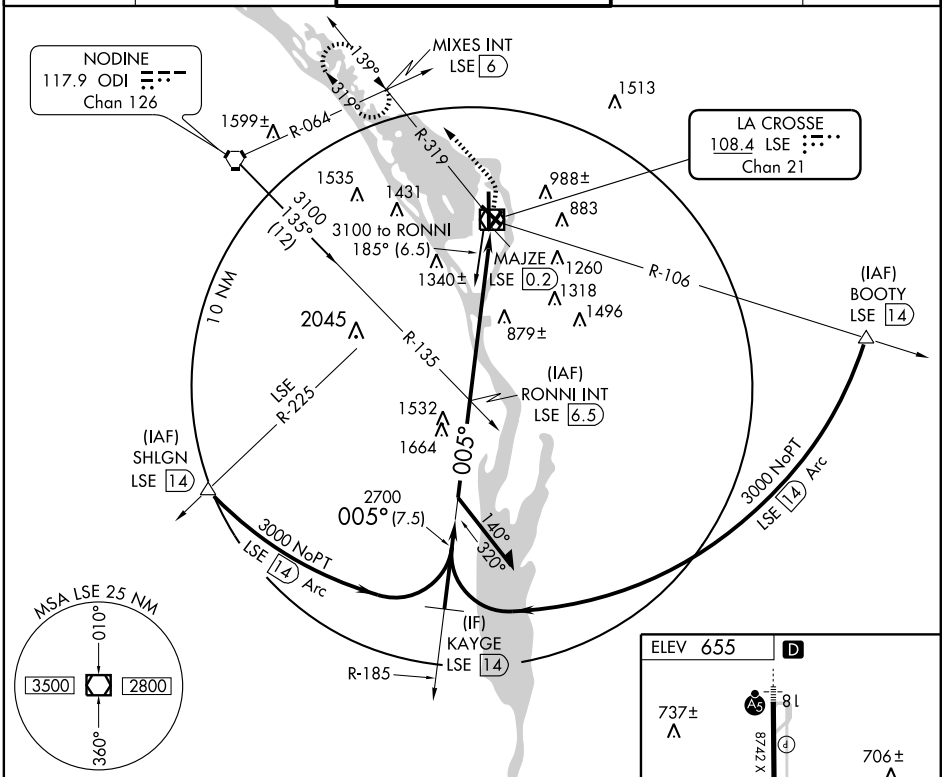
VOR RWY 36

LA CROSSE MUNI (LSE)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet. Increase S-36 Cat. D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 via LSE R-319 to MIXES Int/LSE 6 DME and hold, continue climb-in-hold to 3500.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95



CATEGORY	A	B	C	D
S-36	1160-1	507 (600-1)	1160-1½	507 (600-1½)
CIRCLING	1160-1	505 (600-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

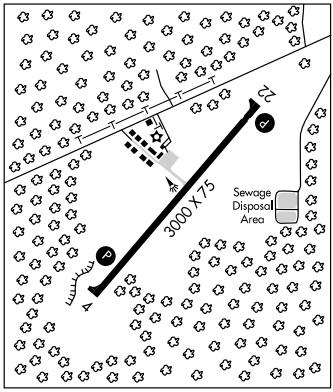
FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LA POINTE

MADELINE ISLAND (4R5) 2 NE UTC−6(−5DT) N46°47.32′ W90°45.52′ **GREEN BAY**
649 B NOTAM FILE GRB **L–14I**
RWY 04–22: H3000X75 (ASPH) S–12.5 MIRL 0.8% up NE **IAP**
RWY 04: PAPI(P2L)—GA 3.75° TCH 45′. Trees.
RWY 22: PAPI(P2L)—GA 3.75° TCH 45′. Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE MIRL Rwy 04–22 and PAPI Rwy 04 and Rwy 22—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.55
RADIO AIDS TO NAVIGATION: NOTAM FILE ASX.
ASHLAND (T) VORW/DME 110.2 ASX Chan 39
N46°32.96′ W90°55.04′ 022° 15.8 NM to fld. 820/2E.



LAWRENCE J. TIMMERMAN (See MILWAUKEE)

LONE ROCK N43°17.66′ W90°07.99′ NOTAM FILE LNR. **CHICAGO**
(L) VORW/DME 112.8 LNR Chan 75 202° 5.4 NM to Tri–Co Rgnl. 1184/0E. **HIWAS.** **L–11D, 12E**
RCO 122.35 (GREEN BAY RADIO)

LONE ROCK

TRI–CO RGNL (LNR) 2 N UTC−6(−5DT) N43°12.71′ W90°10.79′ **CHICAGO**
717 B S3 **FUEL** 100LL, JET A TPA—1517(800) NOTAM FILE LNR **H–5D, L–28G**
RWY 09–27: H5000X75 (ASPH) S–12.5 MIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 35′. Antenna. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees.
RWY 18–36: H1850X60 (ASPH) S–12.5 MIRL
RWY 18: Thld dsplcd 138′. Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self–serve fuel avbl 24 hrs. MIRL Rwys 09–27 preset low ints dusk–dawn; to increase ints and ACTIVATE MIRL Rwy 18–36, PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: ASOS 119.425 (608) 583–2576 **HIWAS** 112.8 LNR.
COMMUNICATIONS: CTAF/UNICOM 123.0
LONE ROCK RCO 122.35 (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
AIRSPACE: CLASS E svc 1400–2200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 202° 5.4 NM to fld. 1184/0E. **HIWAS.**
ILS/DME 108.35 I–LNR Chan 20(Y) Rwy 27.

L. O. SIMENSTAD MUNI (See OSCEOLA)

MADELINE ISLAND (See LA POINTE)

MADISON N43°08.69′ W89°20.38′ NOTAM FILE MSN. **CHICAGO**
(L) VORTACW 108.6 MSN Chan 23 at Dane Co Rgnl–Truax Fld. 860/3E. **L–28H**
VOR portion unusable: 155°–230° byd 20NM blo 2800′; 230°–155° byd 30NM blo 2800′.
DME unusable:
010–070° byd 20 NM blo 4500′ 210–010° byd 30 NM blo 4000′
070–210° byd 20 NM blo 3500′
RCO 122.6 (GREEN BAY RADIO)

APP CRS	Rwy Idg	3000
040°	TDZE	649
	Apt Elev	649

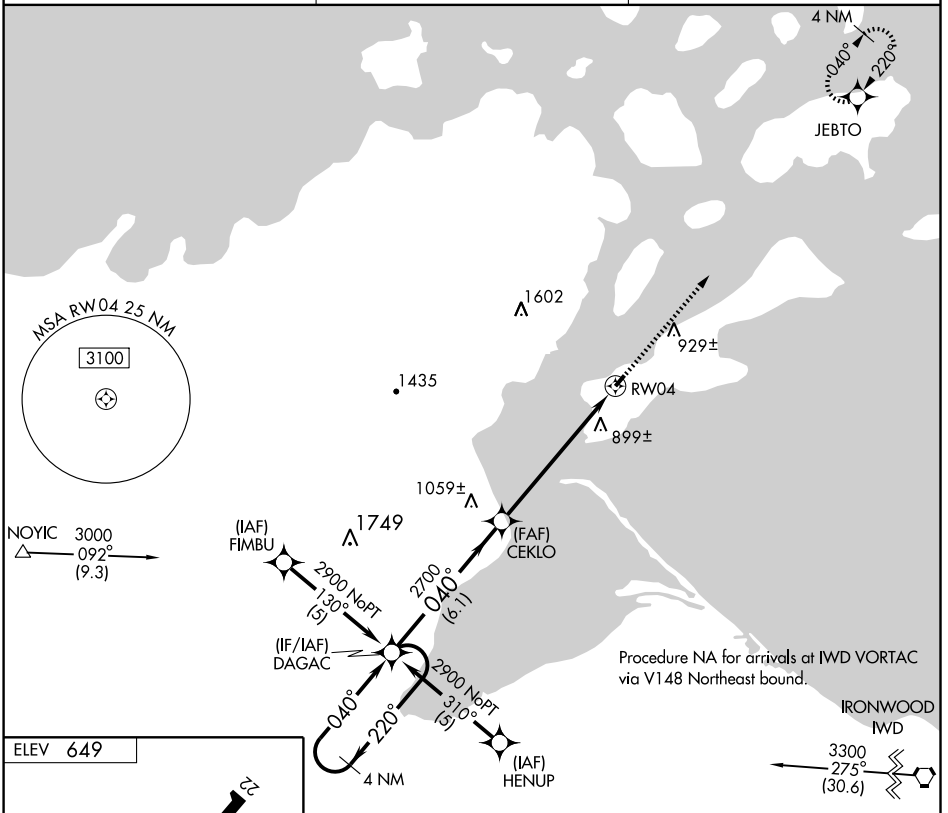
RNAV (GPS) RWY 4

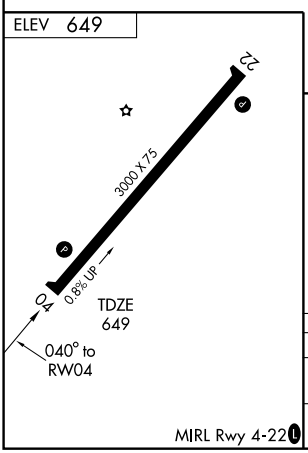
LA POINTE/MADELINE ISLAND (4R5)

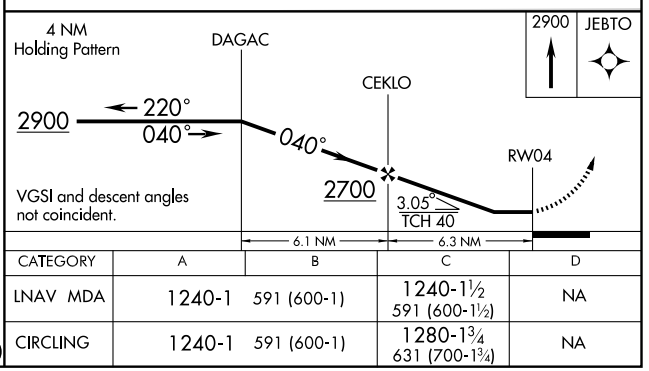
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ashland altimeter setting; when not received, use Superior altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ½ mile, Circling Cat. C visibility ¼ mile.

MISSED APPROACH:Climb to 2900 direct JEBTO and hold.

ASHLAND ASOS	MINNEANAPOLIS APP CON	CTAF
126.775	133.55	122.9







CATEGORY	A	B	C	D
LNAV MDA	1240-1	591 (600-1)	1240-1½ 591 (600-1½)	NA
CIRCLING	1240-1	591 (600-1)	1280-1¾ 631 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
220°	TDZE	649
	Apt Elev	649

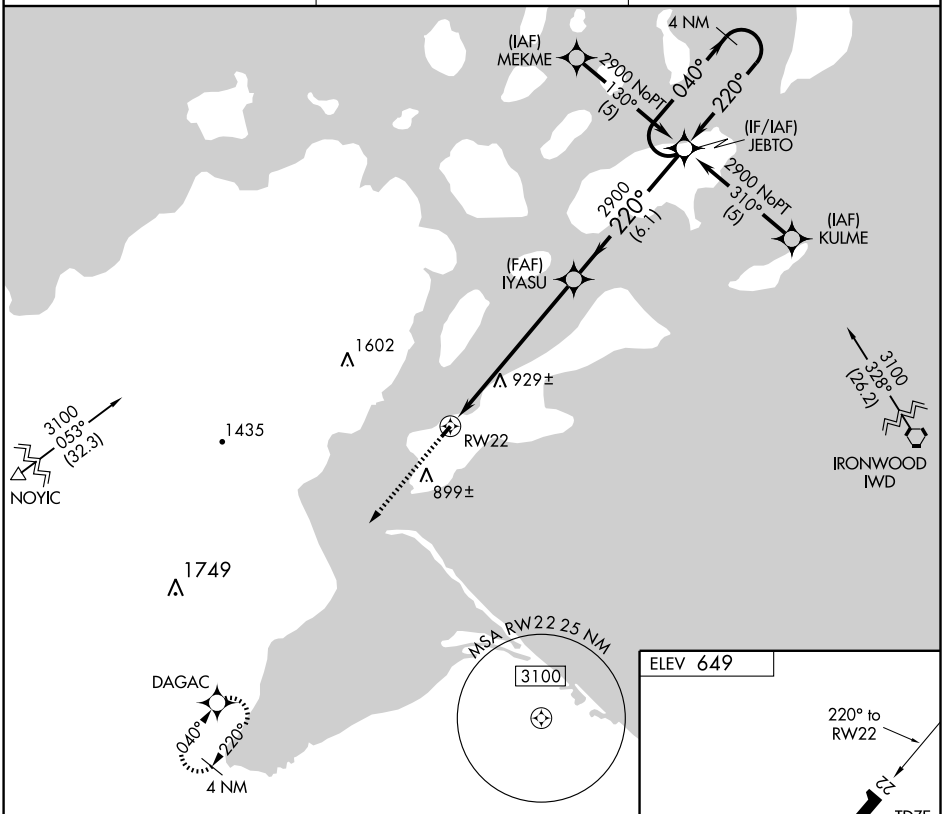
RNAV (GPS) RWY 22

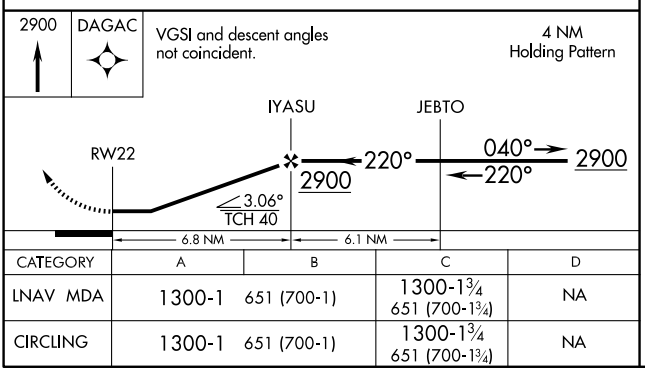
LA POINTE/MADELINE ISLAND (4R5)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ashland altimeter setting: when not received, use Superior altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.

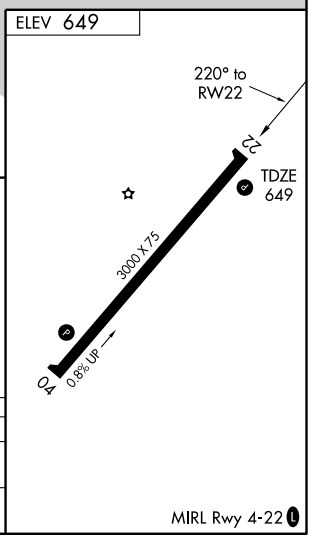
MISSED APPROACH: Climb to 2900 direct DAGAC and hold.

ASHLAND ASOS	MINNEANAPOLIS APP CON	CTAF
126.775	133.55	122.9 L





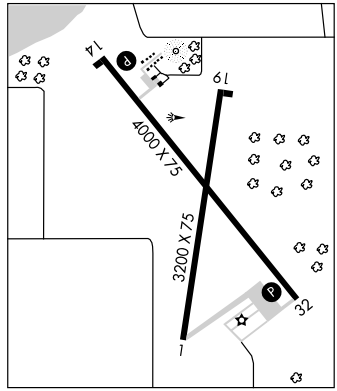
CATEGORY	A	B	C	D
LNAV MDA	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA
CIRCLING	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

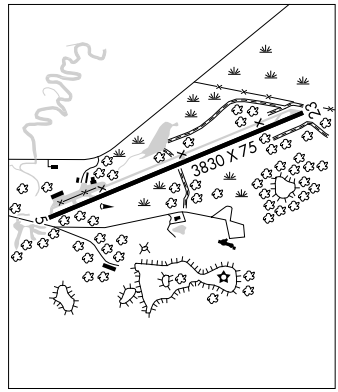
LADYSMITH

RUSK CO (RCX) 4 NE UTC−6(−5DT) N45°29.81′ W91°00.03′ **GREEN BAY**
1238 B S4 **FUEL** 80, 100LL NOTAM FILE GRB **L–14I**
RWY 14–32: H4000X75 (ASPH) S–25 MIRL **IAP**
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 01–19: H3200X75 (ASPH) MIRL 0.5% up N
RWY 01: Tree. **RWY 19:** Road.
AIRPORT REMARKS: Attended May–Sep 1400–0100Z‡, Oct–Apr 1400–2300Z‡. For attendance after hrs call 715–924–2080/403–0524. All fuel 24 hr self serve. Occasional deer invof arpt. Rwy 32 left side REIL OTS indef. ACTIVATE MIRL Rwy 14–32 and Rwy 01–19, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—122.8.
WEATHER DATA SOURCES: AWOS–3 118.125 (715) 532–2665.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (GREEN BAY RADIO)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 080° 33.2 NM to fld. 1092/1E. OTS indef.
NDB (MHW) 356 RCX N45°30.11′ W91°00.07′ at fld. NOTAM FILE GRB. Unmonitored.



LAKE GENEVA

GRAND GENEVA RESORT (CØ2) 2 NE UTC−6(−5DT) N42°36.90 W88°23.38 **CHICAGO**
835 B NOTAM FILE GRB **L–28H, A**
RWY 05–23: H3830X75 (ASPH) MIRL **IAP**
RWY 05: Trees. Rgt tfc. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Dec 1 thru Apr 5, until further notice. Rwy 05–23 extensive cracking entire rwy. For noise abatement use Rwy 23. Rotating bcn OTS indef. MIRL Rwy 05–23 preset on medium ints dusk–dawn.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MILWAUKEE APP/DEP CON** 119.65
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 323° 30.6 NM to fld. 758/2W.



LAKELAND/NOBLE F. LEE MEML FLD (SEE MINOCQUA/WOODRUFF)

LAKE LAWN (See DELAVAN)

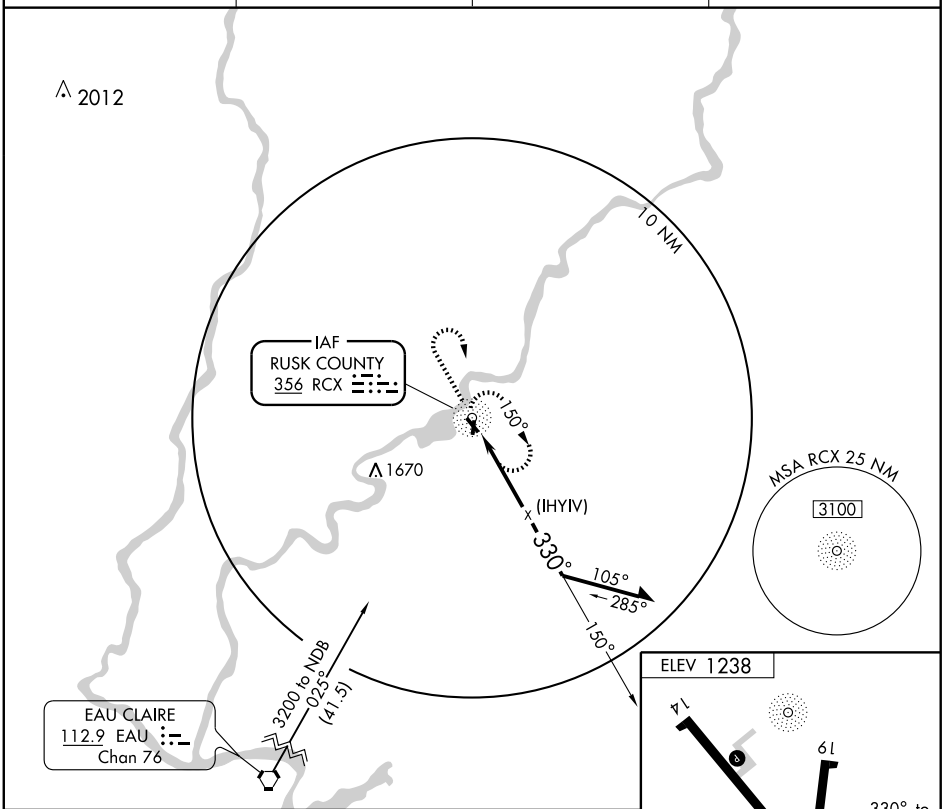
LAKE LAWN N42°41.93′ W88°35.59′ NOTAM FILE GRB. **CHICAGO**
NDB (MHW) 404 LVV 185° 3.9 NM to Lake Lawn. OTS indef. **A**

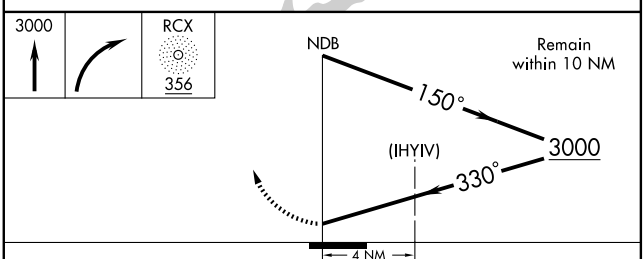
NDB RCX 356	APP CRS 330°	Rwy Idg 4000 TDZE 1231 Apt Elev 1238

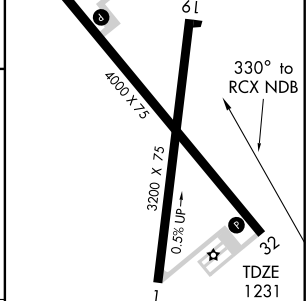
NDB or GPS RWY 32

LADYSMITH/ RUSK COUNTY (RCX)

T A NA	Use Eau Claire altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct RCX NDB and hold.	
AWOS-3 118.125	GREEN BAY RADIO 122.3	GCO 121.725	UNICOM 122.8 (CTAF) L







REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 1-19 L

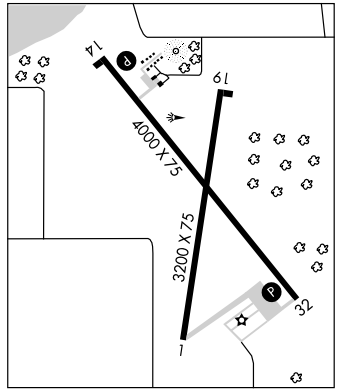
CATEGORY	A	B	C	D
S-32	1940-1	709 (800-1)	1940-2 709 (800-2)	NA
CIRCLING	1940-1	702 (800-1)	1940-2 702 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

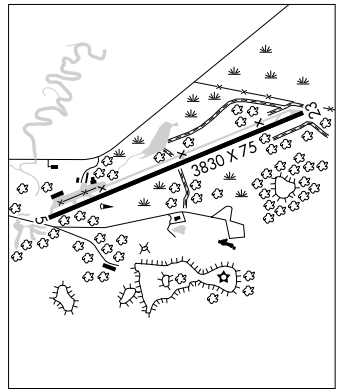
LADYSMITH

RUSK CO (RCX) 4 NE UTC−6(−5DT) N45°29.81′ W91°00.03′ **GREEN BAY**
1238 B S4 **FUEL** 80, 100LL NOTAM FILE GRB **L–14I**
RWY 14–32: H4000X75 (ASPH) S–25 MIRL **IAP**
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 01–19: H3200X75 (ASPH) MIRL 0.5% up N
RWY 01: Tree. **RWY 19:** Road.
AIRPORT REMARKS: Attended May–Sep 1400–0100Z‡, Oct–Apr 1400–2300Z‡. For attendance after hrs call 715–924–2080/403–0524. All fuel 24 hr self serve. Occasional deer invof arpt. Rwy 32 left side REIL OTS indef. ACTIVATE MIRL Rwy 14–32 and Rwy 01–19, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—122.8.
WEATHER DATA SOURCES: AWOS–3 118.125 (715) 532–2665.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (GREEN BAY RADIO)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 080° 33.2 NM to fld. 1092/1E. OTS indef.
NDB (MHW) 356 RCX N45°30.11′ W91°00.07′ at fld. NOTAM FILE GRB. Unmonitored.



LAKE GENEVA

GRAND GENEVA RESORT (CØ2) 2 NE UTC−6(−5DT) N42°36.90 W88°23.38 **CHICAGO**
835 B NOTAM FILE GRB **L–28H, A**
RWY 05–23: H3830X75 (ASPH) MIRL **IAP**
RWY 05: Trees. Rgt tfc. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Dec 1 thru Apr 5, until further notice. Rwy 05–23 extensive cracking entire rwy. For noise abatement use Rwy 23. Rotating bcn OTS indef. MIRL Rwy 05–23 preset on medium ints dusk–dawn.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MILWAUKEE APP/DEP CON** 119.65
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 323° 30.6 NM to fld. 758/2W.



LAKELAND/NOBLE F. LEE MEML FLD (SEE MINOCQUA/WOODRUFF)

LAKE LAWN (See DELAVAN)

LAKE LAWN N42°41.93′ W88°35.59′ NOTAM FILE GRB. **CHICAGO**
NDB (MHW) 404 LVV 185° 3.9 NM to Lake Lawn. OTS indef. **A**

APP CRS	Rwy Idg	3830
235°	TDZE	835
	Apt Elev	835

RNAV (GPS) RWY 23

LAKE GENEVA/GRAND GENEVA RESORT (CØ2)

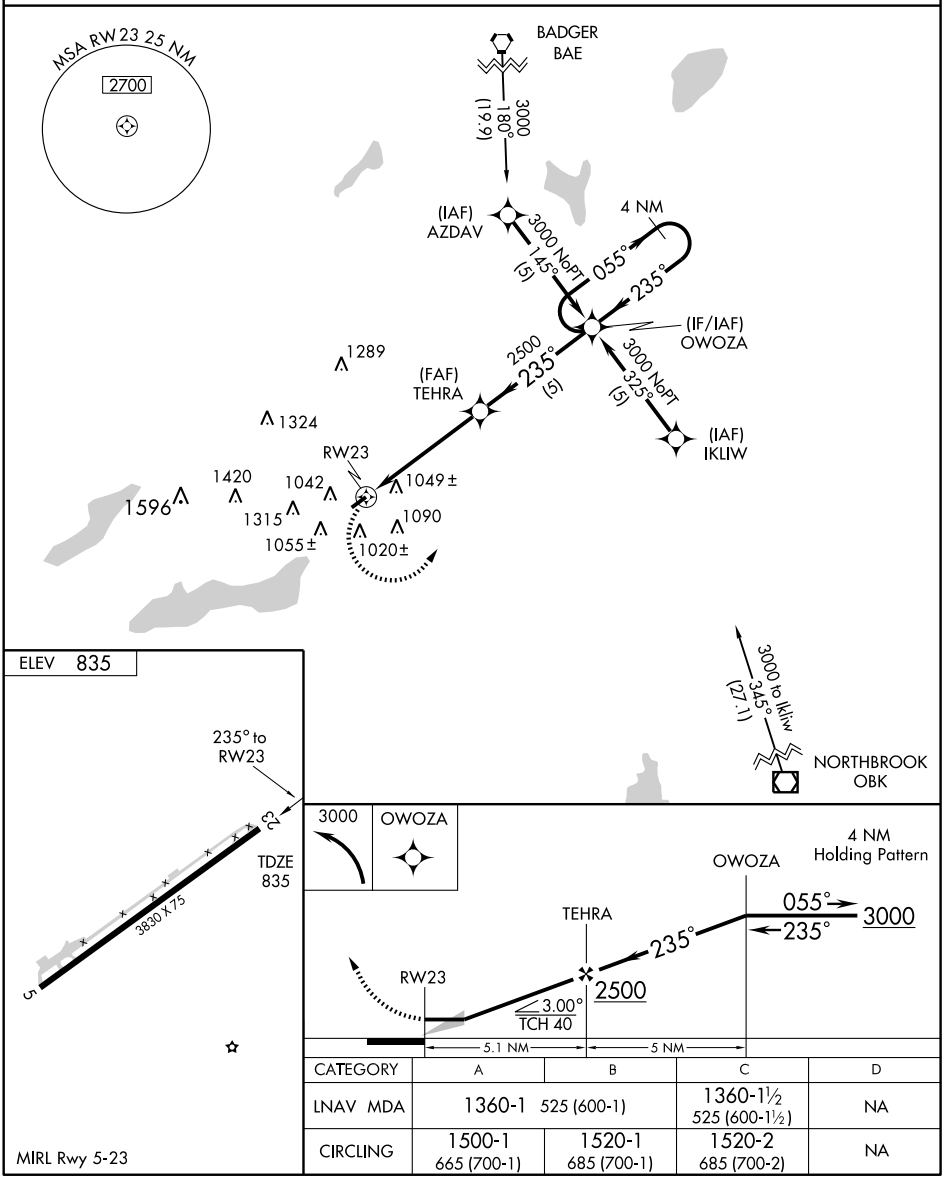
DME/DME RNP-0.3 NA.
Use Kenosha altimeter setting.
Procedure NA at night.

NA

MISSED APPROACH: Climbing left turn to 3000 direct OWOZA WP and hold.

MILWAUKEE APP CON
119.65

UNICOM
122.8 (CTAF)



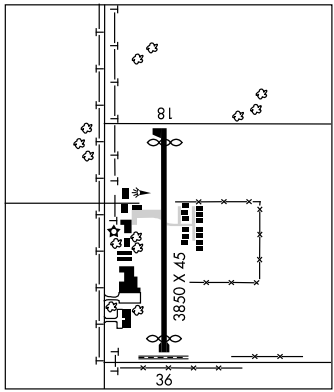
CATEGORY	A	B	C	D
LNAV MDA	1360-1 525 (600-1)		1360-1½ 525 (600-1½)	NA
CIRCLING	1500-1 665 (700-1)	1520-1 685 (700-1)	1520-2 685 (700-2)	NA

MIRL Rwy 5-23

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LANCASTER MUNI (73C) 4 S UTC−6(−5DT) N42°46.83′ W90°40.86′ CHICAGO
1008 B **FUEL** 100LL, MOGAS TPA—1808(800) NOTAM FILE GRB L–28G
RWY 18–36: H3850X45 (ASPH) S–13 LIRL
RWY 18: Thld dsplcd 155′. Tree. **RWY 36:** Thld dsplcd 220′.
AIRPORT REMARKS: Unattended. For fuel call 608–723–4246. CAUTION: Vehicles and people occasionally crossing rwy to reach hangar area on E side of rwy. Ultralight and skydiving activity on and invof arpt. Rwy 18–36 35′ p–line parallels W side 365′ from centerline. Rwy 18–36 dsplcd thlds marked only with thld lgts.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 359° 22.8 NM to fld. 1051/4E.



LAND O' LAKES N46°08.98′ W89°12.63′ NOTAM FILE LNL. GREEN BAY
NDB (MHW) 396 LNL at Kings Land O' Lakes. Unmonitored. L–14J

LAND O' LAKES

KINGS LAND O' LAKES (LNL) 1 SE UTC−6(−5DT) N46°09.24′ W89°12.73′ GREEN BAY
1704 B S4 **FUEL** 100LL, MOGAS NOTAM FILE LNL L–14J
RWY 14–32: H4000X75 (ASPH) S–12 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 4.0° TCH 35′. Thld dsplcd 200′. Trees.
RWY 32: PAPI(P2L)—GA 3.0° TCH 26′. Road.
RWY 05–23: 2580X130 (TURF)
RWY 05: Trees. **RWY 23:** Thld dsplcd 600′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel 24 hr self svc. Occasional deer on and invof arpt. Rwy 05–23 CLOSED Dec 1 to Apr 15. Rwy 05–23 marked with yellow cones. Rwy 14 ngt ldg length 3600′. Thd lgts 400′fm end of rwy. ACTIVATE MIRL Rwy 14–32, and REIL Rwy 14—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.525 (715) 547–6313.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 016° 32.9 NM to fld. 1590/2E. **HIWAS.**
LAND O' LAKES NDB (MHW) 396 LNL N46°08.98′ W89°12.63′ at fld. NOTAM FILE LNL. Unmonitored.

LANGLADE CO (See ANTIGO)

NDB LNL	APP CRS	Rwy Idg	3800 (day) 3600 (night)
396	150°	TDZE	1704
		Apt Elev	1704

NDB RWY 14

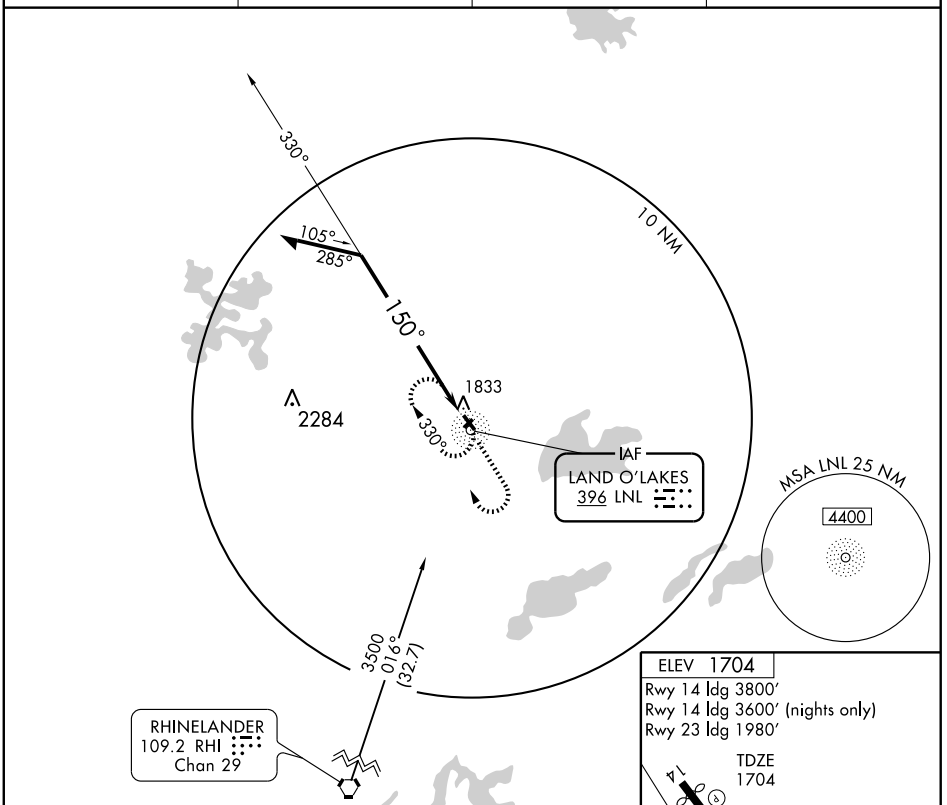
LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

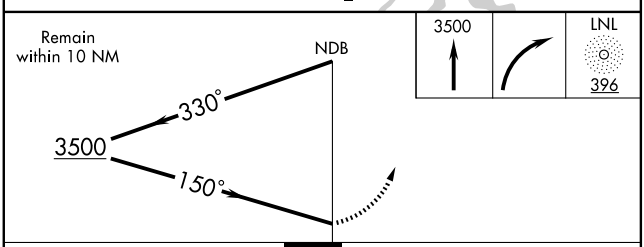
NA

If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet. Circling to Rwys 5, 23, and 32 not authorized at night.

MISSED APPROACH: Climb to 3500, then right turn direct LNL NDB and hold.

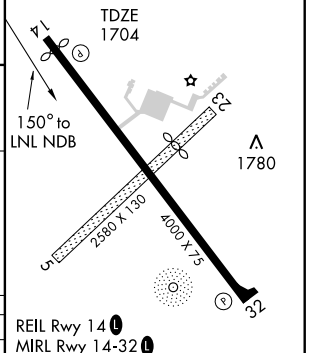
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	2320-1	616 (700-1)	2320-1¾ 616 (700-1¾)	NA
CIRCLING	2320-1	616 (700-1)	2320-1¾ 616 (700-1¾)	NA

ELEV 1704
Rwy 14 ldg 3800′
Rwy 14 ldg 3600′ (nights only)
Rwy 23 ldg 1980′



Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB LNL	APP CRS	Rwy Idg	4000
396	314°	TDZE	1704
		Apt Elev	1704

NDB RWY 32

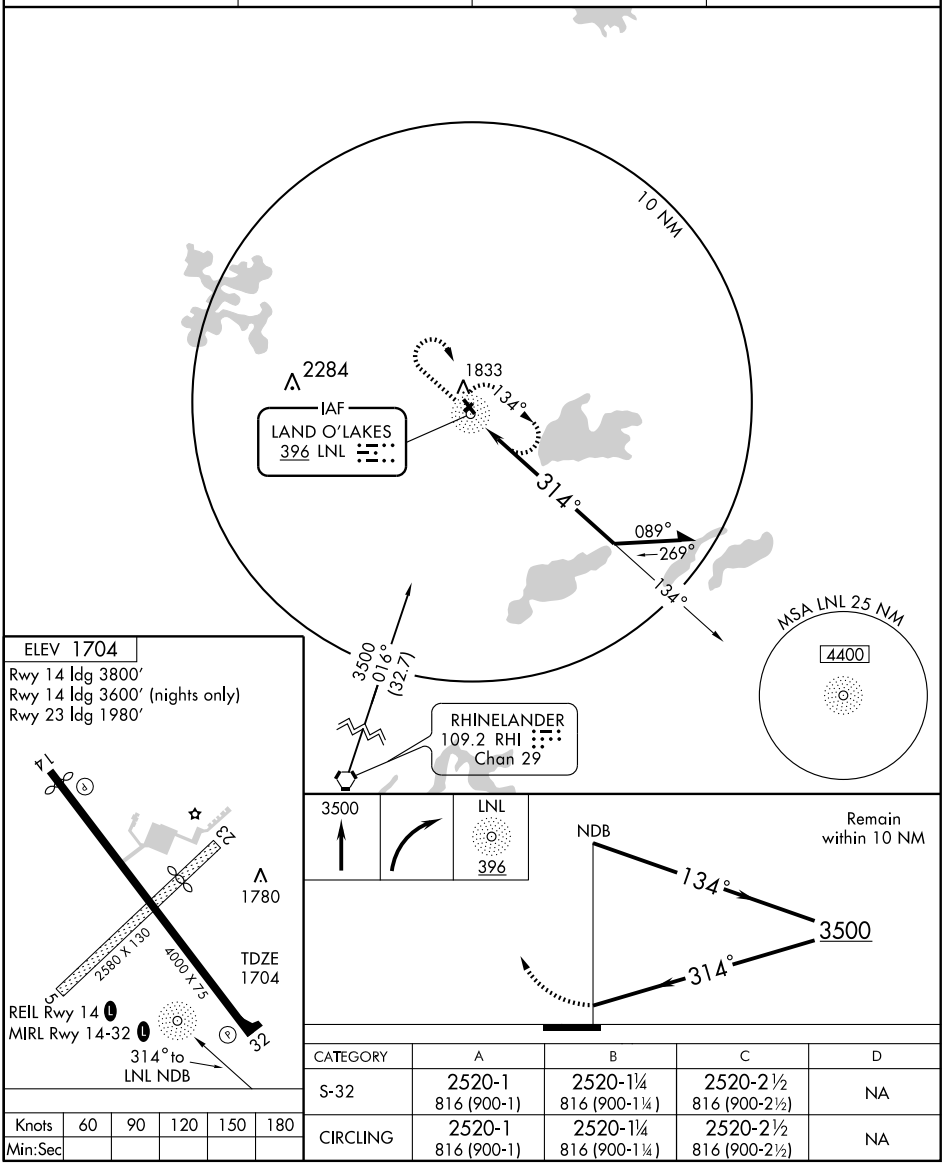
LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
Straight-in minimums not authorized at night.
Circling to Rwys 5, 23, and 32 not authorized at night.

NA

MISSED APPROACH: Climb to 3500, then right turn direct LNL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-32	2520-1 816 (900-1)	2520-1¼ 816 (900-1¼)	2520-2½ 816 (900-2½)	NA
CIRCLING	2520-1 816 (900-1)	2520-1¼ 816 (900-1¼)	2520-2½ 816 (900-2½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
145°	Rwy Idg	3800 (day) 3600 (night)
	TDZE	1704
	Apt Elev	1704

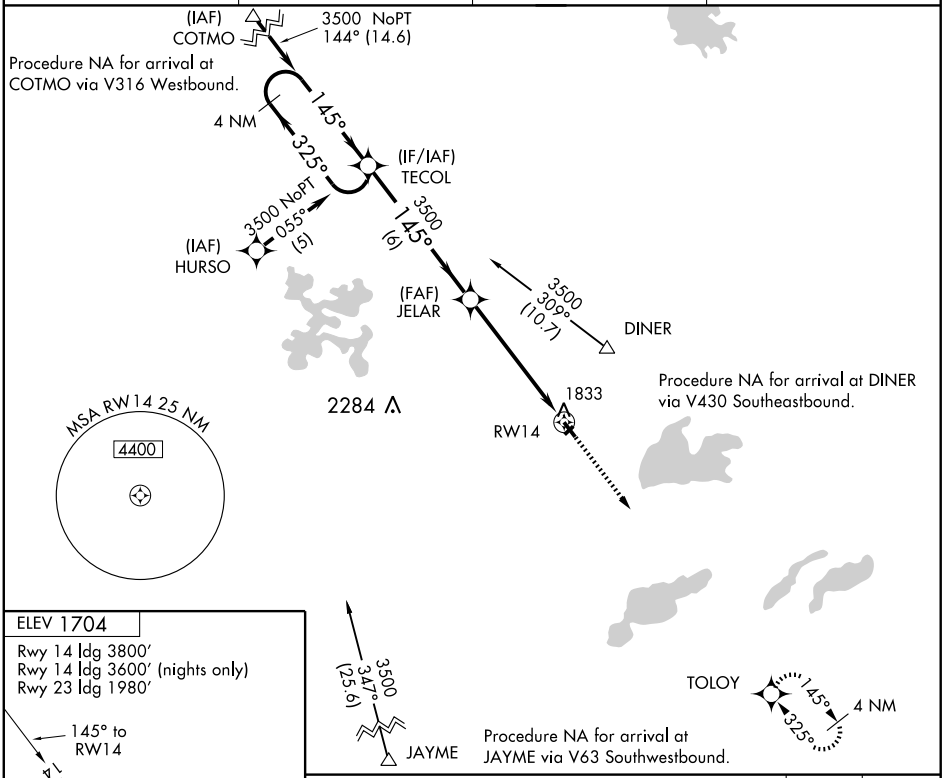
RNAV (GPS) RWY14

LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

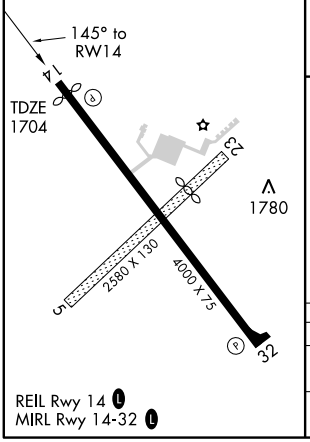
▼ If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
▲ VDP NA with Eagle River Union altimeter setting.
Circling to Rwy 5, 23 and 32 NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct TOLOY and hold.

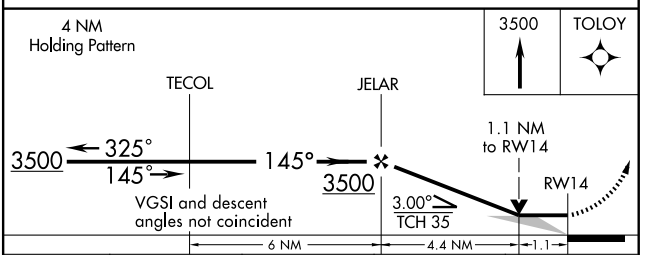
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L



ELEV 1704
Rwy 14 ldg 3800'
Rwy 14 ldg 3600' (nights only)
Rwy 23 ldg 1980'



REIL Rwy 14 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2220-1 516 (600-1)		2220-1½ 516 (600-1½)	NA
CIRCLING	2220-1 516 (600-1)	2240-1 536 (600-1)	2240-1½ 536 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
325°	Rwy Idg	4000
	TDZE	1704
	Apt Elev	1704

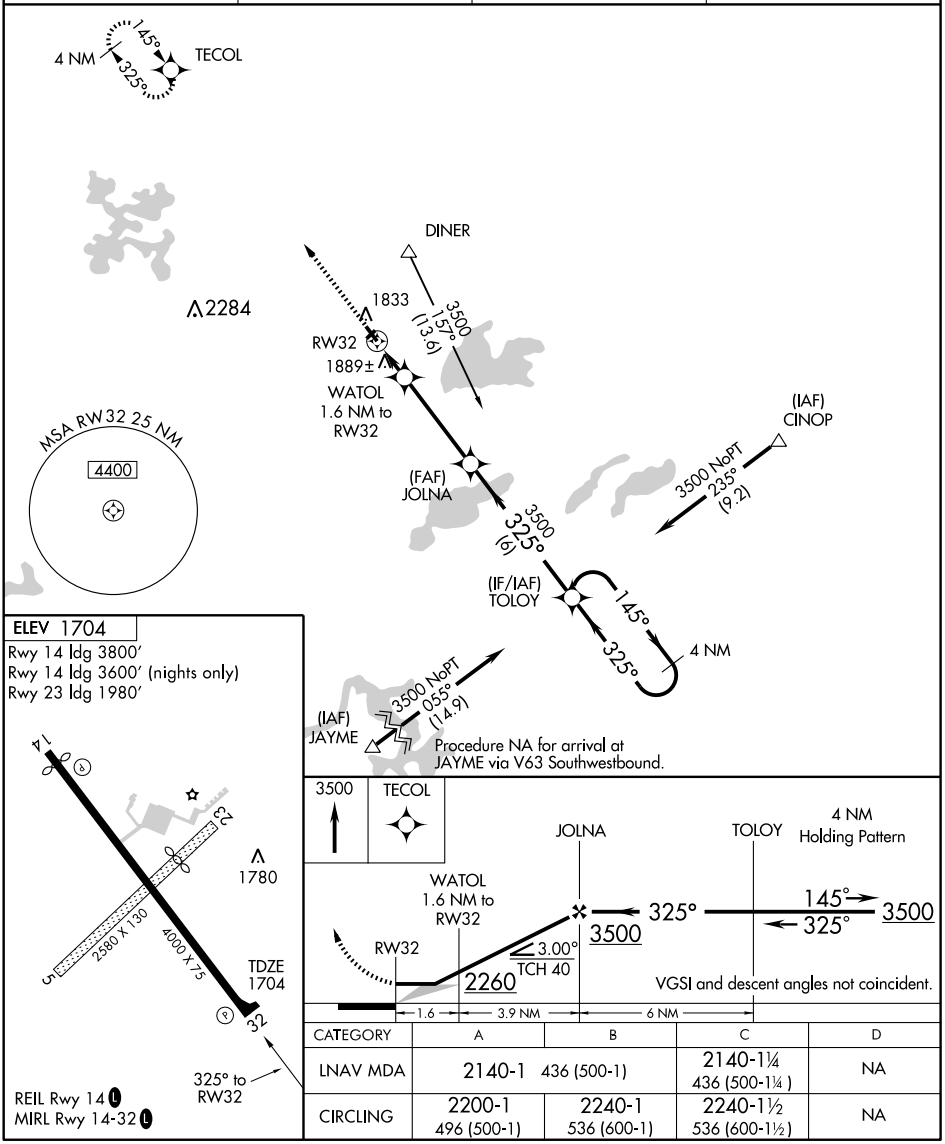
RNAV (GPS) RWY 32

LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
Straight-in minimums NA at night.
Circling to Rwys 5, 23, and 32 NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TECOL and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L

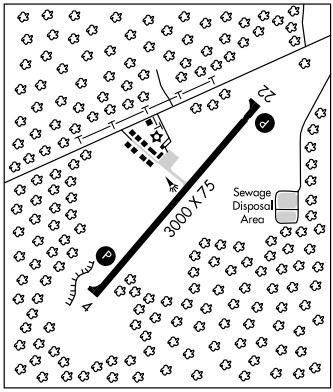


CATEGORY	A	B	C	D
LNAV MDA	2140-1 436 (500-1)		2140-1¼ 436 (500-1¼)	NA
CIRCLING	2200-1 496 (500-1)	2240-1 536 (600-1)	2240-1½ 536 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LA POINTE

MADELINE ISLAND (4R5) 2 NE UTC−6(−5DT) N46°47.32′ W90°45.52′ **GREEN BAY**
649 B NOTAM FILE GRB **L–14I**
RWY 04–22: H3000X75 (ASPH) S–12.5 MIRL 0.8% up NE **IAP**
RWY 04: PAPI(P2L)—GA 3.75° TCH 45′. Trees.
RWY 22: PAPI(P2L)—GA 3.75° TCH 45′. Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE MIRL Rwy 04–22 and PAPI Rwy 04 and Rwy 22—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.55
RADIO AIDS TO NAVIGATION: NOTAM FILE ASX.
ASHLAND (T) VORW/DME 110.2 ASX Chan 39
N46°32.96′ W90°55.04′ 022° 15.8 NM to fld. 820/2E.



LAWRENCE J. TIMMERMAN (See MILWAUKEE)

LONE ROCK N43°17.66′ W90°07.99′ NOTAM FILE LNR. **CHICAGO**
(L) VORW/DME 112.8 LNR Chan 75 202° 5.4 NM to Tri–Co Rgnl. 1184/0E. **HIWAS.** **L–11D, 12E**
RCO 122.35 (GREEN BAY RADIO)

LONE ROCK

TRI–CO RGNL (LNR) 2 N UTC−6(−5DT) N43°12.71′ W90°10.79′ **CHICAGO**
717 B S3 **FUEL** 100LL, JET A TPA—1517(800) NOTAM FILE LNR **H–5D, L–28G**
RWY 09–27: H5000X75 (ASPH) S–12.5 MIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 35′. Antenna. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees.
RWY 18–36: H1850X60 (ASPH) S–12.5 MIRL
RWY 18: Thld dsplcd 138′. Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self–serve fuel avbl 24 hrs. MIRL Rwys 09–27 preset low ints dusk–dawn; to increase ints and ACTIVATE MIRL Rwy 18–36, PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: ASOS 119.425 (608) 583–2576 **HIWAS** 112.8 LNR.
COMMUNICATIONS: CTAF/UNICOM 123.0
LONE ROCK RCO 122.35 (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
AIRSPACE: CLASS E svc 1400–2200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 202° 5.4 NM to fld. 1184/0E. **HIWAS.**
ILS/DME 108.35 I–LNR Chan 20(Y) Rwy 27.

L. O. SIMENSTAD MUNI (See OSCEOLA)

MADELINE ISLAND (See LA POINTE)

MADISON N43°08.69′ W89°20.38′ NOTAM FILE MSN. **CHICAGO**
(L) VORTACW 108.6 MSN Chan 23 at Dane Co Rgnl–Truax Fld. 860/3E. **L–28H**
VOR portion unusable: 155°–230° byd 20NM blo 2800′; 230°–155° byd 30NM blo 2800′.
DME unusable:
010–070° byd 20 NM blo 4500′ 210–010° byd 30 NM blo 4000′
070–210° byd 20 NM blo 3500′
RCO 122.6 (GREEN BAY RADIO)

LOC/DME I-LNR	APP CRS	Rwy Idg	5001
108.35	270°	TDZE	717
Chan 20 (Y)		Apt Elev	717

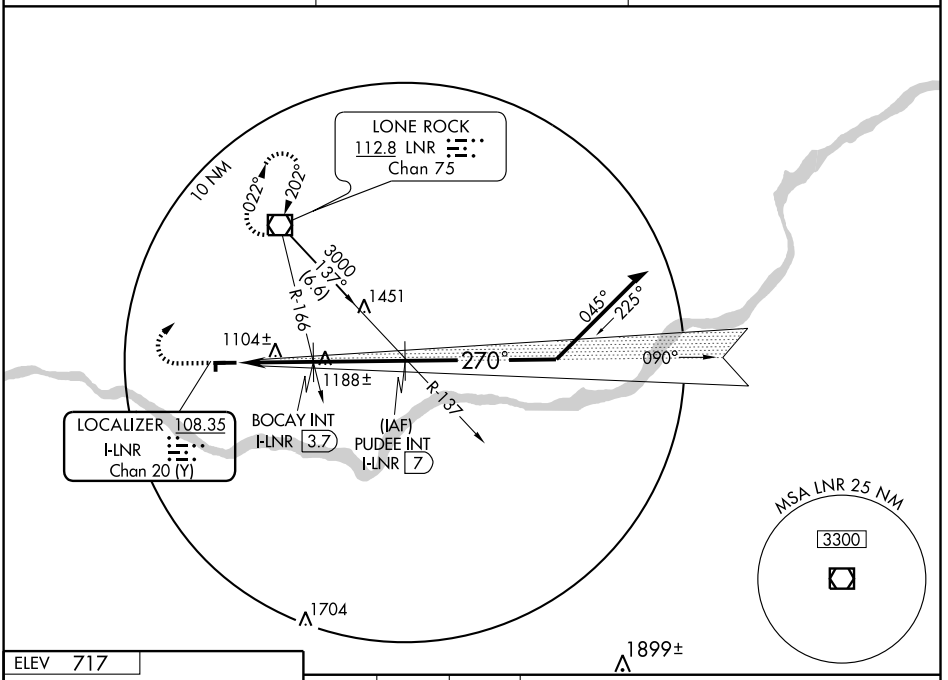
LOC RWY 27

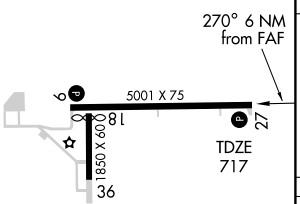
LONE ROCK/TRI-COUNTY RGNL (LNR)

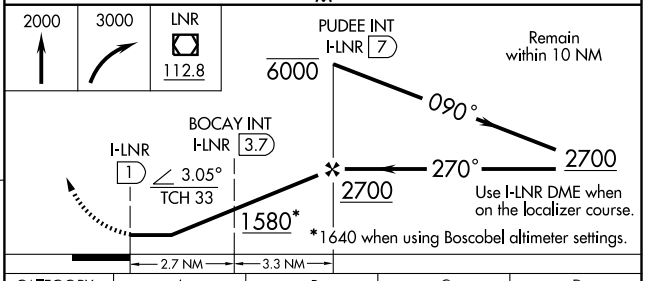
T NA — If local altimeter setting not received, use Boscobel altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct LNR VOR/DME and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
CIRCLING	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
BOCAY FIX MINIMUMS				
S-27	1360-1 643 (700-1)		1360-1¾ 643 (700-1¾)	NA
CIRCLING	1500-1 783 (800-1)	1500-1¼ 783 (800-1¼)	1500-2¼ 783 (800-2¼)	NA

MIRL Rwys 9-27 and 18-36 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78206	090°	TDZE	717
W09A		Apt Elev	717

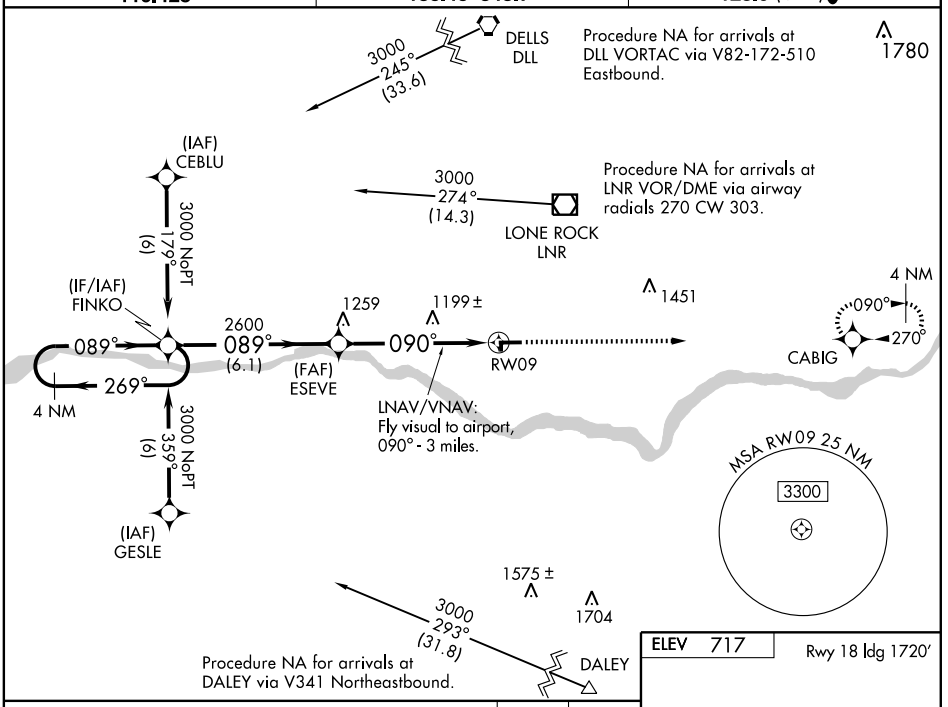
RNAV (GPS) RWY 9

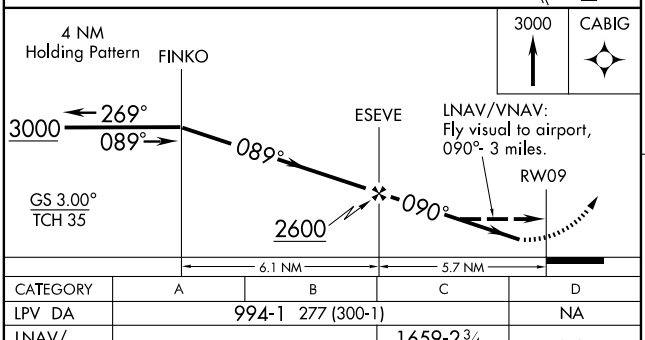
LONE ROCK/ TRI-COUNTY RGNL (LNR)

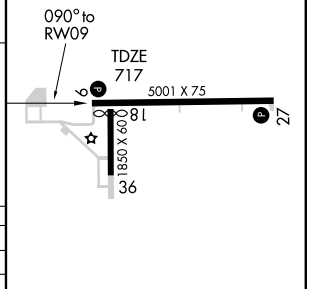
T A Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). When local altimeter setting not received, use Boscobel altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Boscobel altimeter setting.

MISSED APPROACH: Climb to 3000 direct CABIG and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	994-1 277 (300-1)			NA
LNAV/ VNAV DA	1659-2 942 (1000-2)		1659-2¾ 942 (1000-2¾)	NA
LNAV MDA	1460-1 743 (800-1)	1460-1¼ 743 (800-1¼)	1460-2¼ 743 (800-2¼)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69506 W27A	APP CRS 270°	Rwy Idg 5001 TDZE 717 Apt Elev 717

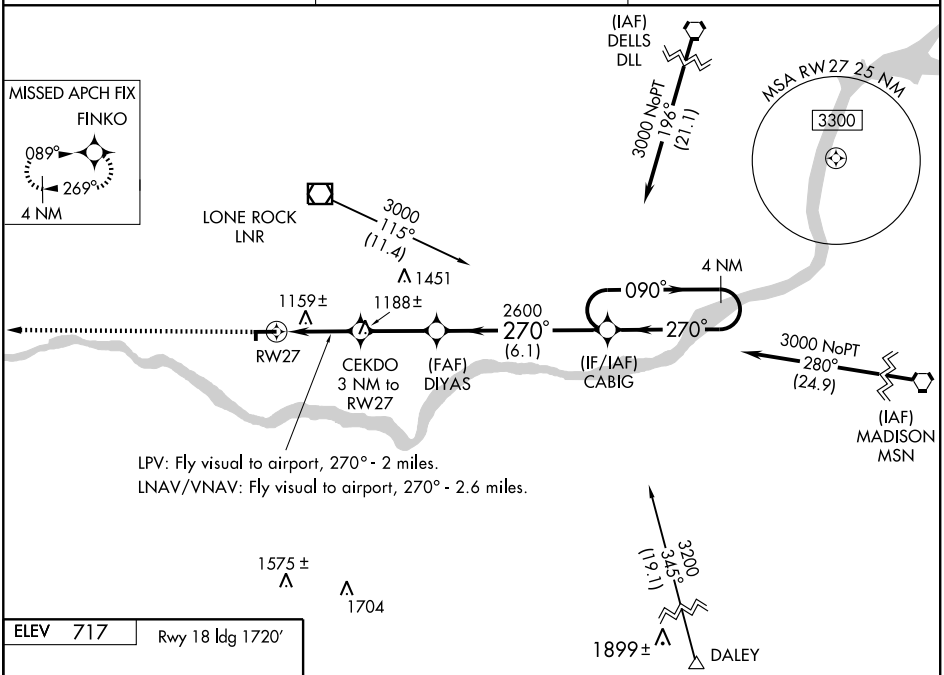
RNAV (GPS) RWY 27

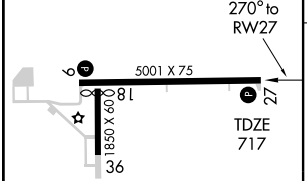
LONE ROCK/ TRI-COUNTY RGNL (LNR)

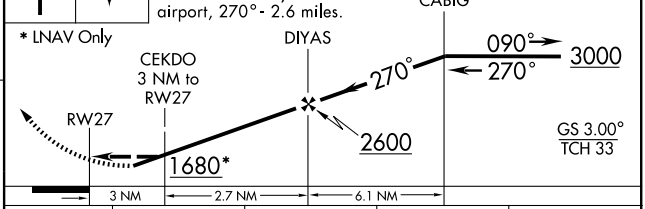
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). When local altimeter setting not received, use Boscobel altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Boscobel altimeter setting.

MISSED APPROACH: Climb to 3000 direct FINKO and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1375-2 658 (700-2)			NA
LNAV/VNAV DA	1584-2 867 (900-2)		1584-2½ 867 (900-2½)	NA
LNAV MDA	1420-1 703 (800-1)		1420-2 703 (800-2)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LNR 112.8 Chan 75	APP CRS 203°	Rwy Idg N/A TDZE N/A Apt Elev 717

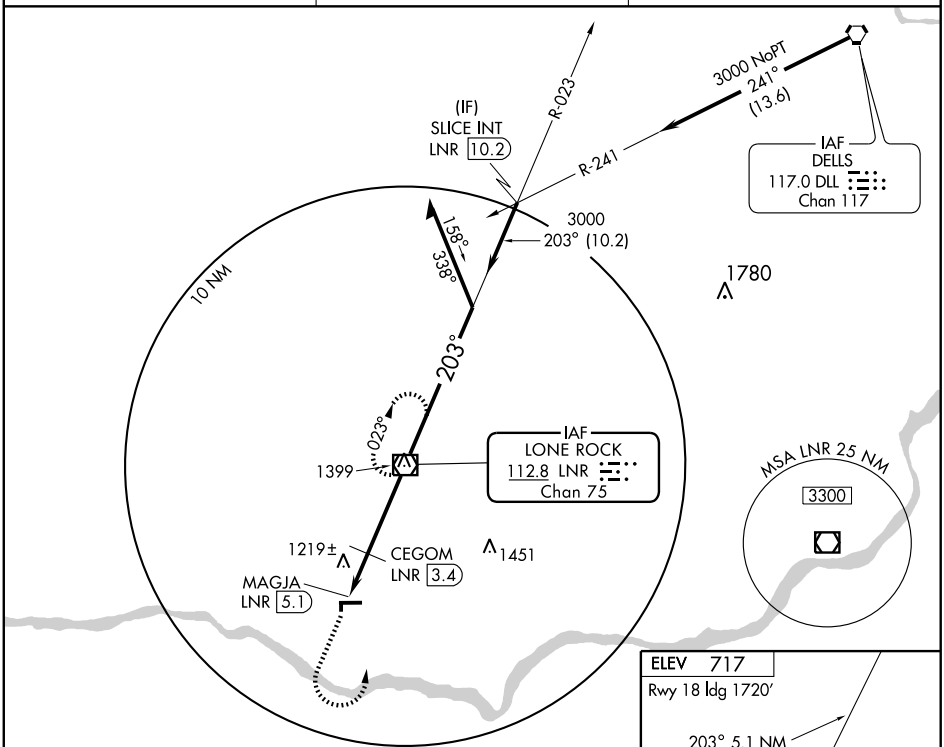
VOR-A

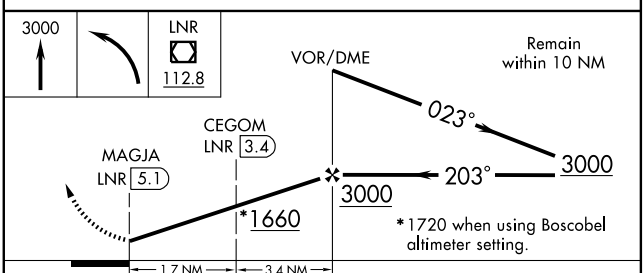
LONE ROCK/ TRI-COUNTY RGNL (LNR)

When local altimeter setting not received, use Boscobel altimeter setting and increase all MDAs 60 feet, and all visibilities ¼ mile.

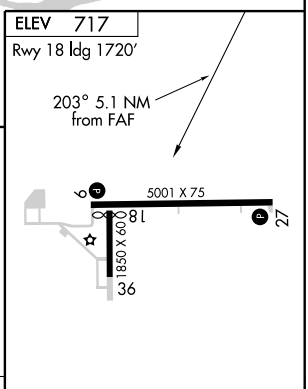
MISSED APPROACH: Climb to 3000 then left turn direct LNR VOR/DME and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 943 (1000-1¼)		1660-2¾ 943 (1000-2¾)	NA
CEGOM FIX MINIMUMS				
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA



MIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MADISON

BLACKHAWK AIRFIELD (87Y) 10 E UTC−6(−5DT) N43°06.30′ W89°11.13′ CHICAGO

920 B TPA—1920(1000) NOTAM FILE GRB L–28H

RWY 04–22: H2814X57 (ASPH) 0.5% Up SW IAP

RWY 04: Bldg. Rgt tfc. **RWY 22:** Thld dsplcd 260′. Trees.

RWY 09–27: H2203X56 (ASPH) LIRL(NSTD) 0.8% up W

RWY 09: Trees. **RWY 27:** Thld dsplcd 230′. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Deer and turkeys on and invof arpt. Rwy 04–22 sfc cracks with 1′ vegetation growing on rwy. Rwy 09 avoid overflight of farm ¾ mile E. Rwy ends obstructed visually from others by weeds and trees approximate 10′ tall. Rwy 09–27 NSTD LIRL; rwy lgts +2 to 3′ above rwy and NSTD spacing. Rwy 09–27 lgtd 1973′.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MADISON APP/DEP CON** 120.1 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MSN.

MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ 106° 7.2 NM to fld. 860/3E.

DANE CO RGNL–TRUAX FLD (MSN) 5 NE UTC−6(−5DT) N43°08.39′ W89°20.25′ CHICAGO

887 B S4 **FUEL** 100LL, JET A Class I, ARFF Index C NOTAM FILE MSN H–5D, L–28H

RWY 18–36: H9006X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL CL IAP, AD

RWY 18: MALSR. PAPI (P4L)—GA 3.0° TCH 57′. Thld dsplcd 400′. Hill.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 989′.

RWY 03–21: H7200X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL 0.4% up NE

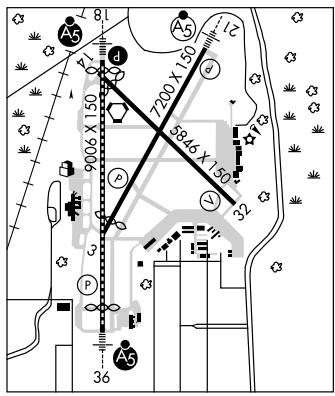
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Thld dsplcd 430′. Trees.

RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 41′. Road.

RWY 14–32: H5846X150 (CONC–GRVD) S–75, D–190, 2S–175, 2D–350 HIRL

RWY 14: REIL.Thld dsplcd 475′.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 56′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 03	14–32	3400
RWY 18	03–21	4850
RWY 21	18–36	6450
RWY 32	18–36	5300
RWY 36	14–32	7050

ARRESTING GEAR/SYSTEM

RWY 18 BAK–14 BAK–12(B) (1500′) BAK–14 BAK–12(B) (750′) **RWY 36**

BAK–14 BAK–12(B) (1620′) **RWY 21**

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. PAEW SW corner of W ramp. Air carrier and turbo jet training flights prohibited. General aviation svcs only on E ramp. General aviation access to and parking on W air carrier ramp is prohibited. Noise abatement procedures in effect ctc Arpt ops. Avoid overlfight of Yahara River invof arpt blo 2000′ AGL. Rwy 18 and Rwy 14 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Twy F, and G restricted to military. Rwy 18–36 touchdown and rollout runway visual range avbl. General aviation svc only avbl on E ramp. When twr clsd HIRL Rwy 18–36 preset on low ints, to incr ints and ACTIVATE MALSR Rwy 18 and Rwy 36, HIRL Rwy 03–21 and Rwy 14–32. REIL Rwy 03, Rwy 14, and Rwy 32 and PAPI Rwy 18—CTAF.

WEATHER DATA SOURCES: ASOS (608) 249–0615. LLWAS

COMMUNICATIONS: CTAF 119.3 **ATIS** 124.65 **UNICOM** 122.95

MADISON RCO 122.6 (GREEN BAY RADIO)

Ⓡ **MADISON APP CON** 120.1 (EAST) 135.45 (WEST) (1200–0500Z‡) Ⓡ**MADISON DEP CON** 126.85 (1200–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)

MADISON TOWER 119.3 (1200–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.62

AIRSPACE: CLASS C svc 1200–0500Z‡ ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MSN

MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ at fld. 860/3E.

MONAH NDB (MHW/LOM) 400 MS N43°03.76′ W89°20.75′ 005° 4.6 NM to fld. NDB unmonitored when twr clsd.

ILS 109.9 I–MSN Rwy 36. Class IT. LOM MONAH NDB. Unmonitored when twr clsd.

ILS 110.1 I–DSZ Rwy 18. Class IB. Unmonitored when twr clsd.

ILS/DME 111.55 I–DQJ Chan 52Y Rwy 21.

ASR (1200–0500Z‡)

VORTAC MSN	APP CRS	Rwy Idg	N/A
108.6	106°	TDZE	N/A
Chan 23		Apt Elev	920

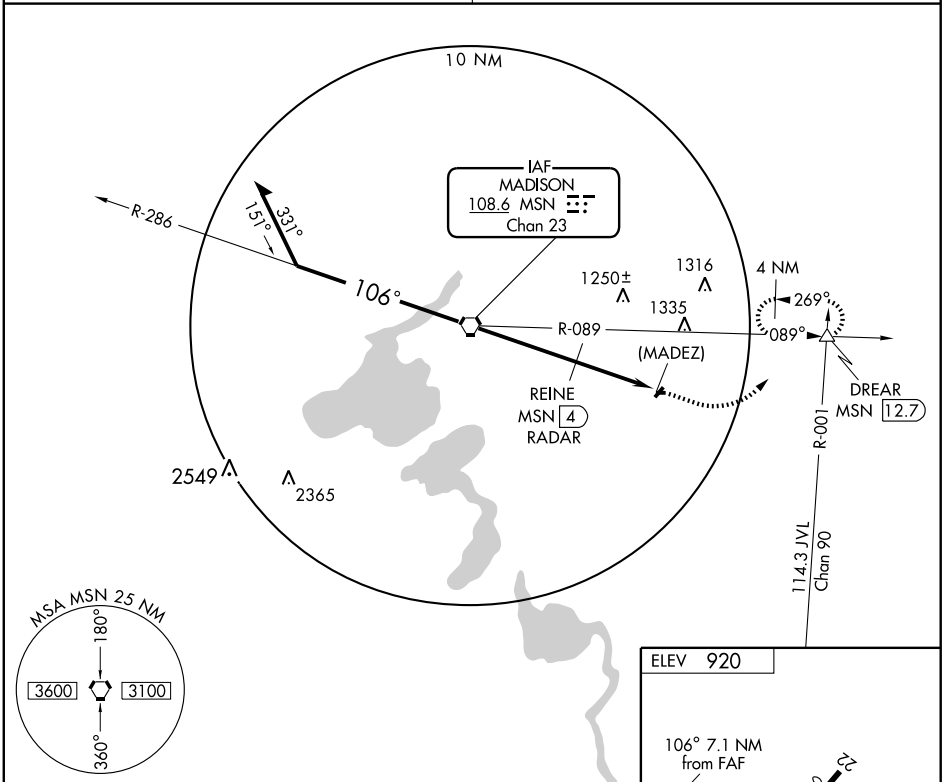
VOR or GPS-A

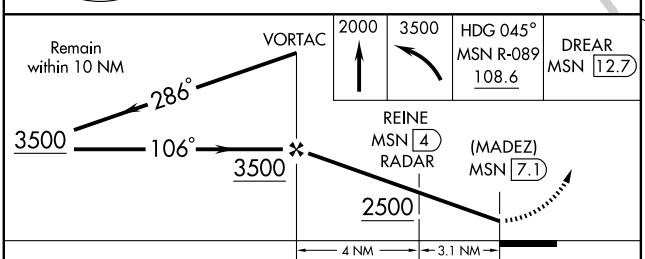
MADISON/BLACKHAWK AIRFIELD (87Y)

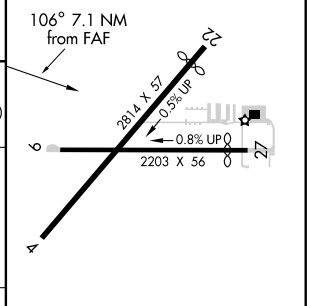
T NA — Use Madison Dane County altimeter setting. No Procedure Turn for arrivals on MSN VORTAC radials 231 clockwise 351.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 via heading 045° and MSN R-089 to DREAR Int/MSN 12.7 DME and hold.

MADISON APP CON ★	UNICOM
120.1 343.7	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2500-1¼ 1580 (1600-1¼)	2500-1½ 1580 (1600-1½)	NA	
REINE FIX MINIMUMS				
CIRCLING	1460-1 540 (600-1)	1520-1 600 (600-1)	NA	

LIRL Rwy 9-27

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)
AL-245 (FAA)
MADISON, WISCONSIN

ATIS
124.65 278.3
MADISON TOWER★
119.3 257.8
GND CON
121.9 348.6
CLNC DEL
121.62

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 887

21 B1 43°09'N

18 ELEV 860 A1 A2 A3 A4 A5 A6 B5 B6 36

ELEV 859

LAHSO

LAHSO

138.6°

211.2°

BAK 12/14

BAK 12/14

BAK 12/14

004.1°

184.1°

NORTH HOLDING BAY

SOUTH HOLDING BAY

ELEV 860

VAR 2.2° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

LAHSO

5846 X 150

EAST RAMP

FBO

TWR 964

WEST RAMP

9006 X 150

7200 X 150

0.4% UP

318.6°

031.2°

ELEV 861

32

TERMINAL

LAHSO

LAHSO

SOUTH RAMP

ELEV 861

43°08'N

FIRE STATION

WISCONSIN ANG
(RESTRICTED AREA)

RWY 03-21
S-100, D-200, 2S-175, 2D-350
RWY 14-32
S-75, D-190, 2S-175, 2D-350
RWY 18-36
S-100, D-200, 2S-175, 2D-350

89°21'W 89°20'W

EC-3, 21 OCT 2010 to 18 NOV 2010

MADISON

BLACKHAWK AIRFIELD (87Y) 10 E UTC−6(−5DT) N43°06.30′ W89°11.13′ CHICAGO

920 B TPA—1920(1000) NOTAM FILE GRB L–28H

RWY 04–22: H2814X57 (ASPH) 0.5% Up SW IAP

RWY 04: Bldg. Rgt tfc. **RWY 22:** Thld dsplcd 260′. Trees.

RWY 09–27: H2203X56 (ASPH) LIRL(NSTD) 0.8% up W

RWY 09: Trees. **RWY 27:** Thld dsplcd 230′. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Deer and turkeys on and invof arpt. Rwy 04–22 sfc cracks with 1′ vegetation growing on rwy. Rwy 09 avoid overflight of farm ¾ mile E. Rwy ends obstructed visually from others by weeds and trees approximate 10′ tall. Rwy 09–27 NSTD LIRL; rwy lgts +2 to 3′ above rwy and NSTD spacing. Rwy 09–27 lgtd 1973′.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MADISON APP/DEP CON** 120.1 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MSN.

MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ 106° 7.2 NM to fld. 860/3E.

DANE CO RGNL–TRUAX FLD (MSN) 5 NE UTC−6(−5DT) N43°08.39′ W89°20.25′ CHICAGO

887 B S4 **FUEL** 100LL, JET A Class I, ARFF Index C NOTAM FILE MSN H–5D, L–28H

RWY 18–36: H9006X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL CL IAP, AD

RWY 18: MALSR. PAPI (P4L)—GA 3.0° TCH 57′. Thld dsplcd 400′. Hill.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 989′.

RWY 03–21: H7200X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL 0.4% up NE

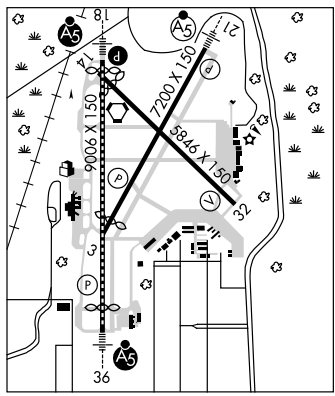
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Thld dsplcd 430′. Trees.

RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 41′. Road.

RWY 14–32: H5846X150 (CONC–GRVD) S–75, D–190, 2S–175, 2D–350 HIRL

RWY 14: REIL.Thld dsplcd 475′.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 56′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 03	14–32	3400
RWY 18	03–21	4850
RWY 21	18–36	6450
RWY 32	18–36	5300
RWY 36	14–32	7050

ARRESTING GEAR/SYSTEM

RWY 18 BAK–14 BAK–12(B) (1500′) BAK–14 BAK–12(B) (750′) **RWY 36**

BAK–14 BAK–12(B) (1620′) **RWY 21**

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. PAEW SW corner of W ramp. Air carrier and turbo jet training flights prohibited. General aviation svcs only on E ramp. General aviation access to and parking on W air carrier ramp is prohibited. Noise abatement procedures in effect ctc Arpt ops. Avoid overlfight of Yahara River invof arpt blo 2000′ AGL. Rwy 18 and Rwy 14 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Twy F, and G restricted to military. Rwy 18–36 touchdown and rollout runway visual range avbl. General aviation svc only avbl on E ramp. When twr clsd HIRL Rwy 18–36 preset on low ints, to incr ints and ACTIVATE MALSR Rwy 18 and Rwy 36, HIRL Rwy 03–21 and Rwy 14–32. REIL Rwy 03, Rwy 14, and Rwy 32 and PAPI Rwy 18—CTAF.

WEATHER DATA SOURCES: ASOS (608) 249–0615. LLWAS

COMMUNICATIONS: CTAF 119.3 **ATIS** 124.65 **UNICOM** 122.95

MADISON RCO 122.6 (GREEN BAY RADIO)

Ⓡ **MADISON APP CON** 120.1 (EAST) 135.45 (WEST) (1200–0500Z‡) Ⓡ**MADISON DEP CON** 126.85 (1200–0500Z‡)

Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)

MADISON TOWER 119.3 (1200–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.62

AIRSPACE: CLASS C svc 1200–0500Z‡ ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MSN

MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ at fld. 860/3E.

MONAH NDB (MHW/LOM) 400 MS N43°03.76′ W89°20.75′ 005° 4.6 NM to fld. NDB unmonitored when twr clsd.

ILS 109.9 I–MSN Rwy 36. Class IT. LOM MONAH NDB. Unmonitored when twr clsd.

ILS 110.1 I–DSZ Rwy 18. Class IB. Unmonitored when twr clsd.

ILS/DME 111.55 I–DQJ Chan 52Y Rwy 21.

ASR (1200–0500Z‡)

HI-TACAN RWY 18

VORTAC MSN	APCH CRS	Rwy ldg	9006
108.6	173°	TDZE	860
Chan 23		Arpt Elev	887

JAL-245 [USAF]

MADISON/ DANE COUNTY REGIONAL-TRUAX FIELD (KMSN)

MALSR

MISSED APPROACH: Climbing left turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS	MADISON APP CON	MADISON TOWER ★	GND CON	ASR
124.65 278.3	120.1 350.3	119.3 (L) (CTAF) 257.8	121.9 348.6	

RADAR REQUIRED

R-353
MSN 40
173°
353°
(IAF) NEETA
MSN 10,000
30
RILRY MSN 15
1535
MSN 15 Arc
1347
APMEF MSN 5.5
(IAF) DRAHN MSN 15
MADISON 108.6 MSN Chan 23
1361
090° (15)
090°
R-090
270°
1405
1103
2249
1550
1405
20 NM

MSA MSN 2.5 NM
180°
3600
3100
360°

EMERG SAFE ALT 100 NM 3600

RILRY 15
APMEF 5.5
4000
173°
2600
3.00°
TCH 57
1.5
.2
VORTAC
5.3 NM
4000 MSN R-090
DRAHN 15

ELEV 887
TDZE 860
173° to VORTAC
81
951±
964
924±
916
5896 x 150
7200 x 150
0.4% UP
9006 x 150
Rwy 3 ldg 6770′
Rwy 18 ldg 8605′
Rwy 36 ldg 8016′
HIRL all Rwy (L)
REIL Rwy 3, 14 and 32 (L)

CATEGORY	C	D	E
S-18	1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1¼)
CIRCLING	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)
S-ASR 18	1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN	APCH CRS	Rwy ldg	9006
108.6	001°	TDZE	862
Chan 23		Arpt Elev	887

JAL-245 [USAF]

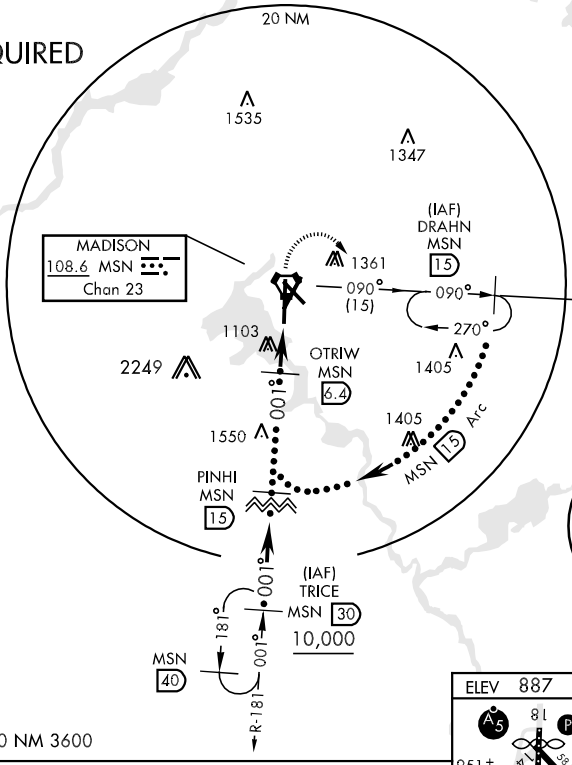
MADISON/ DANE COUNTY REGIONAL-TRUAX FIELD (KMSN)

MALSR

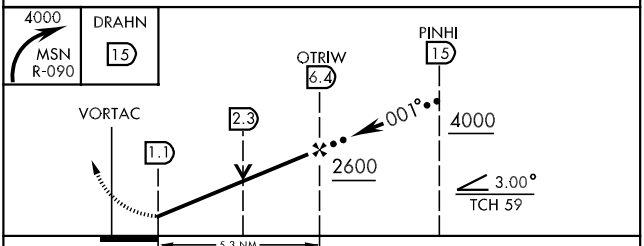
MISSED APPROACH: Climbing right turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

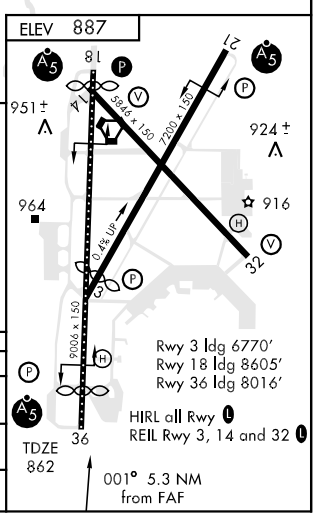
ATIS	MADISON APP CON	MADISON TOWER ★	GND CON	ASR
124.65 278.3	120.1 350.3	119.3 (L) (CTAF) 257.8	121.9 348.6	

RADAR REQUIRED



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-36	1320/40 458 (500-¾)	1320/50 458 (500-1)	
CIRCLING	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)
S-ASR 36	1360/40 498 (500-¾)	1360/50 498 (500-1)	1360/60 498 (500-1¼)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DSZ	APP CRS	Rwy Idg	8606
110.1	182°	TDZE	860
		Apt Elev	887

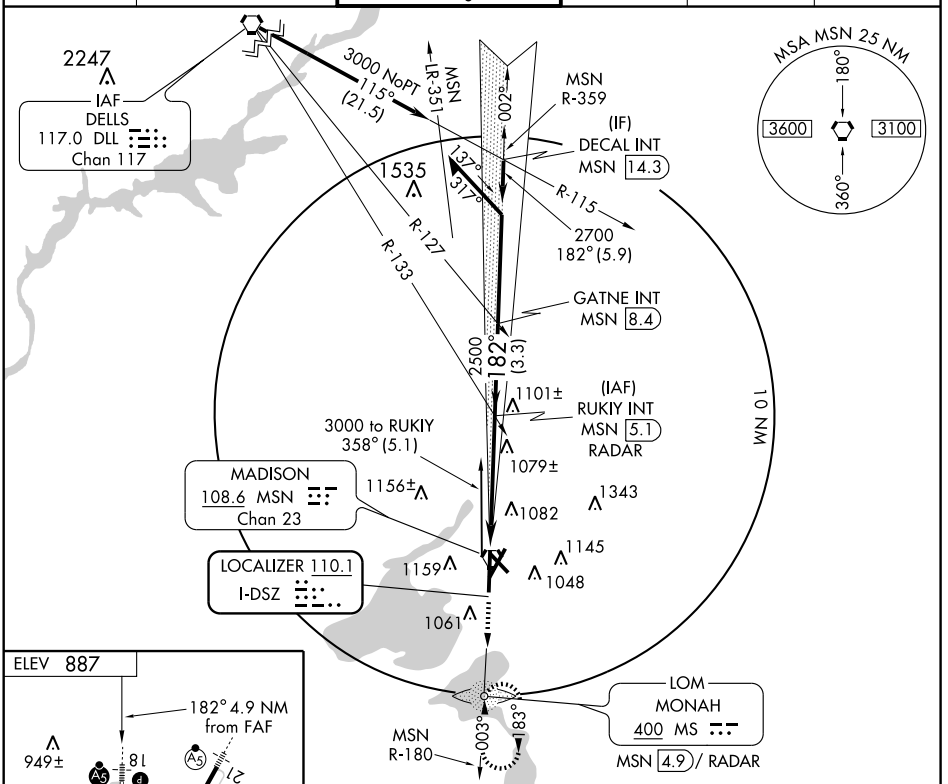
ILS or LOC/DME RWY 18

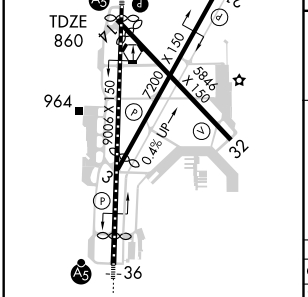
MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

ASR — When ALS inoperative, increase Cat. E S-ILS visibility ¼ mile and S-LOC ½ mile. ADF or RADAR REQUIRED. MSN DME required for procedure turn. * Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

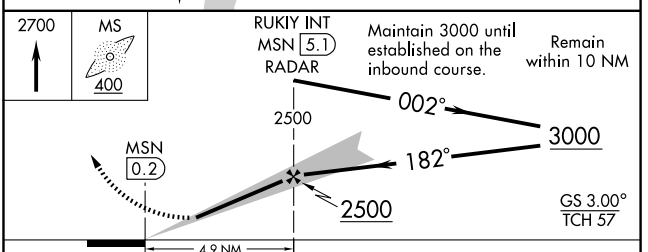
MALSR — MISSED APPROACH: Climb to 2700 direct MONAH LOM/MSN 4.9 DME/RADAR and hold.

ATIS	MADISON APP CON *	MADISON TOWER *	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





HIRL all Rwys L
REIL Rwys 3, 14 and 32 L



CATEGORY	A	B	C	D	E
S-ILS 18	*1060/24 200 (200-½)				
S-LOC 18	1340/24 480 (500-½)		1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1¼)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-MSN	APP CRS	Rwy Idg	8017
109.9	002°	TDZE	862
		Apt Elev	887

ILS or LOC/DME RWY 36

MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

ASR — When ALS inoperative, increase Cat E S-ILS ¼ mile and S-LOC ½ mile. * Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2700 via MSN VORTAC R-359 to DECAL Int/MSN 14.3 DME and hold.

ATIS	MADISON APP CON *	MADISON TOWER *	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95

MISSED APCH FIX
117.0 Chan 117 DLL R-115
359° 179°
DECAL INT MSN 14.3
MSN R-359
108.6 Chan 23

DME or RADAR REQUIRED

LOCALIZER 109.9 I-MSN

MADISON 108.6 MSN Chan 23

2700 to OZMIX 180° (6)

(IAF) OZMIX MSN 6 RADAR

MS LOM

CUKRA MSN 10

2700 002° (5.1)

(IF) PACOV MSN 15

MSN R-179

IAF JANESVILLE 114.3 JVL Chan 90

3100 NoPT 328° (23)

R-359 1156± 1343 1082 1145 1159 1048 1061 1029± 2365 2549 2500 002° (4) 1550 182° 137° 317° 10 NM

MSA MSN 25 NM
180° 3600 3100 360°

ELEV 887

949± 964 18 21 7200 X 150 5846 X 150 9006 X 150 0.4% UP 32 3 36

TDZE 862

002° 4.9 NM from FAF

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

Remain within 10 NM
OZMIX MSN 6/RADAR
182° 2700 002° 2500
2500
MSN 1.1
GS 3.00° TCH 59
4.9 NM

2700
MSN R-359 108.6
DECAL INT MSN 14.3

CATEGORY	A	B	C	D	E
S-ILS 36	* 1062/24 200 (200-½)				
S-LOC 36	1280/24 418 (400-½)		1280/40 418 (400-¾)		1280/50 418 (400-1)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 21

MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

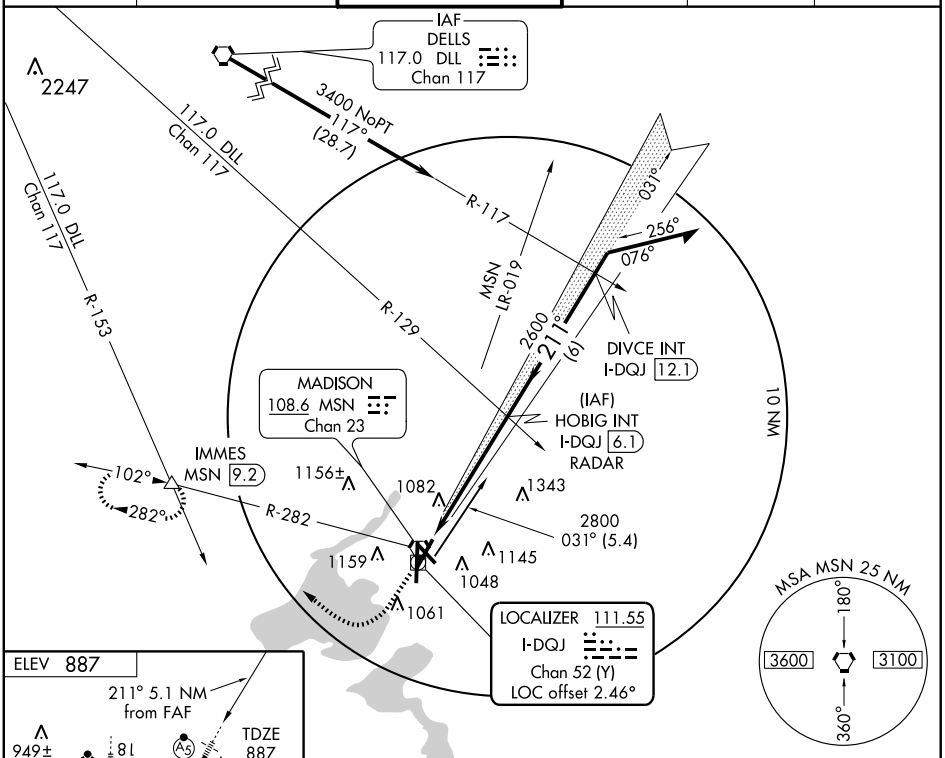
LOC/DME I-DQJ	APP CRS	Rwy Idg	7200
111.55	211°	TDZE	887
Chan 52 (Y)		Apt Elev	887

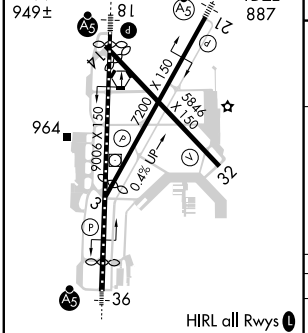
ASR

MALSR

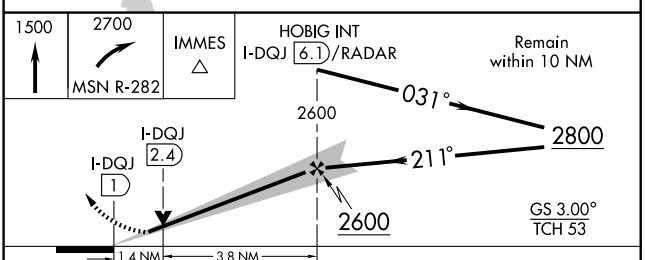
MISSED APPROACH: Climb to 1500, then climbing right turn to 2700 via MSN R-282 to IMMES Int/MSN 9.2 DME and hold

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 21	1137-½ 250 (300-½)			
S-LOC 21	1380-½ 493 (500-½)		1380-¾ 493 (500-¾)	1380-1 493 (500-1)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

APP CRS	Rwy Idg	5371
136°	TDZE	861
	Apt Elev	887

RNAV (GPS) RWY 14

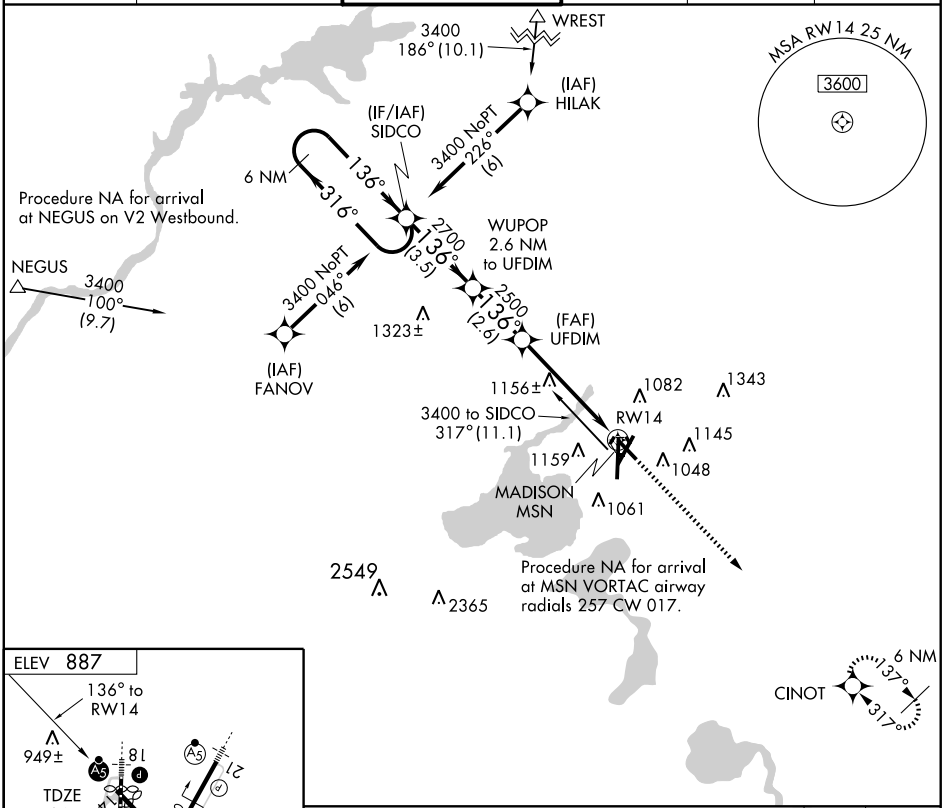
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

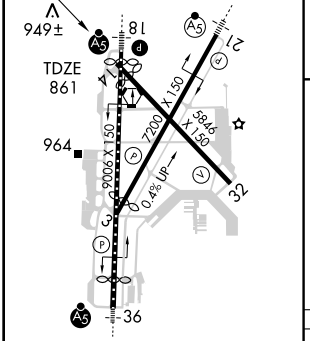
NA
ASR

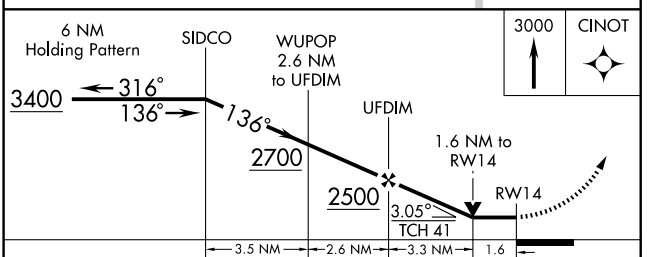
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CINOT WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
LNAV MDA	1420-1 559 (600-1)		1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8606
182°	TDZE	860
	Apt Elev	887

RNAV (GPS) RWY 18

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

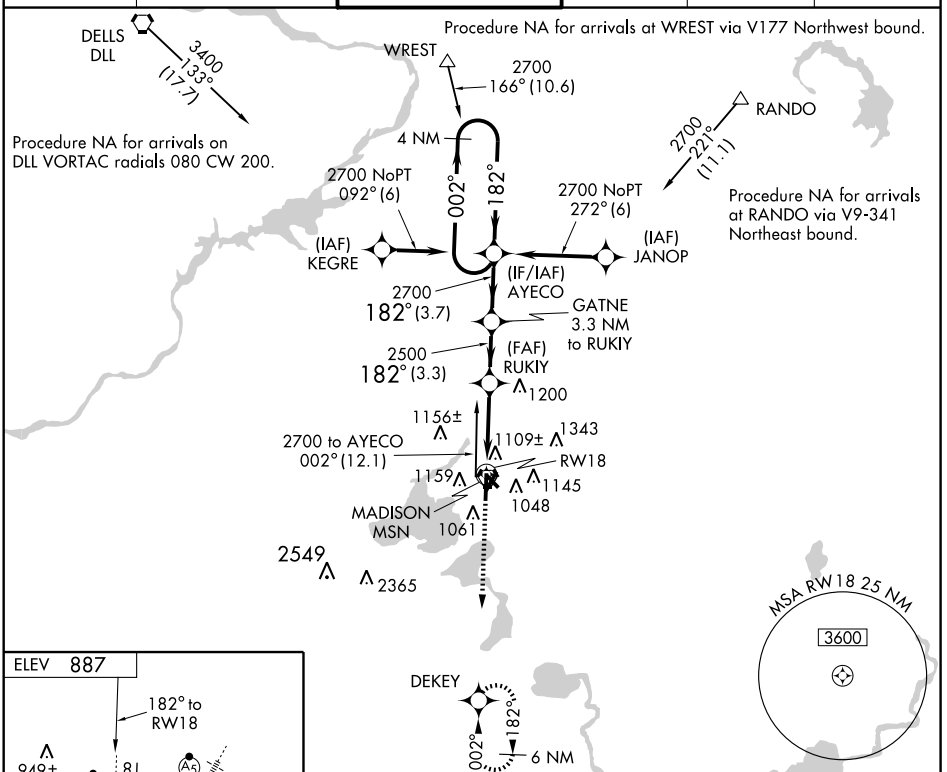
W T ASR NA

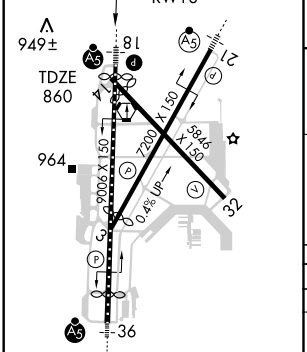
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).

MALSR

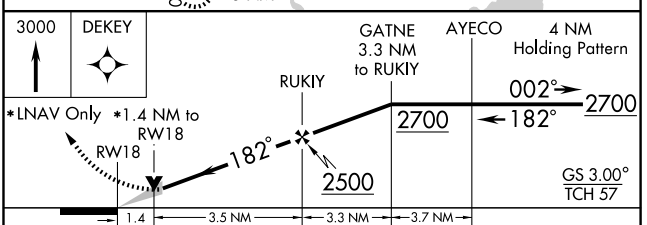
MISSED APPROACH: Climb to 3000 direct to DEKEY WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





HIRL all Rwys L
REIL Rwys 3, 14 and 32 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1420-1½ 560 (600-1½)			
LNAV MDA	1360/24 500 (500-½)		1360/40 500 (500-¾)	1360/50 500 (500-1)
CIRCLING	1420-2 533 (600-2)	1460-2 573 (600-2)		

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

APP CRS	Rwy ldg	7200
209°	TDZE	887
	Apt Elev	887

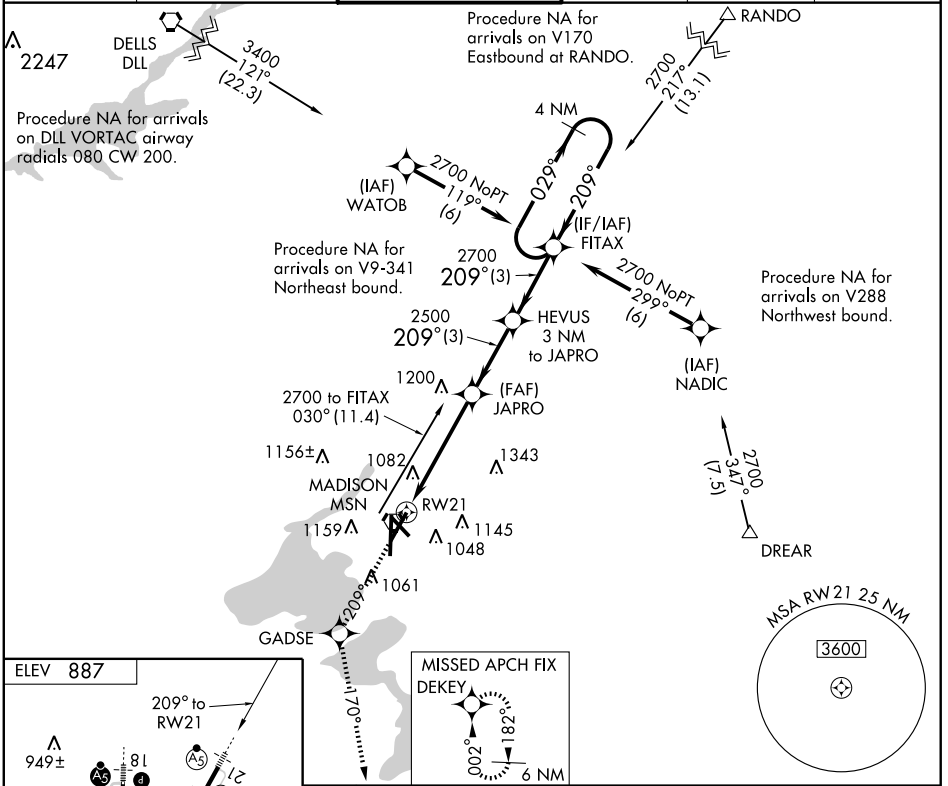
W T ASR NA

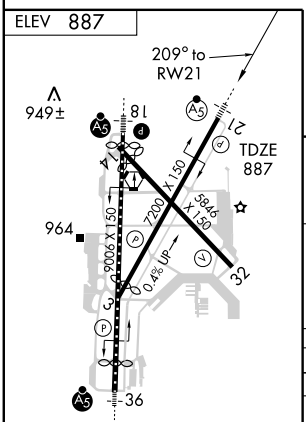
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (4° F).

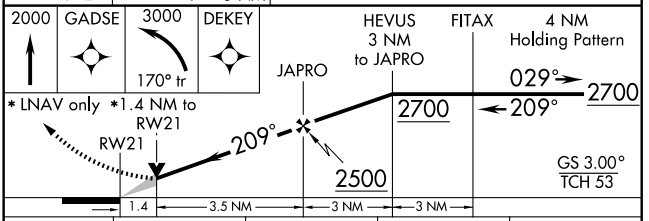
MALSR

MISSED APPROACH: Climb to 2000 direct GADSE WP then climbing left turn to 3000 and via 170° track to DEKEY WP and hold.

ATIS	MADISON APP CON★	MADISON TOWER★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1380-1¼ 493 (500-1¼)			
LNAV MDA	1380-½ 493 (500-½)		1380-¾ 493 (500-¾)	1380-1 493 (500-1)
CIRCLING	1420-1¾ 533 (600-1¾)	1460-1¾ 573 (600-1¾)		1460-2 573 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5846
316°	TDZE	861
	Apt Elev	887

RNAV (GPS) RWY 32

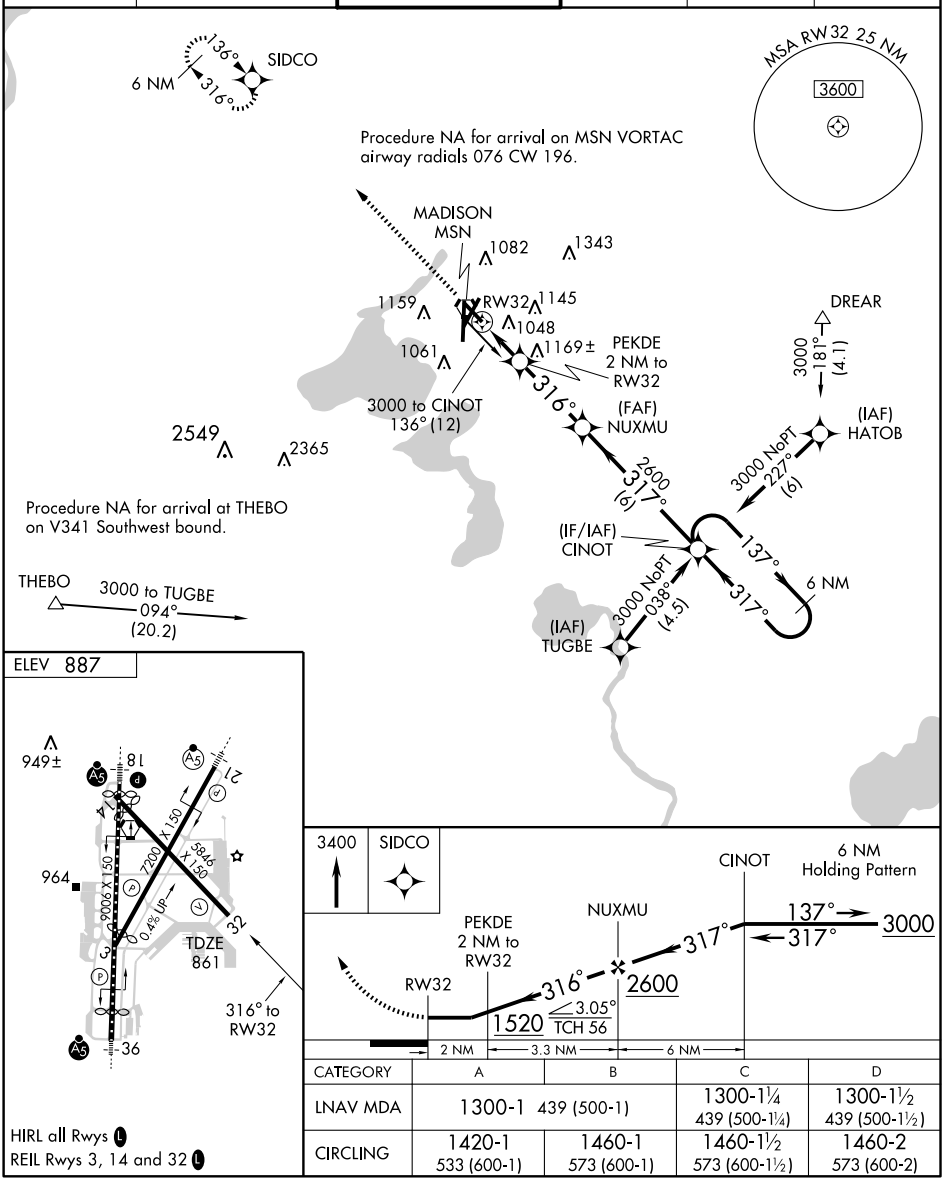
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

NA
ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct SIDCO WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95



CATEGORY	A	B	C	D
LNAV MDA	1300-1 439 (500-1)		1300-1¼ 439 (500-1¼)	1300-1½ 439 (500-1½)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

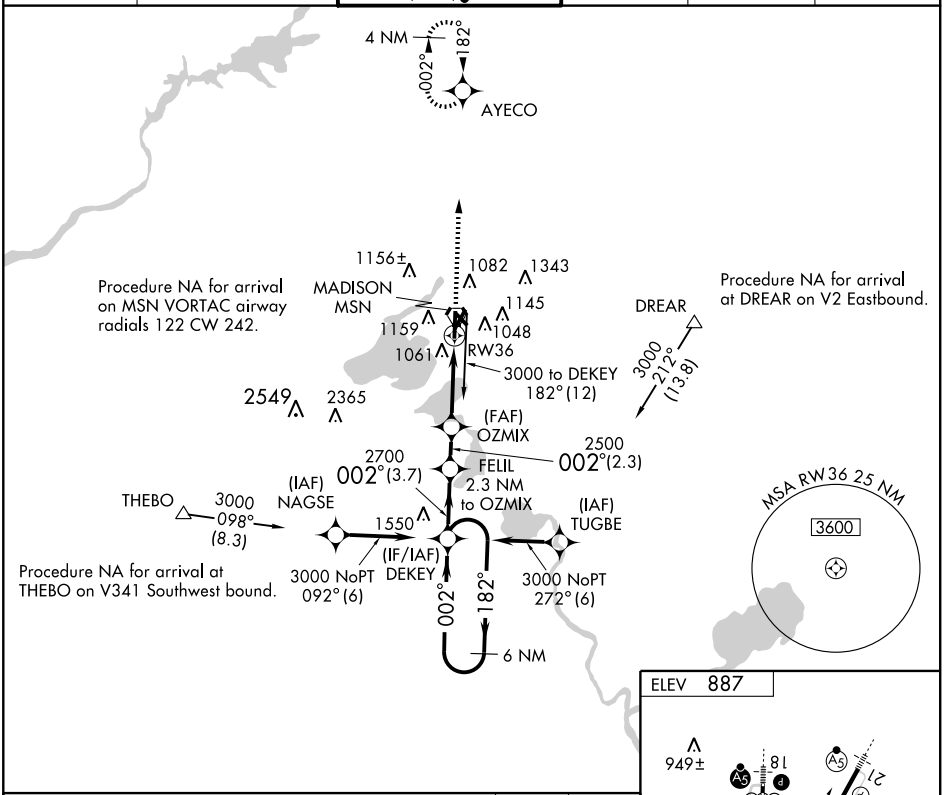
APP CRS	Rwy Idg	8017
002°	TDZE	862
	Apt Elev	887

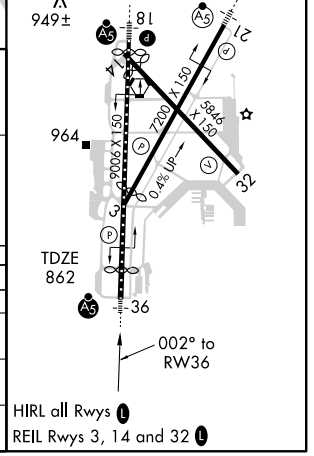
W T ASR NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F).

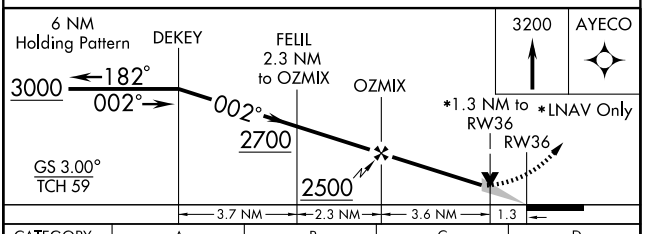
MALSR

MISSED APPROACH: Climb to 3200 direct AYECO WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1360/60 498 (500-1¼)			
LNAV MDA	1320/24 458 (500-½)		1320/40 458 (500-¾)	1320/50 458 (500-1)
CIRCLING	1420-1¾ 533 (600-1¾)	1460-1¾ 573 (600-1¾)		1460-2 573 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN 108.6 Chan 23	APP CRS 139°	Rwy Idg 5371 TDZE 861 Apt Elev 887

VOR/DME or TACAN RWY 14

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

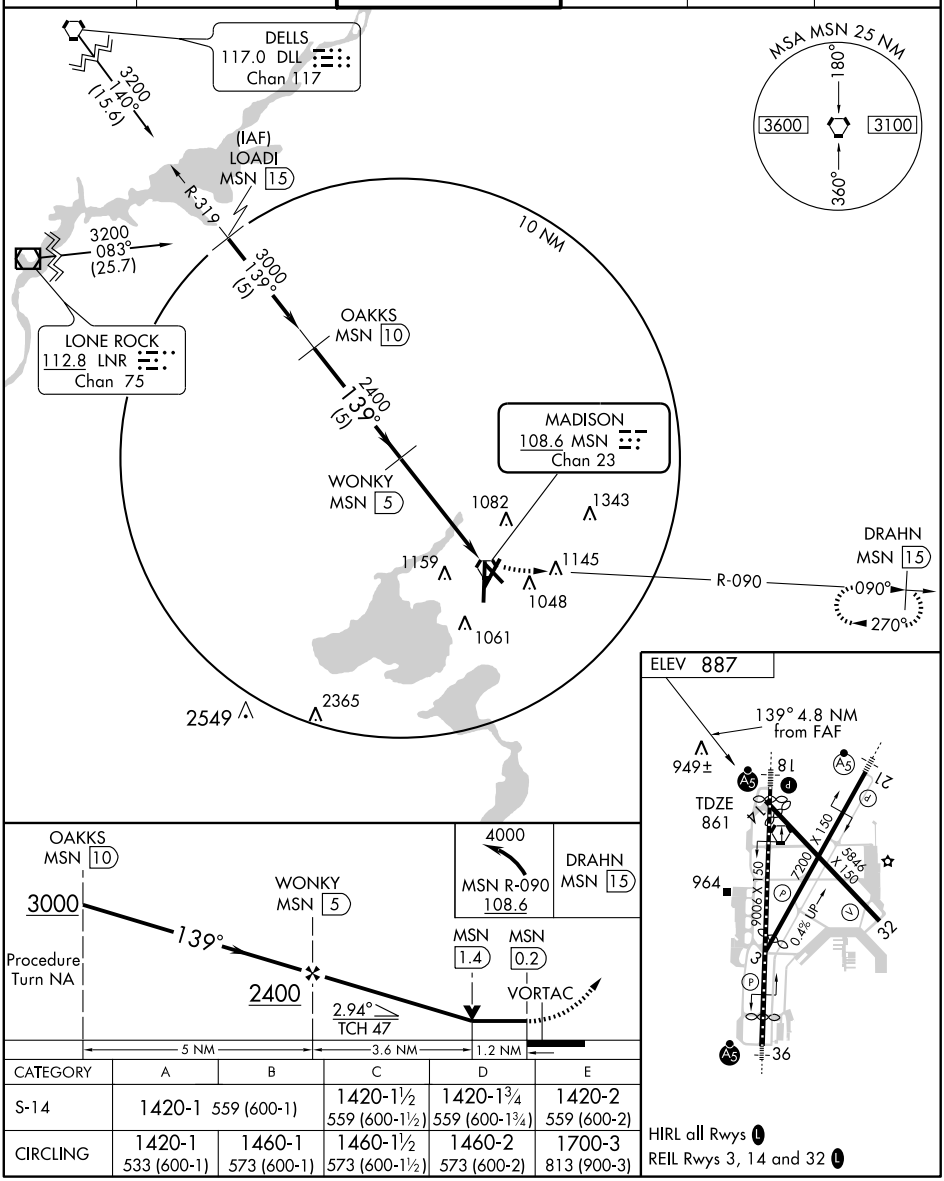
ASR

MISSED APPROACH: Climbing left turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D	E
S-14	1420-1 559 (600-1)		1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)	1420-2 559 (600-2)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)

HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

VORTAC MSN 108.6 Chan 23 | APP CRS 171° | Rwy Idg 8606 TDZE 860 Apt Elev 887

VOR/DME or TACAN RWY 18

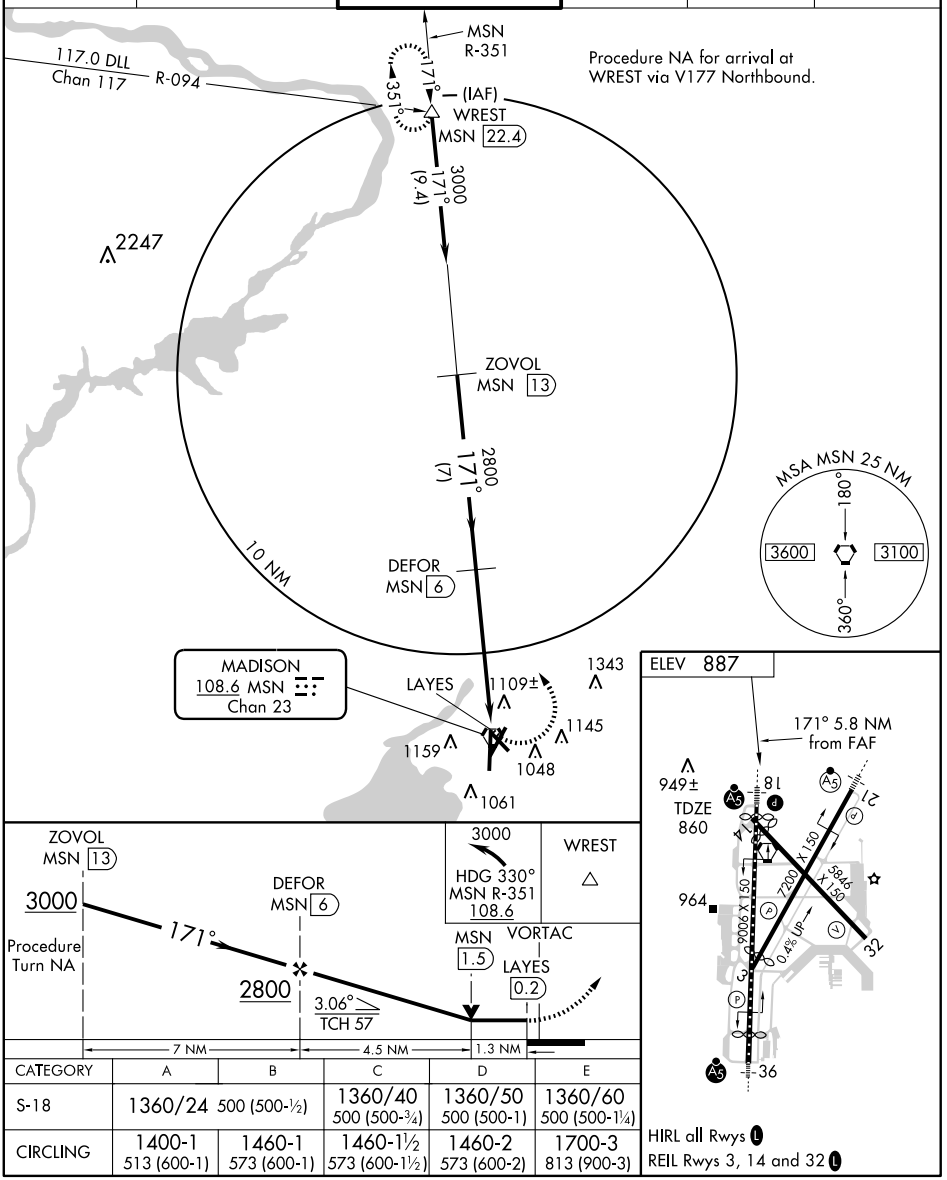
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

ASR — For inoperative MALSR, increase S-18 Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via heading 330° and R-351 to WREST Int and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95



CATEGORY	A	B	C	D	E
S-18	1360/24 500 (500-½)		1360/40 500 (500-¾)	1360/50 500 (500-1)	1360/60 500 (500-1¼)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)

HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 32

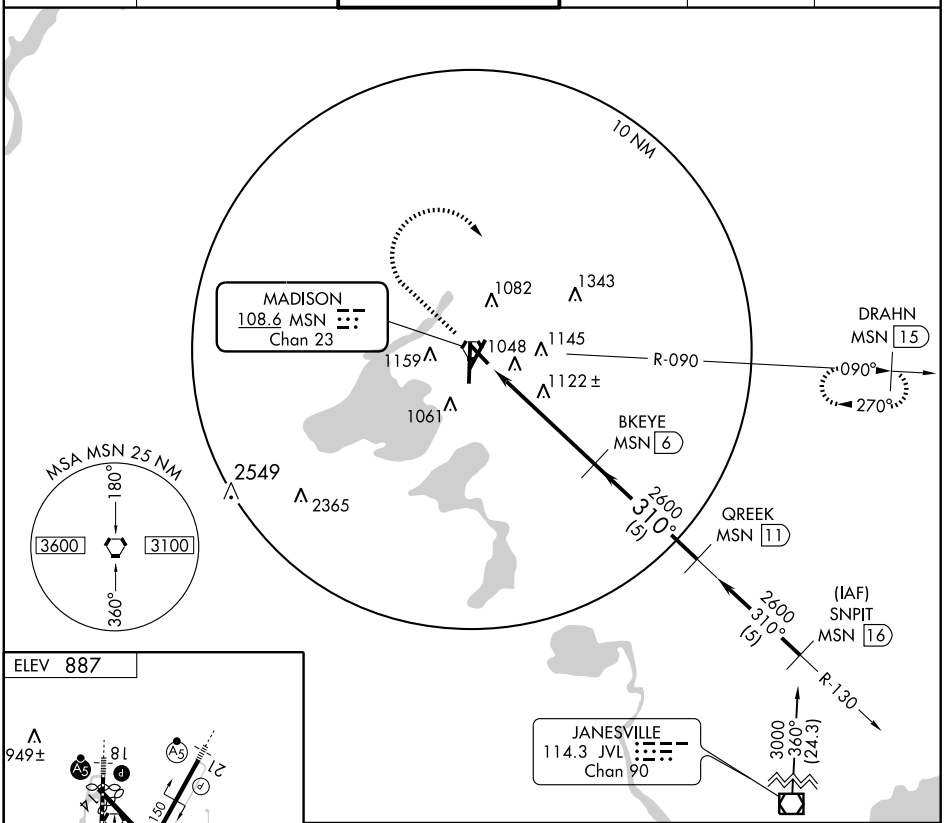
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

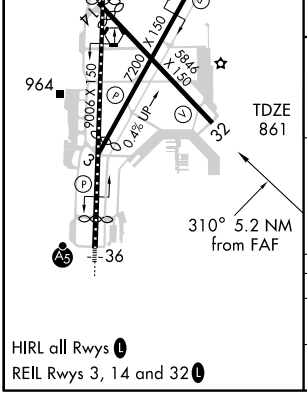
VORTAC MSN 108.6 Chan 23	APP CRS 310°	Rwy Idg 5846 TDZE 861 Apt Elev 887

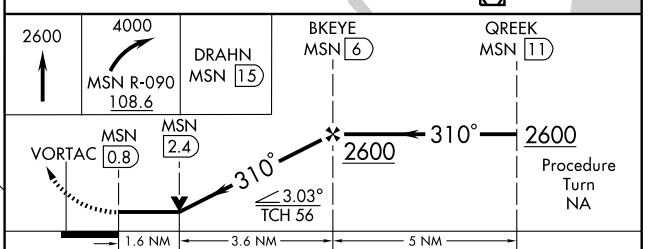
ASR

MISSED APPROACH: Climb to 2600 then climbing right turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D	E
S-32	1420-1 559 (600-1)		1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)	1420-2 559 (600-2)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN	APP CRS	Rwy Idg	5371
108.6	139°	TDZE	861
Chan 23		Apt Elev	887

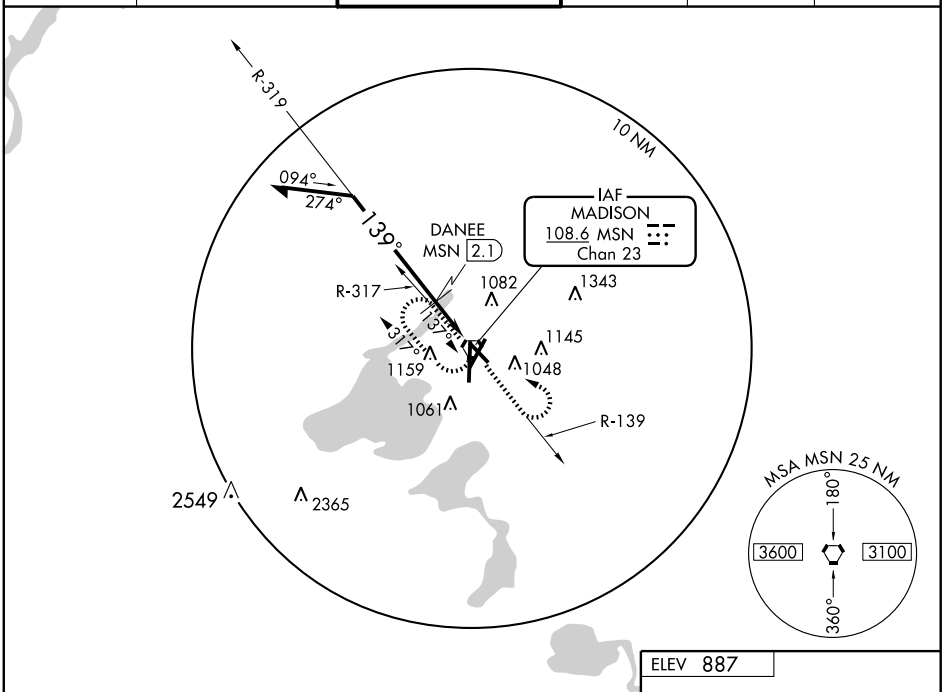
VOR RWY 14

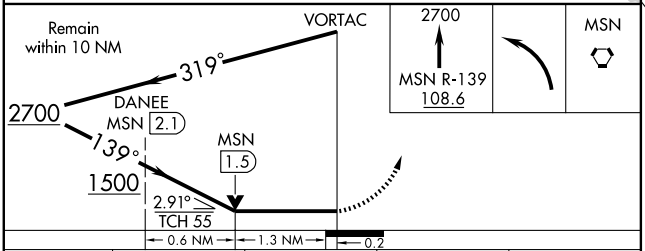
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

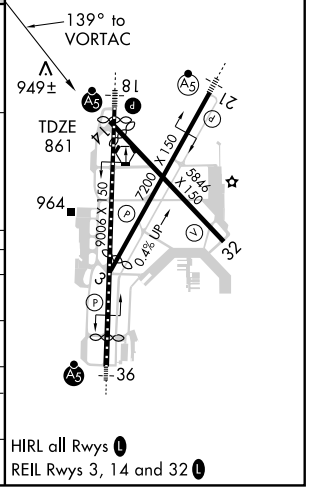
ASR

MISSED APPROACH: Climb to 2700 via MSN R-139 then left turn direct MSN VORTAC and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) Ⓛ 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
S-14	1500-1 639 (700-1)		1500-1¾ 639 (700-1¾)	1500-2 639 (700-2)
CIRCLING	1500-1 613 (700-1)		1500-1¾ 613 (700-1¾)	1500-2 613 (700-2)
DANEE FIX MINIMUMS				
S-14	1300-1 439 (500-1)		1300-1¼ 439 (500-1¼)	1300-1½ 439 (500-1½)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

HIRL all Rwys Ⓛ
REIL Rwys 3, 14 and 32 Ⓛ

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN	APP CRS	Rwy Idg	8606
108.6	173°	TDZE	860
Chan 23		Apt Elev	887

VOR RWY 18

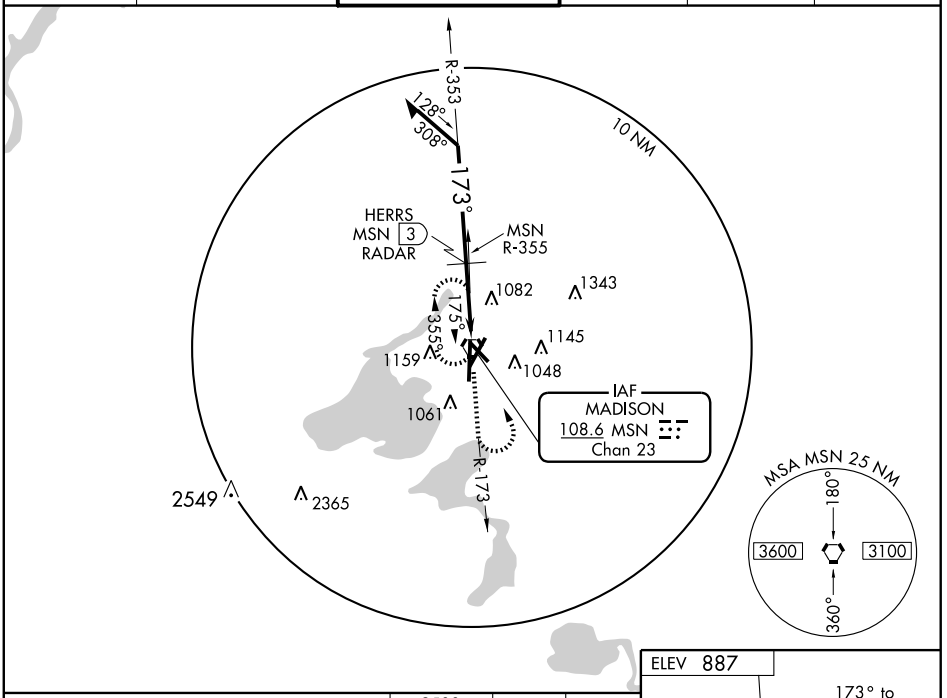
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

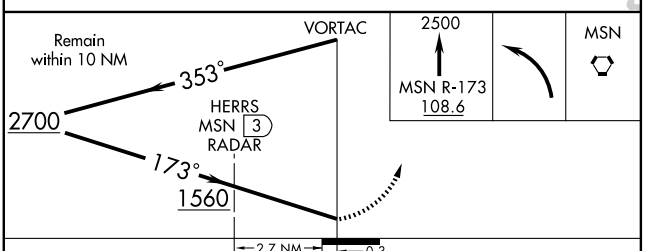
ASR

MALSR

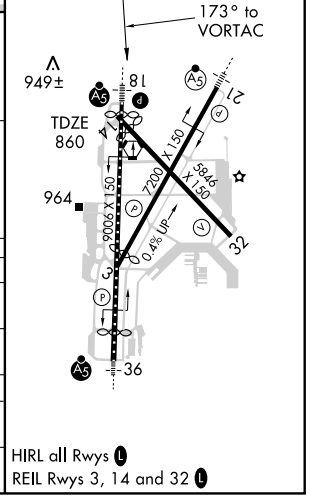
MISSED APPROACH: Climb to 2500 via MSN R-173 then left turn direct MSN VORTAC and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





CATEGORY	A	B	C	D
S-18	1560/24 700 (700-½)		1560-1½ 700 (700-1½)	1560-1¾ 700 (700-1¾)
CIRCLING	1560-1 673 (700-1)		1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)
HERRS DME/RADAR FIX MINIMUMS				
S-18	1340/24 480 (500-½)		1340/40 480 (500-¾)	1340/50 480 (500-1)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)



HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN	APP CRS	Rwy Idg	7200
108.6	220°	TDZE	887
Chan 23		Apt Elev	887

VOR RWY 21

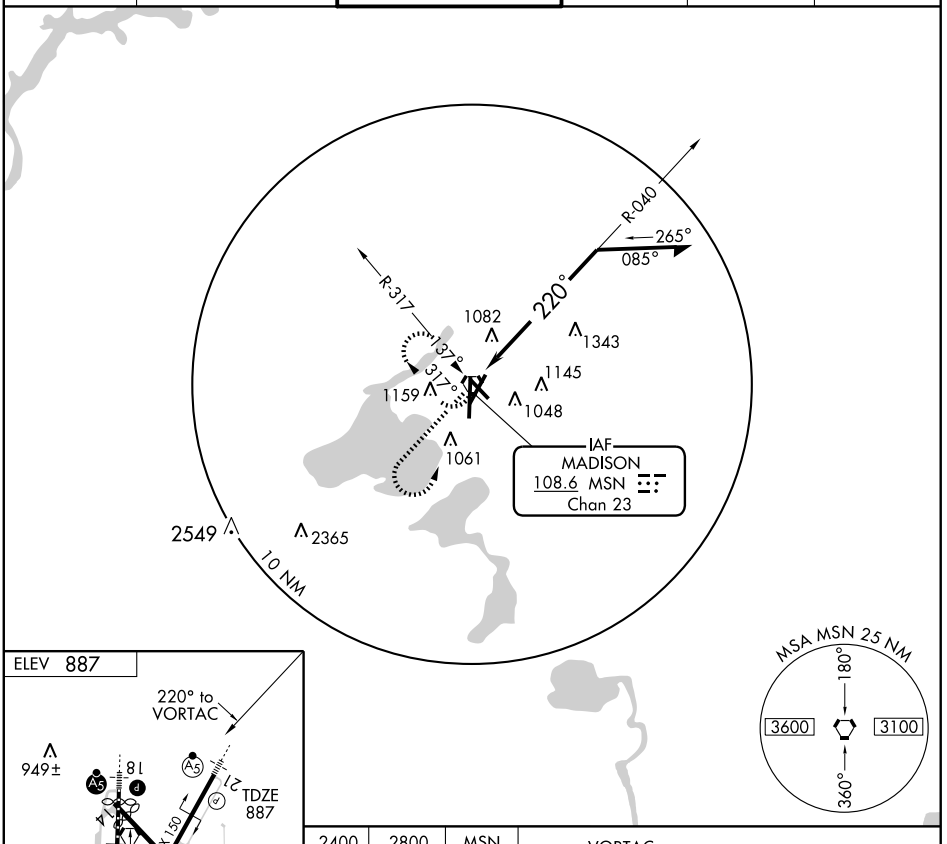
MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

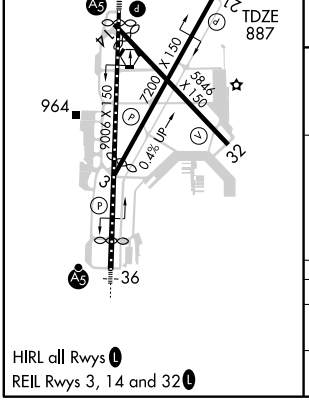
ASR

MALSR

MISSED APPROACH: Climb to 2400 then climbing left turn to 2800 direct MSN VORTAC and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95

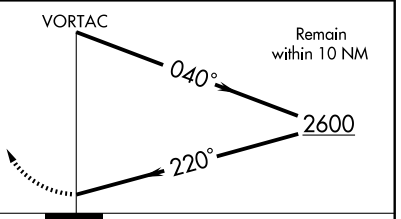




HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

2400	2800	MSN
		108.6



CATEGORY	A	B	C	D
S-21	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)
CIRCLING	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN	APP CRS	Rwy Idg	5846
108.6	311°	TDZE	861
Chan 23		Apt Elev	887

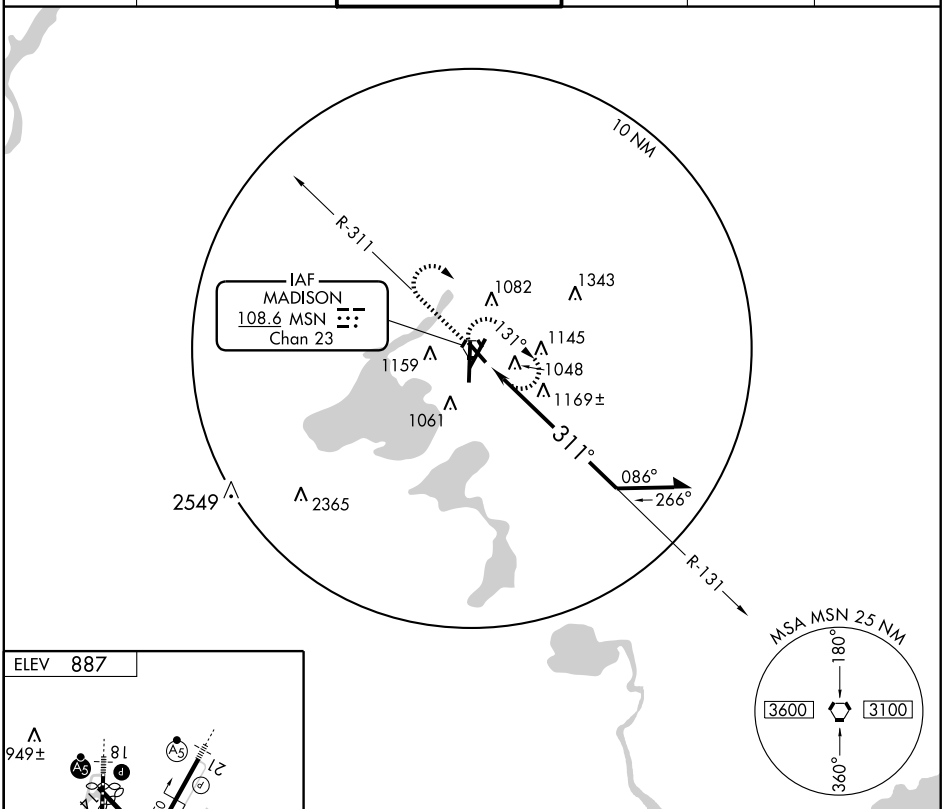
VOR RWY 32

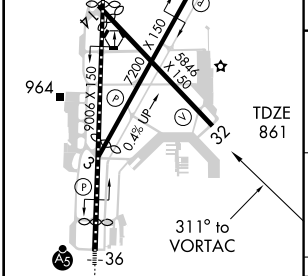
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

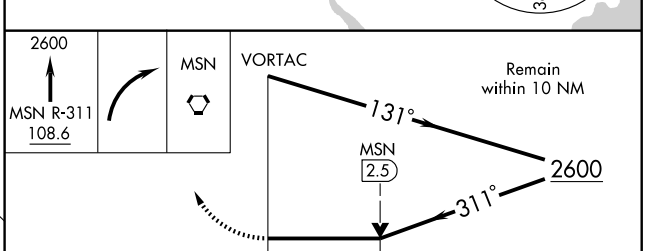
ASR

MISSED APPROACH: Climb to 2600 via MSN R-311 then right turn direct MSN VORTAC and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
S-32	1480-1	619 (600-1)	1480-1¾ 619 (600-1¾)	1480-2 619 (600-2)
CIRCLING	1480-1	593 (600-1)	1480-1¾ 593 (600-1¾)	1480-2 593 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN	APP CRS	Rwy Idg	8017
108.6	001°	TDZE	862
Chan 23		Apt Elev	887

VOR RWY 36

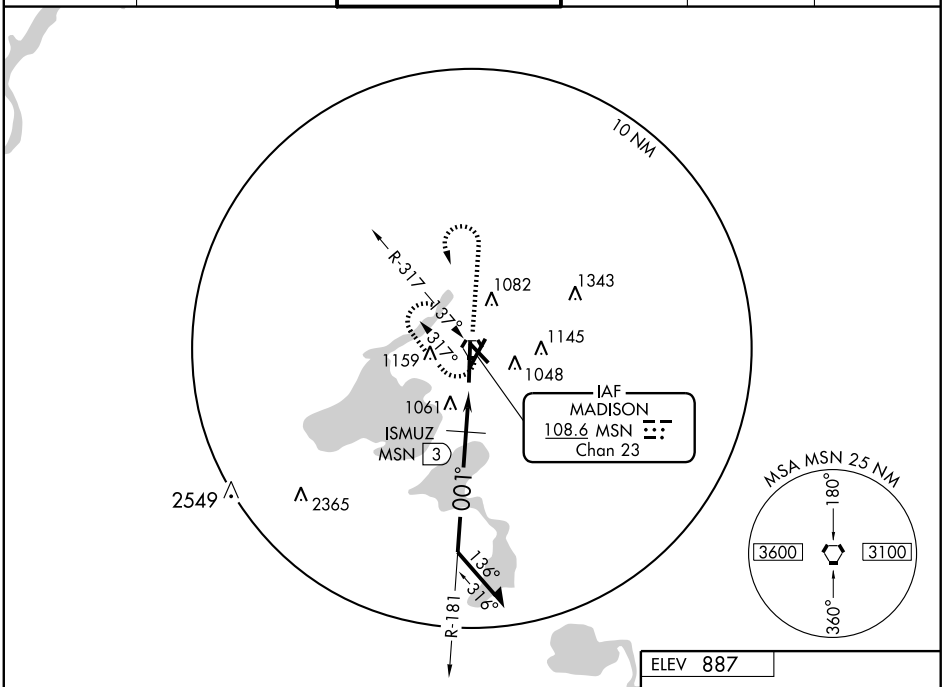
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

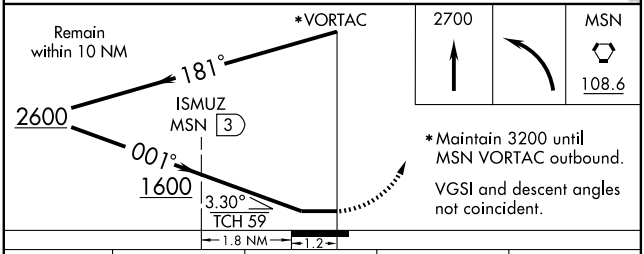
NA
ASR

MALSR

MISSED APPROACH: Climb to 2700 then left turn direct MSN VORTAC and hold.

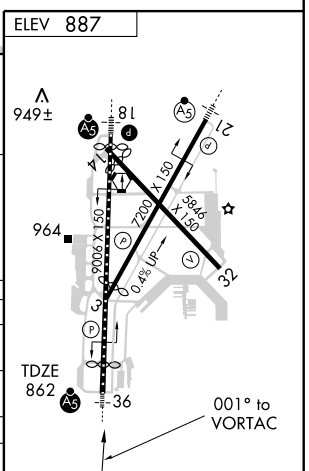
ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





*Maintain 3200 until MSN VORTAC outbound.

VGSI and descent angles not coincident.



HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

CATEGORY	A	B	C	D
S-36	1600/50 738 (800-1)		1600-1½ 738 (800-1½)	1600-1¾ 738 (800-1¾)
CIRCLING	1600-1 713 (800-1)		1600-2 713 (800-2)	1600-2¼ 713 (800-2¼)
ISMUZ FIX MINIMUMS				
S-36	1320/50 458 (500-1)		1320/60 458 (500-1¼)	1320-1½ 458 (500-1½)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MAGGS N44°56.69′ W91°22.42′ NOTAM FILE EAU. GREEN BAY

NDB (LOM) 239 EA 224° 6.7 NM to Eau Claire–Chippewa Valley Rgnl. Unmonitored.

MANITOWISH WATERS (D25) 1 S UTC−6(−5DT) N46°07.32′ W89°52.94′ GREEN BAY

1610 B **FUEL** 100LL NOTAM FILE GRB L–14J

RWY 14–32: H3500X60 (ASPH) S–12.5 MIRL IAP

RWY 14: Trees. **RWY 32:** PAPI(P2L)—GA 3.5° TCH 41′. Trees.

RWY 04–22: 3299X120 (TURF)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended Jun–Sep 1430–2300Z‡, Nov–Apr 1430–1530Z‡, Oct and May 1430–1800Z‡. 100LL avbl 24 hrs with credit card. Airframe repairs on call 715–686–7523. Rwy 04–22 CLOSED winters. Be alert: Rwy 14–32 may be unusable due to snow covered until 30 Apr. Birds and migratory waterfowl on and invof arpt. Deer and coyotes on and invof arpt. MIRL Rwy 14–32 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 32—CTAF. Rwy 04–22 marked with yellow cones.

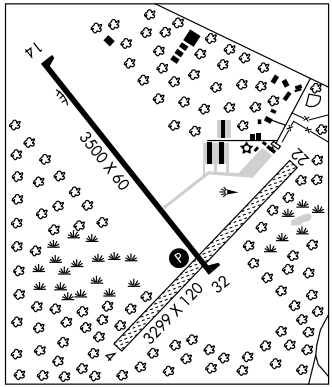
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 133.65

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.

RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 327° 34.3 NM to fld. 1590/2E. **HIWAS.**



MANITOWOC CO (MTW) 2 NW UTC−6(−5DT) N44°07.73′ W87°40.84′ GREEN BAY

651 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MTW H–2K, L–28H

RWY 17–35: H5001X100 (ASPH) S–60 HIRL IAP

RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 42′.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 45′. Tree.

RWY 07–25: H3341X100 (ASPH) S–12 MIRL 0.4% up W

RWY 07: Tree.

AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–1900Z‡. For svc after hrs call 920–682–0043 during attended hrs or 920–242–7527 after attended hrs. Geese and numerous birds on and invof arpt. Rwy 35 REIL OTS indef. ACTIVATE MIRL Rwy 07–25, HIRL Rwy 17–35, REIL Rwy 35 and MALSR Rwy 17—CTAF.

WEATHER DATA SOURCES: AWOS–3 111.0 MTW (920) 682–1164.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 111.0T (GREEN BAY RADIO)

Ⓡ **GREEN BAY APP/DEP CON** 120.2 (1130–0530Z‡)

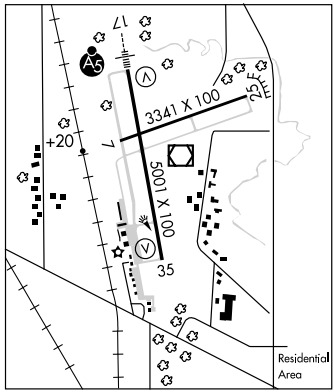
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MTW.

(T) VOR/DME 111.0 MTW Chan 47 N44°07.71′ W87°40.79′ at fld. 650/2W. **AWOS–3.**

MAWOC NDB (LOM) 362 MT N44°11.98′ W87°42.14′ 162° 4.4 NM to fld.

ILS 111.3 I–MTW Rwy 17. Class IC. LOM MAWOC NDB. ILS unmonitored.



APP CRS	Rwy Idg	3500
142°	TDZE	1610
	Apt Elev	1610

RNAV (GPS) RWY 14

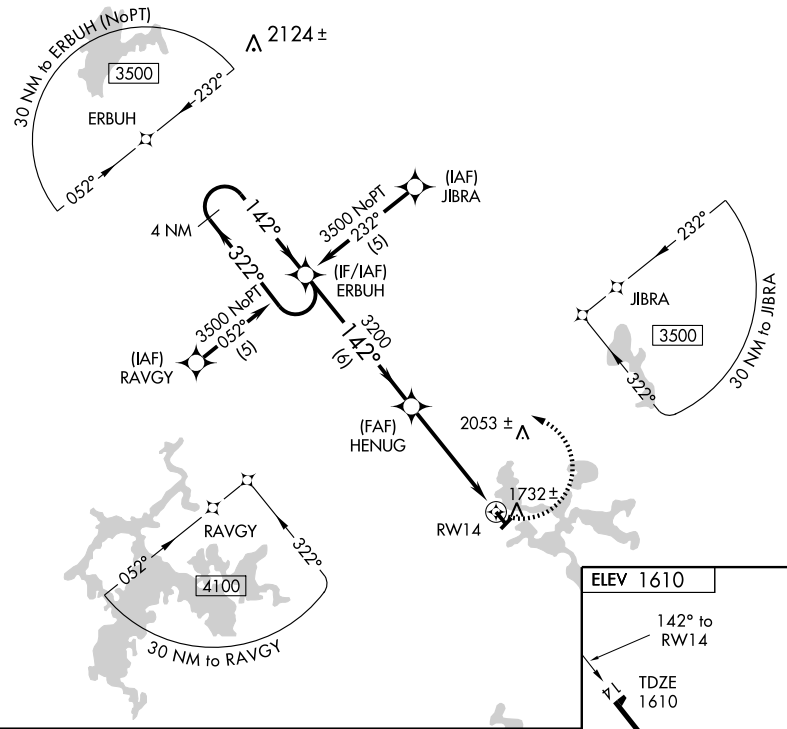
MANITOWISH WATERS (D25)

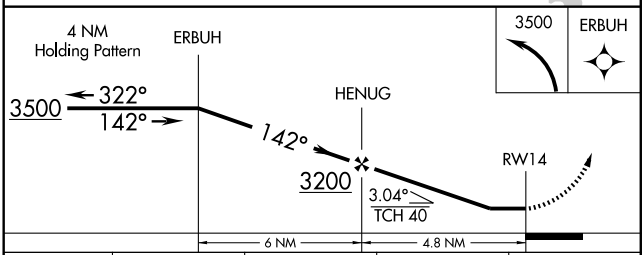
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA. Circling NA to Rwys 4 and 22.
Use Minocqua-Woodruff altimeter setting. When not received, use Rhinelander altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile.

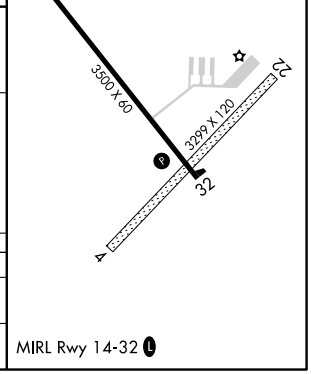
NA

MISSED APPROACH: Climbing left turn to 3500 direct ERBUH and hold.

MINOCQUA-WOODRUFF AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
121.125	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2160-1 550 (600-1)		2160-1½ 550 (600-1½)	NA
CIRCLING	2160-1 550 (600-1)		2160-1½ 550 (600-1½)	NA

MIRL Rwy 14-32 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

MANITOWISH WATERS (D25)

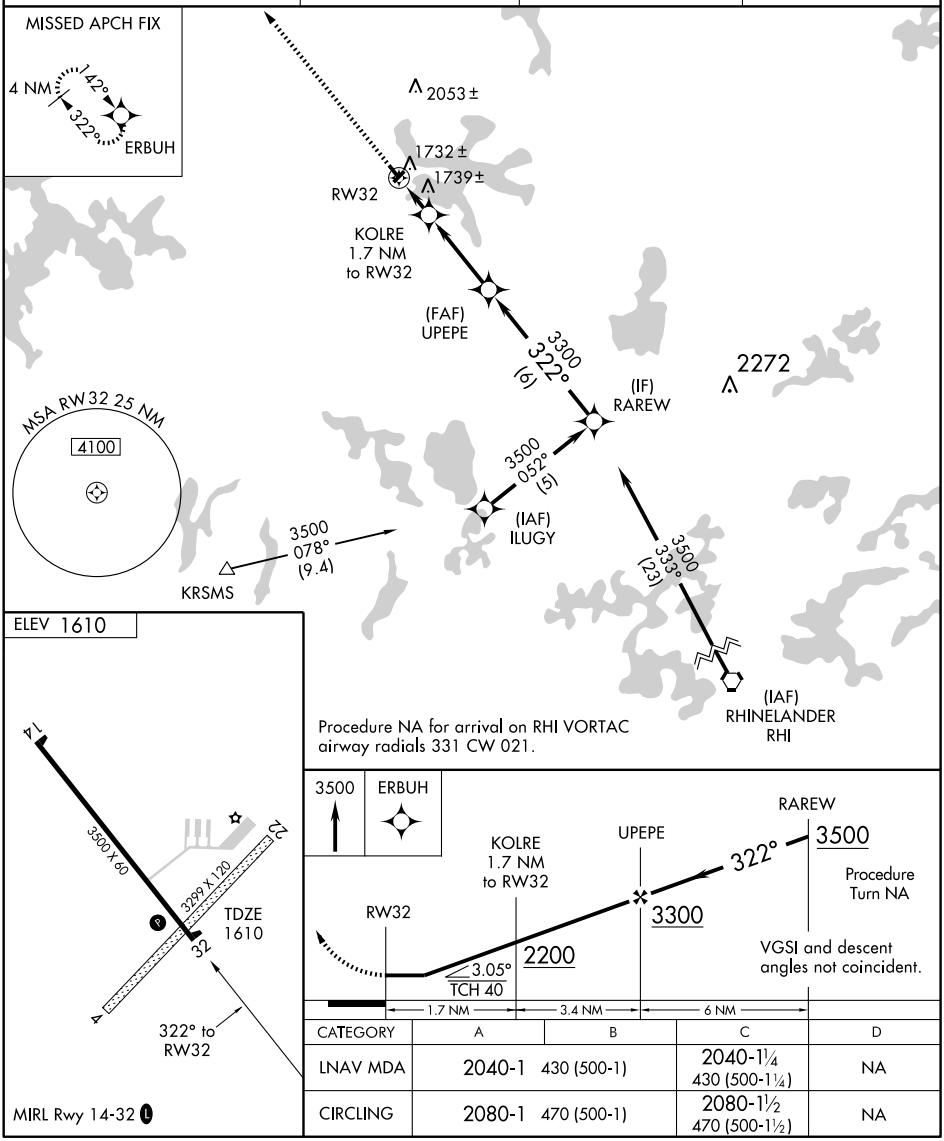
APP CRS	Rwy Idg	3500
322°	TDZE	1610
	Apt Elev	1610

When VGSI inop, Straight-in/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Minocqua-Woodruff altimeter setting. When not received, use Rhinelander altimeter setting and increase all MDA 60 feet. Circling NA to Rwys 4 and 22.

NA

MISSED APPROACH: Climb to 3500 direct ERBUH and hold.

MINOCQUA-WOODRUFF AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
121.125	133.65 281.5	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2040-1 430 (500-1)		2040-1¼ 430 (500-1¼)	NA
CIRCLING	2080-1 470 (500-1)		2080-1½ 470 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MAGGS N44°56.69′ W91°22.42′ NOTAM FILE EAU. GREEN BAY

NDB (LOM) 239 EA 224° 6.7 NM to Eau Claire–Chippewa Valley Rgnl. Unmonitored.

MANITOWISH WATERS (D25) 1 S UTC−6(−5DT) N46°07.32′ W89°52.94′ GREEN BAY

1610 B **FUEL** 100LL NOTAM FILE GRB L–14J

RWY 14–32: H3500X60 (ASPH) S–12.5 MIRL IAP

RWY 14: Trees. **RWY 32:** PAPI(P2L)—GA 3.5° TCH 41′. Trees.

RWY 04–22: 3299X120 (TURF)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended Jun–Sep 1430–2300Z‡, Nov–Apr 1430–1530Z‡, Oct and May 1430–1800Z‡. 100LL avbl 24 hrs with credit card. Airframe repairs on call 715–686–7523. Rwy 04–22 CLOSED winters. Be alert: Rwy 14–32 may be unusable due to snow covered until 30 Apr. Birds and migratory waterfowl on and invof arpt. Deer and coyotes on and invof arpt. MIRL Rwy 14–32 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 32—CTAF. Rwy 04–22 marked with yellow cones.

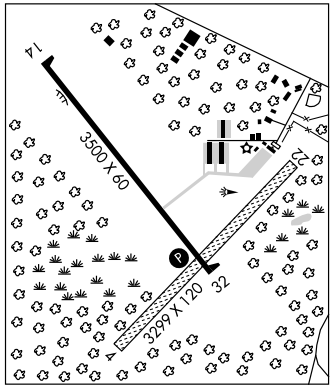
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 133.65

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.

RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 327° 34.3 NM to fld. 1590/2E. **HIWAS.**



MANITOWOC CO (MTW) 2 NW UTC−6(−5DT) N44°07.73′ W87°40.84′ GREEN BAY

651 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MTW H–2K, L–28H

RWY 17–35: H5001X100 (ASPH) S–60 HIRL IAP

RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 42′.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 45′. Tree.

RWY 07–25: H3341X100 (ASPH) S–12 MIRL 0.4% up W

RWY 07: Tree.

AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–1900Z‡. For svc after hrs call 920–682–0043 during attended hrs or 920–242–7527 after attended hrs. Geese and numerous birds on and invof arpt. Rwy 35 REIL OTS indef. ACTIVATE MIRL Rwy 07–25, HIRL Rwy 17–35, REIL Rwy 35 and MALSR Rwy 17—CTAF.

WEATHER DATA SOURCES: AWOS–3 111.0 MTW (920) 682–1164.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 111.0T (GREEN BAY RADIO)

Ⓡ **GREEN BAY APP/DEP CON** 120.2 (1130–0530Z‡)

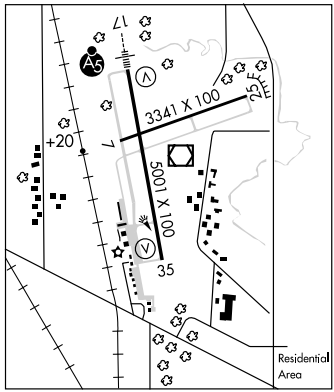
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MTW.

(T) VOR/DME 111.0 MTW Chan 47 N44°07.71′ W87°40.79′ at fld. 650/2W. **AWOS–3.**

MAWOC NDB (LOM) 362 MT N44°11.98′ W87°42.14′ 162° 4.4 NM to fld.

ILS 111.3 I–MTW Rwy 17. Class IC. LOM MAWOC NDB. ILS unmonitored.



LOC I-MTW	APP CRS	Rwy Idg	5001
111.3	172°	TDZE	651
		Apt Elev	651

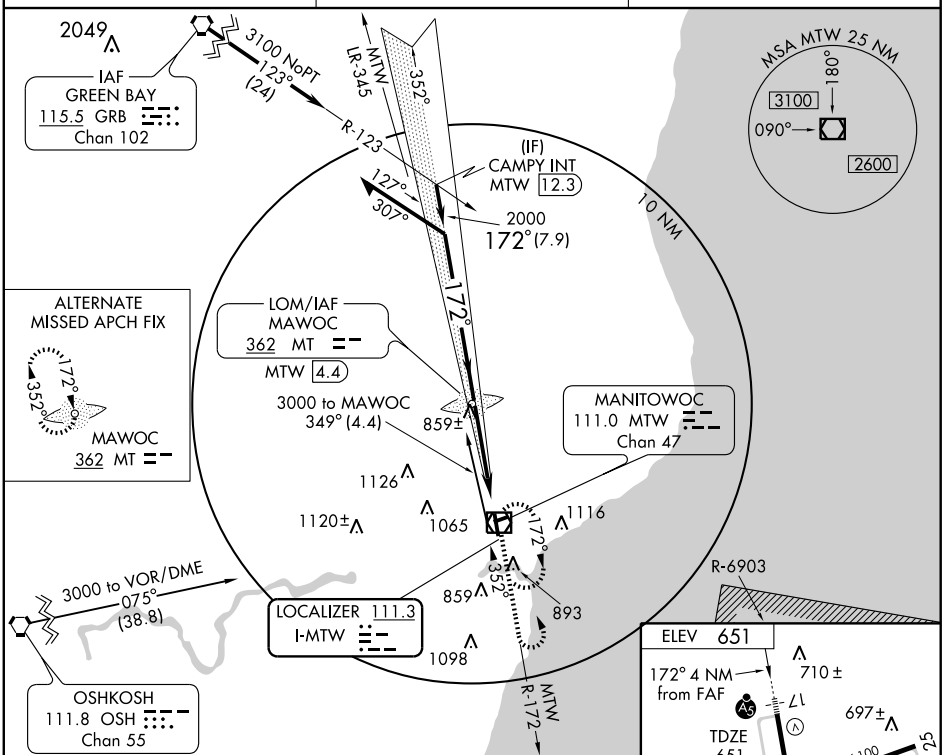
ILS or LOC RWY 17
MANITOWOC COUNTY (MTW)

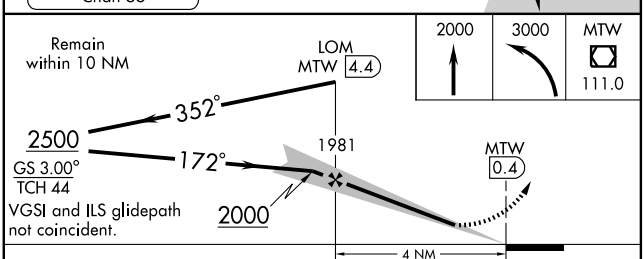
When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase S-LOC 17 Cats. C and D and Circling Cats. C and D visibility ¼ mile. When using Sheboygan altimeter setting: For inoperative MALSR, increase S-ILS 17 all Cats. visibility to 1.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 17		851-½ 200 (200-½)		
S-LOC 17	1120-½ 469 (500-½)		1120-¾ 469 (500-¾)	1120-1 469 (500-1)
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 63111	172°	TDZE	651
W17A		Apt Elev	651

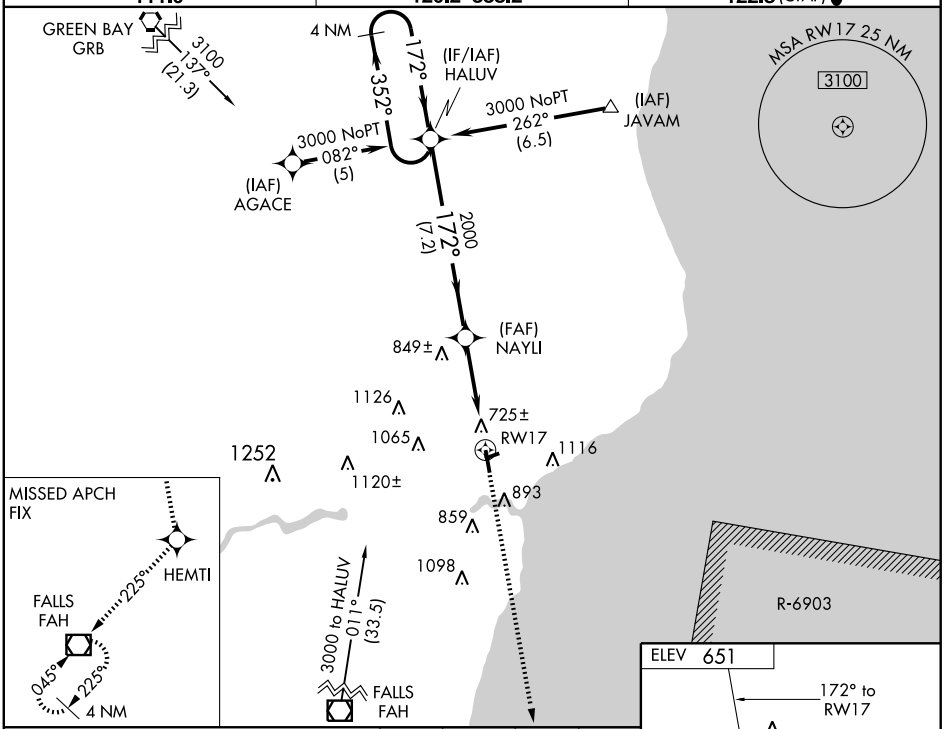
RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

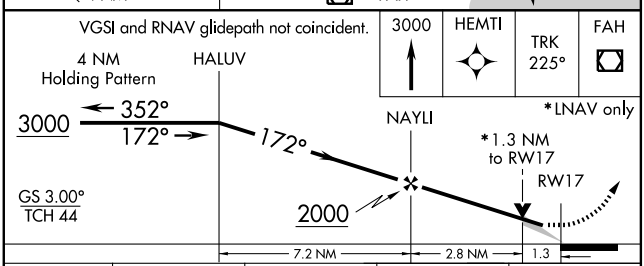
For inoperative MALSR when using Sheboygan altimeter setting, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ¼ mile.

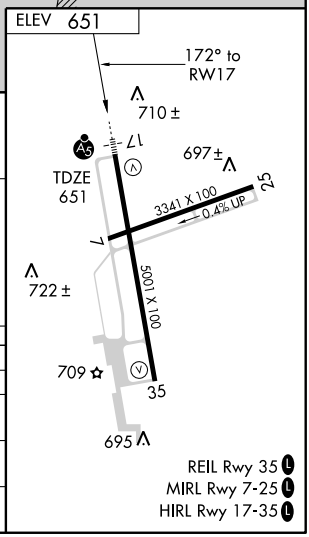
MALSR

MISSED APPROACH: Climb to 3000 direct HEMTI and via 225° track to FAH VOR/DME and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	851-½ 200 (200-½)			
LNAV/VNAV DA	993-¾ 342 (400-¾)			
LNAV MDA	1100-½ 449 (500-½)		1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

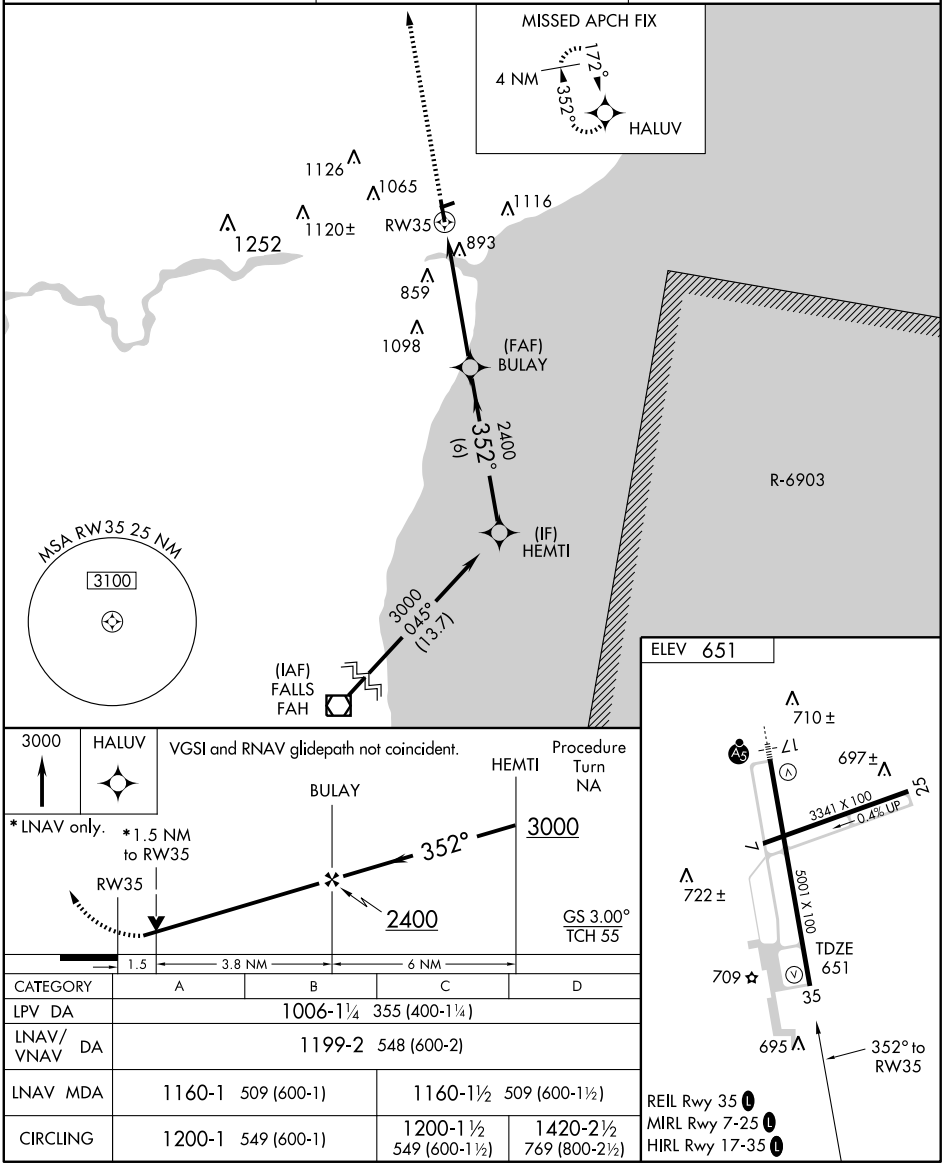
WAAS CH 82611 W35A	APP CRS 352°	Rwy Idg 5001 TDZE 651 Apt Elev 651

RNAV (GPS) RWY 35
MANITOWOC COUNTY (MTW)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HALUV and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1006-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1199-2 548 (600-2)			
LNAV MDA	1160-1 509 (600-1)		1160-1½ 509 (600-1½)	
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

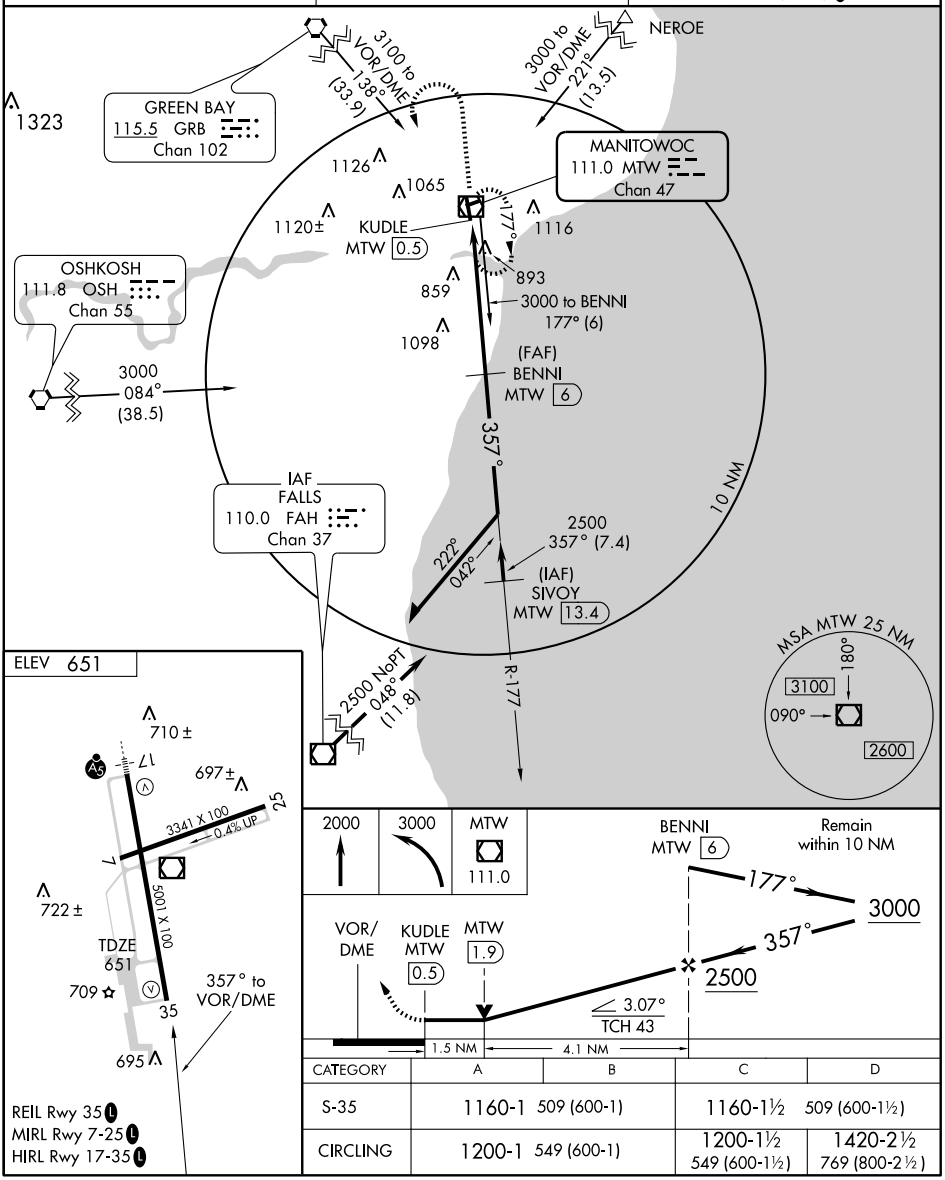
VOR/DME MTW	APP CRS	Rwy Idg	5001
111.0	357°	TDZE	651
Chan 47		Apt Elev	651

VOR/DME RWY 35
MANITOWOC COUNTY (MTW)

Visibility reduction by helicopters NA. VDP NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all MDA 80 feet, increase S-35 Cat. D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L



REIL Rwy 35 L
MIRL Rwy 7-25 L
HIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-35	1160-1 509 (600-1)		1160-1½ 509 (600-1½)	
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

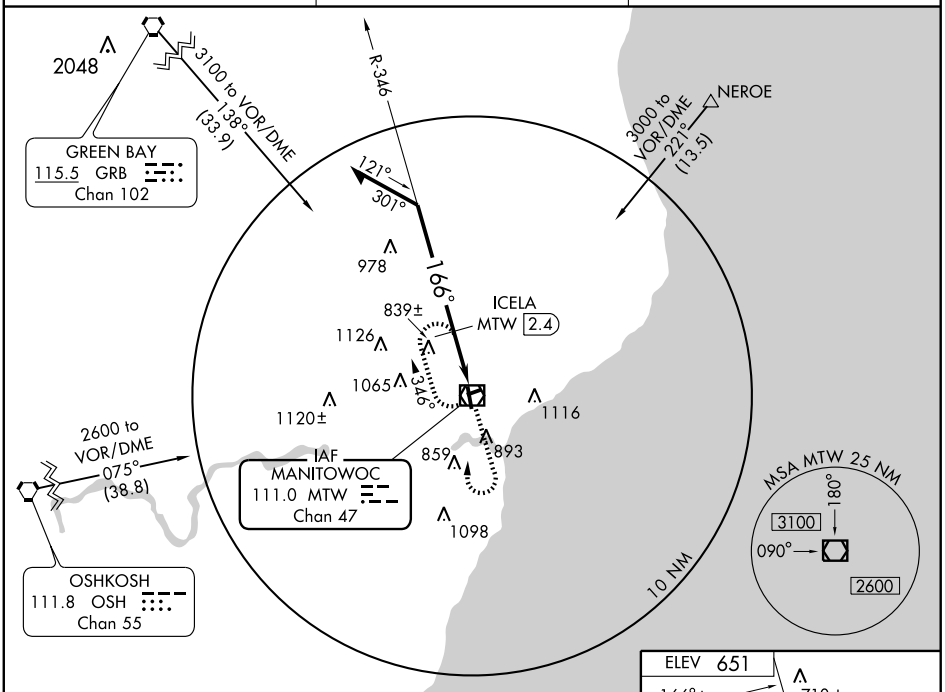
VOR/DME MTW 111.0 Chan 47	APP CRS 166°	Rwy Idg 5001 TDZE 651 Apt Elev 651

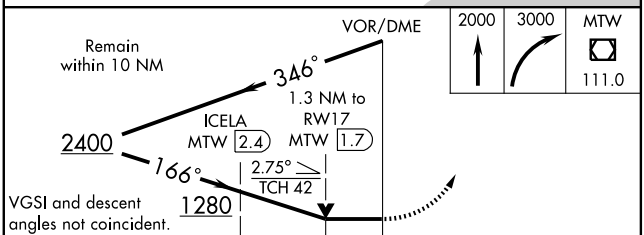
VOR RWY 17
MANITOWOC COUNTY (MTW)

MALSR

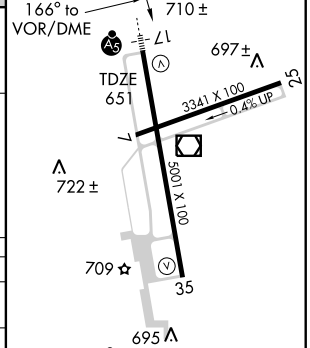
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MTW VOR/DME and hold.

AWOS-3 111.0	GREEN BAY APP CON ★ 120.2 338.2	UNICOM 122.8 (CTAF) L





2000	3000	MTW
		111.0



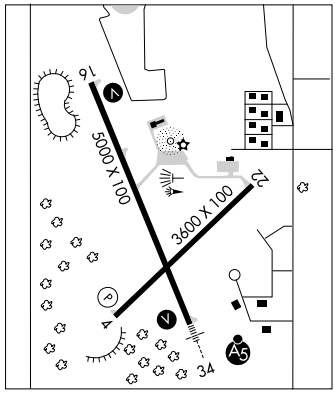
REIL Rwy 35 L
MIRL Rwy 7-25 L
HIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1280-½ 629 (700-½)		1280-1½ 629 (700-1½)	
CIRCLING	1280-1 629 (700-1)		1280-1¾ 629 (700-1¾)	1420-2½ 769 (800-2½)
DME MINIMUMS				
S-17	1100-½ 449 (500-½)		1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MARSHFIELD MUNI (MFI) 1 S UTC−6(−5DT) N44°38.21′ W90°11.36′ GREEN BAY
1277 B S3 **FUEL** 100LL, JET A NOTAM FILE MFI H–2K, L–14I
RWY 16–34: H5000X100 (ASPH) S–35, D–50 MIRL 0.5% up NW IAP
RWY 16: REIL. VASI(V2L)–GA 3.0° TCH 35′. Rgt tfc.
RWY 34: MALSR. VASI(V2L)–GA 3.0° TCH 42′.
RWY 04–22: H3600X100 (ASPH) S–35,D–45 MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Rgt tfc.
RWY 22: Pole.
AIRPORT REMARKS: Attended 1400–0000Z‡ Nov–Apr. For after hrs svc call 715–743–4700. Rwy 34 departing acft climb to 2000′ MSL prior to initiating rgt turn. Birds, waterfowl and deer invof arpt. Rotating bcn OTS indef. ACTIVATE MIRL Rwys 04–22 and 16–34 and MALSR Rwy 34 and VASI Rwy 16 and Rwy 34—CTAF. PAPI Rwy 04 ops continuously.
WEATHER DATA SOURCES: ASOS 121.575 (715) 387–6516.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.55 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MFI.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 242° 28.7 NM to fld. 1205/2E.
NOTAM FILE AUW.
CALIN NDB (LOM) 266 DU N44°34.15′ W90°09.06′ 338° 4.4 NM to fld. Unmonitored 0300–1330Z‡.
NDB (MHW) 391 MFI N44°38.45′ W90°11.26′ at fld.
SDF 109.9 DUS Rwy 34. LOM CALIN NDB.



MAUSTON–NEW LISBON UNION (See NEW LISBON)

MAWOC N44°11.98′ W87°42.14′ NOTAM FILE MTW. GREEN BAY
NDB (LOM) 362 MT 170° 4.4 NM to Manitowoc Co.

McCOY N43°56.27′ W90°38.51′ NOTAM FILE CMY. CHICAGO
NDB (MHW) 412 CMY 287° 4.3 NM to Sparta/Fort McCoy. L–28G

MEDFORD N45°06.32′ W90°18.52′ NOTAM FILE MDZ. GREEN BAY
NDB (MHW) 335 MDZ at Taylor Co. L–14I

MEDFORD

TAYLOR CO (MDZ) 3 SE UTC−6(−5DT) N45°06.09′ W90°18.05′ GREEN BAY
1478 B **FUEL** 100LL, JET A TPA—2478(1000) NOTAM FILE MDZ H–2K, L–14I
RWY 09–27: H6902X75 (ASPH) MIRL 0.3% up E IAP
RWY 09: PAPI(P2L)—GA 3.0°. TCH 31′. Tree. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 26′.
RWY 16–34: H4435X75 (ASPH) S–12.5 MIRL
RWY 16: PAPI(P2L). Tree. **RWY 34:** REIL. PAPI(P2L).
AIRPORT REMARKS: Attended Mon–Fri 1330–2330Z‡. For svc after hrs call 715–678–2974. Fuel 24 hr self svc. Deer on and invof arpt. For tkf on Rwy 34 left turn after 1000′ AGL. MIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34; REIL Rwy 27 and Rwy 34—CTAF. Overnight tiedown fee.
WEATHER DATA SOURCES: AWOS–3 119.025 (715) 678–6030.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 295° 34.0 NM to fld. 1205/2E.
MEDFORD NDB (MHW) 335 MDZ N45°06.32′ W90°18.52′ at fld. NOTAM FILE MDZ.

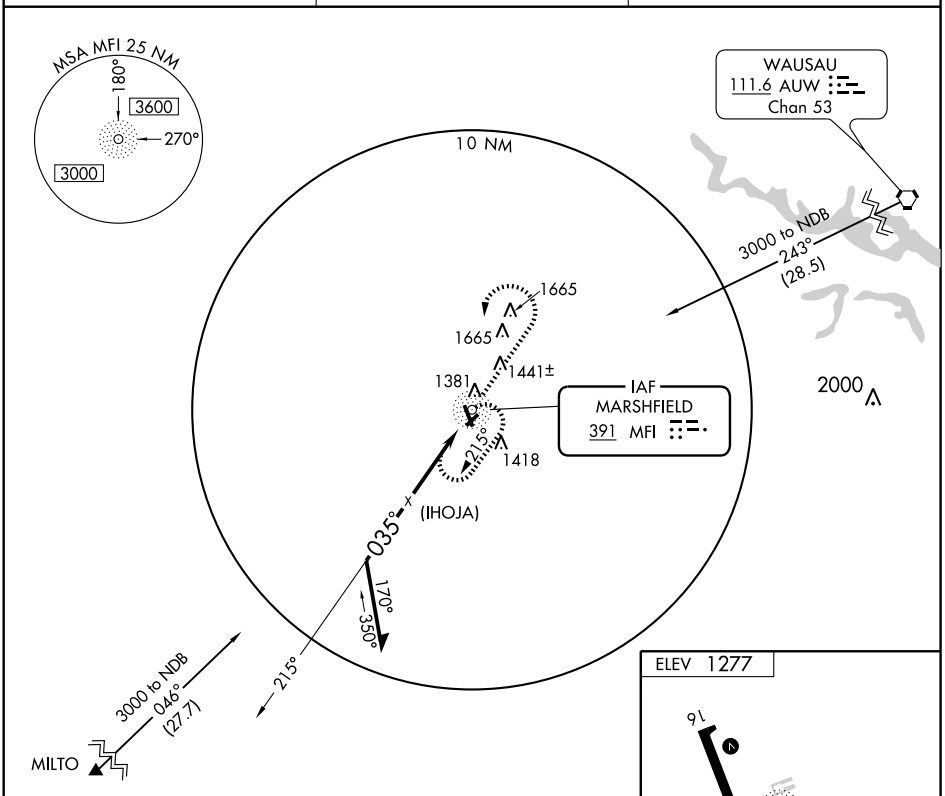
NDB MFI 391	APP CRS 035°	Rwy Idg 3600 TDZE 1257 Apt Elev 1277

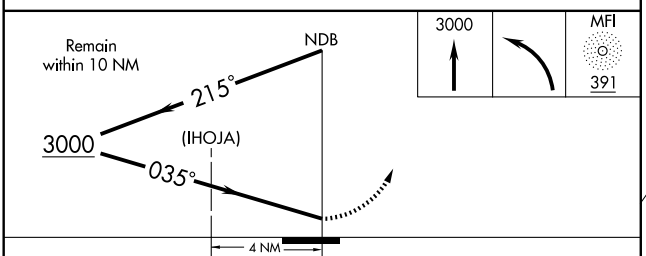
NDB or GPS RWY 4

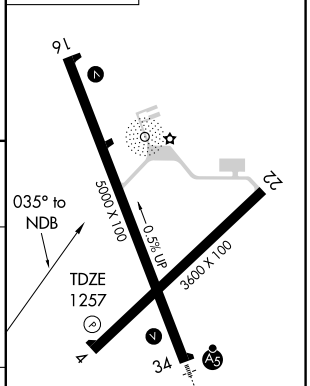
MARSHFIELD MUNI (MFI)

MISSED APPROACH: Climb to 3000 then left turn direct MFI NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1860-1 603 (600-1)		1860-1¾ 603 (600-1¾)	1860-2 603 (600-2)
CIRCLING	1860-1 583 (600-1)		1860-1¾ 583 (600-1¾)	1860-2 583 (600-2)

REIL Rwys 4 and 16
MIRL Rwys 4-22 and 16-34 L

EC-3, 21 OCT 2010 to 18 NOV 2010

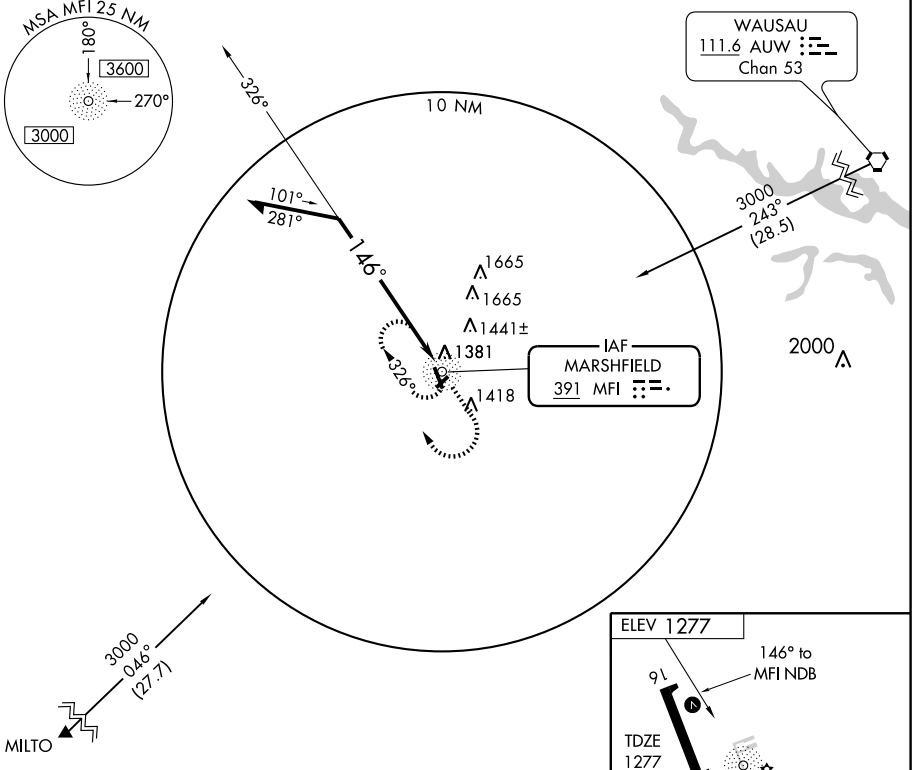
EC-3, 21 OCT 2010 to 18 NOV 2010

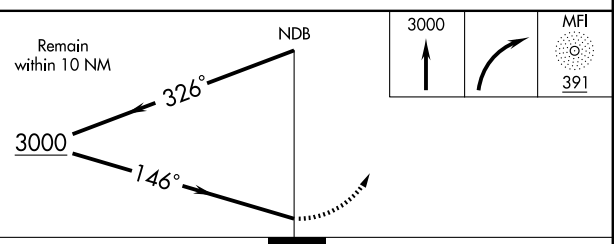
NDB MFI	APP CRS	Rwy Idg	5000
391	146°	TDZE	1277
		Apt Elev	1277

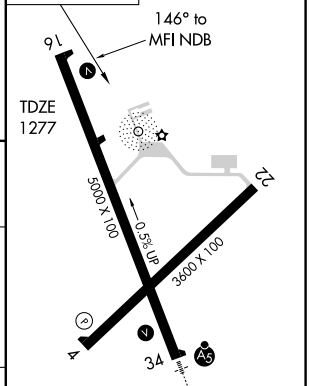
NDB RWY 16
MARSHFIELD MUNI (MFI)

MISSED APPROACH: Climb to 3000 then right turn direct MFI NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-16	1820-1	543 (600-1)	1820-1½ 543 (600-1½)	1820-1¾ 543 (600-1¾)
CIRCLING	1820-1	543 (600-1)	1820-1½ 543 (600-1½)	1840-2 563 (600-2)

REIL Rwys 4 and 16
MIRL Rwys 4-22 and 16-34 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99501	159°	TDZE	1277
W16A		Apt Elev	1277

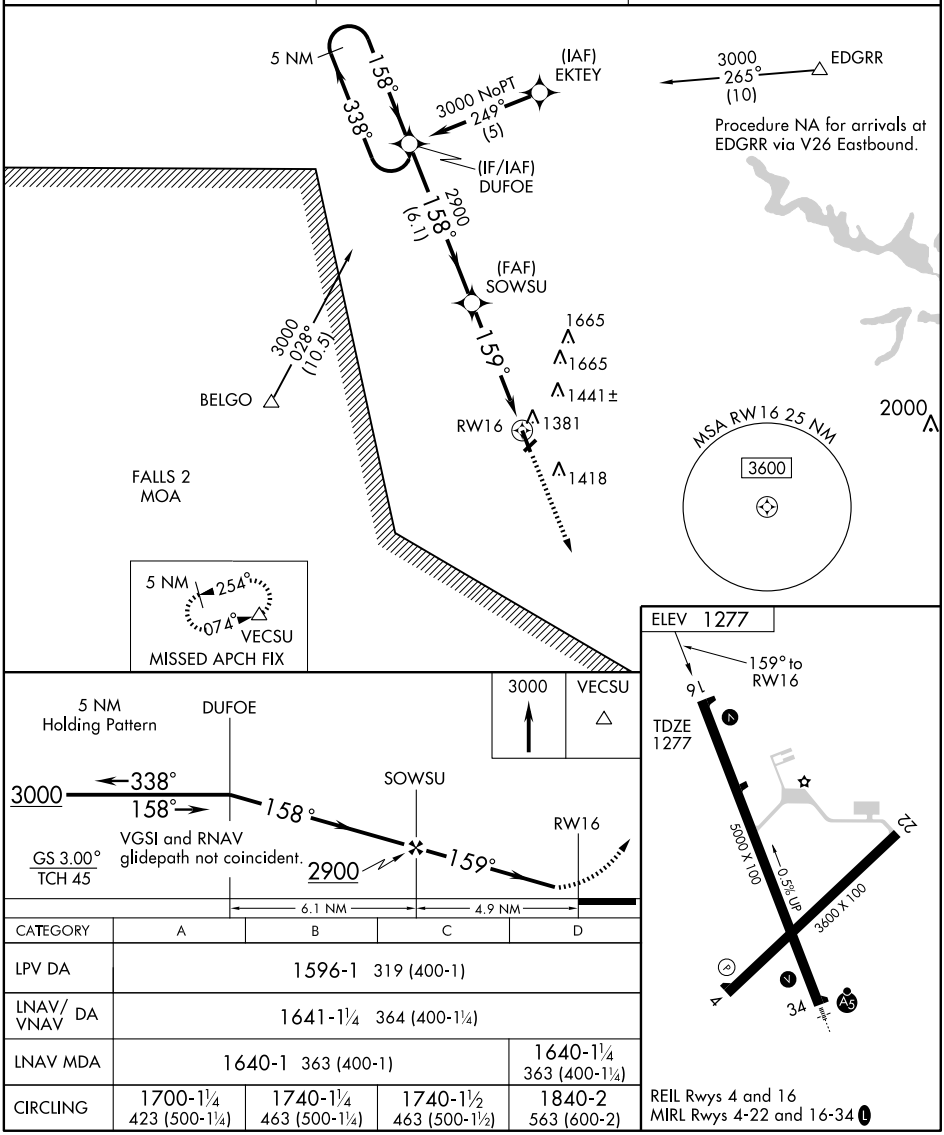
RNAV (GPS) RWY 16

MARSHFIELD MUNI (MFI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA when using Central Wisconsin altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46° C (115°F).

MISSED APPROACH: Climb to 3000 direct VECSU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1596-1 319 (400-1)			
LNAV/ VNAV DA	1641-1¼ 364 (400-1¼)			
LNAV MDA	1640-1 363 (400-1)			1640-1¼ 363 (400-1¼)
CIRCLING	1700-1¼ 423 (500-1¼)	1740-1¼ 463 (500-1¼)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

REIL Rwys 4 and 16
MIRL Rwys 4-22 and 16-34 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 58101	339°	TDZE	1257
W34A		Apt Elev	1277

RNAV (GPS) RWY 34

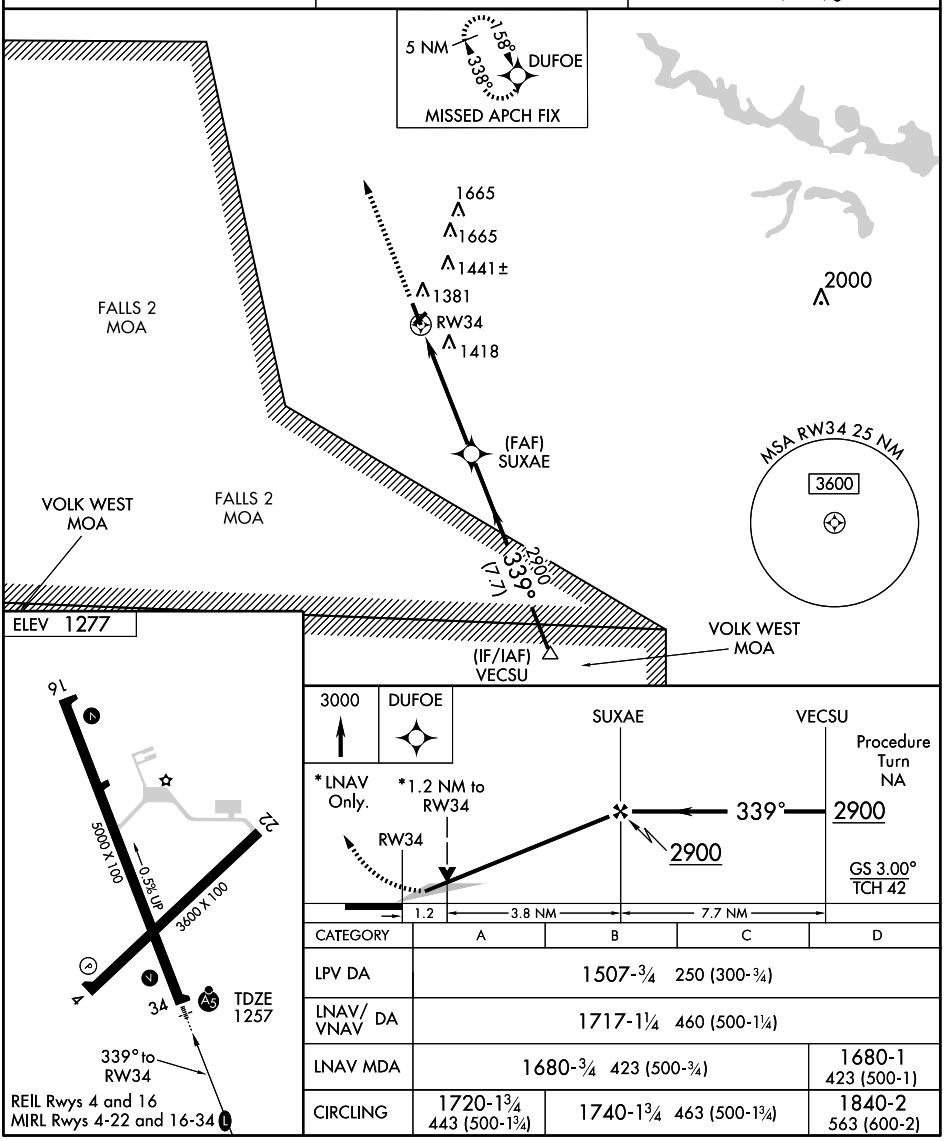
MARSHFIELD MUNI (MFI)

For inoperative MALSR increase LPV all Cats visibility to 1, increase LNAV Cats A and B to 1 and Cat D to 1¼. If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Central Wisconsin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (115° F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct DUFOE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1507-¾ 250 (300-¾)			
LNAV/VNAV DA	1717-1¼ 460 (500-1¼)			
LNAV MDA	1680-¾ 423 (500-¾)			1680-1 423 (500-1)
CIRCLING	1720-1¾ 443 (500-1¾)	1740-1¾ 463 (500-1¾)		1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SDF DUS	APP CRS	Rwy Idg	5000
109.9	339°	TDZE	1257
		Apt Elev	1277

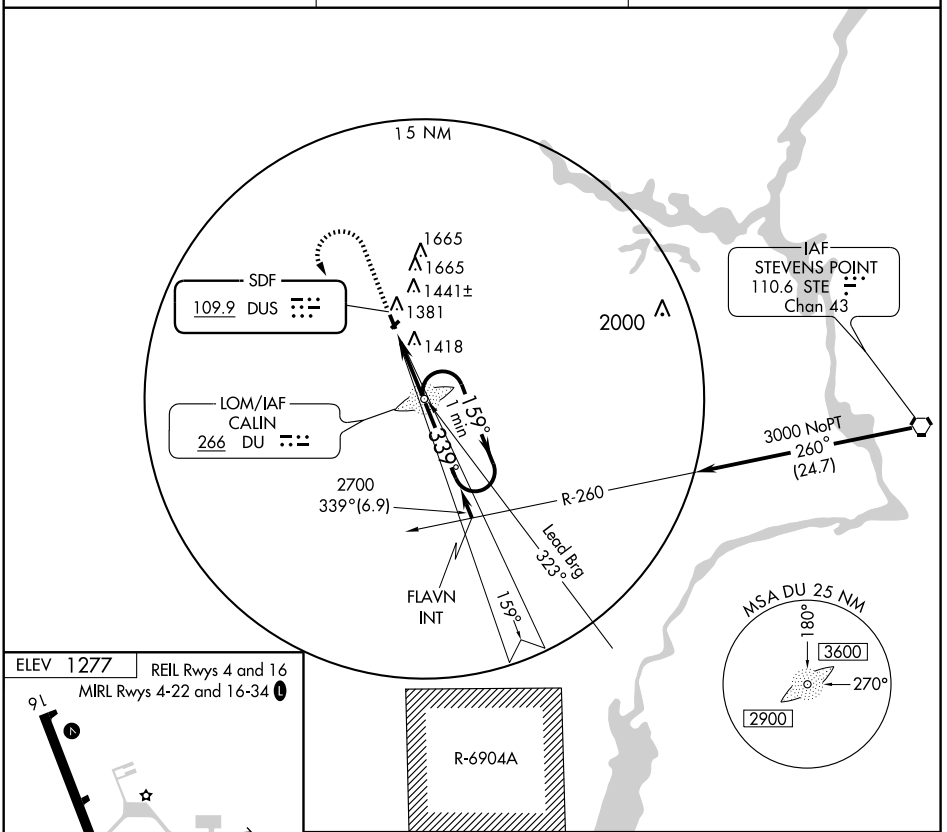
SDF RWY 34
MARSHFIELD MUNI (MFI)

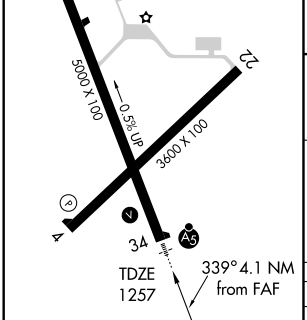
T NA For inoperative MALSR, increase S-34 Cat D visibility to 1¼. ADF REQUIRED

MALSR

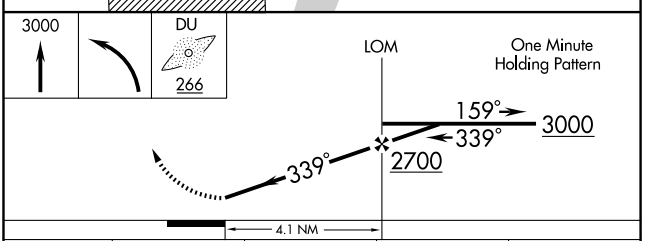
MISSED APPROACH: Climb to 3000 then left turn direct CALIN LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L





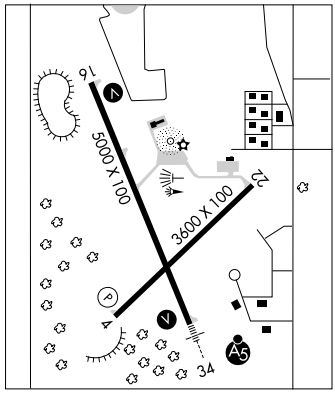
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-34	1640-½ 383 (400-½)			1640-1 383 (400-1)
CIRCLING	1700-1 423 (500-1)	1740-1 463 (500-1)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MARSHFIELD MUNI (MFI) 1 S UTC−6(−5DT) N44°38.21′ W90°11.36′ GREEN BAY
1277 B S3 **FUEL** 100LL, JET A NOTAM FILE MFI H–2K, L–14I
RWY 16–34: H5000X100 (ASPH) S–35, D–50 MIRL 0.5% up NW IAP
RWY 16: REIL. VASI(V2L)–GA 3.0° TCH 35′. Rgt tfc.
RWY 34: MALSR. VASI(V2L)–GA 3.0° TCH 42′.
RWY 04–22: H3600X100 (ASPH) S–35,D–45 MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Rgt tfc.
RWY 22: Pole.
AIRPORT REMARKS: Attended 1400–0000Z‡ Nov–Apr. For after hrs svc call 715–743–4700. Rwy 34 departing acft climb to 2000′ MSL prior to initiating rgt turn. Birds, waterfowl and deer invof arpt. Rotating bcn OTS indef. ACTIVATE MIRL Rwys 04–22 and 16–34 and MALSR Rwy 34 and VASI Rwy 16 and Rwy 34—CTAF. PAPI Rwy 04 ops continuously.
WEATHER DATA SOURCES: ASOS 121.575 (715) 387–6516.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.55 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MFI.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 242° 28.7 NM to fld. 1205/2E.
NOTAM FILE AUW.
CALIN NDB (LOM) 266 DU N44°34.15′ W90°09.06′ 338° 4.4 NM to fld. Unmonitored 0300–1330Z‡.
NDB (MHW) 391 MFI N44°38.45′ W90°11.26′ at fld.
SDF 109.9 DUS Rwy 34. LOM CALIN NDB.



MAUSTON–NEW LISBON UNION (See NEW LISBON)

MAWOC N44°11.98′ W87°42.14′ NOTAM FILE MTW. GREEN BAY
NDB (LOM) 362 MT 170° 4.4 NM to Manitowoc Co.

McCOY N43°56.27′ W90°38.51′ NOTAM FILE CMY. CHICAGO
NDB (MHW) 412 CMY 287° 4.3 NM to Sparta/Fort McCoy. L–28G

MEDFORD N45°06.32′ W90°18.52′ NOTAM FILE MDZ. GREEN BAY
NDB (MHW) 335 MDZ at Taylor Co. L–14I

MEDFORD

TAYLOR CO (MDZ) 3 SE UTC−6(−5DT) N45°06.09′ W90°18.05′ GREEN BAY
1478 B **FUEL** 100LL, JET A TPA—2478(1000) NOTAM FILE MDZ H–2K, L–14I
RWY 09–27: H6902X75 (ASPH) MIRL 0.3% up E IAP
RWY 09: PAPI(P2L)—GA 3.0°. TCH 31′. Tree. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 26′.
RWY 16–34: H4435X75 (ASPH) S–12.5 MIRL
RWY 16: PAPI(P2L). Tree. **RWY 34:** REIL. PAPI(P2L).
AIRPORT REMARKS: Attended Mon–Fri 1330–2330Z‡. For svc after hrs call 715–678–2974. Fuel 24 hr self svc. Deer on and invof arpt. For tkf on Rwy 34 left turn after 1000′ AGL. MIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34; REIL Rwy 27 and Rwy 34—CTAF. Overnight tiedown fee.
WEATHER DATA SOURCES: AWOS–3 119.025 (715) 678–6030.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 295° 34.0 NM to fld. 1205/2E.
MEDFORD NDB (MHW) 335 MDZ N45°06.32′ W90°18.52′ at fld. NOTAM FILE MDZ.

NDB MDZ	APP CRS		
335	340°	Rwy Idg	4435
		TDZE	1459
		Apt Elev	1478

NDB RWY 34

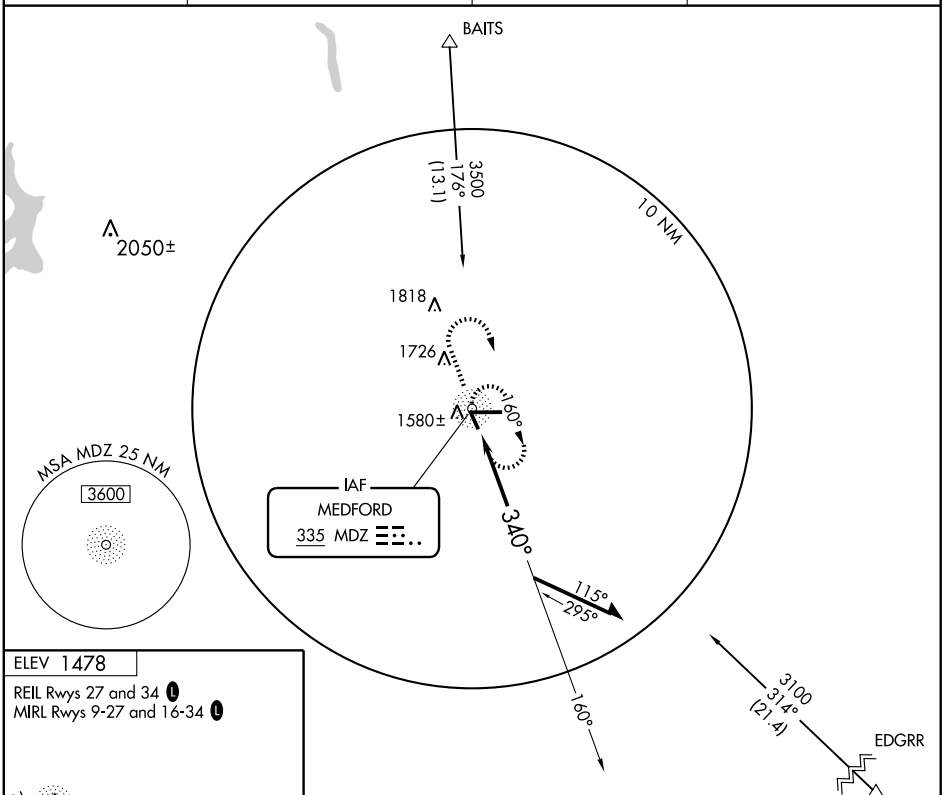
MEDFORD/TAYLOR COUNTY (MDZ)

T
NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet, and all Cat. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then right turn direct MDZ NDB and hold.

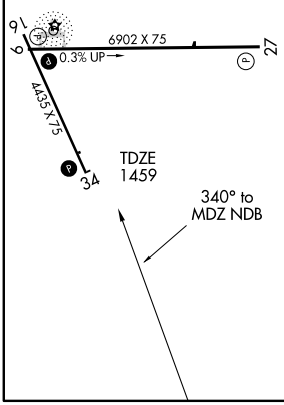
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.025	124.4 317.7	121.725	122.8 (CTAF) L

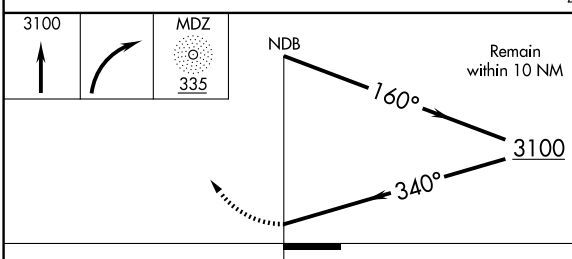


ELEV 1478

REIL Rwys 27 and 34 L

MIRL Rwys 9-27 and 16-34 L





CATEGORY	A	B	C	D
S-34	2060-1	601 (600-1)	2060-1¾ 601 (600-1¾)	2060-2 601 (600-2)
CIRCLING	2060-1	582 (600-1)	2060-1¾ 582 (600-1¾)	2080-2 602 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66011 W27A	APP CRS 269°	Rwy Idg 6902 TDZE 1478 Apt Elev 1478

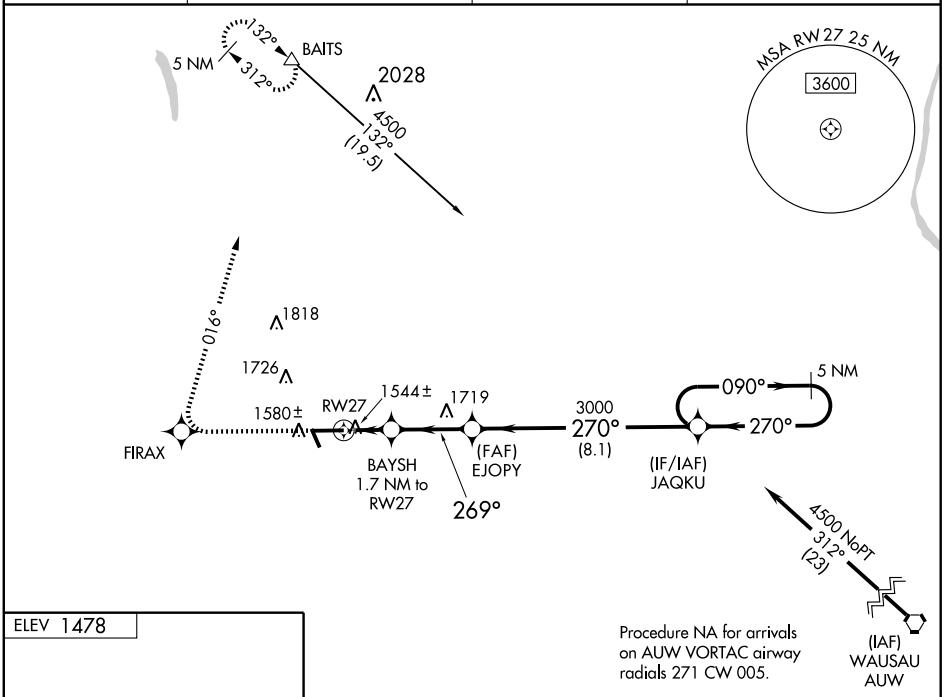
RNAV (GPS) RWY 27

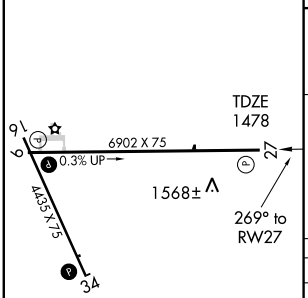
MEDFORD/ TAYLOR COUNTY (MDZ)

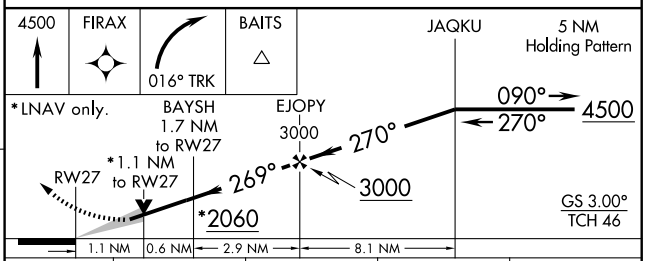
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Merrill altimeter setting and increase all DA 82 feet, and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C/D, and Circling Cat. D visibilities ¼ mile. VDP and Baro-VNAV NA when using Merrill altimeter setting.

MISSED APPROACH: Climb to 4500 direct FIRAX and right turn via 016° track to BAITS and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.025	124.4 317.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1778-1	300 (300-1)		
LNAV/VNAV DA	1814-1¼	336 (400-1¼)		
LNAV MDA	1880-1	402 (500-1)	1880-1¼	402 (500-1¼)
CIRCLING	1940-1	462 (500-1)	1940-1½ 462 (500-1½)	2080-2 602 (700-2)

REIL Rwys 27 and 34 L
MIRL Rwys 9-27 and 16-34 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MENOMONIE

MENOMONIE MUNI–SCORE FLD (LUM) 3 E UTC−6(−5DT) N44°53.54′ W91°52.07′ **GREEN BAY**
895 B S4 **FUEL** 100LL, JET A NOTAM FILE GRB **H–2J, L–14I**
RWY 09–27: H5074X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Trees. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 18–36: H3470X75 (ASPH) MIRL
RWY 18: REIL. PAPI(2PL)—GA 3.0° TCH 40′. Road. **RWY 36:** PAPI(2PR)—GA 3.0° TCH 40′. Ground.
AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36, PAPI Rwy 09, Rwy 27, Rwy 18 and Rwy 36, REIL Rwy 09, Rwy 18 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (715) 235–5342.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 125.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.
EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 265° 16.6 NM to fld. 804/4E.
HIWAS.

MERRILL MUNI (RRL) 1 NW UTC−6(−5DT) N45°11.94′ W89°42.77′ **GREEN BAY**
1318 B S3 **FUEL** 100LL, JET A OX 4 NOTAM FILE RRL **H–2K, L–14J**
RWY 07–25: H5100X75 (ASPH) S–45, D–65, 2S–83, 2D–100 MIRL **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 16–34: H2997X75 (ASPH) S–26 MIRL 0.5% up N
RWY 16: Pole. **RWY 34:** Trees.
AIRPORT REMARKS: Attended Sat 1400–2300Z‡, Sun 1500–2200Z‡, Oct–May, Mon–Fri 1400–2300Z‡, June-Sep, Mon–Fri 1400–0100Z‡. CAUTION: Deer on and invof arpt. Ultralight activity on and invof arpt. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25 and MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (715) 539–8422.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 344° 21.8 NM to fld. 1205/2E.
NDB (MHW) 257 RRL N45°11.92′ W89°42.26′ at fld. NOTAM FILE RRL. NDB unusable byd 12 NM.

MIDDLETON MUNI–MOREY FLD (C29) 5 NW UTC−6(−5DT) N43°06.86′ W89°31.89′ **CHICAGO**
928 B S4 **FUEL** 100LL, JET A TPA—1928(1000) NOTAM FILE GRB **L–28G**
RWY 10–28: H4000X100 (ASPH) MIRL **IAP**
RWY 10: REIL PAPI(P2L)—GA 4.0° TCH 32′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Pole.
RWY 01–19: 2000X120 (TURF)
AIRPORT REMARKS: Attended 1400–2330Z‡. Birds on and invof arpt; especially during rainy periods. 135′ crane ¼ mile east 1900–0400Z‡, 240′ crane ½ mile from AER 28 SR–SS, 230′ crane 1 mile SE AER 28 and 240′ crane 2.2 miles SW. Crane 80′ AGL ¼ SM E of AER, unlgtd/unflagged. Avoid noise sensitive area 1 mile SW. Ctc arpt manager at 608–836–1711 for noise abatement procedures. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (608) 833–1686.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
GCO 121.725 (FLIGHT SERVICES and MADISON APP CON)
RADIO AIDS TO NAVIGATION: NOTAM FILE MSN.
MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ 255° 8.6 NM to fld. 860/3E.
ILS/DME 110.35 I–CFQ Chan 40(Y) Rwy 10. Unmonitored.

MILWAUKEE N42°56.82′ W87°53.82′ **CHICAGO**
RCO 122.65 122.4 (GREEN BAY RADIO) Unusable byd 30 NM blo 3000′. **L–28H. A**

WAAS	APP CRS	Rwy Idg	5074
CH 40304	088°	TDZE	894
W09A		Apt Elev	895

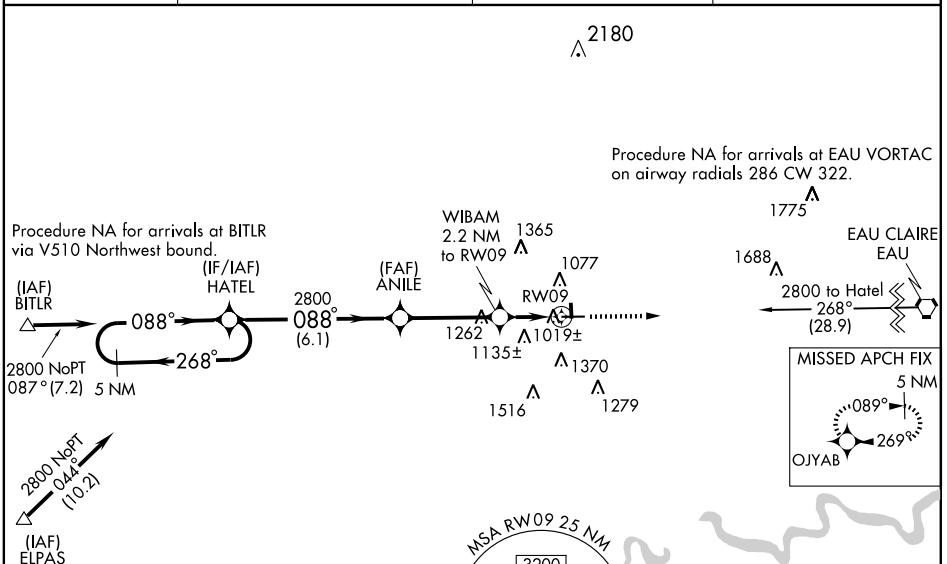
RNAV (GPS) RWY 9

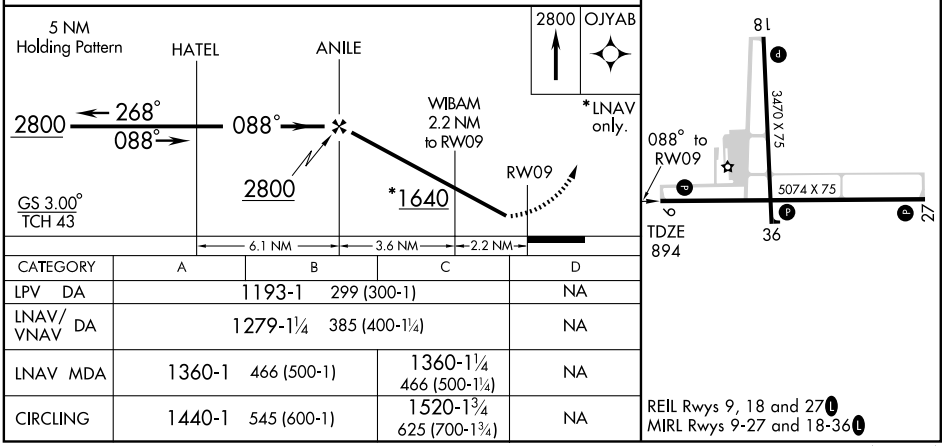
MENOMONIE MUNI-SCORE FIELD (LUM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. LNAV/VNAV minimums NA when using Chippewa Valley Rgnl altimeter setting. If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase LPV DA 41 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 direct OJYAB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	125.3 335.6	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1193-1 299 (300-1)			NA
LNAV/VNAV DA	1279-1¼ 385 (400-1¼)			NA
LNAV MDA	1360-1 466 (500-1)		1360-1¼ 466 (500-1¼)	NA
CIRCLING	1440-1 545 (600-1)		1520-1¾ 625 (700-1¾)	NA

REIL Rwys 9, 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5074
CH 97604	268°	TDZE	894
W27A		Apt Elev	895

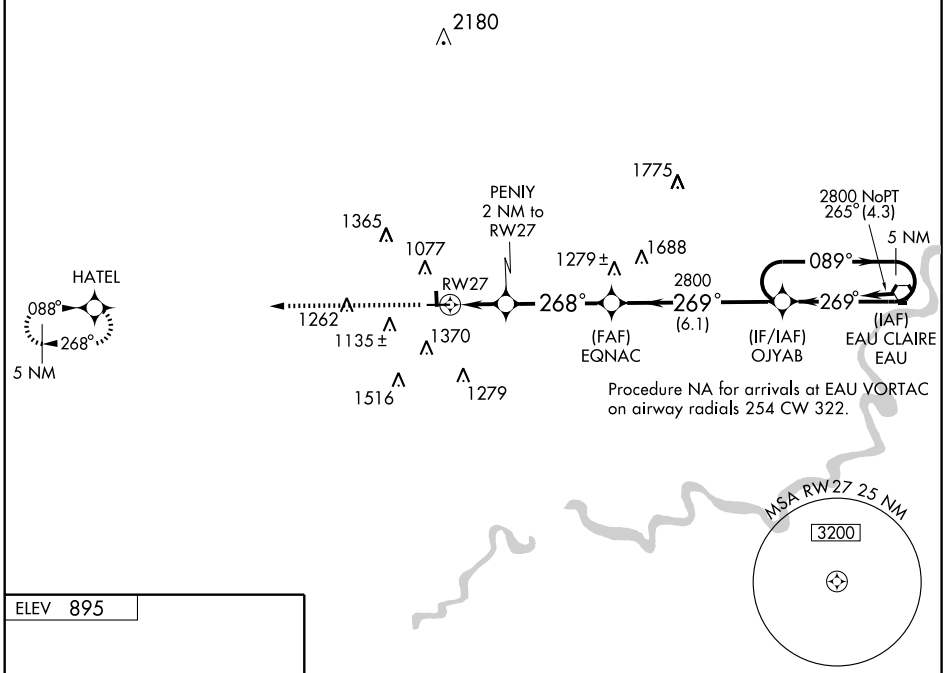
RNAV (GPS) RWY 27

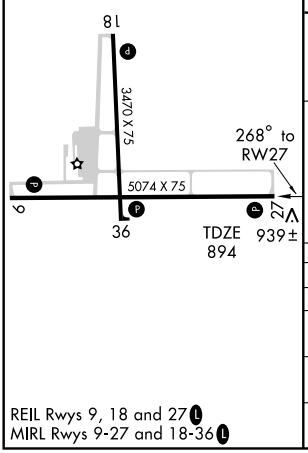
MENOMONIE MUNI-SCORE FIELD (LUM)

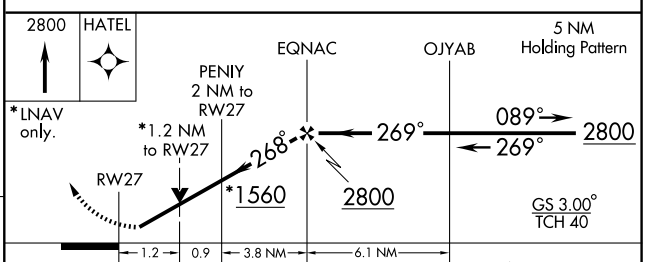
Baro-VNAV NA when using Chippewa Valley Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Chippewa Valley Rgnl altimeter setting. If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs 41 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 direct HATEL and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	125.3 335.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1144-1 250 (300-1)			NA
LNAV/VNAV DA	1430-2 536 (600-2)			NA
LNAV MDA	1300-1 406 (500-1)		1300-1¼ 406 (500-1¼)	NA
CIRCLING	1440-1 545 (600-1)		1520-1¾ 625 (700-1¾)	NA

REIL Rwys 9, 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EAU	APP CRS	Rwy Idg	5074
112.9	265°	TDZE	894
Chan 76		Apt Elev	895

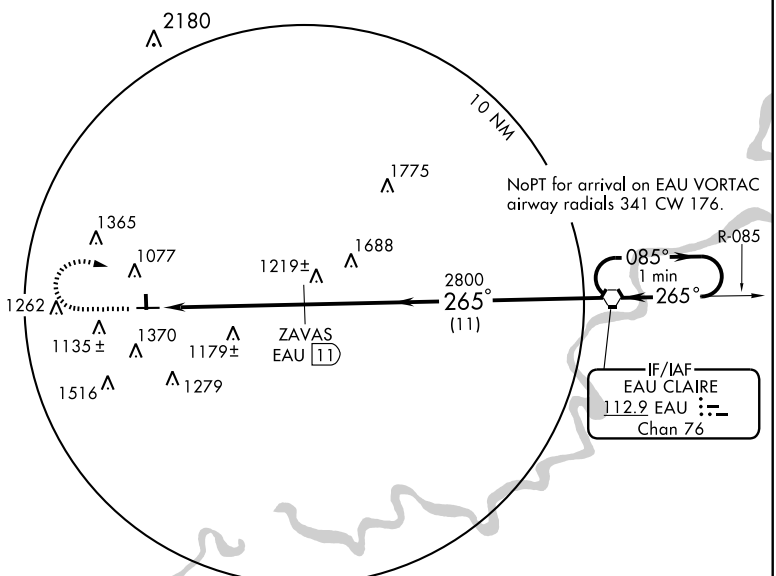
VOR/DME RWY 27

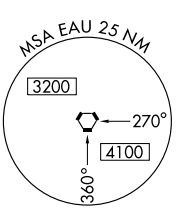
MENOMONIE MUNI-SCORE FIELD (LUM)

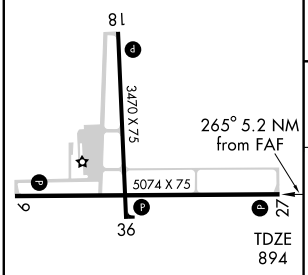
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Chippewa Valley Rgnl altimeter setting.

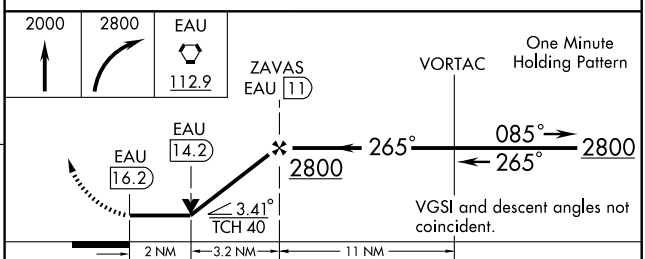
MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EAU VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	125.3 335.6	121.725	122.7 (CTAF) L









CATEGORY	A	B	C	D
S-27	1560-1	666 (700-1)	1560-1¾ 666 (700-1¾)	NA
CIRCLING	1560-1	665 (700-1)	1560-1¾ 665 (700-1¾)	NA

REIL Rwys 9, 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MENOMONIE

MENOMONIE MUNI–SCORE FLD (LUM) 3 E UTC−6(−5DT) N44°53.54′ W91°52.07′ **GREEN BAY**
895 B S4 **FUEL** 100LL, JET A NOTAM FILE GRB **H–2J, L–14I**
RWY 09–27: H5074X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Trees. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 18–36: H3470X75 (ASPH) MIRL
RWY 18: REIL. PAPI(2PL)—GA 3.0° TCH 40′. Road. **RWY 36:** PAPI(2PR)—GA 3.0° TCH 40′. Ground.
AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36, PAPI Rwy 09, Rwy 27, Rwy 18 and Rwy 36, REIL Rwy 09, Rwy 18 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (715) 235–5342.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 125.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.
EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 265° 16.6 NM to fld. 804/4E.
HIWAS.

MERRILL MUNI (RRL) 1 NW UTC−6(−5DT) N45°11.94′ W89°42.77′ **GREEN BAY**
1318 B S3 **FUEL** 100LL, JET A OX 4 NOTAM FILE RRL **H–2K, L–14J**
RWY 07–25: H5100X75 (ASPH) S–45, D–65, 2S–83, 2D–100 MIRL **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 16–34: H2997X75 (ASPH) S–26 MIRL 0.5% up N
RWY 16: Pole. **RWY 34:** Trees.
AIRPORT REMARKS: Attended Sat 1400–2300Z‡, Sun 1500–2200Z‡, Oct–May, Mon–Fri 1400–2300Z‡, June-Sep, Mon–Fri 1400–0100Z‡. CAUTION: Deer on and invof arpt. Ultralight activity on and invof arpt. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25 and MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (715) 539–8422.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 344° 21.8 NM to fld. 1205/2E.
NDB (MHW) 257 RRL N45°11.92′ W89°42.26′ at fld. NOTAM FILE RRL. NDB unusable byd 12 NM.

MIDDLETON MUNI–MOREY FLD (C29) 5 NW UTC−6(−5DT) N43°06.86′ W89°31.89′ **CHICAGO**
928 B S4 **FUEL** 100LL, JET A TPA—1928(1000) NOTAM FILE GRB **L–28G**
RWY 10–28: H4000X100 (ASPH) MIRL **IAP**
RWY 10: REIL PAPI(P2L)—GA 4.0° TCH 32′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Pole.
RWY 01–19: 2000X120 (TURF)
AIRPORT REMARKS: Attended 1400–2330Z‡. Birds on and invof arpt; especially during rainy periods. 135′ crane ¼ mile east 1900–0400Z‡, 240′ crane ½ mile from AER 28 SR–SS, 230′ crane 1 mile SE AER 28 and 240′ crane 2.2 miles SW. Crane 80′ AGL ¼ SM E of AER, unlgtd/unflagged. Avoid noise sensitive area 1 mile SW. Ctc arpt manager at 608–836–1711 for noise abatement procedures. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (608) 833–1686.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
GCO 121.725 (FLIGHT SERVICES and MADISON APP CON)
RADIO AIDS TO NAVIGATION: NOTAM FILE MSN.
MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ 255° 8.6 NM to fld. 860/3E.
ILS/DME 110.35 I–CFQ Chan 40(Y) Rwy 10. Unmonitored.

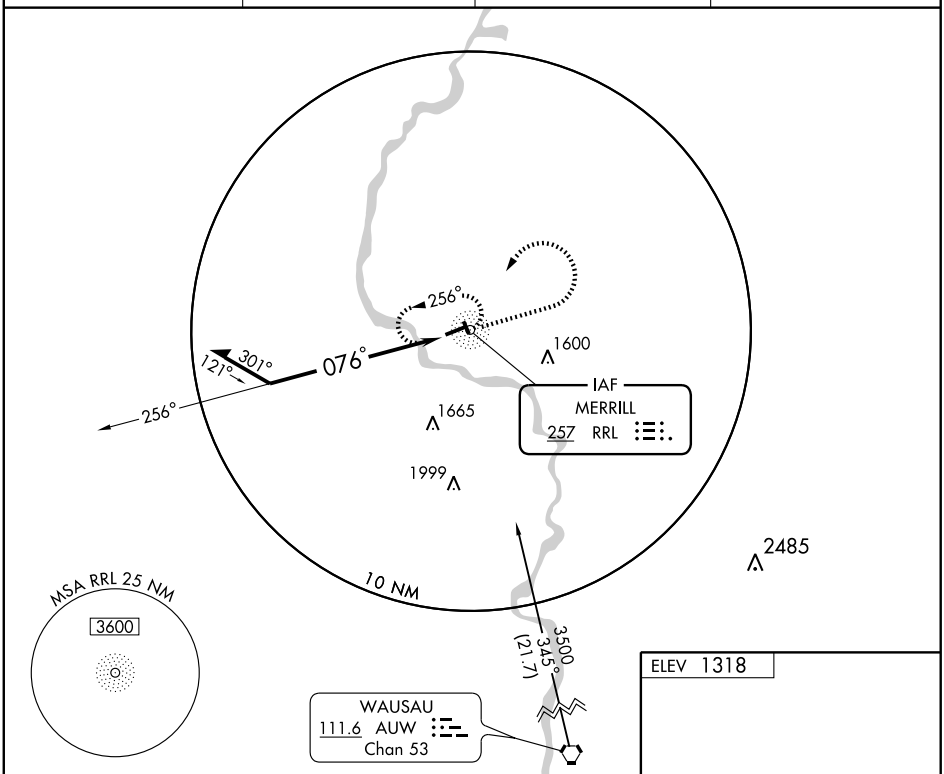
MILWAUKEE N42°56.82′ W87°53.82′ **CHICAGO**
RCO 122.65 122.4 (GREEN BAY RADIO) Unusable byd 30 NM blo 3000′. **L–28H. A**

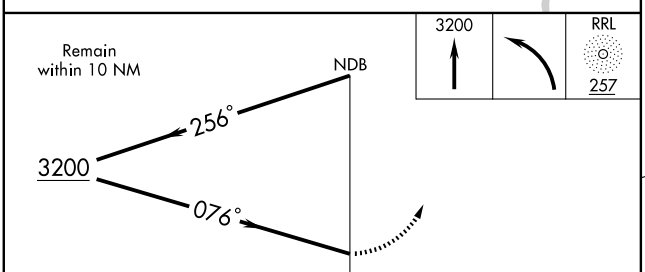
NDB RRL 257	APP CRS 076°	Rwy Idg 5100 TDZE 1318 Apt Elev 1318

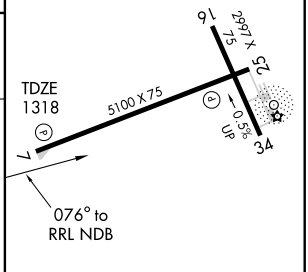
NDB RWY 7
MERRILL MUNI (RRL)

MISSED APPROACH: Climb to 3200 then left turn direct RRL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-7	1940-1	622 (700-1)	1940-1¾ 622 (700-1¾)	NA
CIRCLING	1940-1	622 (700-1)	1940-1¾ 622 (700-1¾)	NA

REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

Knots	60	90	120	150	180
Min:Sec					

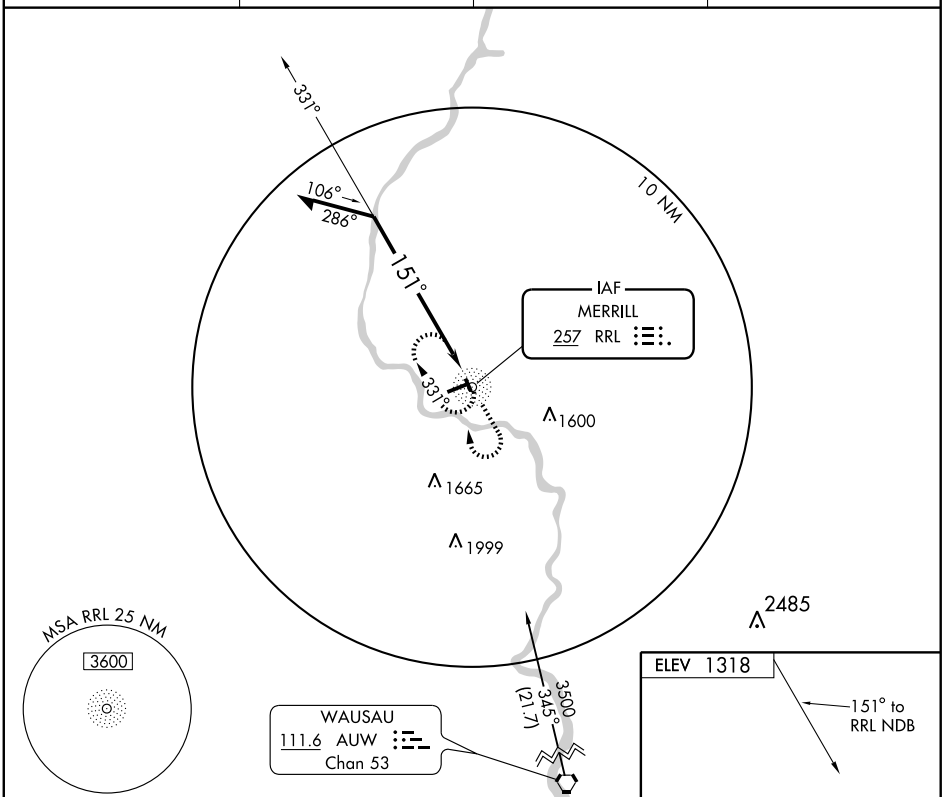
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB RRL 257	APP CRS 151°	Rwy Idg 2997 TDZE 1317 Apt Elev 1318

NDB RWY 16
MERRILL MUNI (RRL)

MISSED APPROACH: Climb to 3200 then right turn direct RRL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-16	2040-1	723 (800-1)	2040-2 723 (800-2)	NA
CIRCLING	2040-1	722 (800-1)	2040-2 722 (800-2)	NA

REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70604 W07A	APP CRS 069°	Rwy Idg 5100 TDZE 1318 Apt Elev 1318

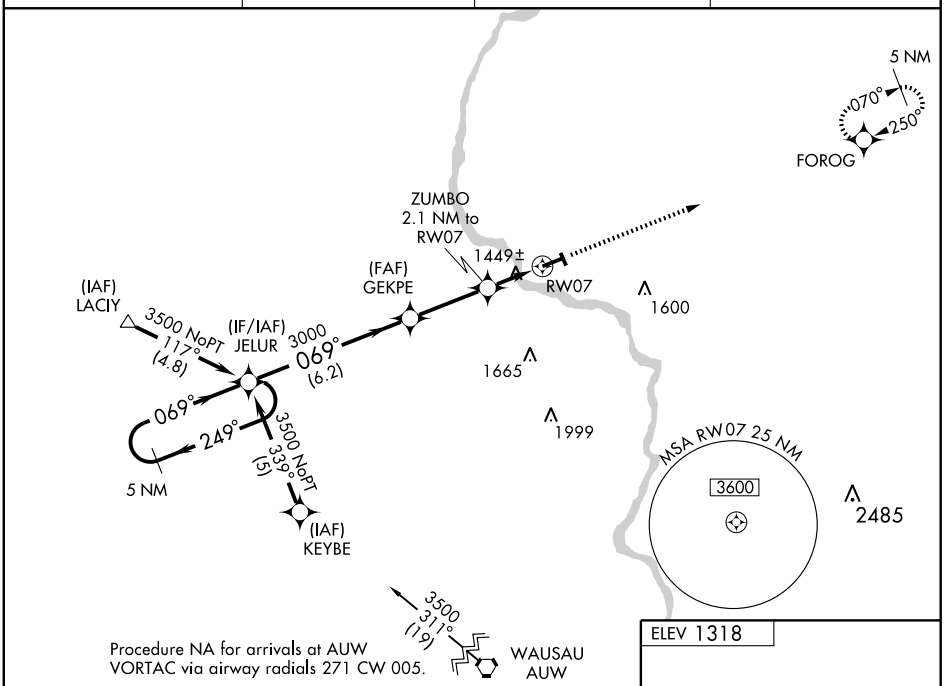
RNAV (GPS) RWY 7

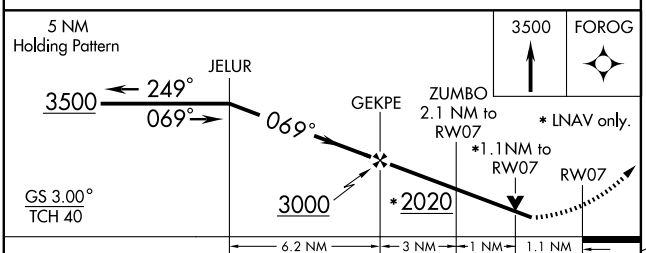
MERRILL MUNI (RRL)

Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting. If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA.

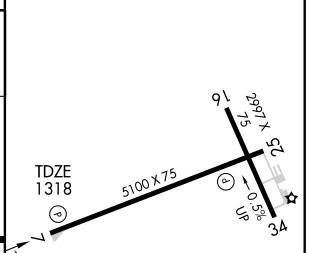
MISSED APPROACH: Climb to 3500 direct FOROG and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1635-1¼ 317 (400-1¼)			NA
LNAV/VNAV DA	1754-1½ 436 (500-1½)			NA
LNAV MDA	1700-1 382 (400-1)			NA
CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA



REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5100
CH 49104	250°	TDZE	1311
W25A		Apt Elev	1318

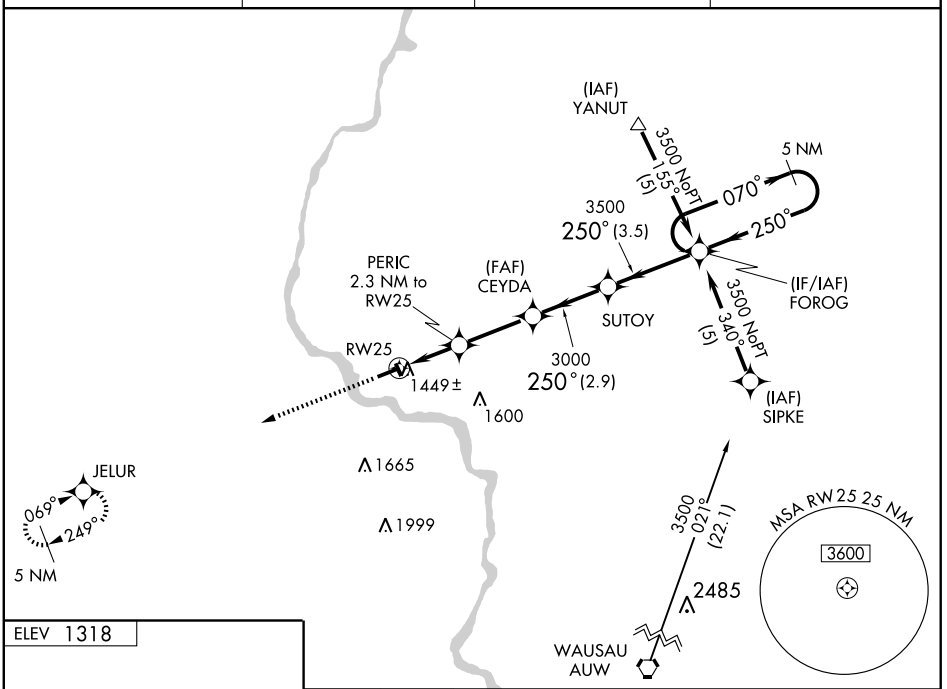
RNAV (GPS) RWY 25

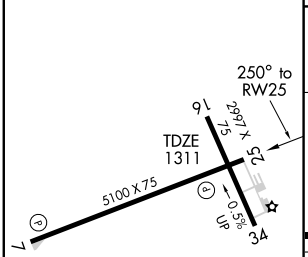
MERRILL MUNI (RRL)

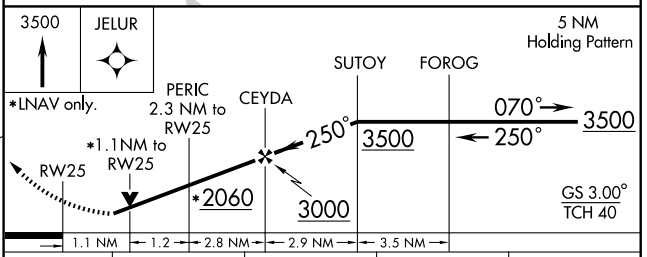
Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting. If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3500 direct JELUR and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1640-1¼ 329 (400-1¼)			NA
LNAV/VNAV DA	1719-1½ 408 (500-1½)			NA
LNAV MDA	1700-1 389 (400-1)			NA
CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA

REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MENOMONIE

MENOMONIE MUNI–SCORE FLD (LUM) 3 E UTC−6(−5DT) N44°53.54′ W91°52.07′ **GREEN BAY**
895 B S4 **FUEL** 100LL, JET A NOTAM FILE GRB **H–2J, L–14I**
RWY 09–27: H5074X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Trees. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 18–36: H3470X75 (ASPH) MIRL
RWY 18: REIL. PAPI(2PL)—GA 3.0° TCH 40′. Road. **RWY 36:** PAPI(2PR)—GA 3.0° TCH 40′. Ground.
AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36, PAPI Rwy 09, Rwy 27, Rwy 18 and Rwy 36, REIL Rwy 09, Rwy 18 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (715) 235–5342.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 125.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.
EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 265° 16.6 NM to fld. 804/4E.
HIWAS.

MERRILL MUNI (RRL) 1 NW UTC−6(−5DT) N45°11.94′ W89°42.77′ **GREEN BAY**
1318 B S3 **FUEL** 100LL, JET A OX 4 NOTAM FILE RRL **H–2K, L–14J**
RWY 07–25: H5100X75 (ASPH) S–45, D–65, 2S–83, 2D–100 MIRL **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 16–34: H2997X75 (ASPH) S–26 MIRL 0.5% up N
RWY 16: Pole. **RWY 34:** Trees.
AIRPORT REMARKS: Attended Sat 1400–2300Z‡, Sun 1500–2200Z‡, Oct–May, Mon–Fri 1400–2300Z‡, June-Sep, Mon–Fri 1400–0100Z‡. CAUTION: Deer on and invof arpt. Ultralight activity on and invof arpt. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25 and MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (715) 539–8422.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 344° 21.8 NM to fld. 1205/2E.
NDB (MHW) 257 RRL N45°11.92′ W89°42.26′ at fld. NOTAM FILE RRL. NDB unusable byd 12 NM.

MIDDLETON MUNI–MOREY FLD (C29) 5 NW UTC−6(−5DT) N43°06.86′ W89°31.89′ **CHICAGO**
928 B S4 **FUEL** 100LL, JET A TPA—1928(1000) NOTAM FILE GRB **L–28G**
RWY 10–28: H4000X100 (ASPH) MIRL **IAP**
RWY 10: REIL PAPI(P2L)—GA 4.0° TCH 32′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Pole.
RWY 01–19: 2000X120 (TURF)
AIRPORT REMARKS: Attended 1400–2330Z‡. Birds on and invof arpt; especially during rainy periods. 135′ crane ¼ mile east 1900–0400Z‡, 240′ crane ½ mile from AER 28 SR–SS, 230′ crane 1 mile SE AER 28 and 240′ crane 2.2 miles SW. Crane 80′ AGL ¼ SM E of AER, unlgtd/unflagged. Avoid noise sensitive area 1 mile SW. Ctc arpt manager at 608–836–1711 for noise abatement procedures. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (608) 833–1686.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
GCO 121.725 (FLIGHT SERVICES and MADISON APP CON)
RADIO AIDS TO NAVIGATION: NOTAM FILE MSN.
MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ 255° 8.6 NM to fld. 860/3E.
ILS/DME 110.35 I–CFQ Chan 40(Y) Rwy 10. Unmonitored.

MILWAUKEE N42°56.82′ W87°53.82′ **CHICAGO**
RCO 122.65 122.4 (GREEN BAY RADIO) Unusable byd 30 NM blo 3000′. **L–28H. A**

LOC/DME I-CFQ	APP CRS	Rwy Idg	4000
110.35	101°	TDZE	928
Chan 40 (Y)		Apt Elev	928

LOC/DME RWY 10

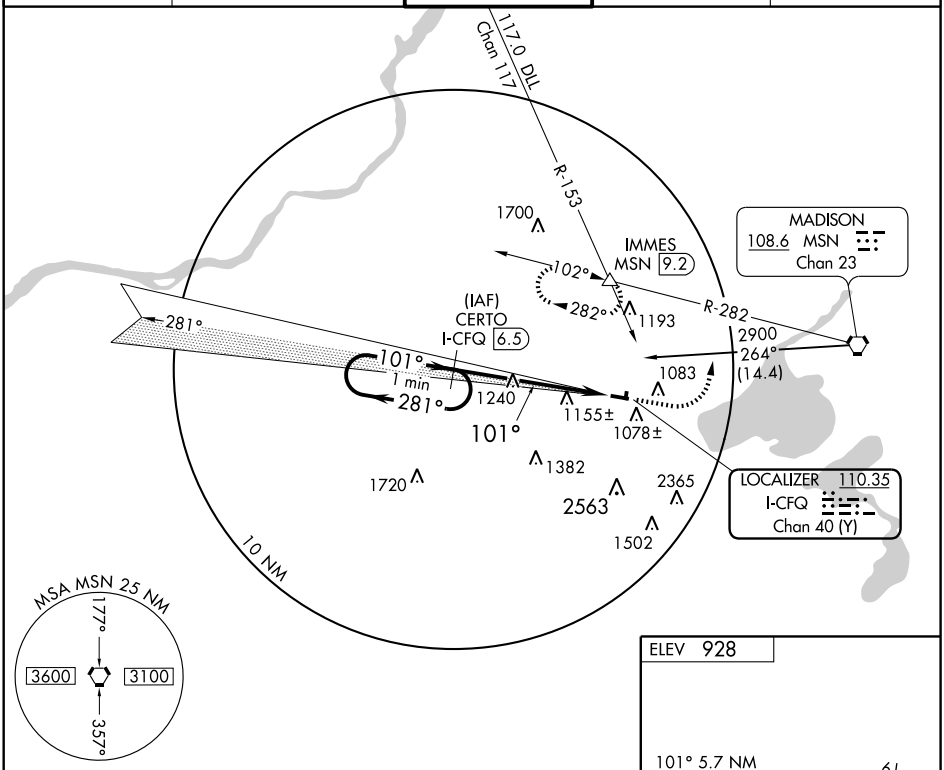
MIDDLETON MUNI - MOREY FIELD (C29)

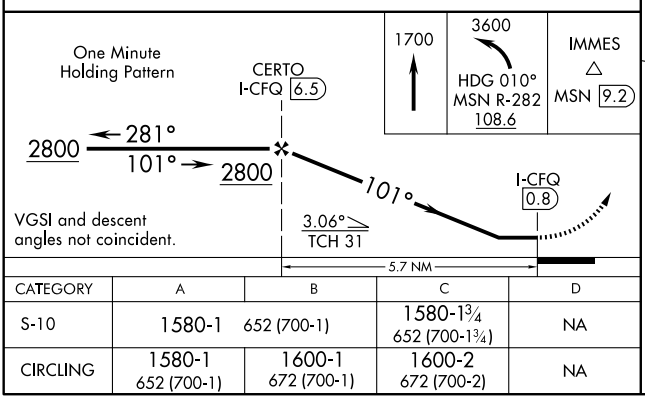
Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all MDA 60 feet, and increase S-10 Cat. C visibility ¼ mile.

NA

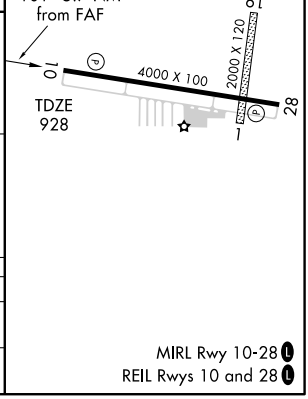
MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 via heading 010° and MSN VORTAC R-282 to IMMES Int/MSN 9.2 DME and hold, continue climb-in-hold to 3600.

AWOS-3	DANE COUNTY RGNL ATIS	MADISON APP CON ★	GCO	UNICOM
118.675	124.65 278.3	135.45 343.7	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
S-10	1580-1	652 (700-1)	1580-1¾ 652 (700-1¾)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA



MIRL Rwy 10-28

REIL Rwys 10 and 28

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 62912	101°	TDZE	928
W10A		Apt Elev	928

RNAV (GPS) RWY 10

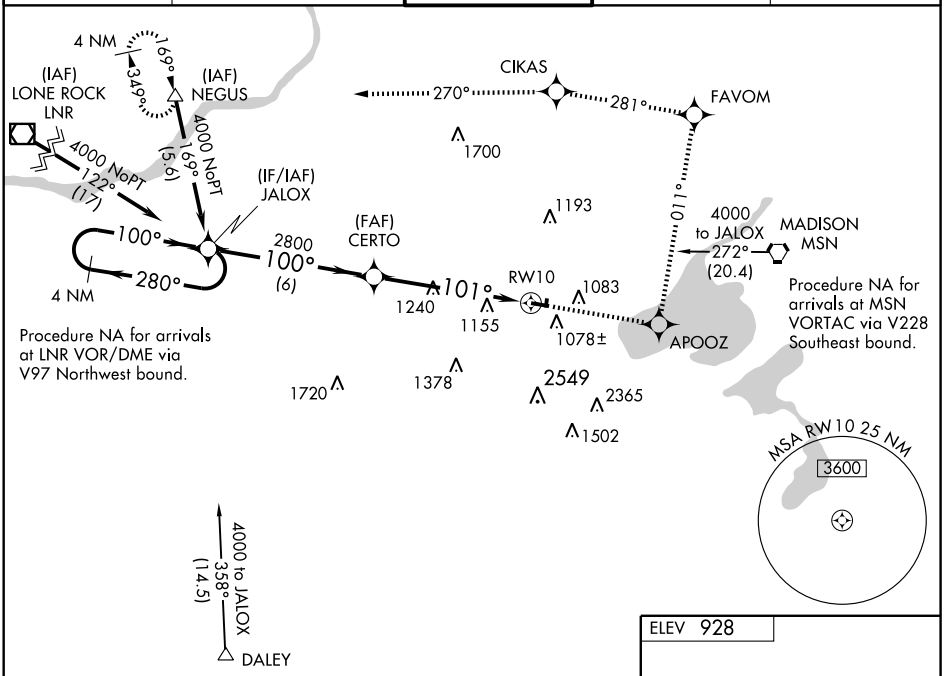
MIDDLETON MUNI - MOREY FIELD (C29)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

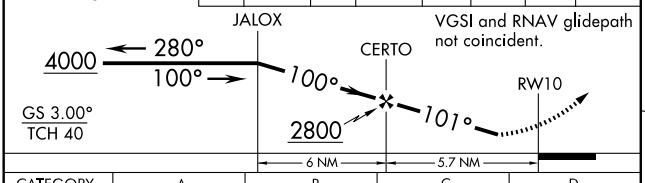
MISSED APPROACH: Climb to 4000 direct APOOZ and via 011° track to FAVOM and via 281° track to CIKAS and via 270° track to NEGUS and hold.

AWOS-3	DANE COUNTY RGNL ATIS	MADISON APP CON ★	GCO	UNICOM
118.675	124.65 278.3	135.45 343.7	121.725	123.0 (CTAF) L



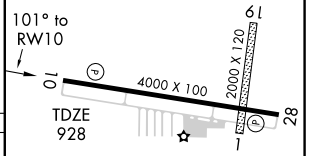
4000	APOOZ	011° TRK	FAVOM	281° TRK	CIKAS	270° TRK	NEGUS

4 NM Holding Pattern



VGSI and RNAV glidepath not coincident.

ELEV 928



CATEGORY	A	B	C	D
LPV DA	1450-1¾ 522 (600-1¾)			NA
LNAV/VNAV DA	1559-2¼ 631 (700-2¼)			NA
LNAV MDA	1580-1 652 (700-1)		1580-1¾ 652 (700-1¾)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 82404	281°	TDZE	928
W28A		Apt Elev	928

RNAV (GPS) RWY 28

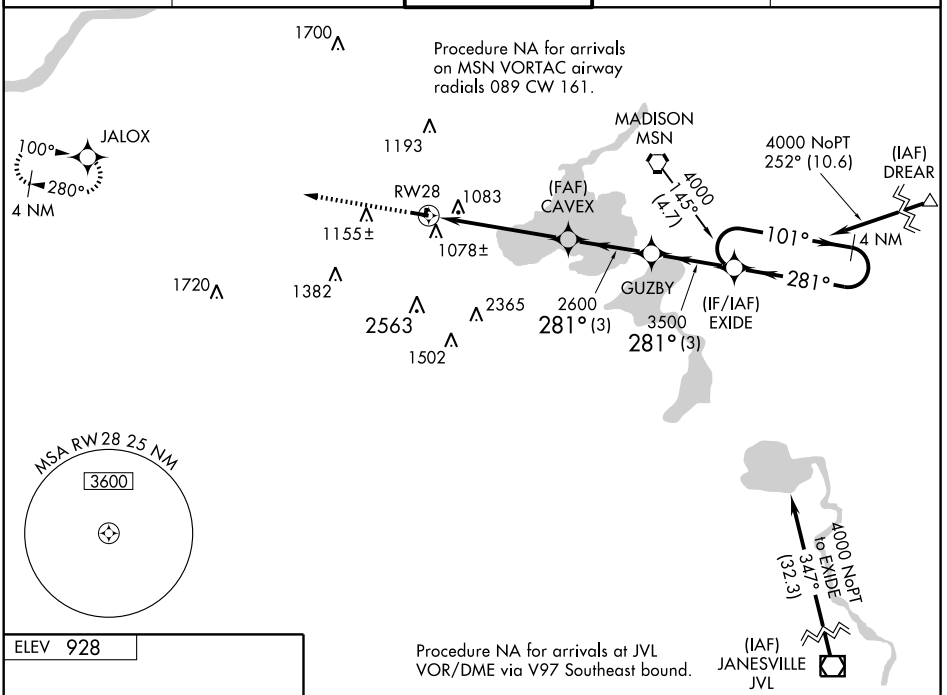
MIDDLETON MUNI - MOREY FIELD (C29)

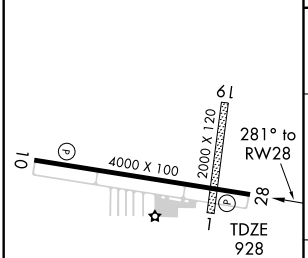
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

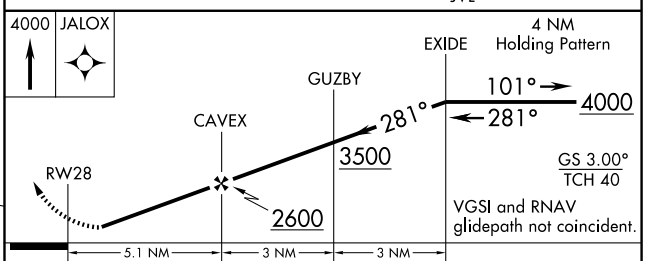
NA

MISSED APPROACH: Climb to 4000 direct JALOX and hold.

AWOS-3	DANE COUNTY RGNL ATIS	MADISON APP CON ★	GCO	UNICOM
118.675	124.65 278.3	135.45 343.7	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1326-1½ 398 (400-1½)			NA
LNAV/VNAV DA	1442-1¾ 514 (600-1¾)			NA
LNAV MDA	1480-1 552 (600-1)		1480-1½ 552 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN	APP CRS	Rwy Idg	4000
108.6	076°	TDZE	928
Chan 23		Apt Elev	928

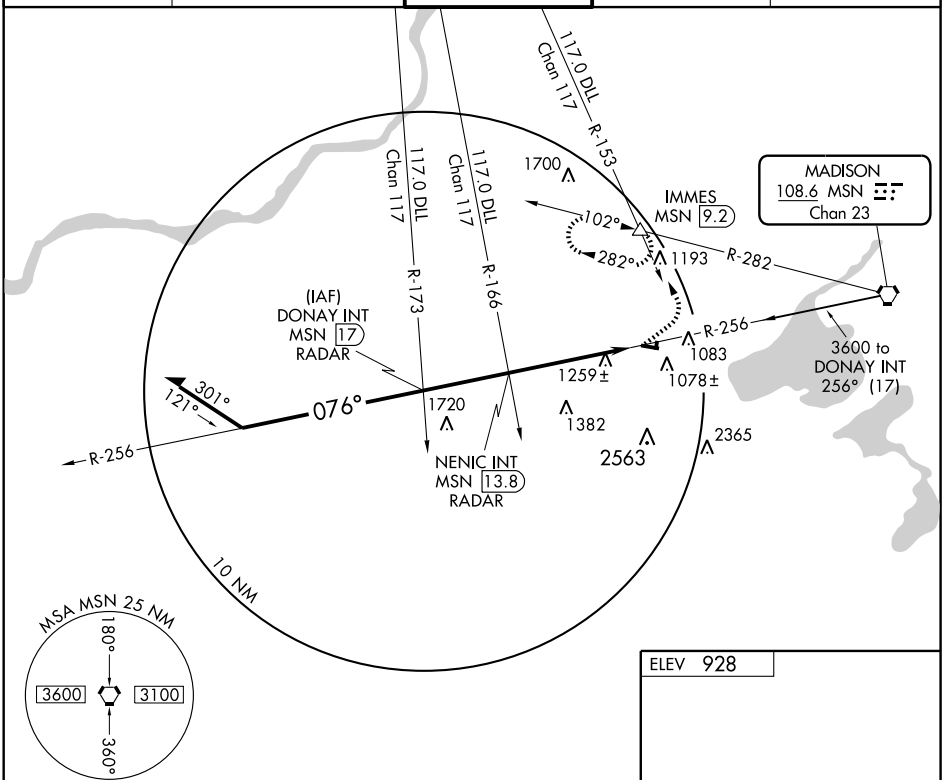
VOR RWY 10

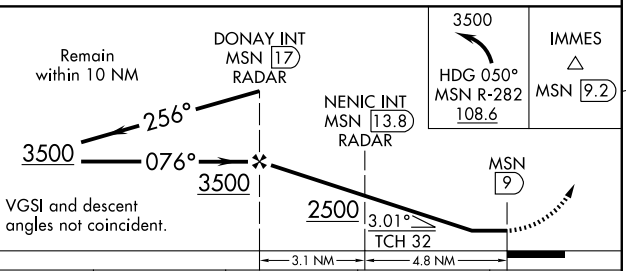
MIDDLETON MUNI - MOREY FIELD (C29)

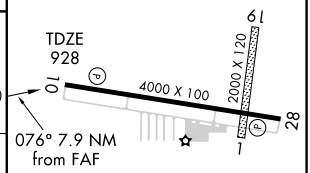
Use Dane County Rgnl-Truax Field altimeter setting, if not received use Baraboo Wisconsin Dells altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3500 via heading 050° and MSN R-282 to IMMES Int/9.2 DME and hold, continue climb-in hold to 3500.

AWOS-3	DANE COUNTY RGNL ATIS	MADISON APP CON ★	GCO	UNICOM
118.675	124.65 278.3	135.45 343.7	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
S-10	1540-1 612 (700-1)		1540-1¾ 612 (700-1¾)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28 (L)
REIL Rwys 10 and 28 (L)

FAF to MAP 7.9 NM					
Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MSN 108.6 Chan 23	APP CRS 254°	Rwy Idg 4000 TDZE 928 Apt Elev 928

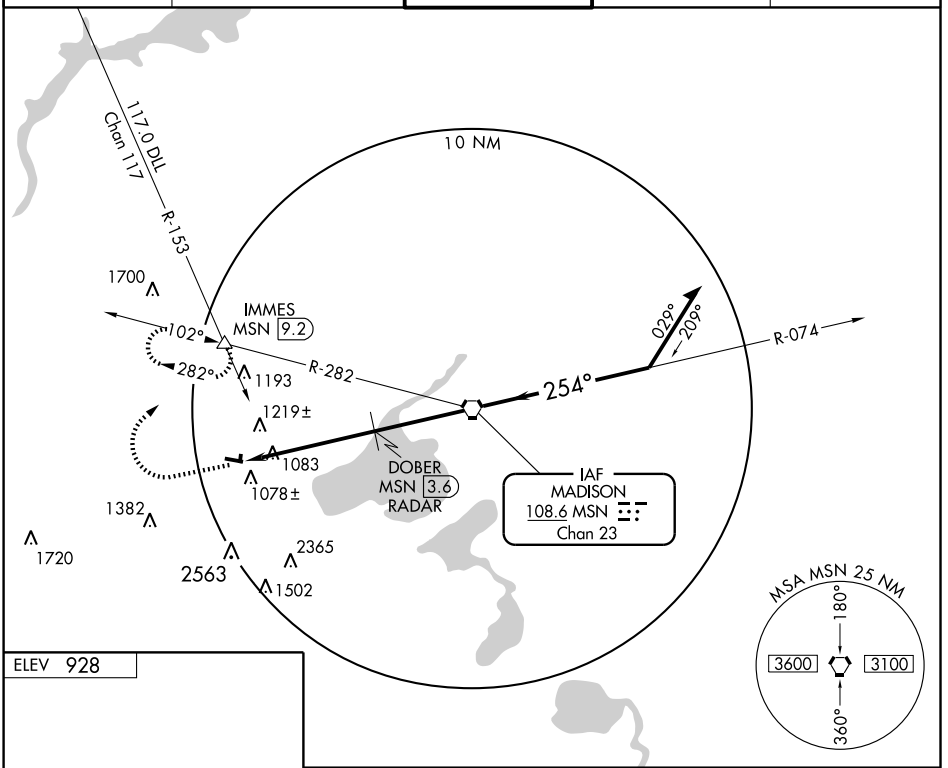
VOR RWY 28

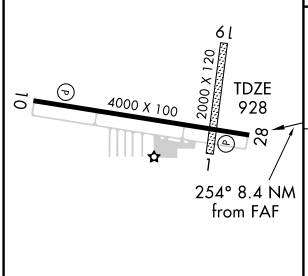
MIDDLETON MUNI - MOREY FIELD (C29)

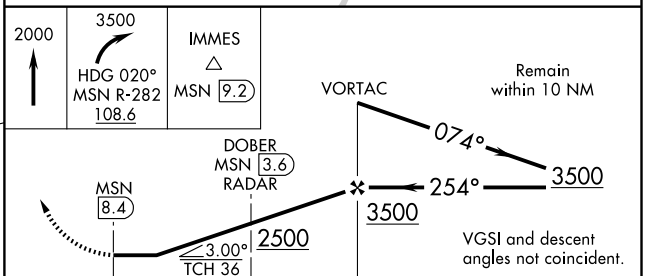
NA Use Dane County Rgnl-Truax Field altimeter setting, if not received use Baraboo Wisconsin Dells altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via heading 020° and MSN R-282 to IMMES Int/9.2 DME and hold.

AWOS-3	DANE COUNTY RGNL ATIS	MADISON APP CON ★	GCO	UNICOM
118.675	124.65 278.3	135.45 343.7	121.725	123.0 (CTAF) L





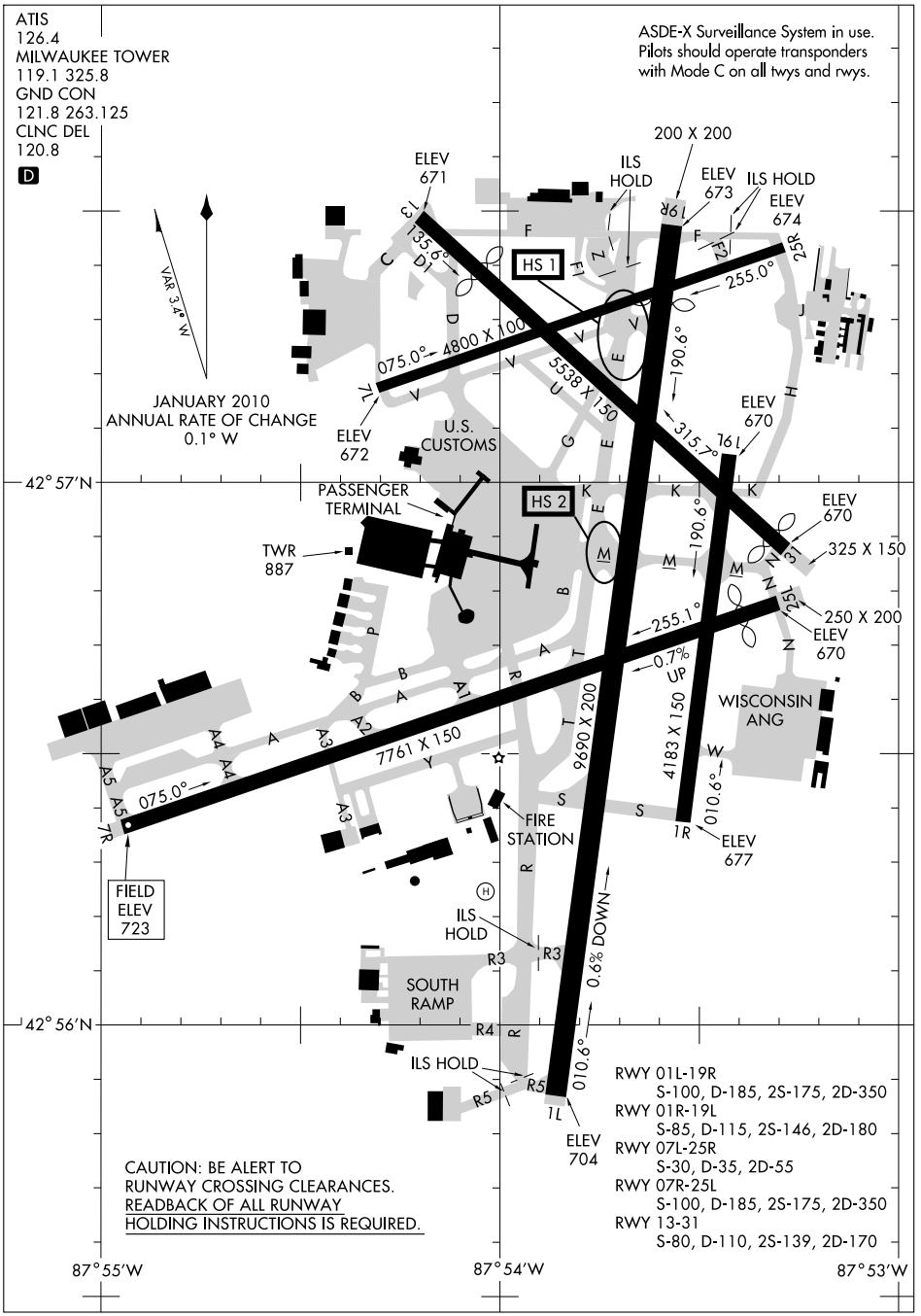


MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

CATEGORY	A	B	C	D
S-28	1500-1 572 (600-1)		1500-1½ 572 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

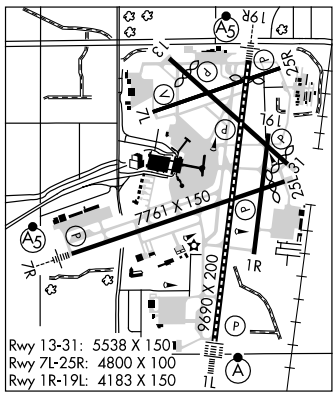


EC-3, 21 OCT 2010 to 18 NOV 2010

MILWAUKEE

GENERAL MITCHELL INTL (MKE) 5 S UTC−6(−5DT) N42°56.83′ W87°53.80′ **CHICAGO**
723 B S4 **FUEL** 100LL, JET A OX 1 LRA ARFF Index—See Remarks **H–5E, L–28H, A**
NOTAM FILE MKE **IAP, AD**

RWY 01L–19R: H9690X200 (ASPH–CONC–GRVD) S–100, D–185, 2S–175, 2D–350 HIRL, CL
RWY 01L: ALSF2, TDZL. PAPI(P4R)—GA 3.0° TCH 65′. Tree. 0.6% down.
RWY 19R: MALSR. PAPI(P4R)—GA 3.0°TCH 68′. Thld dsplcd 785′. Fence.
RWY 07R–25L: H7761X150 (ASPH–CONC–GRVD) S–100, D–185, 2S–175, 2D–350 HIRL 0.7% up
RWY 07R: MALSR. PAPI(P4L)—GA 3.0°TCH 56′. Tree.
RWY 25L: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 432′. Pole.
RWY 13–31: H5538X150 (ASPH–CONC) S–80, D–110, 2S–139, 2D–170. MIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 741′. Pole.
RWY 31: REIL. PAPI(P4R)—GA 3.0° TCH 55′. Thld dsplcd 204′. Railroad.
RWY 07L–25R: H4800X100 (ASPH) S–30, D–35, 2D–55 MIRL
RWY 07L: REIL. VASI(V4L)—GA 3.1° TCH 37′. Tree.
RWY 25R: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Pole.
RWY 01R–19L: H4183X150 (CONC) S–85, D–115, 2S–146, 2D–180 MIRL
RWY 01R: REIL. **RWY 19L:** Tree.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 07R:	TORA–7761	TODA–7761	ASDA–7761	LDA–7761
RWY 13:	TORA–5538	TODA–5538	ASDA–5538	LDA–4797
RWY 25L:	TORA–7761	TODA–7761	ASDA–7761	LDA–7329
RWY 31:	TORA–5538	TODA–5538	ASDA–5538	LDA–5331

AIRPORT REMARKS: Attended continuously. Rwy 07L–25R CLOSED to all jet acft Rwy 13–31 CLOSED jet acft without PPR from airport manager —call 414–747–5325. Rwy 13–31 and Rwy 01R–19L and Rwy 07L–25R CLOSED except light weight single engine acft 0400–1200Z‡ daily. All approaches are over noise sensitive areas; all turbojet acft should refrain from conducting multi VFR tfc pattern apchs and departures without prior approval from arpt manager call 414–747–5325. Training flights involving successive use of any rwy prohibited 0400–1200Z‡. Acft with wingspan greater than 158′ cannot pass simultaneously on Twy A and Twy B between Twy A1 and Twy A2. Acft with wingspan greater than 175′ cannot pass simultaneously on Twy E and Twy Z. Birds on and invof arpt. Class I ARFF Index C. Index D equipment avbl upon req. Preferred usage by acft between 0400–1200Z‡ is tkf Rwy 19R and ldg Rwy 01L. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Twy A clsd from Twy R to E and Twy E clsd from Twy T to M and Twy T north clsd from Rwy 07R–25L acft with tail height greater than 54.5′ during CAT II and CAT III ops. Twy B between Twy V and Twy R clsd to acft with wingspan greater than 170′. Twy B clsd between Twy R and Twy A1 to acft with wingspan greater than 117′ without permission from arpt director at 414–747–5325. Twy D1, Twy F2 Twy H, Twy J, Twy F1, Twy P, and Twy F (east or Rwy 19R) clsd to acft with wingspan greater than 78′. Twy F (west of Twy Z) clsd to acft with wingspan greater than 117′ unless permission from arpt director at 414–747–5325. Twy S and Twy T clsd during CAT II and CAT III ops. Twy V between Twy D and Rwy 07L–25R clsd to acft with wingspan greater than 170′ when Rwy 07L–25R in use. Twy S and Twy T clsd between Rwy 07R–25L and Twy R during CAT II and CAT III ops. Holding bays at Rwy 01L and Rwy 07R are in use. Associated twy adjacent to bay is limited to acft wingspan up to 137′. Holding bay at Rwy 19R when in use. Twy Z adjacent to bay is limited to acft with wingspan up to 170′. Rwy 07L–25R no acft 65,000 lbs or greater allowed taxi between Twy C and Twy E. Rwy 19R TODA 8450′ from int Twy V. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices Section–Intersection Departures During Period of Darkness. Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (414) 769–7161. TDWR.

COMMUNICATIONS: D–ATIS 126.4 **UNICOM** 122.95
MILWAUKEE RCO 122.65 122.4 (GREEN BAY RADIO) Unusable byd 30 NM blo 3000′.
Ⓡ **MILWAUKEE APP CON** 127.85 127.0 126.5 (A) 118.0 (B) Ⓡ**MILWAUKEE DEP CON** 127.0 125.35 (A) 119.65 (B)
MILWAUKEE TOWER 119.1 **GND CON** 121.8 **CLNC DEL** 120.8

AIRSPACE: CLASS C svc continuous ctc **APP CON**

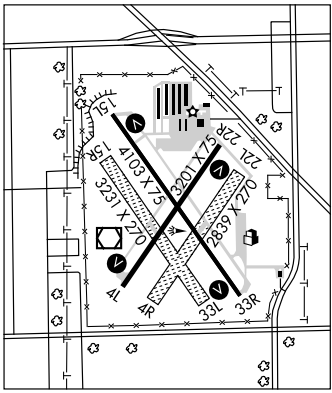
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 119° 19.9 NM to fld. 1080/2E. **HIWAS.**
YANKS NDB (MHW/LOM) 260 BL N43°03.60′ W87°52.61′ 189° 6.8 NM to fld. Unmonitored.
TEELS NDB (MH/LOM) 242 GM N42°54.54′ W88°02.46′ 072° 6.8 NM to fld. Unmonitored.
CAPPY NDB (LOM) 410 MK N42°50.38′ W87°54.78′ 008° 6.5 NM to fld.
ILS/DME 110.3 I–MKE Chan 40 Rwy 01L. Class IIIE. LOM CAPPY NDB. MM unmonitored.
ILS/DME 111.5 I–GMF Chan 52 Rwy 07R. Class IE. LOM TEELS NDB.
ILS 110.3 I–BLY Rwy 19R. Class IE. LOM YANKS NDB.
ILS/DME 111.5 I–PXY Chan 52 Rwy 25L.

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COMM/NAV/WEATHER REMARKS: APP/DEP CON: (A) West of 01L–19R extended LOC course of active rwy and north of Rwy 07R–25L extended course of active rwy. (B) East of Rwy 01L–19R extended LOC course of active rwy and south of Rwy 07R–25L extended course of active rwy.

LAWRENCE J. TIMMERMAN (MWC) 5 NW UTC−6(−5DT) N43°06.62′ W88°02.07′ — CHICAGO
745 B S4 **FUEL** 100, JET A OX 1, 2 TPA—1745(1000) NOTAM FILE MWC — L–28H, A
RWY 15L–33R: H4103X75 (ASPH) S–30 MIRL — IAP, AD
RWY 15L: REIL. VASI(V4L)—GA 3.0° TCH 41′. Tree.
RWY 33R: VASI(V4L)—GA 3.0° TCH 26′. Tree.
RWY 15R–33L: 3231X270 (TURF)
RWY 15R: Tree. **RWY 33L:** Tree.
RWY 04L–22R: H3201X75 (ASPH) S–30 MIRL
RWY 04L: REIL. VASI(V4L)—GA 4.0° TCH 44′. Tree.
RWY 22R: REIL. VASI(V4L)—GA 3.0° TCH 36′. Tree.
RWY 04R–22L: 2839X270 (TURF)
RWY 04R: Tree. **RWY 22L:** Trees.



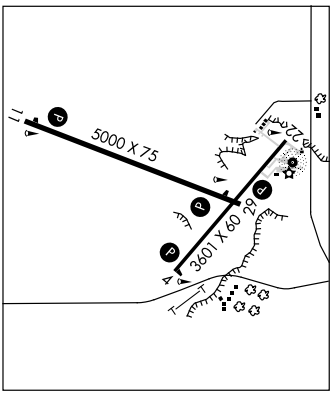
AIRPORT REMARKS: Attended May–Sep 1300–0400Z‡, Oct–Apr 1300–0300Z‡. Birds on and invof arpt. Turf Rwys 04R–22L, Rwy 15R–33L and all turf twys clsd 15 Oct–1 May. When twr clsd, ACTIVATE MIRL Rwy 04L–22R, VASI and REIL Rwys 04L and 22R, MIRL Rwy 15L–33R, VASI Rwys 15L and 33R, and REIL Rwy 15L—CTAF.
WEATHER DATA SOURCES: AWOS–3 (414) 461–2954. LAWRS.
COMMUNICATIONS: CTAF 120.5 **ATIS** 128.3 **UNICOM** 122.95
TIMMERMAN RCO 123.6R 112.5T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
TIMMERMAN TOWER 120.5 (1300–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7 (when Twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWC.
TIMMERMAN (L) VOR/DME 112.5 LJT Chan 72 N43°06.59′ W88°02.24′ at fld. 737/2W.
ILS 108.5 I–MWC Rwy 15L. LOC only. Unmonitored when twr clsd.

MINDI N44°00.24′ W91°15.65′ NOTAM FILE LSE. — CHICAGO
NDB (LOM) 272 LS 177° 7.5 NM to La Crosse Muni.

MINERAL POINT N42°53.28′ W90°13.59′ NOTAM FILE MRJ. — CHICAGO
NDB (MHW) 365 MRJ at Iowa Co. — L–28G

MINERAL POINT

IOWA CO (MRJ) 3 NW UTC−6(−5DT) N42°53.21′ W90°14.17′ — CHICAGO
1171 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MRJ — H–5D, L–28G
RWY 11–29: H5000X75 (ASPH) MIRL 0.7% up SE — IAP
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 04–22: H3601X60 (ASPH) S–12.5 MIRL
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 22: PAPI(P2L)—GA 3.0° TCH 31′.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Sun on call. For attendant call 608–553–7571 or 608–341–8455. Fuel avbl 24 hour self service. Call pager 608–376–4464 or self service. For service information call 608–987–9931/608–574–2294. Birds on and invof of arpt. Be alert: Acft taxiing on Rwys 04–22 and 11–29. For noise abatement preferred no wind rwy is Rwy 29. Rwy 22 VASI OTS indef. MIRL Rwy 11–29 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04, Rwy 22, Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (608) 987–2157.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 191° 24.9 NM to fld. 1184/0E. HIWAS.
MINERAL POINT NDB (MHW) 365 MRJ N42°53.28′ W90°13.59′ at fld. NOTAM FILE MRJ.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rwys.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rwys.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-MKE	APP CRS	Rwy 1L ldg 9690	Rwy 1R ldg 4183
110.3	009°	TDZE 704	TDZE 677
Chan 40		Apt Elev 723	Apt Elev 723

ILS or LOC RWY 1L

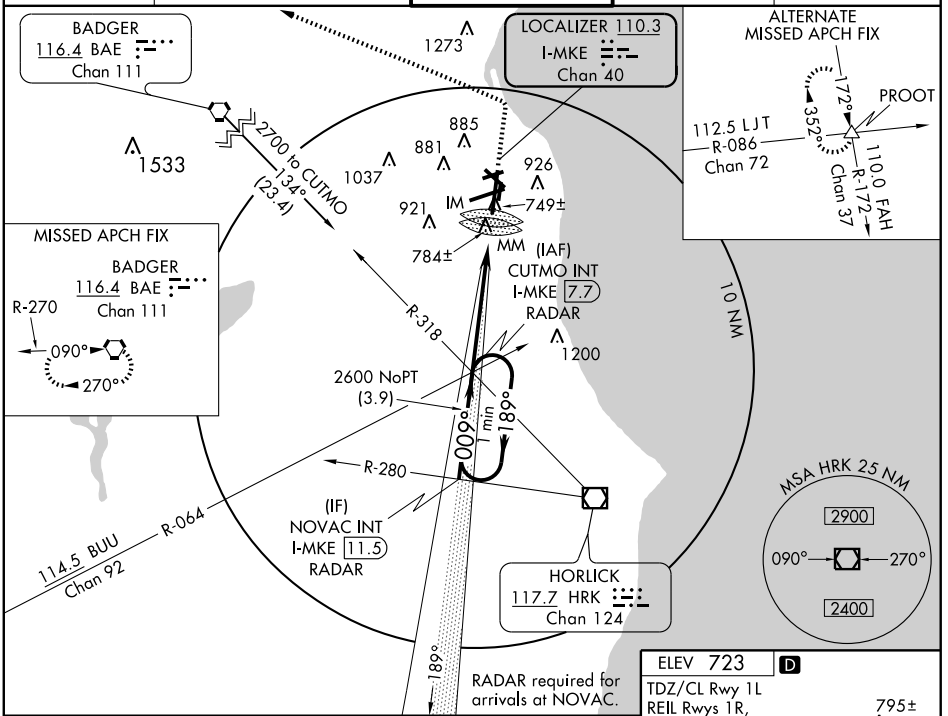
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

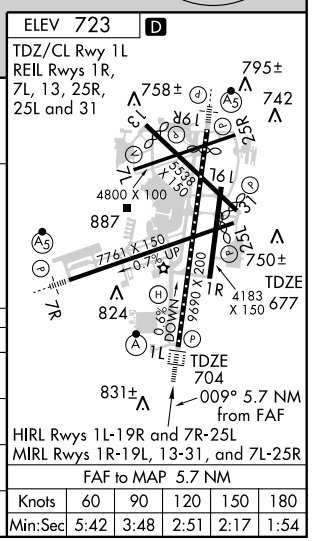
For inoperative ALSF-2, increase S-LOC 1L Cat D visibility to RVR 5000.

ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 1L	904/18 200 (200-½)			
S-LOC 1L	1040/24 336 (400-½)			1040/40 336 (400-¾)
SIDESTEP 1R	1040-1 363 (400-1)		1040-1½ 363 (400-1½)	1040-2 363 (400-2)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GMF	APP CRS	Rwy ldg 7761
111.5	074°	TDZE 723
Chan 52		Apt Elev 723

ILS or LOC RWY 7R

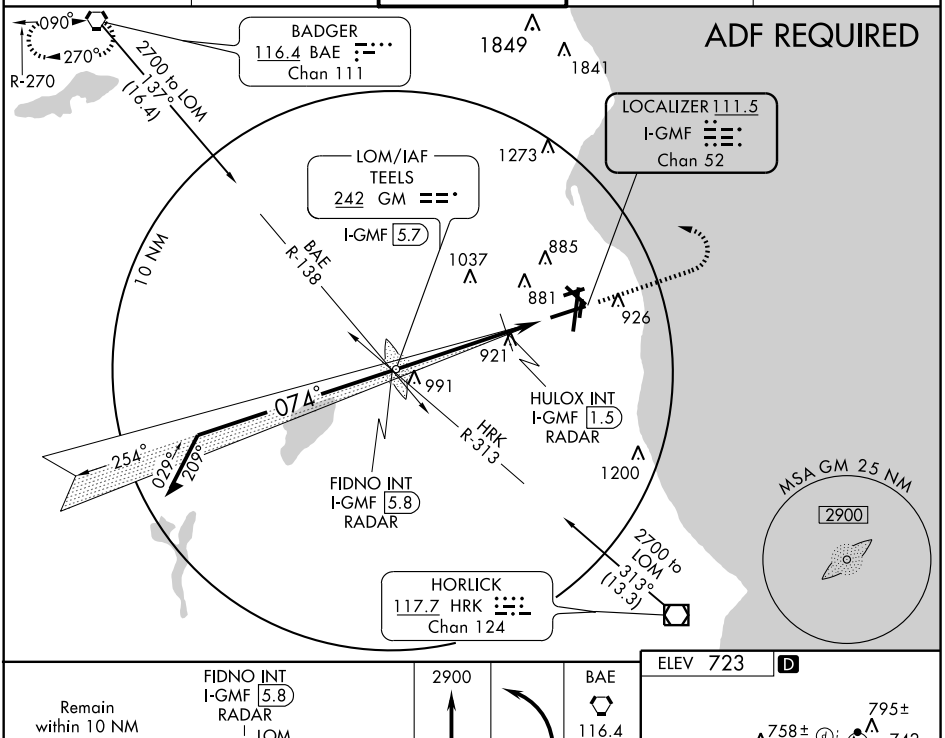
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

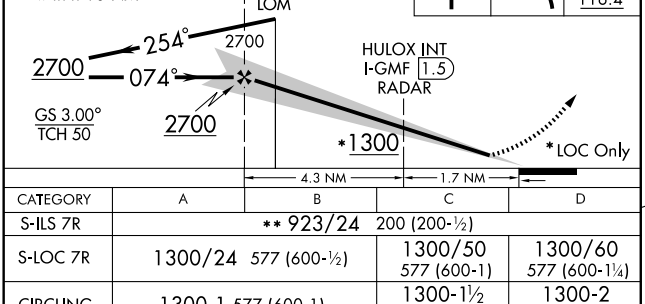
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

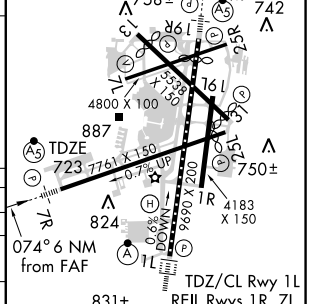
MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





CATEGORY	A	B	C	D
S-ILS 7R		** 923/24 200 (200-½)		
S-LOC 7R	1300/24 577 (600-½)		1300/50 577 (600-1)	1300/60 577 (600-1¼)
CIRCLING	1300-1 577 (600-1)		1300-1½ 577 (600-1½)	1300-2 577 (600-2)
HULOX FIX MINIMUMS				
S-LOC 7R	1180/24 457 (500-½)		1180/40 457 (500-¾)	1180/50 457 (500-1)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)



FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BLY	APP CRS	Rwy 19R ldg / TDZE / Apt Elev	Rwy 19L ldg / TDZE / Apt Elev
110.3	189°	8915 / 672 / 723	4183 / 674 / 723

ILS or LOC RWY 19R

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

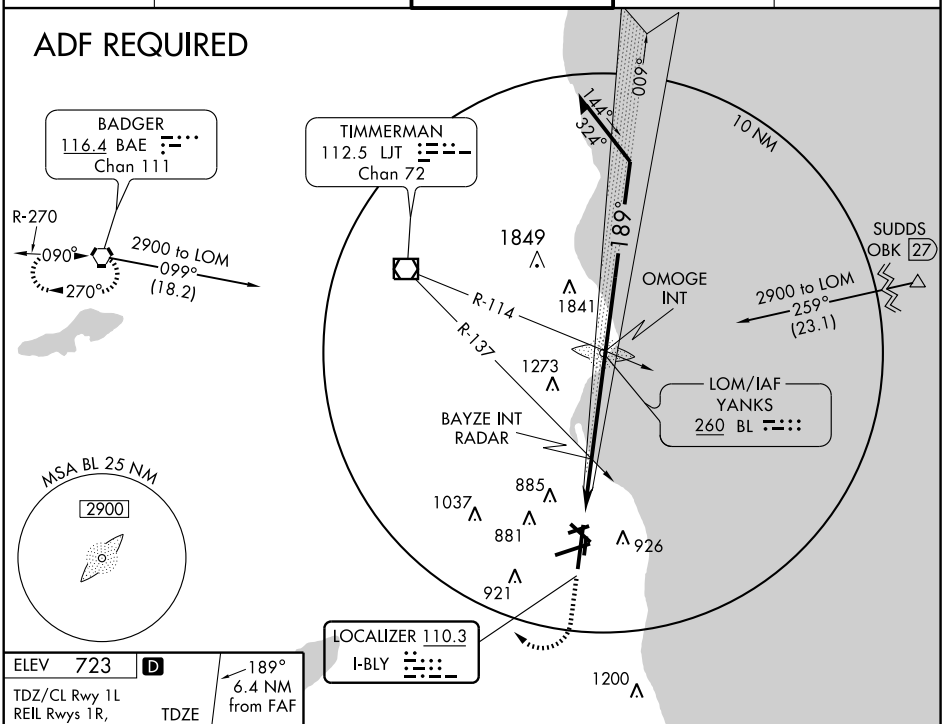
MALSR Rwy 19R

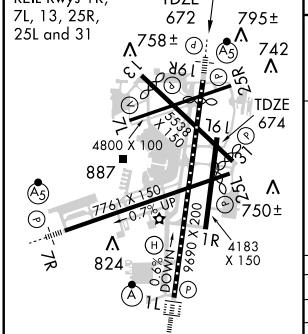
MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

EC-3, 21 OCT 2010 to 18 NOV 2010

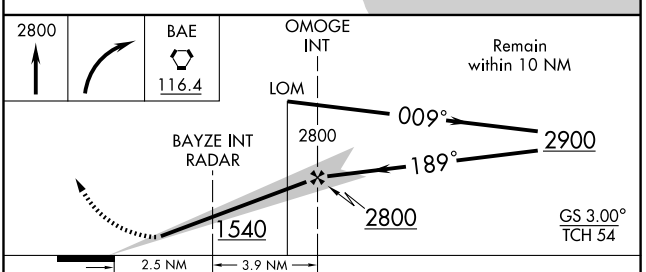
ADF REQUIRED





FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08



CATEGORY	A	B	C	D
S-ILS 19R	*872/24 200 (200-½)			
S-LOC 19R	1160/24 488 (500-½)		1160/40 488 (500-¾)	1160/50 488 (500-1)
SIDESTEP 19L	1160-1 486 (500-1)		1160-1½ 486 (500-1½)	1160-2 486 (500-2)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

LOC/DME I-MKE	APP CRS	Rwy 1L ldg	9690
110.3	009°	TDZE	704
Chan 40		Apt Elev	723

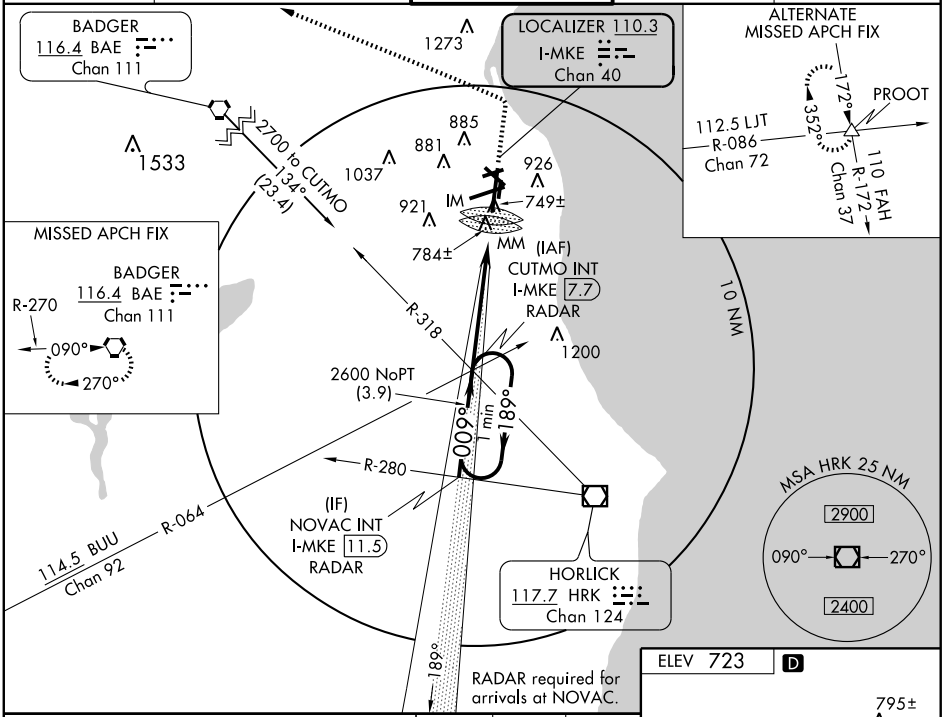
ILS RWY 1L (CAT II)

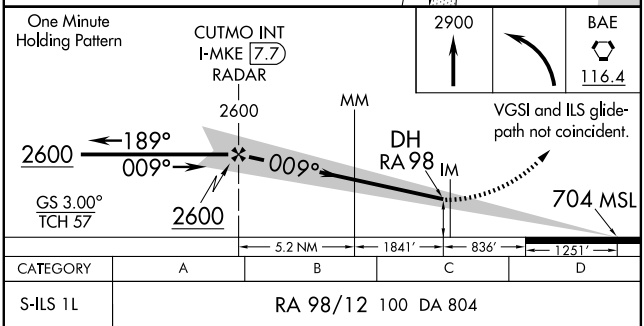
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

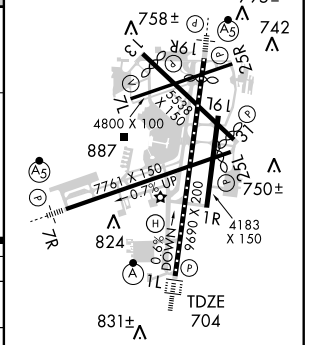
ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





CATEGORY	A	B	C	D
S-ILS 1L	RA 98/12 100 DA 804			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MKE	APP CRS	Rwy 1L ldg	9690
110.3	009°	TDZE	704
Chan 40		Apt Elev	723

ILS RWY 1L (CAT III)

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

BADGER 116.4 BAE Chan 111

LOCALIZER 110.3 I-MKE Chan 40

ALTERNATE MISSED APCH FIX

112.5 LJT R-086 Chan 72

172° 352° PROOT

110 FAH R-172 Chan 37

1273 1533 885 881 1037 926 749± 921 IM 784± MM

2700 to CUTMO 134° (23.4)

(IAF) CUTMO INT I-MKE 7.7 RADAR

1200

10 NM

R-318

MISSED APCH FIX

BADGER 116.4 BAE Chan 111

R-270 090° 270°

2600 NoPT (3.9)

009° 189° 1 min

R-280

(IF) NOVAC INT I-MKE 11.5 RADAR

114.5 BUU Chan 92 R-064

HORLICK 117.7 HRK Chan 124

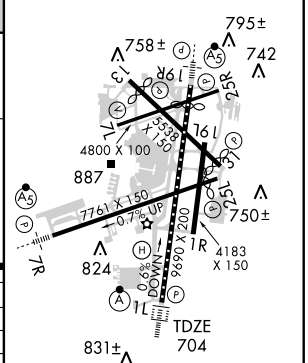
MSA HRK 25 NM

2900 090° 270° 2400

RADAR required for arrivals at NOVAC.

189°

ELEV 723 D



TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

2900 BAE 116.4

CUTMO INT I-MKE 7.7 RADAR

One Minute Holding Pattern

2600 189° 009° 009° 2600

MM 900 IM 803

GS 3.00° TCH 57

VGSI and ILS glidepath not coincident.

704 MSL

5.2 NM 1853′ 824′ 1251′

CATEGORY	A	B	C	D
S-ILS 1L		CAT IIIa	RVR 07	
S-ILS 1L		CAT IIIb	RVR 06	
S-ILS 1L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

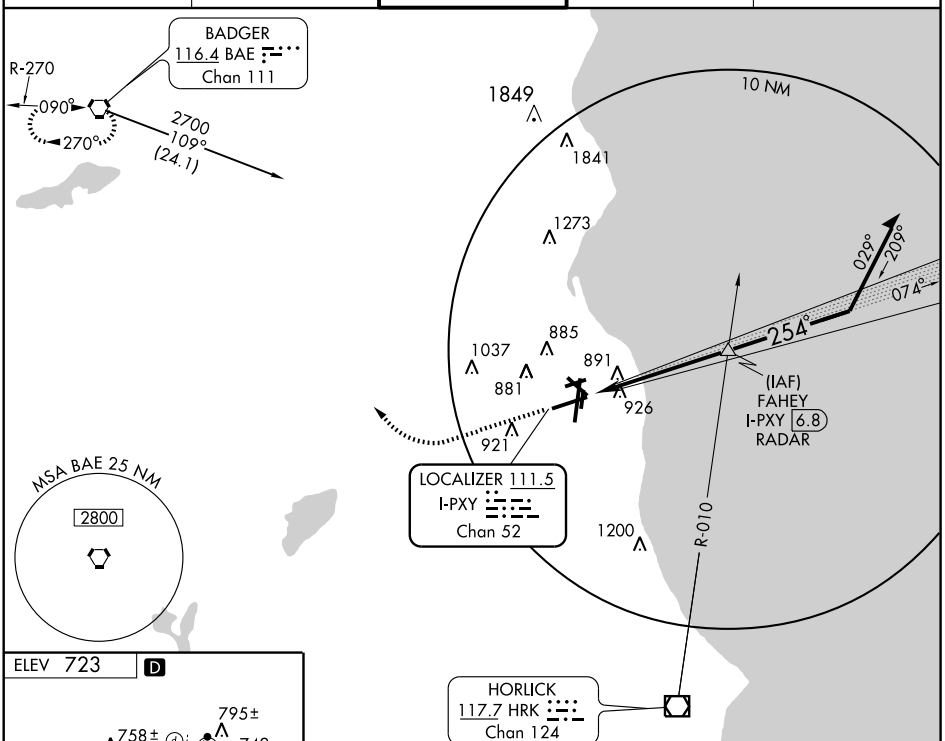
LOC/DME I-PXY	APP CRS	Rwy Idg	7329
111.5	254°	TDZE	683
Chan 52		Apt Elev	723

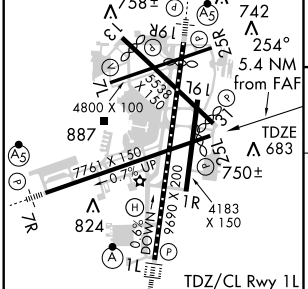
LOC RWY 25L

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

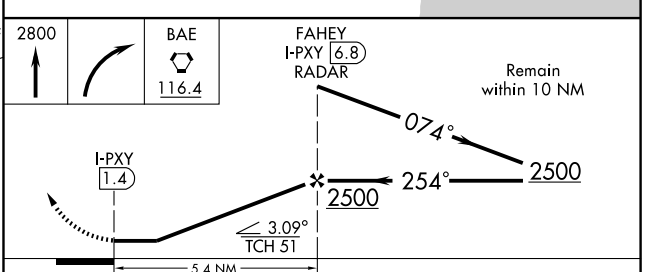
MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

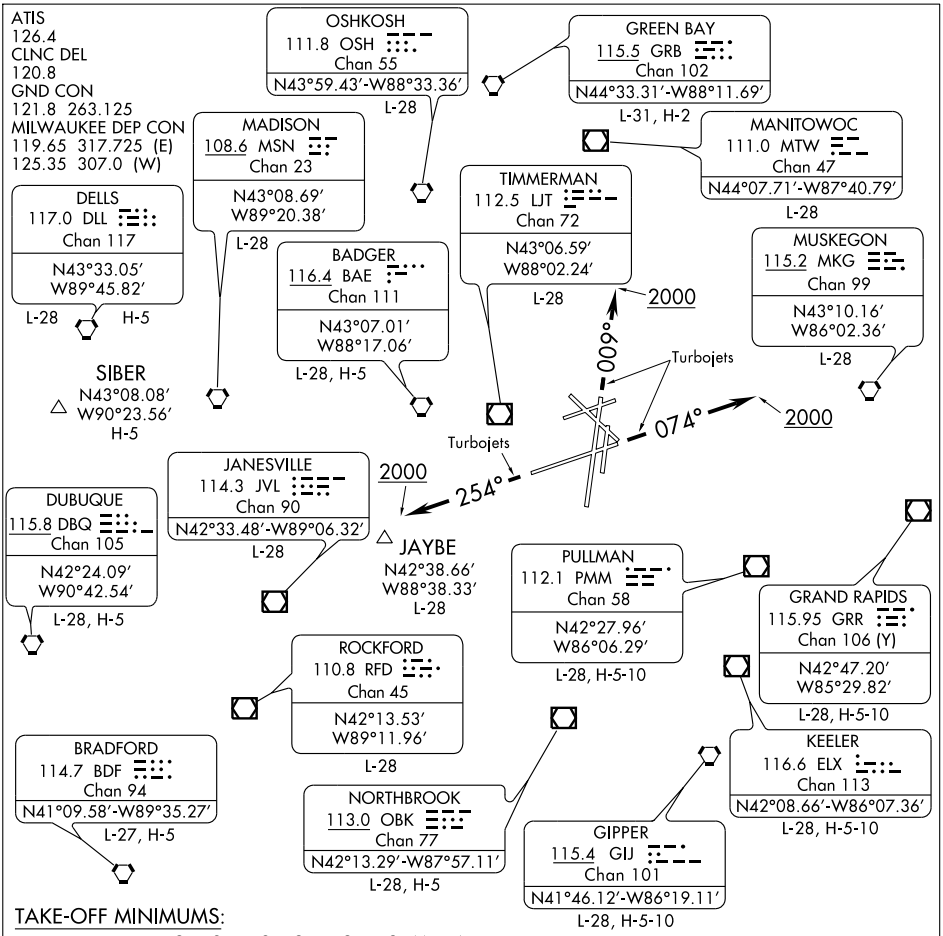


CATEGORY	A	B	C	D
S-25L	1160-1 477 (500-1)		1160-1¼ 477 (500-1¼)	1160-1½ 477 (500-1½)
CIRCLING	1280-1 557 (600-1)		1280-1½ 557 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MITCHELL ONE DEPARTURE

SL-262 (FAA)



TAKE-OFF MINIMUMS:

Rwy 1R, 1L, 7L, 13, 19R, 19L, 25R, 25L, STANDARD.

Rwy 7R, 300-1½ or STANDARD with a minimum climb of 300 feet per NM to 1100.

Rwy 31, 300-1½ or STANDARD with a minimum climb of 257 feet per NM to 1000.

SPECIAL INSTRUCTIONS: For all Turbojet aircraft:

TAKE-OFF Runway 1L: Climb heading 009° to 2000, then turn to assigned heading.

TAKE-OFF Runway 7R: Climb heading 074° to 2000, then turn to assigned heading.

TAKE-OFF Runway 19R: Turn to assigned heading.

TAKE-OFF Runway 25L: Climb heading 254° to 2000, then turn to assigned heading.

NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to join filed/assigned route. Maintain 5000' or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES:

RWY 1R, Antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL.

RWY 1L, Fence, beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER , 683' right of centerline, 14' AGL/ 736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/ 780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL.

RWY 7R, Multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/ 709' MSL. Train on track, 566' from DER, 12' right of centerline, to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.1 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.2 NM from DER, 1164' left of centerline, 180' AGL/891' MSL.

RWY 7L, Hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL.

RWY 13, Multiple light poles beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL.

RWY 19L, Tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL.

RWY 19R, Tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL.

RWY 25L, Tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL.

RWY 25R, Flag Pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/ 702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

RWY 31, Fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL Tank, 1.1 NM from DER, 742' right of centerline, 165' AGL/885' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 62816 W01A	APP CRS 009°	Rwy Idg 9690 TDZE 704 Apt Elev 723

RNAV (GPS) RWY 1L

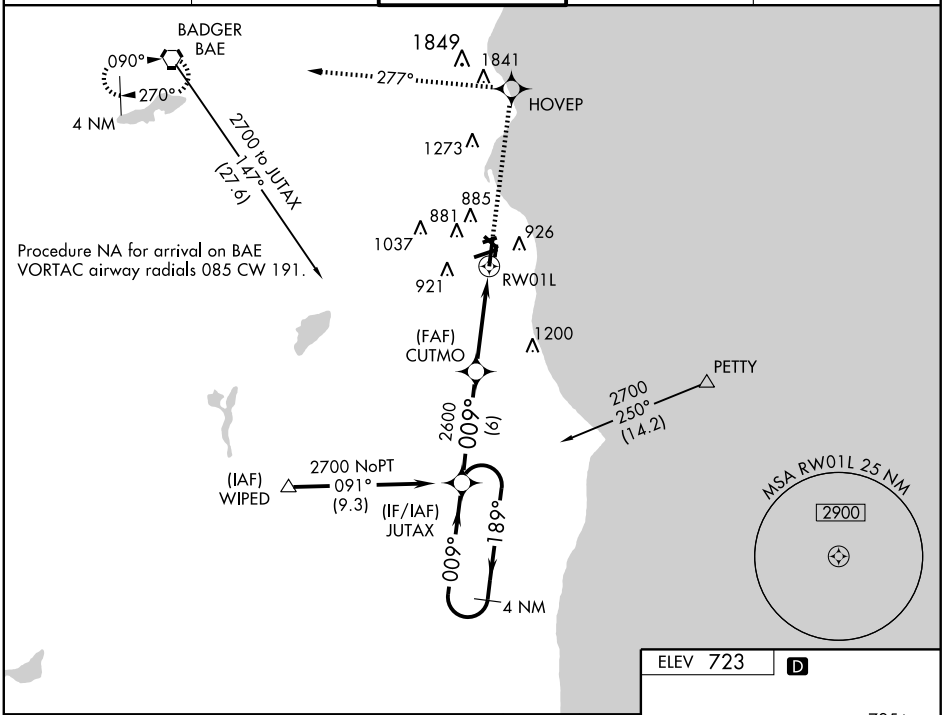
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

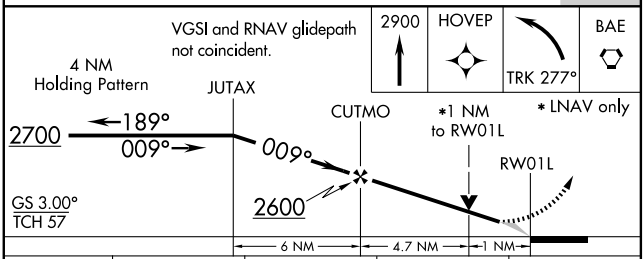
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

ALSF-2

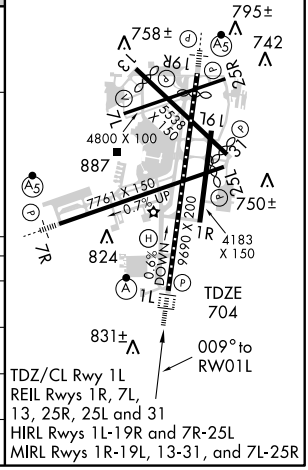
MISSED APPROACH: Climb to 2900 direct HOVEP then left turn via track 277° to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





CATEGORY	A	B	C	D
LPV DA	904/24 200 (200-½)			
LNAV/ VNAV DA	1101/40 397 (400-¾)			
LNAV MDA	1100/24 396 (400-½)			1100/50 396 (400-1)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4183
009°	TDZE	677
	Apt Elev	723

RNAV (GPS) RWY 1R

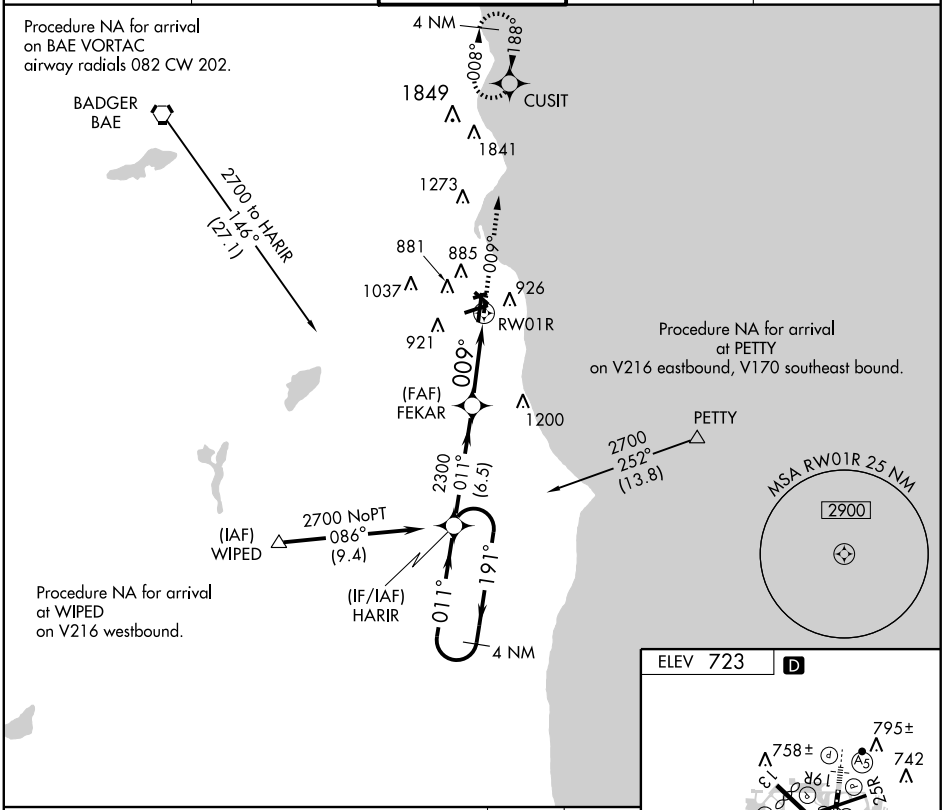
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

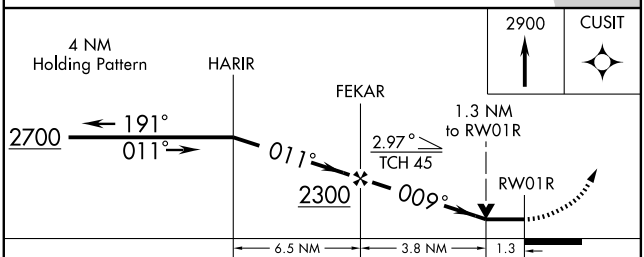
T
A NA

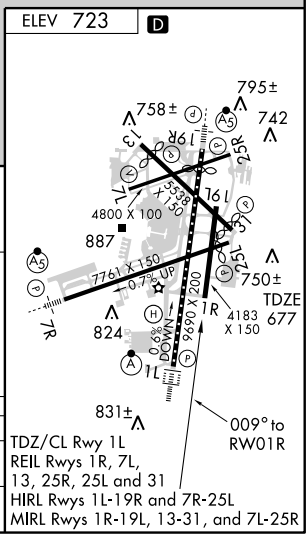
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct CUSIT WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8







CATEGORY	A	B	C	D
LNAV MDA	1120-1	443 (400-1)	1120-1¼ 443 (400-1¼)	1120-1½ 443 (400-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4800
074°	TDZE	672
	Apt Elev	723

RNAV (GPS) RWY 7L

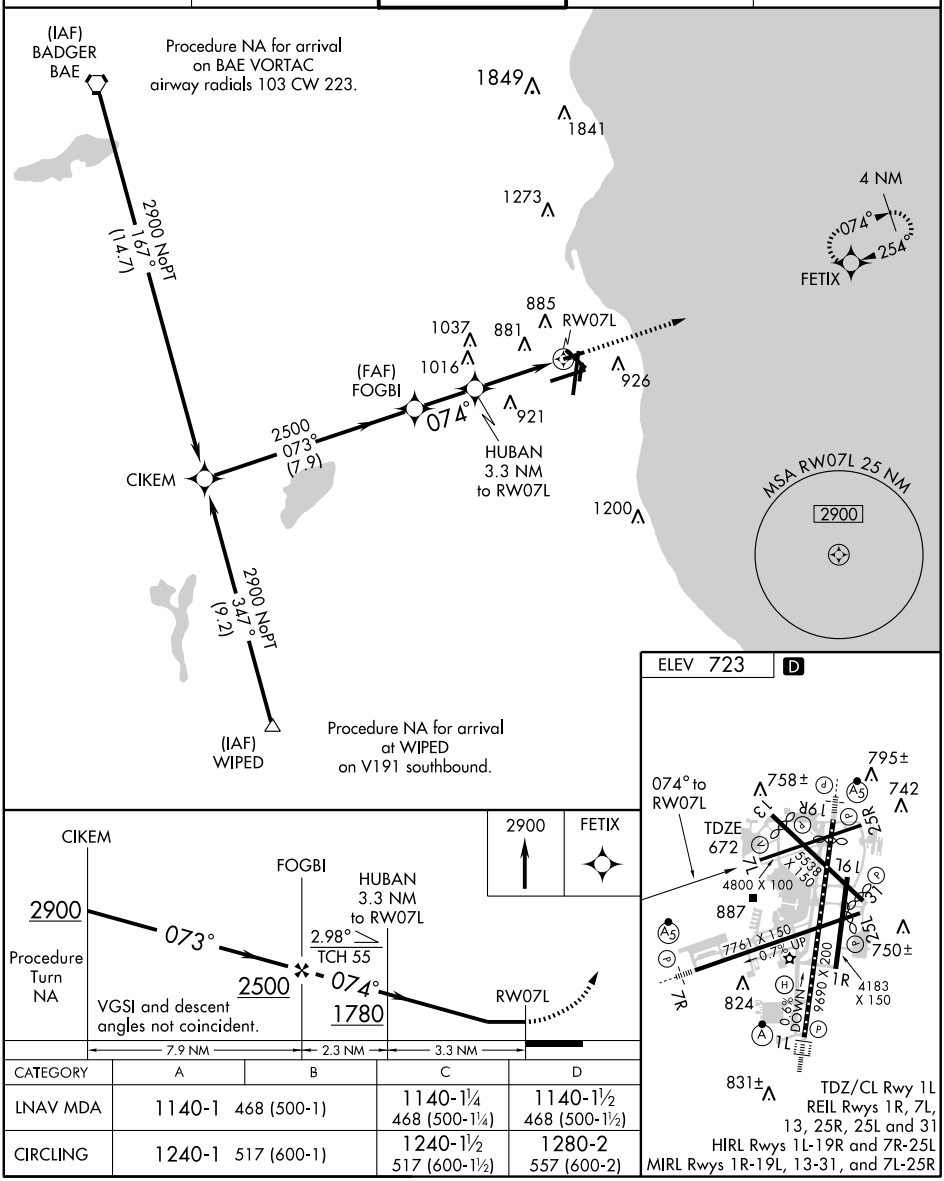
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

T
A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct FETIX WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8



CATEGORY	A	B	C	D
LNAV MDA	1140-1 468 (500-1)		1140-1¼ 468 (500-1¼)	1140-1½ 468 (500-1½)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7761
074°	TDZE	723
	Apt Elev	723

RNAV (GPS) RWY 7R

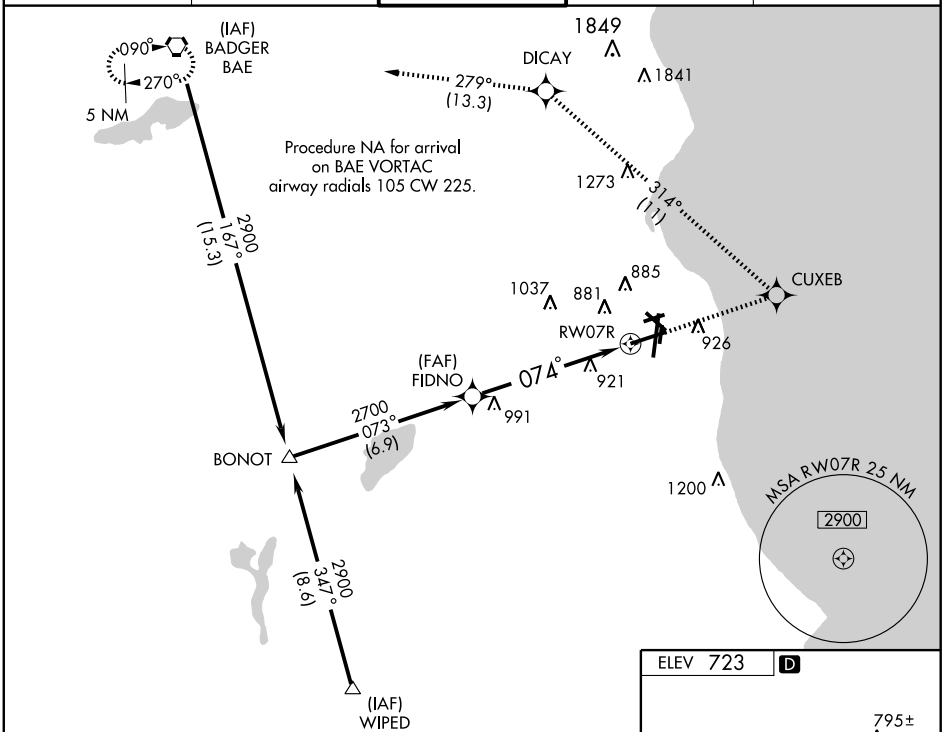
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

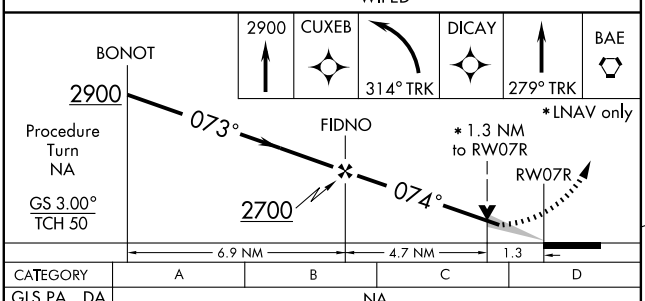
T NA — Baro-VNAV NA below -16° C (4° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

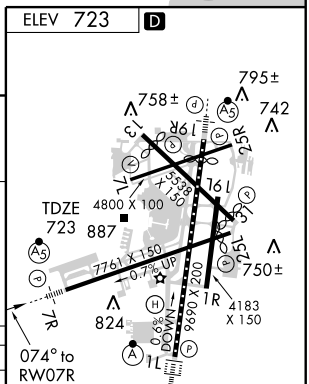
MALSR

MISSED APPROACH: Climb to 2900 direct CUXEB WP then left turn via 314° track to DICAY WP then via 279° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1120/50 397 (400-1)			
LNAV MDA	1180/24 457 (500-½)		1180/40 457 (500-¾)	1180/50 457 (500-1)
CIRCLING	1240-1½ 517 (600-1½)			1280-2 557 (600-2)

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4797
134°	TDZE	670
	Apt Elev	723

RNAV (GPS) RWY 13

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

T
A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct DUSAY WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrival on BAE VORTAC airway radials 049 CW 169.

Procedure NA for arrival at IRITE on V31 eastbound.

(IAF) BADGER BAE

2700 109° (9.9)

(IAF) IRITE

2700 219° (4.3)

1849

1841

CEXIS

2300 134° (5)

1273

FIKUP 1.7 NM to RW13

(FAF) GUGGE

975

885

RW13

1037

881

926

921

MSA RW13 25 NM

2900

1200

DUSAY

134° 314° 4 NM

ELEV 723 D

134° to RW13

TDZE 670

795±

758±

742

750±

824

831±

887

7L 4800 X 100

7R 7751 X 150

0.7% UP

1L 3538 X 50

1R 4183 X 150

19R

19L

13R

13L

31R

31L

25R

25L

7L

7R

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

2900 DUSAY

CEXIS

GUGGE

FIKUP 1.7 NM to RW13

2700

Procedure Turn NA

134°

2300

2.97°

TCH 54

1260

RW13

5 NM 3.3 NM 1.7

CATEGORY	A	B	C	D
LNAV MDA	1140-1 470 (500-1)		1140-1¼ 470 (500-1¼)	1140-1½ 470 (500-1½)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

APP CRS	Rwy ldg	4183
189°	TDZE	674
	Apt Elev	723

RNAV (GPS) RWY 19L

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

T
A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DUYEY WP then right turn via 309° track to GAPYE WP then via 324° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

Procedure NA for arrival on BAE VORTAC airway radials 022 CW 142.

BADGER BAE
2900
090° 082°
270° (13.8)
5 NM

(IAF) FIBSO
2900
099° (5)
CUSIT
1849
1841
2500
188° (6.1)
1225
(FAF) DELEY
1273
189°
HERUL
2.9 NM to RW19L
910
885
1037
881
926
RW19L
921
GAPYE
324° (13.9)
309° (10)
DUYEY
1200

MSA RW19L 25 NM
2900

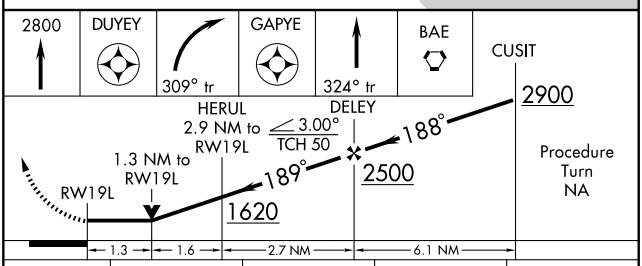
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 723 D

189° to RW19L
795±
758±
742
TDZE 674
4800 X 100
887
7761 X 150
0.7% UP
750±
824
4183 X 150
831±

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
LNAV MDA	1120-1	446 (400-1)	1120-1¼ 446 (400-1¼)	1120-1½ 446 (400-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

APP CRS	Rwy Idg	7329
254°	TDZE	683
	Apt Elev	723

RNAV (GPS) RWY 25L

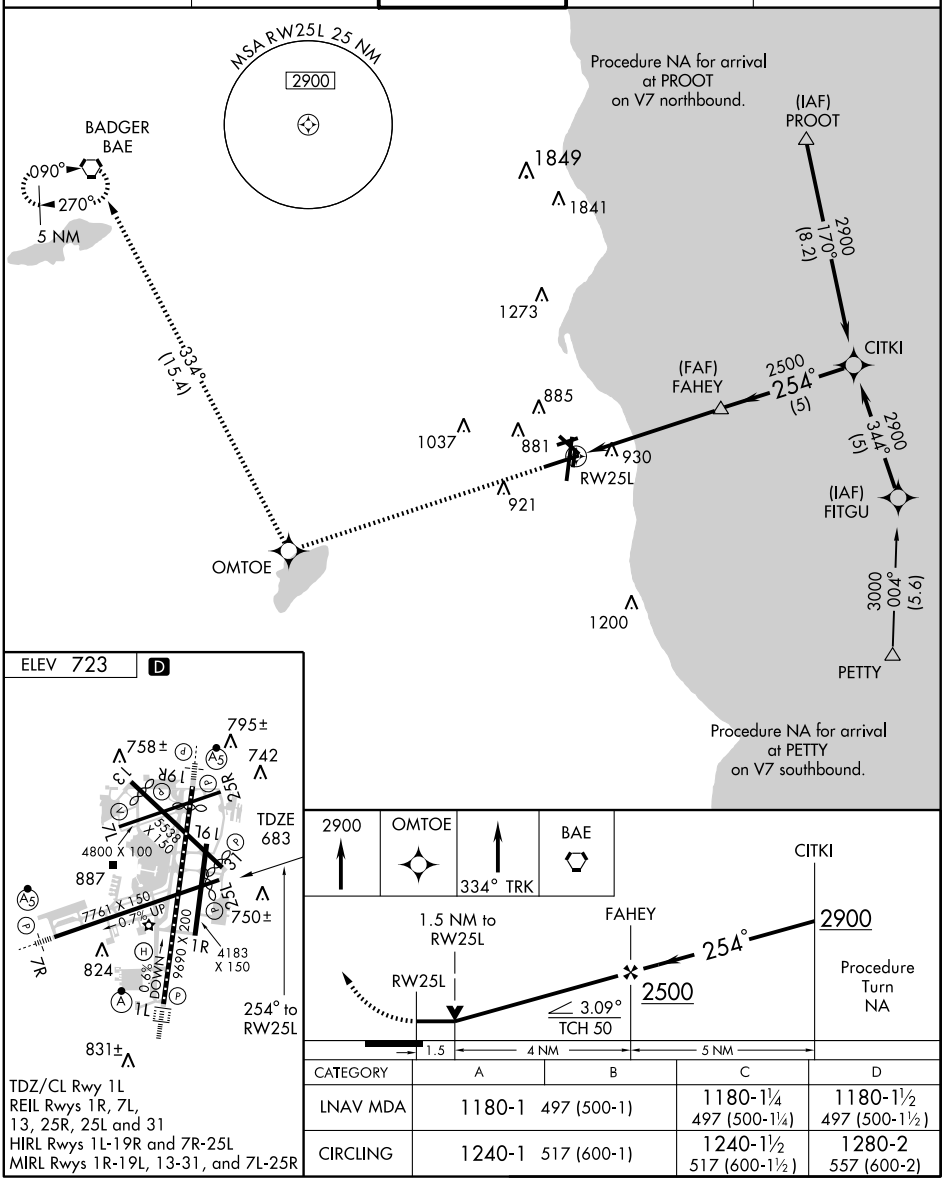
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

T
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct OMTOE WP then via 334° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8



TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

CATEGORY	A	B	C	D
LNAV MDA	1180-1	497 (500-1)	1180-1¼ 497 (500-1¼)	1180-1½ 497 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4800
254°	TDZE	674
	Apt Elev	723

RNAV (GPS) RWY 25R

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

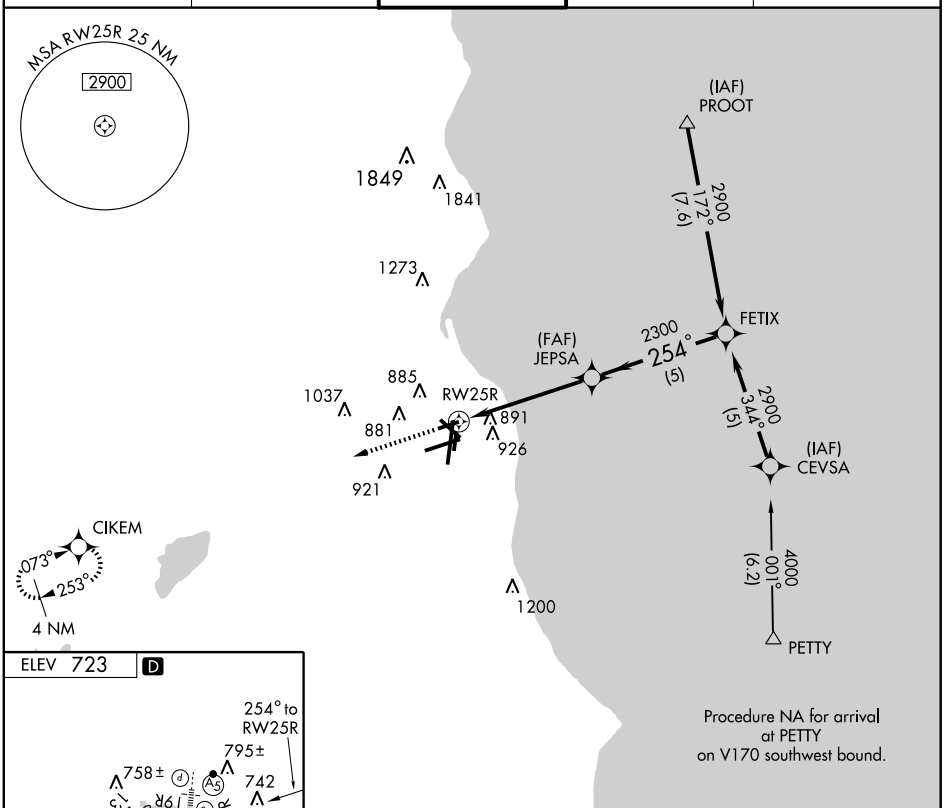
T
A NA

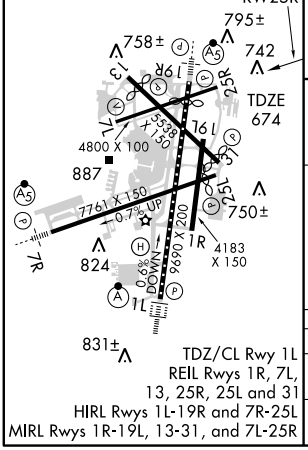
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

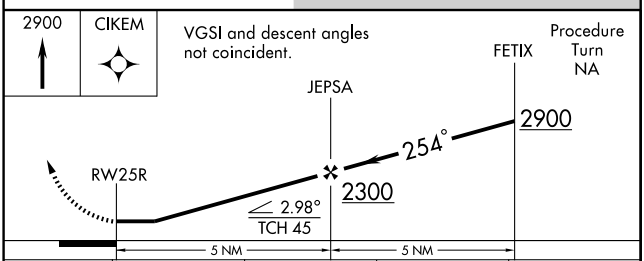
MISSED APPROACH: Climb to 2900 direct CIKEM WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

EC-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
LNAV MDA	1160-1	486 (500-1)	1160-1¼ 486 (500-1¼)	1160-1½ 486 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5334
314°	TDZE	670
	Apt Elev	723

RNAV (GPS) RWY 31

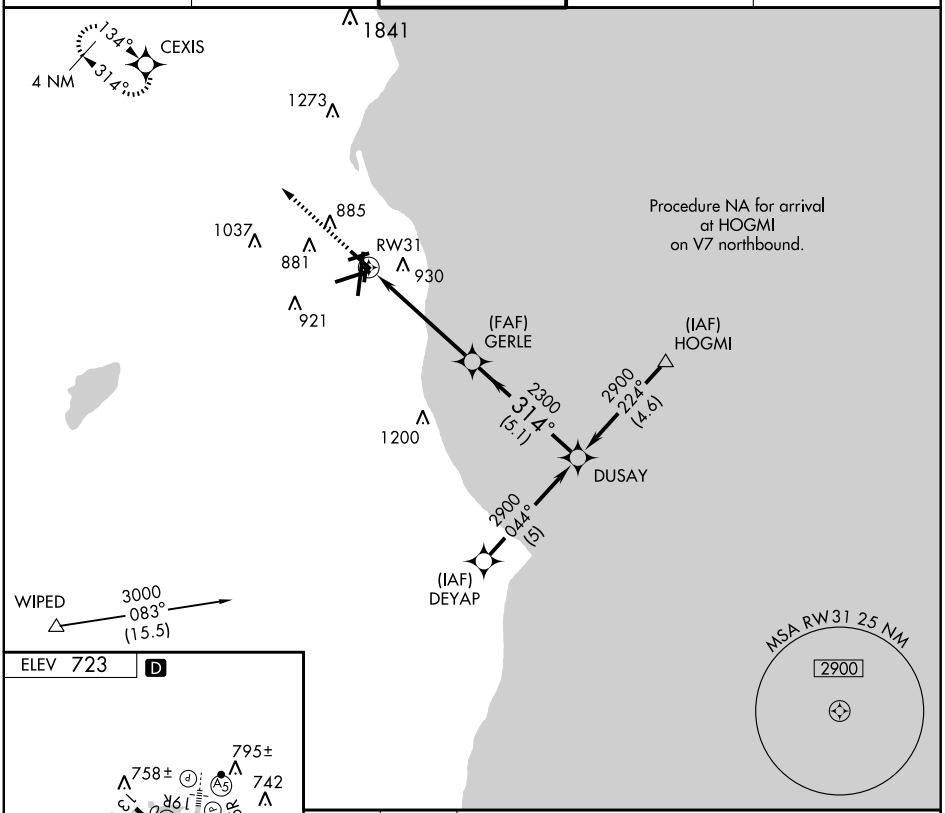
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

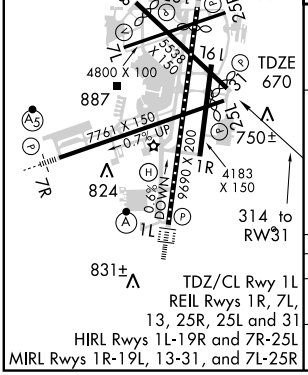
T
A NA

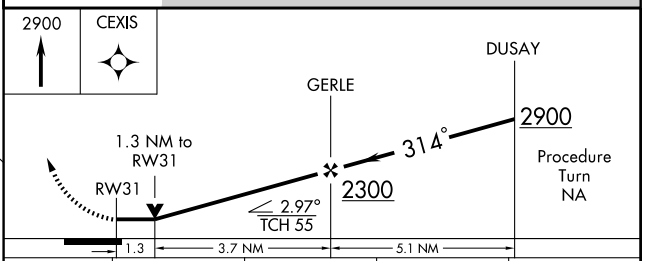
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct CEXIS WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8







CATEGORY	A	B	C	D
LNAV MDA	1140-1 470 (500-1)		1140-1¼ 470 (500-1¼)	1140-1½ 470 (500-1½)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8915
189°	TDZE	672
	Apt Elev	723

RNAV (GPS) Y RWY 19R

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

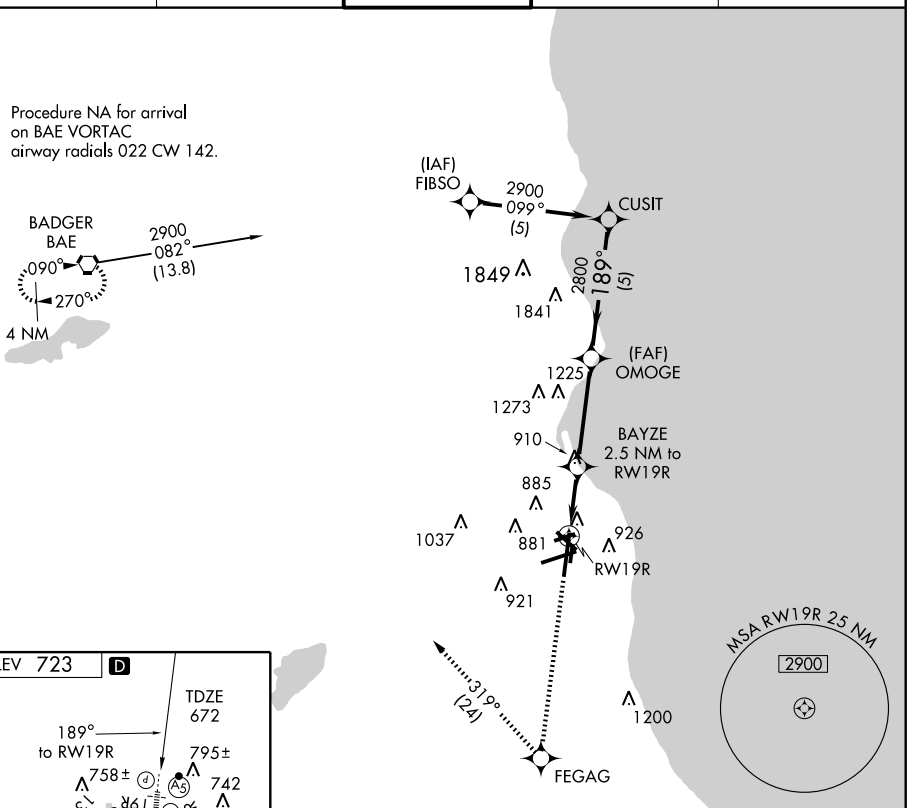
T
A NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

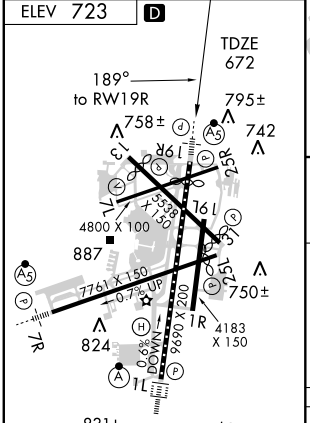
MALSR

MISSED APPROACH: Climb to 2800 direct FEGAG WP then via 319° track to BAE VORTAC and hold.

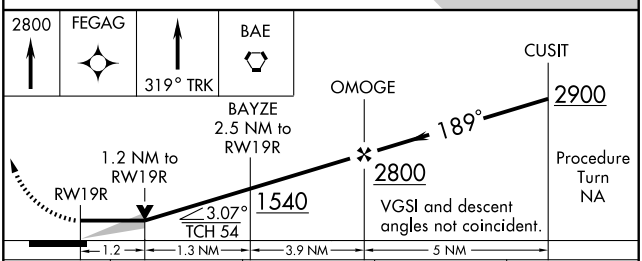
ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

Procedure NA for arrival on BAE VORTAC airway radials 022 CW 142.





TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
LNAV MDA	1120-½ 448 (400-½)		1120-¾ 448 (400-¾)	1120-1 448 (400-1)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	8915
189°	TDZE	672
	Apt Elev	723

RNAV (GPS) Z RWY 19R

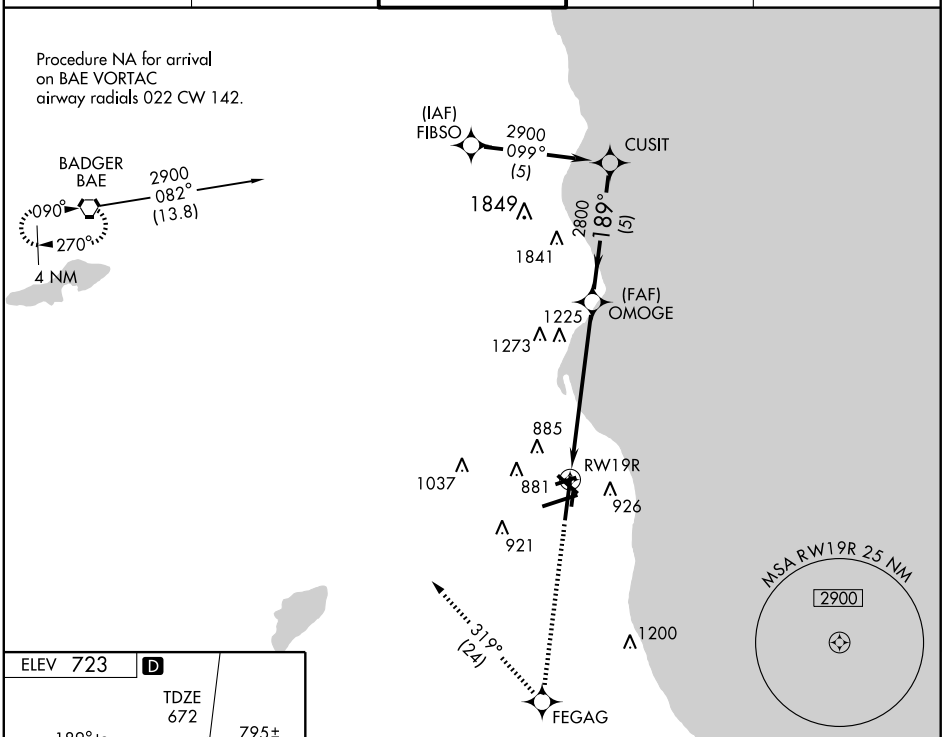
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

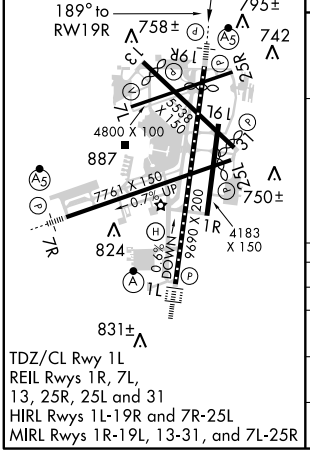
T NA — Baro-VNAV NA below -16° C (4° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

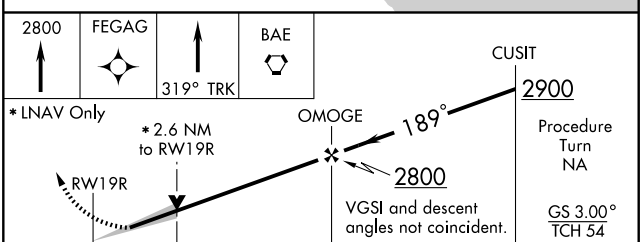
MALSR

MISSED APPROACH: Climb to 2800 direct FEGAG WP then via 319° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1060/40 388 (400-¾)			
LNAV MDA	1560/40 888 (900-¾)		1560-2¼ 888 (900-2¼)	1560-2½ 888 (900-2½)
CIRCLING	1560-1¼ 837 (900-1¼)		1560-2¾ 837 (900-2¾)	1560-3 837 (900-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

07074

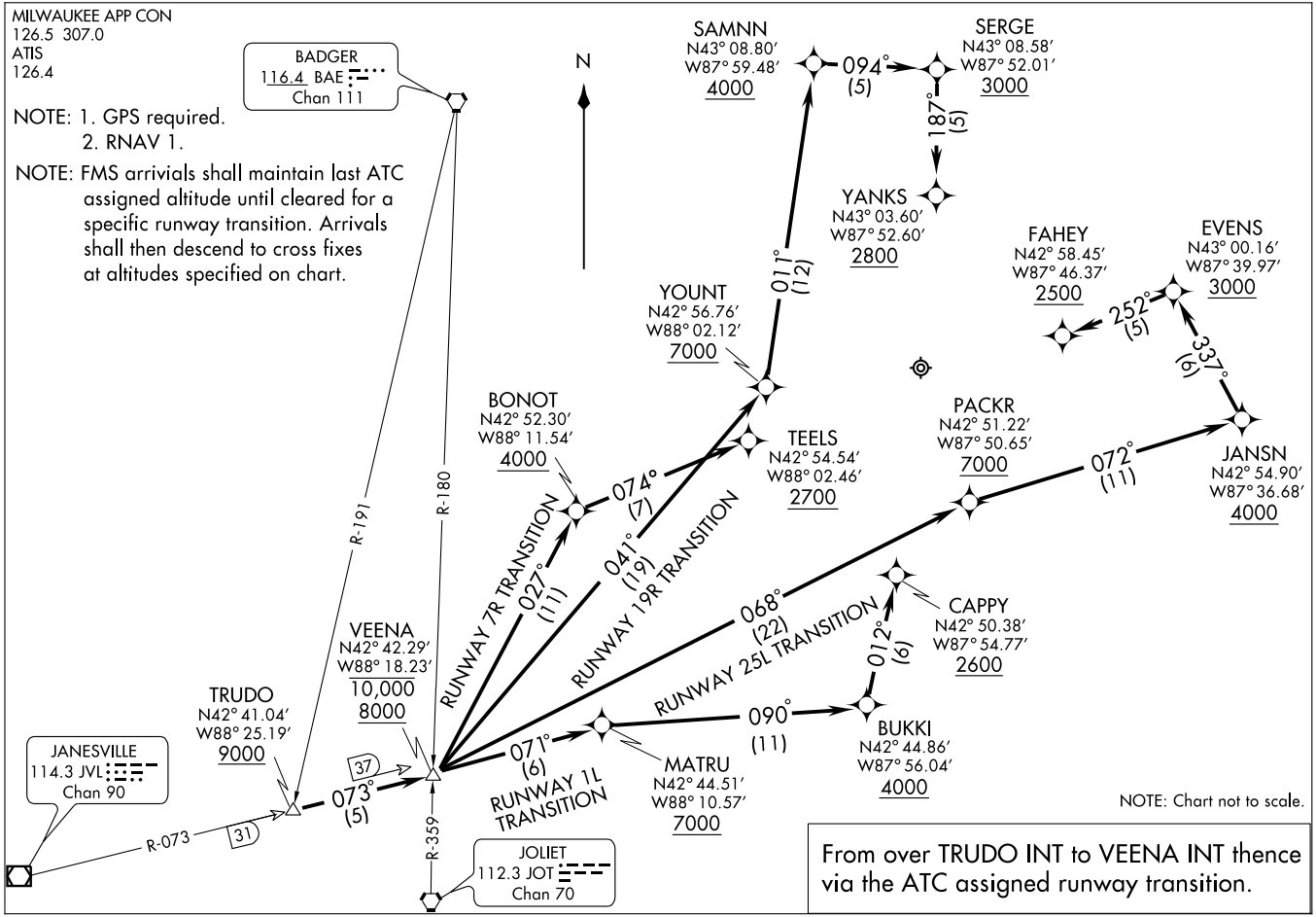
TRUDO ONE (FMS) ARRIVAL (TRUDO.TRUDO1)

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL

MILWAUKEE APP CON
126.5 307.0
ATIS
126.4

NOTE: 1. GPS required.
2. RNAV 1.

NOTE: FMS arrivals shall maintain last ATC assigned altitude until cleared for a specific runway transition. Arrivals shall then descend to cross fixes at altitudes specified on chart.



From over TRUDO INT to VEENA INT thence via the ATC assigned runway transition.

07074

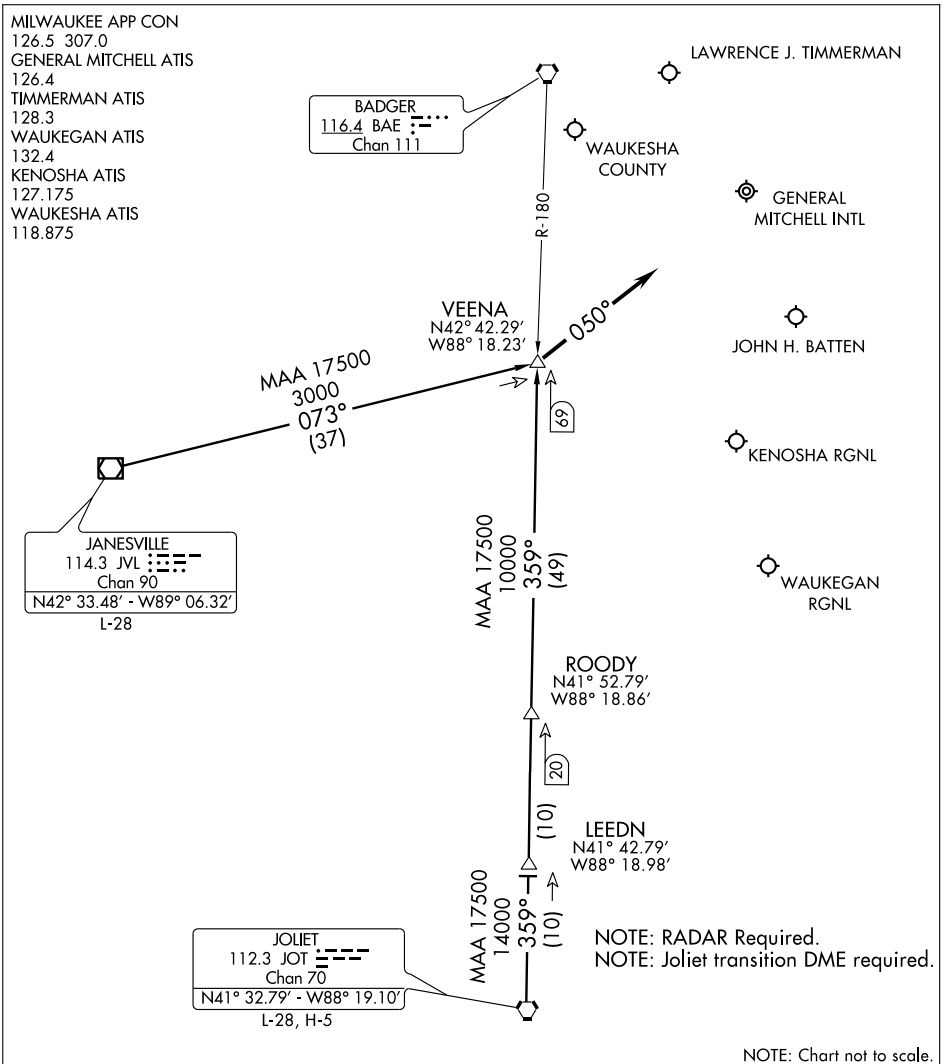
TRUDO ONE (FMS) ARRIVAL (TRUDO.TRUDO1)

GENERAL MITCHELL INTL
MILWAUKEE, WISCONSIN

ST-262 (FAA)

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN



JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . . .

. . . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VEENA TWO ARRIVAL (VEENA.VEENA2)

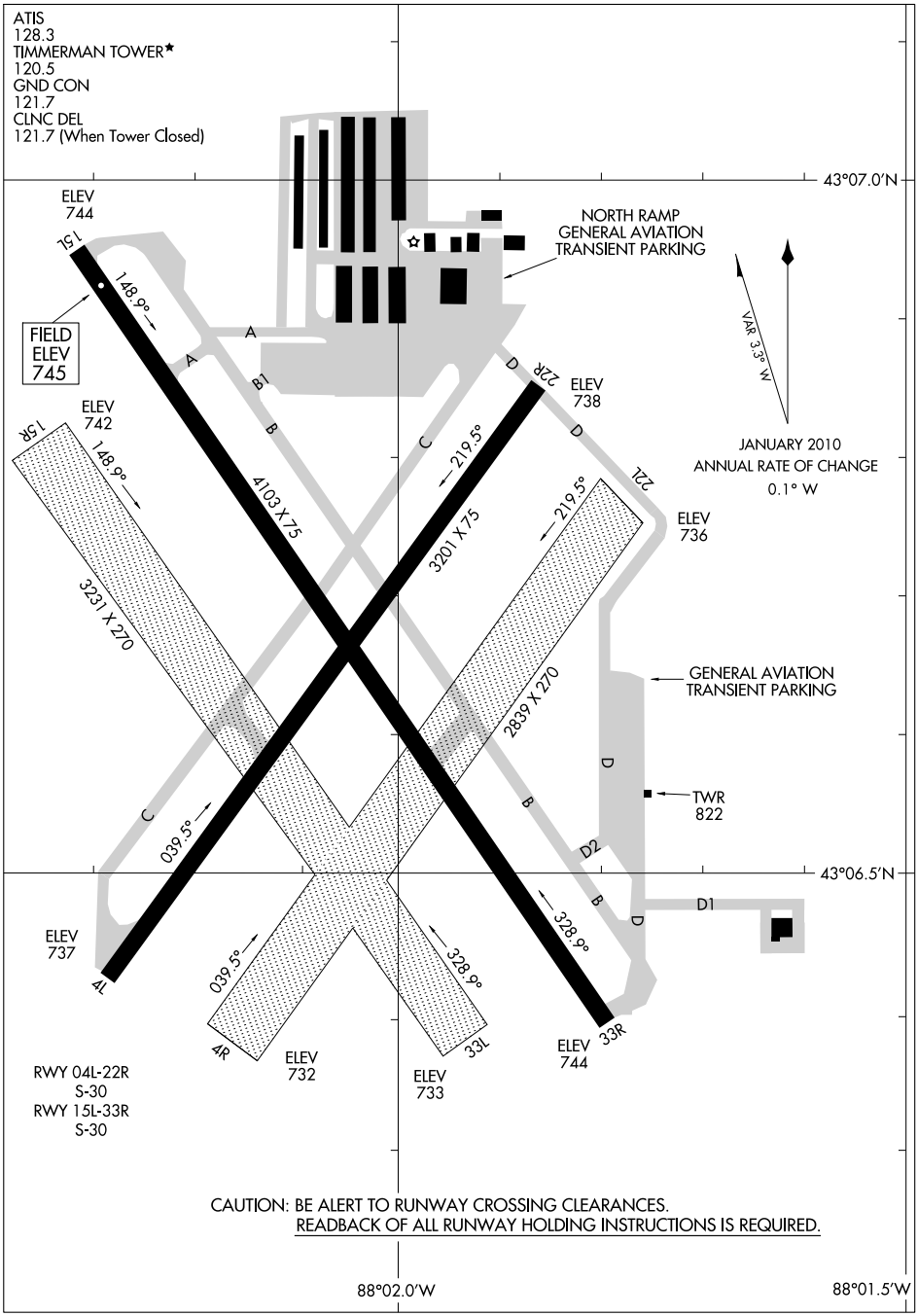
MILWAUKEE, WISCONSIN

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)
AL-5077 (FAA)
MILWAUKEE, WISCONSIN



EC-3, 21 OCT 2010 to 18 NOV 2010

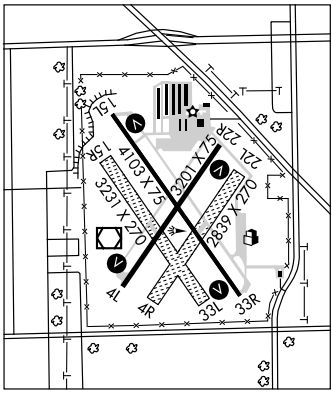
AIRPORT DIAGRAM

MILWAUKEE, WISCONSIN
MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)

CONTINUED FROM PRECEDING PAGE

COMM/NAV/WEATHER REMARKS: APP/DEP CON: (A) West of 01L–19R extended LOC course of active rwy and north of Rwy 07R–25L extended course of active rwy. (B) East of Rwy 01L–19R extended LOC course of active rwy and south of Rwy 07R–25L extended course of active rwy.

LAWRENCE J. TIMMERMAN (MWC) 5 NW UTC−6(−5DT) N43°06.62′ W88°02.07′ — CHICAGO
745 B S4 **FUEL** 100, JET A OX 1, 2 TPA—1745(1000) NOTAM FILE MWC — L–28H, A
RWY 15L–33R: H4103X75 (ASPH) S–30 MIRL — IAP, AD
RWY 15L: REIL. VASI(V4L)—GA 3.0° TCH 41′. Tree.
RWY 33R: VASI(V4L)—GA 3.0° TCH 26′. Tree.
RWY 15R–33L: 3231X270 (TURF)
RWY 15R: Tree. **RWY 33L:** Tree.
RWY 04L–22R: H3201X75 (ASPH) S–30 MIRL
RWY 04L: REIL. VASI(V4L)—GA 4.0° TCH 44′. Tree.
RWY 22R: REIL. VASI(V4L)—GA 3.0° TCH 36′. Tree.
RWY 04R–22L: 2839X270 (TURF)
RWY 04R: Tree. **RWY 22L:** Trees.



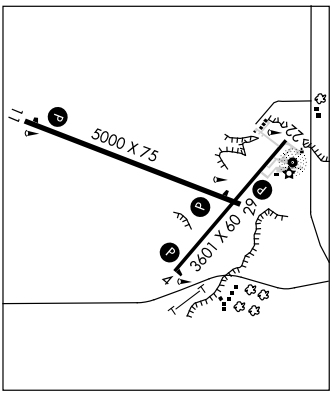
AIRPORT REMARKS: Attended May–Sep 1300–0400Z‡, Oct–Apr 1300–0300Z‡. Birds on and invof arpt. Turf Rwys 04R–22L, Rwy 15R–33L and all turf twys clsd 15 Oct–1 May. When twr clsd, ACTIVATE MIRL Rwy 04L–22R, VASI and REIL Rwys 04L and 22R, MIRL Rwy 15L–33R, VASI Rwys 15L and 33R, and REIL Rwy 15L—CTAF.
WEATHER DATA SOURCES: AWOS–3 (414) 461–2954. LAWRS.
COMMUNICATIONS: CTAF 120.5 **ATIS** 128.3 **UNICOM** 122.95
TIMMERMAN RCO 123.6R 112.5T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
TIMMERMAN TOWER 120.5 (1300–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7 (when Twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWC.
TIMMERMAN (L) VOR/DME 112.5 LJT Chan 72 N43°06.59′ W88°02.24′ at fld. 737/2W.
ILS 108.5 I–MWC Rwy 15L. LOC only. Unmonitored when twr clsd.

MINDI N44°00.24′ W91°15.65′ NOTAM FILE LSE. — CHICAGO
NDB (LOM) 272 LS 177° 7.5 NM to La Crosse Muni.

MINERAL POINT N42°53.28′ W90°13.59′ NOTAM FILE MRJ. — CHICAGO
NDB (MHW) 365 MRJ at Iowa Co. — L–28G

MINERAL POINT

IOWA CO (MRJ) 3 NW UTC−6(−5DT) N42°53.21′ W90°14.17′ — CHICAGO
1171 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MRJ — H–5D, L–28G
RWY 11–29: H5000X75 (ASPH) MIRL 0.7% up SE — IAP
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 04–22: H3601X60 (ASPH) S–12.5 MIRL
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 22: PAPI(P2L)—GA 3.0° TCH 31′.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Sun on call. For attendant call 608–553–7571 or 608–341–8455. Fuel avbl 24 hour self service. Call pager 608–376–4464 or self service. For service information call 608–987–9931/608–574–2294. Birds on and invof of arpt. Be alert: Acft taxiing on Rwys 04–22 and 11–29. For noise abatement preferred no wind rwy is Rwy 29. Rwy 22 VASI OTS indef. MIRL Rwy 11–29 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04, Rwy 22, Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (608) 987–2157.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 191° 24.9 NM to fld. 1184/0E. HIWAS.
MINERAL POINT NDB (MHW) 365 MRJ N42°53.28′ W90°13.59′ at fld. NOTAM FILE MRJ.

LOC I-MWC	APP CRS	Rwy Idg	4103
108.5	148°	TDZE	745
		Apt Elev	745

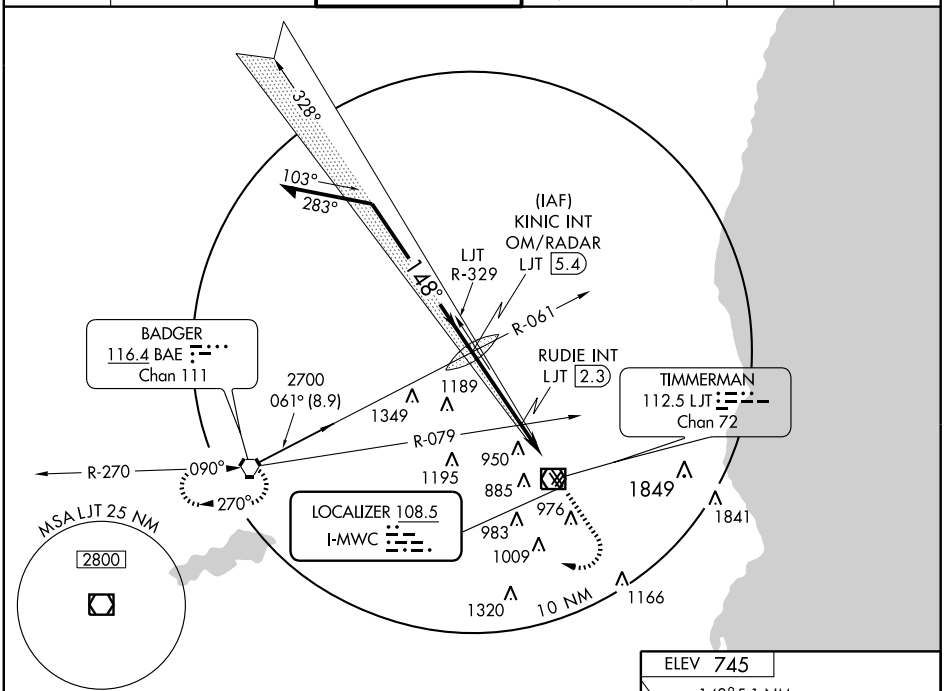
LOC RWY 15L

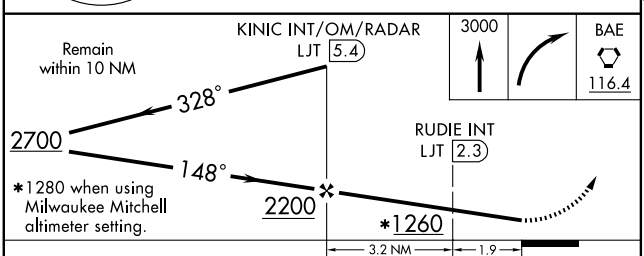
MILWAUKEE/LAWRENCE J. TIMMERMAN (MWC)

When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Milwaukee General Mitchell Intl altimeter setting and increase all MDAs 20′ and Cat C visibility ¼ mile.

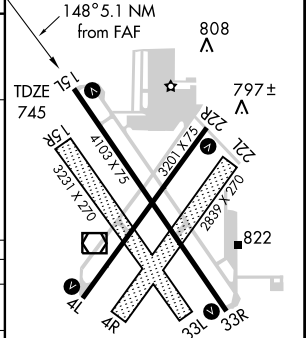
MISSED APPROACH: Climb to 3000 then right turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	TIMMERMAN TOWER ★	MILWAUKEE CLNC DEL	GND CON	UNICOM
128.3	125.35 307.0	120.5 (CTAF) L	121.7 (when tower closed)	121.7	122.95





CATEGORY	A	B	C	D
S-15L	1260-1 515 (600-1)		1260-1½ 515 (600-1½)	1260-1¾ 515 (600-1¾)
CIRCLING	1260-1 515 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
RUDIE INT MINIMUMS				
S-15L	1120-1 375 (400-1)			1120-1¼ 375 (400-1¼)
CIRCLING	1200-1 455 (500-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)



REIL Rwys 4L, 15L and 22R L

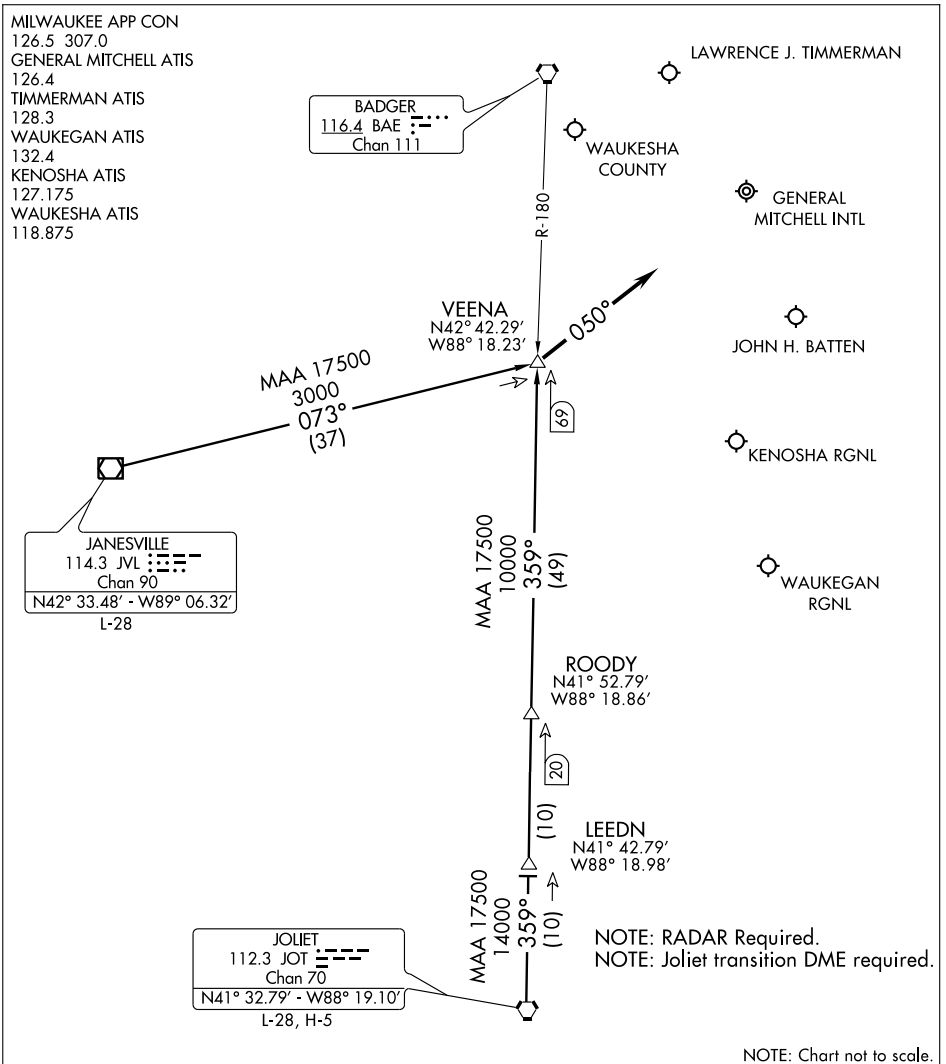
MIRL Rwys 4L-22R and 15L-33R L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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EC-3, 21 OCT 2010 to 18 NOV 2010

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN



JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . . .

. . . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LJT	APP CRS	Rwy Idg	3201
112.5	040°	TDZE	739
Chan 72		Apt Elev	745

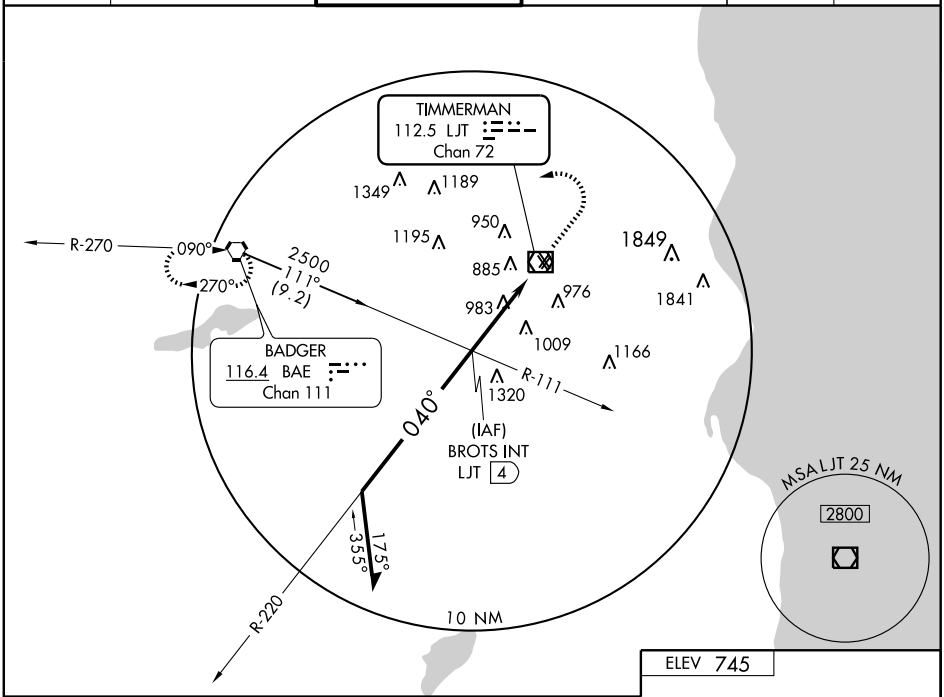
VOR or GPS RWY 4L

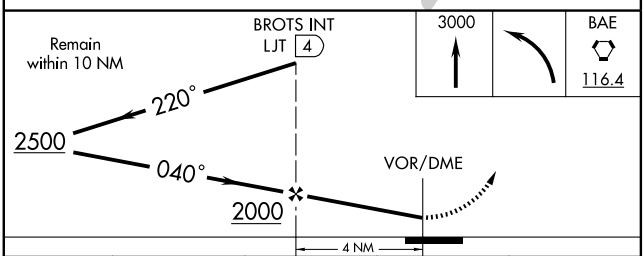
MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)

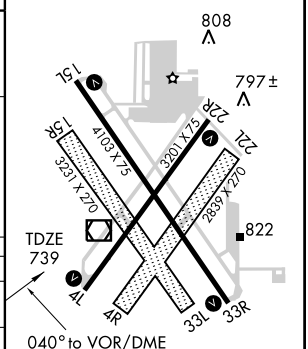
When tower closed, use Milwaukee General Mitchell Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	TIMMERMAN TOWER ★	MILWAUKEE CLNC DEL	GND CON	UNICOM
128.3	125.35 307.0	120.5 (CTAF) L	121.7 (when tower closed)	121.7	122.95







CATEGORY	A	B	C	D
S-4L	1300-1 561 (600-1)		1300-1½ 561 (600-1½)	1300-1¾ 561 (600-1¾)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
MILWAUKEE MITCHELL ALTIMETER SETTING MINIMUMS				
S-4L	1320-1 581 (600-1)		1320-1½ 581 (600-1½)	1320-1¾ 581 (600-1¾)
CIRCLING	1320-1 575 (600-1)	1380-1 635 (700-1)	1380-1¾ 635 (700-1¾)	1380-2 635 (700-2)

REIL Rwys 4L, 22R and 15L L
MIRL Rwys 4L-22R and 15L-33R L

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EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LJT	APP CRS	Rwy Idg	4103
112.5	158°	TDZE	745
Chan 72		Apt Elev	745

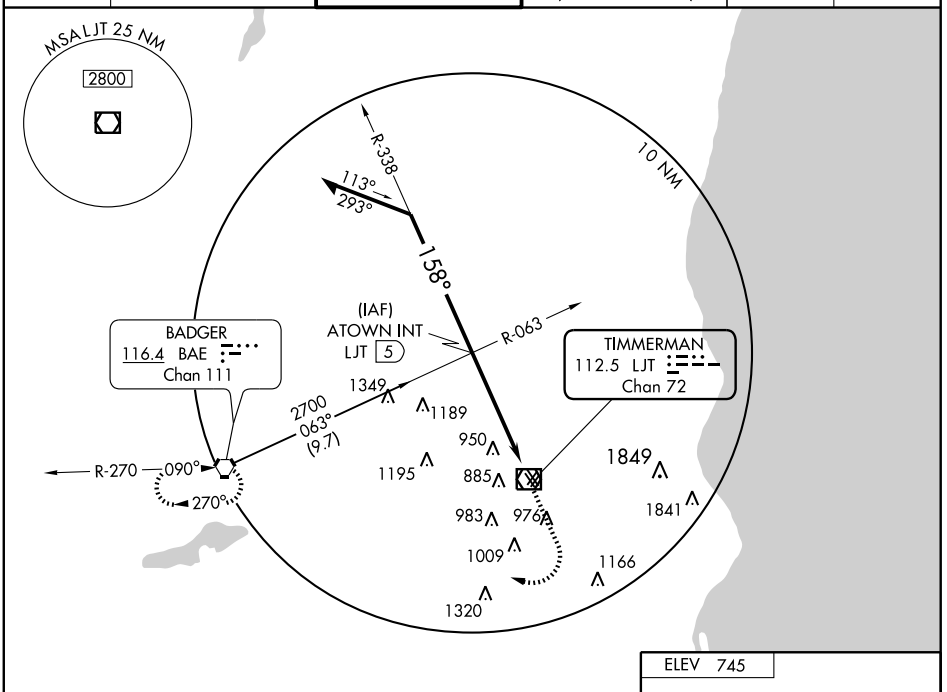
VOR or GPS RWY 15L

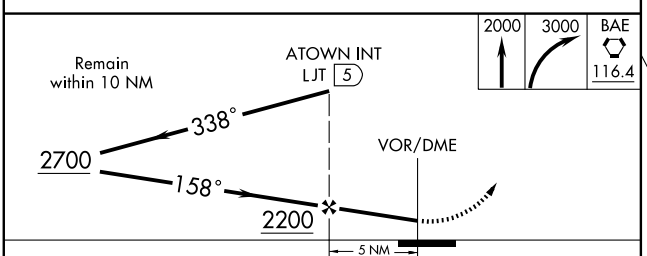
MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)

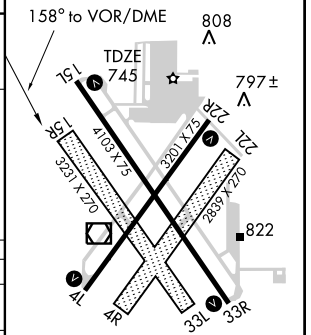
When tower closed, use Milwaukee General Mitchell Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	TIMMERMAN TOWER ★	MILWAUKEE CLNC DEL	GND CON	UNICOM
128.3	125.35 307.0	120.5 (CTAF) L	121.7 (when tower closed)	121.7	122.95







CATEGORY	A	B	C	D
S-15L	1260-1 515 (600-1)		1260-1½ 515 (600-1½)	1260-1¾ 515 (600-1¾)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
MILWAUKEE MITCHELL ALTIMETER SETTING MINIMUMS				
S-15L	1280-1 535 (600-1)		1280-1½ 535 (600-1½)	1280-1¾ 535 (600-1¾)
CIRCLING	1340-1 595 (600-1)	1380-1 635 (700-1)	1380-1¾ 635 (700-1¾)	1380-2 635 (700-2)

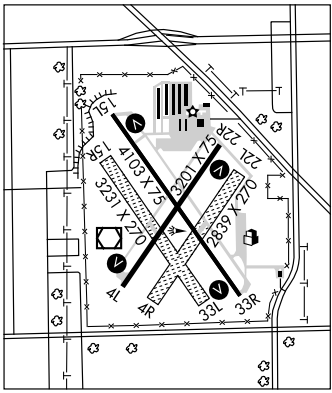
MIRL Rwys 4L-22R and 15L-33R L
REIL Rwys 4L, 15L and 22R L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

CONTINUED FROM PRECEDING PAGE

COMM/NAV/WEATHER REMARKS: APP/DEP CON: (A) West of 01L–19R extended LOC course of active rwy and north of Rwy 07R–25L extended course of active rwy. (B) East of Rwy 01L–19R extended LOC course of active rwy and south of Rwy 07R–25L extended course of active rwy.

LAWRENCE J. TIMMERMAN (MWC) 5 NW UTC−6(−5DT) N43°06.62′ W88°02.07′ — CHICAGO
745 B S4 **FUEL** 100, JET A OX 1, 2 TPA—1745(1000) NOTAM FILE MWC — L–28H, A
RWY 15L–33R: H4103X75 (ASPH) S–30 MIRL — IAP, AD
RWY 15L: REIL. VASI(V4L)—GA 3.0° TCH 41′. Tree.
RWY 33R: VASI(V4L)—GA 3.0° TCH 26′. Tree.
RWY 15R–33L: 3231X270 (TURF)
RWY 15R: Tree. **RWY 33L:** Tree.
RWY 04L–22R: H3201X75 (ASPH) S–30 MIRL
RWY 04L: REIL. VASI(V4L)—GA 4.0° TCH 44′. Tree.
RWY 22R: REIL. VASI(V4L)—GA 3.0° TCH 36′. Tree.
RWY 04R–22L: 2839X270 (TURF)
RWY 04R: Tree. **RWY 22L:** Trees.



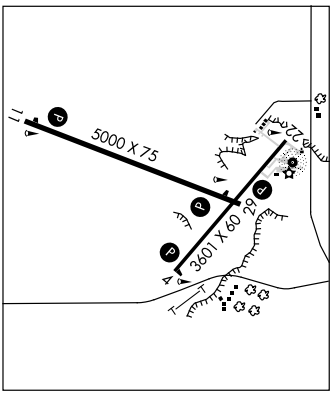
AIRPORT REMARKS: Attended May–Sep 1300–0400Z‡, Oct–Apr 1300–0300Z‡. Birds on and invof arpt. Turf Rwys 04R–22L, Rwy 15R–33L and all turf twys clsd 15 Oct–1 May. When twr clsd, ACTIVATE MIRL Rwy 04L–22R, VASI and REIL Rwys 04L and 22R, MIRL Rwy 15L–33R, VASI Rwys 15L and 33R, and REIL Rwy 15L—CTAF.
WEATHER DATA SOURCES: AWOS–3 (414) 461–2954. LAWRS.
COMMUNICATIONS: CTAF 120.5 **ATIS** 128.3 **UNICOM** 122.95
TIMMERMAN RCO 123.6R 112.5T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
TIMMERMAN TOWER 120.5 (1300–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7 (when Twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWC.
TIMMERMAN (L) VOR/DME 112.5 LJT Chan 72 N43°06.59′ W88°02.24′ at fld. 737/2W.
ILS 108.5 I–MWC Rwy 15L. LOC only. Unmonitored when twr clsd.

MINDI N44°00.24′ W91°15.65′ NOTAM FILE LSE. — CHICAGO
NDB (LOM) 272 LS 177° 7.5 NM to La Crosse Muni.

MINERAL POINT N42°53.28′ W90°13.59′ NOTAM FILE MRJ. — CHICAGO
NDB (MHW) 365 MRJ at Iowa Co. — L–28G

MINERAL POINT

IOWA CO (MRJ) 3 NW UTC−6(−5DT) N42°53.21′ W90°14.17′ — CHICAGO
1171 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MRJ — H–5D, L–28G
RWY 11–29: H5000X75 (ASPH) MIRL 0.7% up SE — IAP
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 04–22: H3601X60 (ASPH) S–12.5 MIRL
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 22: PAPI(P2L)—GA 3.0° TCH 31′.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Sun on call. For attendant call 608–553–7571 or 608–341–8455. Fuel avbl 24 hour self service. Call pager 608–376–4464 or self service. For service information call 608–987–9931/608–574–2294. Birds on and invof of arpt. Be alert: Acft taxiing on Rwys 04–22 and 11–29. For noise abatement preferred no wind rwy is Rwy 29. Rwy 22 VASI OTS indef. MIRL Rwy 11–29 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04, Rwy 22, Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (608) 987–2157.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 191° 24.9 NM to fld. 1184/0E. HIWAS.
MINERAL POINT NDB (MHW) 365 MRJ N42°53.28′ W90°13.59′ at fld. NOTAM FILE MRJ.

NDB MRJ 365	APP CRS 208°	Rwy Idg 3601 TDZE 1171 Apt Elev 1171

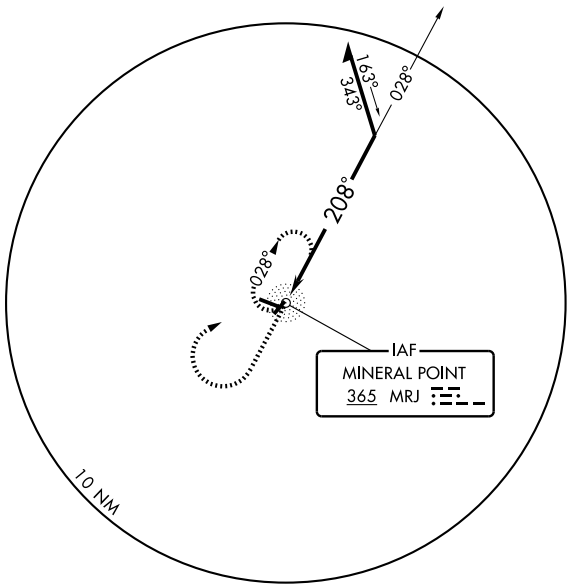
NDB RWY 22

MINERAL POINT/IOWA COUNTY (MRJ)

NA

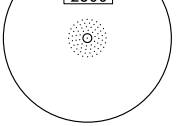
MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 direct MRJ NDB and hold.

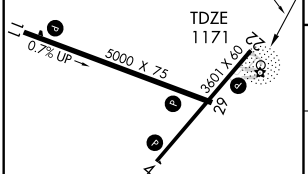
AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L

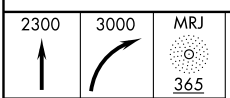


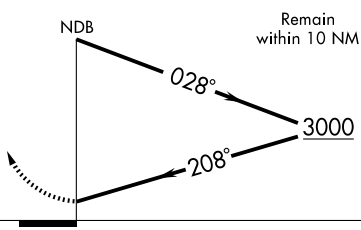
1899±

3000
267°
(19.4)
DALEY









CATEGORY	A	B	C	D
S-22	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2¼ 749 (800-2¼)	NA
CIRCLING	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2¼ 749 (800-2¼)	NA

REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

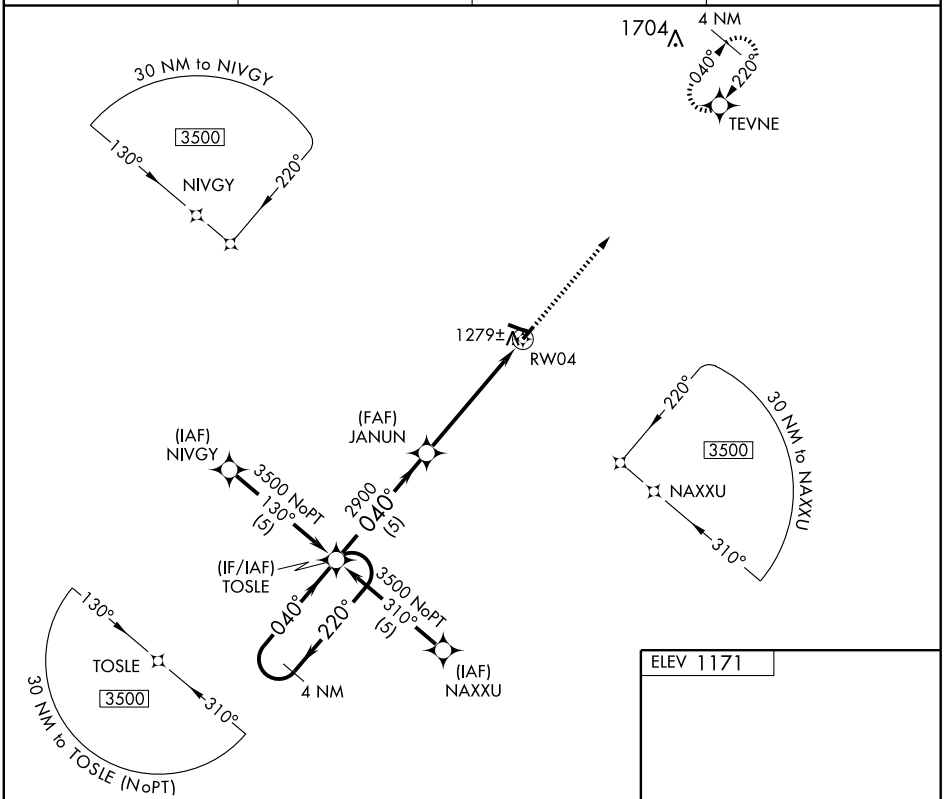
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

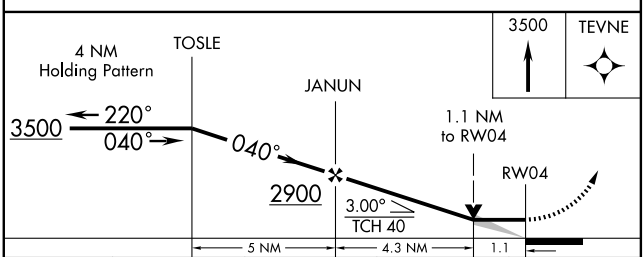
APP CRS	Rwy Idg	3601
040°	TDZE	1165
	Apt Elev	1171

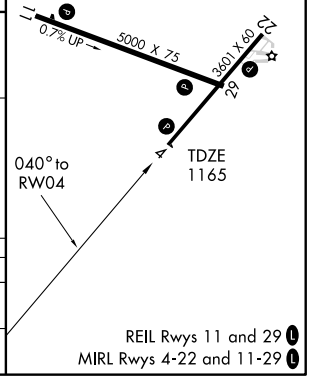
RNAV (GPS) RWY 4

MINERAL POINT/IOWA COUNTY (MRJ)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct TEVNE WP and hold.	
AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 375 (400-1)			NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

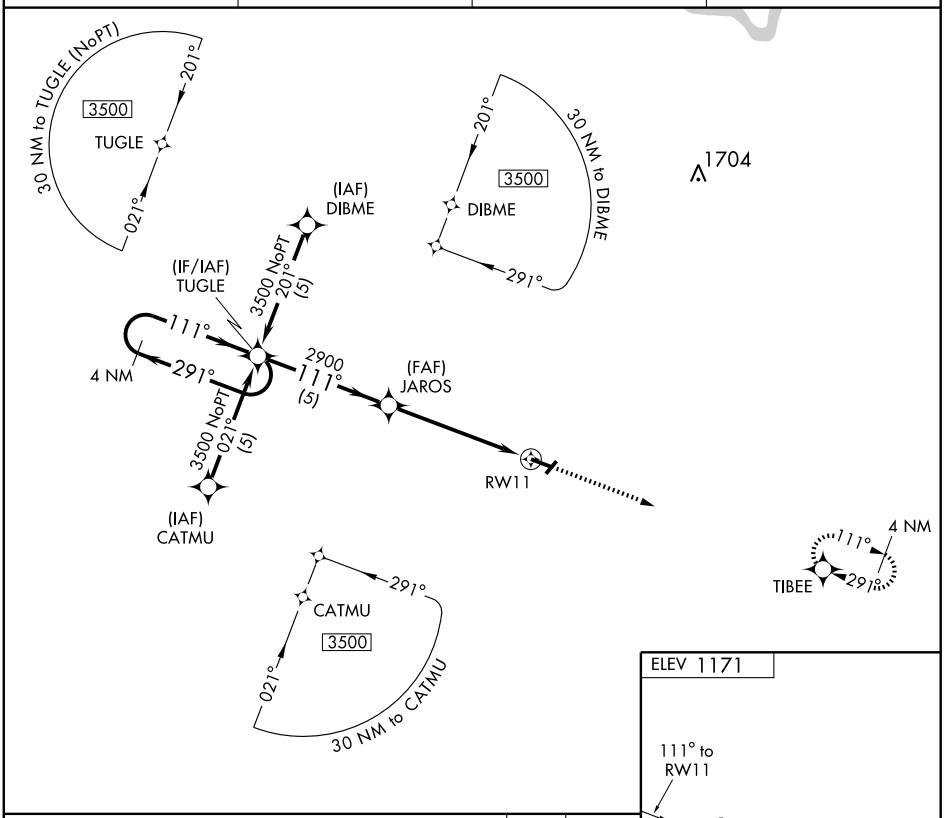
MINERAL POINT/ IOWA COUNTY (MRJ)

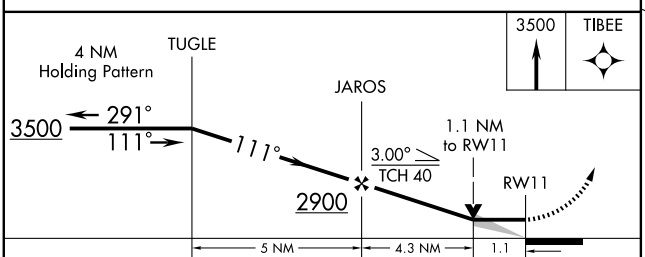
APP CRS	Rwy ldg	5000
111°	TDZE	1153
	Apt Elev	1171

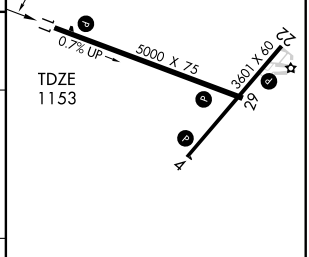
NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TIBEE WP and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 367 (400-1)			NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

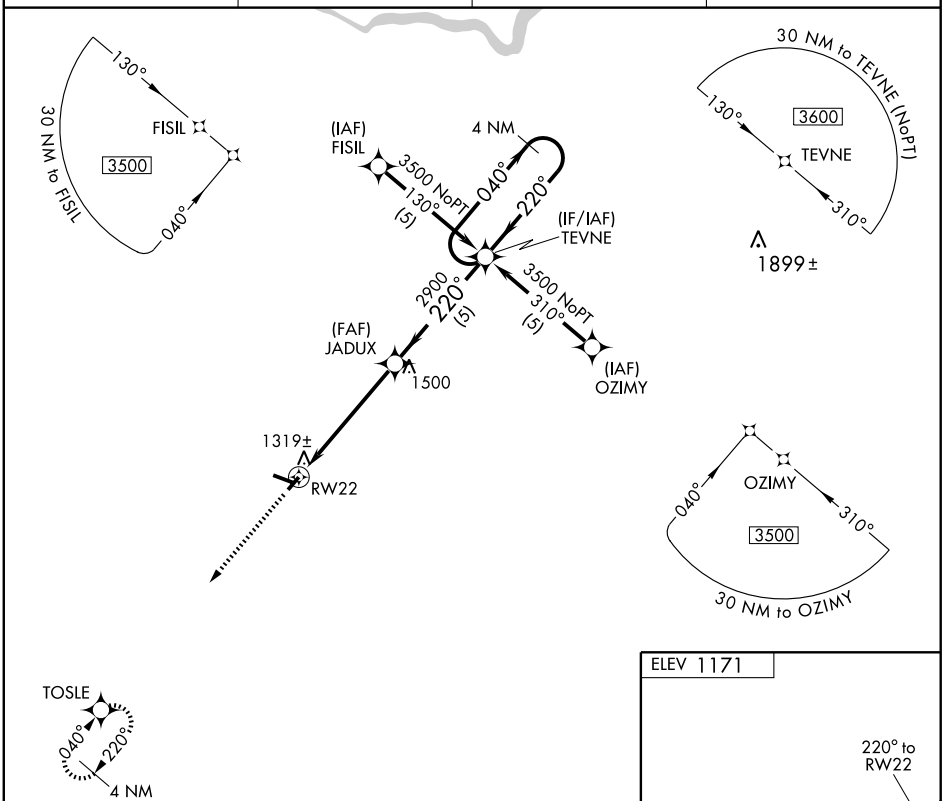
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

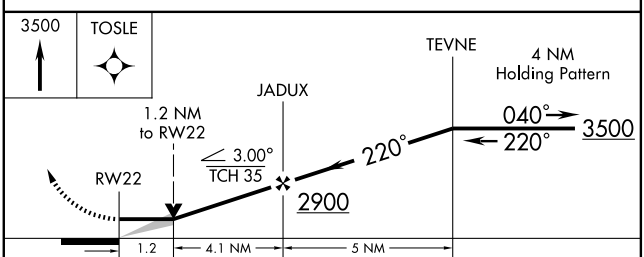
APP CRS	Rwy Idg	3601
220°	TDZE	1171
	Apt Elev	1171

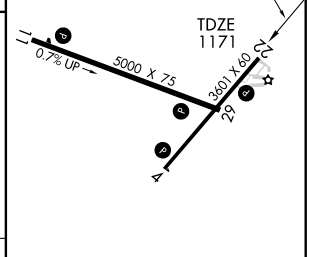
RNAV (GPS) RWY 22

MINERAL POINT/ IOWA COUNTY (MRJ)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct TOSLE WP and hold.	
AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1580-1 409 (500-1)		1580-1¼ 409 (500-1¼)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

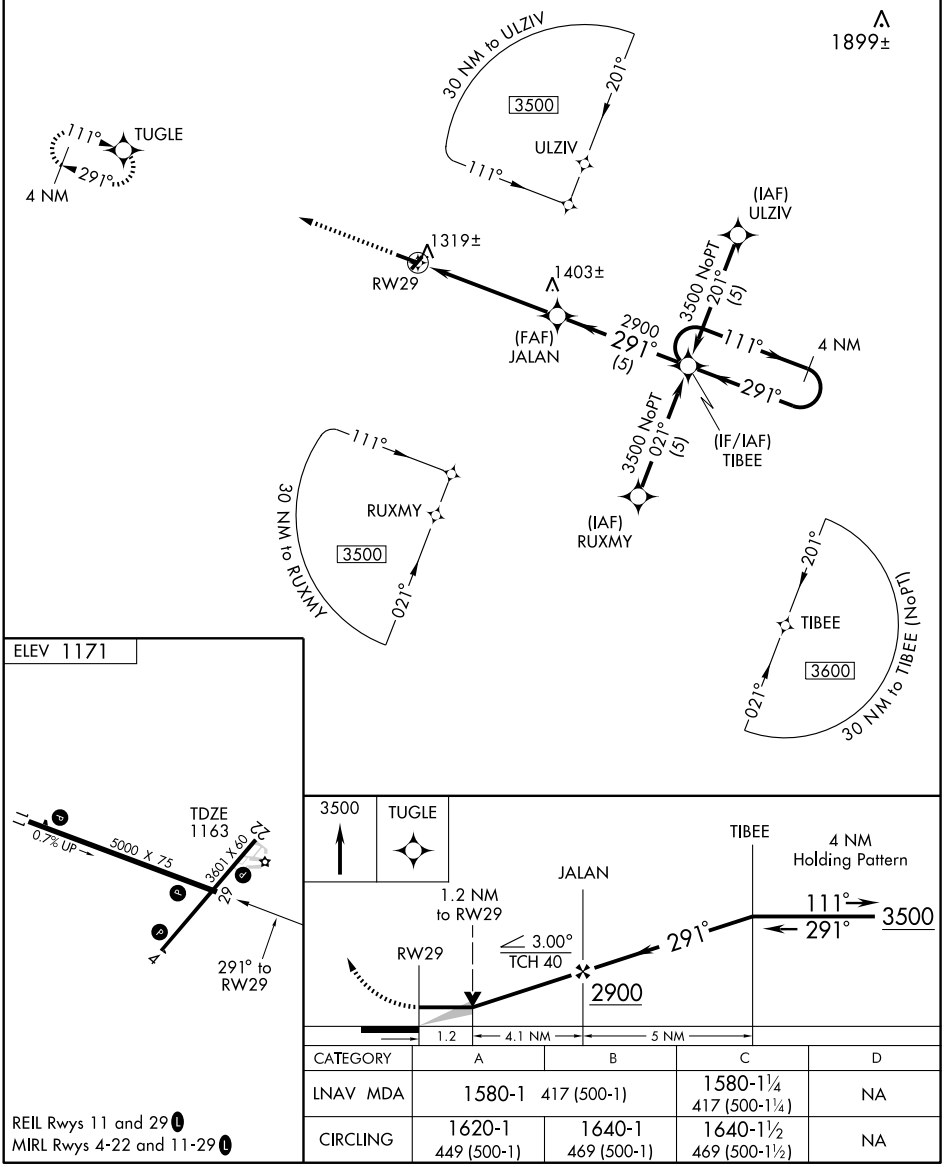
MINERAL POINT/ IOWA COUNTY (MRJ)

APP CRS	Rwy Idg	5000
291°	TDZE	1163
	Apt Elev	1171

NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TUGLE WP and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1580-1 417 (500-1)		1580-1¼ 417 (500-1¼)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MINOCQUA–WOODRUFF

LAKELAND/NOBLE F LEE MEML FLD (ARV) 3 NW UTC–6(–5DT) N45°55.68′ W89°43.86′ GREEN BAY H–2K, L–14J

1629 B S2 **FUEL** 100LL, JET A1 + TPA—2629(1000) NOTAM FILE ARV IAP

RWY 18–36: H5150X100 (ASPH) S–90, D–150 HIRL (NSTD).

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 44′.

RWY 36: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 45′. Trees.

RWY 10–28: H3602X75 (ASPH) S–35 MIRL

RWY 10: Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

AIRPORT REMARKS: Attended Oct–May 1400–2300Z‡, Jun–Sep 1300–0000Z‡. For attendant other hrs call 715–356–3891 or 715–356–2972. Deer on and invof arpt. HIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 10–28; REIL Rwy 18, Rwy 28 and Rwy 36; VASI Rwy 18; Rwy 36; PAPI Rwy 28 and MALSR Rwy 36—CTAF. Rwy 18–36 NSTD HIRL; NSTD thld lgts MALS type thld lgt bar in addition to standard lighting.

WEATHER DATA SOURCES: AWOS–3 121.125 (715) 356–2417.

COMMUNICATIONS: CTAF/UNICOM 122.7

WOODRUFF RCO 122.6 (GREEN BAY RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65

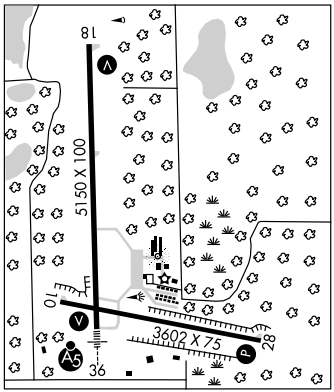
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.

RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 325° 21.1 NM to fld. 1590/2E. **HIWAS.**

ARBOR VITAE NDB (MHW) 221 ARV N45°55.57′ W89°43.76′ at fld. NOTAM FILE ARV.

DOUGY NDB (MHW/LOM) 236 DO N45°50.07′ W89°43.83′ 001° 5.6 NM to fld. NDB unmonitored.

ILS/DME 111.7 I–DOF Chan 54 Rwy 36. LOM DOUGY NDB. LOC only. LOC/DME unmonitored.



MONAH N43°03.76′ W89°20.75′ NOTAM FILE MSN. CHICAGO L–28H

NDB (MHW/LOM) 400 MS 005° 4.6 NM to Dane Co Rgnl–Truax Fld. Unmonitored when twr clsd.

MONROE MUNI (EFT) 3 NE UTC–6(–5DT) N42°36.89′ W89°35.42′ CHICAGO H–5D, L–28G

1086 B S4 **FUEL** 100LL, JET A NOTAM FILE EFT IAP

RWY 12–30: H5000X75 (ASPH–AFSC) S–12.5 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.15° TCH 40′. Tree. **RWY 30:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree.

RWY 02–20: H3000X75 (ASPH) MIRL 0.9% up N

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree. **RWY 20:** REIL. Tree.

AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1400–2200Z‡. For attendant after hrs call 608–329–7777. Ultralight activity on and invof arpt. MIRL Rwy 12–30 ops low ints, to increase ints and ACTIVATE REIL Rwys 12 and 30 and Rwys 02 and 20 and PAPI Rwys 02 and 30 and MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.375 (608) 328–8359.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **ROCKFORD APP/DEP CON** 126.0

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 276° 21.8 NM to fld. 931/3E.

MOSINEE N44°46.93′ W89°39.56′ GREEN BAY H–2K, L–14J

RCO 122.525 (GREEN BAY RADIO).

LOC I-DOF	APP CRS	Rwy Idg	5150
111.7	001°	TDZE	1627
Chan 54		Apt Elev	1629

LOC RWY 36

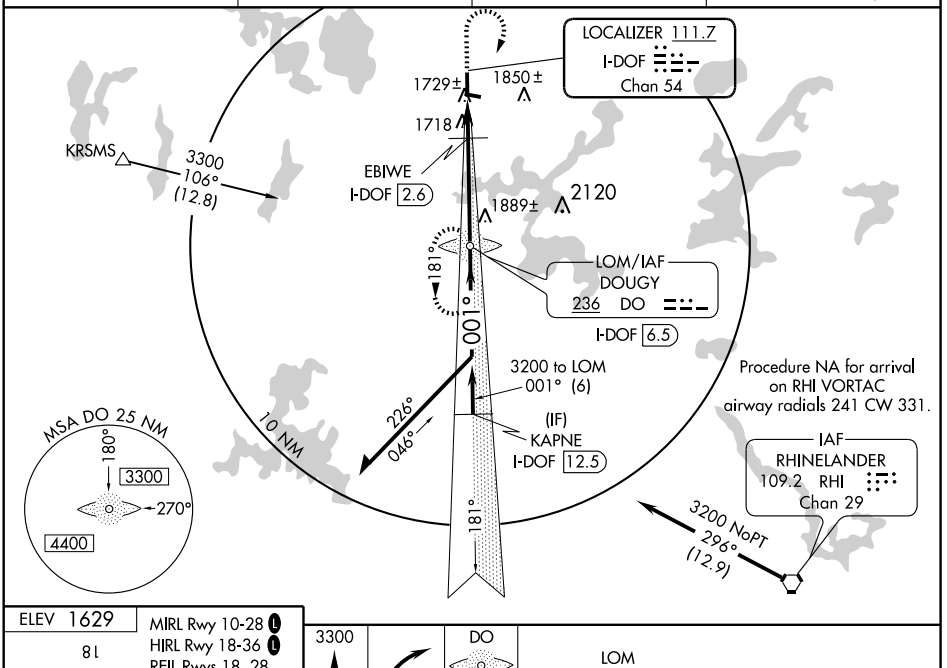
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

ADF Required. Visibility reduction by helicopters NA. Inoperative table does not apply to S-36 Cats A, B and EBIWE FIX minimums S-36 Cats A, B, C. For inoperative MALSR, increase S-36 Cat C visibility ¼ mile and EBIWE FIX minimums Cat D visibility ¼ mile. When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet and increase S-36 Cat D visibility ¼ mile. For inoperative MALSR when using Eagle River altimeter setting, increase EBIWE FIX minimums Cats C, D visibility ¼ mile.

MALSR

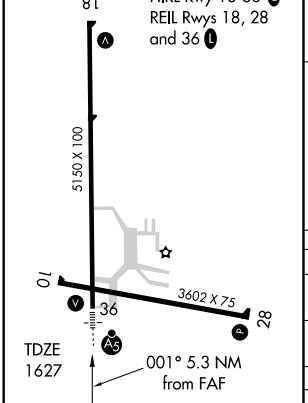
MISSED APPROACH: Climb to 3300 then right turn direct DO LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF)

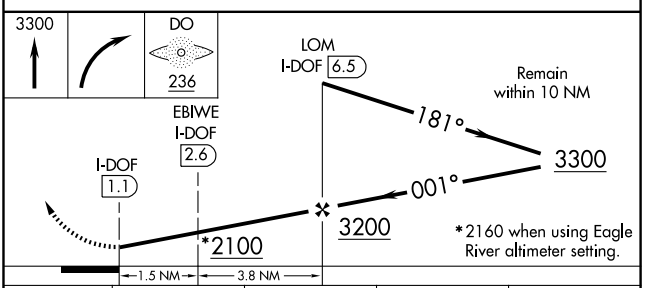


ELEV 1629

MIRL Rwy 10-28 (L)
HIRL Rwy 18-36 (L)
REIL Rwys 18, 28 and 36 (L)



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-36	2100-1 473 (500-1)			
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)
EBIWE FIX MINIMUMS				
S-36	1980-1 353 (400-1)			
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB ARV	APP CRS	Rwy Idg	3602
221	291°	TDZE	1625
		Apt Elev	1629

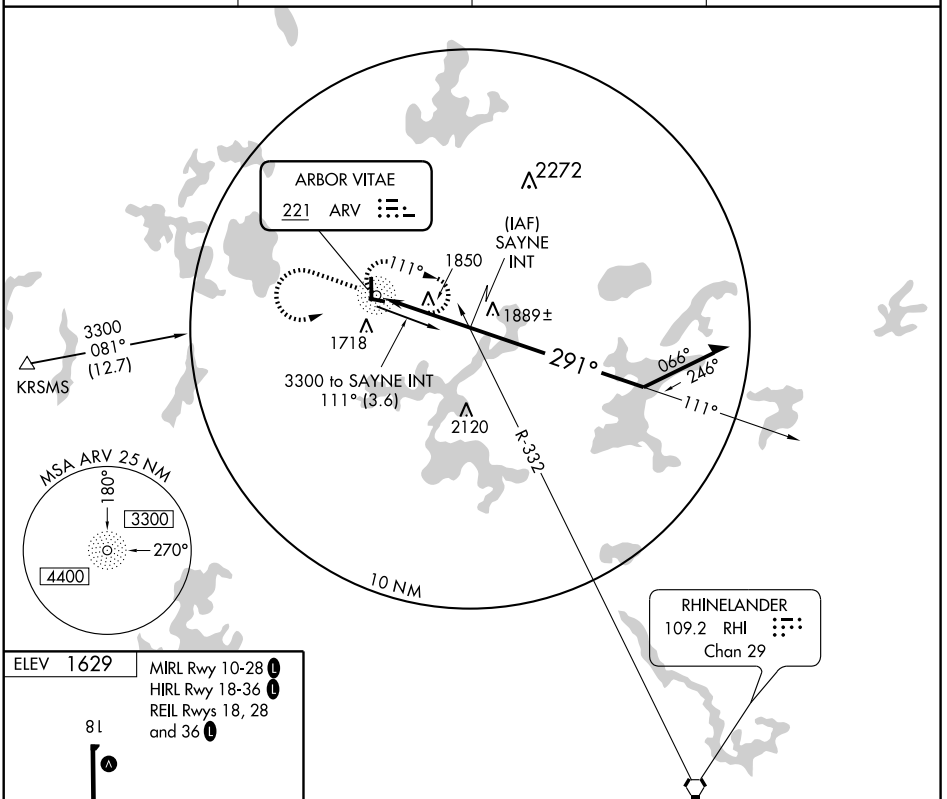
NDB RWY 28

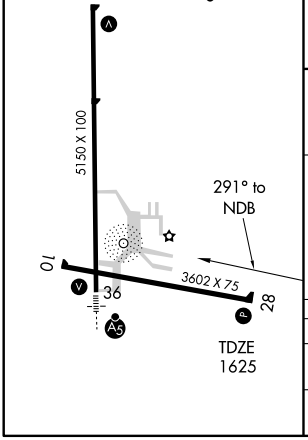
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

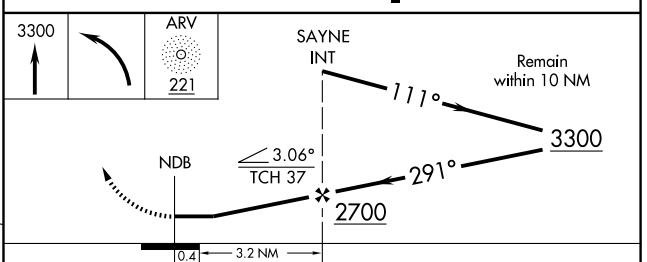
T NA — When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet, increase S-28 Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 then left turn direct ARV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	2200-1	575 (600-1)	2200-1½ 575 (600-1½)	2200-1¾ 575 (600-1¾)
CIRCLING	2200-1	571 (600-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5150
CH 72915	181°	TDZE	1629
W18A		Apt Elev	1629

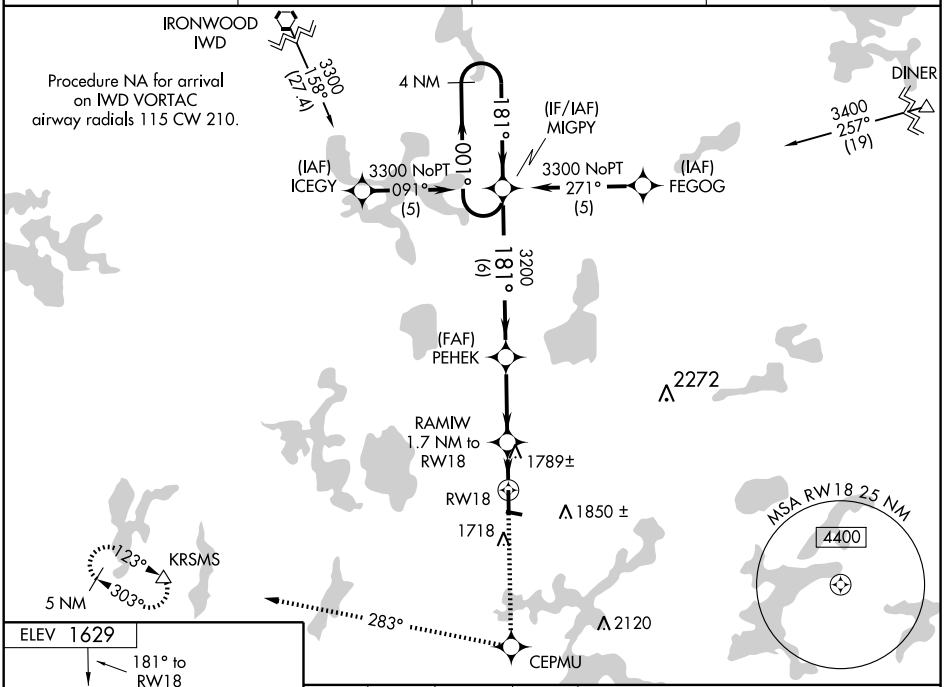
RNAV (GPS) RWY 18

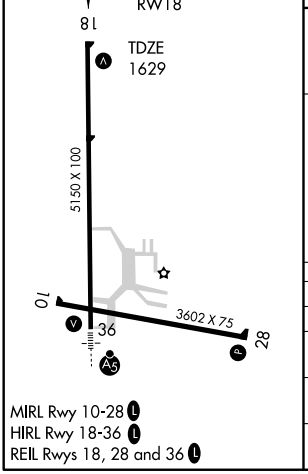
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV Cat D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Eagle River altimeter setting.

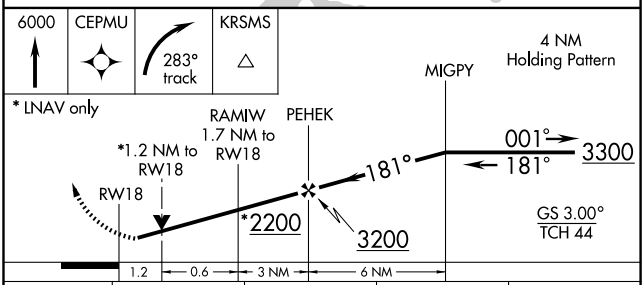
MISSED APPROACH: Climb to 6000 direct CEPMU and right turn via track 283° to KRSMS and hold, continue climb-in-hold to 6000.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L





MIRL Rwy 10-28 L
HIRL Rwy 18-36 L
REIL Rwys 18, 28 and 36 L



CATEGORY	A	B	C	D
LPV DA	1973-1¼ 344 (400-1¼)			
LNAV/VNAV DA	2100-1¾ 471 (500-1¾)			
LNAV MDA	2040-1 411 (500-1)		2040-1¼ 411 (500-1¼)	
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3602
283°	TDZE	1625
	Apt Elev	1629

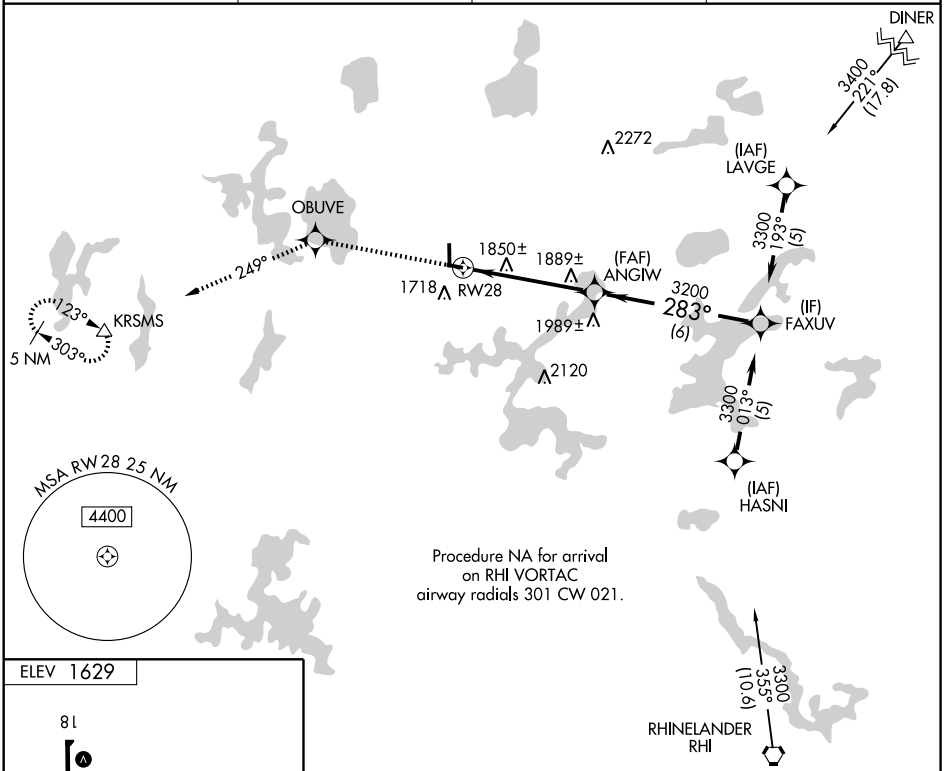
RNAV (GPS) RWY 28

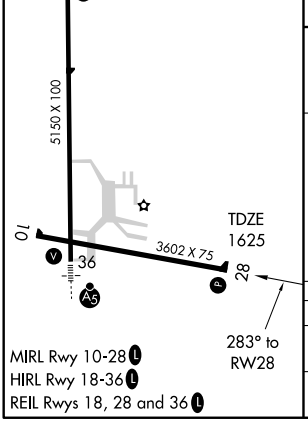
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. VDP NA when using Eagle River altimeter setting.

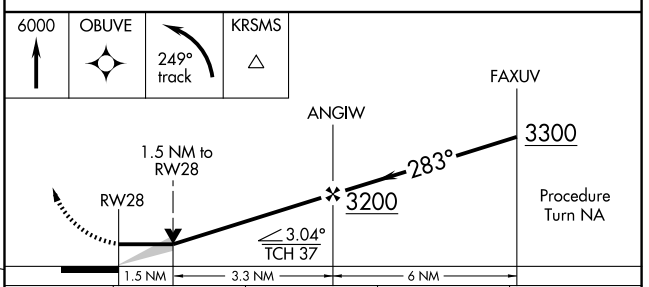
MISSED APPROACH: Climb to 6000 direct OBUVE and via track 249° to KRSMS and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L





MIRL Rwy 10-28 L
HIRL Rwy 18-36 L
REIL Rwys 18, 28 and 36 L



CATEGORY	A	B	C	D
LNAV MDA	2140-1	515 (600-1)	2140-1½ 515 (600-1½)	2140-1¾ 515 (600-1¾)
CIRCLING	2140-1	511 (600-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5150
CH 49115	001°	TDZE	1627
W36A		Apt Elev	1629

RNAV (GPS) RWY 36

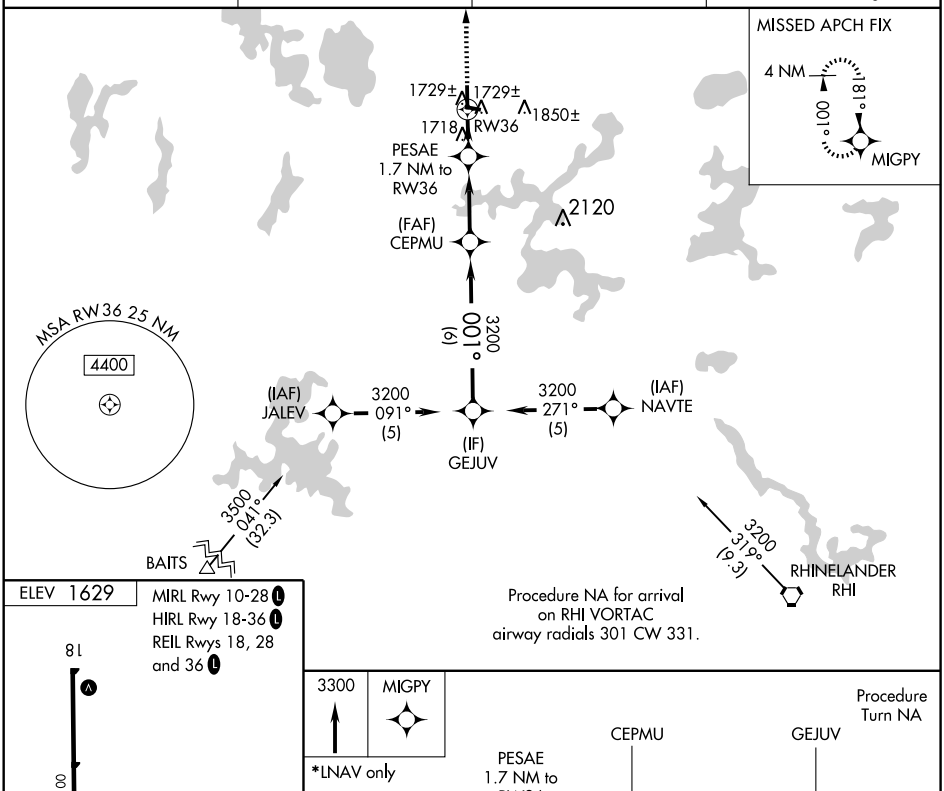
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

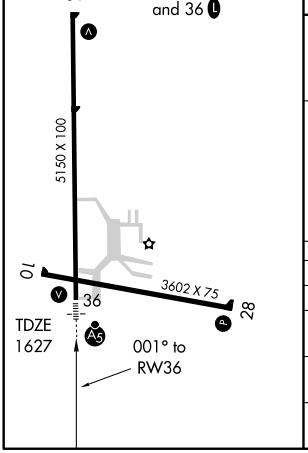
Baro-VNAV NA when using Eagle River altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply to LNAV Cats A, B, C. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet and increase Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV Cats A, B when using Eagle River altimeter setting. For inoperative MALSR when using Eagle River altimeter setting, increase LNAV Cats C, D, visibility ¼ mile.

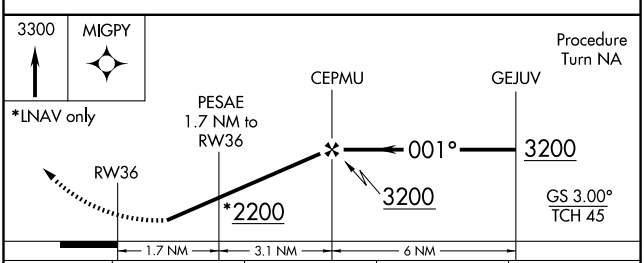
MALSR

MISSED APPROACH: Climb to 3300 direct MIGPY and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1948-1	321 (400-1)		
LNAV/VNAV DA	1999-1	372 (400-1)		
LNAV MDA	1980-1	353 (400-1)		
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

MINOCQUA–WOODRUFF

LAKELAND/NOBLE F LEE MEML FLD (ARV) 3 NW UTC–6(–5DT) N45°55.68′ W89°43.86′ GREEN BAY H–2K, L–14J

1629 B S2 **FUEL** 100LL, JET A1 + TPA—2629(1000) NOTAM FILE ARV IAP

RWY 18–36: H5150X100 (ASPH) S–90, D–150 HIRL (NSTD).

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 44′.

RWY 36: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 45′. Trees.

RWY 10–28: H3602X75 (ASPH) S–35 MIRL

RWY 10: Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

AIRPORT REMARKS: Attended Oct–May 1400–2300Z‡, Jun–Sep 1300–0000Z‡. For attendant other hrs call 715–356–3891 or 715–356–2972. Deer on and invof arpt. HIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 10–28; REIL Rwy 18, Rwy 28 and Rwy 36; VASI Rwy 18; Rwy 36; PAPI Rwy 28 and MALSR Rwy 36—CTAF. Rwy 18–36 NSTD HIRL; NSTD thld lgts MALS type thld lgt bar in addition to standard lighting.

WEATHER DATA SOURCES: AWOS–3 121.125 (715) 356–2417.

COMMUNICATIONS: CTAF/UNICOM 122.7

WOODRUFF RCO 122.6 (GREEN BAY RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65

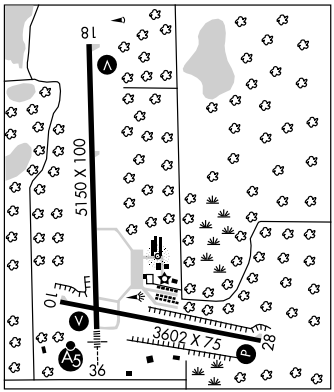
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.

RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 325° 21.1 NM to fld. 1590/2E. **HIWAS.**

ARBOR VITAE NDB (MHW) 221 ARV N45°55.57′ W89°43.76′ at fld. NOTAM FILE ARV.

DOUGY NDB (MHW/LOM) 236 DO N45°50.07′ W89°43.83′ 001° 5.6 NM to fld. NDB unmonitored.

ILS/DME 111.7 I–DOF Chan 54 Rwy 36. LOM DOUGY NDB. LOC only. LOC/DME unmonitored.



MONAH N43°03.76′ W89°20.75′ NOTAM FILE MSN. CHICAGO L–28H

NDB (MHW/LOM) 400 MS 005° 4.6 NM to Dane Co Rgnl–Truax Fld. Unmonitored when twr clsd.

MONROE MUNI (EFT) 3 NE UTC–6(–5DT) N42°36.89′ W89°35.42′ CHICAGO H–5D, L–28G

1086 B S4 **FUEL** 100LL, JET A NOTAM FILE EFT IAP

RWY 12–30: H5000X75 (ASPH–AFSC) S–12.5 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.15° TCH 40′. Tree. **RWY 30:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree.

RWY 02–20: H3000X75 (ASPH) MIRL 0.9% up N

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree. **RWY 20:** REIL. Tree.

AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1400–2200Z‡. For attendant after hrs call 608–329–7777. Ultralight activity on and invof arpt. MIRL Rwy 12–30 ops low ints, to increase ints and ACTIVATE REIL Rwys 12 and 30 and Rwys 02 and 20 and PAPI Rwys 02 and 30 and MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.375 (608) 328–8359.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **ROCKFORD APP/DEP CON** 126.0

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 276° 21.8 NM to fld. 931/3E.

MOSINEE N44°46.93′ W89°39.56′ GREEN BAY H–2K, L–14J

RCO 122.525 (GREEN BAY RADIO).

APP CRS	Rwy Idg	5000
121°	TDZE	1086
	Apt Elev	1086

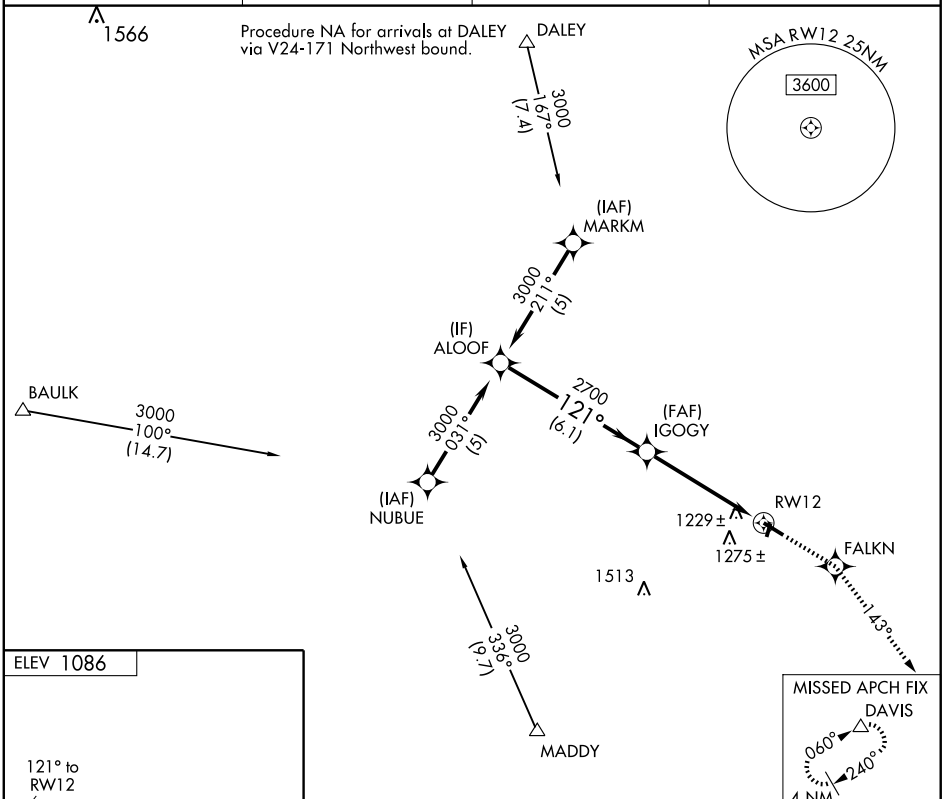
RNAV (GPS) RWY 12

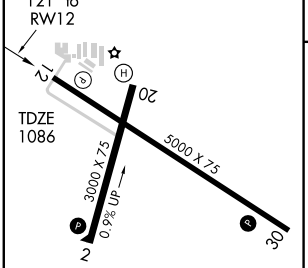
MONROE MUNI (EFT)

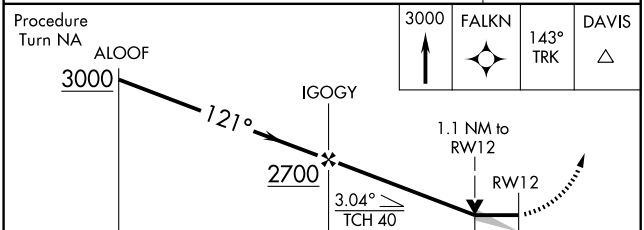
DME/DME RNP-0.3 NA. VDP NA when using Albertus altimeter setting. When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat. C/D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FALKN and via 143° track to DAVIS and hold.

AWOS-3	ROCKFORD APP CON	GCO	UNICOM
118.375	126.0 327.0	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 394 (400-1)			1480-1¼ 394 (400-1¼)
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

MIRL Rwys 12-30 and 2-20 L
REIL Rwys 12, 30, 2 and 20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
301°	TDZE	1070
	Apt Elev	1086

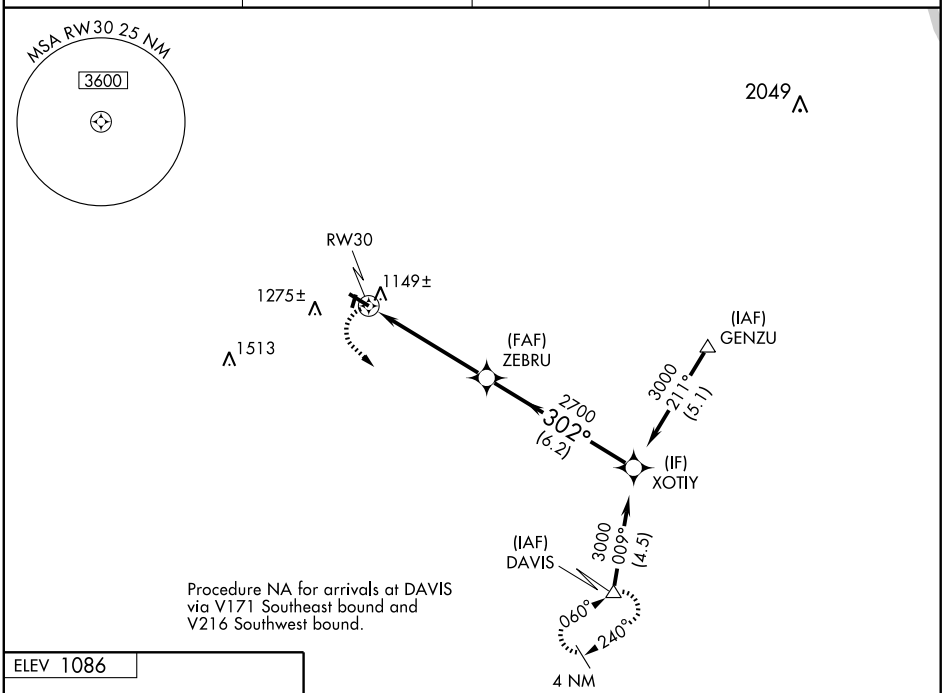
RNAV (GPS) RWY 30

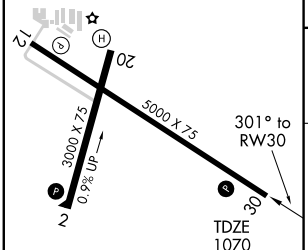
MONROE MUNI (EFT)

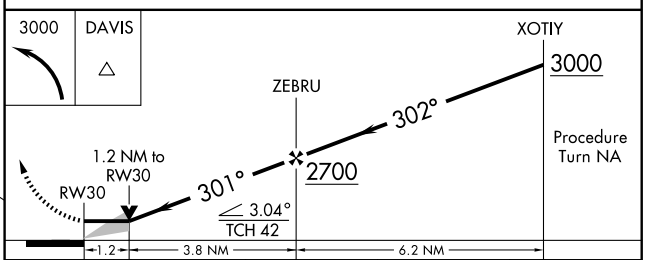
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat. C/D and Circling Cat. C visibility ¼ mile. VDP NA when using Albertus altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct DAVIS and hold.

AWOS-3	ROCKFORD APP CON	GCO	UNICOM
118.375	126.0 327.0	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 410 (400-1)		1480-1¼ 410 (400-1¼)	
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

MIRL Rwys 12-30 and 2-20 L
REIL Rwys 12, 30, 2 and 20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME JVL 114.3 Chan 90	APP CRS 276°	Rwy Idg 5000 TDZE 1070 Apt Elev 1086

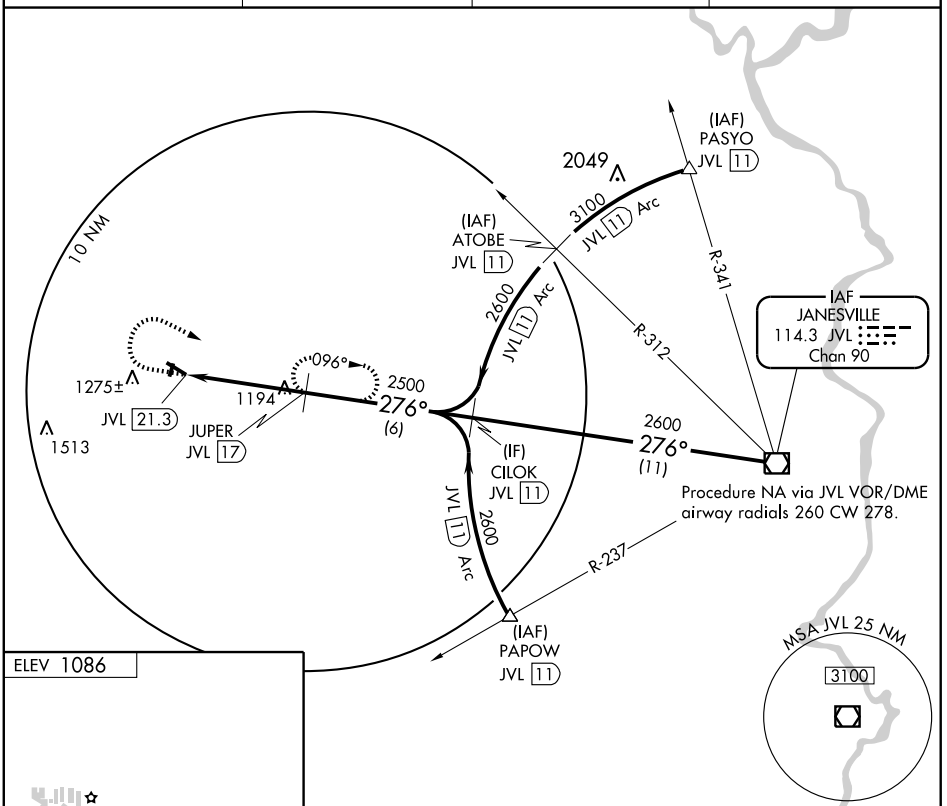
VOR/DME RWY 30

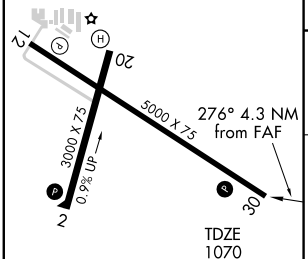
MONROE MUNI (EFT)

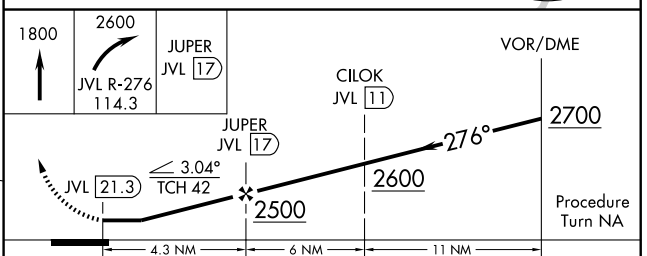
When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 via JVL VOR/DME R-276 to JUPER/JVL 17 DME and hold.

AWOS-3	ROCKFORD APP CON	GCO	UNICOM
118.375	126.0 327.0	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-30	1460-1 390 (400-1)	1460-1¼ 390 (400-1¼)	1460-1½ 390 (400-1½)	1460-1¾ 390 (400-1¾)
CIRCLING	1540-1 454 (500-1)	1640-1¼ 554 (600-1¼)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

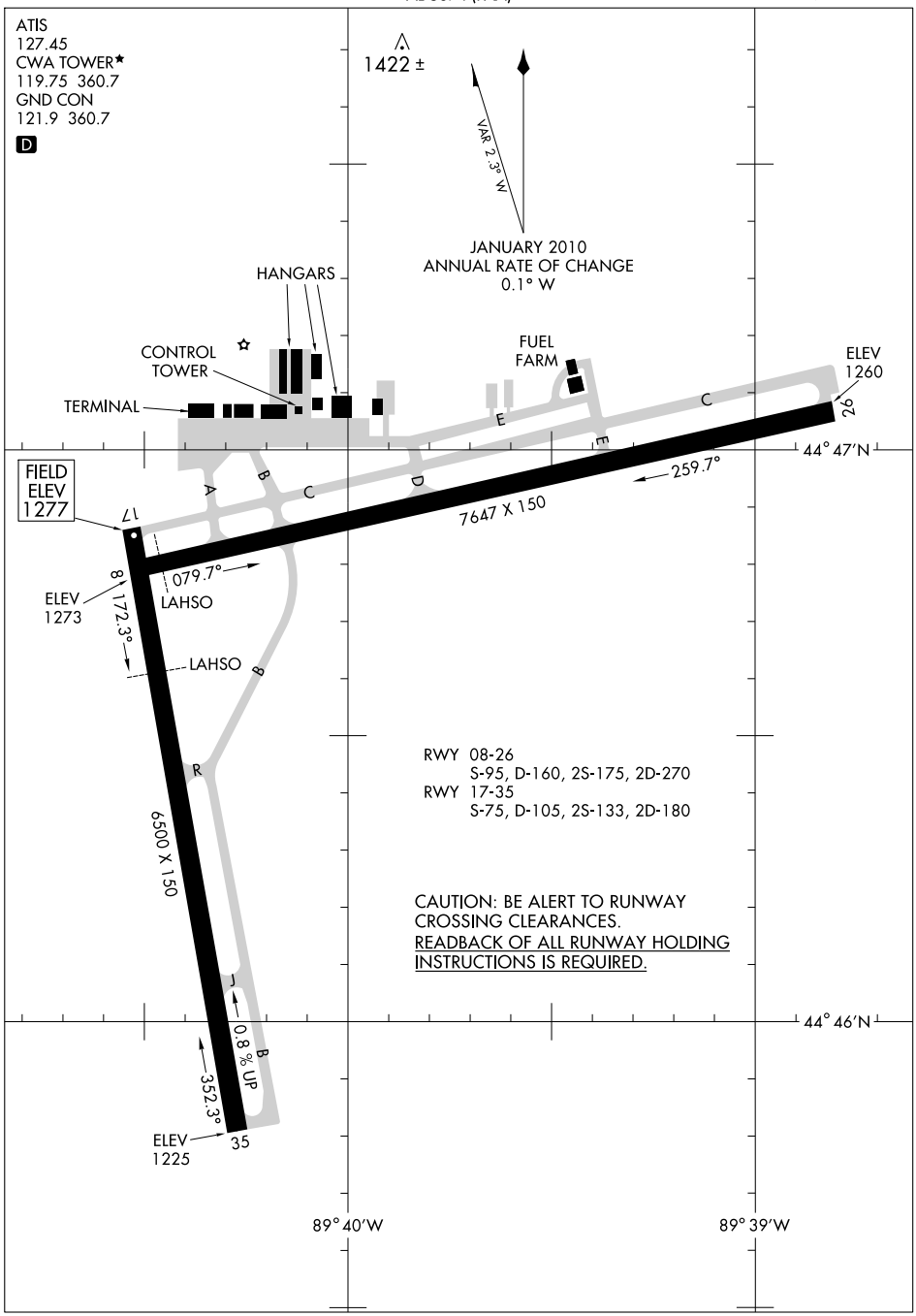
MIRL Rwys 12-30 and 2-20 L
REIL Rwys 12, 30, 2 and 20 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MOSINEE/CENTRAL WISCONSIN (CWA)
MOSINEE, WISCONSIN

AL-5674 (FAA)



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

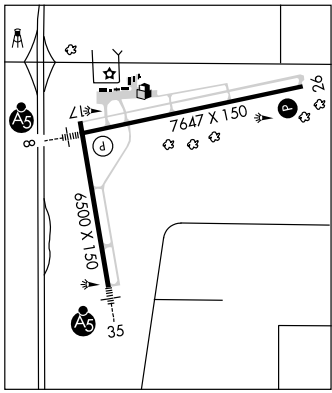
AIRPORT DIAGRAM

MOSINEE, WISCONSIN
MOSINEE/CENTRAL WISCONSIN (CWA)

10210

MOSINEE

CENTRAL WISCONSIN (CWA) 3 SE UTC−6(−5DT) N44°46.66′ W89°40.01′ **GREEN BAY**
1277 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE CWA **H–2K, L–14J**
RWY 08–26: H7647X150 (CONC–GRVD) S–95, D–160, 2S–175, 2D–270 HIRL **IAP, AD**
RWY 08: MALSR. **RWY 26:** REIL. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 17–35: H6500X150 (CONC—GRVD) S–75, D–105, 2S–133, 2D–180 HIRL 0.7% up N
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45′. **RWY 35:** MALSR.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	17–35	7300
RWY 35	08–26	5000

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–7647 TODA–7647 ASDA–7647 LDA–7647
RWY 17: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 26: TORA–7647 TODA–7647 ASDA–7647 LDA–7647
RWY 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
AIRPORT REMARKS: Attended 1100–0300Z‡. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 715–693–2147. Twy E; north of Twy C is not avbl for air carrier ops over 60000 pounds. When twr closed ACTIVATE MALSR Rwy 08 and Rwy 35—CTAF. ACTIVATE HIRL Rwys 17–35, Rwy 08–26, and PAPI Rwy 26—CTAF. PAPI Rwy 17 operates 24 hrs. Rwy 17 REIL OTS indef. Lnd fee for acft providing commercial svs.
WEATHER DATA SOURCES: AWOS–3 127.45 (715) 693–1116
COMMUNICATIONS: CTAF 119.75 **ATIS** 127.45 **UNICOM** 122.95
MOSINEE RCO 122.525 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
CWA TOWER 119.75 (1200–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 218° 5.4 NM to or fld. 1205/2E.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 339° 15.2 NM to fld. 1110/2E. NOTAM FILE STE. **HIWAS.**
BAYYE NDB (LOM) 351 PH N44°40.59′ W89°38.88′ 353° 6.1 NM to fld.
DANCI NDB (LOM) 275 CW N44°45.62′ W89°47.35′ 079° 5.3 NM to fld.
ILS/DME 110.3 I–CWA Chan 40 Rwy 08. Class IA. LOM DANCI NDB.
ILS/DME 110.9 I–PHS Chan 46 Rwy 35. Class IE. LOM BAYYE NDB. DME unusable byd 14° right of course.

NECEDAH (DAF) 1 NW UTC−6(−5DT) N44°02.01′ W90°05.11′ **GREEN BAY**
919 B S2 TPA—1919(1000) NOTAM FILE GRB **L–28G**
RWY 18–36: H2700X60 (ASPH) LIRL 0.3% up S **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. During winter months call 608–565–7248 before ldg to determine status. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **VOLK APP/DEP CON** 135.25 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 219° 38.8 NM to fld. 1110/2E. **HIWAS.**

NEENAH

BRENNAND (79C) 4 SW UTC−6(−5DT) N44°09.60′ W88°33.57′ **GREEN BAY**
850 S4 **FUEL** 100LL NOTAM FILE GRB
RWY 18–36: H2450X20 (ASPH) LIRL(NSTD)
RWY 18: Thld dspld 188′. Trees. **RWY 36:** Thld dsplcd 275′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat 1400–1800Z‡. Call 920–475–6179 for repair. Rwy 18–36 has 2 flashing lgts 75′ N of Rwy 18 thld and 15′ S of Rwy 36 thld. Rwy 18–36 NSTD LIRL 1 thld lgt each side of thld. Rwy 18 and Rwy 36 white bar and centerline. ACTIVATE NSTD LIRL Rwy 18–36 5 clicks on 8 clicks off—CTAF.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-CWA	APP CRS	Rwy Idg	7647
110.3	077°	TDZE	1274
Chan 40		Apt Elev	1277

ILS or LOC RWY 8

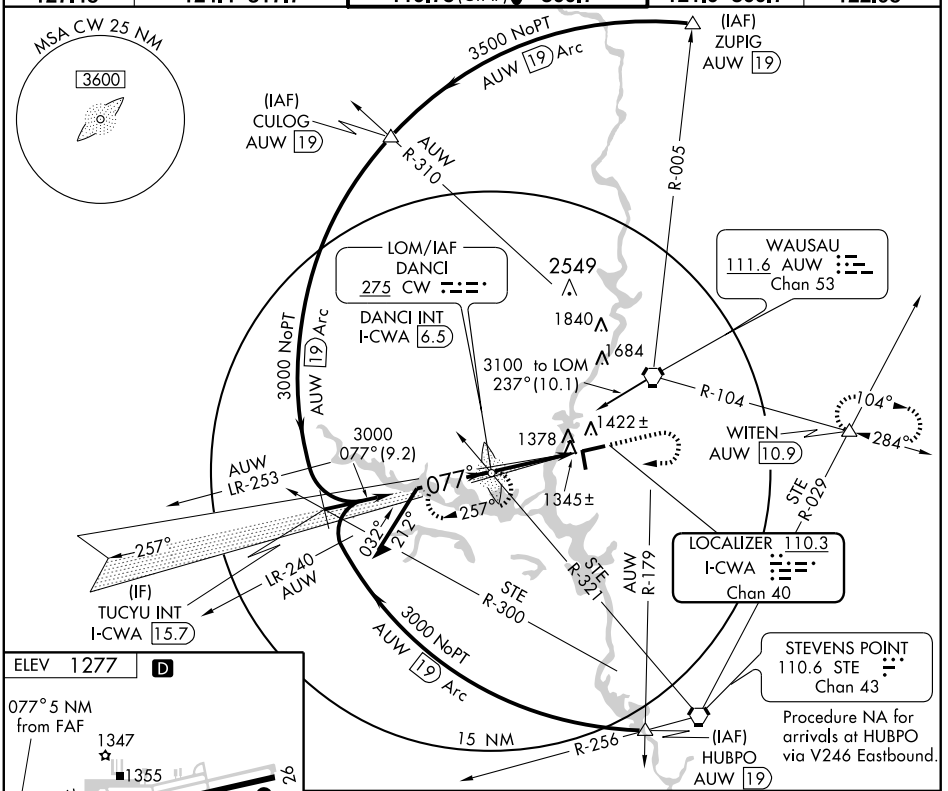
MOSINEE/CENTRAL WISCONSIN(CWA)

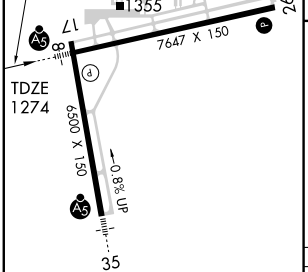
For inoperative MALSR, increase S-LOC 8 Cat. D visibility to 1. When VGSI Inop, circling to Rwy 26 NA at night. If local altimeter setting not received, use Wausau Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP NA with Wausau Downtown altimeter setting. ADF Required.

MALSR

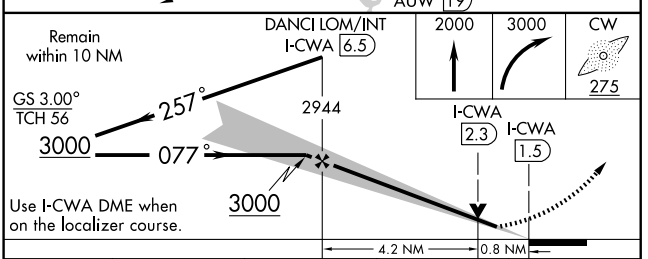
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DANCI LOM/Int/ I-CWA 6.5 DME and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95





REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 8	1474-½ 200 (200-½)			
S-LOC 8	1600-½ 326 (400-½)			1600-¾ 326 (400-¾)
CIRCLING	1780-1 503 (600-1)		1800-1½ 523 (600-1½)	1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PHS	APP CRS	Rwy Idg	6500
110.9	350°	TDZE	1256
Chan 46		Apt Elev	1277

ILS or LOC RWY 35

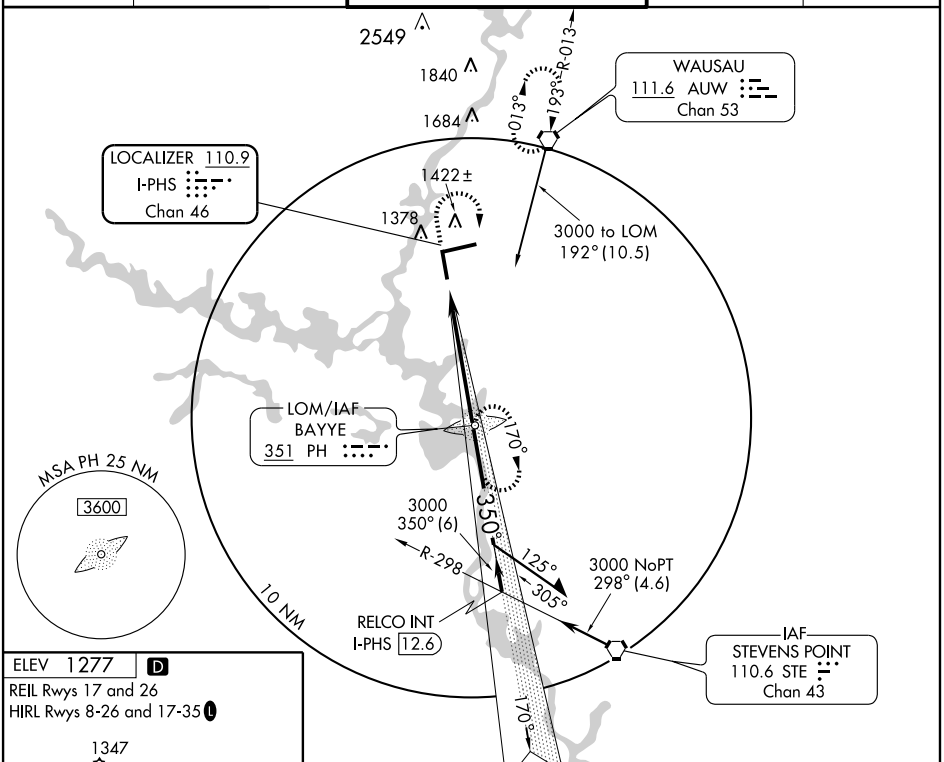
MOSINEE/CENTRAL WISCONSIN(CWA)

If local altimeter setting not received, use Wausau altimeter setting and increase all DAs/MDAs 40 feet. ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BAYYE LOM and hold.

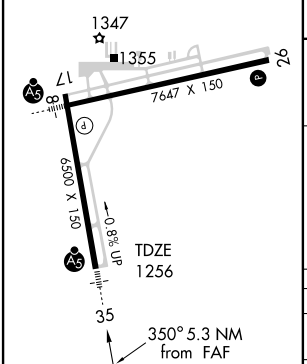
ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75(CTAF) L 360.7	121.9 360.7	122.95

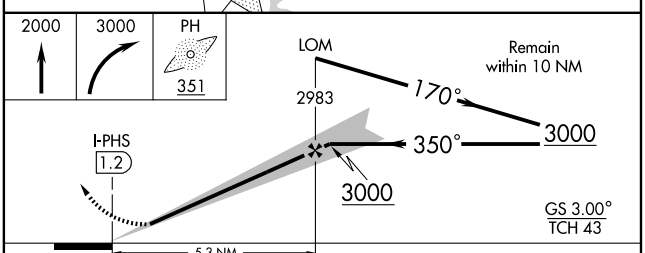


ELEV 1277 D

REIL Rwys 17 and 26

HIRL Rwys 8-26 and 17-35 L





CATEGORY	A	B	C	D
S-ILS 35	1456-½ 200 (200-½)			
S-LOC 35	1600-½ 344 (400-½)			1600-¾ 344 (400-¾)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

APP CRS	Rwy Idg	7647
077°	TDZE	1274
	Apt Elev	1277

RNAV (GPS) RWY 8

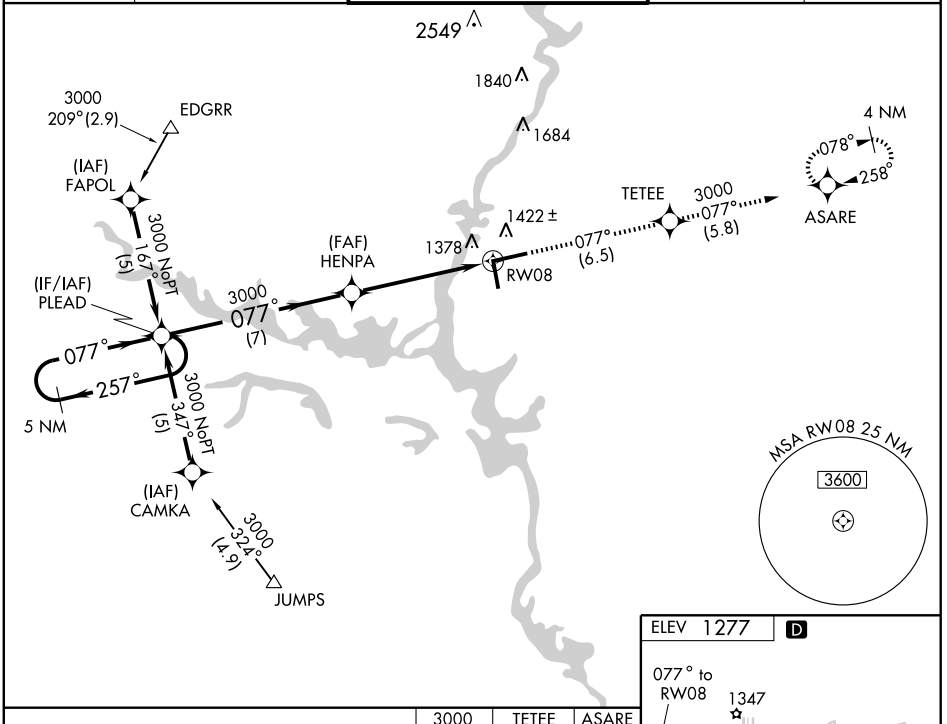
MOSINEE/CENTRAL WISCONSIN(CWA)

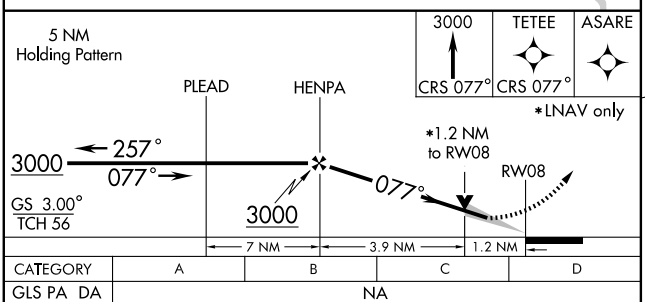
T NA — For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1. Baro-VNAV NA below -17°C (1° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

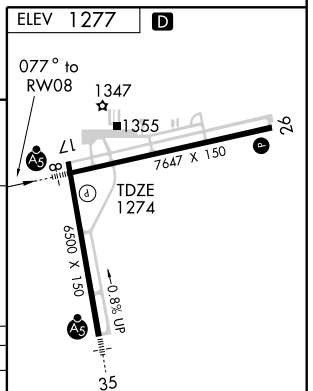
MALSR

MISSED APPROACH: Climb to 3000 via 077° course to TETEE WP then via 077° course to ASARE WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1600-½ 326 (400-½)			1600-¾ 326 (400-¾)
LNAV MDA	1720-½ 446 (500-½)		1720-¾ 446 (500-¾)	1720-1 446 (500-1)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

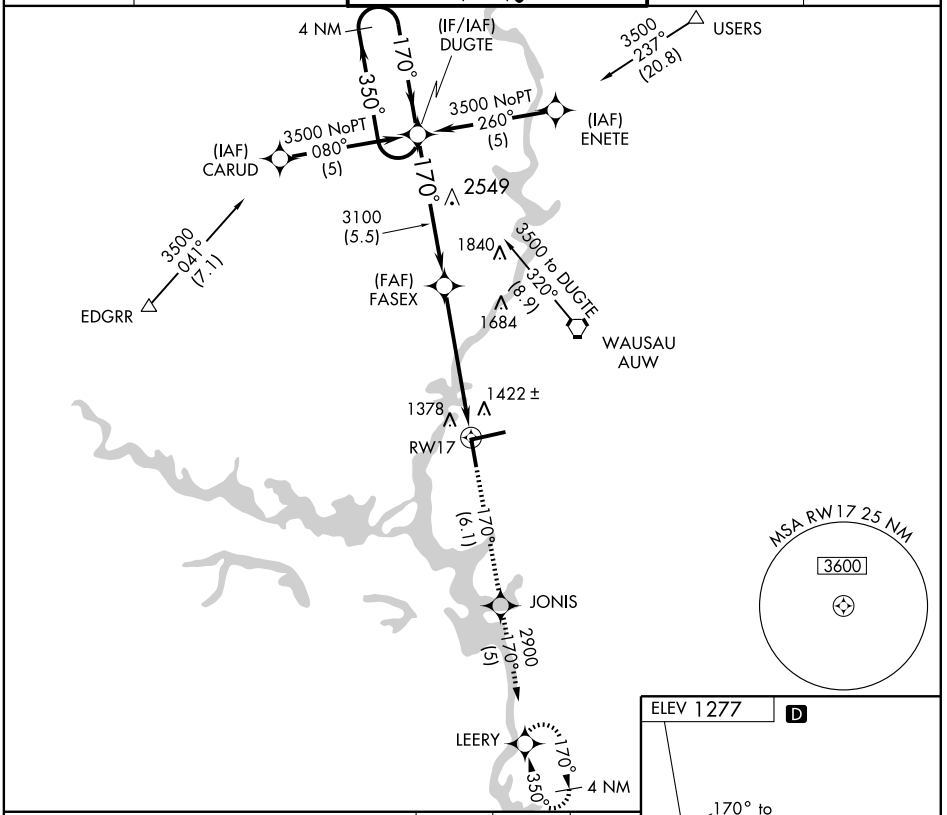
MOSINEE/CENTRAL WISCONSIN(CWA)

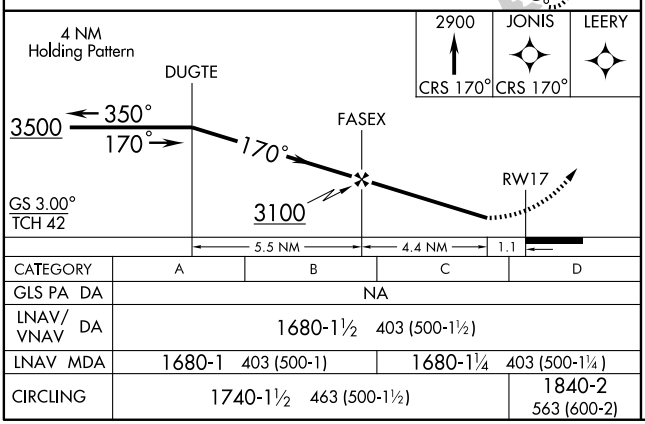
APP CRS	Rwy Idg	6500
170°	TDZE	1277
	Apt Elev	1277

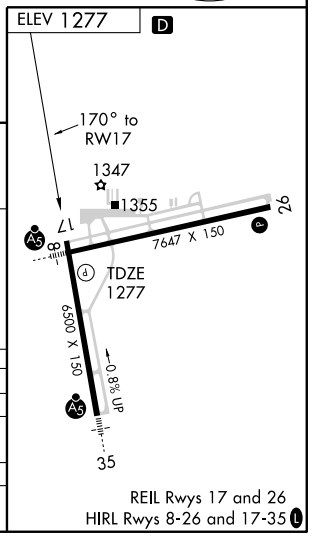
T/A NA — Baro-VNAV NA below -17°C (1° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 via 170° course to JONIS WP then via 170° course to LEERY WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1680-1½ 403 (500-1½)			
LNAV MDA	1680-1 403 (500-1)		1680-1¼ 403 (500-1¼)	
CIRCLING	1740-1½ 463 (500-1½)			1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

MOSINEE/CENTRAL WISCONSIN(CWA)

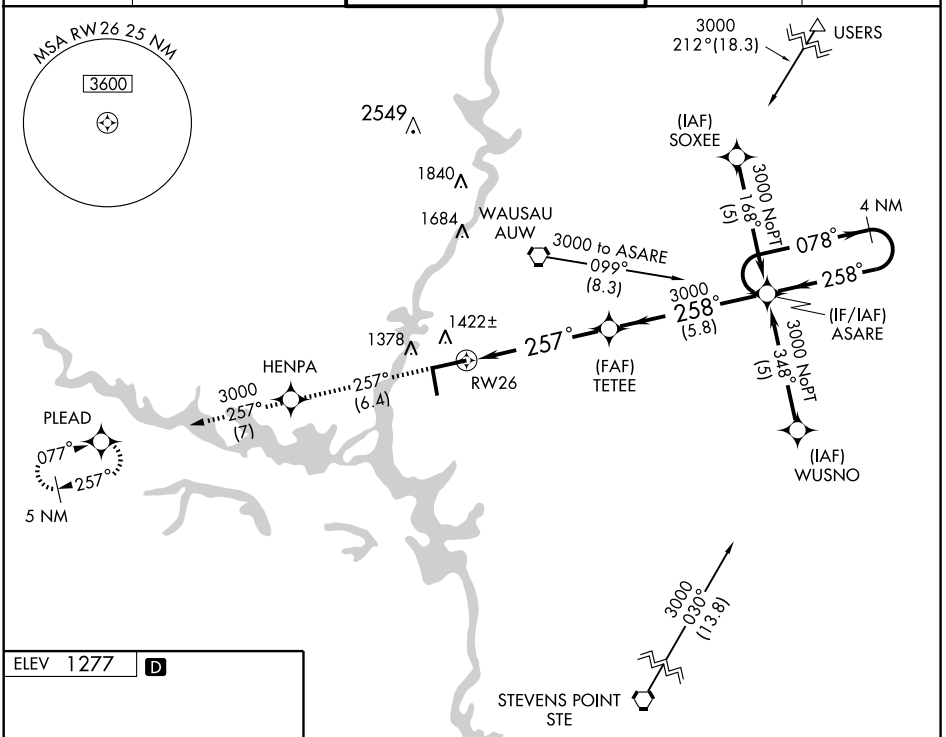
APP CRS	Rwy ldg	7647
257°	TDZE	1260
	Apt Elev	1277

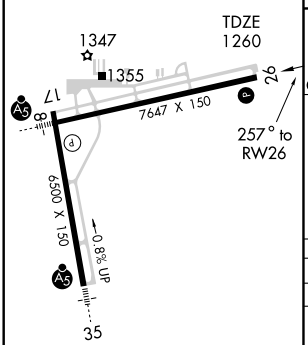
Baro-VNAV NA below -17°C (1° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

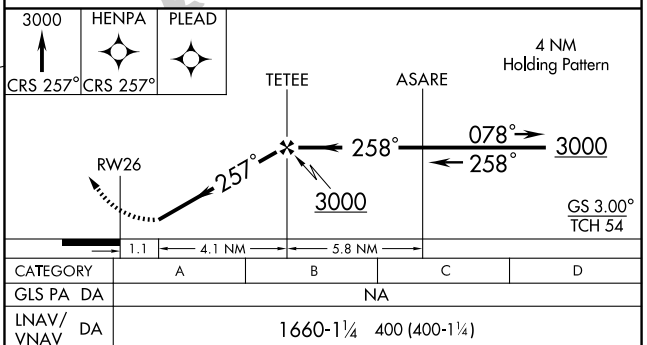
NA

MISSED APPROACH: Climb to 3000 via 257° course to HENPA WP then via 257° course to PLEAD WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1660-1¼ 400 (400-1¼)			
LNAV MDA	1660-1 400 (400-1)			1660-1¼ 400 (400-1¼)
CIRCLING	1740-1¼ 463 (500-1¼)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
350°	TDZE	1256
	Apt Elev	1277

RNAV (GPS) RWY 35

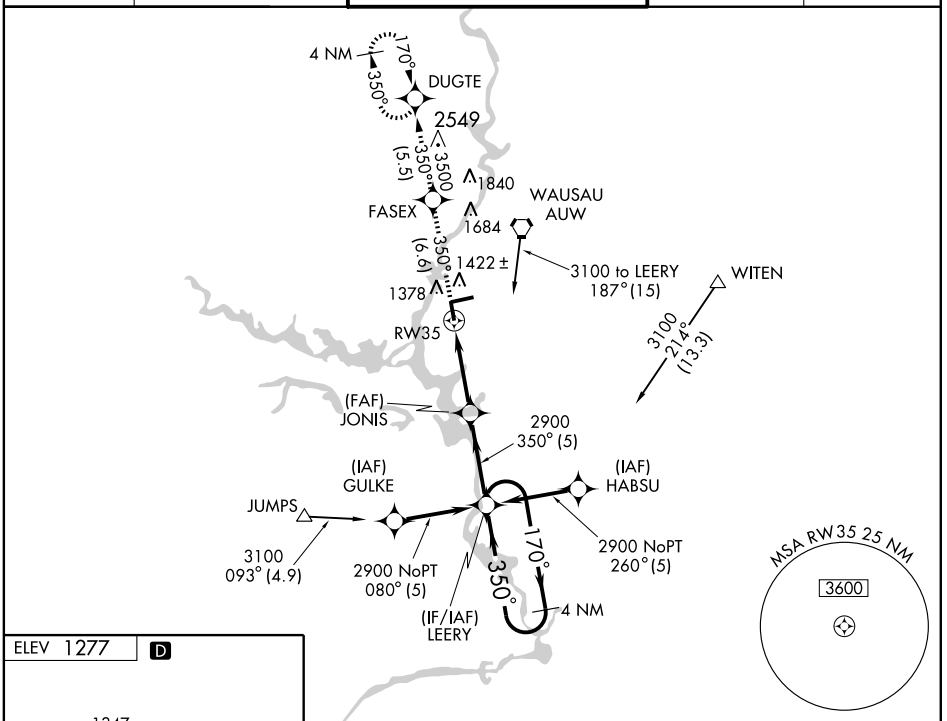
MOSINEE/ CENTRAL WISCONSIN (CWA)

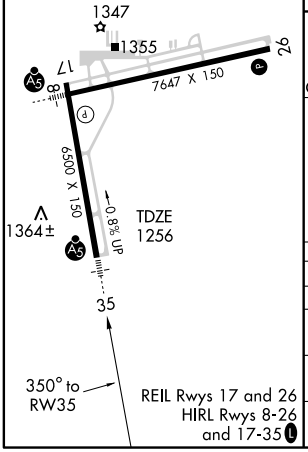
T A NA — For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (1° F).

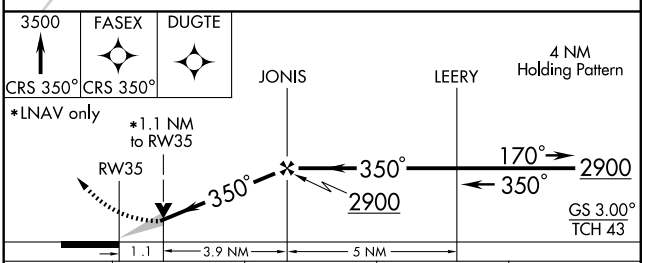
MALSR

MISSED APPROACH: Climb to 3500 via 350° course to FASEX WP then via 350° course to DUGTE WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1600-¾ 344 (400-¾)			
LNAV MDA	1620-½ 364 (400-½)			1620-1 364 (400-1)
CIRCLING	1740-1¼ 463 (500-1¼)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC STE 110.6 Chan 43	APP CRS 336°	Rwy Idg 6500 TDZE 1256 Apt Elev 1277

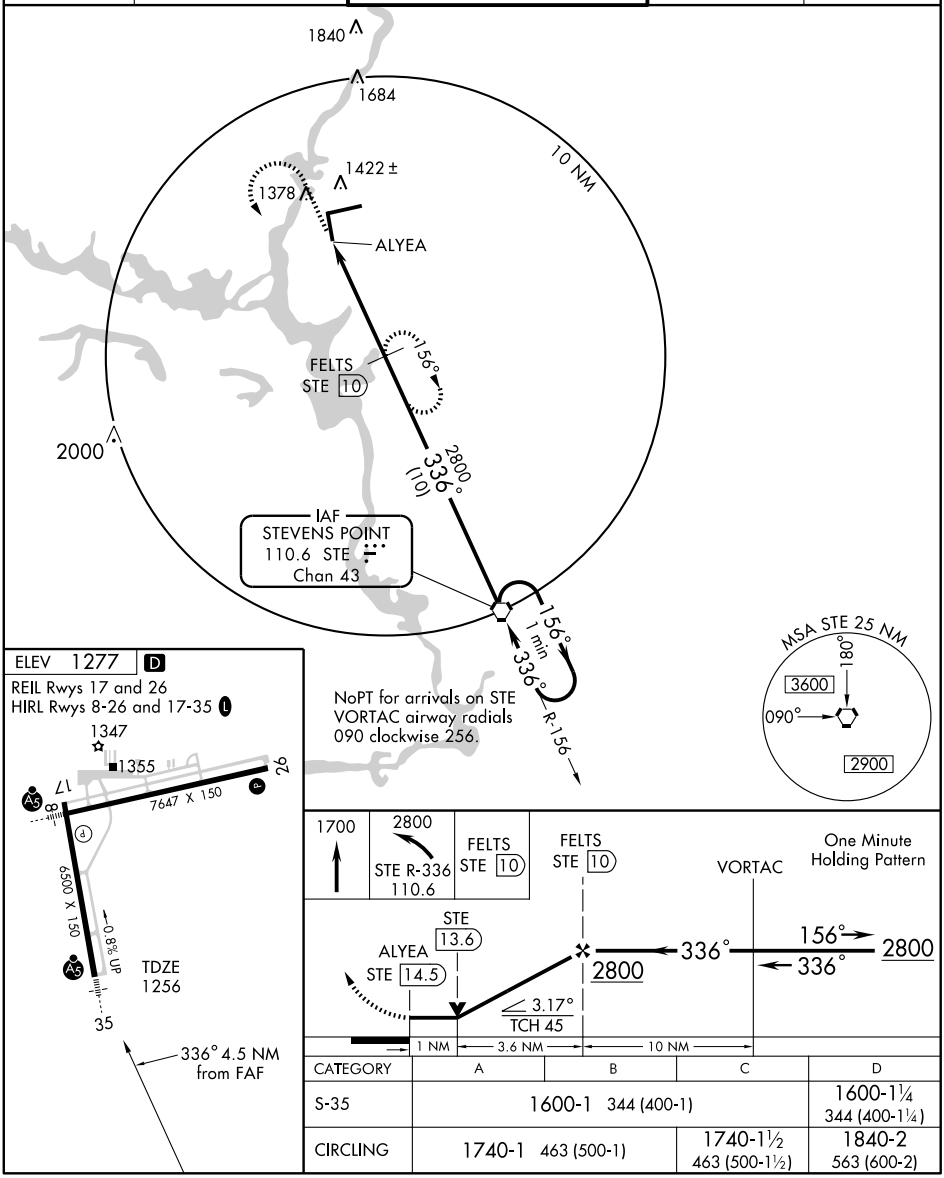
VOR/DME RWY 35

MOSINEE/CENTRAL WISCONSIN (CWA)

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 2800 via STE R-336 to FELTS and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) (L) 360.7	121.9 360.7	122.95



CATEGORY	A	B	C	D
S-35	1600-1 344 (400-1)			1600-1¼ 344 (400-1¼)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC AUW 111.6 Chan 53	APP CRS 217°	Rwy Idg N/A TDZE N/A Apt Elev 1277

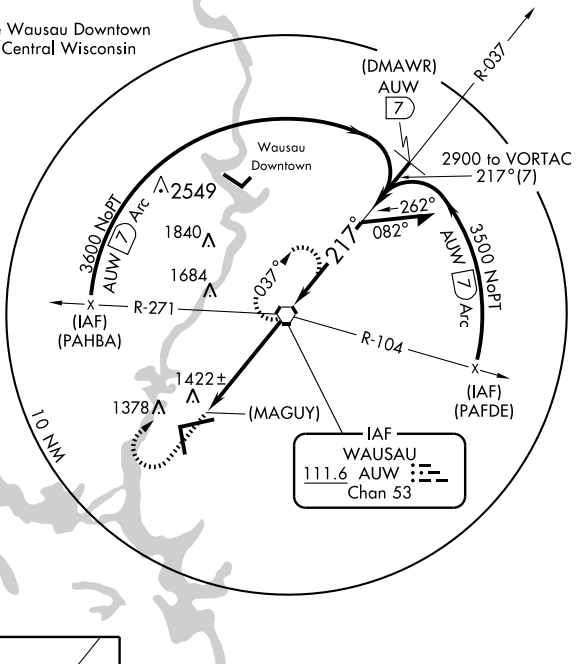
VOR or GPS-A

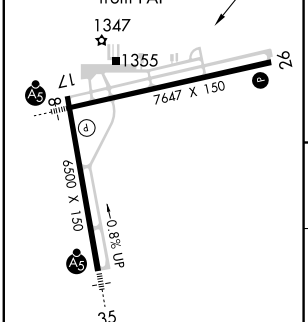
MOSINEE/CENTRAL WISCONSIN(CWA)

MISSED APPROACH: Climb to 3500 then right turn direct AUW VORTAC and hold.

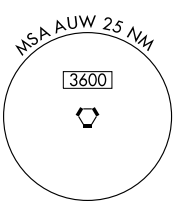
ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95

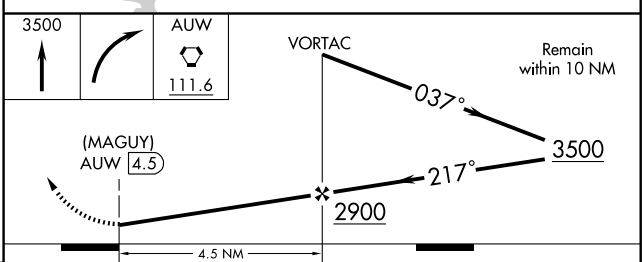
NOTE: Do not confuse Wausau Downtown Airport with Mosinee/Central Wisconsin Airport.





REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

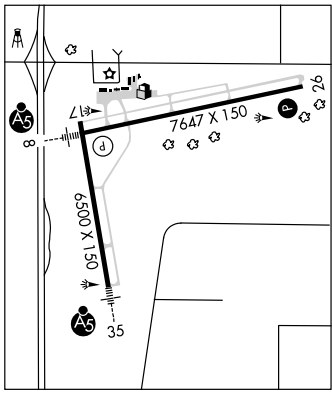
CATEGORY	A	B	C	D
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MOSINEE

CENTRAL WISCONSIN (CWA) 3 SE UTC−6(−5DT) N44°46.66′ W89°40.01′ **GREEN BAY**
1277 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE CWA **H–2K, L–14J**
RWY 08–26: H7647X150 (CONC–GRVD) S–95, D–160, 2S–175, 2D–270 HIRL **IAP, AD**
RWY 08: MALSR. **RWY 26:** REIL. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 17–35: H6500X150 (CONC—GRVD) S–75, D–105, 2S–133, 2D–180 HIRL 0.7% up N
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45′. **RWY 35:** MALSR.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	17–35	7300
RWY 35	08–26	5000

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–7647 TODA–7647 ASDA–7647 LDA–7647
RWY 17: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 26: TORA–7647 TODA–7647 ASDA–7647 LDA–7647
RWY 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
AIRPORT REMARKS: Attended 1100–0300Z‡. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 715–693–2147. Twy E; north of Twy C is not avbl for air carrier ops over 60000 pounds. When twr closed ACTIVATE MALSR Rwy 08 and Rwy 35—CTAF. ACTIVATE HIRL Rwys 17–35, Rwy 08–26, and PAPI Rwy 26—CTAF. PAPI Rwy 17 operates 24 hrs. Rwy 17 REIL OTS indef. Lnd fee for acft providing commercial svs.
WEATHER DATA SOURCES: AWOS–3 127.45 (715) 693–1116
COMMUNICATIONS: CTAF 119.75 **ATIS** 127.45 **UNICOM** 122.95
MOSINEE RCO 122.525 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
CWA TOWER 119.75 (1200–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 218° 5.4 NM to or fld. 1205/2E.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 339° 15.2 NM to fld. 1110/2E. NOTAM FILE STE. **HIWAS.**
BAYYE NDB (LOM) 351 PH N44°40.59′ W89°38.88′ 353° 6.1 NM to fld.
DANCI NDB (LOM) 275 CW N44°45.62′ W89°47.35′ 079° 5.3 NM to fld.
ILS/DME 110.3 I–CWA Chan 40 Rwy 08. Class IA. LOM DANCI NDB.
ILS/DME 110.9 I–PHS Chan 46 Rwy 35. Class IE. LOM BAYYE NDB. DME unusable byd 14° right of course.

NECEDAH (DAF) 1 NW UTC−6(−5DT) N44°02.01′ W90°05.11′ **GREEN BAY**
919 B S2 TPA—1919(1000) NOTAM FILE GRB **L–28G**
RWY 18–36: H2700X60 (ASPH) LIRL 0.3% up S **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. During winter months call 608–565–7248 before ldg to determine status. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **VOLK APP/DEP CON** 135.25 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 219° 38.8 NM to fld. 1110/2E. **HIWAS.**

NEENAH

BRENNAND (79C) 4 SW UTC−6(−5DT) N44°09.60′ W88°33.57′ **GREEN BAY**
850 S4 **FUEL** 100LL NOTAM FILE GRB
RWY 18–36: H2450X20 (ASPH) LIRL(NSTD)
RWY 18: Thld dspld 188′. Trees. **RWY 36:** Thld dsplcd 275′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat 1400–1800Z‡. Call 920–475–6179 for repair. Rwy 18–36 has 2 flashing lgts 75′ N of Rwy 18 thld and 15′ S of Rwy 36 thld. Rwy 18–36 NSTD LIRL 1 thld lgt each side of thld. Rwy 18 and Rwy 36 white bar and centerline. ACTIVATE NSTD LIRL Rwy 18–36 5 clicks on 8 clicks off—CTAF.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	2700
001°	TDZE	919
	Apt Elev	919

RNAV (GPS) RWY 36

NECEDAH (DAF)

NA

Use Wisconsin Rapids altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 2800 direct AJEPO WP and hold.

WISCONSIN RAPIDS ASOS	VOLK APP CON ★	UNICOM
126.575	135.25 290.8	122.7 (CTAF) L

R-6904B

R-6904A

Procedure NA for arrival at BANKY via V228 northbound and bearings from CMY NDB 048 CW 168 and DLL VORTAC radials 262 CW 022.

BANKY

3200
211°
(33.3)

1322

RW36

1209±

(FAF)
EYLAR

2700
001°
(6)

MC COY
CMY

3200
108°
(20.1)

2170

(IAF)
CAKIM

2800 NoPT
090°
(5)

2800 NoPT
271°
(5)

(IAF)
DULVE

(IF/IAF)
AJEPO

001°

181°

4 NM

MSA RW36 25 NM
3200

2800 NoPT
322° (22.2)

IAF
DELLS
DLL

ELEV 919

18

0.3% up

2700 X 60

36

TDZE
919

001° to
RW36

LIRL Rwy 18-36 L

4 NM
Holding Pattern

AJEPO

2800

181°

001°

001°

EYLAR

2700

3.05°
TCH 40

RW36

6 NM

5.4 NM

2800

AJEPO

CATEGORY	A	B	C	D
LNAV MDA	1540-1	621 (700-1)	NA	
CIRCLING	1580-1	661 (700-1)	NA	

EC-3, 21 OCT 2010 to 18 NOV 2010

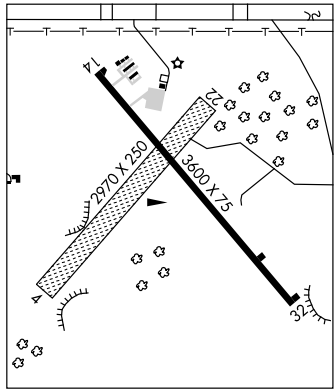
EC-3, 21 OCT 2010 to 18 NOV 2010

NEILLSVILLE MUNI (VIQ) 3 E UTC−6(−5DT) N44°33.49′ W90°30.73′ GREEN BAY
1237 B S2 **FUEL** 100LL, MOGAS NOTAM FILE GRB L–14I
RWY 09–27: H3400X60 (ASPH) S–12 LIRL 0.9% up E IAP
RWY 09: VASI(V2L)—GA 3.0° TCH 31′. Tree. **RWY 27:** VASI(V2L)—GA 3.5° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl PPR, call 715–743–4400. PPR for hangar space call 715–743–4400. Rotating bcn OTS indef. LIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE VASI Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 273° 42.1 NM to fld. 1110/2E. HIWAS.
NDB (MHW) 368 VIQ N44°33.43′ W90°30.91′ at fld. Unmonitored. NOTAM FILE GRB.

NEPCO N44°15.59′ W89°53.27′ NOTAM FILE ISW. GREEN BAY
NDB (LOM) 326 EK 020° 6.4 NM to Alexander Fld South Wood Co. Unmonitored.

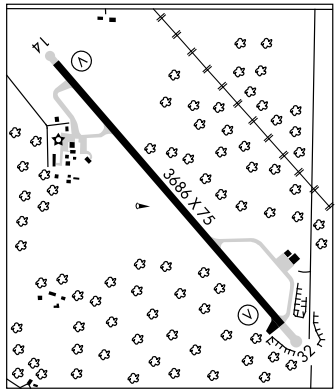
NEST OF EAGLES (See SPOONER)

NEW HOLSTEIN MUNI (8D1) 1 W UTC−6(−5DT) N43°56.66′ W88°06.81′ CHICAGO
992 B S4 **FUEL** 100LL TPA—1792(800) NOTAM FILE GRB L–28H
RWY 14–32: H3600X75 (ASPH) S–20 MIRL IAP
RWY 14: REIL(NSTD). Road. **RWY 32:** REIL(NSTD). Ground.
RWY 04–22: 2970X250 (TURF)
RWY 04: Tree. **RWY 22:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1500–2300Z‡. Rwy 04–22 CLOSED Nov 1 thru May 1. Numerous birds invof arpt. ACTIVATE MIRL Rwy 14–32 and REILS Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 096° 19.4 NM to fld. 780/2E.



NEW LISBON

MAUSTON–NEW LISBON UNION (82C) 3 SE UTC−6(−5DT) N43°50.32′ W90°08.26′ CHICAGO
906 B S2 **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 14–32: H3686X75 (ASPH) MIRL IAP
RWY 14: VASI(V2L)—GA 3.5° TCH 30′. Road.
RWY 32: VASI(V2L)—GA 4.0° TCH 26′. Trees.
AIRPORT REMARKS: Unattended. For fuel and repairs ctc 608–562–3374. Deer on and invof arpt. Rwy 14–32 298′ paved stopway SE end. ACTIVATE MIRL Rwy 14–32—122.8.
COMMUNICATIONS: CTAF 122.9
VOLK APP/DEP CON 135.25 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 314° 23.7 NM to fld. 1020/3E.



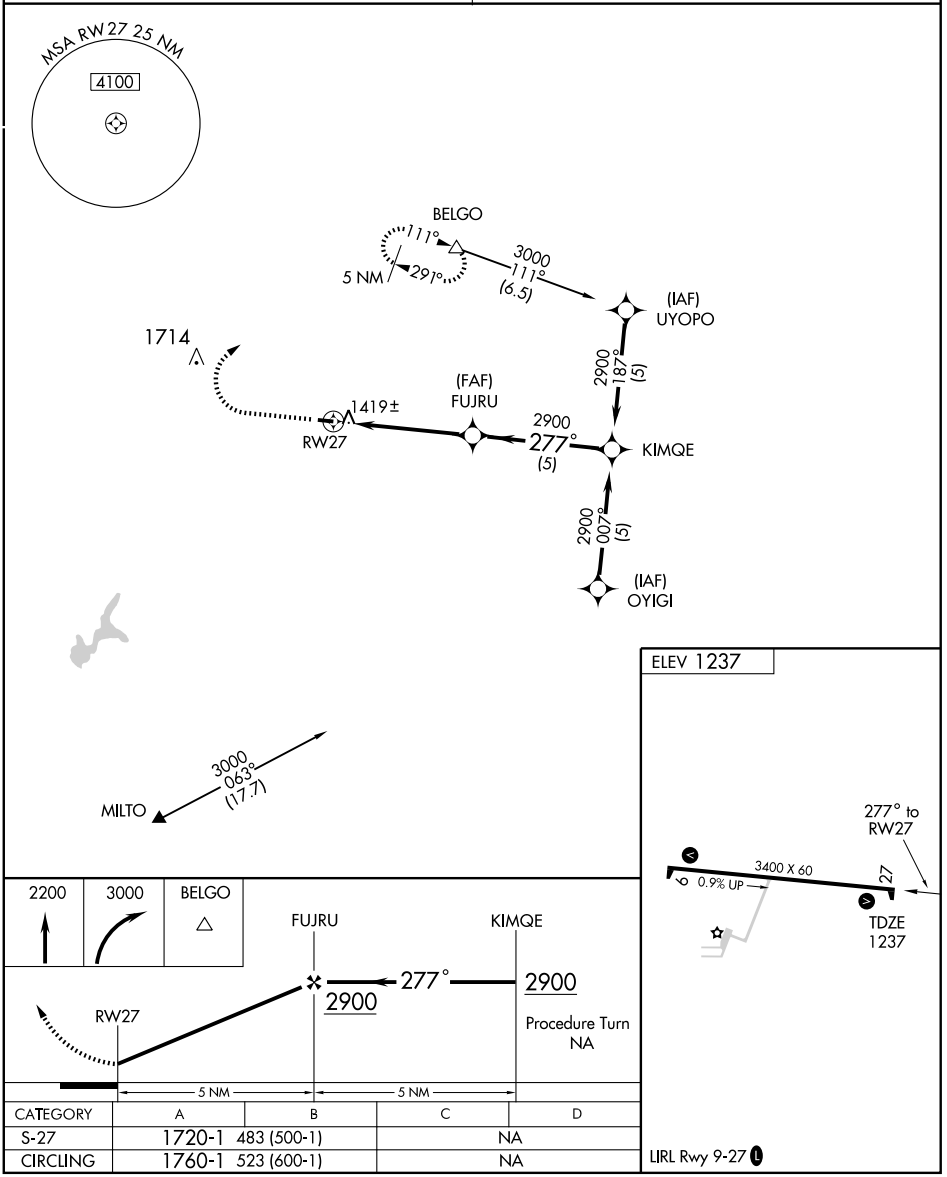
APP CRS		
277°	Rwy Idg	3400
	TDZE	1237
	Apt Elev	1237

GPS RWY 27
NEILLSVILLE MUNI (VIQ)

NA Use Marshfield altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct BELGO WP and hold.

MINNEAPOLIS CENTER	UNICOM
124.4 317.7	122.8 (CTAF) L



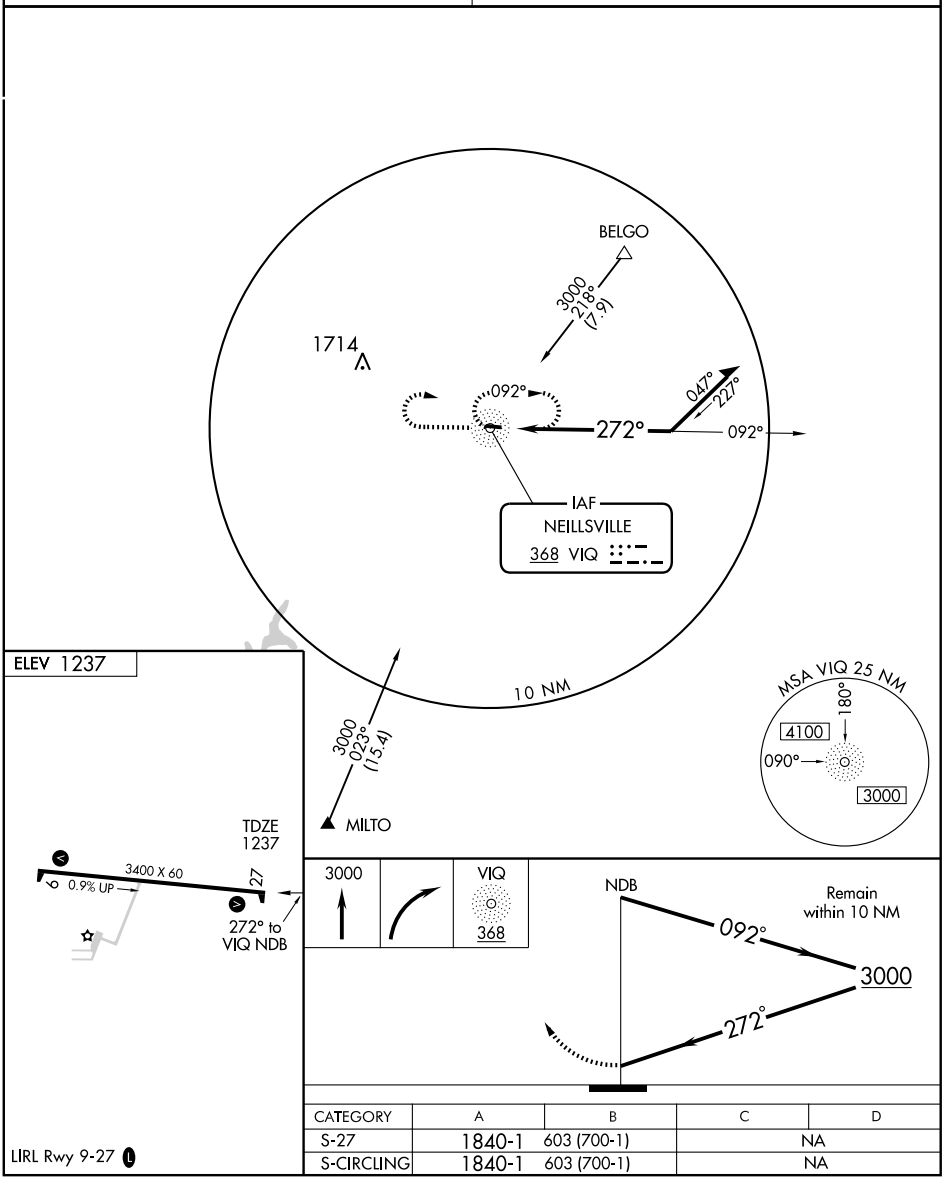
CATEGORY	A	B	C	D
S-27	1720-1	483 (500-1)	NA	
CIRCLING	1760-1	523 (600-1)	NA	

LIRL Rwy 9-27 L

NDB VIQ 368	APP CRS 272°	Rwy Idg 3400 TDZE 1237 Apt Elev 1237

NDB RWY 27
NEILLSVILLE MUNI (VIQ)

⚠ NA Use Marshfield altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct VIQ NDB and hold.
MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-27	1840-1	603 (700-1)	NA	
S-CIRCLING	1840-1	603 (700-1)	NA	

LIRL Rwy 9-27 L

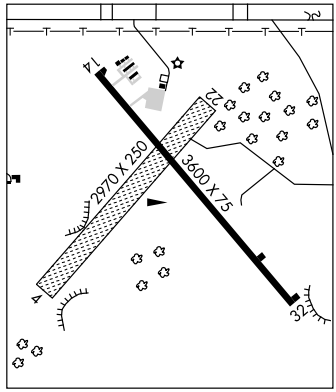
EC-3, 21 OCT 2010 to 18 NOV 2010

NEILLSVILLE MUNI (VIQ) 3 E UTC−6(−5DT) N44°33.49′ W90°30.73′ GREEN BAY
1237 B S2 **FUEL** 100LL, MOGAS NOTAM FILE GRB L–14I
RWY 09–27: H3400X60 (ASPH) S–12 LIRL 0.9% up E IAP
RWY 09: VASI(V2L)—GA 3.0° TCH 31′. Tree. **RWY 27:** VASI(V2L)—GA 3.5° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl PPR, call 715–743–4400. PPR for hangar space call 715–743–4400. Rotating bcn OTS indef. LIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE VASI Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 273° 42.1 NM to fld. 1110/2E. HIWAS.
NDB (MHW) 368 VIQ N44°33.43′ W90°30.91′ at fld. Unmonitored. NOTAM FILE GRB.

NEPCO N44°15.59′ W89°53.27′ NOTAM FILE ISW. GREEN BAY
NDB (LOM) 326 EK 020° 6.4 NM to Alexander Fld South Wood Co. Unmonitored.

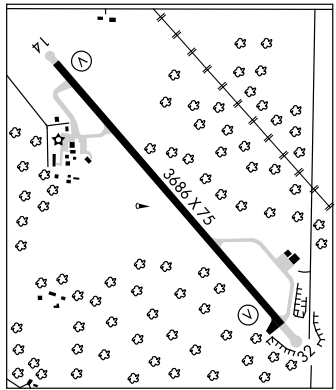
NEST OF EAGLES (See SPOONER)

NEW HOLSTEIN MUNI (8D1) 1 W UTC−6(−5DT) N43°56.66′ W88°06.81′ CHICAGO
992 B S4 **FUEL** 100LL TPA—1792(800) NOTAM FILE GRB L–28H
RWY 14–32: H3600X75 (ASPH) S–20 MIRL IAP
RWY 14: REIL(NSTD). Road. **RWY 32:** REIL(NSTD). Ground.
RWY 04–22: 2970X250 (TURF)
RWY 04: Tree. **RWY 22:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1500–2300Z‡. Rwy 04–22 CLOSED Nov 1 thru May 1. Numerous birds invof arpt. ACTIVATE MIRL Rwy 14–32 and REILS Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 096° 19.4 NM to fld. 780/2E.



NEW LISBON

MAUSTON–NEW LISBON UNION (82C) 3 SE UTC−6(−5DT) N43°50.32′ W90°08.26′ CHICAGO
906 B S2 **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 14–32: H3686X75 (ASPH) MIRL IAP
RWY 14: VASI(V2L)—GA 3.5° TCH 30′. Road.
RWY 32: VASI(V2L)—GA 4.0° TCH 26′. Trees.
AIRPORT REMARKS: Unattended. For fuel and repairs ctc 608–562–3374. Deer on and invof arpt. Rwy 14–32 298′ paved stopway SE end. ACTIVATE MIRL Rwy 14–32—122.8.
COMMUNICATIONS: CTAF 122.9
VOLK APP/DEP CON 135.25 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 314° 23.7 NM to fld. 1020/3E.



VORTAC OSH	APP CRS	Rwy Idg	N/A
111.8	096°	TDZE	N/A
Chan 55		Apt Elev	992

VOR/DME or GPS-A

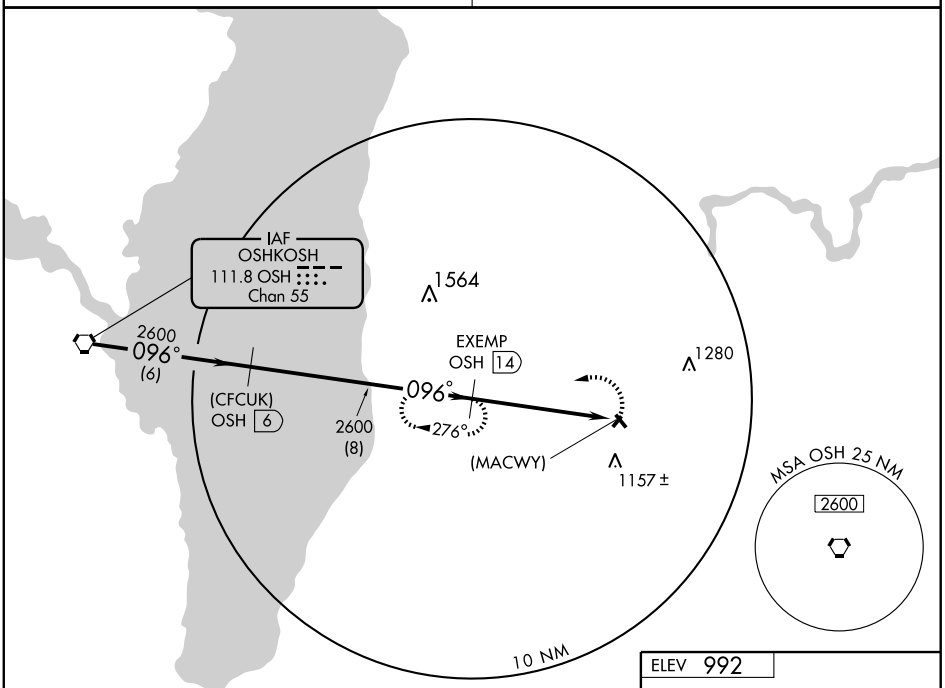
NEW HOLSTEIN MUNI (8D1)

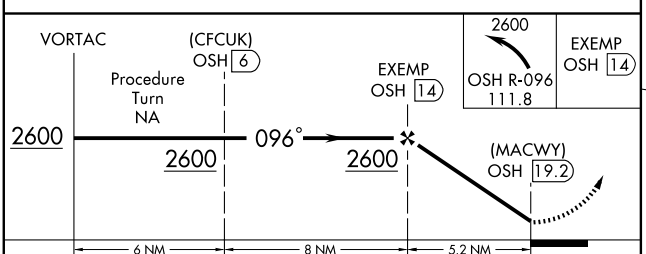
⚠ NA — Use Oshkosh altimeter setting; when not available, use Green Bay altimeter setting. Circling NA to Rwy 4-22.

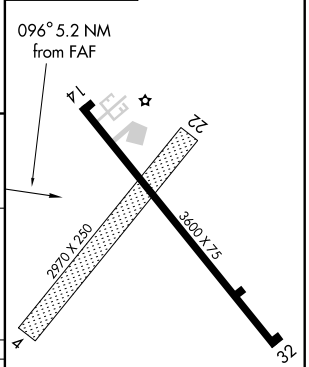
MISSED APPROACH: Climbing left turn to 2600 via OSH R-096 to EXEMP 14 DME and hold.

MILWAUKEE APP CON
127.0 263.075

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1520-1 528 (600-1)	1560-1 568 (600-1)	1560-1½ 568 (600-1½)	NA
GREEN BAY ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1 588 (600-1)	1620-1 628 (700-1)	1620-1½ 628 (700-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

Knots	60	90	120	150	180
Min:Sec					

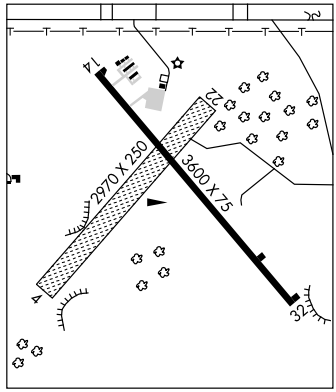
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NEILLSVILLE MUNI (VIQ) 3 E UTC−6(−5DT) N44°33.49′ W90°30.73′ GREEN BAY
1237 B S2 **FUEL** 100LL, MOGAS NOTAM FILE GRB L–14I
RWY 09–27: H3400X60 (ASPH) S–12 LIRL 0.9% up E IAP
RWY 09: VASI(V2L)—GA 3.0° TCH 31′. Tree. **RWY 27:** VASI(V2L)—GA 3.5° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl PPR, call 715–743–4400. PPR for hangar space call 715–743–4400. Rotating bcn OTS indef. LIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE VASI Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 273° 42.1 NM to fld. 1110/2E. HIWAS.
NDB (MHW) 368 VIQ N44°33.43′ W90°30.91′ at fld. Unmonitored. NOTAM FILE GRB.

NEPCO N44°15.59′ W89°53.27′ NOTAM FILE ISW. GREEN BAY
NDB (LOM) 326 EK 020° 6.4 NM to Alexander Fld South Wood Co. Unmonitored.

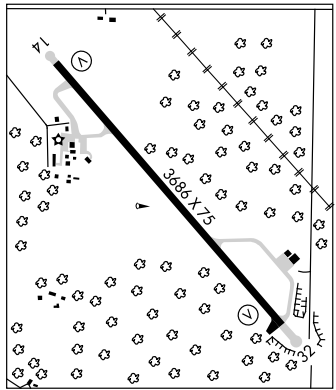
NEST OF EAGLES (See SPOONER)

NEW HOLSTEIN MUNI (8D1) 1 W UTC−6(−5DT) N43°56.66′ W88°06.81′ CHICAGO
992 B S4 **FUEL** 100LL TPA—1792(800) NOTAM FILE GRB L–28H
RWY 14–32: H3600X75 (ASPH) S–20 MIRL IAP
RWY 14: REIL(NSTD). Road. **RWY 32:** REIL(NSTD). Ground.
RWY 04–22: 2970X250 (TURF)
RWY 04: Tree. **RWY 22:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1500–2300Z‡. Rwy 04–22 CLOSED Nov 1 thru May 1. Numerous birds invof arpt. ACTIVATE MIRL Rwy 14–32 and REILS Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 096° 19.4 NM to fld. 780/2E.



NEW LISBON

MAUSTON–NEW LISBON UNION (82C) 3 SE UTC−6(−5DT) N43°50.32′ W90°08.26′ CHICAGO
906 B S2 **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 14–32: H3686X75 (ASPH) MIRL IAP
RWY 14: VASI(V2L)—GA 3.5° TCH 30′. Road.
RWY 32: VASI(V2L)—GA 4.0° TCH 26′. Trees.
AIRPORT REMARKS: Unattended. For fuel and repairs ctc 608–562–3374. Deer on and invof arpt. Rwy 14–32 298′ paved stopway SE end. ACTIVATE MIRL Rwy 14–32—122.8.
COMMUNICATIONS: CTAF 122.9
VOLK APP/DEP CON 135.25 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 314° 23.7 NM to fld. 1020/3E.



APP CRS	Rwy Idg	3686
321°	TDZE	903
	Apt Elev	906

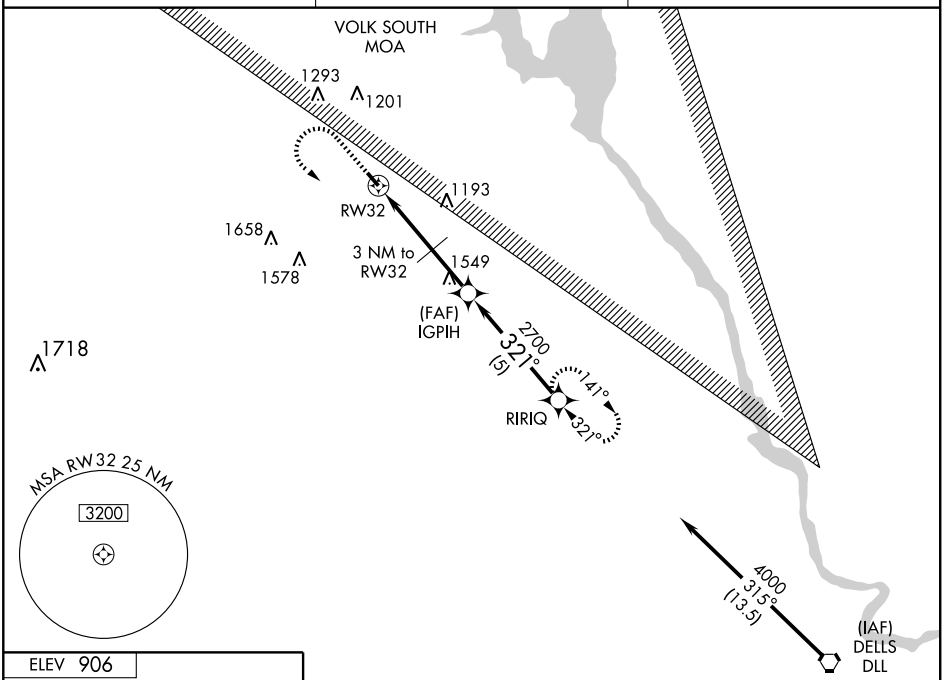
GPS RWY 32

NEW LISBON/MAUSTON-NEW LISBON UNION (82C)

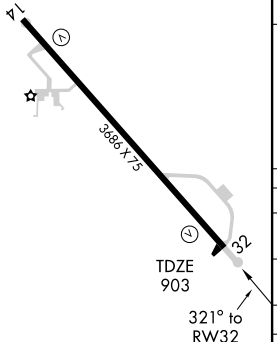
T
NA Use Volk Field altimeter setting; if not received use Wisconsin Dells altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct RIRIQ WP and hold.

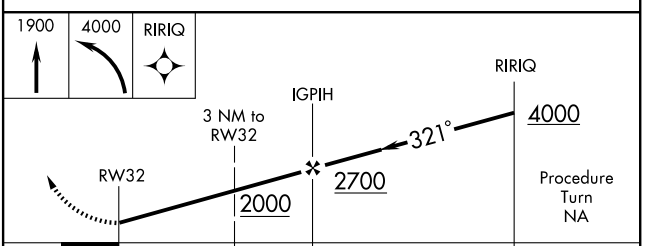
VOLK APP CON ★	CTAF	122.8 L
123.8 291.7	122.9	



ELEV 906



MIRL Rwy 14-32 L



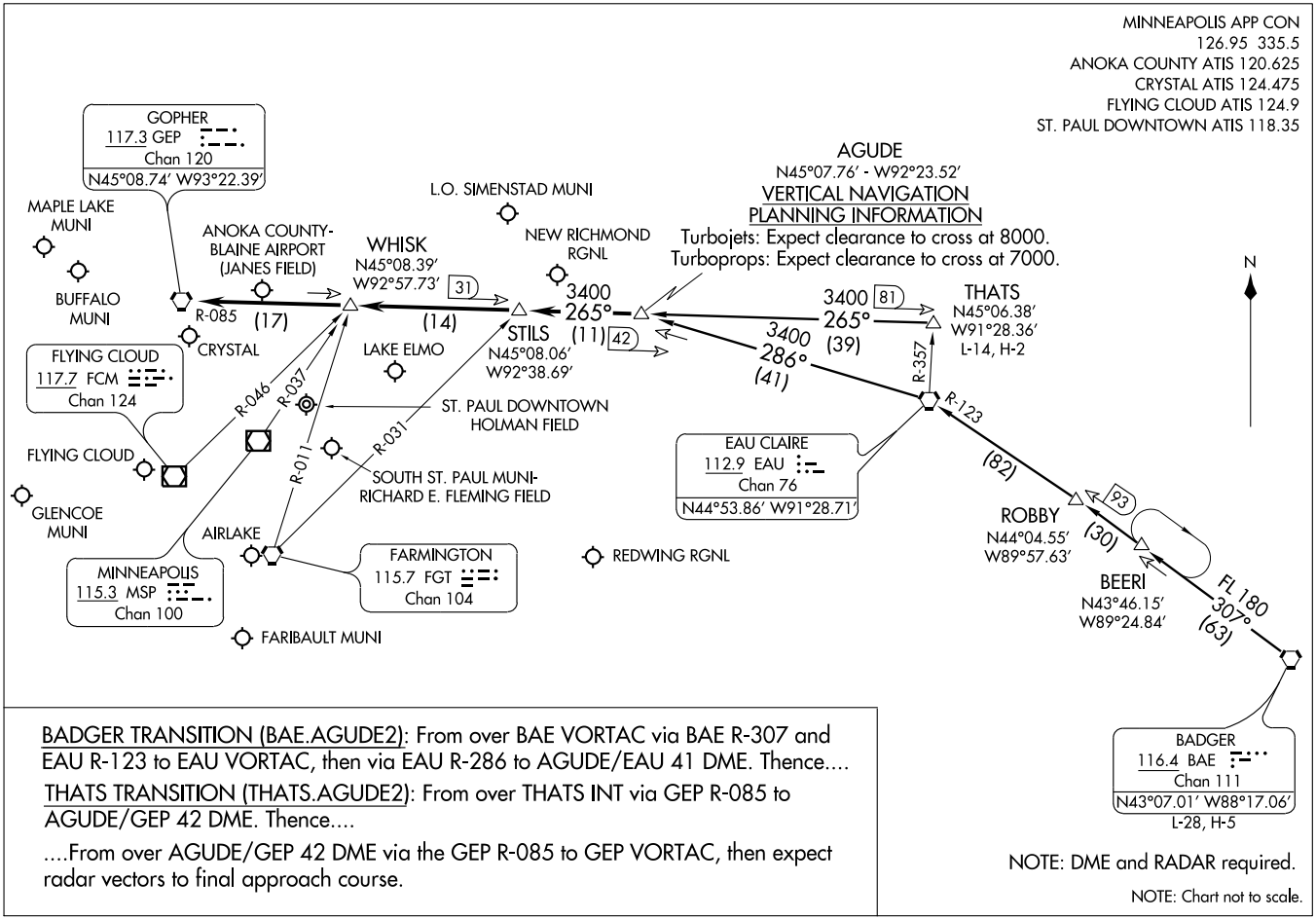
CATEGORY	A	B	C	D
S-32	1440-1	537 (600-1)	1440-1½ 537 (600-1½)	1440-1¾ 537 (600-1¾)
CIRCLING	1580-1	674 (700-1)	1580-2 674 (700-2)	1640-2¼ 734 (800-2¼)
WISCONSIN DELLS ALTIMETER SETTING MINIMUMS				
S-32	1500-1	597 (600-1)	1500-1½ 597 (600-1½)	1500-1¾ 597 (600-1¾)
CIRCLING	1620-1	714 (800-1)	1620-2 714 (800-2)	1700-2½ 794 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

NEW RICHMOND RGNL (RNH) 2 N UTC−6(−5DT) N45°08.87′ W92°32.35′ **GREEN BAY**
998 B S4 **FUEL** 100LL, JET A OX 4 TPA–1998(1000) NOTAM FILE RNH **H–2J, L–14I, A**
RWY 14–32: H5507X75 (ASPH) S–12 MIRL **IAP**
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′. **RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 20′. Pole.
RWY 04–22: 2050X75 (TURF) 0.3% up NE
AIRPORT REMARKS: Attended continuously. 24 hr self fuel avbl for credit card users or call 715–246–7251. Seaplane tfc adjacent to S side of arpt. Deer and birds on and invof arpt. Aerobatic practice area 4NM NE of arpt. Ultralight activity on and invof arpt. Turbo–jet touch and go not authorized. Bright lgts from ball fields ½ mile S during evenings May thru Sep. Rwy 04–22 open to ski equipped acft winter months. Rwy distance markers on Rwy 14. Automobile and pedestrian access onto arpt property restricted by security fencing and gates from 0400–1200Z‡. Contact arpt manager 715–246–7735 for access instructions. Rwy 32 VASI unusable byd 4° right of course. MIRL Rwy 14–32 preset on low inst; to increase ints and ACTIVATE PAPI and REIL Rwys 14 and 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (715) 246–3202.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2
GCO 121.725 (MINNEAPOLIS APP CON and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 084° 35.4 NM to fld. 877/6E.
HIWAS.
NDB (MHW) 257 RNH N45°08.83′ W92°32.01′ at fld. NOTAM FILE RNH.

NORTH COUNTRY SPB (See SOLON SPRINGS)

OCONTO N44°52.55′ W87°54.74′ NOTAM FILE GRB. **GREEN BAY**
NDB (MHW) 388 OCQ at J. Douglas Bake Meml. NDB unusable 220°–360°. **L–31A**

OCONTO

J. DOUGLAS BAKE MEML (OCQ) 2 SW UTC−6(−5DT) N44°52.44′ W87°54.59′ **GREEN BAY**
604 B **FUEL** 100LL NOTAM FILE GRB **L–31A**
RWY 11–29: H3198X75 (ASPH) S–40, D–55, 2D–90 MIRL **IAP**
RWY 11: REIL. Tree. **RWY 29:** Trees.
RWY 04–22: 1840X150 (TURF)
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended 1400–2000Z‡. 24 hour fuel avbl. Migratory waterfowl on and invof arpt. Confirm winter rwy conditions and snow removal with arpt manager 920–834–7727. Rwy 04–22 not plowed Nov–Apr. ACTIVATE MIRL Rwy 11–29—122.8. Rwy 11 REIL OTS indef. Rwy 04–22 thlds marked with white cones.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GREEN BAY APP/DEP CON** 119.5 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 031° 22.7 NM to fld. 767/1E.
HIWAS.
OCONTO NDB (MHW) 388 OCQ N44°52.55′ W87°54.74′ at fld. NDB unusable 220°–360°.

SWEETWATER BAY SPB (3ØW) 6 NE UTC−6(−5DT) N44°57.12′ W87°48.51′ **GREEN BAY**
579 NOTAM FILE GRB
WATERWAY ALL WAY: 10000X250 (WATER)
SEAPLANE REMARKS: Attended irregularly. Apch from the W or NW over western shoreline; trees up to 85′ along shoreline.
COMMUNICATIONS: CTAF 122.9

NDB RNH	APP CRS	Rwy Idg	5507
257	134°	TDZE	997
		Apt Elev	997

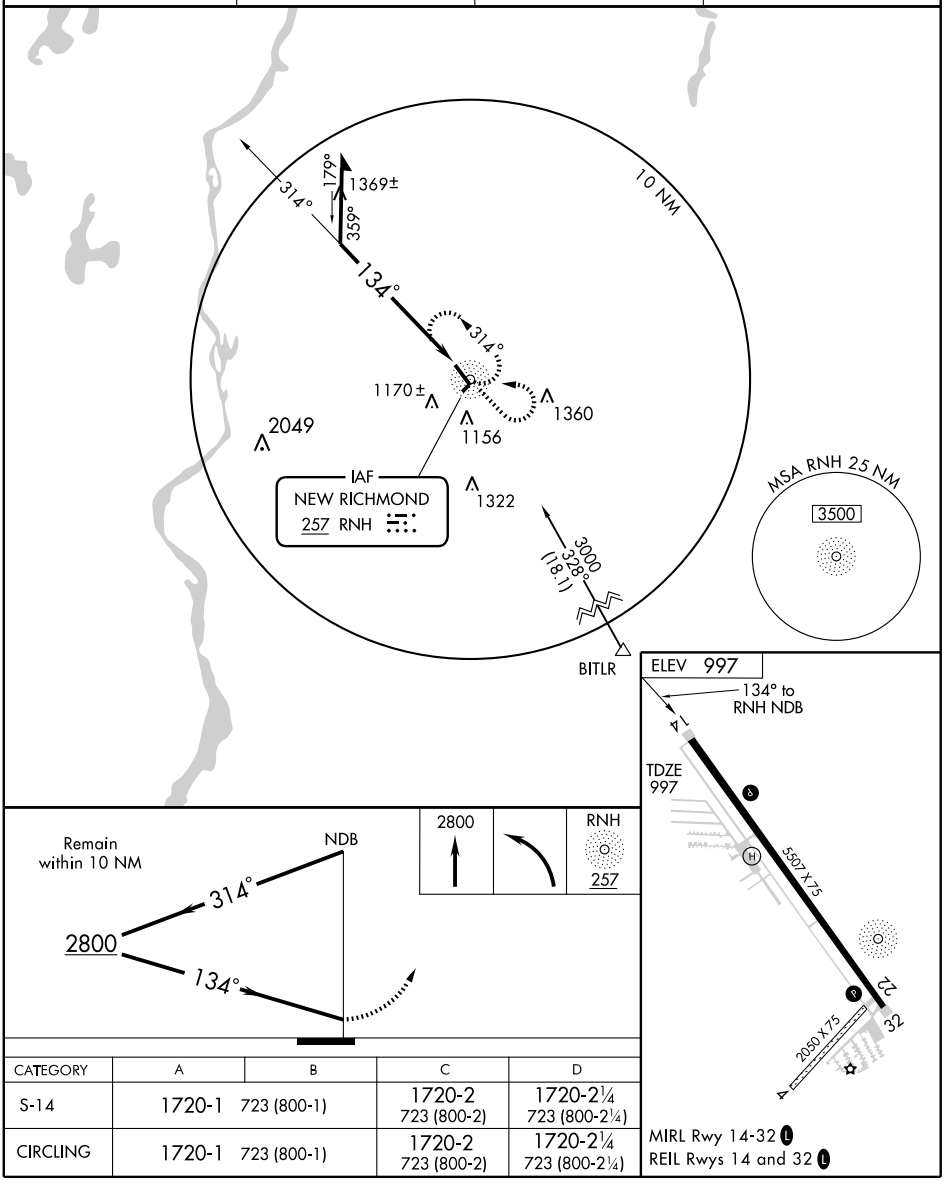
NDB RWY 14
NEW RICHMOND RGNL (RNH)

When local altimeter setting not received, use Osceola altimeter setting and increase all MDAs 40 feet and Cat. B, C and D visibilities ¼ mile.

NA

MISSED APPROACH: Climb to 2800 then left turn direct RNH NDB and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.0	121.2 357.4	121.725	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-14	1720-1	723 (800-1)	1720-2 723 (800-2)	1720-2¼ 723 (800-2¼)
CIRCLING	1720-1	723 (800-1)	1720-2 723 (800-2)	1720-2¼ 723 (800-2¼)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

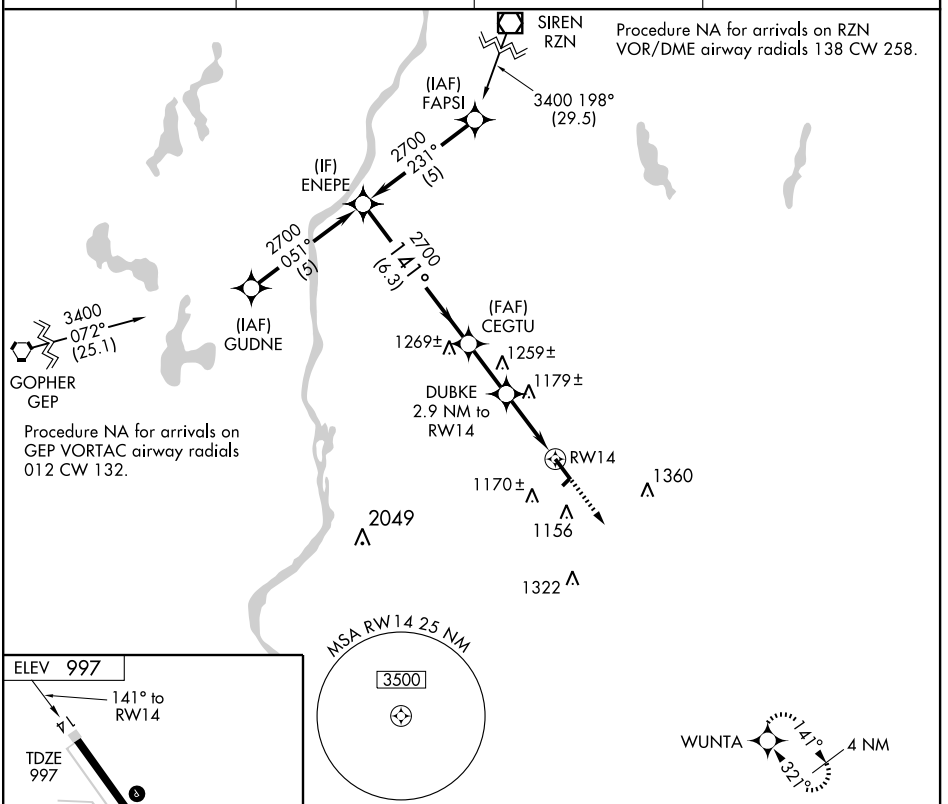
APP CRS	Rwy Idg	5507
141°	TDZE	997
	Apt Elev	997

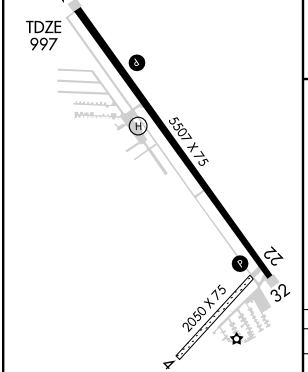
RNAV (GPS) RWY 14
NEW RICHMOND RGNL (RNH)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Osceola altimeter setting and increase all MDAs 40 feet.

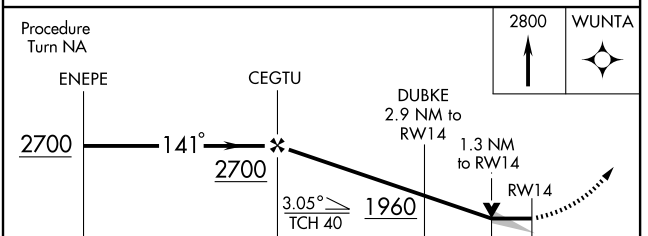
MISSED APPROACH: Climb to 2800 direct WUNTA and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.0	121.2 357.4	121.725	122.975 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	443 (500-1)	1440-1¼ 443 (500-1¼)	1440-1½ 443 (500-1½)
CIRCLING	1520-1	523 (600-1)	1520-1½ 523 (600-1½)	1560-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

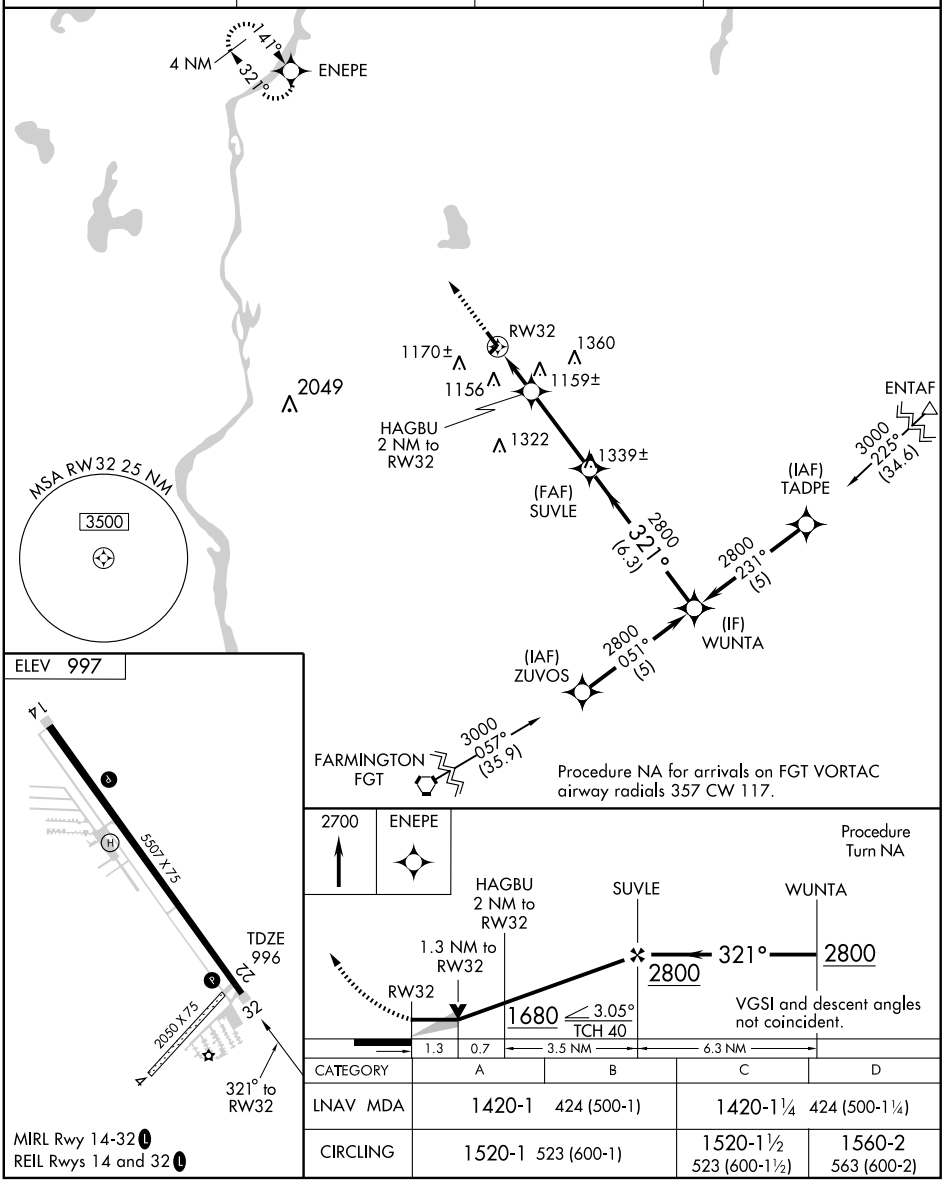
APP CRS		
321°	Rwy Idg	5507
	TDZE	996
	Apt Elev	997

RNAV (GPS) RWY 32
NEW RICHMOND RGNL (RNH)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Osceola altimeter setting and increase all MDAs 40 feet and Cat D LNAV visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct ENEPE and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.0	121.2 357.4	121.725	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1420-1 424 (500-1)		1420-1¼ 424 (500-1¼)	
CIRCLING	1520-1 523 (600-1)		1520-1½ 523 (600-1½)	1560-2 563 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

NEW RICHMOND RGNL (RNH) 2 N UTC−6(−5DT) N45°08.87′ W92°32.35′ **GREEN BAY**
998 B S4 **FUEL** 100LL, JET A OX 4 TPA–1998(1000) NOTAM FILE RNH **H–2J, L–14I, A**
RWY 14–32: H5507X75 (ASPH) S–12 MIRL **IAP**
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′. **RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 20′. Pole.
RWY 04–22: 2050X75 (TURF) 0.3% up NE
AIRPORT REMARKS: Attended continuously. 24 hr self fuel avbl for credit card users or call 715–246–7251. Seaplane tfc adjacent to S side of arpt. Deer and birds on and invof arpt. Aerobatic practice area 4NM NE of arpt. Ultralight activity on and invof arpt. Turbo–jet touch and go not authorized. Bright lgts from ball fields ½ mile S during evenings May thru Sep. Rwy 04–22 open to ski equipped acft winter months. Rwy distance markers on Rwy 14. Automobile and pedestrian access onto arpt property restricted by security fencing and gates from 0400–1200Z‡. Contact arpt manager 715–246–7735 for access instructions. Rwy 32 VASI unusable byd 4° right of course. MIRL Rwy 14–32 preset on low inst; to increase ints and ACTIVATE PAPI and REIL Rwys 14 and 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (715) 246–3202.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2
GCO 121.725 (MINNEAPOLIS APP CON and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 084° 35.4 NM to fld. 877/6E.
HIWAS.
NDB (MHW) 257 RNH N45°08.83′ W92°32.01′ at fld. NOTAM FILE RNH.

NORTH COUNTRY SPB (See SOLON SPRINGS)

OCONTO N44°52.55′ W87°54.74′ NOTAM FILE GRB. **GREEN BAY**
NDB (MHW) 388 OCQ at J. Douglas Bake Meml. NDB unusable 220°–360°. **L–31A**

OCONTO

J. DOUGLAS BAKE MEML (OCQ) 2 SW UTC−6(−5DT) N44°52.44′ W87°54.59′ **GREEN BAY**
604 B **FUEL** 100LL NOTAM FILE GRB **L–31A**
RWY 11–29: H3198X75 (ASPH) S–40, D–55, 2D–90 MIRL **IAP**
RWY 11: REIL. Tree. **RWY 29:** Trees.
RWY 04–22: 1840X150 (TURF)
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended 1400–2000Z‡. 24 hour fuel avbl. Migratory waterfowl on and invof arpt. Confirm winter rwy conditions and snow removal with arpt manager 920–834–7727. Rwy 04–22 not plowed Nov–Apr. ACTIVATE MIRL Rwy 11–29—122.8. Rwy 11 REIL OTS indef. Rwy 04–22 thlds marked with white cones.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GREEN BAY APP/DEP CON** 119.5 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 031° 22.7 NM to fld. 767/1E.
HIWAS.
OCONTO NDB (MHW) 388 OCQ N44°52.55′ W87°54.74′ at fld. NDB unusable 220°–360°.

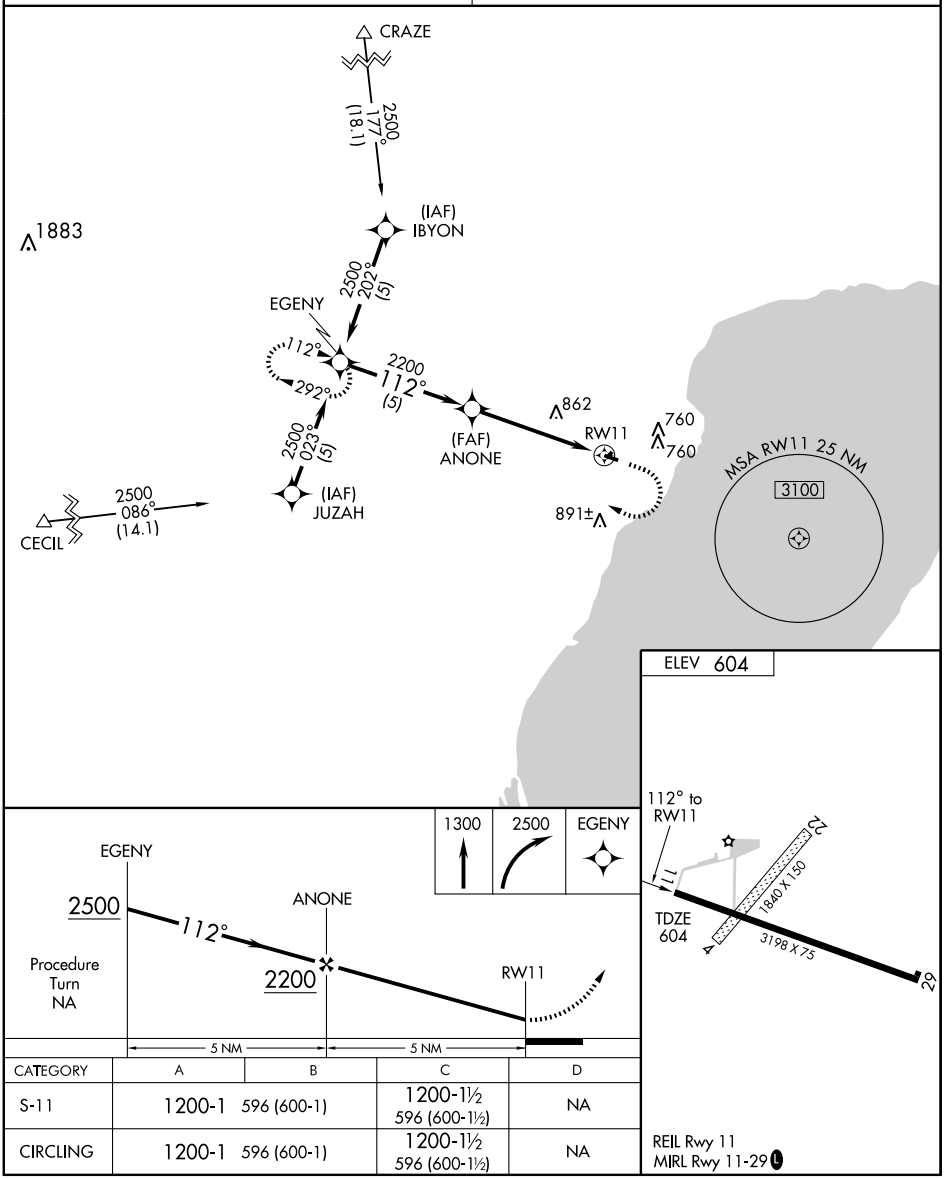
SWEETWATER BAY SPB (3ØW) 6 NE UTC−6(−5DT) N44°57.12′ W87°48.51′ **GREEN BAY**
579 NOTAM FILE GRB
WATERWAY ALL WAY: 10000X250 (WATER)
SEAPLANE REMARKS: Attended irregularly. Apch from the W or NW over western shoreline; trees up to 85′ along shoreline.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3198
112°	TDZE	604
	Apt Elev	604

GPS RWY 11

OCONTO/J. DOUGLAS BAKE MEMORIAL (OCQ)

⚠ NA Use Green Bay altimeter setting.	MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct EGENY WP and hold.
GREEN BAY APP CON ★ 119.5 338.2	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-11	1200-1	596 (600-1)	1200-1½ 596 (600-1½)	NA
CIRCLING	1200-1	596 (600-1)	1200-1½ 596 (600-1½)	NA

REIL Rwy 11
MIRL Rwy 11-29 L

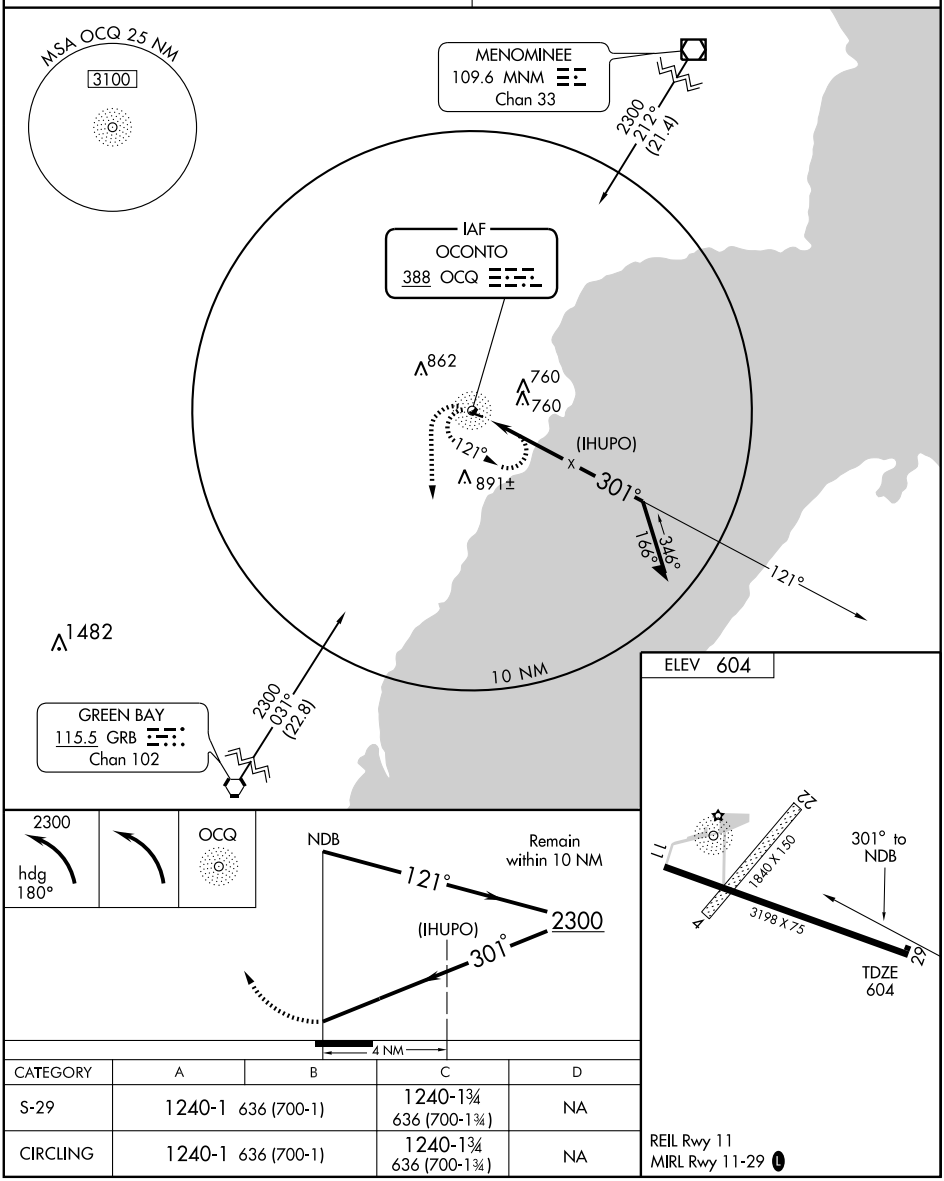
EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB OCQ 388	APP CRS 301°	Rwy Idg 3198 TDZE 604 Apt Elev 604

NDB or GPS RWY 29

OCONTO/J. DOUGLAS BAKE MEMORIAL (OCQ)

⚠ NA Use Green Bay altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 via heading 180° then left turn direct OCQ NDB and hold.
GREEN BAY APP CON ★ 119.5 338.2	UNICOM 122.8 (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-29	1240-1 636 (700-1)		1240-1¾ 636 (700-1¾)	NA
CIRCLING	1240-1 636 (700-1)		1240-1¾ 636 (700-1¾)	NA

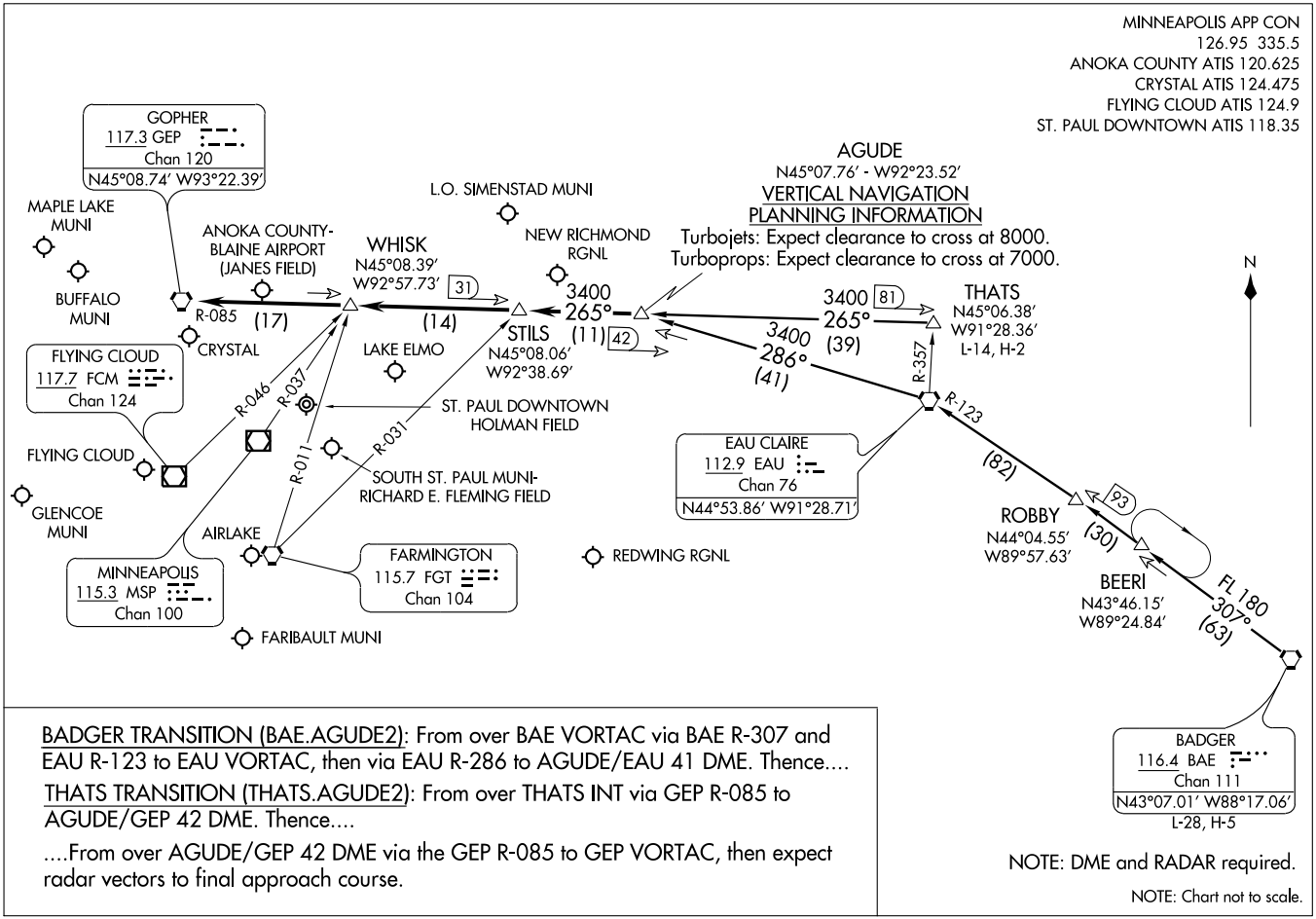
REIL Rwy 11
MIRL Rwy 11-29 Ⓛ

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

OSCEOLA

L.O. SIMENSTAD MUNI (OEO) 0 SE UTC−6(−5DT) N45°18.57′ W92°41.40′

GREEN BAY
H–2J, L–14I, A
IAP

903 B S4 **FUEL** 100LL, JET A TPA—1903(1000) NOTAM FILE GRB

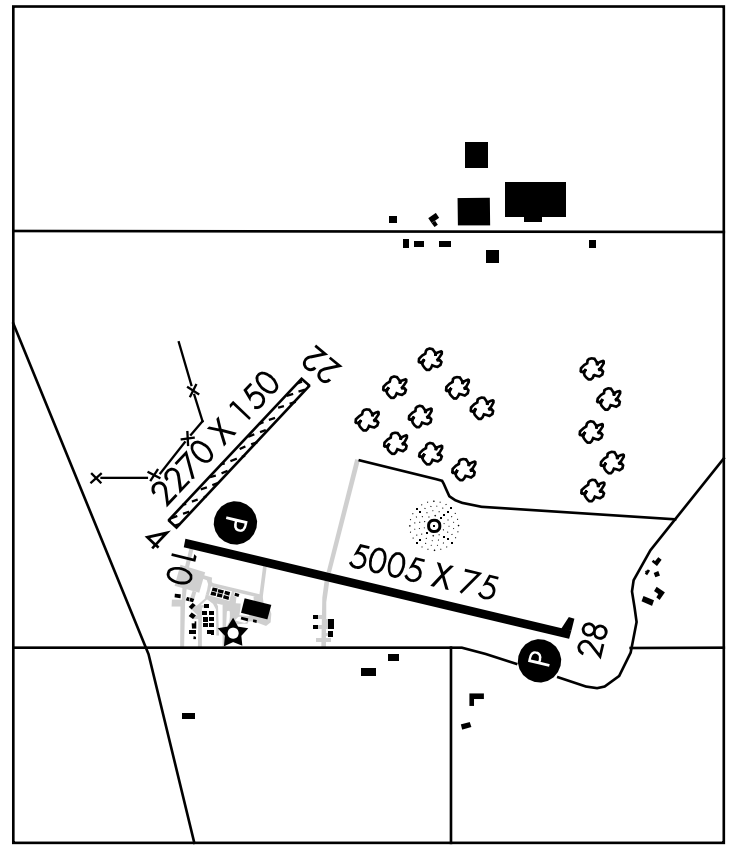
RWY 10–28: H5005X75 (ASPH) S–20, D–30 MIRL 0.4% up E

RWY 10: PAPI(P2L)—GA 3.0° TCH 35′. Road.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 37′.

RWY 04–22: 2270X150 (TURF) 0.3% up SW

AIRPORT REMARKS: Attended Apr–Oct 1500–2200Z‡, Nov–Mar irregularly. Self svc fuel avbl 24 hrs. Extensive flight training, glider and ultralight. Deer and birds on and invof arpt. PAEW on and adjacent to arpt sfcs. Rwy 04–22 CLOSED 1 Dec–15 Apr. Rwy 04–22 CLOSED to wheeled acft when covered with snow or ice; open to ski equipped acft during winter months. Ctc arpt manager 612–327–3297. Avoid overflight of St. Croix River National Scenic Bi–way blo 2000′ AGL. MIRL Rwy 10–28 preset on low ints dusk to dawn to incr ints ACTIVATE PAPI Rwy 10 and Rwy 28 and REIL Rwy 28—CTAF. Reflectors on twy. Rwy 04–22 marked with yellow cones.



WEATHER DATA SOURCES: AWOS–3 119.925 (715) 294–3845. Wind unreliable.

COMMUNICATIONS: CTAF 122.9

Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2.

GCO 121.725 (MINNEAPOLIS CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 065° 30.6 NM to fld. 877/6E. **HIWAS.**

OSHKOSH N43°59.43′ W88°33.36′ NOTAM FILE OSH.

CHICAGO
L–28H

(L) VORTAC 111.8 OSH Chan 55 at Wittman Rgnl. 780/2E.

RCO 122.25 122.1R 111.8T (GREEN BAY RADIO)

APP CRS	Rwy Idg	5005
283°	TDZE	906
	Apt Elev	906

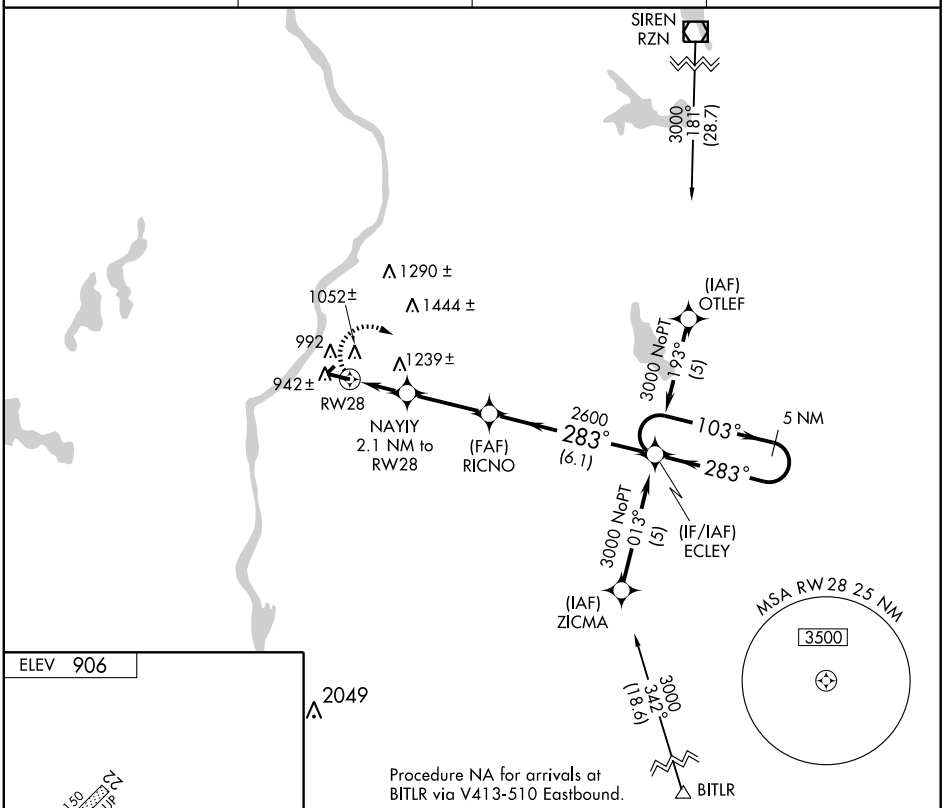
RNAV (GPS) RWY 28

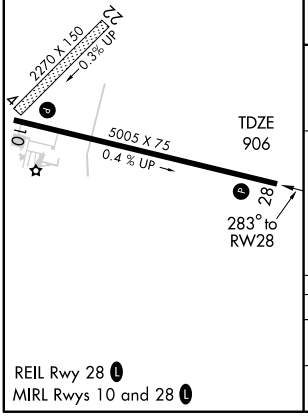
OSCEOLA/ L.O. SIMENSTAD MUNI (OEO)

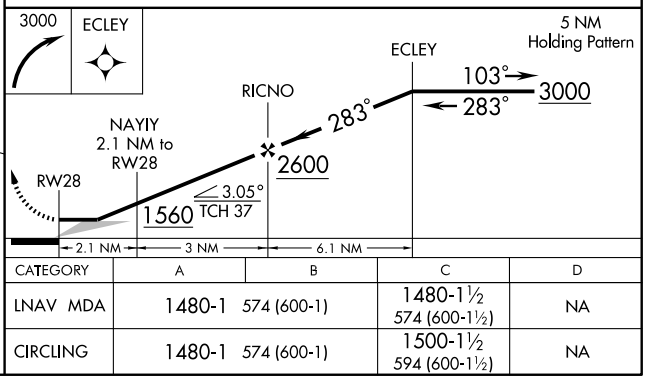
If local altimeter setting not received, use Anoka County-Blaine Arpt (Janes Field) altimeter setting and increase all MDAs 60 feet. Circling to Rwy 04-22 NA at night. DME/DME PNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ECLEY and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	CTAF
119.925	121.2	121.725	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1480-1	574 (600-1)	1480-1½ 574 (600-1½)	NA
CIRCLING	1480-1	574 (600-1)	1500-1½ 594 (600-1½)	NA

REIL Rwy 28 (L)
MIRL Rwys 10 and 28 (L)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

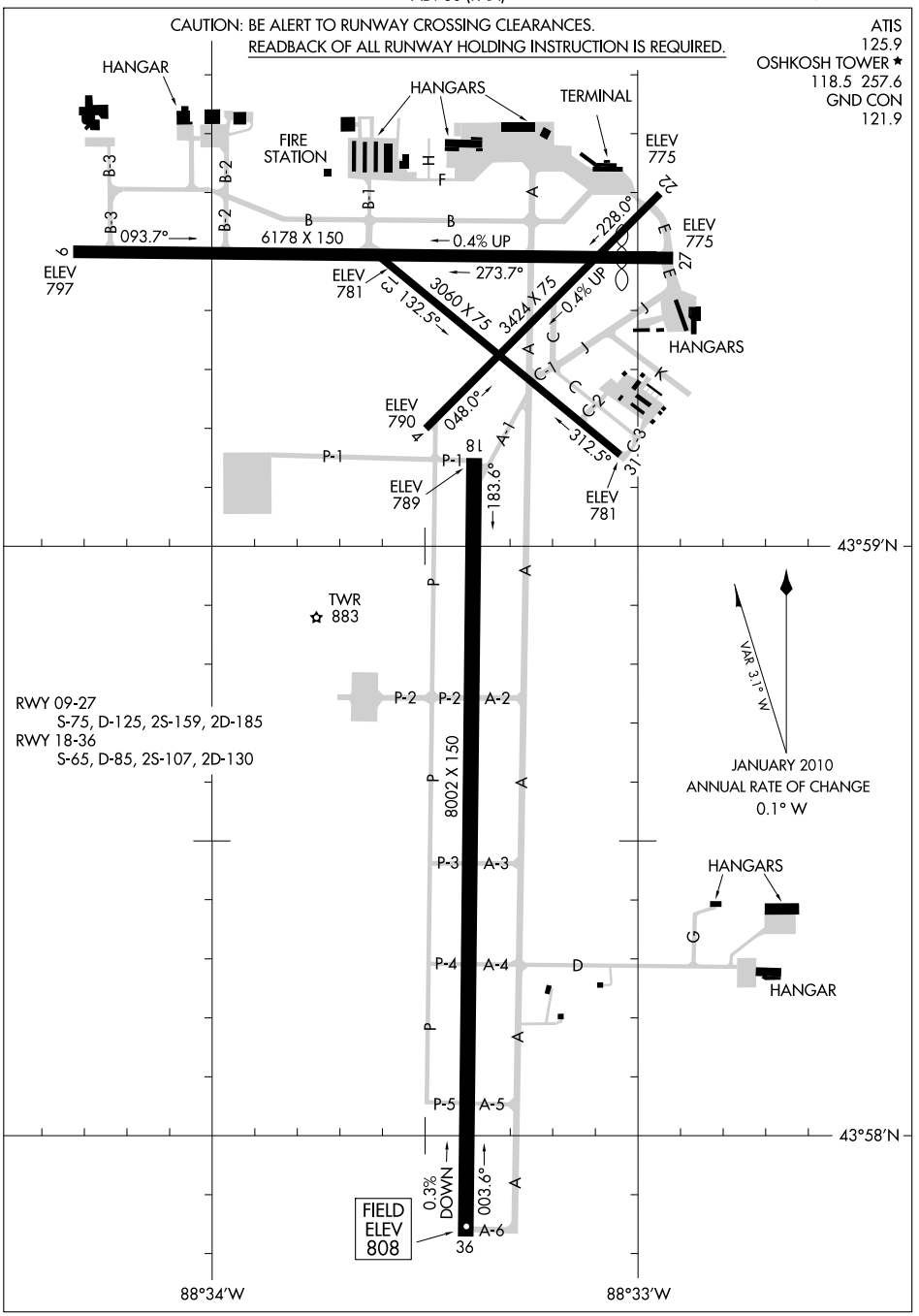
LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

OSHKOSH

WITTMAN RGNL (OSH) 2 S UTC−6(−5DT) N43°59.06′ W88°33.42′ **CHICAGO**

808 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1808(1000) NOTAM FILE OSH **H–2K, L–28H**

IAP, AD

RWY 18–36: H8002X150 (CONC–GRVD) S–65, D–85, 2S–107, 2D–130 HIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 47′.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. 0.3% down.

RWY 09–27: H6178X150 (CONC) S–75, D–125, 2S–159, 2D–185 HIRL 0.4% up W

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 50′. Pole.

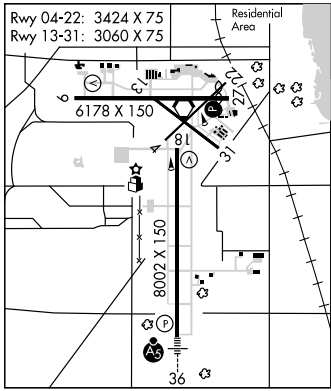
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 531′. Trees.

RWY 04–22: H3424X75 (ASPH) AUW–50 0.4% up SW

RWY 04: Pole. **RWY 22:** Pole.

RWY 13–31: H3060X75 (ASPH) AUW–50

RWY 31: Pole.



AIRPORT REMARKS: Attended 1300–0200Z‡. For arpt attendant other hrs call 920–236–7827. Birds on and invof arpt especially gulls. Rwy 13–31 and Rwy 04–22; Twys C; H and P not avbl to air carrier ops with more than 30 passenger seats. Rwy 13–31 and Rwy 04–22 have heavy cracking and vegetation growing through rwy surface, full length. Rwy 22 and Rwy 27 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. When twr clsd VASI Rwy 09 on and HIRL Rwy 18–36 preset on medium ints, to increase HIRL Rwy 18–36 ints and ACTIVATE HIRL Rwy 09–27, PAPI Rwy 27, MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS (920) 426–1644. LAWRS.

COMMUNICATIONS: CTAF 118.5 **ATIS** 125.9 **UNICOM** 122.95

OSHKOSH RCO 122.25 122.1R 111.8T (GREEN BAY RADIO)

Ⓡ **MILWAUKEE APP/DEP CON** 127.0

OSHKOSH TOWER 118.5 (1200–0400Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.

OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ at fld. 780/2E.

POBER NDB (LOM) 395 OS N43°52.43′ W88°33.46′ 358° 6.6 NM to fld. Unmonitored.

ILS 110.5 I–OSH Rwy 36 Class IT. LOM POBER NDB.

COMM/NAV/WEATHER REMARKS: LOC/GS unmonitored when twr clsd. LOM/OM unmonitored.

OUTAGAMIE CO (See APPLETON)

PALMYRA MUNI (88C) 0 NW UTC−6(−5DT) N42°53.01′ W88°35.85′ **CHICAGO**

851 S4 **FUEL** 100LL, MOGAS NOTAM FILE GRB

RWY 09–27: 2800X200 (TURF) LIRL

RWY 09: Tree. **RWY 27:** Tree.

AIRPORT REMARKS: Unattended. For fuel call 262–495–4342. Crane 190′ AGL 300′ south of AER 09 SR–SS. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09–27 marked by yellow cones.

COMMUNICATIONS CTAF 122.9

LOC I-OSH	APP CRS	Rwy Idg	8002
110.5	359°	TDZE	808
		Apt Elev	808

ILS or LOC RWY 36

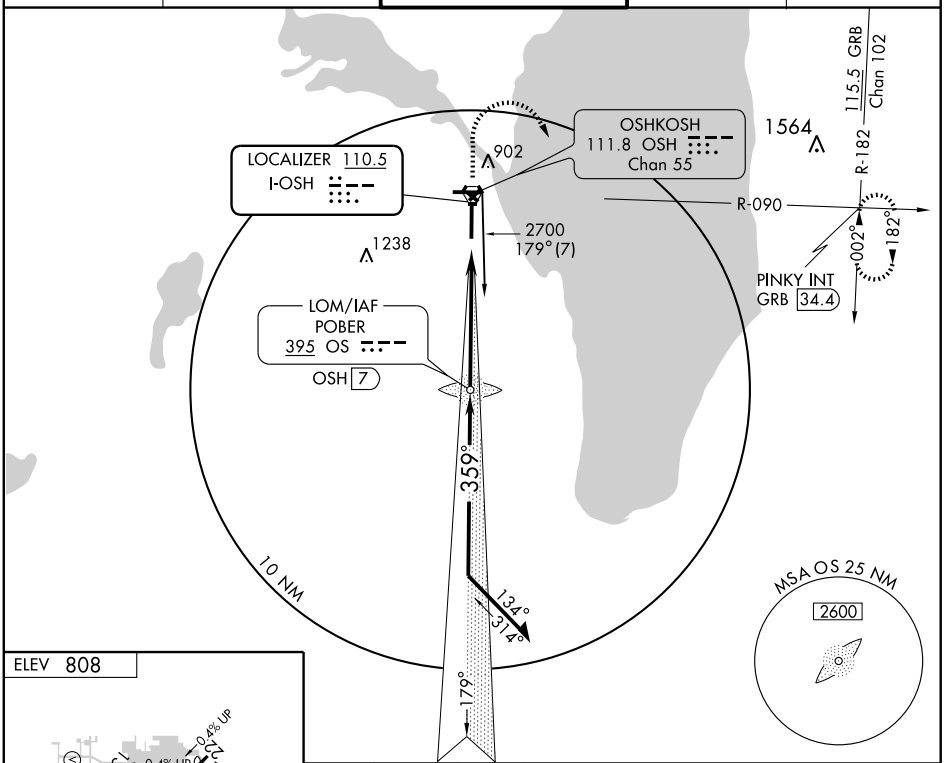
OSHKOSH/ WITTMAN RGNL (OSH)

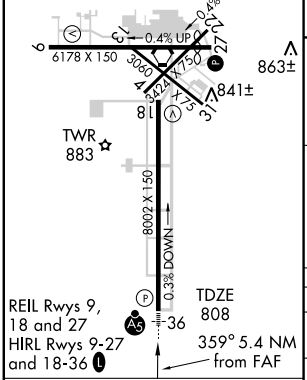
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

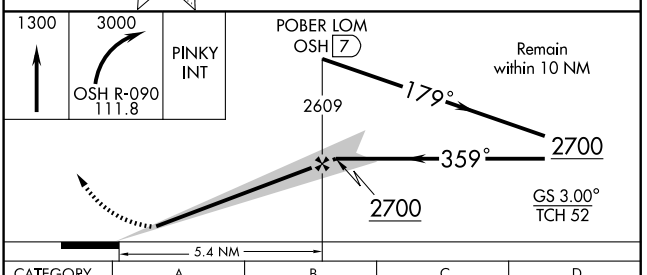
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via OSH R-090 to PINKY Int and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 36	*1008/24 200 (200-½)			
S-LOC 36	1240/24 432 (500-½)		1240/40 432 (500-¾)	1240/50 432 (500-1)
CIRCLING	1260-1 452 (500-1)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OSH	APP CRS	Rwy Idg	8002
110.5	179°	TDZE	793
		Apt Elev	808

LOC/DME BC RWY 18

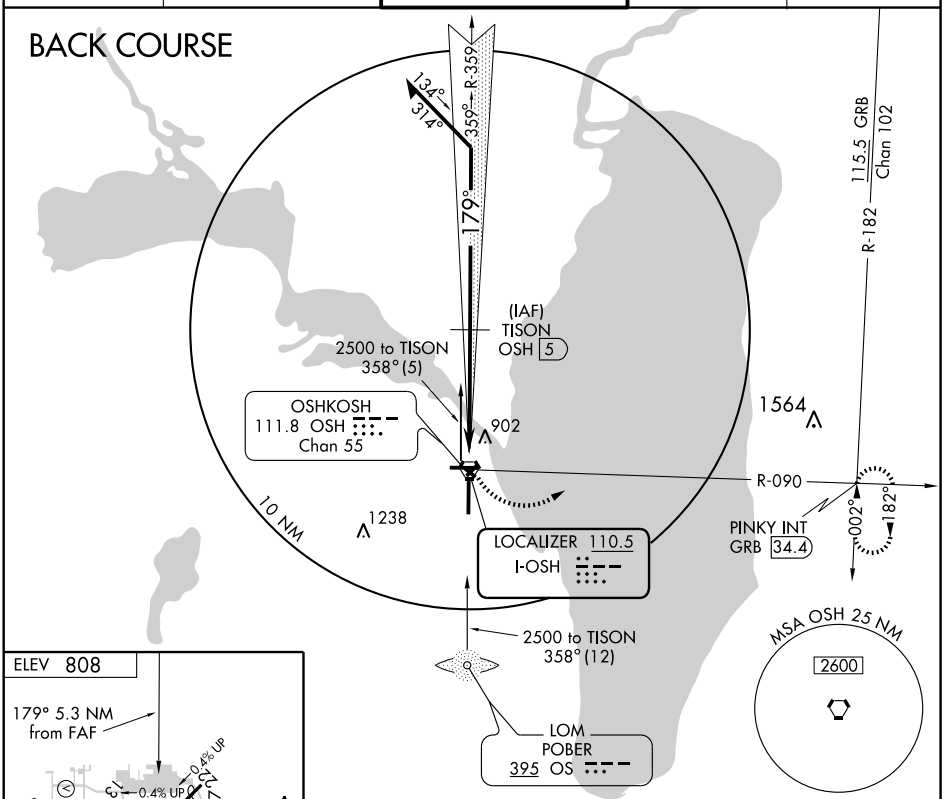
OSHKOSH/WITTMAN RGNL (OSH)

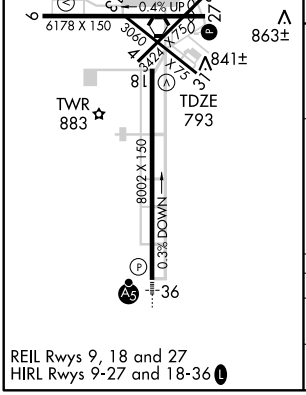
T A Simultaneous reception of I-OSH and OSH DME required. DME from OSH VORTAC.

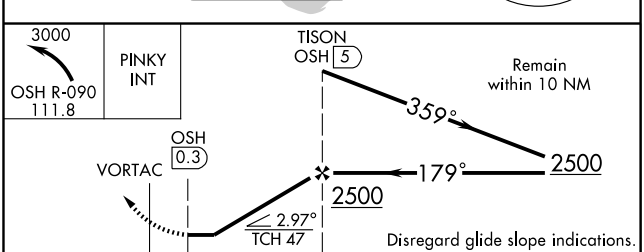
MISSED APPROACH: Climbing left turn to 3000 via OSH R-090 to PINKY Int and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95

BACK COURSE







CATEGORY	A	B	C	D
S-18	1160-1 367 (400-1)			1160-1¼ 367 (400-1¼)
CIRCLING	1260-1 452 (500-1)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM OS	APP CRS	Rwy Idg	8002
395	359°	TDZE	808
		Apt Elev	808

NDB RWY 36

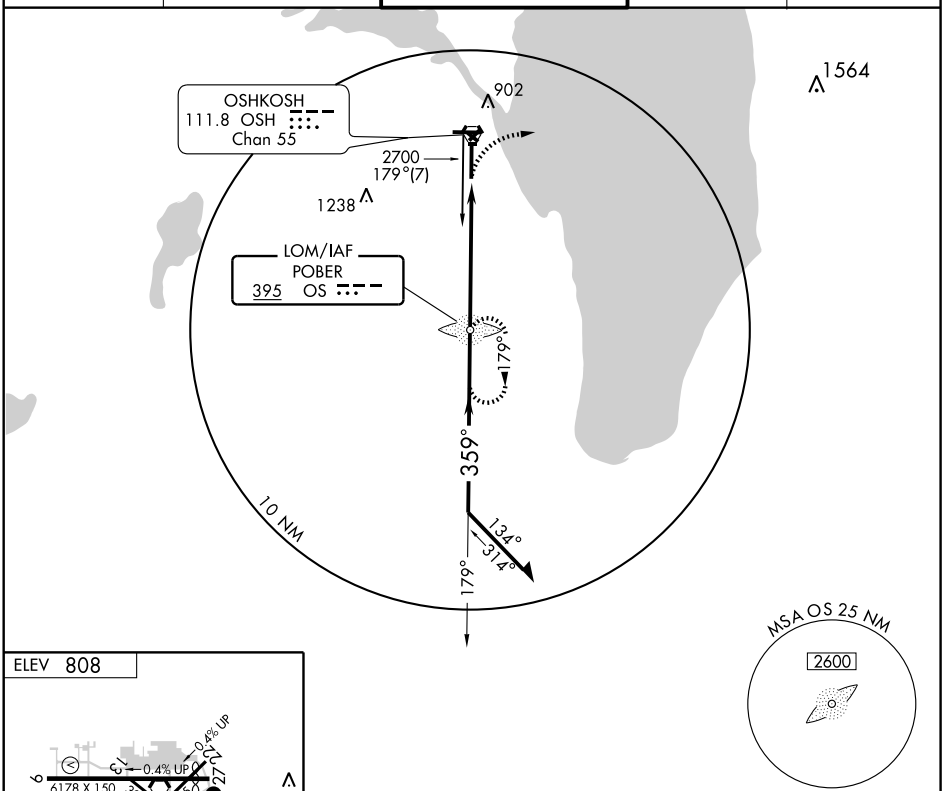
OSHKOSH/WITTMAN RGNL (OSH)

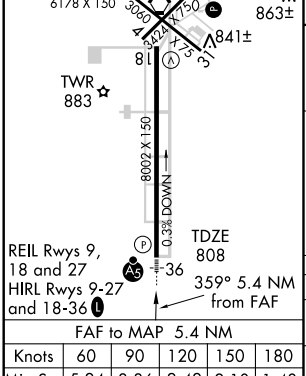
T
NA

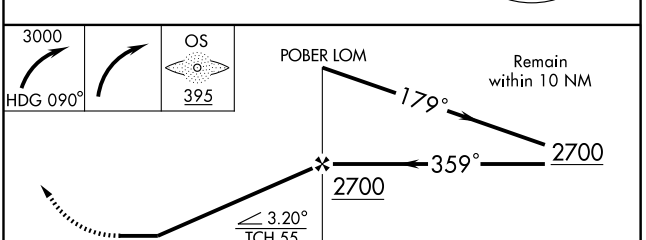
MALSR

MISSED APPROACH: Climbing right turn to 3000 via 090° heading, then right turn direct OS LOM and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95







FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-36	1340/40	532 (600-¾)	1340/50 532 (600-1)	1340-1½ 532 (600-1½)
CIRCLING	1340-1	532 (600-1)	1340-1½ 532 (600-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6178
089°	TDZE	797
	Apt Elev	808

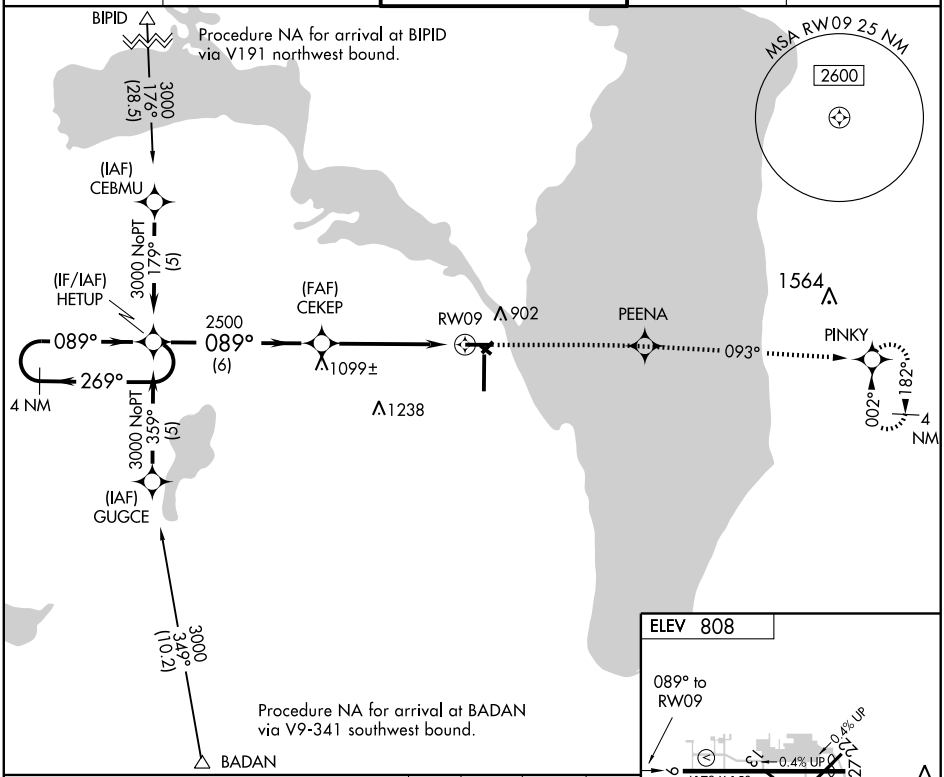
RNAV (GPS) RWY 9

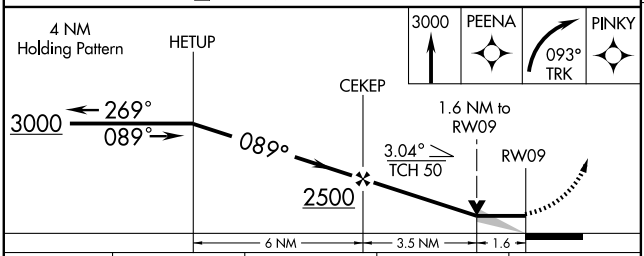
OSHKOSH/ WITTMAN RGNL (OSH)

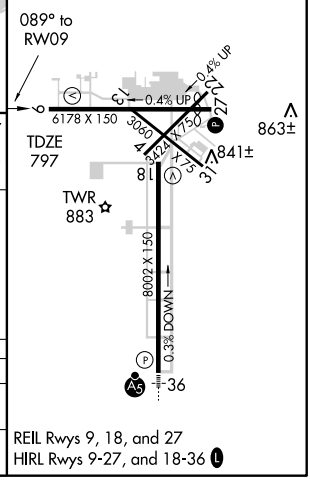
When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDA 40 feet, increase S-9 visibility Cat. C and Cat. D ¼ mile and circling Cat. C ¼ mile. VDP NA when using Fond Du Lac County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PEENA and right turn via 093° track to PINKY and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1360-1	563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1	552 (600-1)	1360-1½ 552 (600-1½)	1360-2 552 (600-2)

REIL Rwys 9, 18, and 27
HIRL Rwys 9-27, and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8002
180°	TDZE	793
	Apt Elev	808

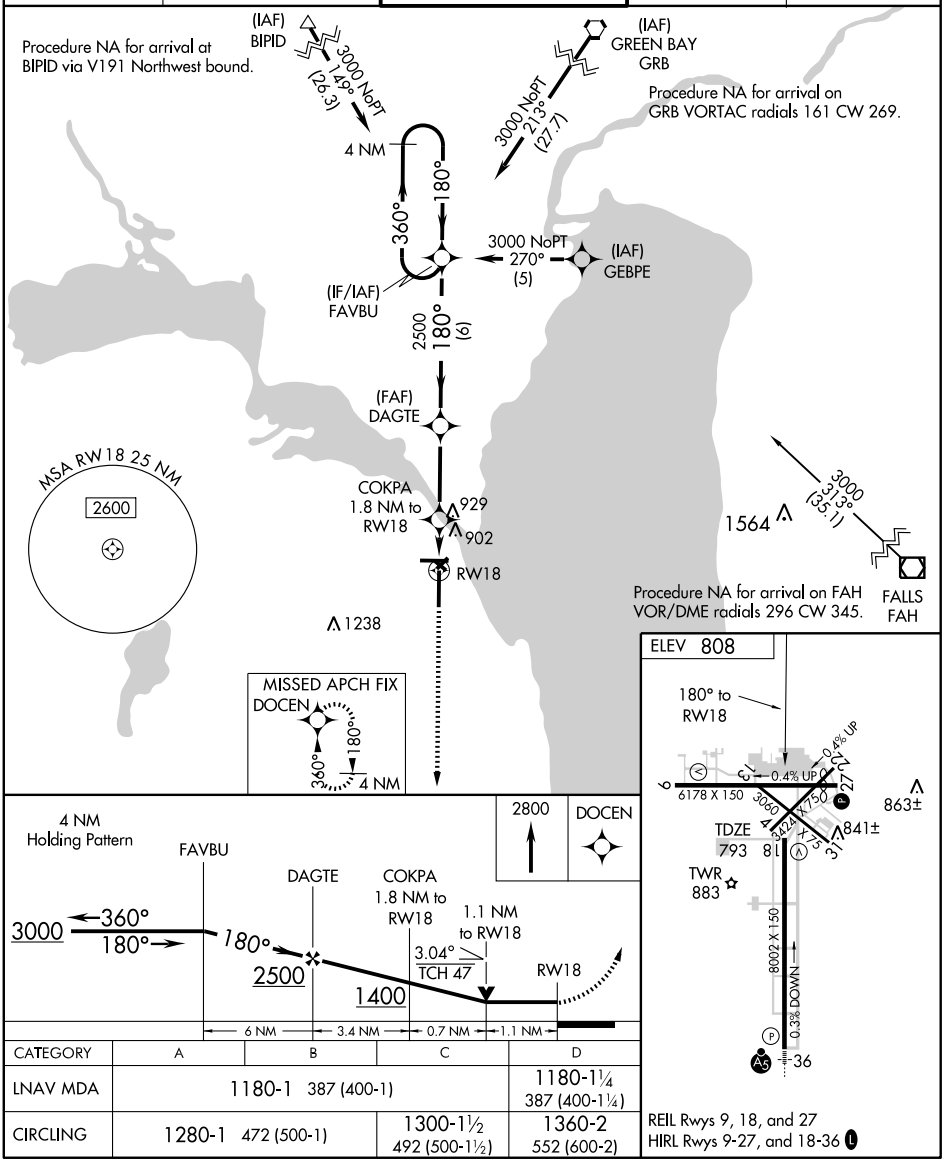
RNAV (GPS) RWY 18

OSHKOSH/ WITTMAN RGNL (OSH)

When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet, and increase LNAV visibility Cat. C and D¼ mile. VDP NA when using Fond Du Lac County altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DOCEN and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1180-1 387 (400-1)			1180-1¼ 387 (400-1¼)
CIRCLING	1280-1 472 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

REIL Rwys 9, 18, and 27
HIRL Rwys 9-27, and 18-36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5647
270°	TDZE	782
	Apt Elev	808

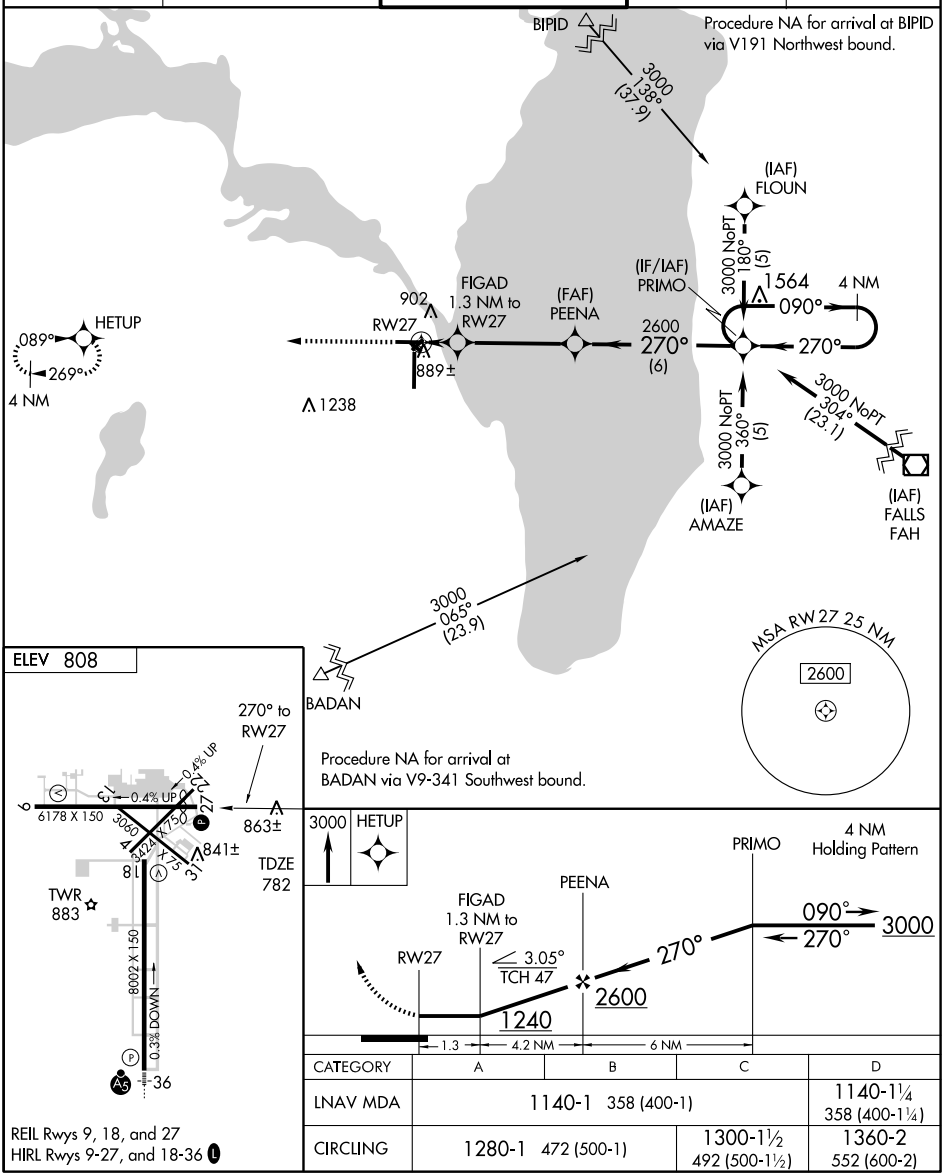
RNAV (GPS) RWY 27

OSHKOSH/ WITTMAN RGNL (OSH)

When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HETUP and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1140-1 358 (400-1)			1140-1¼ 358 (400-1¼)
CIRCLING	1280-1 472 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 65602	360°	TDZE	808
W36A		Apt Elev	808

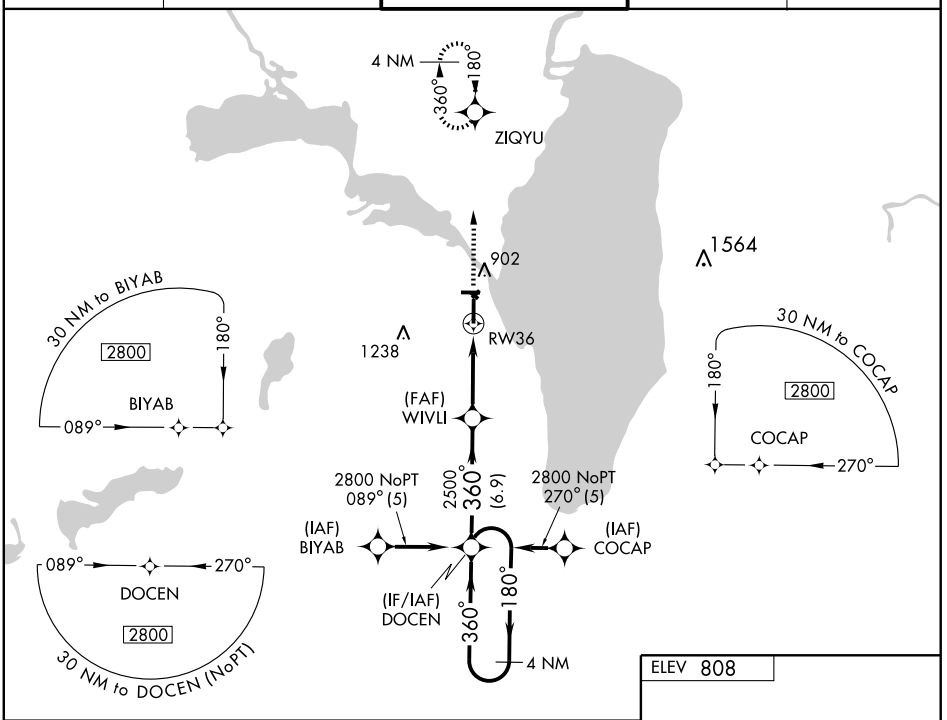
RNAV (GPS) RWY 36
OSHKOSH/WITTMAN RGNL (OSH)

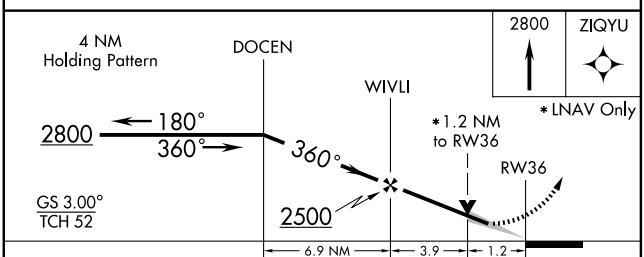
T A — Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

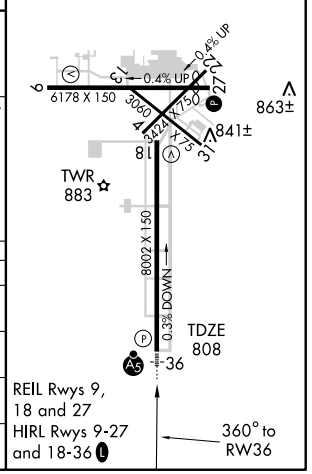
MALSR

MISSED APPROACH: Climb to 2800 direct ZIQYU and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1110/24 302 (400-½)			
LNAV/ VNAV DA	1160/40 352 (400-¾)			
LNAV MDA	1240/24 432 (500-½)		1240/40 432 (500-¾)	1240/50 432 (500-1)
CIRCLING	1260-1¼ 452 (500-1¼)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OSH 111.8 Chan 55	APP CRS 090°	Rwy Idg 6178 TDZE 797 Apt Elev 808

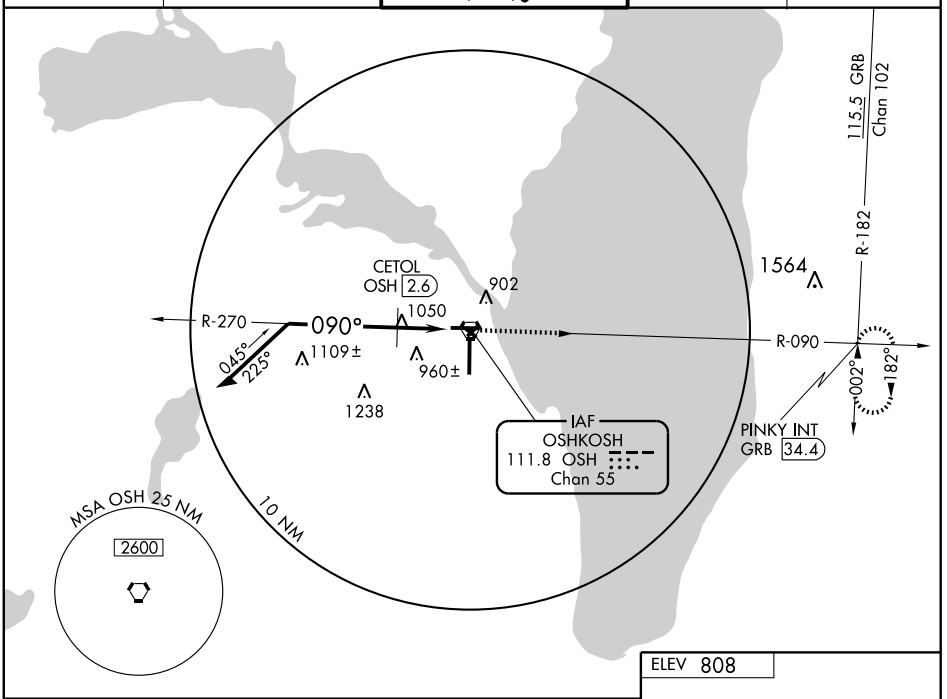
VOR RWY 9

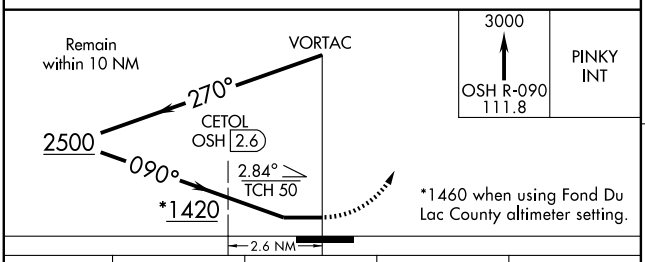
OSHKOSH/ WITTMAN RGNL (OSH)

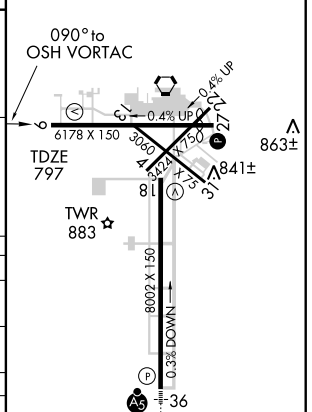
When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet and CETOL fix minimums visibility Cat. C and D ¼ mile and circling Cat. C ¼ mile.

MISSED APPROACH: Climb to 3000 via OSH VORTAC R-090 to PINKY Int/GRB 34.4 DME and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95







CATEGORY	A	B	C	D
S-9	1420-1	623 (700-1)	1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)
CIRCLING	1420-1	612 (700-1)	1420-1¾ 612 (700-1¾)	1420-2 612 (700-2)
CETOL FIX MINIMUMS				
S-9	1360-1	563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1	552 (600-1)	1360-1½ 552 (600-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OSH	APP CRS	Rwy Idg	8002
111.8	186°	TDZE	793
Chan 55		Apt Elev	808

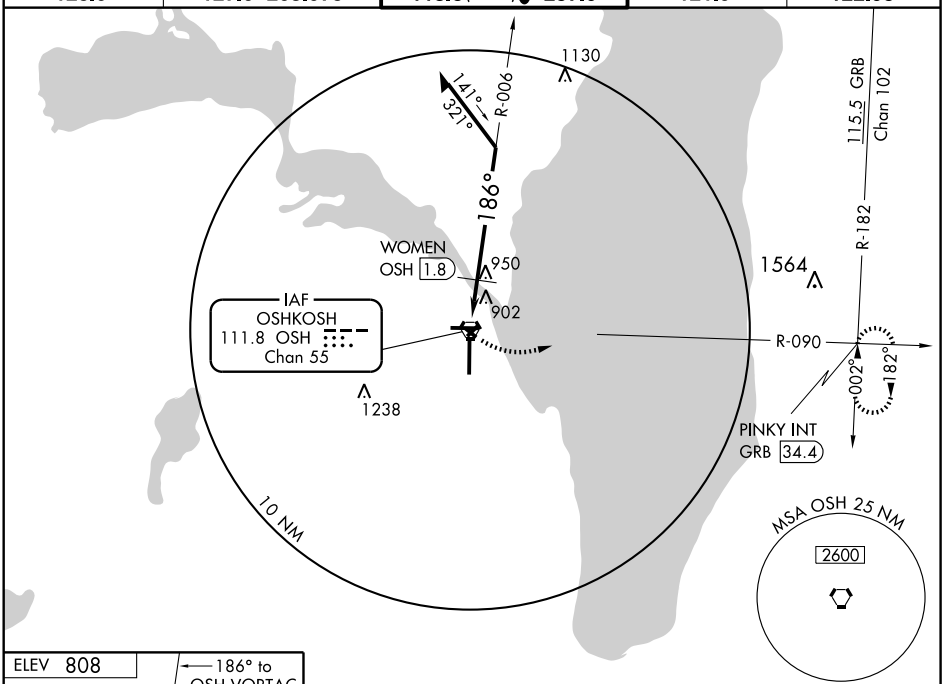
VOR RWY 18

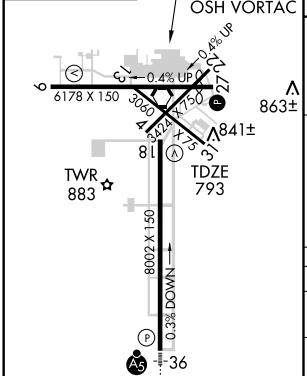
OSHKOSH/ WITTMAN RGNL (OSH)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet. Increase WOMEN S-18 Cat. C visibility ¼ mile. VDP NA when using Fond Du Lac County altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via OSH VORTAC R-090 to PINKY Int/GRB 34.4 DME and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95

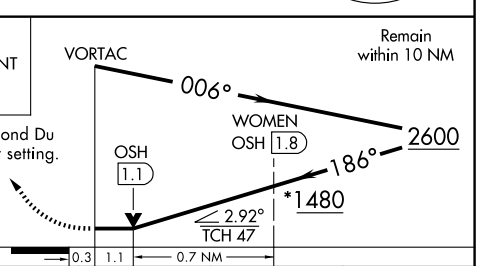




REIL Rwys 9, 18 and 27
HIRL Rwys 9-27 and 18-36 L

3000	PINKY INT
OSH R-090	
111.8	

*1520 when using Fond Du Lac County altimeter setting.



CATEGORY	A	B	C	D
S-18	1480-1 687 (700-1)		1480-2 687 (700-2)	1480-2¼ 687 (700-2¼)
CIRCLING	1480-1 672 (700-1)		1480-2 672 (700-2)	1480-2¼ 672 (700-2¼)
	WOMEN FIX MINIMUMS			
S-18	1260-1 467 (500-1)		1260-1¼ 467 (500-1¼)	1260-1½ 467 (500-1½)
CIRCLING	1280-1 472 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

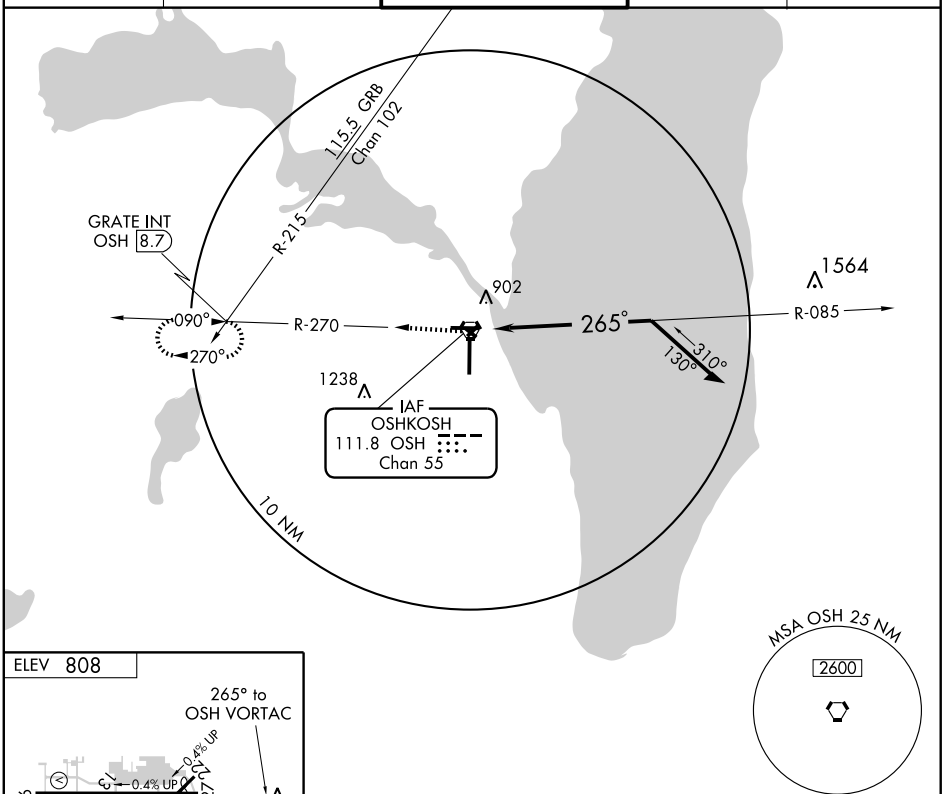
VORTAC OSH 111.8 Chan 55	APP CRS 265°	Rwy Idg 5647 TDZE 781 Apt Elev 808

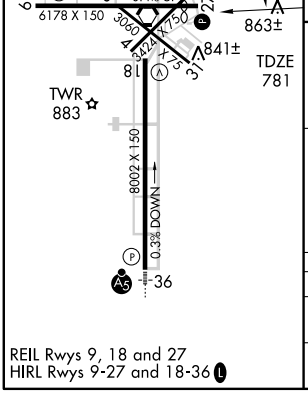
VOR RWY 27

OSHKOSH/WITTMAN RGNL (OSH)

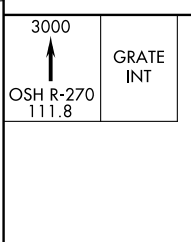
MISSED APPROACH: Climb to 3000 via OSH R-270 to GRATE Int and hold.

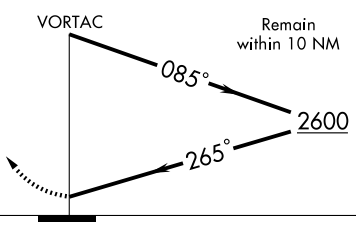
ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





REIL Rwys 9, 18 and 27
HIRL Rwys 9-27 and 18-36 L





CATEGORY	A	B	C	D
S-27	1220-1	439 (500-1)	1220-1¼	439 (500-1¼)
CIRCLING	1260-1	452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OSH 111.8 Chan 55	APP CRS 360°	Rwy Idg 8002 TDZE 808 Apt Elev 808

VOR RWY 36

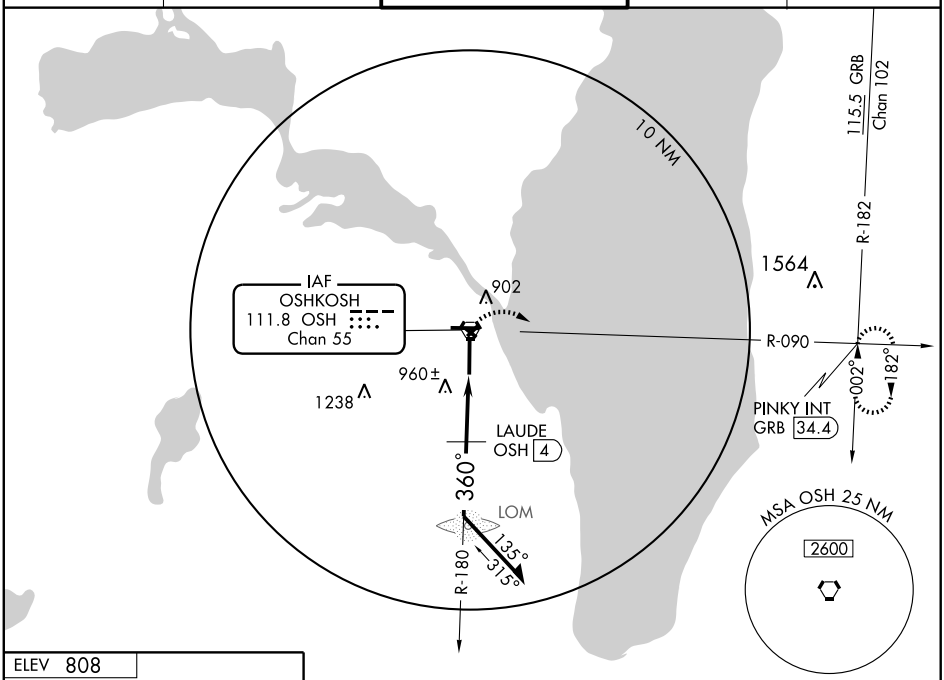
OSHKOSH/ WITTMAN RGNL (OSH)

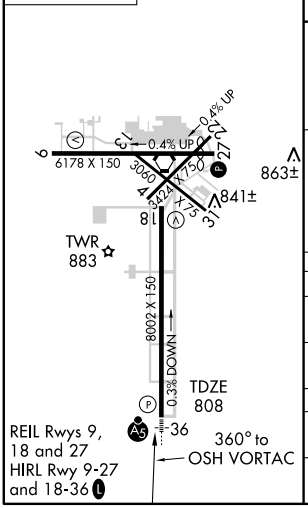
Cat. D S-36 DME MINIMUMS visibility increased to RVR 6000 for inoperative MALSR.

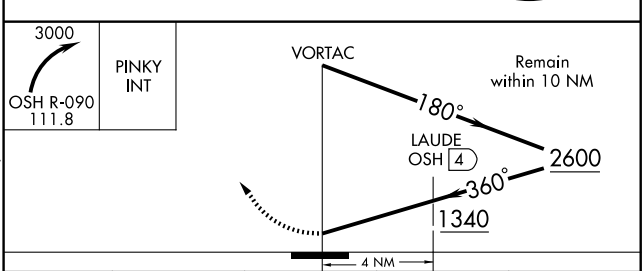
MALSR

MISSED APPROACH: Climbing right turn to 3000 via OSH R-090 to PINKY Int and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95



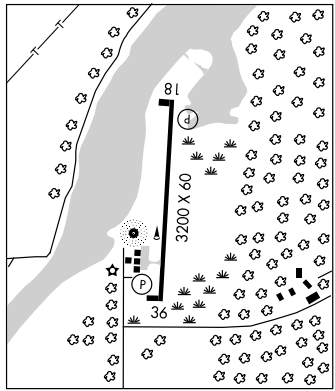




CATEGORY	A	B	C	D
S-36	1340/24	532 (600-½)	1340/50 532 (600-1)	1340/60 532 (600-1¼)
CIRCLING	1340-1	532 (600-1)	1340-1½ 532 (600-1½)	1360-2 552 (600-2)
	DME MINIMUMS			
S-36	1220/24	412 (500-½)	1220/40 412 (500-¾)	1220/50 412 (500-1)
CIRCLING	1260-1	452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PARK FALLS MUNI (PKF) 2 NE UTC−6(−5DT) N45°57.30′ W90°25.47′ GREEN BAY
1500 B **FUEL** 100LL, MOGAS NOTAM FILE GRB L–14I
RWY 18–36: H3200X60 (ASPH) S–20 MIRL 0.3% up S IAP
RWY 18: PAPI(P2L)—GA 3.0 TCH 29′. Trees.
RWY 36: PAPI(P2L)—GA 3.0 TCH 29′. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 715–762–3971. PAEW on and adjacent to arpt sfcs. Rotating bcn OTS indef. Rwy 18–36 has loose snow over thin packed snow until spring. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE IWD.
IRONWOOD (L) VORTACW 108.8 IWD Chan 25 N46°31.94′ W90°07.55′ 199° 36.8 NM to fld. 1230/1E. **HIWAS.**
NDB (MHW) 371 PKF N45°57.18′ W90°25.57′ at fld. NDB unmonitored. NOTAM FILE GRB.

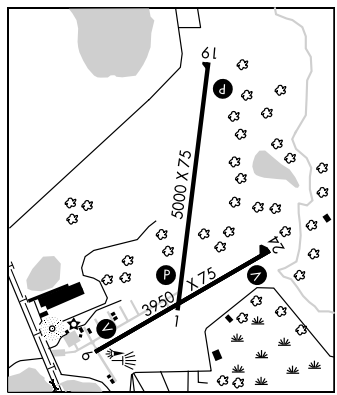


PASER N42°40.95′ W87°53.97′ NOTAM FILE RAC. CHICAGO
NDB (MHW/LOM) 206 RA 041° 6.0 NM to John H. Batten. Unmonitored. NDB unusable byd 10 NM. A

PHILLIPS N45°42.18′ W90°24.74′ NOTAM FILE PBH. GREEN BAY
NDB (MHW) 263 PBH at Price Co. L–14I
RCO 122.05 (GREEN BAY RADIO)

PHILLIPS

PRICE CO (PBH) 1 NW UTC−6(−5DT) N45°42.54′ W90°24.15′ GREEN BAY
1497 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE PBH H–2K, L–14I
RWY 01–19: H5000X75 (ASPH) D–60 MIRL 0.6% up N IAP
Rwy 01: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 06–24: H3950X75 (ASPH) S–28, D–40 MIRL.
RWY 06: VASI(V2L)—GA 3.0° TCH 47′. Tree.
RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat 1500–2230Z‡, Sun 1600–2230Z‡. Fuel avbl 24 hrs with credit card. Birds on and invof arpt. Rwy 19 PAPI OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 01–19 and VASI Rwys 06 and 24; PAPI Rwy 01 and 19; REIL Rwy 01, Rwy 19 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.875 (715) 339–4520.
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILLIPS RCO 122.05 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 275° 40 NM to fld. 1590/2E. **HIWAS.**
PHILLIPS NDB (MHW) 263 PBH N45°42.18′ W90°24.74′ at fld. NOTAM FILE PBH.



PISO (See SURING)

NDB	PKF	APP CRS	Rwy Idg	3200
			TDZE	1500
371		336°	Apt Elev	1500

NDB RWY 36

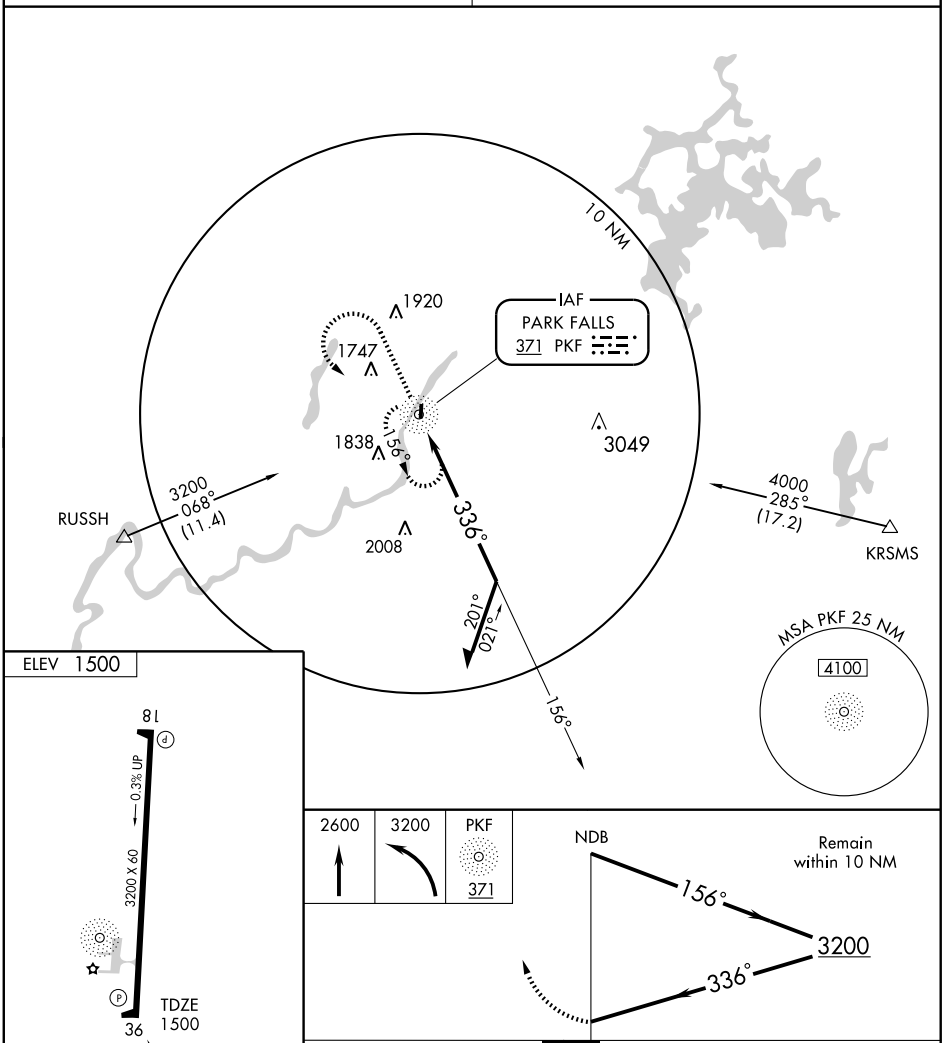
PARK FALLS MUNI (PKF)

NA

Use Phillips altimeter setting.

MISSED APPROACH: Climb to 2600 then climbing left turn to 3200 direct PKF NDB and hold.

MINNEAPOLIS CENTER	CTAF
133.65 281.5	122.9 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-36	2200-1	700 (700-1)	NA	NA
CIRCLING	2200-1	700 (700-1)	NA	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

PARK FALLS MUNI (PKF)

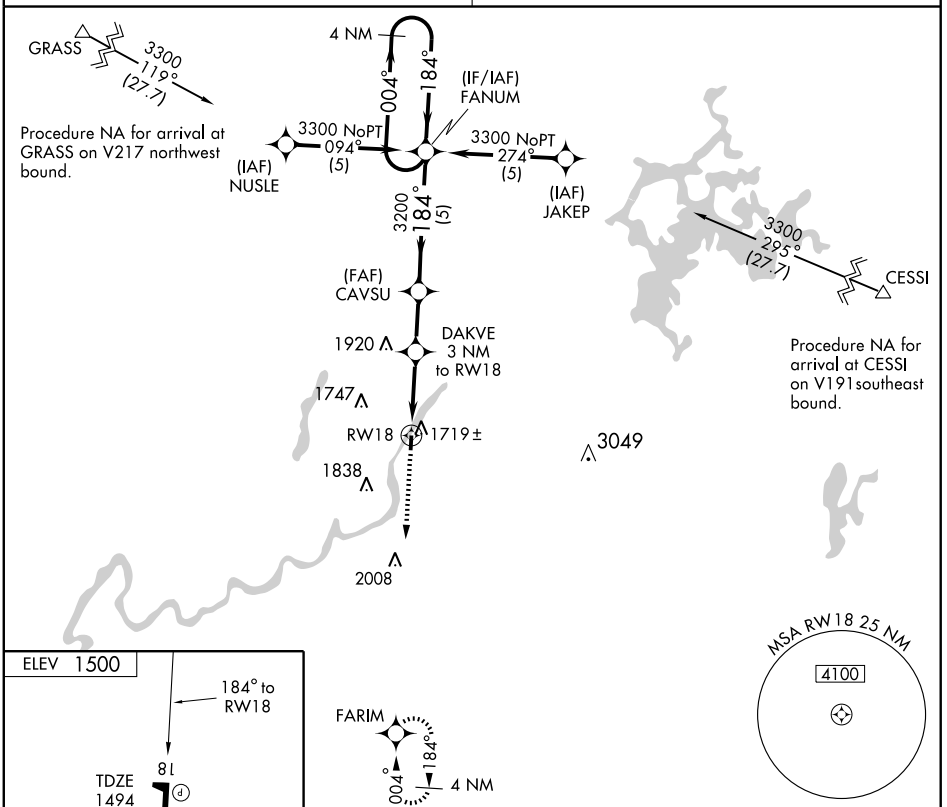
APP CRS	Rwy Idg	3200
184°	TDZE	1494
	Apt Elev	1500

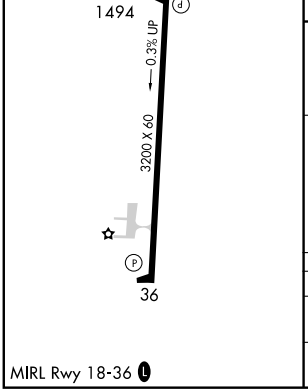
Use Phillips altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

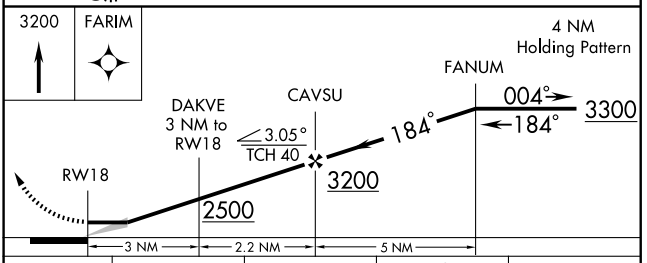
NA

MISSED APPROACH: Climb to 3200 direct FARIM WP and hold.

MINNEAPOLIS CENTER	CTAF
133.65 281.5	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2020-1	526 (600-1)	2020-1½ 526 (600-1½)	NA
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

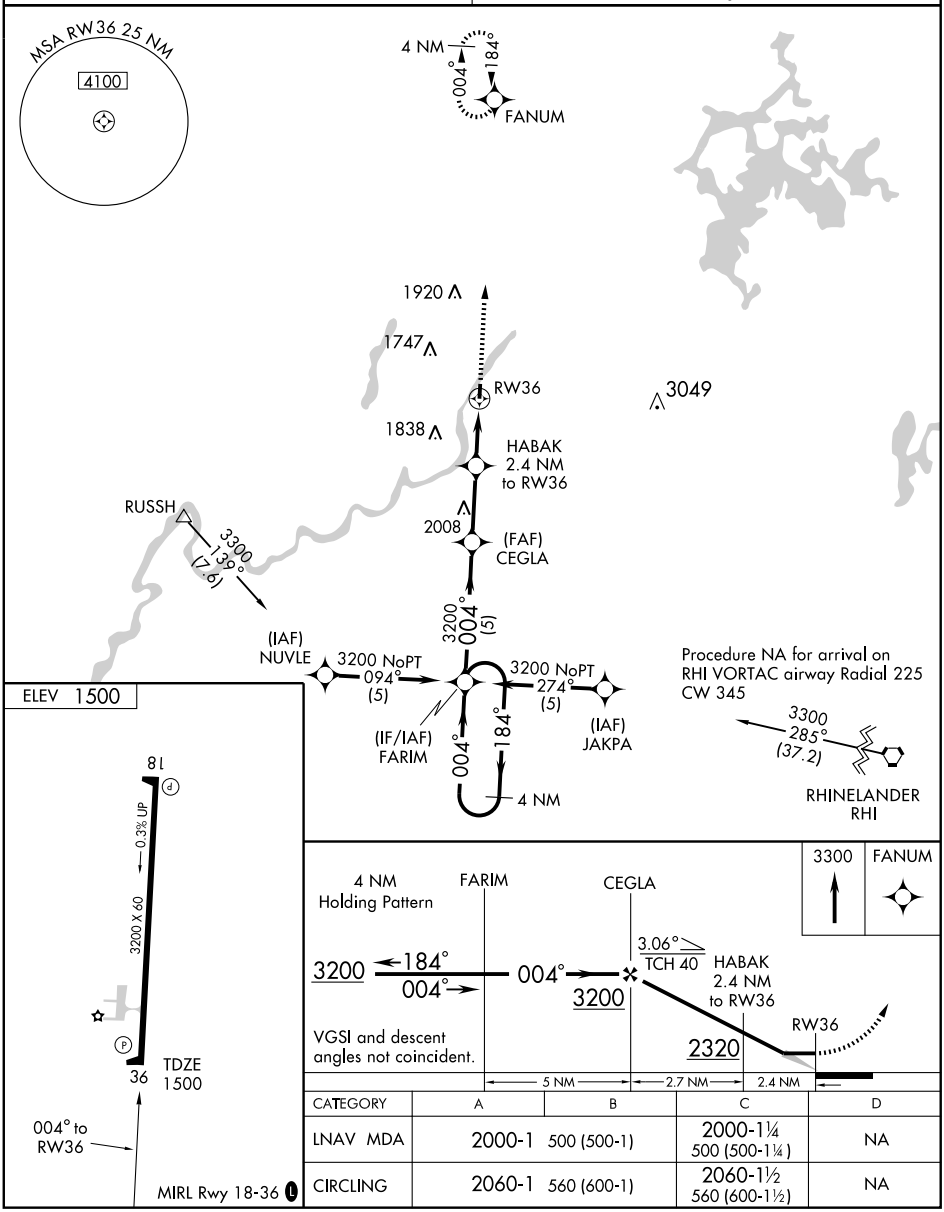
PARK FALLS MUNI (PKF)

APP CRS	Rwy Idg	3200
004°	TDZE	1500
	Apt Elev	1500

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Phillips altimeter setting.

MISSED APPROACH: Climb to 3300 direct FANUM WP and hold.

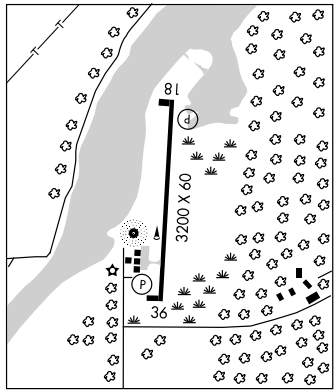
MINNEAPOLIS CENTER	CTAF
133.65 281.5	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2000-1	500 (500-1)	2000-1¼ 500 (500-1¼)	NA
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PARK FALLS MUNI (PKF) 2 NE UTC−6(−5DT) N45°57.30′ W90°25.47′ GREEN BAY
1500 B **FUEL** 100LL, MOGAS NOTAM FILE GRB L–14I
RWY 18–36: H3200X60 (ASPH) S–20 MIRL 0.3% up S IAP
RWY 18: PAPI(P2L)—GA 3.0 TCH 29′. Trees.
RWY 36: PAPI(P2L)—GA 3.0 TCH 29′. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 715–762–3971. PAEW on and adjacent to arpt sfcs. Rotating bcn OTS indef. Rwy 18–36 has loose snow over thin packed snow until spring. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE IWD.
IRONWOOD (L) VORTACW 108.8 IWD Chan 25 N46°31.94′ W90°07.55′ 199° 36.8 NM to fld. 1230/1E. **HIWAS.**
NDB (MHW) 371 PKF N45°57.18′ W90°25.57′ at fld. NDB unmonitored. NOTAM FILE GRB.

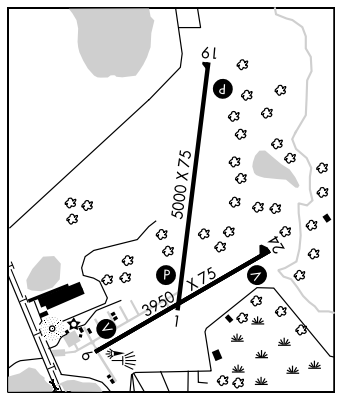


PASER N42°40.95′ W87°53.97′ NOTAM FILE RAC. CHICAGO
NDB (MHW/LOM) 206 RA 041° 6.0 NM to John H. Batten. Unmonitored. NDB unusable byd 10 NM. A

PHILLIPS N45°42.18′ W90°24.74′ NOTAM FILE PBH. GREEN BAY
NDB (MHW) 263 PBH at Price Co. L–14I
RCO 122.05 (GREEN BAY RADIO)

PHILLIPS

PRICE CO (PBH) 1 NW UTC−6(−5DT) N45°42.54′ W90°24.15′ GREEN BAY
1497 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE PBH H–2K, L–14I
RWY 01–19: H5000X75 (ASPH) D–60 MIRL 0.6% up N IAP
Rwy 01: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 06–24: H3950X75 (ASPH) S–28, D–40 MIRL.
RWY 06: VASI(V2L)—GA 3.0° TCH 47′. Tree.
RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat 1500–2230Z‡, Sun 1600–2230Z‡. Fuel avbl 24 hrs with credit card. Birds on and invof arpt. Rwy 19 PAPI OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 01–19 and VASI Rwys 06 and 24; PAPI Rwy 01 and 19; REIL Rwy 01, Rwy 19 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.875 (715) 339–4520.
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILLIPS RCO 122.05 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 275° 40 NM to fld. 1590/2E. **HIWAS.**
PHILLIPS NDB (MHW) 263 PBH N45°42.18′ W90°24.74′ at fld. NOTAM FILE PBH.



PISO (See SURING)

NDB PBH 263	APP CRS 047°	Rwy Idg 3950 TDZE 1471 Apt Elev 1497

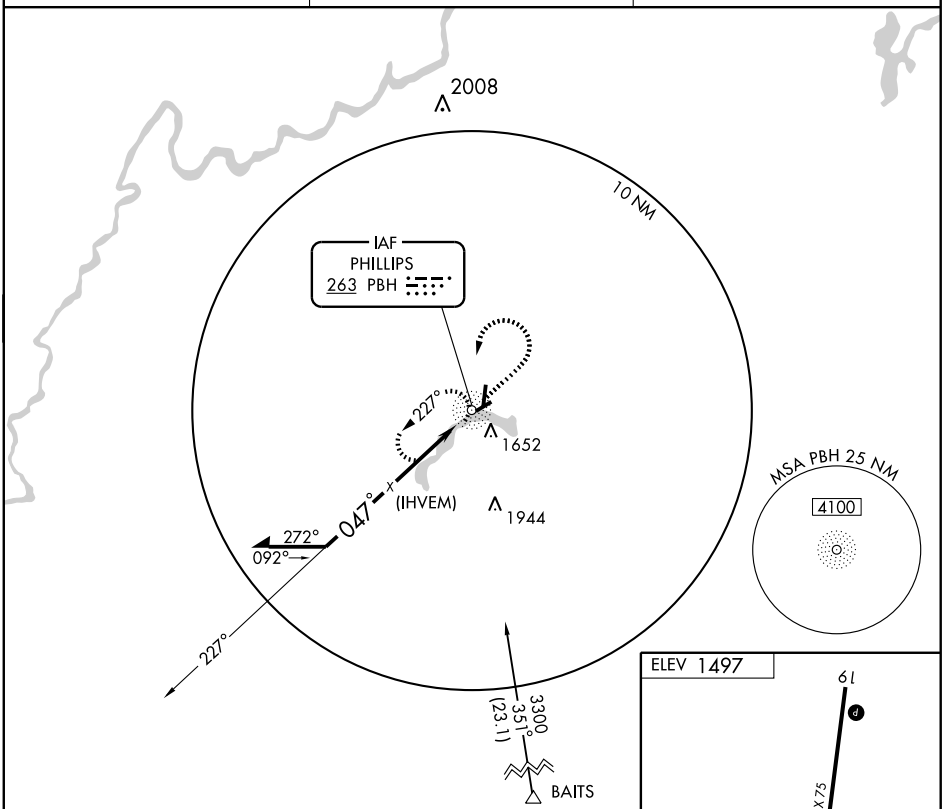
NDB or GPS RWY 6

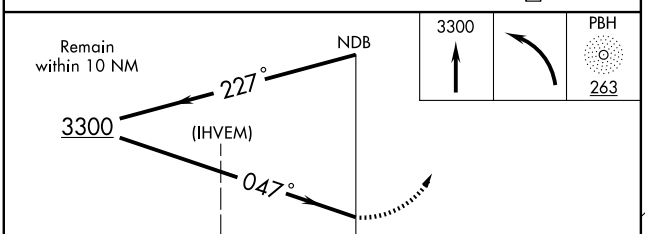
PHILLIPS/ PRICE COUNTY (PBH)

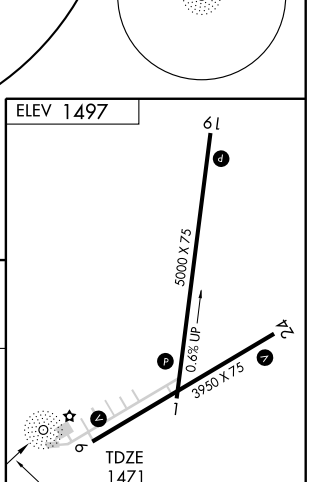
If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 ft.

MISSED APPROACH: Climb to 3300 then left turn direct PBH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L







REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

CATEGORY	A	B	C	D
S-6	2100-1	629 (700-1)	2100-1¾ 629 (700-1¾)	NA
CIRCLING	2100-1	603 (700-1)	2100-1¾ 603 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB PBH	APP CRS	Rwy Idg	3950
263	240°	TDZE	1472
		Apt Elev	1497

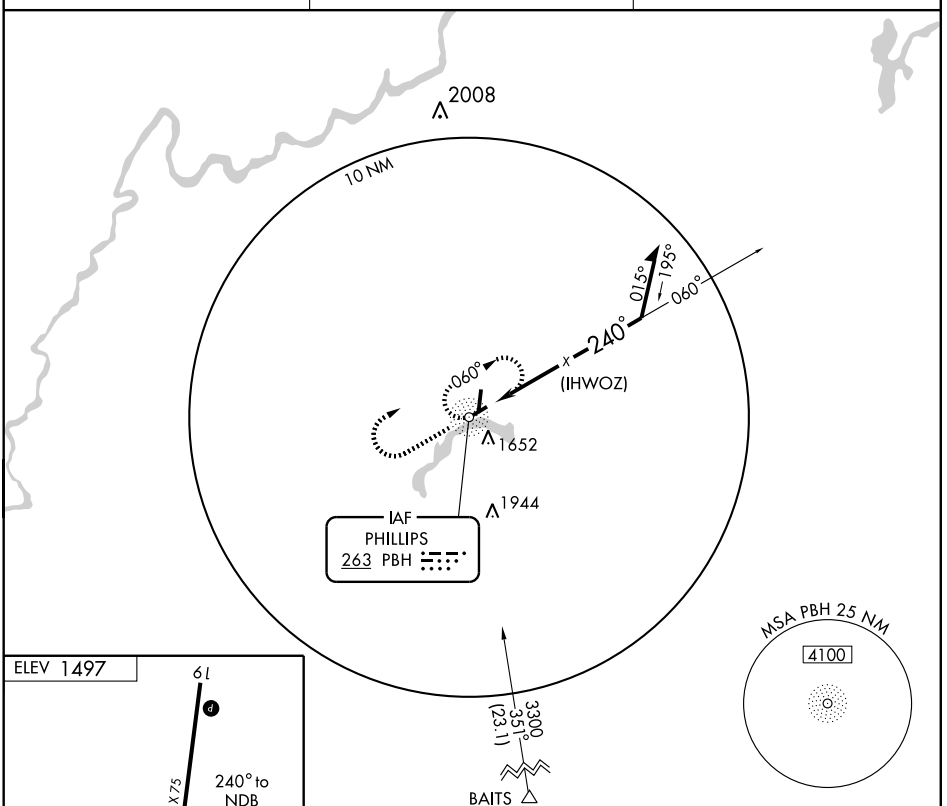
NDB or GPS RWY 24

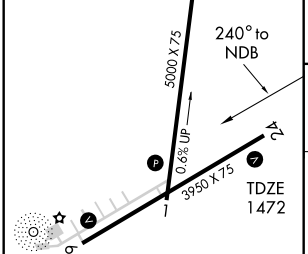
PHILLIPS/ PRICE COUNTY (PBH)

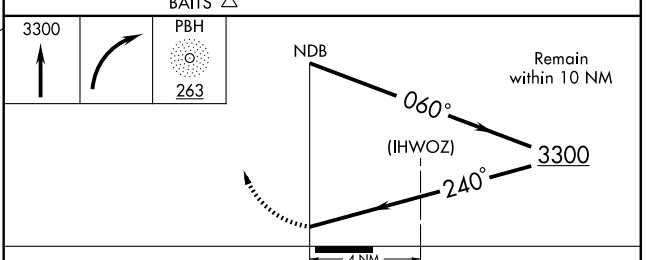
If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 ft.

MISSED APPROACH: Climb to 3300 then right turn direct PBH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L







REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	2140-1	668 (700-1)	2140-1¾ 668 (700-1¾)	NA
CIRCLING	2140-1	643 (700-1)	2140-1¾ 643 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 56305	007°	TDZE	1484
W01A		Apt Elev	1497

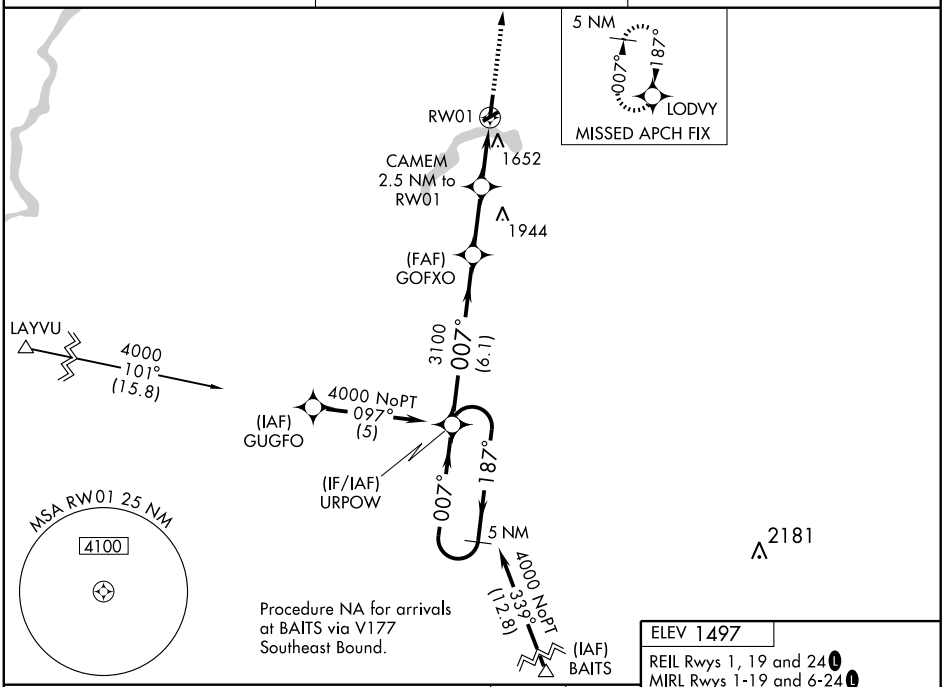
RNAV (GPS) RWY 1

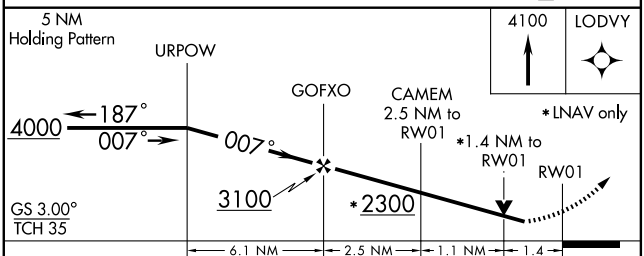
PHILLIPS/ PRICE COUNTY (PBH)

T A Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 90 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Minocqua-Woodruff altimeter setting.

MISSED APPROACH: Climb to 4100 direct LODVY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L



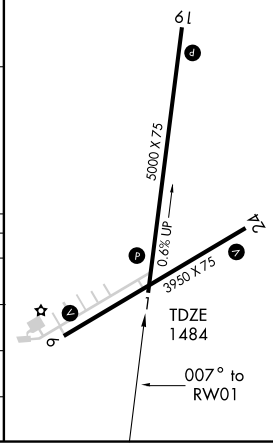


CATEGORY	A	B	C	D
LPV DA	1809-1¼ 325 (400-1¼)			
LNAV/VNAV DA	1945-1¾ 461 (500-1¾)			
LNAV MDA	1940-1 456 (500-1)		1940-1¼ 456 (500-1¼)	1940-1½ 456 (500-1½)
CIRCLING	2100-1 603 (700-1)		2100-1¾ 603 (700-1¾)	2100-2 603 (700-2)

ELEV 1497

REIL Rwys 1, 19 and 24 L

MIRL Rwys 1-19 and 6-24 L



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 97405	187°	TDZE	1497
W19A		Apt Elev	1497

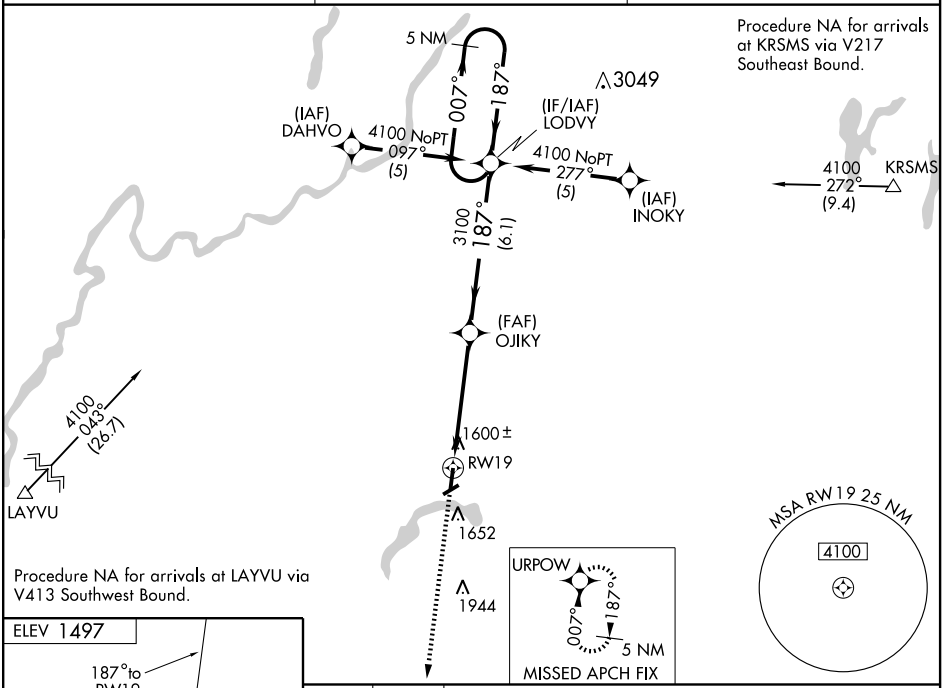
RNAV (GPS) RWY 19

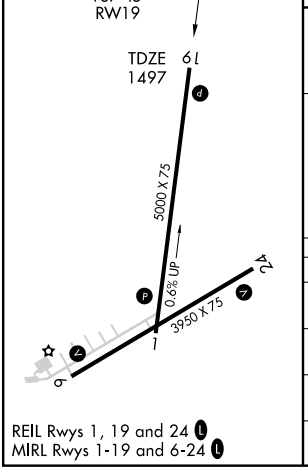
PHILLIPS/ PRICE COUNTY (PBH)

T A Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 90 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

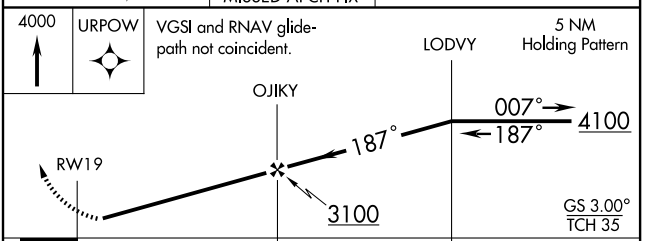
MISSED APPROACH: Climb to 4000 direct URPOW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L





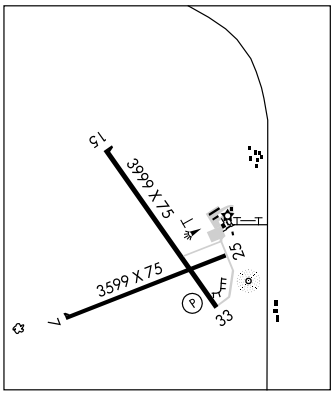
REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L



CATEGORY	A	B	C	D
LPV DA	1843-1¼ 346 (400-1¼)			
LNAV/VNAV DA	1886-1½ 389 (400-1½)			
LNAV MDA	1920-1 423 (500-1)		1920-1¼ 423 (500-1¼)	
CIRCLING	2100-1 603 (700-1)		2100-1¾ 603 (700-1¾)	2100-2 603 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PLATTEVILLE MUNI (PVB) 3 SE UTC−6(−5DT) N42°41.36′ W90°26.66′ CHICAGO
1025 B **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 15–33: H3999X75 (ASPH) S–12.5 MIRL IAP
RWY 15: REIL. **RWY 33:** REIL. PAPI(2PL)—GA 3.0° TCH 25′.
RWY 07–25: H3599X75 (ASPH) S–30, D–35 MIRL 0.6% up NE.
RWY 25: Road.
AIRPORT REMARKS: Attended Apr–Sep 1330–0130Z‡, Oct–Mar 1330–2330Z‡. 24 hr self svc fuel avbl with credit card. ACTIVATE MIRL Rwy 15–33 and Rwy 07–25; REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (609) 348–3637.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.5 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 030° 20.9 NM to fld. 1051/4E.
NDB (MHW) 203 PVB N42°41.27′ W90°26.18′ at fld. NOTAM FILE GRB.



POBER N43°52.43′ W88°33.44′ NOTAM FILE OSH. CHICAGO
NDB (LOM) 395 OS 358° 6.6 NM to Wittman Rgnl. Unmonitored.

PORTAGE MUNI (C47) 2 NW UTC−6(−5DT) N43°33.62′ W89°28.97′ CHICAGO
825 B **FUEL** 100LL, MOGAS TPA—1825(1000) NOTAM FILE GRB L–28G
RWY 17–35: H3775X60 (ASPH) MIRL (NSTD) 0.3% up S IAP
RWY 17: REIL(NSTD). PVASI(PSIL). Thld dsplcd 103′. Road. **RWY 35:** Thld dsplcd 262′. Road.
RWY 04–22: H2560X40 (ASPH) 0.3% up SW
RWY 04: Thld dsplcd 60′. Road. **RWY 22:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat–Sun 1600–2200Z‡. Fuel avbl 24 hrs with credit card. Rwy 04–22 CLOSED Nov 15 to Apr 15, rwy not plowed during winter. 115′ crane 200′ southwest Rwy intersection Mon–Thu 1900–0400Z‡. PAEW AER 04 indef. Numerous deer on and invof arpt. Rwy 04–22 severe cracking and plants growing thru pavement. P–line 110′ AGL 1580′ from dsplcd thld Rwy 35. Rwy 35 large hangars and trees 200′ W of rwy cause wind shear with strong NW winds. Rwy 17–35 NSTD MIRL. Rwy 17 first 100′ not lgtd; Rwy 35 first 193′ not lgtd. Rwy 04–22 marked with numbers only.
COMMUNICATIONS: CTAF/UNICOM 122.7
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 120.1 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 084° 12.3 NM to fld. 1020/3E.

PRAIRIE DU CHIEN MUNI (PDC) 2 SE UTC−6(−5DT) N43°01.16′ W91°07.42′ CHICAGO
661 B **FUEL** 100LL, JET A TPA—1661(1000) NOTAM FILE PDC H–5D, L–28G
RWY 14–32: H5000X75 (ASPH) S–30, D–60 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Pole. **RWY 32:** REIL. PAPI(P2L)—GA 4.0° TCH 30′. Trees.
RWY 11–29: H3999X75 (ASPH) S–24, D–40 MIRL
RWY 11: Stack. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1600–2200Z‡. Fuel 24 hr self svc. ACTIVATE MIRL Rwy 11–29, Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (608) 326–9122.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 126° 24 NM to fld. 1288/5E.

WAAS CH 82315 W07A	APP CRS 069°	Rwy Idg 3599 TDZE 1016 Apt Elev 1025

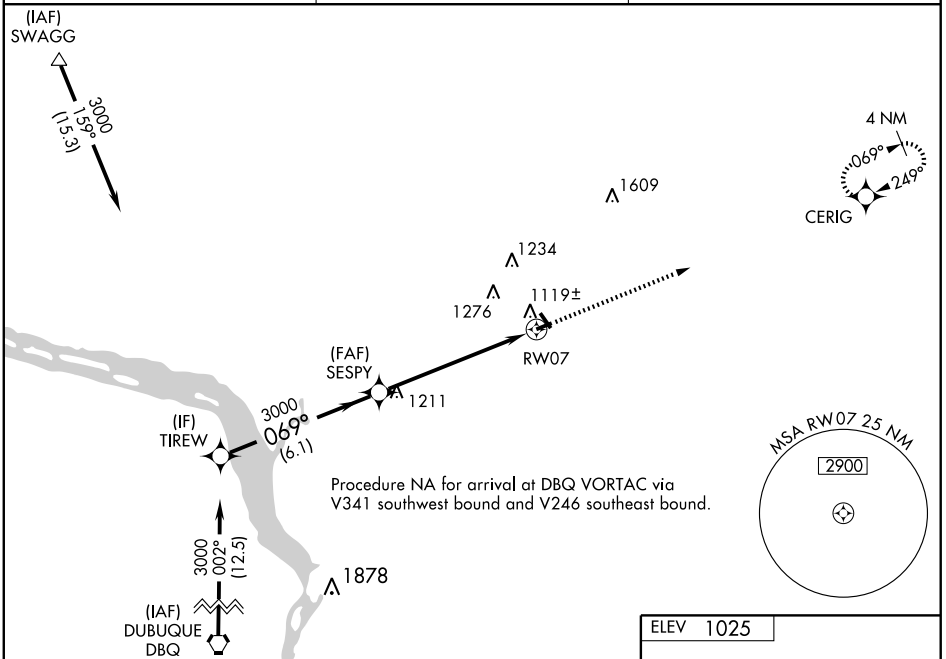
RNAV (GPS) RWY 7

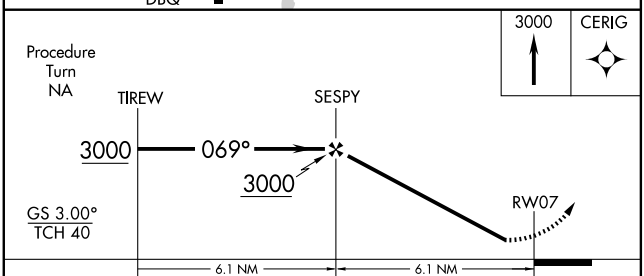
PLATTEVILLE MUNI (PVB)

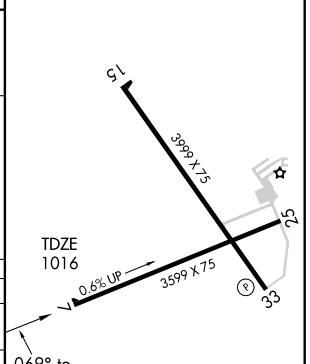
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Dubuque altimeter setting.

MISSED APPROACH: Climb to 3000 direct CERIG and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1266-1 250 (300-1)			NA
LNAV/VNAV DA	1389-1½ 373 (400-1½)			NA
LNAV MDA	1380-1 364 (400-1)			NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42615 W15A | APP CRS 146° | Rwy Idg 3999 | TDZE 1025 | Apt Elev 1025

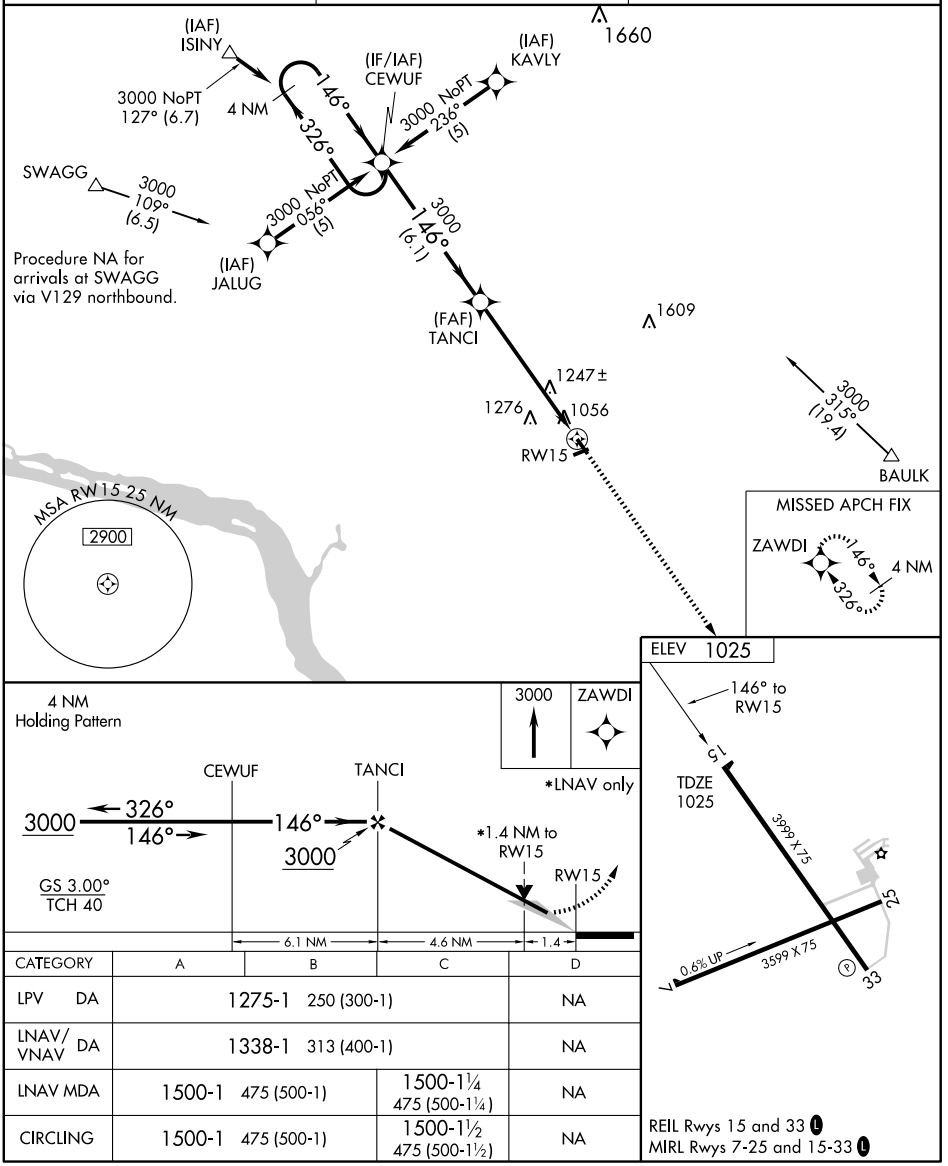
RNAV (GPS) RWY 15

PLATTEVILLE MUNI (PVB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZAWDI and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1275-1 250 (300-1)			NA
LNAV/VNAV DA	1338-1 313 (400-1)			NA
LNAV MDA	1500-1 475 (500-1)		1500-1¼ 475 (500-1¼)	NA
CIRCLING	1500-1 475 (500-1)		1500-1½ 475 (500-1½)	NA

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3599
249°	TDZE	1022
	Apt Elev	1025

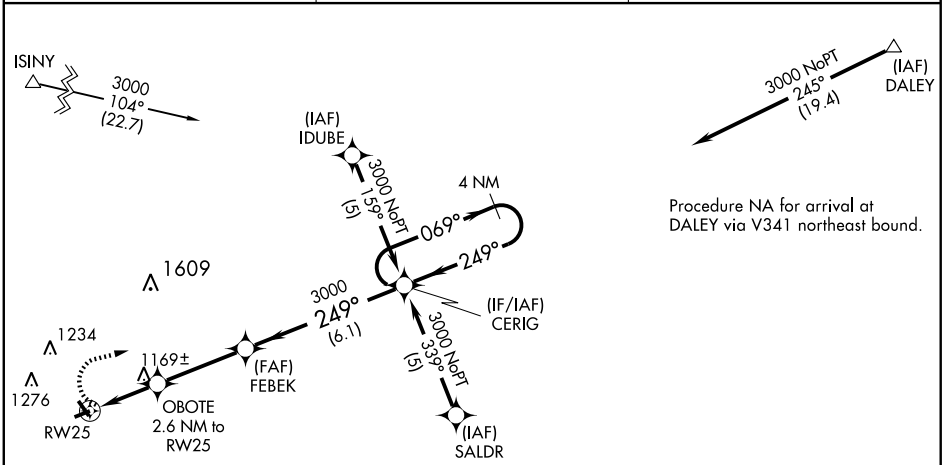
RNAV (GPS) RWY 25

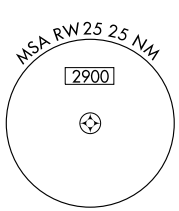
PLATTEVILLE MUNI (PVB)

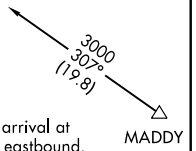
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Dubuque altimeter setting and increase all MDA 60 feet.

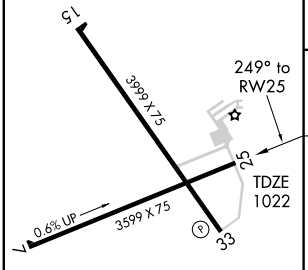
MISSED APPROACH: Climbing right turn to 3000 direct CERIG and hold.

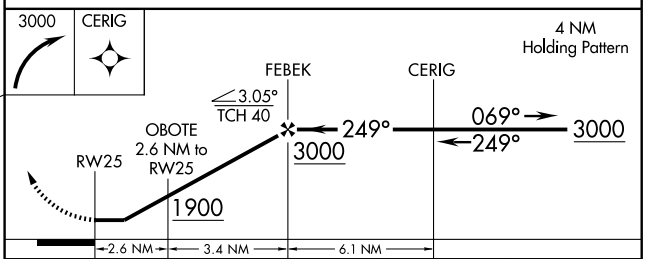
AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L











CATEGORY	A	B	C	D
LNAV MDA	1440-1 418 (500-1)		1440-1¼ 418 (500-1¼)	NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3999
CH 40115	326°	TDZE	1025
W33A		Apt Elev	1025

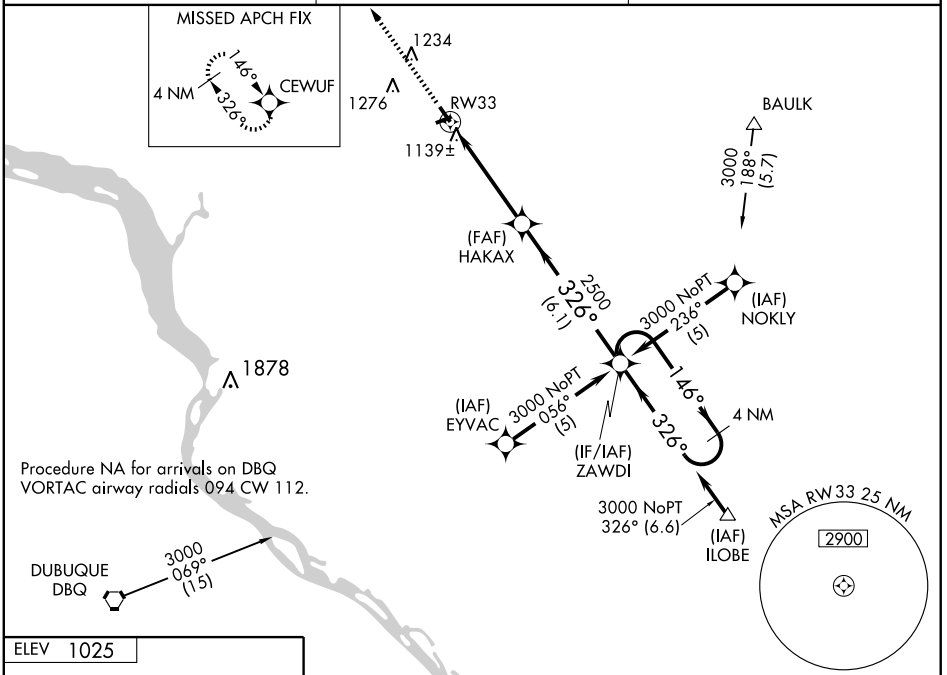
RNAV (GPS) RWY 33

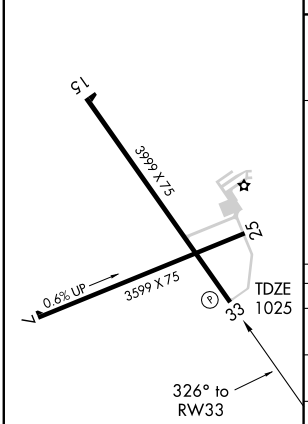
PLATTEVILLE MUNI (PVB)

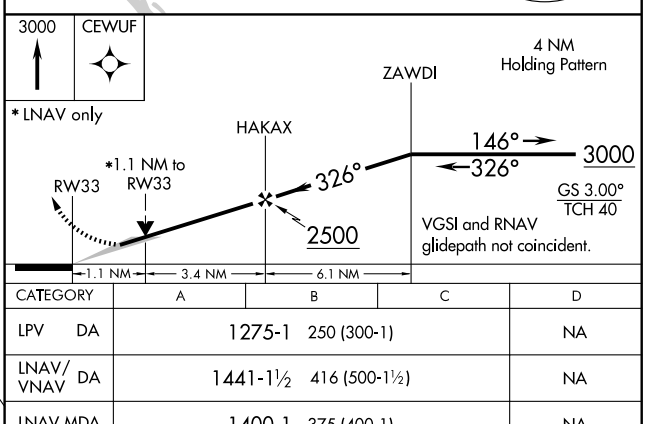
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEWUF and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L





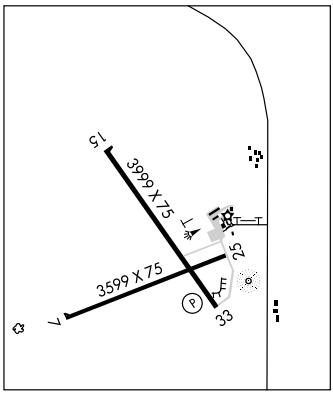


CATEGORY	A	B	C	D
LPV DA	1275-1 250 (300-1)			NA
LNAV/VNAV DA	1441-1½ 416 (500-1½)			NA
LNAV MDA	1400-1 375 (400-1)			NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PLATTEVILLE MUNI (PVB) 3 SE UTC−6(−5DT) N42°41.36′ W90°26.66′ CHICAGO
1025 B **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 15–33: H3999X75 (ASPH) S–12.5 MIRL IAP
RWY 15: REIL. **RWY 33:** REIL. PAPI(2PL)—GA 3.0° TCH 25′.
RWY 07–25: H3599X75 (ASPH) S–30, D–35 MIRL 0.6% up NE.
RWY 25: Road.
AIRPORT REMARKS: Attended Apr–Sep 1330–0130Z‡, Oct–Mar 1330–2330Z‡. 24 hr self svc fuel avbl with credit card. ACTIVATE MIRL Rwy 15–33 and Rwy 07–25; REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (609) 348–3637.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.5 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 030° 20.9 NM to fld. 1051/4E.
NDB (MHW) 203 PVB N42°41.27′ W90°26.18′ at fld. NOTAM FILE GRB.



POBER N43°52.43′ W88°33.44′ NOTAM FILE OSH. CHICAGO
NDB (LOM) 395 OS 358° 6.6 NM to Wittman Rgnl. Unmonitored.

PORTAGE MUNI (C47) 2 NW UTC−6(−5DT) N43°33.62′ W89°28.97′ CHICAGO
825 B **FUEL** 100LL, MOGAS TPA—1825(1000) NOTAM FILE GRB L–28G
RWY 17–35: H3775X60 (ASPH) MIRL (NSTD) 0.3% up S IAP
RWY 17: REIL(NSTD). PVASI(PSIL). Thld dsplcd 103′. Road. **RWY 35:** Thld dsplcd 262′. Road.
RWY 04–22: H2560X40 (ASPH) 0.3% up SW
RWY 04: Thld dsplcd 60′. Road. **RWY 22:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat–Sun 1600–2200Z‡. Fuel avbl 24 hrs with credit card. Rwy 04–22 CLOSED Nov 15 to Apr 15, rwy not plowed during winter. 115′ crane 200′ southwest Rwy intersection Mon–Thu 1900–0400Z‡. PAEW AER 04 indef. Numerous deer on and invof arpt. Rwy 04–22 severe cracking and plants growing thru pavement. P–line 110′ AGL 1580′ from dsplcd thld Rwy 35. Rwy 35 large hangars and trees 200′ W of rwy cause wind shear with strong NW winds. Rwy 17–35 NSTD MIRL. Rwy 17 first 100′ not lgtd; Rwy 35 first 193′ not lgtd. Rwy 04–22 marked with numbers only.
COMMUNICATIONS: CTAF/UNICOM 122.7
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 120.1 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 084° 12.3 NM to fld. 1020/3E.

PRAIRIE DU CHIEN MUNI (PDC) 2 SE UTC−6(−5DT) N43°01.16′ W91°07.42′ CHICAGO
661 B **FUEL** 100LL, JET A TPA—1661(1000) NOTAM FILE PDC H–5D, L–28G
RWY 14–32: H5000X75 (ASPH) S–30, D–60 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Pole. **RWY 32:** REIL. PAPI(P2L)—GA 4.0° TCH 30′. Trees.
RWY 11–29: H3999X75 (ASPH) S–24, D–40 MIRL
RWY 11: Stack. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1600–2200Z‡. Fuel 24 hr self svc. ACTIVATE MIRL Rwy 11–29, Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (608) 326–9122.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 126° 24 NM to fld. 1288/5E.

VORTAC DLL	APP CRS	Rwy Idg	N/A
117.0	084°	TDZE	N/A
Chan 117		Apt Elev	825

VOR/DME or GPS-A

PORTAGE MUNI (C47)

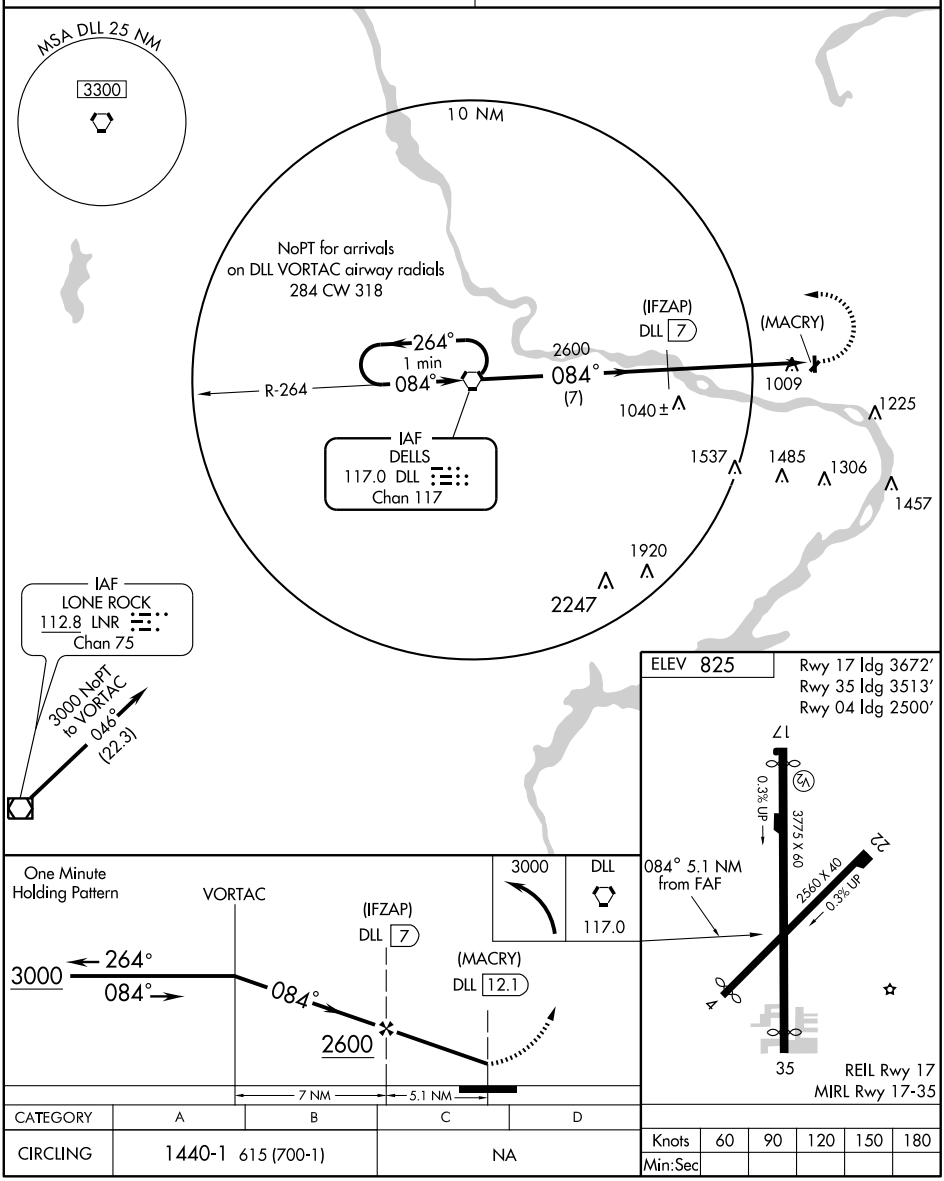
T
A NA

Use Baraboo Wisconsin Dells altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct DLL VORTAC and hold.

MADISON APP CON ★
135.45 343.7

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1440-1 615 (700-1)		NA	

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DLL	APP CRS	Rwy Idg	3672
117.0	175°	TDZE	818
Chan 117		Apt Elev	825

VOR/DME RNAV or GPS RWY 17

PORTAGE MUNI (C47)

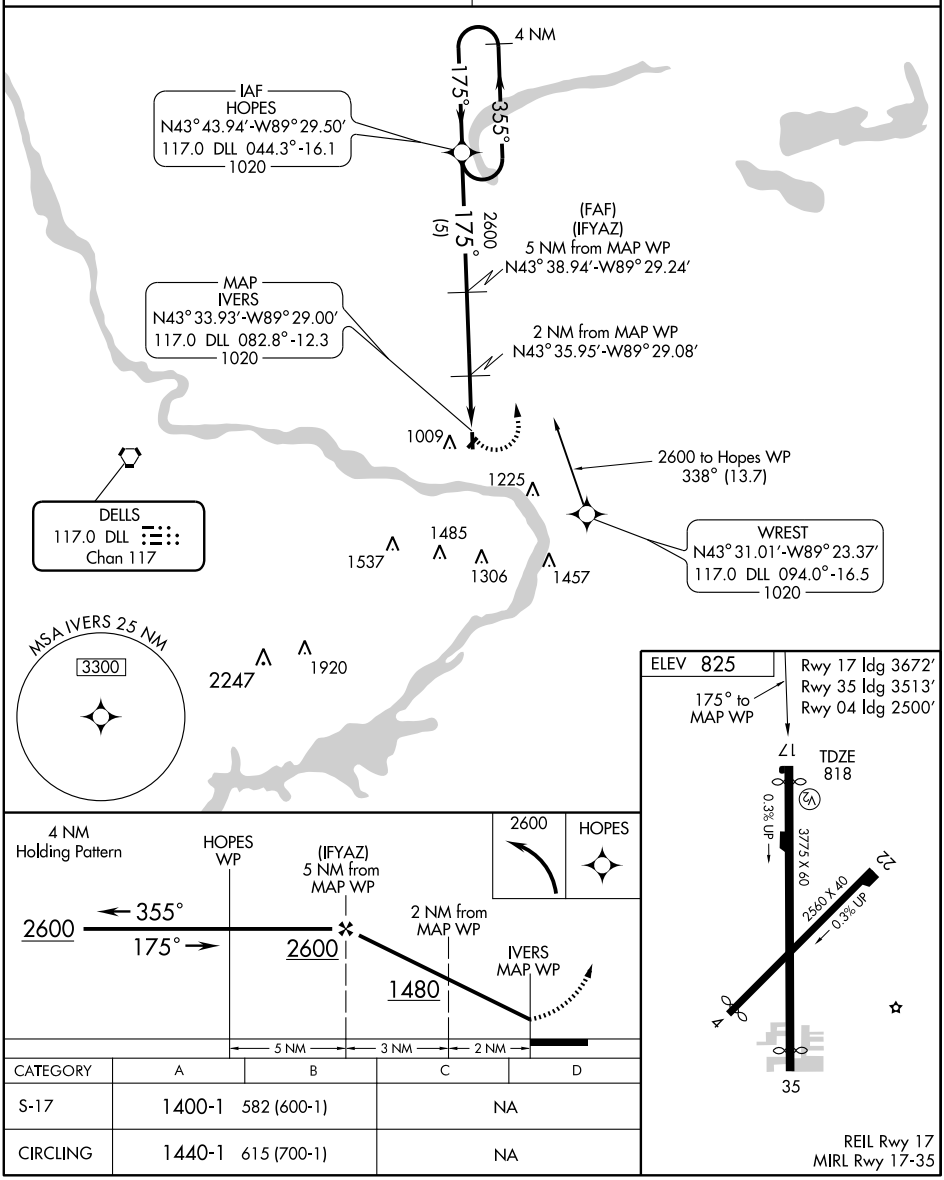
T
NA

Use Baraboo Wisconsin Dells alitmeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HOPES WP and hold.

MADISON APP CON ★
135.45 343.7

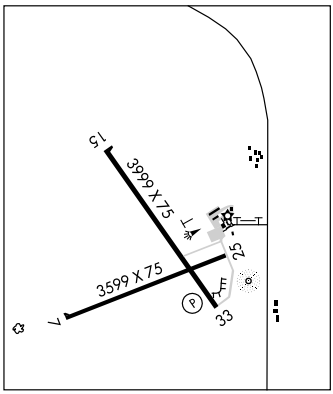
UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-17	1400-1	582 (600-1)	NA	
CIRCLING	1440-1	615 (700-1)	NA	

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PLATTEVILLE MUNI (PVB) 3 SE UTC−6(−5DT) N42°41.36′ W90°26.66′ CHICAGO
1025 B **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 15–33: H3999X75 (ASPH) S–12.5 MIRL IAP
RWY 15: REIL. **RWY 33:** REIL. PAPI(2PL)—GA 3.0° TCH 25′.
RWY 07–25: H3599X75 (ASPH) S–30, D–35 MIRL 0.6% up NE.
RWY 25: Road.
AIRPORT REMARKS: Attended Apr–Sep 1330–0130Z‡, Oct–Mar 1330–2330Z‡. 24 hr self svc fuel avbl with credit card. ACTIVATE MIRL Rwy 15–33 and Rwy 07–25; REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (609) 348–3637.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.5 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 030° 20.9 NM to fld. 1051/4E.
NDB (MHW) 203 PVB N42°41.27′ W90°26.18′ at fld. NOTAM FILE GRB.



POBER N43°52.43′ W88°33.44′ NOTAM FILE OSH. CHICAGO
NDB (LOM) 395 OS 358° 6.6 NM to Wittman Rgnl. Unmonitored.

PORTAGE MUNI (C47) 2 NW UTC−6(−5DT) N43°33.62′ W89°28.97′ CHICAGO
825 B **FUEL** 100LL, MOGAS TPA—1825(1000) NOTAM FILE GRB L–28G
RWY 17–35: H3775X60 (ASPH) MIRL (NSTD) 0.3% up S IAP
RWY 17: REIL(NSTD). PVASI(PSIL). Thld dsplcd 103′. Road. **RWY 35:** Thld dsplcd 262′. Road.
RWY 04–22: H2560X40 (ASPH) 0.3% up SW
RWY 04: Thld dsplcd 60′. Road. **RWY 22:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat–Sun 1600–2200Z‡. Fuel avbl 24 hrs with credit card. Rwy 04–22 CLOSED Nov 15 to Apr 15, rwy not plowed during winter. 115′ crane 200′ southwest Rwy intersection Mon–Thu 1900–0400Z‡. PAEW AER 04 indef. Numerous deer on and invof arpt. Rwy 04–22 severe cracking and plants growing thru pavement. P–line 110′ AGL 1580′ from dsplcd thld Rwy 35. Rwy 35 large hangars and trees 200′ W of rwy cause wind shear with strong NW winds. Rwy 17–35 NSTD MIRL. Rwy 17 first 100′ not lgtd; Rwy 35 first 193′ not lgtd. Rwy 04–22 marked with numbers only.
COMMUNICATIONS: CTAF/UNICOM 122.7
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 120.1 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 084° 12.3 NM to fld. 1020/3E.

PRAIRIE DU CHIEN MUNI (PDC) 2 SE UTC−6(−5DT) N43°01.16′ W91°07.42′ CHICAGO
661 B **FUEL** 100LL, JET A TPA—1661(1000) NOTAM FILE PDC H–5D, L–28G
RWY 14–32: H5000X75 (ASPH) S–30, D–60 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Pole. **RWY 32:** REIL. PAPI(P2L)—GA 4.0° TCH 30′. Trees.
RWY 11–29: H3999X75 (ASPH) S–24, D–40 MIRL
RWY 11: Stack. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1600–2200Z‡. Fuel 24 hr self svc. ACTIVATE MIRL Rwy 11–29, Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (608) 326–9122.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 126° 24 NM to fld. 1288/5E.

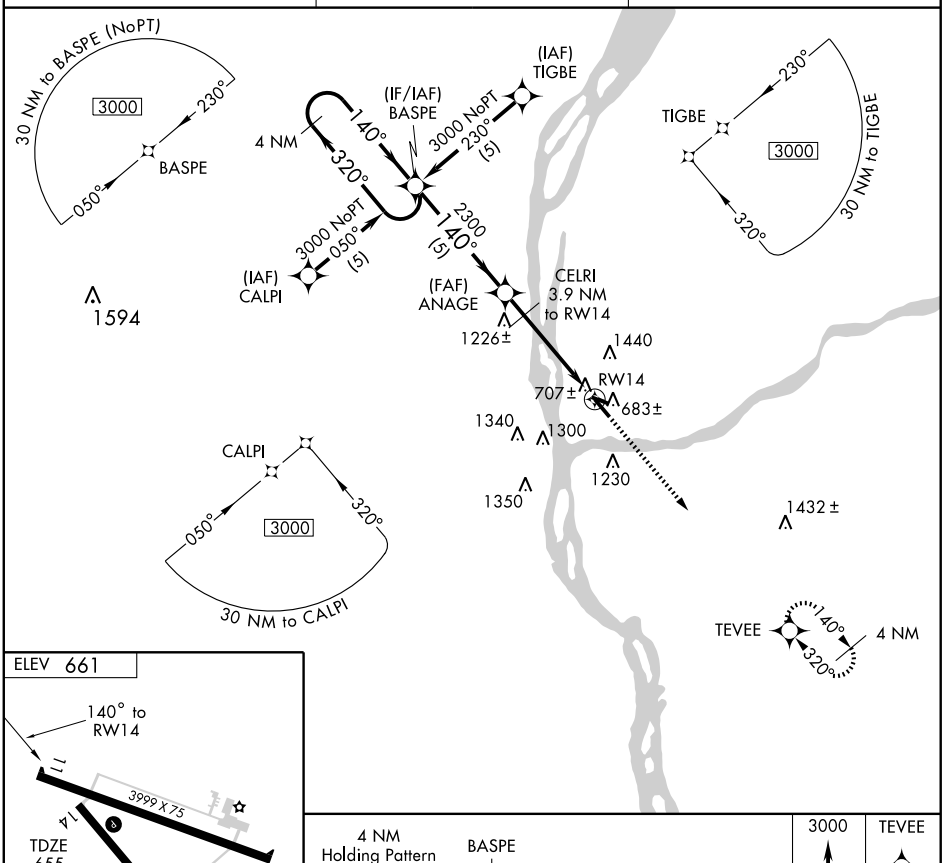
APP CRS	Rwy Idg	5000
140°	TDZE	655
	Apt Elev	661

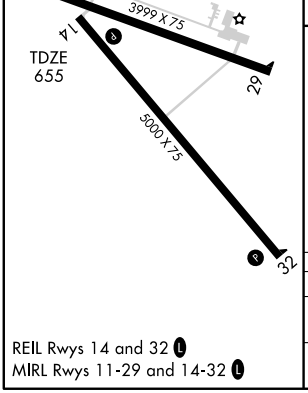
RNAV (GPS) RWY 14
PRAIRIE DU CHIEN MUNI (PDC)

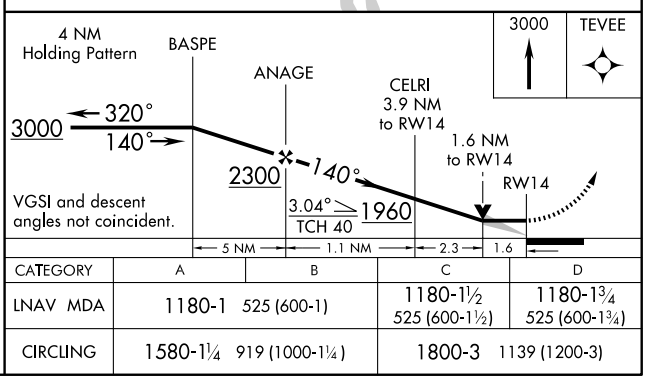
GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct TEVEE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 525 (600-1)		1180-1½ 525 (600-1½)	1180-1¾ 525 (600-1¾)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3999
290°	TDZE	661
	Apt Elev	661

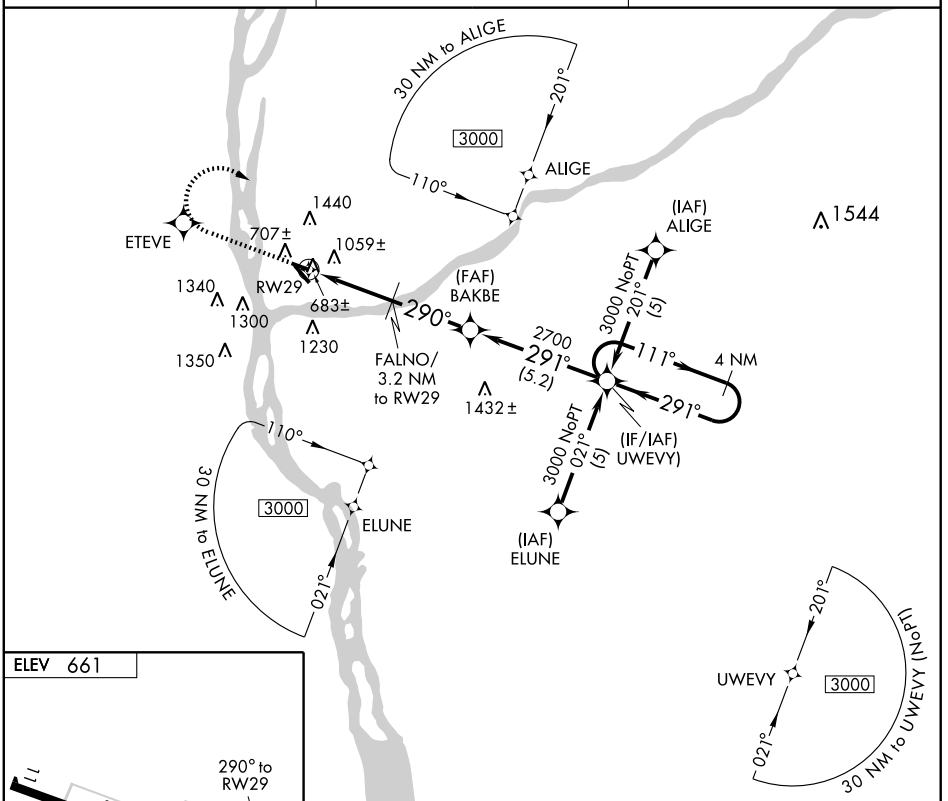
RNAV (GPS) RWY 29

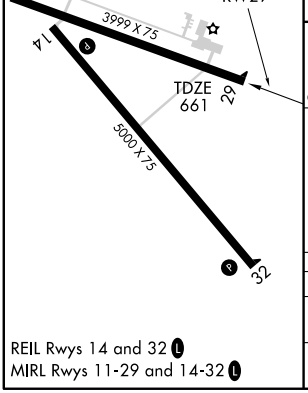
PRAIRIE DU CHIEN MUNI (PDC)

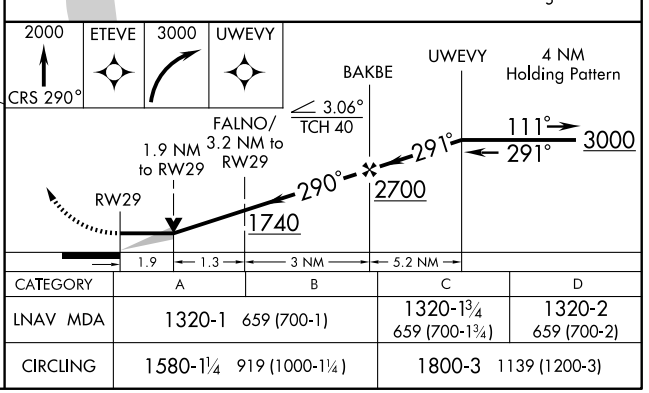
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 290° course to ETEVE WP then climbing right turn to 3000 direct UWEVY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 659 (700-1)		1320-1¾ 659 (700-1¾)	1320-2 659 (700-2)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

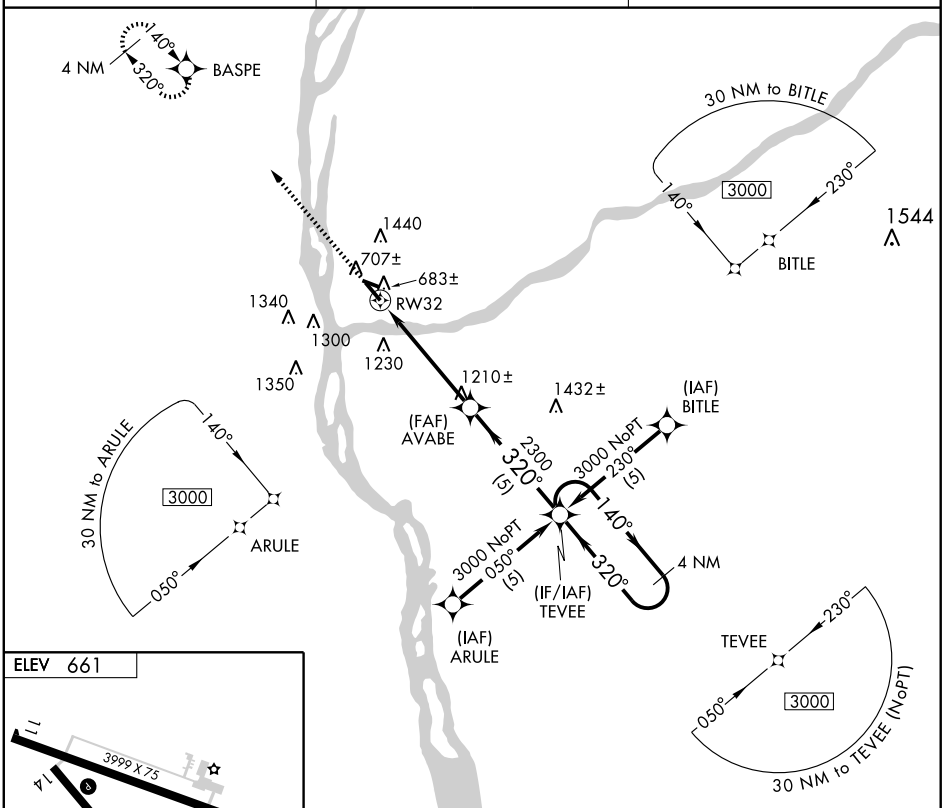
PRAIRIE DU CHIEN MUNI (PDC)

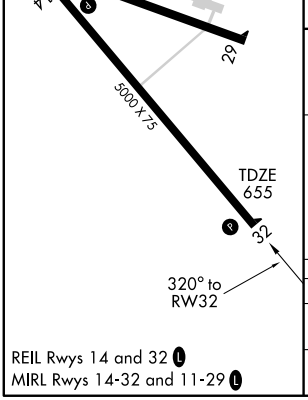
APP CRS	Rwy Idg	5000
320°	TDZE	655
	Apt Elev	661

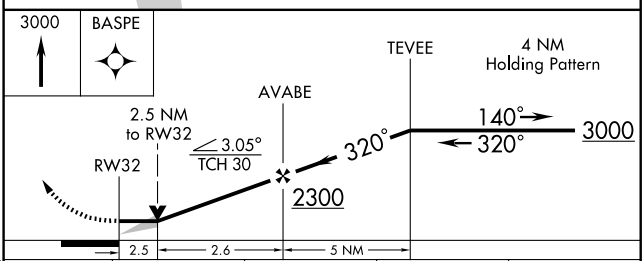
T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BASPE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 805 (900-1)	1460-1¼ 805 (900-1¼)	1460-2¼ 805 (900-2¼)	1460-2½ 805 (900-2½)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

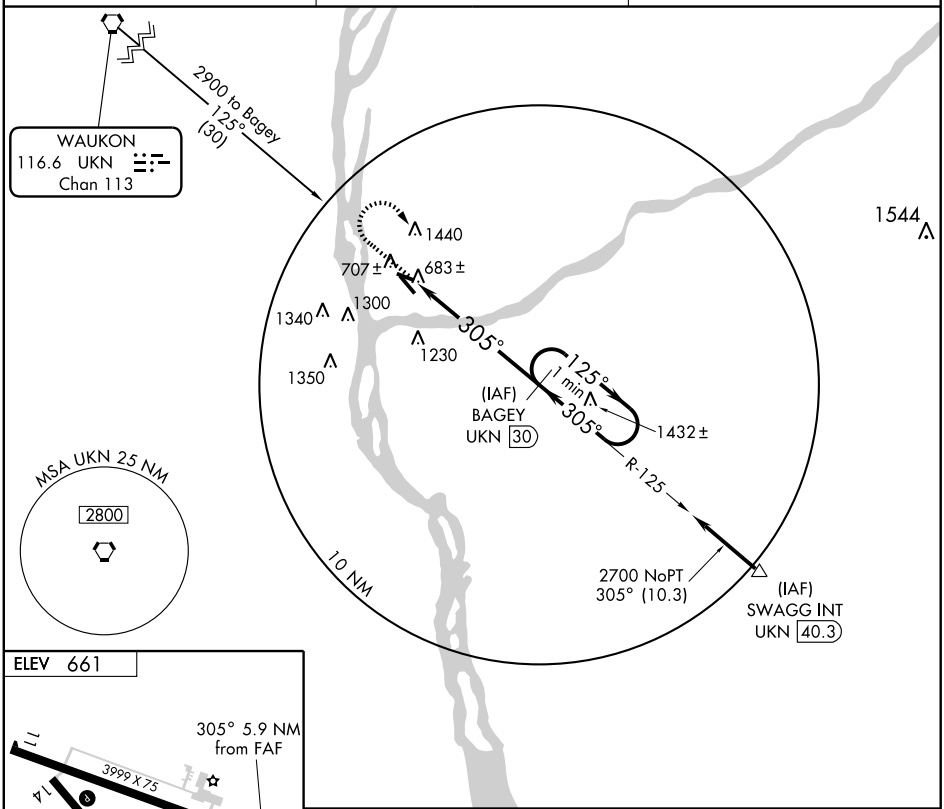
VORTAC UKN	APP CRS	Rwy Idg	3999
116.6	305°	TDZE	661
Chan 113		Apt Elev	661

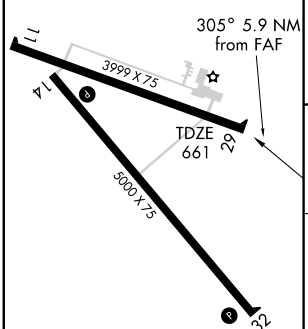
VOR/DME RWY 29

PRAIRIE DU CHIEN MUNI (PDC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via UKN R-125 to BAGEY/30 DME and hold.

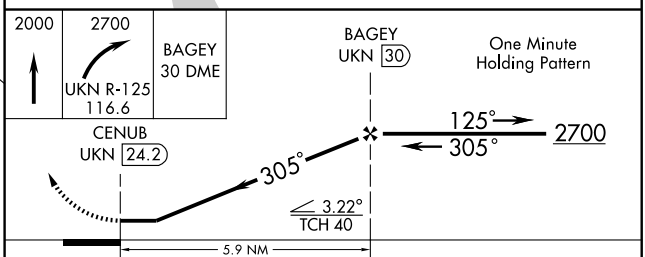
AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 11-29 L

Knots	60	90	120	150	180
Min:Sec					



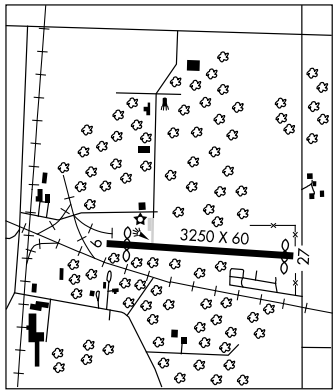
CATEGORY	A	B	C	D
S-29	1560-1¼ 899 (900-1¼)		1560-2¾ 899 (900-2¾)	1560-3 899 (900-3)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PRAIRIE DU SAC

SAUK–PRAIRIE (91C) 2 W UTC−6(−5DT) N43°17.87′ W89°45.35′ **CHICAGO**
832 B S4 NOTAM FILE GRB **L–28G**
RWY 18–36: H2936X60 (ASPH) MIRL 0.4% up N **IAP**
RWY 18: REIL. **RWY 36:** REIL. Tree.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Maintenance vehicle tfc on and invof arpt. W ramp and twy pvt, clsd transient. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 176° 15.2 NM to fld. 1020/3E.

PRENTICE (5N2) 1 E UTC−6(−5DT) N45°32.58′ W90°16.76′ **GREEN BAY**
1578 B NOTAM FILE GRB **L–14I**
RWY 09–27: H3250X60 (ASPH) MIRL
RWY 09: Thld dsplcd 350′. Railroad.
RWY 27: Thld dsplcd 120′. Tree.
AIRPORT REMARKS: Unattended. ACTIVATE twy and MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N43°38.03′ W89°27.47′ 259° 35 NM to fld. 1590/2E. **HIWAS.**



PRICE CO (See PHILLIPS)

PULASKI

CARTER (92C) 2 S UTC−6(−5DT) N44°38.47′ W88°12.91′ **GREEN BAY**
785 S4 **FUEL** 100LL, MOGAS TPA—1585(800) NOTAM FILE GRB **L–31A**
RWY 12–30: H2555X30 (ASPH) LIRL (NSTD) 0.3% up NW **IAP**
RWY 12: Thld dsplcd 375′. Tree. **RWY 30:** Thld dsplcd 130′. Trees.
RWY 03–21: 1610X80 (TURF)
RWY 03: Road. **RWY 21:** Road.
AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Ultralight flying on and invof arpt. Rwy 12–30 large cracks in rwy. Limited line–of–sight between Rwy 03 and 12, Rwys 03 and 30. Rwy 12–30 NSTD LIRL, spaced every 300′. For NSTD LIRL Rwy 12–30 ACTIVATE 3 clicks on 5 clicks off—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **GREEN BAY APP CON** 119.4 (1130–0530Z‡) Ⓡ **GREEN BAY DEP CON** 126.55 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 349° 5.2 NM to fld. 767/1E.
HIWAS.

QUAMS MARINA SPB (See STOUGHTON)

APP CRS	Rwy Idg	2936
177°	TDZE	832
	Apt Elev	832

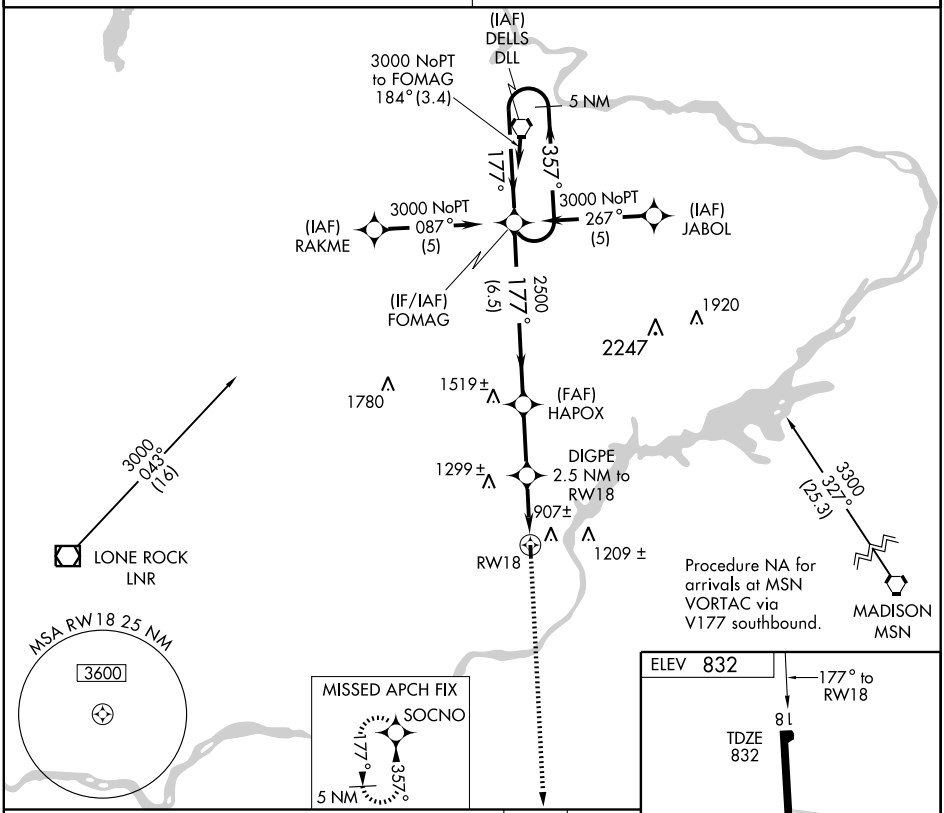
RNAV (GPS) RWY 18

PRAIRIE DU SAC/ SAUK-PRAIRIE (91C)

T NA — Use Dane County Rgnl-Truax Field altimeter setting; if not received use Baraboo altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct SOCNO and hold.

MADISON APP CON★	CTAF
135.45 343.7	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1400-1	568 (600-1)	NA	
CIRCLING	1400-1	568 (600-1)	NA	

LIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2936
357°	TDZE	832
	Apt Elev	832

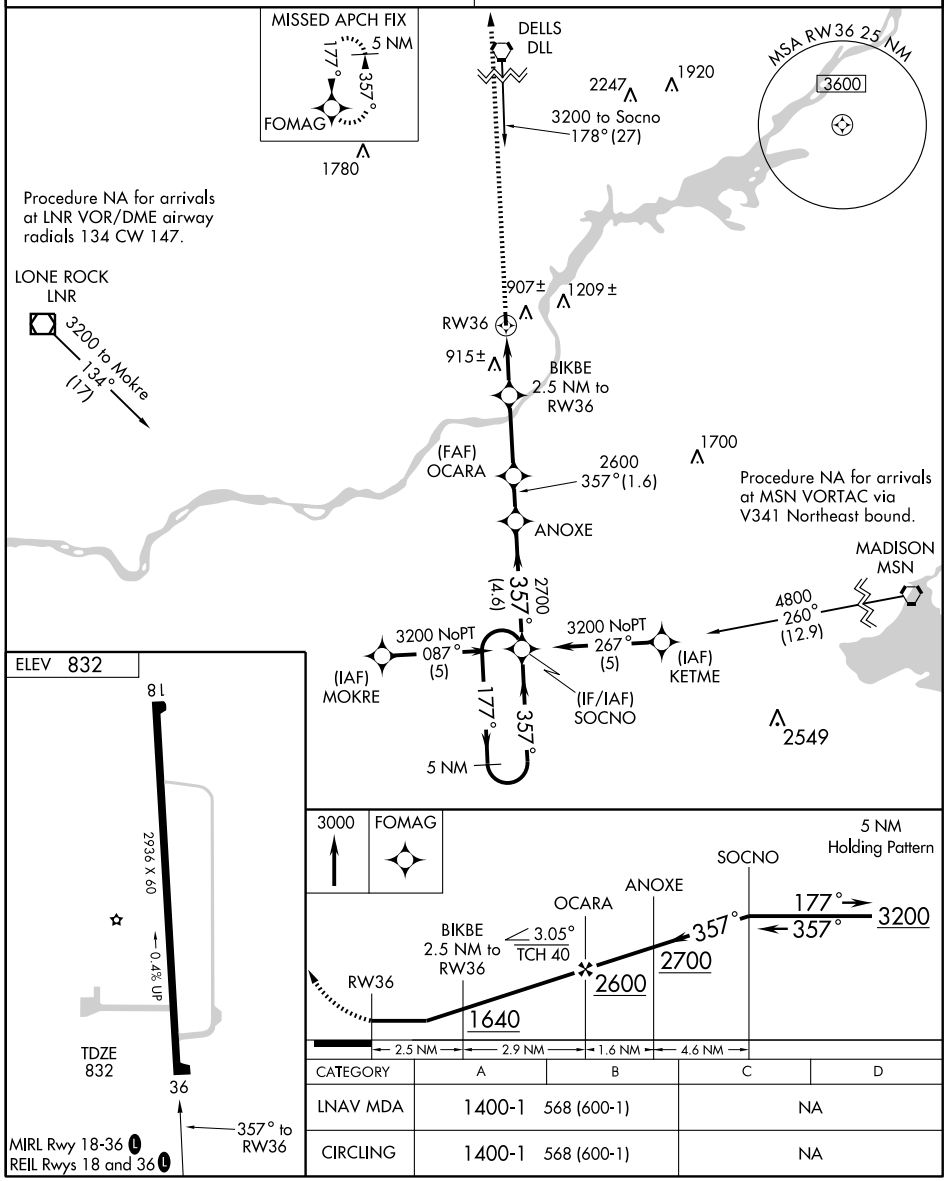
RNAV (GPS) RWY 36

PRAIRIE DU SAC/ SAUK-PRAIRIE (91C)

T NA — Use Dane County Rgnl-Truax Field altimeter setting; if not received, use Baraboo altimeter setting.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FOMAG and hold.

MADISON APP CON ★	CTAF
135.45 343.7	122.9 L



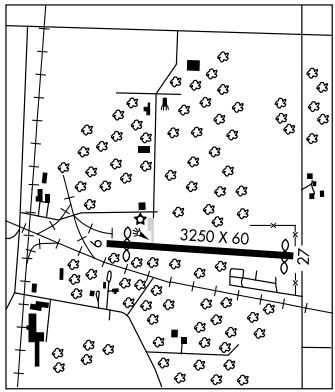
CATEGORY	A	B	C	D
LNAV MDA	1400-1	568 (600-1)		NA
CIRCLING	1400-1	568 (600-1)		NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

PRAIRIE DU SAC

SAUK–PRAIRIE (91C) 2 W UTC−6(−5DT) N43°17.87′ W89°45.35′ **CHICAGO**
832 B S4 NOTAM FILE GRB **L–28G**
RWY 18–36: H2936X60 (ASPH) MIRL 0.4% up N **IAP**
RWY 18: REIL. **RWY 36:** REIL. Tree.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Maintenance vehicle tfc on and invof arpt. W ramp and twy pvt, clsd transient. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 176° 15.2 NM to fld. 1020/3E.

PRENTICE (5N2) 1 E UTC−6(−5DT) N45°32.58′ W90°16.76′ **GREEN BAY**
1578 B NOTAM FILE GRB **L–14I**
RWY 09–27: H3250X60 (ASPH) MIRL
RWY 09: Thld dsplcd 350′. Railroad.
RWY 27: Thld dsplcd 120′. Tree.
AIRPORT REMARKS: Unattended. ACTIVATE twy and MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N43°38.03′ W89°27.47′ 259° 35 NM to fld. 1590/2E. **HIWAS.**



PRICE CO (See PHILLIPS)

PULASKI

CARTER (92C) 2 S UTC−6(−5DT) N44°38.47′ W88°12.91′ **GREEN BAY**
785 S4 **FUEL** 100LL, MOGAS TPA—1585(800) NOTAM FILE GRB **L–31A**
RWY 12–30: H2555X30 (ASPH) LIRL (NSTD) 0.3% up NW **IAP**
RWY 12: Thld dsplcd 375′. Tree. **RWY 30:** Thld dsplcd 130′. Trees.
RWY 03–21: 1610X80 (TURF)
RWY 03: Road. **RWY 21:** Road.
AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Ultralight flying on and invof arpt. Rwy 12–30 large cracks in rwy. Limited line–of–sight between Rwy 03 and 12, Rwys 03 and 30. Rwy 12–30 NSTD LIRL, spaced every 300′. For NSTD LIRL Rwy 12–30 ACTIVATE 3 clicks on 5 clicks off—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **GREEN BAY APP CON** 119.4 (1130–0530Z‡) Ⓡ **GREEN BAY DEP CON** 126.55 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 349° 5.2 NM to fld. 767/1E.
HIWAS.

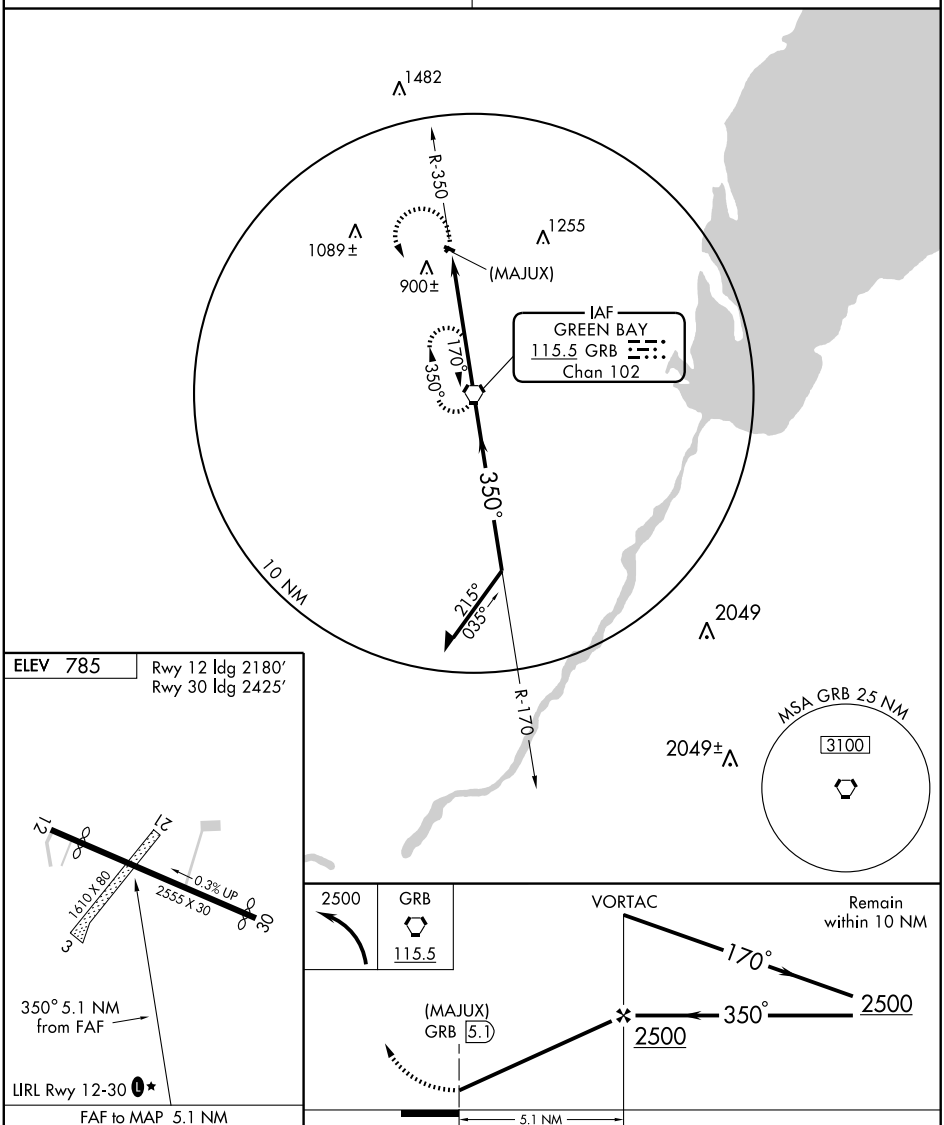
QUAMS MARINA SPB (See STOUGHTON)

VORTAC GRB 115.5 Chan 102	APP CRS 350°	Rwy Idg N/A TDZE N/A Apt Elev 785

VOR or GPS-A

PULASKI/CARTER (92C)

⚠ NA — Use Green Bay altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing left turn to 2500, direct GRB VORTAC and hold.
GREEN BAY APP CON ★ 119.4 338.2	CTAF 122.9



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1280-1 495 (500-1)		NA	

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RACINE

JOHN H. BATTEN (RAC) 2 NW UTC−6(−5DT) N42°45.67′ W87°48.84′

CHICAGO
H–5E, L–28H, A
IAP

674 B S2 **FUEL** 100LL, JET A LRA NOTAM FILE RAC

RWY 04–22: H6574X100 (CONC–GRVD) S–50, D–65, 2S–83 HIRL

RWY 04: MALSF. REIL. PAPI(P4L). Thld dsplcd 734′. Road.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 46′. Thld dsplcd 390′. Railroad.

RWY 14–32: H4422X100 (ASPH) S–25, D–35 MIRL 0.4% up NW

RWY 14: REIL. PAPI(P4L). Thld dsplcd 806′. Road.

RWY 32: REIL. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1400–2300Z‡. Migratory waterfowl on and invof arpt. PAEW AER 22. Rwy 22 REIL intermittent west side. ACTIVATE HIRL Rwy 04–22 and MIRL Rwy 14–32; PAPI Rwys 04 and 14; REIL Rwys 04; 22; 14 and 32; MALSF Rwy 04—CTAF. PAPI Rwy 22 opr 24 hrs. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS 117.7 HRK (262) 635–0959.

COMMUNICATIONS: CTAF/UNICOM 123.075

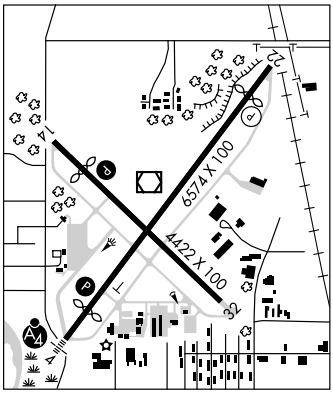
Ⓡ **MILWAUKEE APP/DEP CON** 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE RAC.

HORLICK (T) VORW/DME 117.7 HRK Chan 124 N42°45.73′ W87°48.88′ at fld. 669/2W. **ASOS.**

PASER NDB (MHW/LOM) 206 RA N42°40.95′ W87°53.97′ 041° 6.0 NM to fld. Unmonitored. NDB unusable byd 10 NM.

ILS 108.7 I–RAC Rwy 04 LOM PASER NDB. Unmonitored 0500–1200Z‡. GS unusable blo 819′.



RED WING MUNI (See RED WING MUNI Minnesota)

REEDSBURG MUNI (C35) 1 E UTC−6(−5DT) N43°31.55′ W89°58.99′

CHICAGO
L–28G
IAP

907 B S4 **FUEL** 100LL, JET A TPA—1907(1000) NOTAM FILE GRB

RWY 18–36: H4840X75 (ASPH) S–30 MIRL 0.5% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 440′. Road.

RWY 36: REIL. Thld dsplcd 300′. Railroad.

RWY 07–25: H2510X50 (ASPH) S–30 MIRL 0.6% up NE

RWY 07: Thld dsplcd 230′. Road. **RWY 25:** Thld dsplcd 300′. Road.

AIRPORT REMARKS: Attended Jun–Aug 1400–0200Z‡, Sep–May 1400–2300Z‡. Deer on and invof arpt. 160′ crane E of AER 07 flagged/lgtd. MIRL Rwys 18–36 and 07–25 preset on low ints, to increase ints and ACTIVATE REIL Rwys 18 and 36 and PAPI Rwy 18—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)

Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡) **GCO** 121.725 (FLIGHT SERVICES)

Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.

DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 258° 9.7 NM to fld. 1020/3E.

LOC I-RAC	APP CRS	Rwy Idg	5840
108.7	041°	TDZE	667
		Apt Elev	674

ILS RWY 4

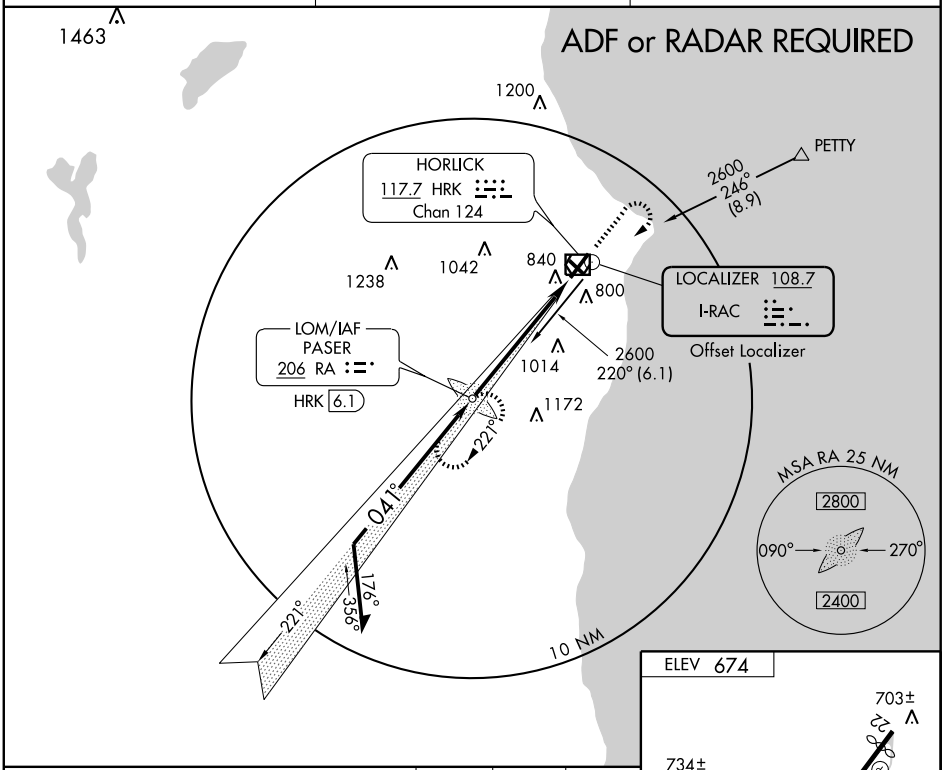
RACINE/JOHN H. BATTEN (RAC)

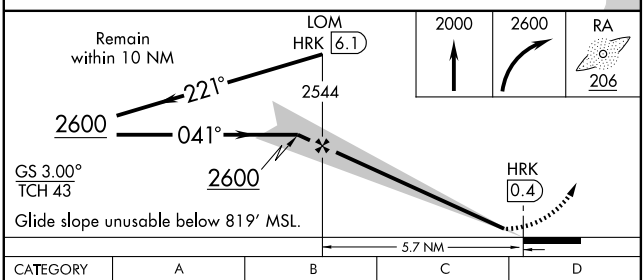
NA

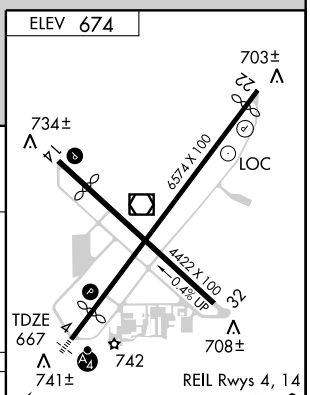
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct PASER LOM and hold.

ASOS	MILWAUKEE APP CON	UNICOM
117.7	119.65 (SOUTH) 317.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	917-1 250 (300-1)			
S-LOC 4	1100-1 433 (500-1)		1100-1¼ 433 (500-1¼)	1100-1½ 433 (500-1½)
CIRCLING	1160-1 486 (500-1)		1160-1½ 486 (500-1½)	1240-2 566 (600-2)

REIL Rwys 4, 14 22 and 32 L
HIRL Rwy 4-22 L
MIRL Rwy 14-32 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5840
CH 97516	039°	TDZE	668
W04A		Apt Elev	674

RNAV (GPS) RWY 4

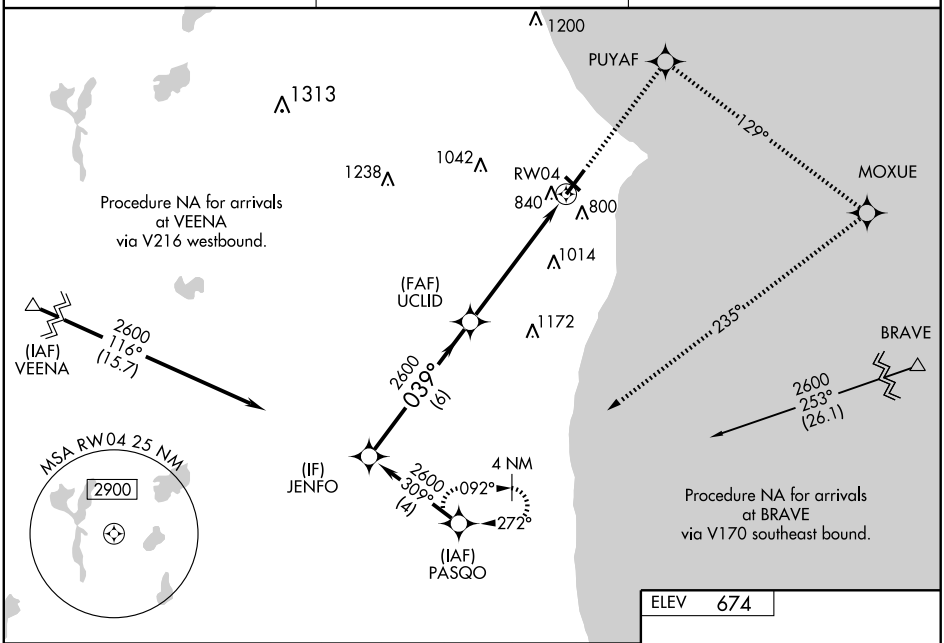
RACINE/JOHN H. BATTEN (RAC)

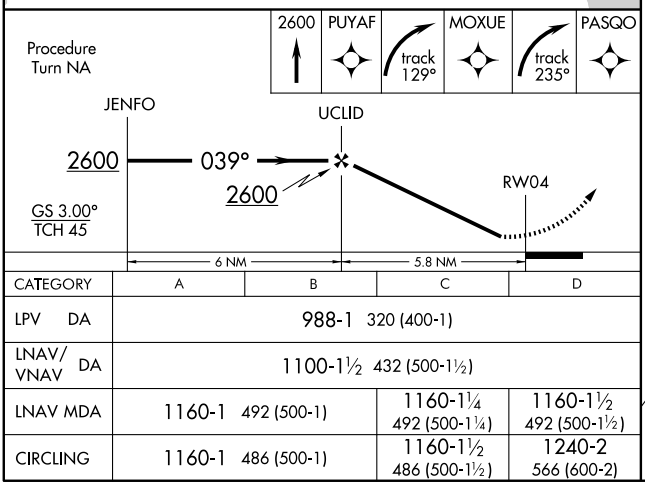
Baro-VNAV NA when using General Mitchell Intl altimetr setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ¼ mile. Inoperative table does not apply.

MALSF

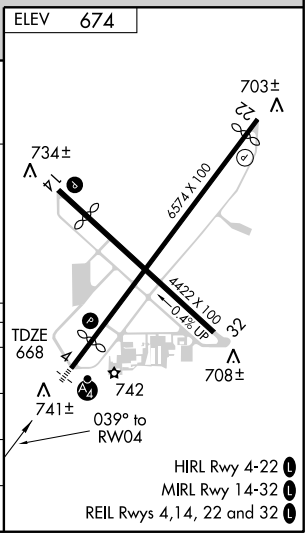
MISSED APPROACH: Climb to 2600 direct PUYAF and right turn via track 129° to MOXUE and right turn via track 235° to PASQO and hold.

ASOS	MILWAUKEE APP CON	UNICOM
117.7	119.65 (SOUTH) 317.725	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	988-1 320 (400-1)			
LNAV/VNAV DA	1100-1½ 432 (500-1½)			
LNAV MDA	1160-1 492 (500-1)		1160-1¼ 492 (500-1¼)	1160-1½ 492 (500-1½)
CIRCLING	1160-1 486 (500-1)		1160-1½ 486 (500-1½)	1240-2 566 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6185
CH 53516	219°	TDZE	666
W22A		Apt Elev	674

RNAV (GPS) RWY 22

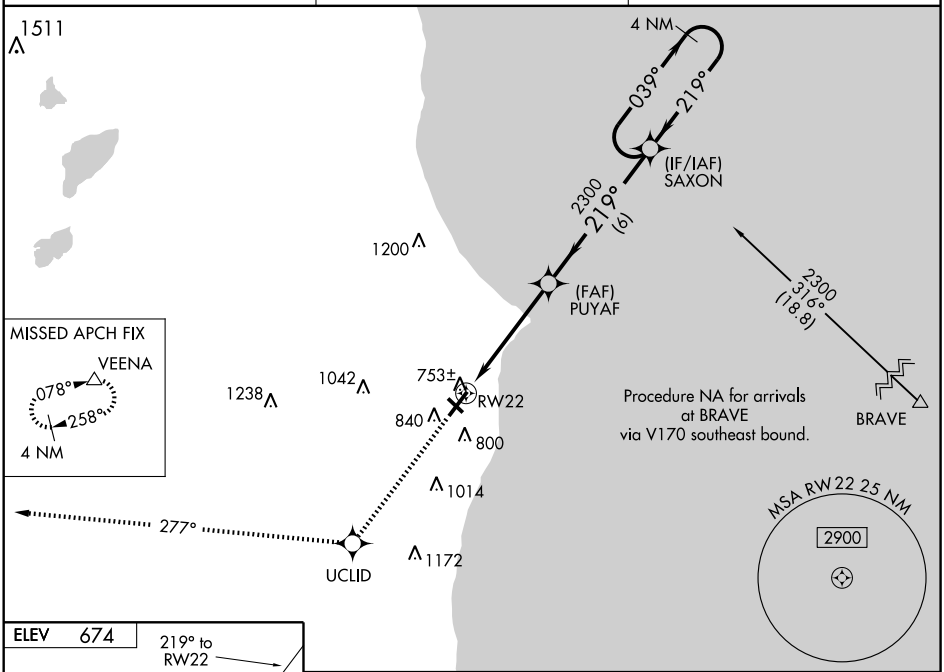
RACINE/JOHN H. BATTEN (RAC)

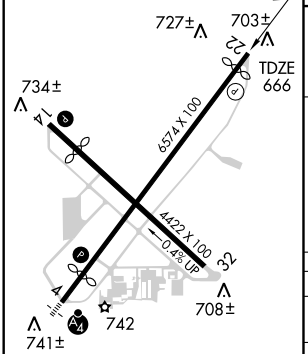
Baro-VNAV NA when using General Mitchell Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all DA 34 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

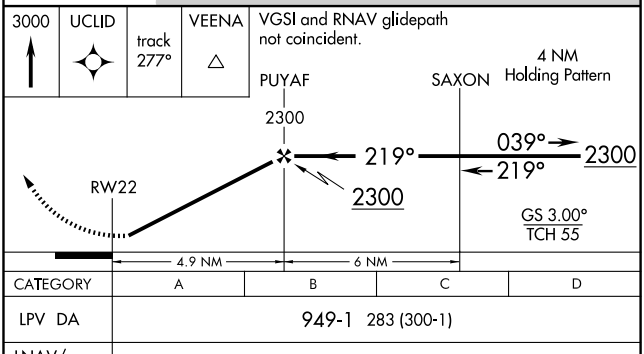
MISSED APPROACH: Climb to 3000 direct UCLID and via track 277° to VEENA and hold.

ASOS	MILWAUKEE APP CON	UNICOM
117.7	119.65 (SOUTH) 317.725	123.075 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4,14, 22 and 32 L



CATEGORY	A	B	C	D
LPV DA	949-1 283 (300-1)			
LNAV/VNAV DA	997-1 331 (400-1)			
LNAV MDA	1020-1 354 (400-1)			1020-1¼ 354 (400-1¼)
CIRCLING	1140-1 466 (500-1)		1140-1½ 466 (500-1½)	1240-2 566 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4422
315°	TDZE	667
	Apt Elev	674

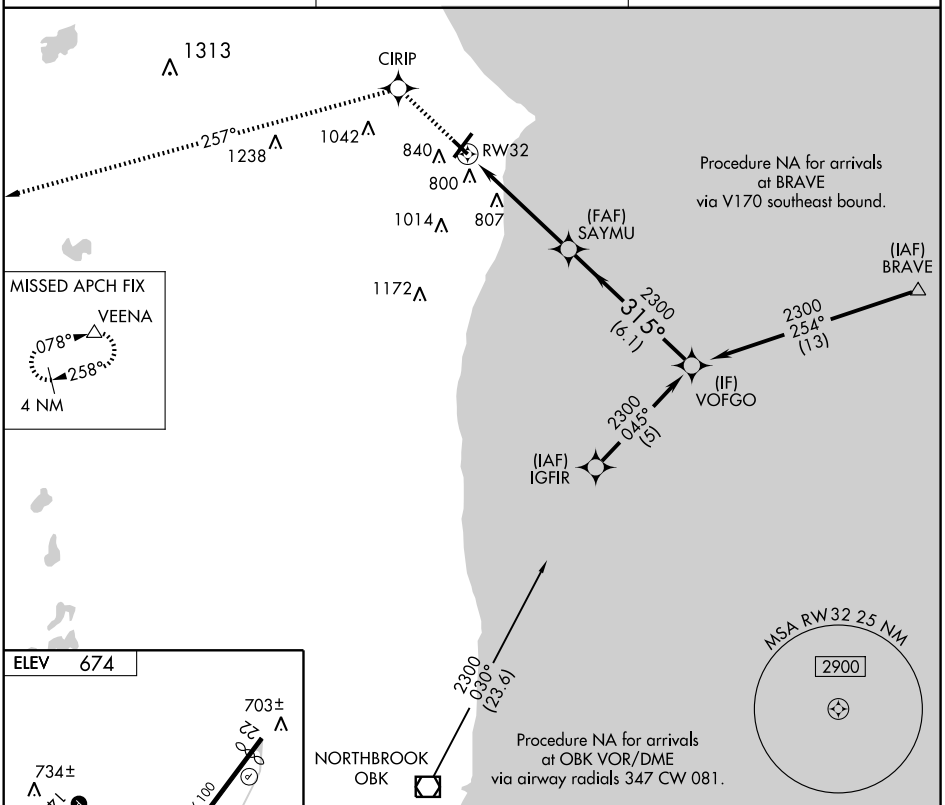
RNAV (GPS) RWY 32

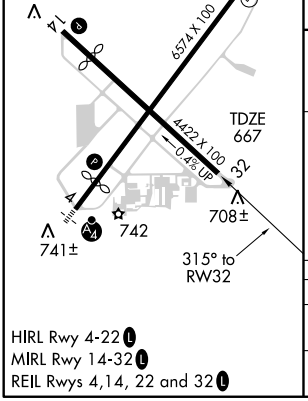
RACINE/JOHN H. BATTEN (RAC)

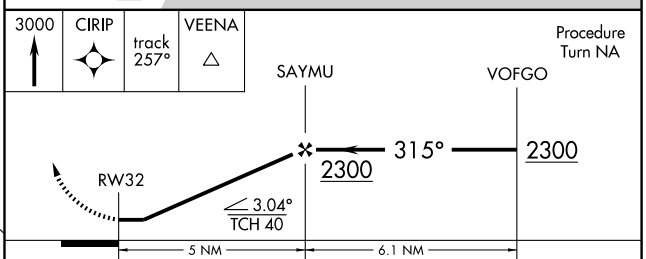
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CIRIP and via track 257° to VEENA and hold.

ASOS	MILWAUKEE APP CON	UNICOM
117.7	119.65 (SOUTH) 317.725	123.075 (CTAF) L







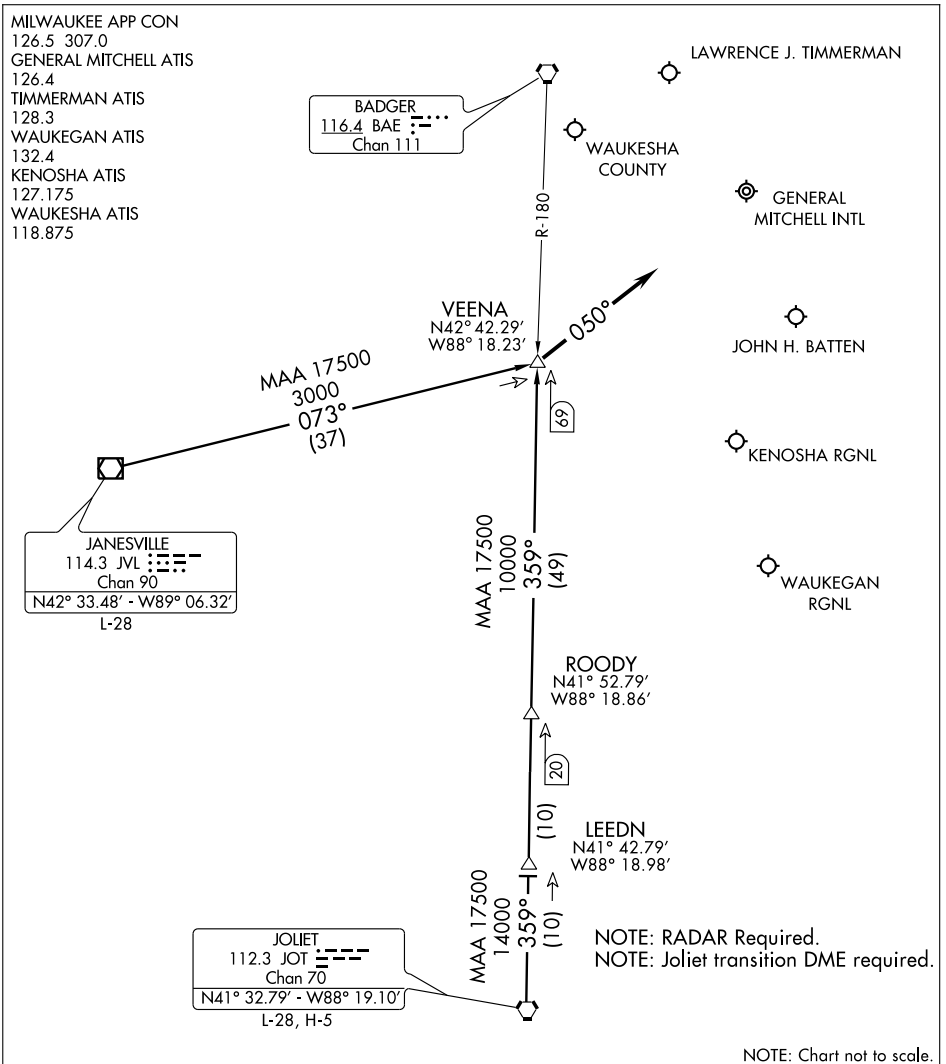
CATEGORY	A	B	C	D
LNAV MDA	1060-1 393 (400-1)			1060-1¼ 393 (400-1¼)
CIRCLING	1140-1 466 (500-1)		1140-1½ 466 (500-1½)	1240-2 566 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4,14, 22 and 32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN



JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . . .

. . . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME HRK	APP CRS	Rwy Idg	5840
117.7	038°	TDZE	668
Chan 124		Apt Elev	674

VOR RWY 4

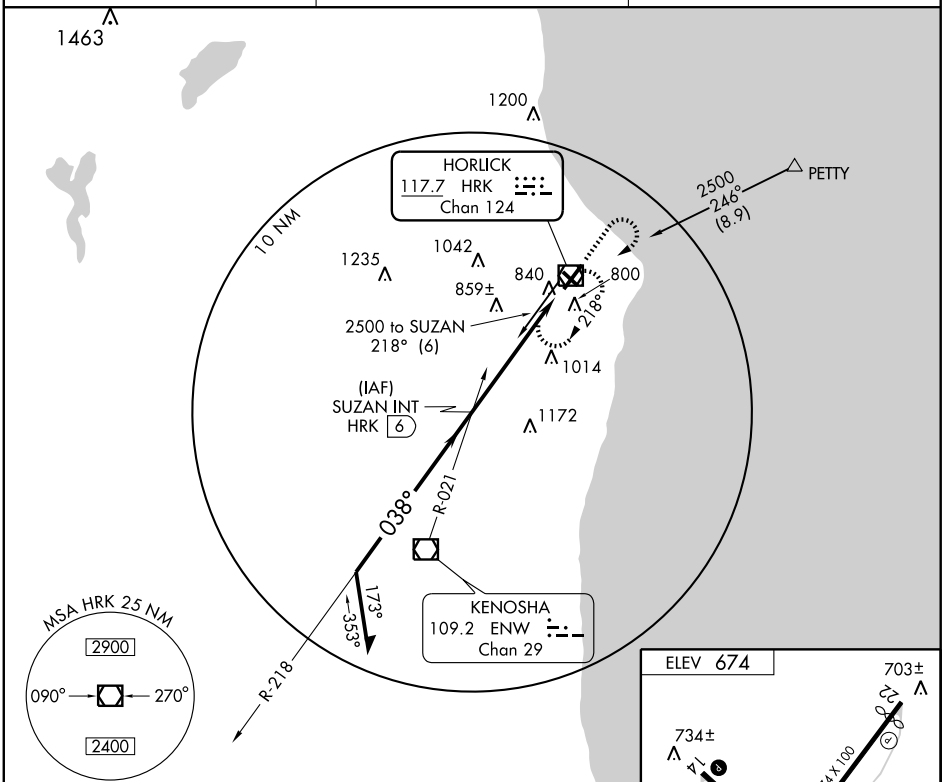
RACINE/JOHN H. BATTEN (RAC)

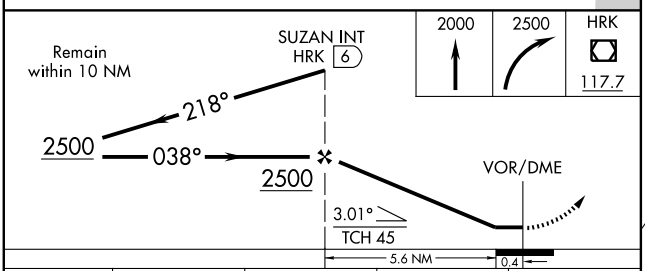
Visibility reduction by helicopters NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 40 feet. Inoperative table does not apply.

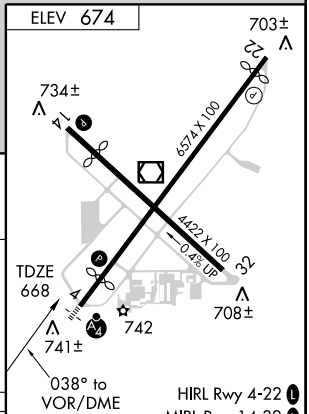
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HRK VOR/DME and hold.

ASOS	MILWAUKEE APP CON	UNICOM
117.7	119.65 (SOUTH) 317.725	123.075 (CTAF) L







HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4,14, 22 and 32 L

CATEGORY	A	B	C	D
S-4	1100-1	432 (500-1)	1100-1¼ 432 (500-1¼)	1100-1½ 432 (500-1½)
CIRCLING	1140-1	466 (500-1)	1140-1½ 466 (500-1½)	1240-2 566 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RACINE

JOHN H. BATTEN (RAC) 2 NW UTC−6(−5DT) N42°45.67′ W87°48.84′

CHICAGO
H–5E, L–28H, A
IAP

674 B S2 **FUEL** 100LL, JET A LRA NOTAM FILE RAC

RWY 04–22: H6574X100 (CONC–GRVD) S–50, D–65, 2S–83 HIRL

RWY 04: MALSF. REIL. PAPI(P4L). Thld dsplcd 734′. Road.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 46′. Thld dsplcd 390′. Railroad.

RWY 14–32: H4422X100 (ASPH) S–25, D–35 MIRL 0.4% up NW

RWY 14: REIL. PAPI(P4L). Thld dsplcd 806′. Road.

RWY 32: REIL. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1400–2300Z‡. Migratory waterfowl on and invof arpt. PAEW AER 22. Rwy 22 REIL intermittent west side. ACTIVATE HIRL Rwy 04–22 and MIRL Rwy 14–32; PAPI Rwys 04 and 14; REIL Rwys 04; 22; 14 and 32; MALSF Rwy 04—CTAF. PAPI Rwy 22 opr 24 hrs. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS 117.7 HRK (262) 635–0959.

COMMUNICATIONS: CTAF/UNICOM 123.075

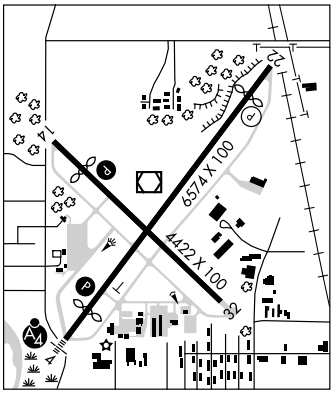
Ⓡ **MILWAUKEE APP/DEP CON** 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE RAC.

HORLICK (T) VORW/DME 117.7 HRK Chan 124 N42°45.73′ W87°48.88′ at fld. 669/2W. **ASOS.**

PASER NDB (MHW/LOM) 206 RA N42°40.95′ W87°53.97′ 041° 6.0 NM to fld. Unmonitored. NDB unusable byd 10 NM.

ILS 108.7 I–RAC Rwy 04 LOM PASER NDB. Unmonitored 0500–1200Z‡. GS unusable blo 819′.



RED WING MUNI (See RED WING MUNI Minnesota)

REEDSBURG MUNI (C35) 1 E UTC−6(−5DT) N43°31.55′ W89°58.99′

CHICAGO
L–28G
IAP

907 B S4 **FUEL** 100LL, JET A TPA—1907(1000) NOTAM FILE GRB

RWY 18–36: H4840X75 (ASPH) S–30 MIRL 0.5% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 440′. Road.

RWY 36: REIL. Thld dsplcd 300′. Railroad.

RWY 07–25: H2510X50 (ASPH) S–30 MIRL 0.6% up NE

RWY 07: Thld dsplcd 230′. Road. **RWY 25:** Thld dsplcd 300′. Road.

AIRPORT REMARKS: Attended Jun–Aug 1400–0200Z‡, Sep–May 1400–2300Z‡. Deer on and invof arpt. 160′ crane E of AER 07 flagged/lgtd. MIRL Rwys 18–36 and 07–25 preset on low ints, to increase ints and ACTIVATE REIL Rwys 18 and 36 and PAPI Rwy 18—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)

Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡) **GCO** 121.725 (FLIGHT SERVICES)

Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.

DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 258° 9.7 NM to fld. 1020/3E.

VORTAC DLL	APP CRS	Rwy Idg	N/A
117.0	258°	TDZE	N/A
Chan 117		Apt Elev	907

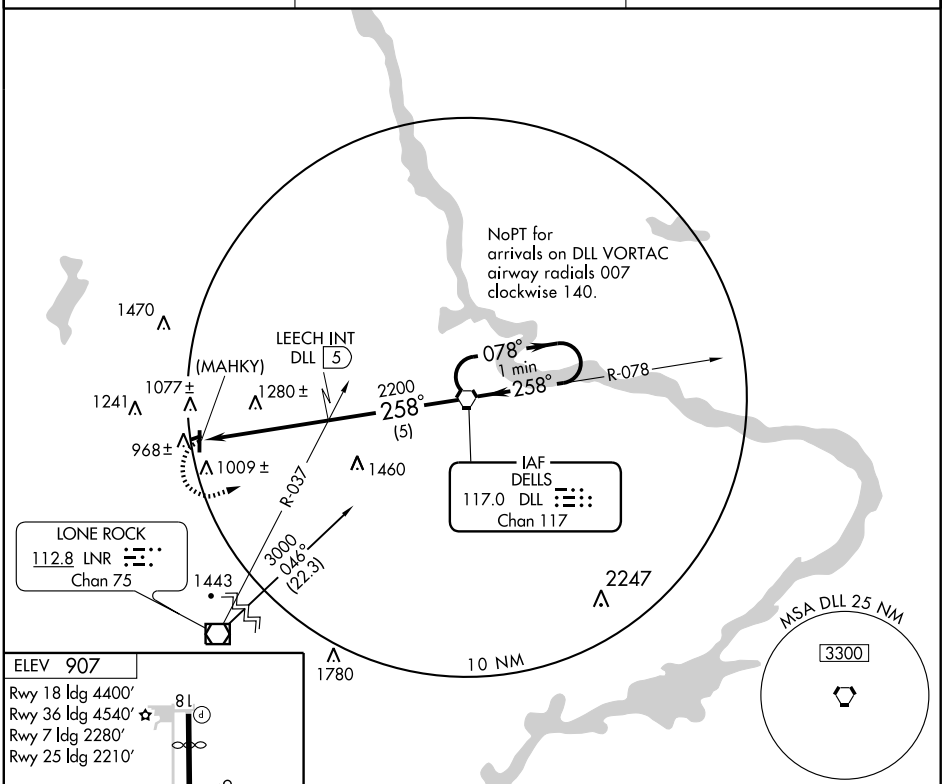
VOR or GPS-A

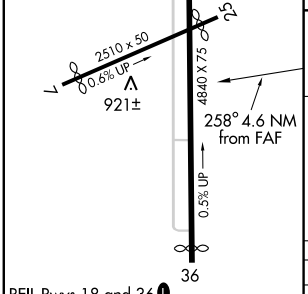
REEDSBURG MUNI (C35)

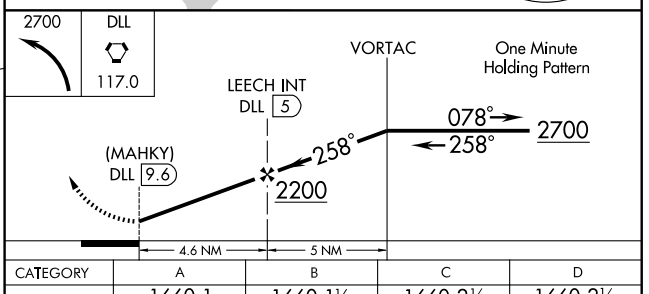
T NA — Use Lone Rock altimeter setting; if not received, use Madison altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct DLL VORTAC and hold.

MADISON APP CON ★	GCO	UNICOM
135.45 343.7	121.725	122.8 (CTAF) L





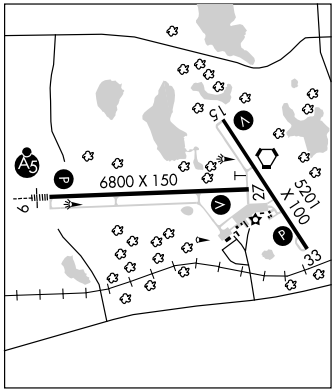


FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
CIRCLING	1660-1 755 (800-1)	1660-1¼ 755 (800-1¼)	1660-2¼ 755 (800-2¼)	1660-2½ 755 (800-2½)
MADISON ALTIMETER SETTING MINIMUMS				
CIRCLING	1740-1 835 (900-1)	1740-1¼ 835 (900-1¼)	1740-2½ 835 (900-2½)	1740-2¾ 835 (900-2¾)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RHINELANDER–ONEIDA CO (RHI) 2 SW UTC−6(−5DT) N45°37.85′ W89°28.00′ **GREEN BAY**
1624 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE RHI **H–2K, L–14J**
RWY 09–27: H6800X150 (CONC–GRVD) S–95, D–150, 2D–235 HIRL 0.4% up W **IAP**
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 53′.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 49′. Trees.
RWY 15–33: H5201X100 (ASPH) S–55, D–95, 2D–235 HIRL
RWY 15: REIL. VASI(V4L)—GA 3.75° TCH 50′. Tree.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6799 TODA–6799 ASDA–6799 LDA–6799
RWY 27: TORA–6799 TODA–6799 ASDA–6799 LDA–6799
AIRPORT REMARKS: Attended 1200–0100Z‡. Birds and coyote on and invof arpt. PPR for unscheduled air carrier opns with more than 9 passenger seats ctc arpt manager 715–365–3416 or 715–365–3419. Rwy 15 VASI OTS indef. HIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 15–33, PAPI Rwy 09, VASI Rwy 27, Rwy 15, PAPI Rwy 33; REIL Rwy 15, Rwy 33, and Rwy 27 and MALSR Rwy 09—CTAF.
WEATHER DATA SOURCES: ASOS 126.825 (715) 362–7980. **HIWAS** 109.2 RHI.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
AIRSPACE: CLASS E svc Mon–Fri 1200–0400Z‡, Sat 1200–0130Z‡, Sun 1600–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
(L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ at fld. 1590/2E. **HIWAS.**
VOR portion unusable 171°–228° byd 10 NM, 310°–340° byd 20 NM blo 5000′. DME unusable byd 35 NM blo 3500′.
ARSHA NDB (LOM) 272 RH N45°37.69′ W89°37.13′ 087° 6.4 NM to fld.
ILS 111.3 I–RHI Rwy 09. Class IE. ILS unmonitored.



RICE LAKE RGNL–CARL'S FLD (RPD) 5 SW UTC−6(−5DT) N45°25.21′ W91°46.40′ **GREEN BAY**
1109 B S4 **FUEL** 100LL, JET A NOTAM FILE RPD **H–2J, L–14I**
RWY 01–19: H6700X100 (ASPH) S–30, D–30 MIRL **IAP**
RWY 01: MALSR. PAPI(P2L)—GA 3.0° TCH 38′. Thld dsplcd 200′. Rgt tfc.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 38′.
RWY 13–31: H3500X75 (ASPH) MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.15° TCH 41′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0300Z‡. Rwy 19 PAPI OTS indef. MIRL Rwy 01–19 preset on low ints dusk–dawn, to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and Rwy 19 and MALSR Rwy 01—CTAF.
WEATHER DATA SOURCES AWOS–3 120.525 (715) 458–4481.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.3 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
(T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ at fld. 1092/1E. OTS indef.
DME unusable 050°–080° byd 20 NM blo 2800′.
WICKR NDB (LOM) 221 RP N45°19.05′ W91°48.17′ 010° 6.3 NM to fld.
ILS 108.3 I–RPD Rwy 01. LOM WICKR NDB. ILS unmonitored indef.

RICHARD I BONG (See SUPERIOR)

RICHLAND (See RICHLAND CENTER)

LOC I-RHI	APP CRS	Rwy Idg	6799
111.3	091°	TDZE	1624
		Apt Elev	1624

ILS or LOC RWY 9

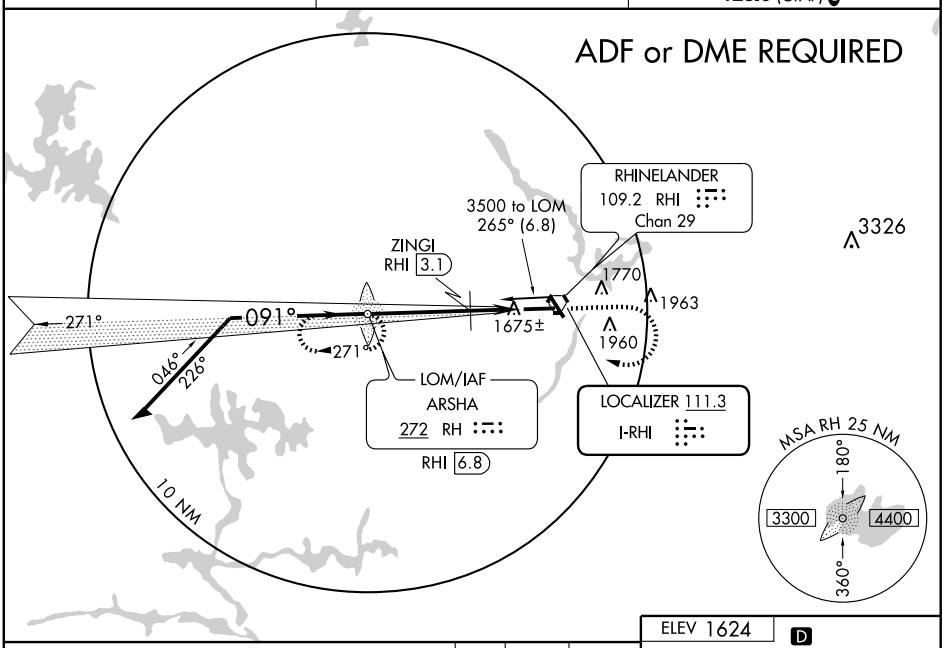
RHINELANDER-ONEIDA COUNTY (RHI)

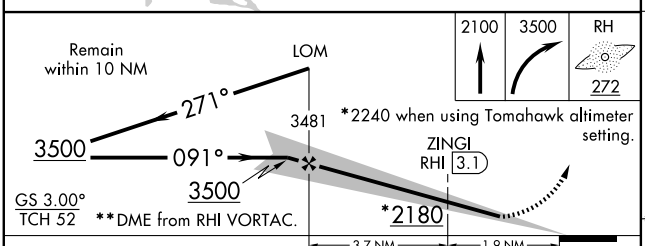
T NA — When VGSI inoperative, Circling Rwy 15 NA at night. ADF REQUIRED. When local altimeter setting not received, use Tomahawk altimeter setting and increase DA 59 feet and MDA 60 feet, increase S-LOC 9 and Circling Cats C and D visibility ¼ mile, and increase ZINGI Fix Minimums S-LOC 9 and Circling Cats C and D visibility ¼ mile.

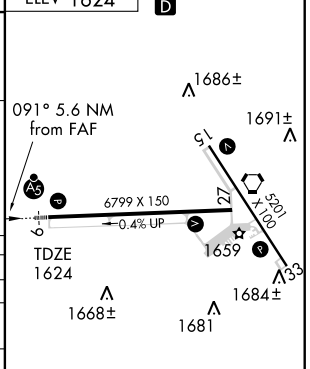
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3500 direct ARSHA LOM/RHI 6.8 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	1824-½ 200 (200-½)			
S-LOC 9	2180-½ 556 (600-½)		2180-1 556 (600-1)	2180-1¼ 556 (600-1¼)
CIRCLING	2180-1 556 (600-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)
ZINGI FIX MINIMUMS**				
S-LOC 9	2020-½ 396 (400-½)			2020-¾ 396 (400-¾)
CIRCLING	2020-1 396 (400-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6799
CH 97715	091°	TDZE	1624
W09A		Apt Elev	1624

RNAV (GPS) RWY 9

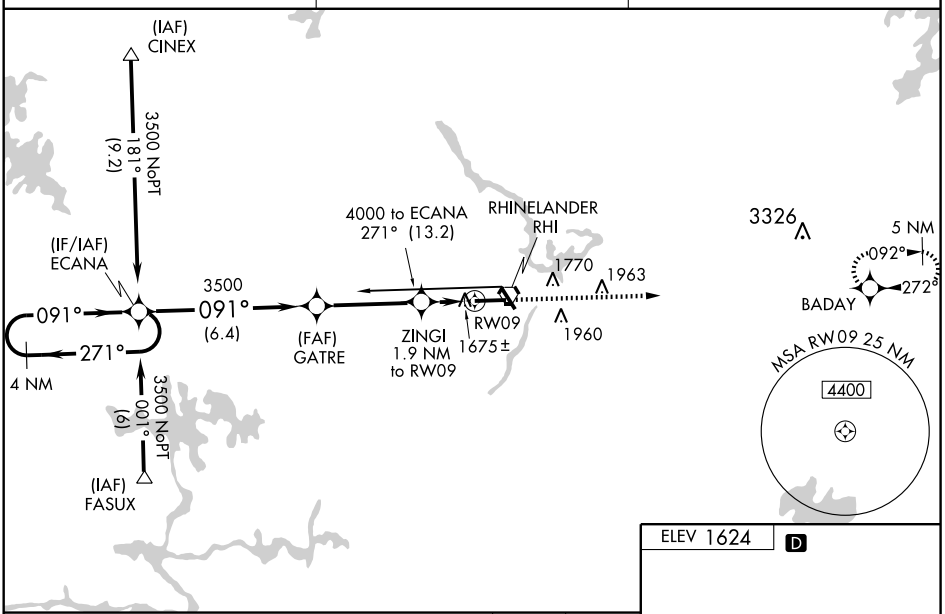
RHINELANDER-ONEIDA COUNTY (RHI)

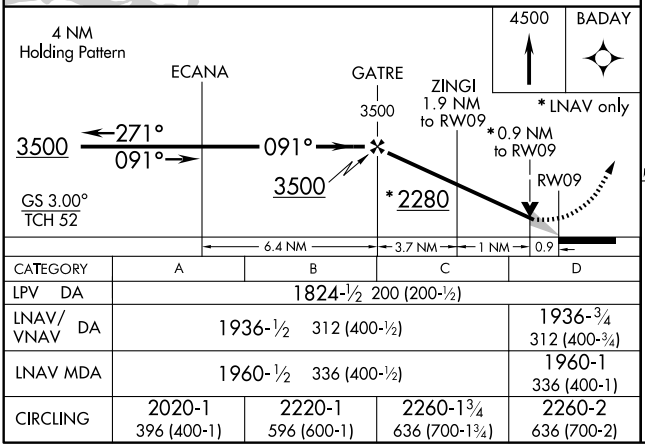
When VGSI inoperative, Circling Rwy 15 NA at night. Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. Baro-VNAV NA when using Tomahawk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tomahawk altimeter setting and increase all DA 59 feet and MDA 60 feet, increase LNAV/VNAV Cats A/B/C and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Tomahawk altimeter setting, increase LNAV Cat D visibility by ¼ mile. VDP NA when using Tomahawk altimeter setting.

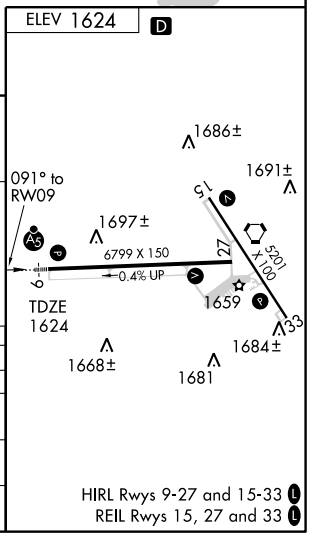
MALSR

MISSED APPROACH: Climb to 4500 direct BADAY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1824-½ 200 (200-½)			
LNAV/VNAV DA	1936-½ 312 (400-½)			1936-¾ 312 (400-¾)
LNAV MDA	1960-½ 336 (400-½)			1960-1 336 (400-1)
CIRCLING	2020-1 396 (400-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

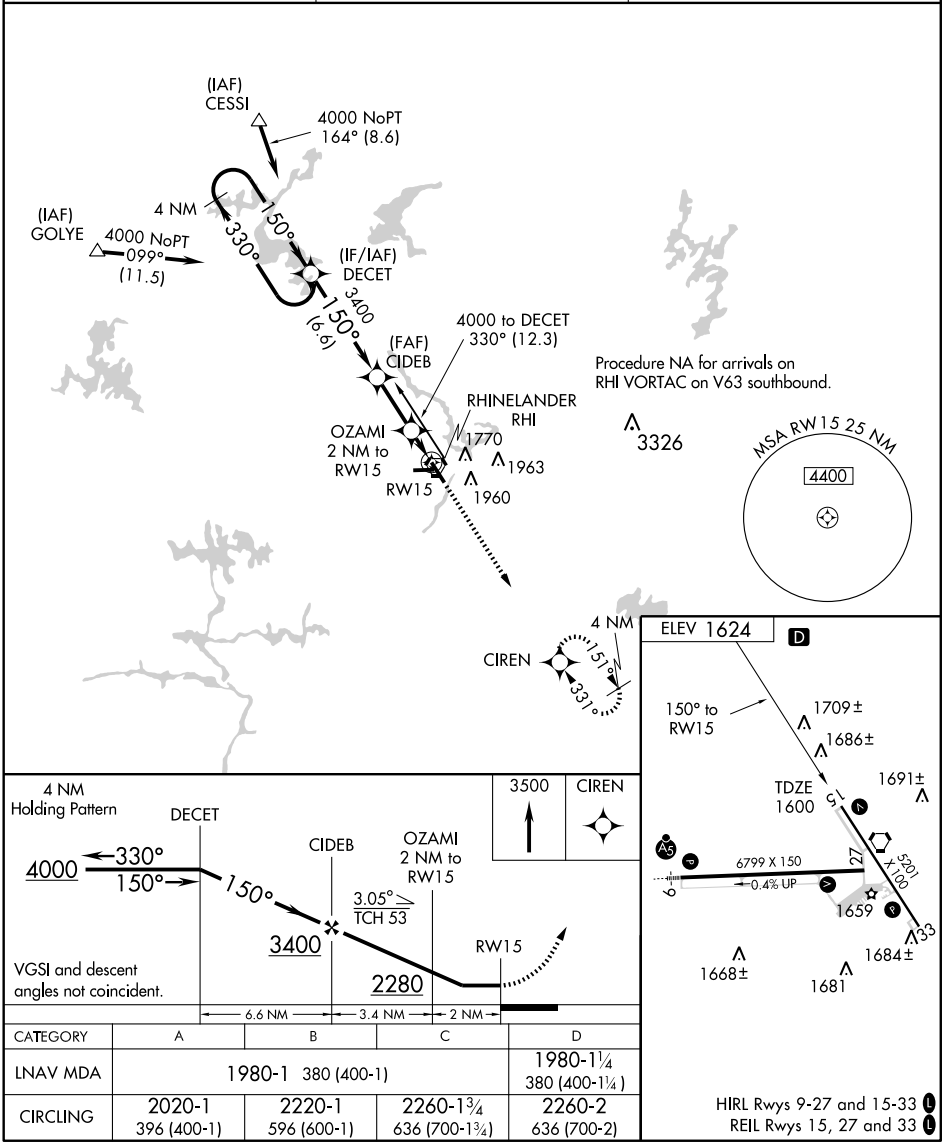
RHINELANDER-ONEIDA COUNTY (RHI)

APP CRS	Rwy Idg	5201
150°	TDZE	1600
	Apt Elev	1624

When VGSI inoperative, Straight-in/Circling Rwy 15 procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Tomahawk altimeter setting and increase all MDA 60 feet, increase LNAV and Circling visibility Cats C/D ¼ mile.

MISSED APPROACH: Climb to 3500 direct CIREN and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1980-1 380 (400-1)			1980-1¼ 380 (400-1¼)
CIRCLING	2020-1 396 (400-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6799
CH 50217	271°	TDZE	1606
W27A		Apt Elev	1624

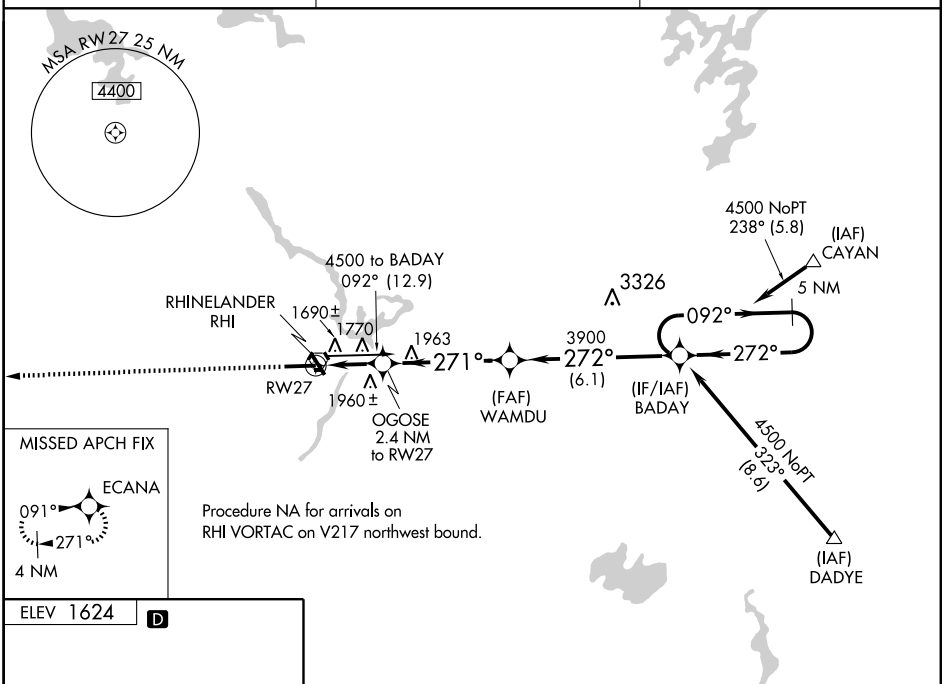
RNAV (GPS) RWY 27

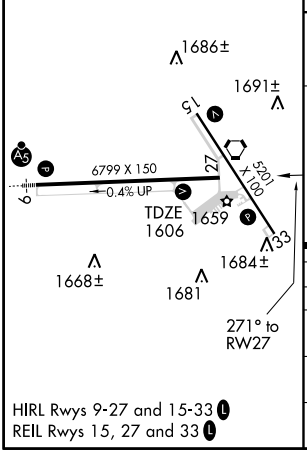
RHINELANDER-ONEIDA COUNTY (RHI)

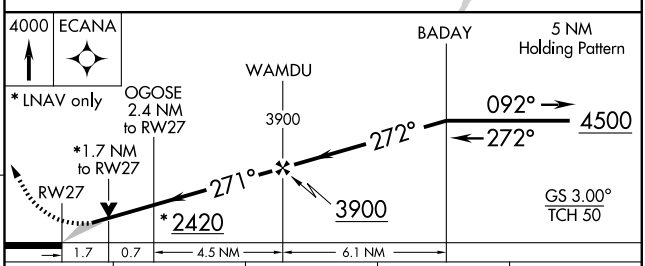
When VGSI inoperative, Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tomahawk altimeter setting and increase all DA and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats, LNAV and Circling visibility Cats C/D ¼ mile. Baro-VNAV and VDP NA when using Tomahawk altimeter setting.

MISSED APPROACH: Climb to 4000 direct ECANA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1806-¾ 200 (200-¾)			
LNAV/VNAV DA	1979-1¼ 373 (400-1¼)			
LNAV MDA	2180-1 574 (600-1)		2180-1½ 574 (600-1½)	2180-1¾ 574 (600-1¾)
CIRCLING	2180-1 556 (600-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5201
CH 69407	330°	TDZE	1612
W33A		Apt Elev	1624

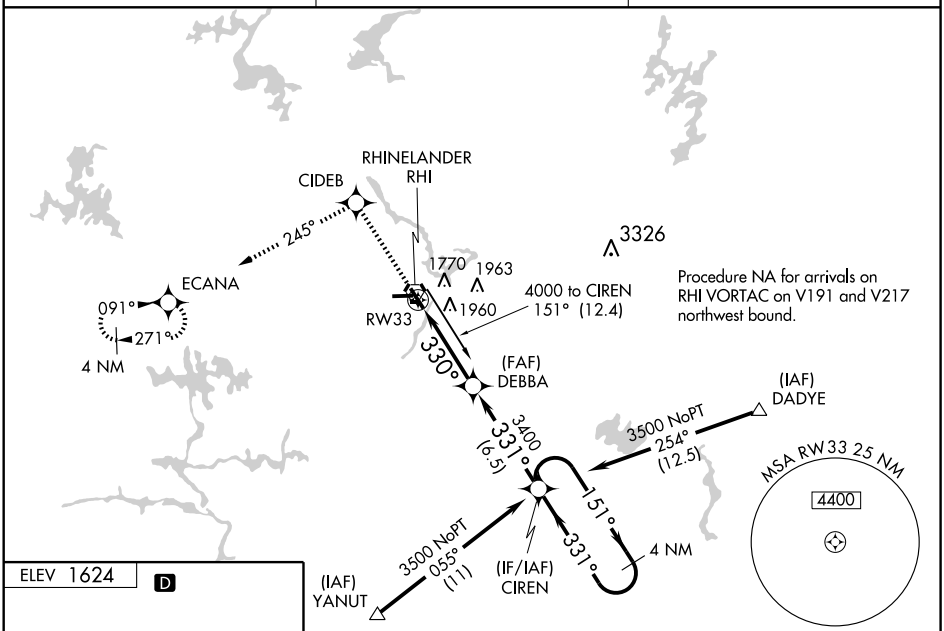
RNAV (GPS) RWY 33

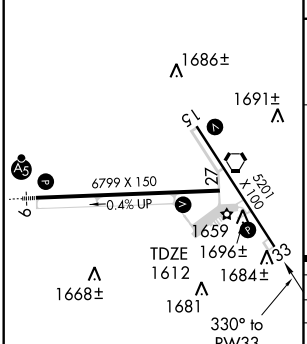
RHINELANDER-ONEIDA COUNTY (RHI)

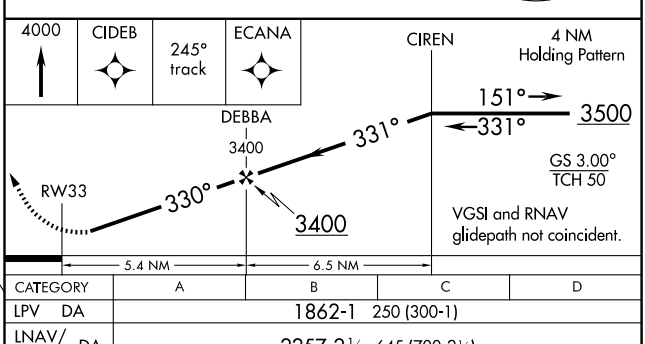
When VGSI inoperative, Straight-in/Circling Rwy 33 procedure NA at night. When VGSI inoperative, Circling Rwy 15 NA at night. Baro-VNAV NA when using Tomahawk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tomahawk altimeter setting and increase all DA and MDA 60 feet, increase visibility LNAV/VNAV all Cats ¼ , LNAV Cat D and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 4000 direct CIDEB and via track 245° to ECANA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1862-1 250 (300-1)			
LNAV/VNAV DA	2257-2¼ 645 (700-2¼)			
LNAV MDA	2120-1 508 (500-1)		2120-1½ 508 (500-1½)	
CIRCLING	2120-1 496 (500-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC RHI 109.2 Chan 29	APP CRS 281°	Rwy Idg 6799 TDZE 1606 Apt Elev 1623

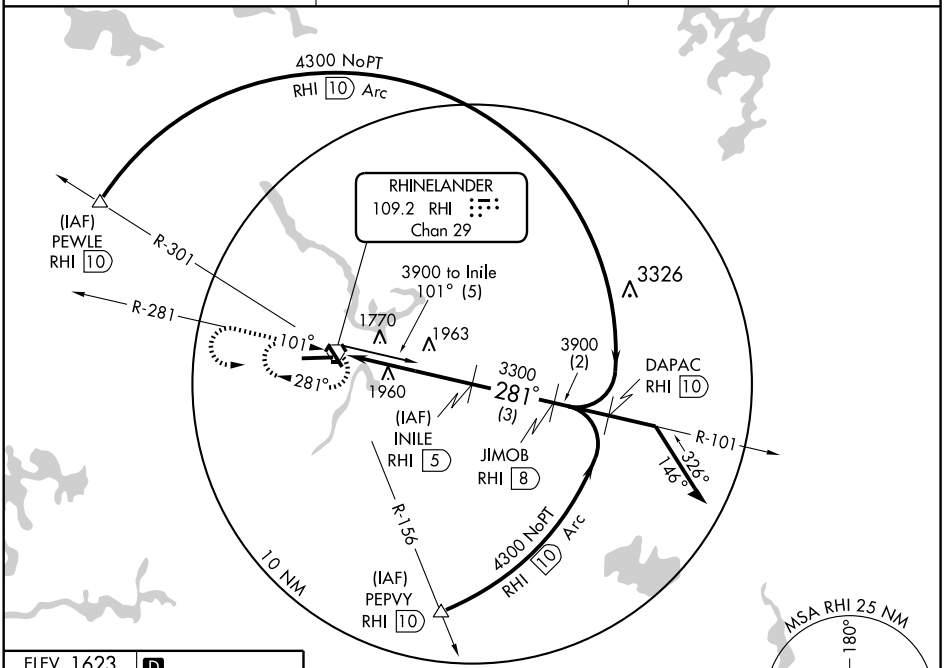
VOR/DME RWY 27

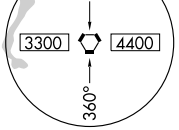
RHINELANDER-ONEIDA COUNTY (RHI)

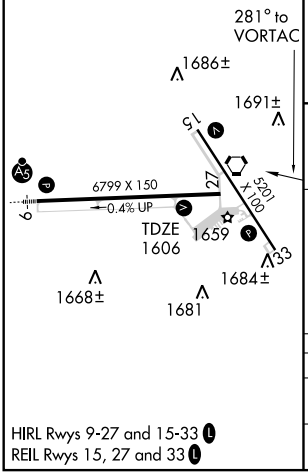
Circling NA at night to Rwy 15.

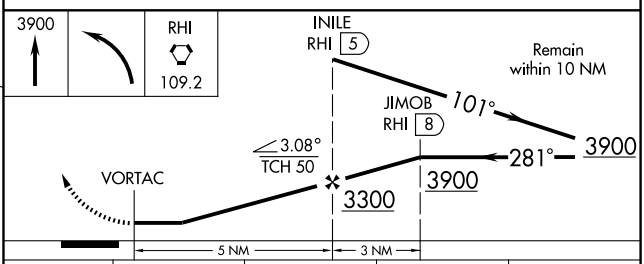
MISSED APPROACH: Climb to 3900 then left turn direct RHI VORTAC and hold.

ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF) L









CATEGORY	A	B	C	D
S-27	2220-1	614 (600-1)	2220-1¾ 614 (600-1¾)	2220-2 614 (600-2)
CIRCLING	2220-1	597 (600-1)	2220-1¾ 597 (600-1¾)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC RHI	APP CRS	Rwy Idg	6799
109.2	081°	TDZE	1623
Chan 29		Apt Elev	1623

VOR RWY 9

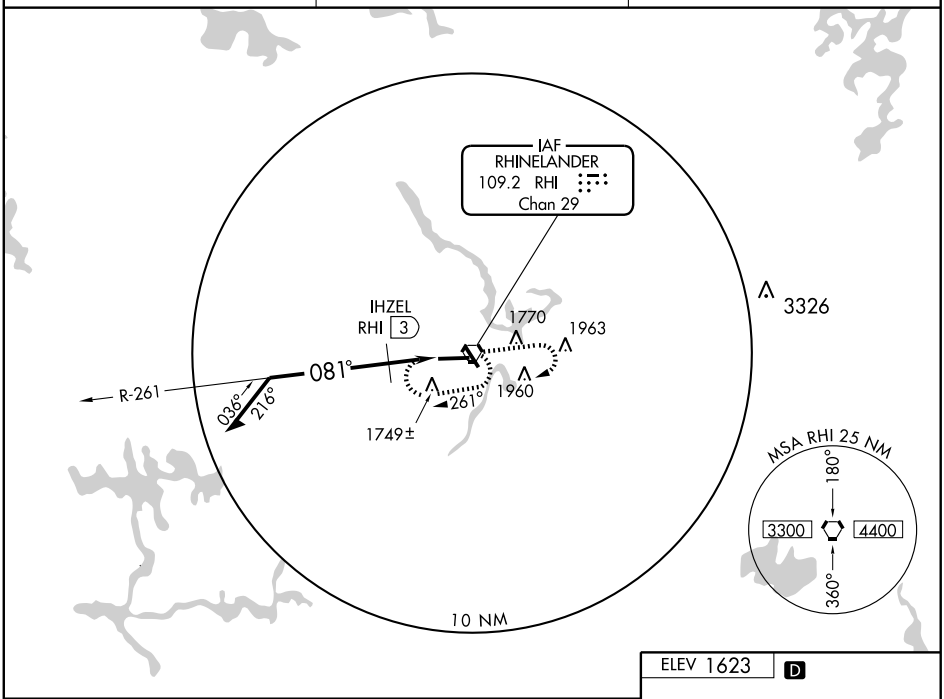
RHINELANDER-ONEIDA COUNTY (RHI)

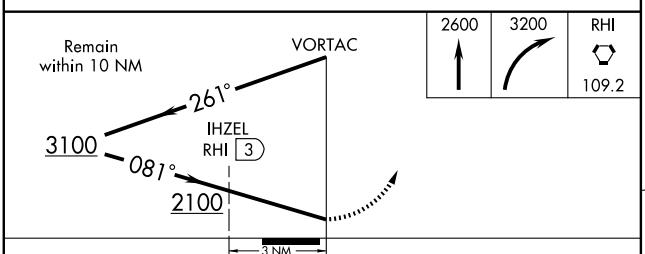
For inoperative MALSR, increase S-9 Cat. D DME minimums visibility to 1¼ .
Circling NA at night to Rwy 15.

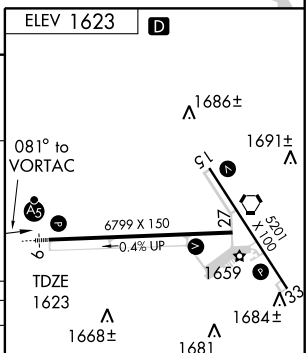
MALSR

MISSED APPROACH: Climb to 2600 then climbing right turn to 3200 direct RHI VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L





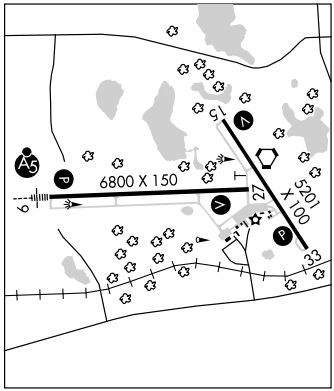


CATEGORY	A	B	C	D
S-9	2100-½ 477 (500-½)		2100-¾ 477 (500-¾)	2100-1 477 (500-1)
CIRCLING	2100-1 477 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)
DME MINIMUMS				
S-9	2000-½ 377 (400-½)			2000-1 377 (400-1)
CIRCLING	2060-1 437 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RHINELANDER–ONEIDA CO (RHI) 2 SW UTC−6(−5DT) N45°37.85′ W89°28.00′ **GREEN BAY**
1624 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE RHI **H–2K, L–14J**
RWY 09–27: H6800X150 (CONC–GRVD) S–95, D–150, 2D–235 HIRL 0.4% up W **IAP**
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 53′.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 49′. Trees.
RWY 15–33: H5201X100 (ASPH) S–55, D–95, 2D–235 HIRL
RWY 15: REIL. VASI(V4L)—GA 3.75° TCH 50′. Tree.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6799 TODA–6799 ASDA–6799 LDA–6799
RWY 27: TORA–6799 TODA–6799 ASDA–6799 LDA–6799
AIRPORT REMARKS: Attended 1200–0100Z‡. Birds and coyote on and invof arpt. PPR for unscheduled air carrier opns with more than 9 passenger seats ctc arpt manager 715–365–3416 or 715–365–3419. Rwy 15 VASI OTS indef. HIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 15–33, PAPI Rwy 09, VASI Rwy 27, Rwy 15, PAPI Rwy 33; REIL Rwy 15, Rwy 33, and Rwy 27 and MALSR Rwy 09—CTAF.
WEATHER DATA SOURCES: ASOS 126.825 (715) 362–7980. **HIWAS** 109.2 RHI.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
AIRSPACE: CLASS E svc Mon–Fri 1200–0400Z‡, Sat 1200–0130Z‡, Sun 1600–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
(L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ at fld. 1590/2E. **HIWAS.**
VOR portion unusable 171°–228° byd 10 NM, 310°–340° byd 20 NM blo 5000′. DME unusable byd 35 NM blo 3500′.
ARSHA NDB (LOM) 272 RH N45°37.69′ W89°37.13′ 087° 6.4 NM to fld.
ILS 111.3 I–RHI Rwy 09. Class IE. ILS unmonitored.



RICE LAKE RGNL–CARL'S FLD (RPD) 5 SW UTC−6(−5DT) N45°25.21′ W91°46.40′ **GREEN BAY**
1109 B S4 **FUEL** 100LL, JET A NOTAM FILE RPD **H–2J, L–14I**
RWY 01–19: H6700X100 (ASPH) S–30, D–30 MIRL **IAP**
RWY 01: MALSR. PAPI(P2L)—GA 3.0° TCH 38′. Thld dsplcd 200′. Rgt tfc.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 38′.
RWY 13–31: H3500X75 (ASPH) MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.15° TCH 41′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0300Z‡. Rwy 19 PAPI OTS indef. MIRL Rwy 01–19 preset on low ints dusk–dawn, to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and Rwy 19 and MALSR Rwy 01—CTAF.
WEATHER DATA SOURCES AWOS–3 120.525 (715) 458–4481.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.3 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
(T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ at fld. 1092/1E. OTS indef.
DME unusable 050°–080° byd 20 NM blo 2800′.
WICKR NDB (LOM) 221 RP N45°19.05′ W91°48.17′ 010° 6.3 NM to fld.
ILS 108.3 I–RPD Rwy 01. LOM WICKR NDB. ILS unmonitored indef.

RICHARD I BONG (See SUPERIOR)

RICHLAND (See RICHLAND CENTER)

AL-9210 (FAA)

LOC I-RPD	APP CRS	Rwy Idg	6500
108.3	010°	TDZE	1101
		Apt Elev	1107

ILS or LOC RWY 1

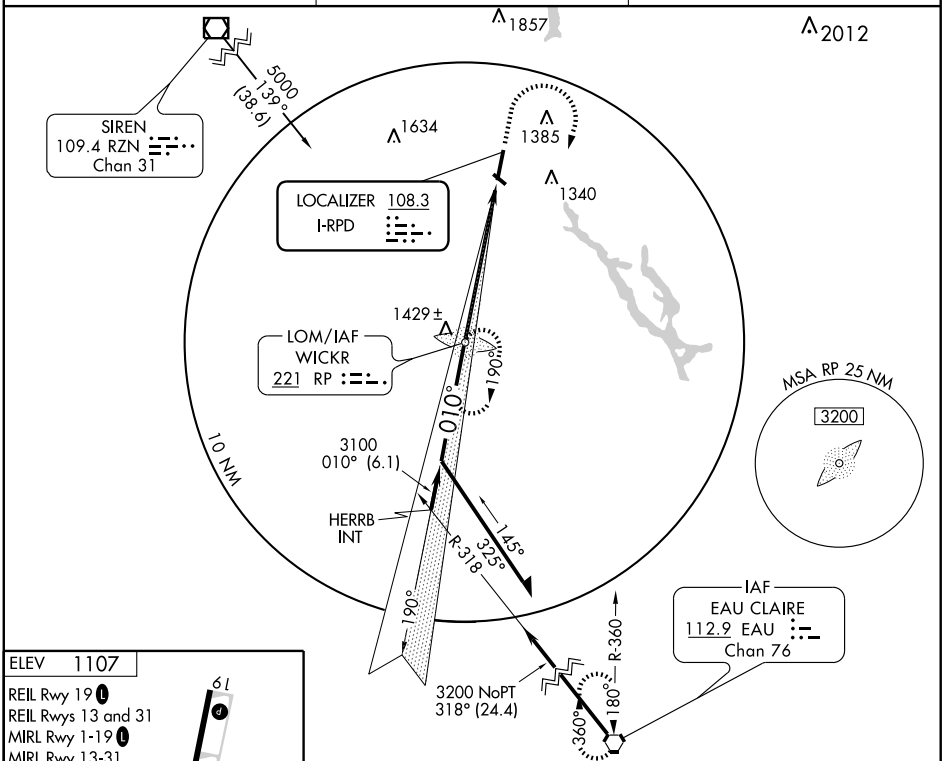
RICE LAKE RGNL-CARL'S FIELD (RPD)

If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting; increase DA to 1410 feet and increase all MDAs 120 feet. Circling to Rwy 13-31 NA at night. ADF REQUIRED.

MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3200 direct WICKR LOM and hold.

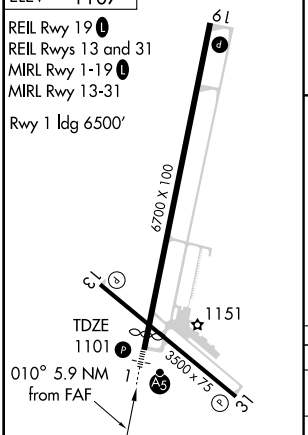
AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L



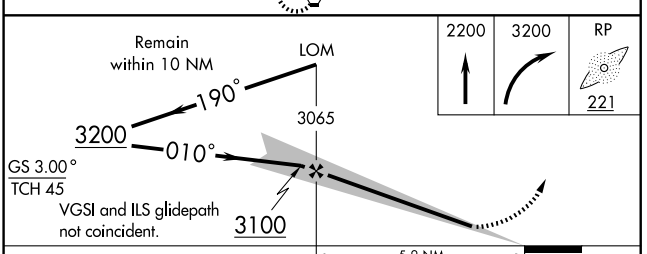
ELEV 1107

REIL Rwy 19 L
REIL Rwys 13 and 31
MIRL Rwy 1-19 L
MIRL Rwy 13-31

Rwy 1 ldg 6500'



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 1	1301-½ 200 (200-½)			
S-LOC 1	1620-½ 519 (600-½)		1620-1 519 (600-1)	1620-1¼ 519 (600-1¼)
CIRCLING	1620-1 513 (600-1)		1640-1½ 533 (600-1½)	1740-2 633 (700-2)

45°25'N - 91°46'W

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6500
CH 86217	010°	TDZE	1101
W01A		Apt Elev	1107

AL-9210 (FAA)

RNAV (GPS) RWY 1

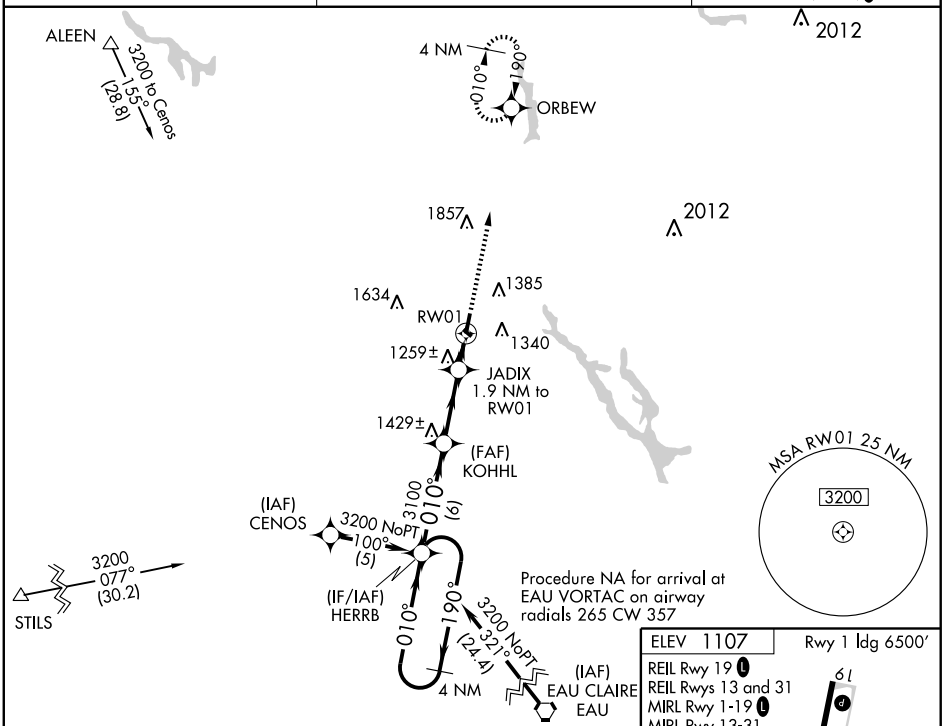
RICE LAKE RGNL-CARL'S FIELD (RPD)

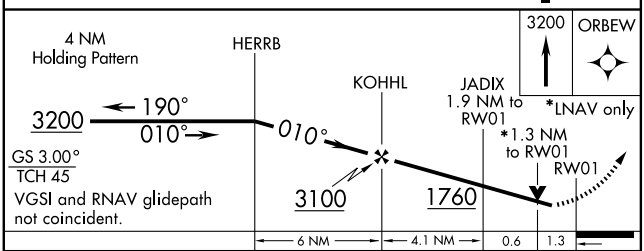
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs/MDAs 120 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17° C (3° F). Baro VNAV and VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR, increase LPV visibilty to 1 and LNAV Cat D visibility to 1¼.

MALSR

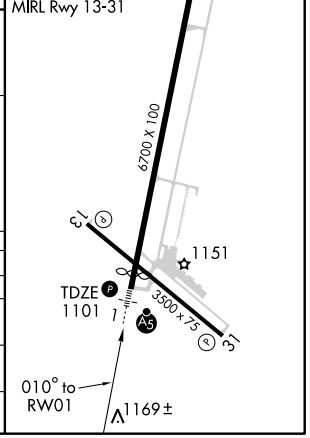
MISSED APPROACH: Climb to 3200 direct ORBEW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		1390-½	289 (300-½)	
LNAV/VNAV DA		1440-¾	339 (400-¾)	
LNAV MDA	1520-½ 419 (500-½)		1520-¾ 419 (500-¾)	1520-1 419 (500-1)
CIRCLING	1600-1¼ 493 (600-1¼)		1640-1½ 533 (600-1½)	1740-2 633 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6700
190°	TDZE	1109
	Apt Elev	1109

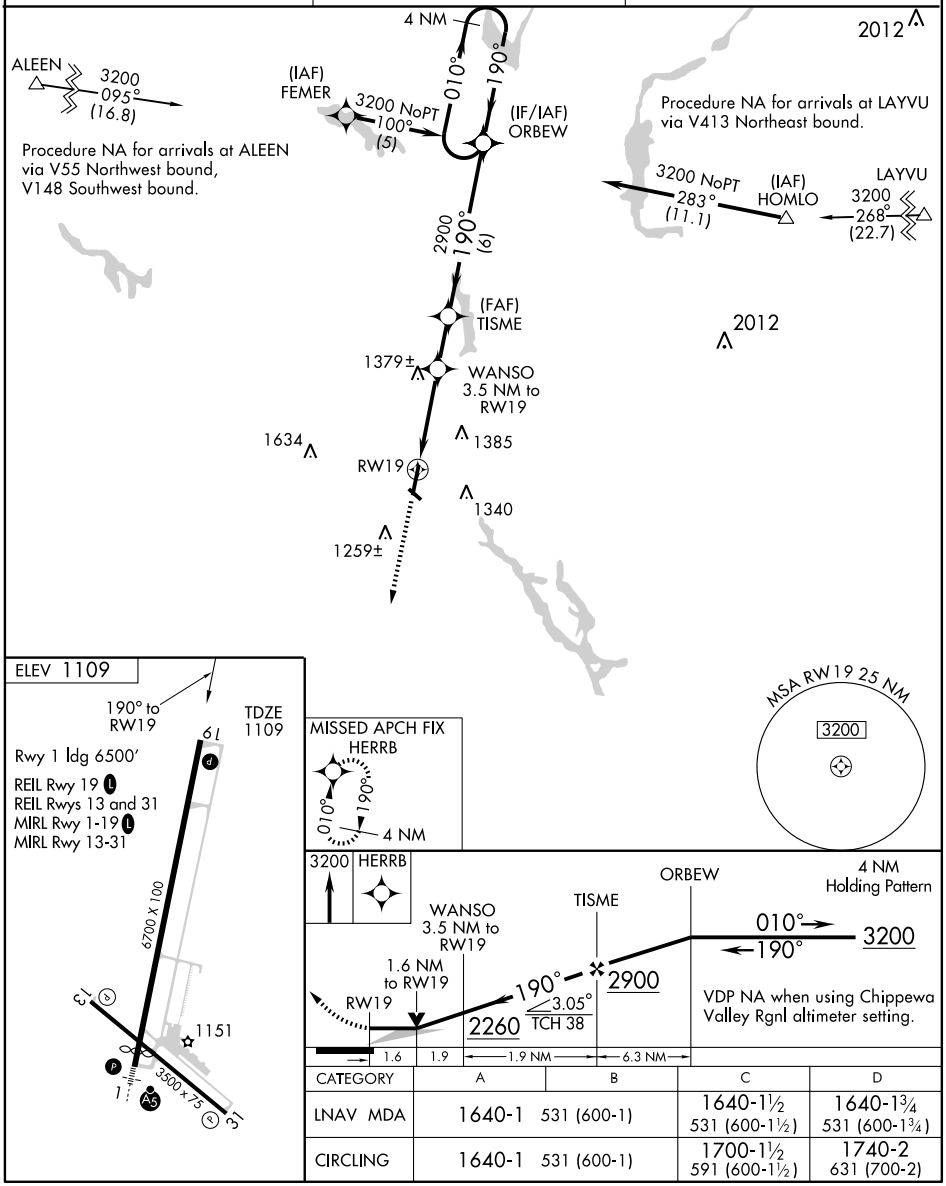
RNAV (GPS) RWY 19

RICE LAKE RGNL-CARL'S FIELD (RPD)

When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet, increase LNAV Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct HERRB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	531 (600-1)	1640-1½ 531 (600-1½)	1640-1¾ 531 (600-1¾)
CIRCLING	1640-1	531 (600-1)	1700-1½ 591 (600-1½)	1740-2 631 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RPD	APP CRS	Rwy Idg	6700
110.0	196°	TDZE	1109
Chan 37		Apt Elev	1109

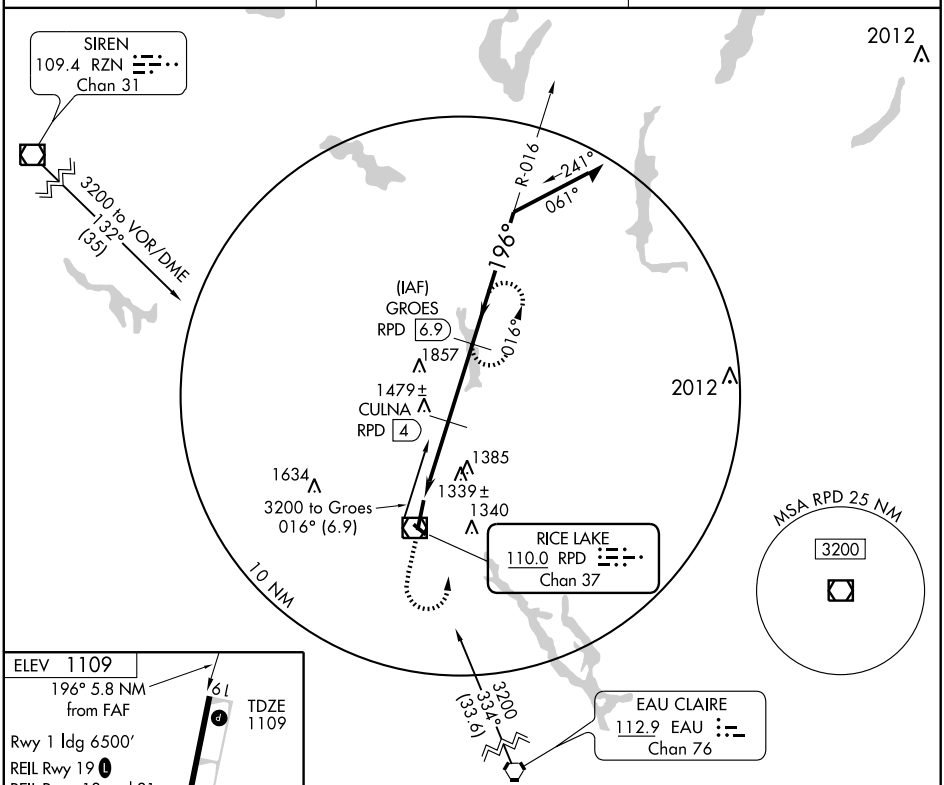
VOR/DME RWY 19

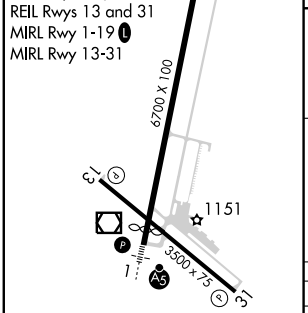
RICE LAKE RGNL-CARL'S FIELD (RPD)

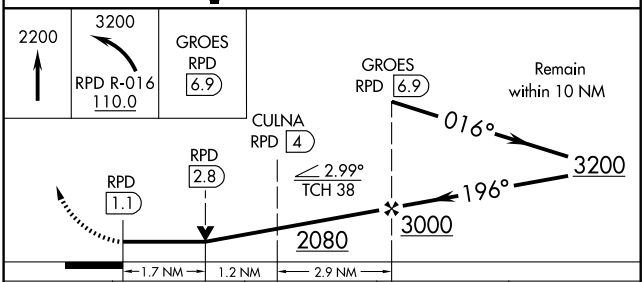
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet.
VDP NA when using Chippewa Valley Rgnl altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3200 via RPD R-016 to GROES/ 6.9 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-19	1700-1 591 (600-1)		1700-1½ 591 (600-1½)	1700-1¾ 591 (600-1¾)
CIRCLING	1700-1 591 (600-1)		1700-1½ 591 (600-1½)	1740-2 631 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AL-9210 (FAA)

VOR RWY 1

RICE LAKE RGNL-CARL'S FIELD (RPD)

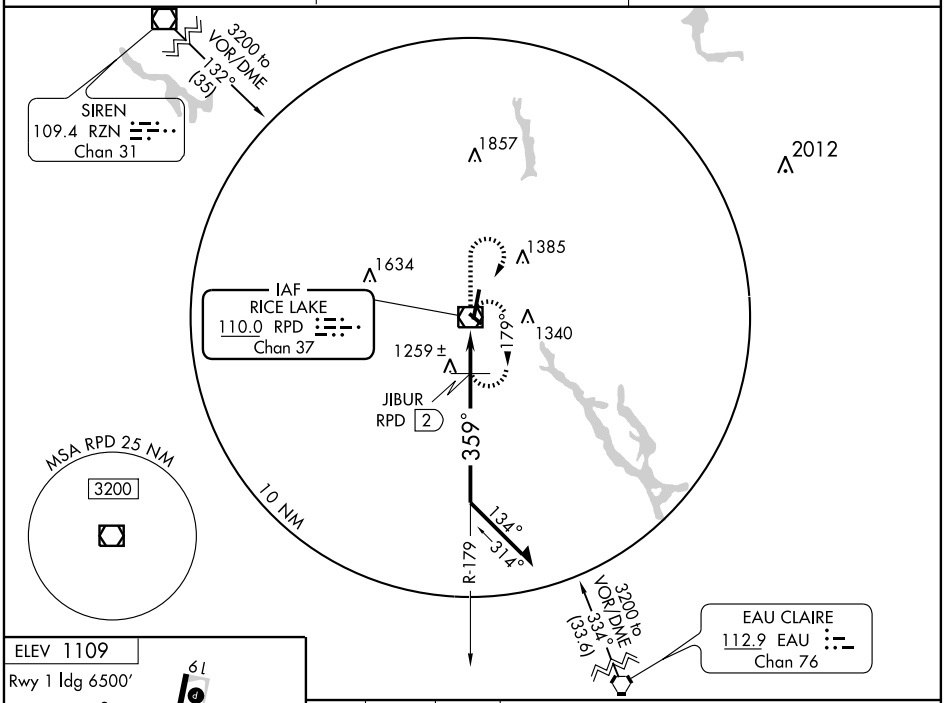
VOR/DME RPD	APP CRS	Rwy Idg	6500
110.0	359°	TDZE	1101
Chan 37		Apt Elev	1109

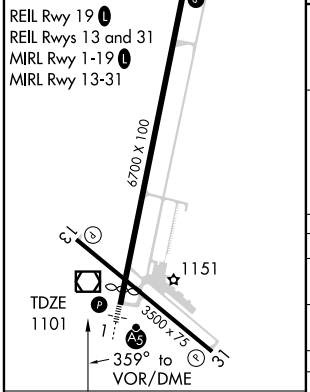
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet. VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR increase JIBUR fix minimums S-1 CAT D visibility to 1¼ mile.

MALSR

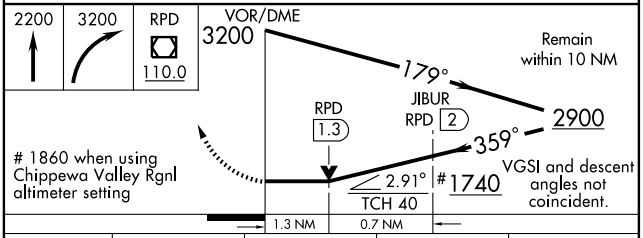
MISSED APPROACH: Climb to 2200, then climbing right turn to 3200 direct RPD VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-1	1740-½ 639 (700-½)		1740-1¼ 639 (700-1¼)	1740-1½ 639 (700-1½)
CIRCLING	1740-1 631 (700- 1)		1740-1¾ 631 (700-1¾)	1740-2 631 (700-2)
JIBUR FIX MINIMUMS				
S-1	1520-½ 419 (500-½)		1520-¾ 419 (500-¾)	1520-1 419 (500-1)
CIRCLING	1600-1 491 (500-1)		1700-1½ 591 (600-1½)	1740-2 631 (700-2)

45° 25'N-91° 46'W

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RICHLAND CENTER

RICHLAND (93C) 4 SE UTC−6(−5DT) N43°17.00′ W90°17.90′ **CHICAGO**
742 B **FUEL** 100LL NOTAM FILE GRB **L–28G**
RWY 17–35: H3200X60 (ASPH) S–12.5 MIRL 0.6% up N. **IAP**
RWY 17: REIL. PAPI(P2L)—GA 3.5° TCH 33′. Trees. **RWY 35:** REIL. PAPI(P2L)—GA 3.5° TCH 24′. Tree.
RWY 09–27: 1500X100 (TURF) 0.7% up E.
RWY 09: Road. **RWY 27:** Tree.
AIRPORT REMARKS: Attended irregularly. Call 608–647–8804 for fuel. Ultralight activity on and invof arpt. Deer on and invof arpt. Rwy 09–27 not plowed; confirm winter and spring rwy conditions with arpt manager 608–647–8804. Rwy 09–27 marked with white and orange panels. ACTIVATE MIRL Rwy 17–35, PAPI and REIL Rwys 17 and 35—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 265° 7.3 NM to fld. 1184/0E.
HIWAS.

RIO

GILBERT FLD (94C) 1 W UTC−6(−5DT) N43°27.00′ W89°15.01′ **CHICAGO**
925 TPA—1925(1000) NOTAM FILE GRB
RWY 09–27: 1092X65 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Confirm winter rwy conditions and snow removal call 920–429–3513. E twy CLOSED indef. Rwy 09–27 thlds marked with orange cones.
COMMUNICATIONS: CTAF 122.9

ROCHESTER

FOX RIVER (96C) 2 NW UTC−6(−5DT) N42°45.00′ W88°15.06′ **CHICAGO**
822 NOTAM FILE GRB
RWY 01–19: H2500X36 (ASPH)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2230Z‡. Rwy 01–19 rwy asph is 10′–15′ wider last 300′ each end.
COMMUNICATIONS: CTAF 122.9

ROCK RIVER N43°10.42′ W88°43.52′ NOTAM FILE RYV. **CHICAGO**
NDB (MHW) 371 RYV at Watertown Muni. NDB unmonitored 0500–1000Z‡. **L–28H**

RUSK CO (See LADYSMITH)

SAUK–PRAIRIE (See PRAIRIE DU SAC)

SAWYER CO (See HAYWARD)

SEELEY N46°06.73′ W91°23.08′ NOTAM FILE GRB. **GREEN BAY**
NDB (MHW) 344 SLY 205° 5.8 NM to Sawyer Co. **L–14I**
NDB unusable byd 15 NM.

VOR/DME LNR	APP CRS	Rwy Idg	N/A
112.8	264°	TDZE	N/A
Chan 75		Apt Elev	742

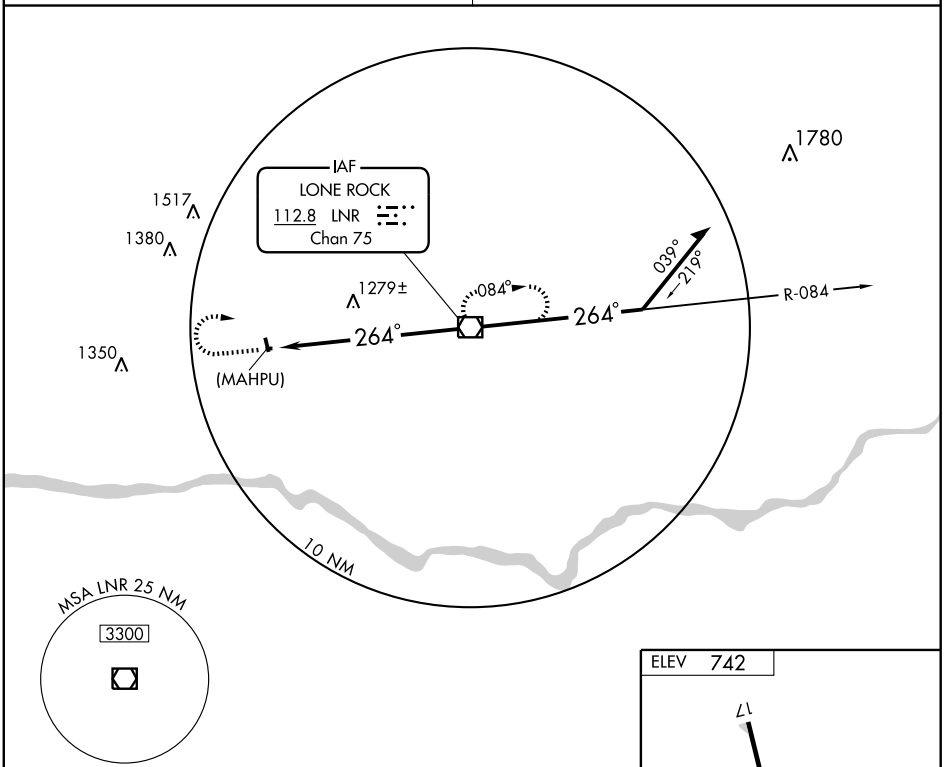
VOR or GPS-A
RICHLAND (93C)

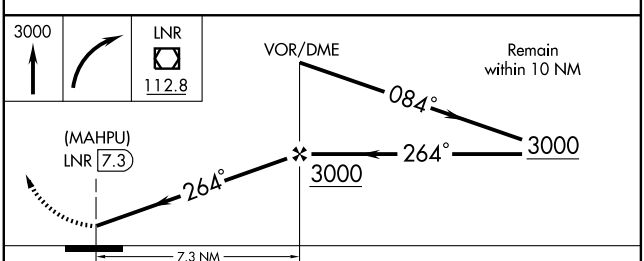
Use Lone Rock altimeter setting; if not received, use Madison altimeter setting.

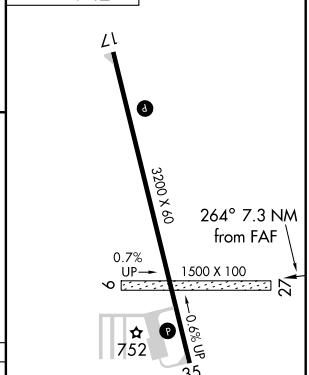
NA

MISSED APPROACH: Climb to 3000 then right turn direct LNR VOR/DME and hold.

CHICAGO CENTER	CTAF
133.3 380.35	122.9 L







MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

CATEGORY	A	B	C	D
CIRCLING	1620-1 878 (900-1)	1620-1¼ 878 (900-1¼)	NA	
MADISON ALTIMETER SETTING MINIMUMS				
CIRCLING	1800-1¼ 1058 (1100-1¼)	1800-1½ 1058 (1100-1½)	NA	

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SHAWANO MUNI (EZS) 1 NE UTC−6(−5DT) N44°47.24′ W88°33.60′ **GREEN BAY L–31A IAP**

813 B S4 **FUEL** 100LL NOTAM FILE GRB

RWY 11–29: H3900X75 (ASPH) S–17 MIRL

RWY 11: Road. **RWY 29:** Trees.

RWY 17–35: H2225X60 (ASPH) MIRL

RWY 17: Road. **RWY 35:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Waterfowl and deer on and invof arpt. ACTIVATE MIRL Rwys 11–29 and 17–35—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.65 (715) 526–2967.

COMMUNICATIONS: CTAF/UNICOM 122.8

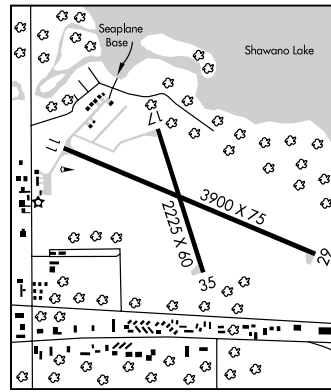
Ⓡ **GREEN BAY APP/DEP CON** 119.4 (1130–0530Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.

GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 311° 20.9 NM to fld. 767/1E. **HIWAS.**



WATERWAY ALL WAY: 12,000X1000 (WATER)

SEAPLANE REMARKS: Seaplane waterway CLOSED early Nov to early May, call arpt manager 715–526–2465 for conditions. Rotating bcn located on arpt ½ mile SW of sealane. Seaplane base has floating tie downs and beaching ramp.

SHEBOYGAN CO MEML (SBM) 3 NW UTC−6(−5DT) N43°46.19′ W87°51.10′ **CHICAGO H–2K, L–28H IAP**

755 B S4 **FUEL** 100LL, JET A TPA—1554(800) NOTAM FILE SBM

RWY 03–21: H6802X100 (CONC–GRVD) S–60, D–60 HIRL

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Trees.

RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.

RWY 13–31: H5000X75 (ASPH) S–23, D–32 MIRL 0.3% up NW

RWY 13: PAPI(P4L)–GA 3.0° TCH 40′. Trees.

RWY 31: PAPI(P4L)–GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1200Z‡–dusk, Sat–Sun dawn–dusk. Ultralight activity on and invof arpt. Waterfowl and deer on and invof arpt. Twy A clsd indef. For services call 920–467–6151–frequency 129.85 or 920–467–0370–frequency 131.35. HIRL Rwy 03–21 and MIRL Rwy 13–31 preset low ints, to increase ints and ACTIVATE PAPI Rwy 03 and Rwy 21; REIL Rwy 03 and MALSR Rwy 21—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously.

WEATHER DATA SOURCES: ASOS 110.0 FAH (920) 467–0744.

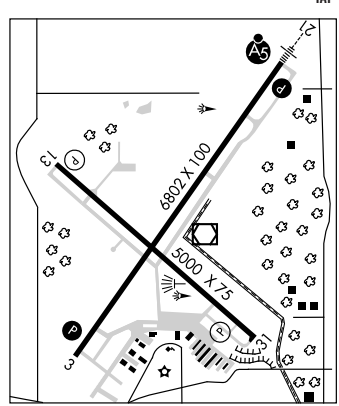
COMMUNICATIONS: CTAF/UNICOM 122.7

FALLS RCO 122.1R 110.0T (GREEN BAY RADIO)

Ⓡ **MILWAUKEE TOWER APP/DEP CON** 127.0 **CLNC DEL** 127.375

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.



OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 111° 33.3 NM to fld. 780/2E.

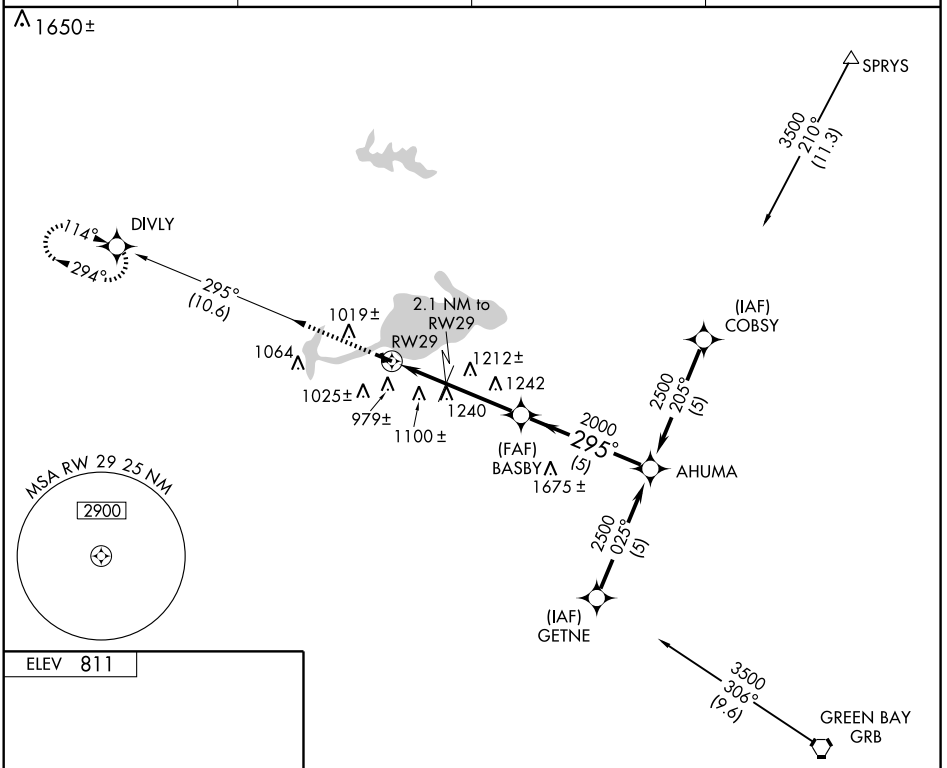
FALLS (L) VOR/DME 110.0 FAH Chan 37 N43°46.13′ W87°50.93′ at fld. 744/2W. NOTAM FILE SBM. **ASOS.**

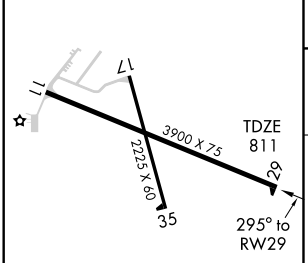
ILS/DME 110.7 I–HEV Chan 44 Rwy 21.

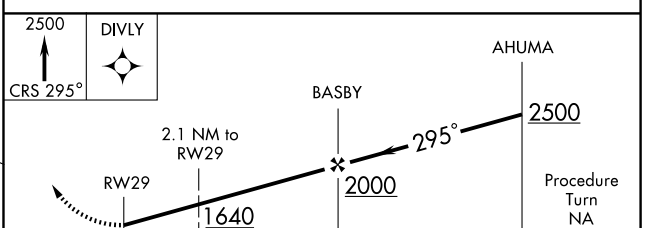
APP CRS	Rwy Idg	3900
295°	TDZE	811
	Apt Elev	811

GPS RWY 29
SHAWANO MUNI (EZS)

Use Green Bay (Austin Straubel Intl) altimeter setting.		MISSED APPROACH: Climb to 2500 via 295° course to DIVLY WP and hold.	
AWOS-3	GREEN BAY APP CON ★	GCO	UNICOM
118.65	119.4 338.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	1460-1	649 (700-1)	1460-1¾ 649 (700-1¾)	1460-2 649 (700-2)
CIRCLING	1460-1	649 (700-1)	1480-1¾ 669 (700-1¾)	1580-2½ 769 (800-2½)

MIRL Rwy 11-29 and 17-35 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SHAWANO MUNI (EZS) 1 NE UTC−6(−5DT) N44°47.24′ W88°33.60′ **GREEN BAY L–31A IAP**

813 B S4 **FUEL** 100LL NOTAM FILE GRB

RWY 11–29: H3900X75 (ASPH) S–17 MIRL

RWY 11: Road. **RWY 29:** Trees.

RWY 17–35: H2225X60 (ASPH) MIRL

RWY 17: Road. **RWY 35:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Waterfowl and deer on and invof arpt. ACTIVATE MIRL Rwys 11–29 and 17–35—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.65 (715) 526–2967.

COMMUNICATIONS: CTAF/UNICOM 122.8

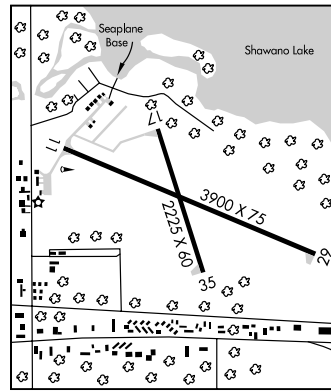
Ⓡ **GREEN BAY APP/DEP CON** 119.4 (1130–0530Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.

GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 311° 20.9 NM to fld. 767/1E. **HIWAS.**



WATERWAY ALL WAY: 12,000X1000 (WATER)

SEAPLANE REMARKS: Seaplane waterway CLOSED early Nov to early May, call arpt manager 715–526–2465 for conditions. Rotating bcn located on arpt ½ mile SW of sealane. Seaplane base has floating tie downs and beaching ramp.

SHEBOYGAN CO MEML (SBM) 3 NW UTC−6(−5DT) N43°46.19′ W87°51.10′ **CHICAGO H–2K, L–28H IAP**

755 B S4 **FUEL** 100LL, JET A TPA—1554(800) NOTAM FILE SBM

RWY 03–21: H6802X100 (CONC–GRVD) S–60, D–60 HIRL

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Trees.

RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.

RWY 13–31: H5000X75 (ASPH) S–23, D–32 MIRL 0.3% up NW

RWY 13: PAPI(P4L)–GA 3.0° TCH 40′. Trees.

RWY 31: PAPI(P4L)–GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1200Z‡–dusk, Sat–Sun dawn–dusk. Ultralight activity on and invof arpt. Waterfowl and deer on and invof arpt. Twy A clsd indef. For services call 920–467–6151–frequency 129.85 or 920–467–0370–frequency 131.35. HIRL Rwy 03–21 and MIRL Rwy 13–31 preset low ints, to increase ints and ACTIVATE PAPI Rwy 03 and Rwy 21; REIL Rwy 03 and MALSR Rwy 21—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously.

WEATHER DATA SOURCES: ASOS 110.0 FAH (920) 467–0744.

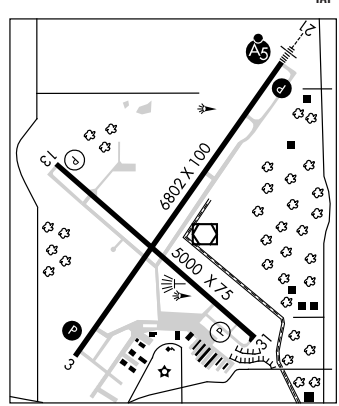
COMMUNICATIONS: CTAF/UNICOM 122.7

FALLS RCO 122.1R 110.0T (GREEN BAY RADIO)

Ⓡ **MILWAUKEE TOWER APP/DEP CON** 127.0 **CLNC DEL** 127.375

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.



OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 111° 33.3 NM to fld. 780/2E.

FALLS (L) VOR/DME 110.0 FAH Chan 37 N43°46.13′ W87°50.93′ at fld. 744/2W. NOTAM FILE SBM. **ASOS.**

ILS/DME 110.7 I–HEV Chan 44 Rwy 21.

LOC/DME I-HEV	APP CRS	Rwy Idg	6802
110.7	217°	TDZE	743
Chan 44		Apt Elev	755

ILS or LOC/DME RWY 21

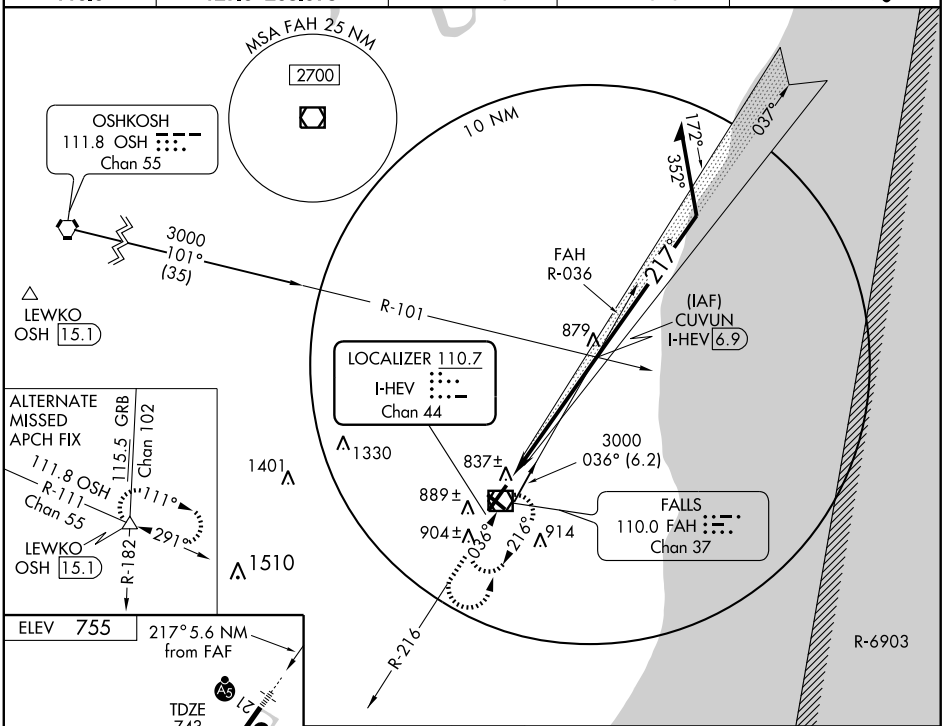
SHEBOYGAN COUNTY MEMORIAL (SBM)

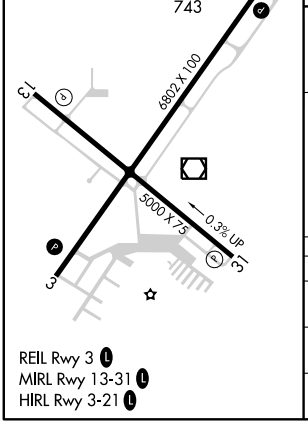
When VGSI inop, Circling Rwy 13-31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase DA 67 feet and increase all MDA 80 feet, increase S-LOC 21Cat C/D visibility ¼ mile. VDP NA when using Manitowoc altimeter setting. For inoperative MALSR when using Mantowoc altimeter setting increase S-ILS 21 all Cats visibility to 1 mile.

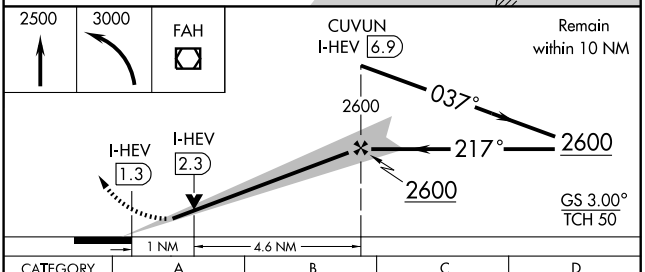
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct FAH VOR/DME and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF)







CATEGORY	A	B	C	D
S-ILS 21	992-½ 249 (300-½)			
S-LOC 21	1120-½ 377 (400-½)			1120-¾ 377 (400-¾)
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61104 W03A | APP CRS 037° | Rwy Idg 6802 | TDZE 744 | Apt Elev 755

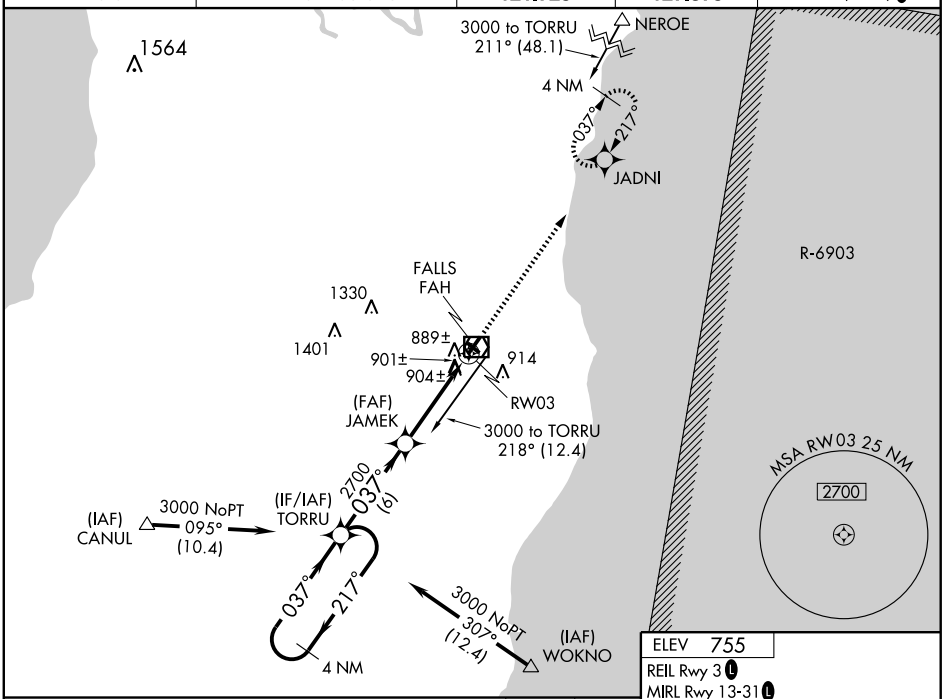
RNAV (GPS) RWY 3

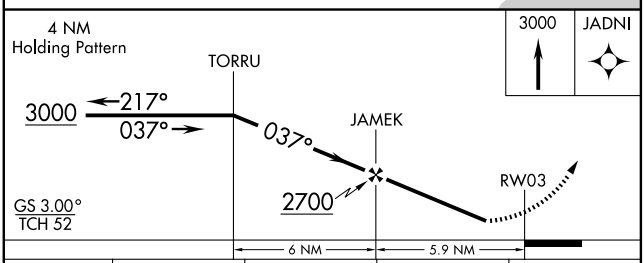
SHEBOYGAN COUNTY MEMORIAL (SBM)

When VGSI inop, Circling Rwy 13-31 NA at night. Baro-VNAV NA when using Manitowoc altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JADNI and hold.

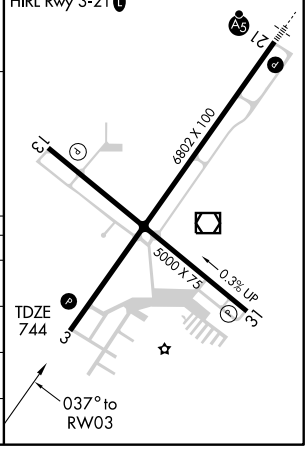
ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1041-1	297 (300-1)		
LNAV/VNAV DA	1214-1¾	470 (500-1¾)		
LNAV MDA	1160-1	416 (500-1)	1160-1¼	416 (500-1¼)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

ELEV 755
REIL Rwy 3 L
MIRL Rwy 13-31 L
HIRL Rwy 3-21 L



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
131°	TDZE	755
	Apt Elev	755

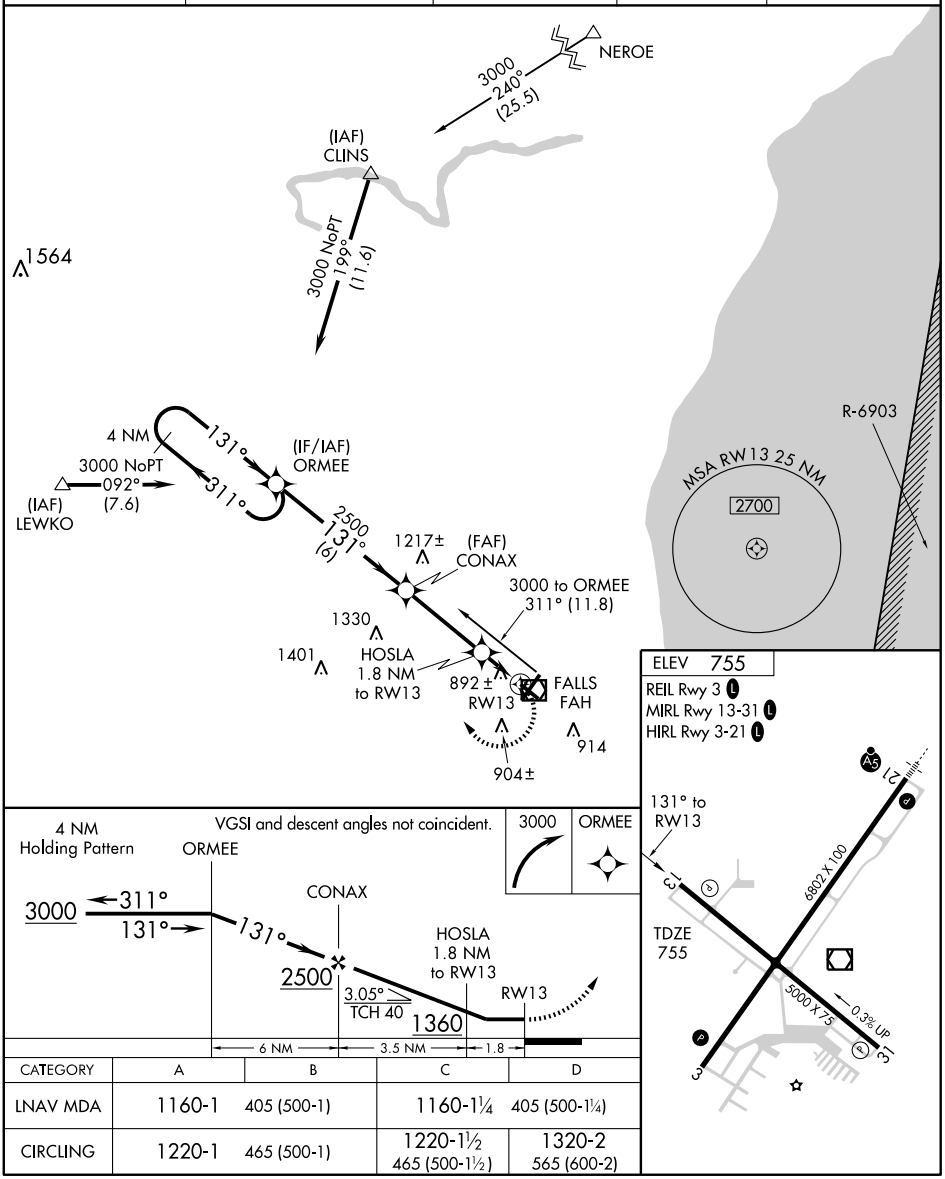
RNAV (GPS) RWY 13

SHEBOYGAN COUNTY MEMORIAL (SBM)

When VGSI inop, straight-in/circling Rwy13-31 procedure NA at night. If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct ORMEE and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1160-1	405 (500-1)	1160-1¼	405 (500-1¼)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6802
CH 65904	217°	TDZE	743
W21A		Apt Elev	755

RNAV (GPS) RWY 21

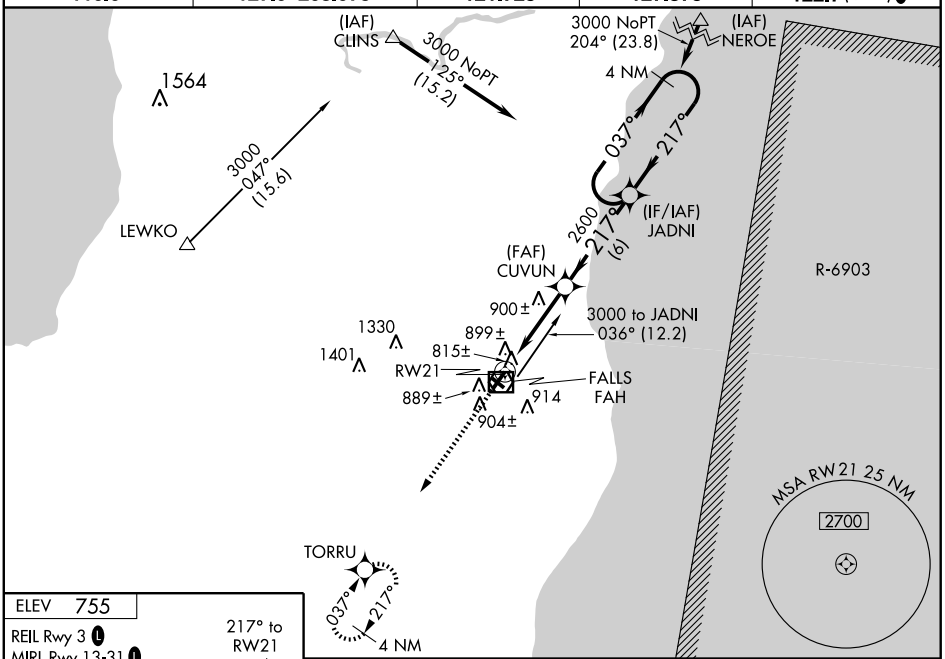
SHEBOYGAN COUNTY MEMORIAL (SBM)

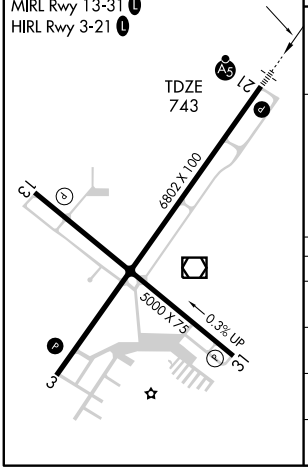
T A When VGSI inop, Circling Rwy 13-31 NA at night. For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Manitowoc altimeter setting. For inoperative MALSR when using Manitowoc altimeter setting, increase LPV all Cats visibility to 1¼ mile.

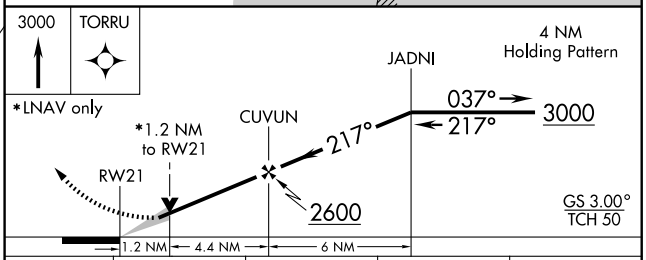
MALSR

MISSED APPROACH: Climb to 3000 direct TORRU and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1059-½ 316 (400-½)			
LNAV/VNAV DA	1209-1¼ 466 (500-1¼)			
LNAV MDA	1160-½ 417 (500-½)		1160-¾ 417 (500-¾)	1160-1 417 (500-1)
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
311°	TDZE	744
	Apt Elev	754

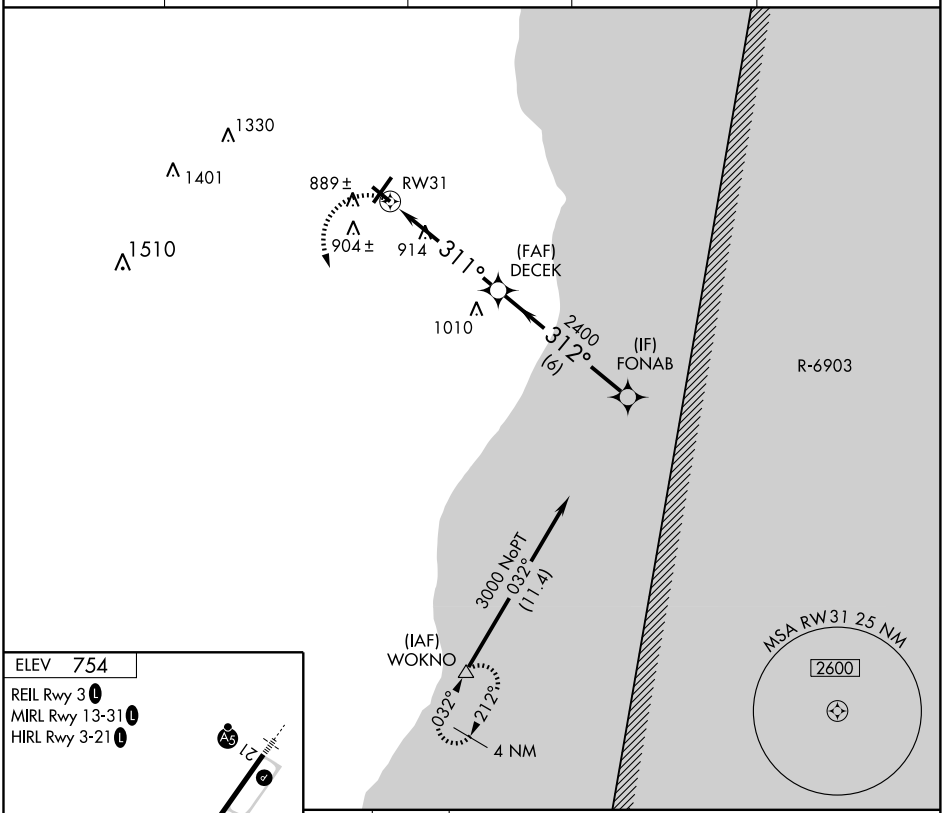
RNAV (GPS) RWY 31

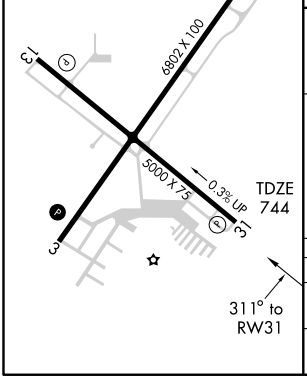
SHEBOYGAN COUNTY MEMORIAL (SBM)

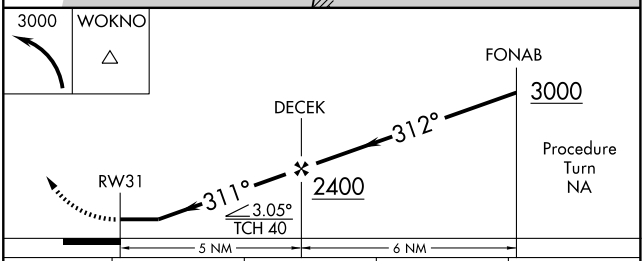
If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. When VGSI inop, Straight-in/Circling Rwy 13-31 procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct WOKNO and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 476 (500-1)		1220-1¼ 476 (500-1¼)	1220-1½ 476 (500-1½)
CIRCLING	1220-1 466 (500-1)		1220-1½ 466 (500-1½)	1320-2 566 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME FAH	APP CRS	Rwy Idg	6802
110.0	046°	TDZE	744
Chan 37		Apt Elev	755

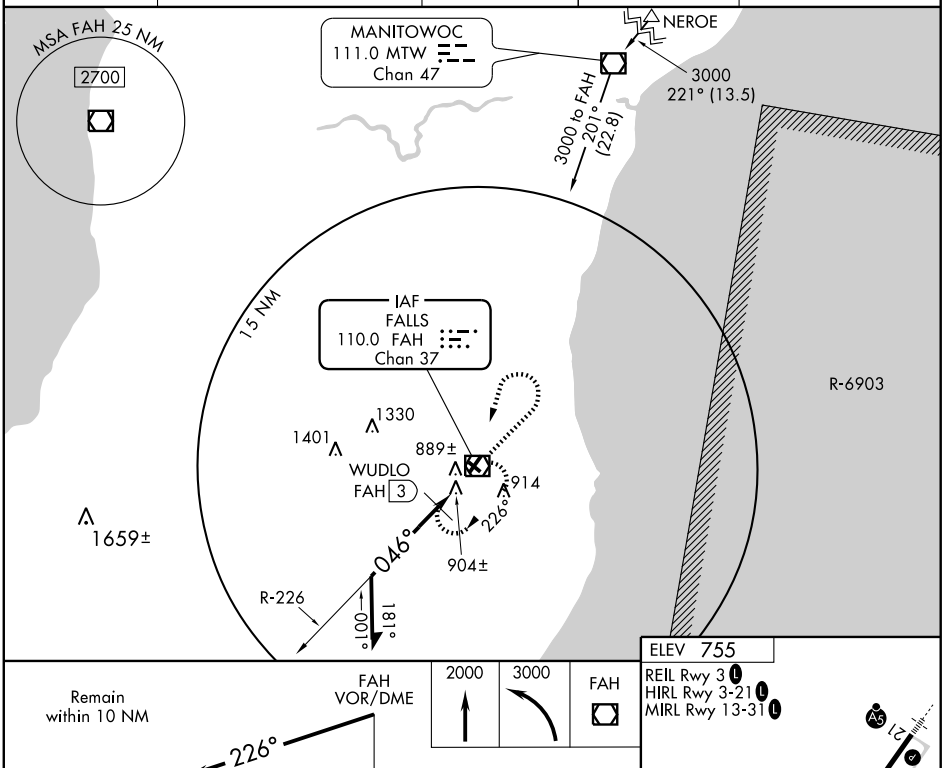
VOR RWY 3

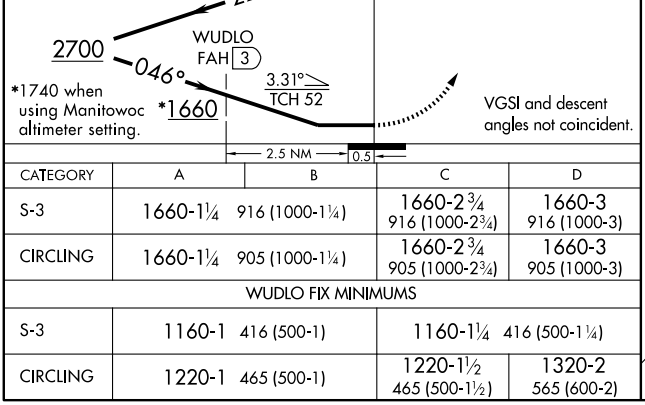
SHEBOYGAN COUNTY MEMORIAL (SBM)

T A When VGSI inop, Circling to Rwy 13-31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase all MDA 80 feet, increase Cat B/C visibility ¼ mile, WUDLO fix minimums Cat D visibility ¼ mile. When using Manitowoc altimeter setting Cat D and straight-in WUDLO fix minimums NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAH VOR/DME and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L

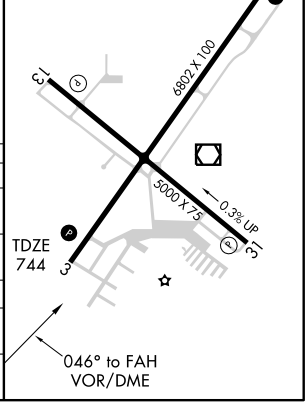




CATEGORY	A	B	C	D
S-3	1660-1¼ 916 (1000-1¼)		1660-2¾ 916 (1000-2¾)	1660-3 916 (1000-3)
CIRCLING	1660-1¼ 905 (1000-1¼)		1660-2¾ 905 (1000-2¾)	1660-3 905 (1000-3)
WUDLO FIX MINIMUMS				
S-3	1160-1 416 (500-1)		1160-1¼ 416 (500-1¼)	
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)

ELEV 755

REIL Rwy 3 L
HIRL Rwy 3-21 L
MIRL Rwy 13-31 L



EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME FAH	APP CRS	Rwy Idg	6802
110.0	209°	TDZE	743
Chan 37		Apt Elev	755

VOR RWY 21

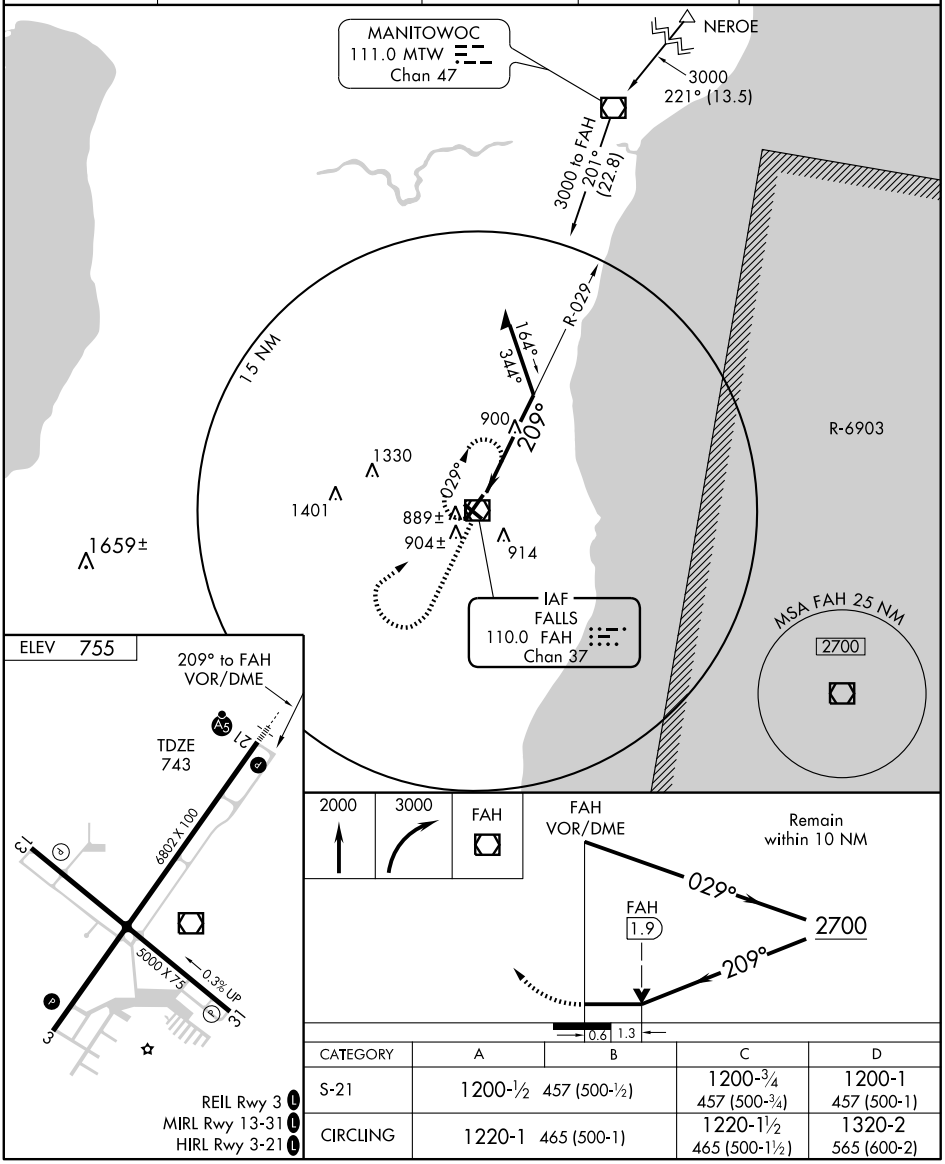
SHEBOYGAN COUNTY MEMORIAL (SBM)

T A When VGSI inop, Circling to Rwy 13-31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase all MDA 80 feet, increase S-21 Cat C/D visibility ¼ mile. VDP NA when using Manitowoc altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FAH VOR/DME and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L

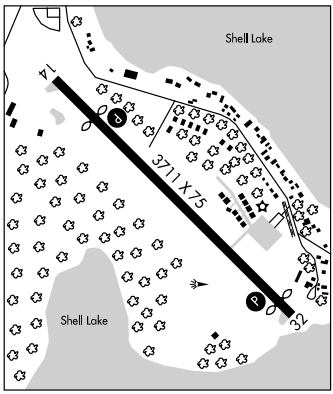


CATEGORY	A	B	C	D
S-21	1200-½ 457 (500-½)		1200-¾ 457 (500-¾)	1200-1 457 (500-1)
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)

REIL Rwy 3 L
MIRL Rwy 13-31 L
HIRL Rwy 3-21 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SHELL LAKE MUNI (SSQ) 1 SE UTC−6(−5DT) N45°43.88′ W91°55.24′ **GREEN BAY**
1233 B NOTAM FILE GRB **L–14I**
RWY 14–32: H3711X75 (ASPH) MIRL **IAP**
RWY 14: PAPI(P2L)–GA 4.0° TCH 21′.Thld dsplcd 619′. Trees.
RWY 32: REIL. PAPI(P2L)–GA 3.0° TCH 21′. Thld dsplcd 211′. Boat.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3711 TODA–3711 ASDA–3500 LDA–2881
RWY 32: TORA–3286 TODA–3711 ASDA–3711 LDA–3500
AIRPORT REMARKS: Unattended. Birds on and invof arpt. ACTIVATE MIRL Rwy 14–32; PAPI Rwy 14 and Rwy 32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (FLIGHT SERVICES)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.45
GCO 121.725 (GREEN BAY FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 341° 19.9 NM to fld. 1092/1E. OTS indef.

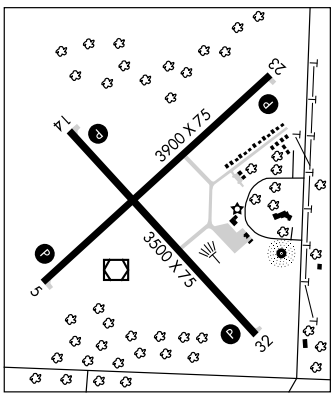


SHIOCTON (W34) 1 NE UTC−6(−5DT) N44°27.28′ W88°33.71′ **GREEN BAY**
769 NOTAM FILE GRB
RWY 18–36: 2340X110 (TURF)
RWY 18: REIL(NSTD). Trees. **RWY 36:** REIL(NSTD). Antenna.
RWY 09–27: 1415X110 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED 15 Mar–25 Apr. Parachute Jumping. Ultralight activity on and invof arpt. Deer activity on and invof arpt. Rwy 09–27 marked by orange and white barrels. Rwy 18–36 marked with orange and white barrels. Rwy 18–36 NSTD REIL; solar powered. Rwy 18–36 cones marking drain ditch W of rwy where Rwy 09–27 crosses.
COMMUNICATIONS: CTAF 122.9

SIREN N45°49.23′ W92°22.47′ NOTAM FILE RZN. **GREEN BAY**
(L) VOR/DME 109.4 RZN Chan 31 at Burnett Co. 987/2E. **HIWAS.** **L–14I**
VOR unusable 125°–135° byd 25NM
DME unusable 115°–320° byd 25NM blo 4000′.
RCO 122.1 R 109.4T (GREEN BAY RADIO)

SIREN

BURNETT CO (RZN) 3 N UTC−6(−5DT) N45°49.36′ W92°22.35′ **GREEN BAY**
989 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE RZN **L–14I**
RWY 05–23: H3900X75 (ASPH) S–8 MIRL **IAP**
RWY 05: REIL. PAPI(P2L)—GA 3.45 TCH 27′. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0 TCH 28′. Road.
RWY 14–32: H3500X75 (ASPH) S–8 MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0 TCH 28′. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.45 TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat–Sun 1500–2200Z‡. Fuel 24 hr self svc. Occasional deer and bear on rwy. Rwy 14 and Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 14–32, REIL Rwy 05, Rwy 23, Rwy 14 and Rwy 32, and PAPI Rwy 05, Rwy 23 and Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (715) 349–8563. **HIWAS** 109.4 RZN.
COMMUNICATIONS: CTAF/UNICOM 122.8
SIREN RCO 122.1R 109.4T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE RZN.
SIREN (L) VOR/DME 109.4 RZN Chan 31 N45°49.23′ W92°22.47′ at fld. 987/2E. **HIWAS.**
BIG DOCTOR NDB (MHW) 203 BXR N45°49.28′ W92°21.99′ at fld. NOTAM FILE GRB. VFR only.



APP CRS	Rwy Idg	2881
136°	TDZE	1232
	Apt Elev	1232

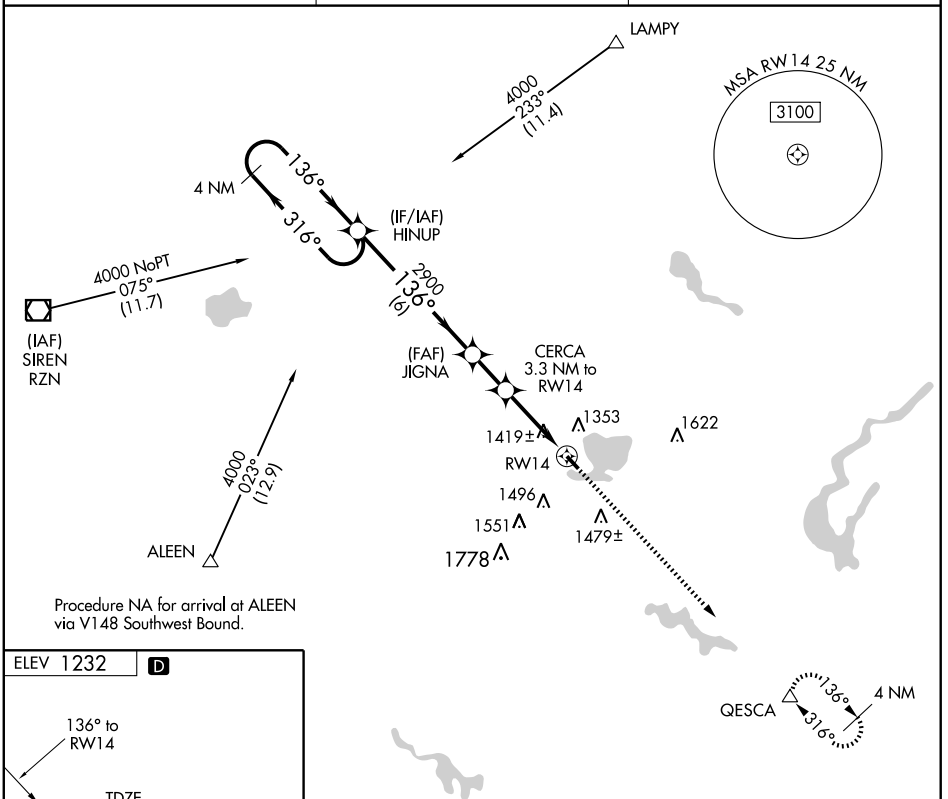
RNAV (GPS) RWY 14
SHELL LAKE MUNI (SSQ)

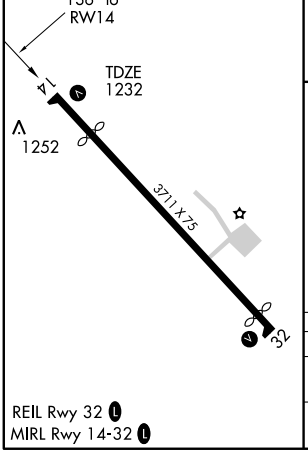
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rice Lake altimeter setting; when not received, use Siren altimeter setting and increase all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

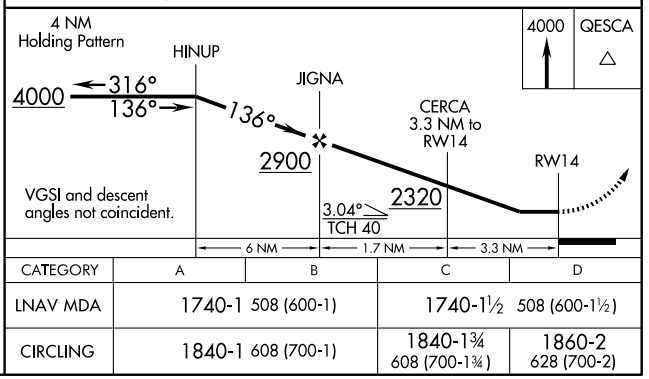
MISSED APPROACH: Climb to 4000 direct QESCA and hold.

MINNEAPOLIS CENTER	GCO	UNICOM
126.45 276.4	121.725	122.8 (CTAF) L





REIL Rwy 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	1740-1 508 (600-1)		1740-1½ 508 (600-1½)	
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)	1860-2 628 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
316°	TDZE	1232
	Apt Elev	1232

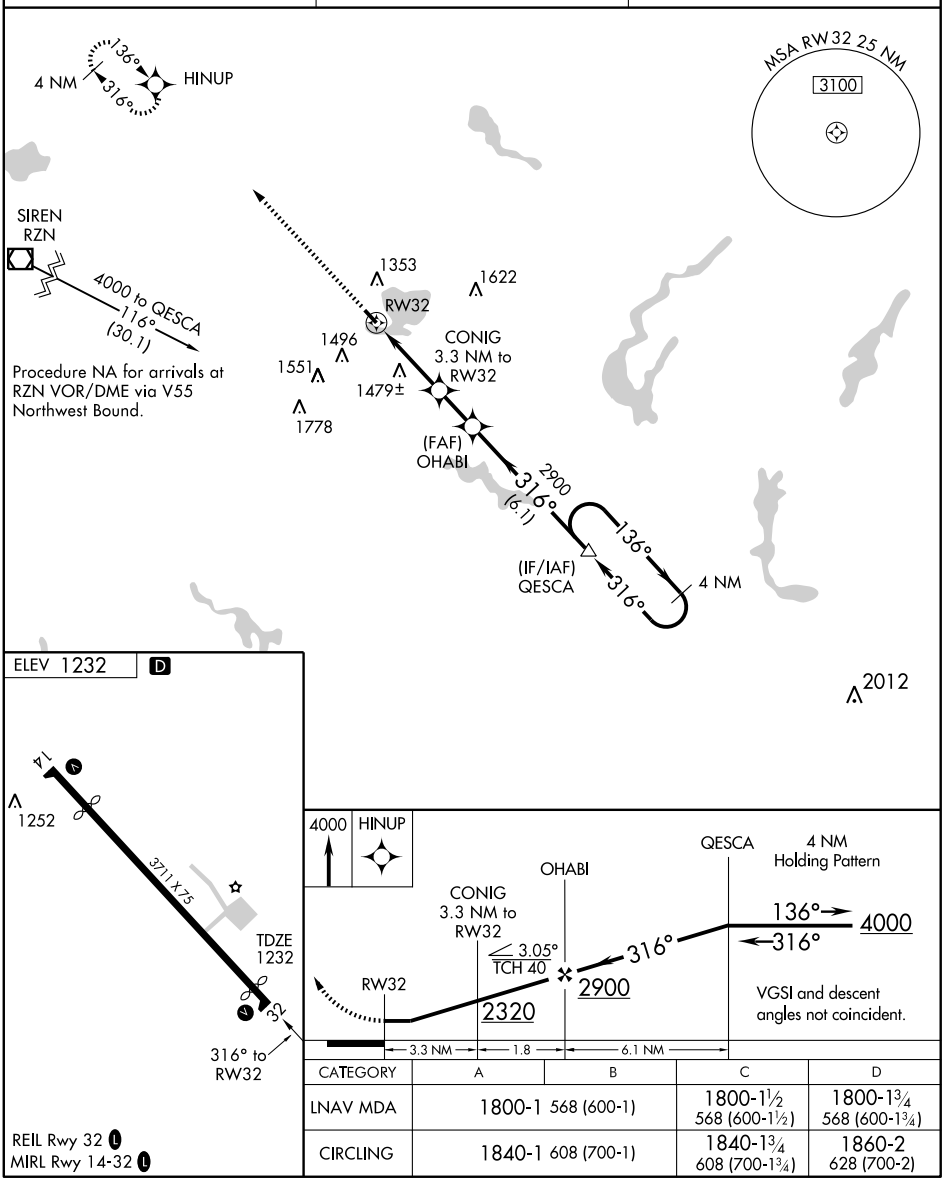
RNAV (GPS) RWY 32

SHELL LAKE MUNI (SSQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rice Lake altimeter setting; when not received use Siren altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4000 direct HINUP and hold.

MINNEAPOLIS CENTER	GCO	UNICOM
126.45 276.4	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1800-1 568 (600-1)		1800-1½ 568 (600-1½)	1800-1¾ 568 (600-1¾)
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)	1860-2 628 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RPD	APP CRS	Rwy Idg	3500
110.0	342°	TDZE	1232
Chan 37		Apt Elev	1232

VOR/DME RWY 32

SHELL LAKE MUNI (SSQ)

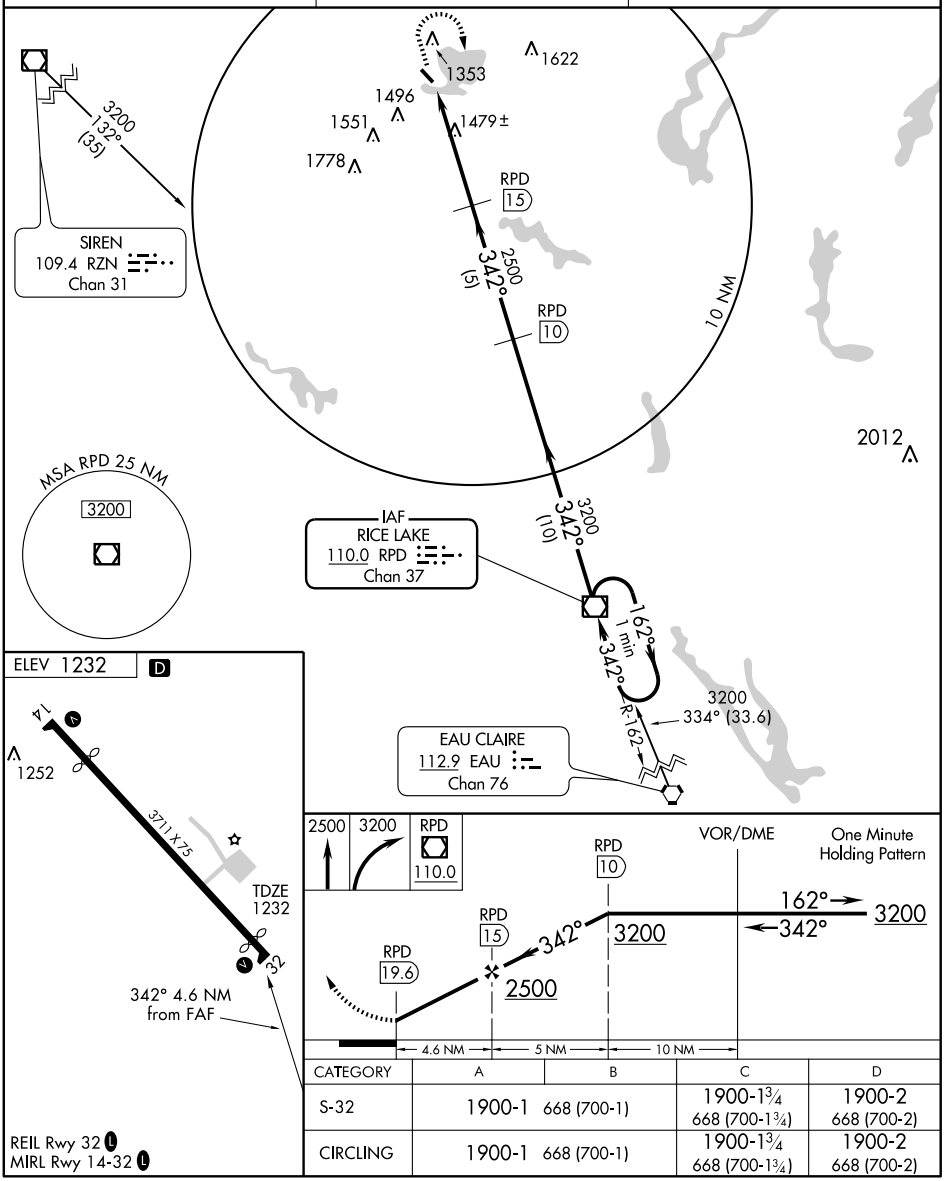
NA

Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct RPD VOR/DME and hold.

MINNEAPOLIS CENTER	GCO	UNICOM
126.45 276.4	121.725	122.8 (CTAF) L

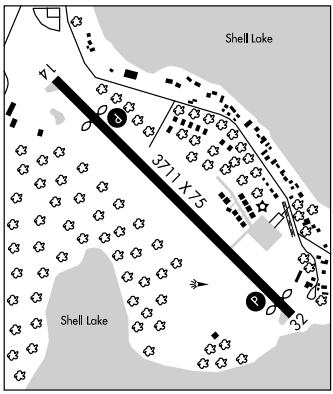
EC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-32	1900-1	668 (700-1)	1900-1¾ 668 (700-1¾)	1900-2 668 (700-2)
CIRCLING	1900-1	668 (700-1)	1900-1¾ 668 (700-1¾)	1900-2 668 (700-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

SHELL LAKE MUNI (SSQ) 1 SE UTC−6(−5DT) N45°43.88′ W91°55.24′ **GREEN BAY**
1233 B NOTAM FILE GRB **L–14I**
RWY 14–32: H3711X75 (ASPH) MIRL **IAP**
RWY 14: PAPI(P2L)–GA 4.0° TCH 21′.Thld dsplcd 619′. Trees.
RWY 32: REIL. PAPI(P2L)–GA 3.0° TCH 21′. Thld dsplcd 211′. Boat.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3711 TODA–3711 ASDA–3500 LDA–2881
RWY 32: TORA–3286 TODA–3711 ASDA–3711 LDA–3500
AIRPORT REMARKS: Unattended. Birds on and invof arpt. ACTIVATE MIRL Rwy 14–32; PAPI Rwy 14 and Rwy 32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (FLIGHT SERVICES)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.45
GCO 121.725 (GREEN BAY FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 341° 19.9 NM to fld. 1092/1E. OTS indef.

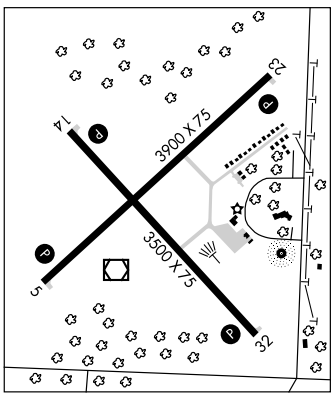


SHIOCTON (W34) 1 NE UTC−6(−5DT) N44°27.28′ W88°33.71′ **GREEN BAY**
769 NOTAM FILE GRB
RWY 18–36: 2340X110 (TURF)
RWY 18: REIL(NSTD). Trees. **RWY 36:** REIL(NSTD). Antenna.
RWY 09–27: 1415X110 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED 15 Mar–25 Apr. Parachute Jumping. Ultralight activity on and invof arpt. Deer activity on and invof arpt. Rwy 09–27 marked by orange and white barrels. Rwy 18–36 marked with orange and white barrels. Rwy 18–36 NSTD REIL; solar powered. Rwy 18–36 cones marking drain ditch W of rwy where Rwy 09–27 crosses.
COMMUNICATIONS: CTAF 122.9

SIREN N45°49.23′ W92°22.47′ NOTAM FILE RZN. **GREEN BAY**
(L) VOR/DME 109.4 RZN Chan 31 at Burnett Co. 987/2E. **HIWAS.** **L–14I**
VOR unusable 125°–135° byd 25NM
DME unusable 115°–320° byd 25NM blo 4000′.
RCO 122.1 R 109.4T (GREEN BAY RADIO)

SIREN

BURNETT CO (RZN) 3 N UTC−6(−5DT) N45°49.36′ W92°22.35′ **GREEN BAY**
989 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE RZN **L–14I**
RWY 05–23: H3900X75 (ASPH) S–8 MIRL **IAP**
RWY 05: REIL. PAPI(P2L)—GA 3.45 TCH 27′. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0 TCH 28′. Road.
RWY 14–32: H3500X75 (ASPH) S–8 MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0 TCH 28′. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.45 TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat–Sun 1500–2200Z‡. Fuel 24 hr self svc. Occasional deer and bear on rwy. Rwy 14 and Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 14–32, REIL Rwy 05, Rwy 23, Rwy 14 and Rwy 32, and PAPI Rwy 05, Rwy 23 and Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (715) 349–8563. **HIWAS** 109.4 RZN.
COMMUNICATIONS: CTAF/UNICOM 122.8
SIREN RCO 122.1R 109.4T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE RZN.
SIREN (L) VOR/DME 109.4 RZN Chan 31 N45°49.23′ W92°22.47′ at fld. 987/2E. **HIWAS.**
BIG DOCTOR NDB (MHW) 203 BXR N45°49.28′ W92°21.99′ at fld. NOTAM FILE GRB. VFR only.



VOR/DME RZN	APP CRS	Rwy Idg	3900
109.4	051°	TDZE	989
Chan 31		Apt Elev	989

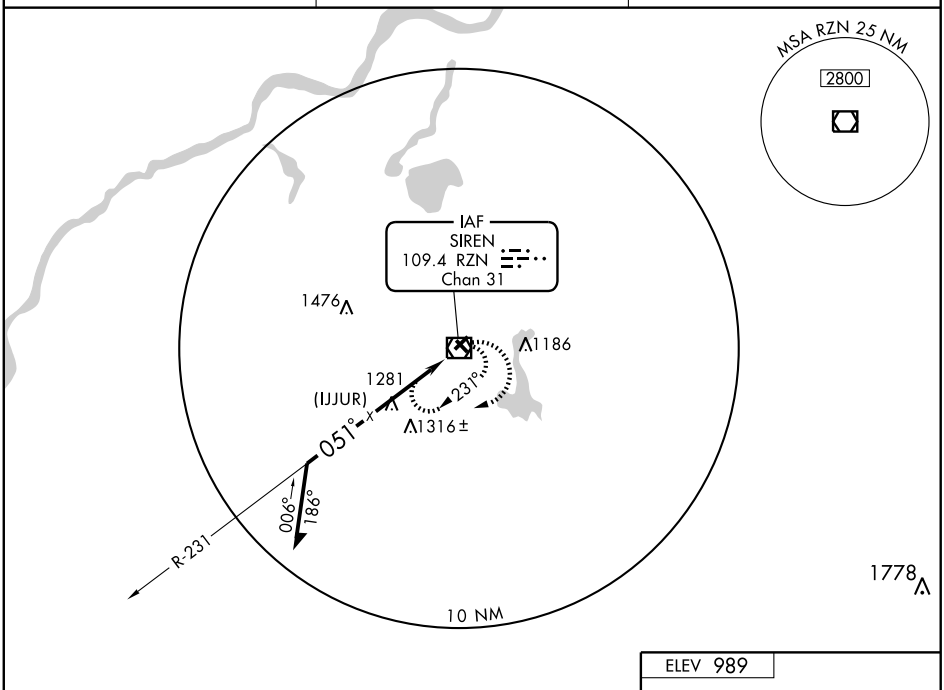
VOR or GPS RWY 5

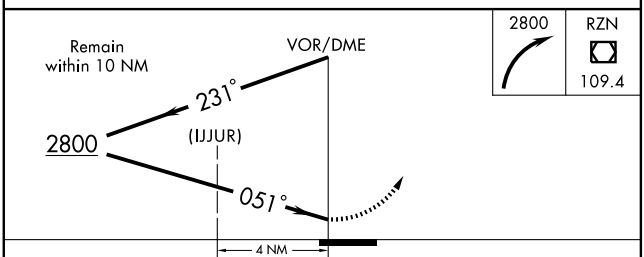
SIREN/BURNETT COUNTY (RZN)

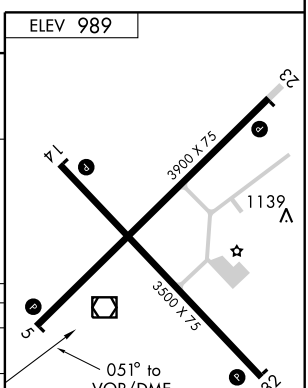
NA Obtain a local altimeter setting on CTAF; when not received, use Cambridge, MN altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 in RZN VOR/DME holding pattern.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	121.05 397.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1620-1 631 (700-1)		1620-1¾ 631 (700-1¾)	1620-2 631 (700-2)
CIRCLING	1620-1 631 (700-1)		1620-1¾ 631 (700-1¾)	1620-2 631 (700-2)
CAMBRIDGE, MN ALTIMETER SETTING MINIMUMS				
S-5	1720-1 731 (800-1)		1720-2 731 (800-2)	1720-2¼ 731 (800-2¼)
CIRCLING	1720-1 731 (800-1)		1720-2 731 (800-2)	1720-2¼ 731 (800-2¼)

REIL Rwys 5, 14, 23 and 32 L
MIRL Rwys 5-23 and 14-32 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SOLON SPRINGS

NORTH COUNTRY SPB (SS1) 1 E UTC−6(−5DT) N46°22.19′ W91°47.88′ **GREEN BAY**

1000 NOTAM FILE GRB

WATERWAY 04–22: 6000X500 (WATER)

WATERWAY 09–27: 3500X500 (WATER)

SEAPLANE REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

SOLON SPRINGS MUNI (OLG) 3 S UTC−6(−5DT) N46°18.89′ W91°48.98′ **GREEN BAY**

1102 B S2 **FUEL** 100LL TPA—2102(1000) NOTAM FILE GRB **L–14I**

RWY 01–19: H3100X60 (ASPH) S–27 LIRL **IAP**

RWY 01: Trees. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Numerous deer on arpt. Acft mechanic on call 715–399–2171. LIRL Rwy 01–19 preset low ints dusk–dawn, ACTIVATE higher ints—CTAF. Twy to ramp from rwy marked by reflectors.

COMMUNICATIONS: CTAF 122.9

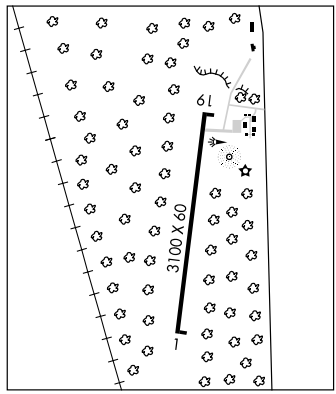
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON**127.9 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.

DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 146° 33.3 NM to fld. 1428/5E. **HIWAS.**

NDB (MHW) 388 OLG N46°19.02′ W91°48.84′ at fld. NOTAM FILE GRB. Unmonitored. SHUTDOWN.



SOUTHERN WISCONSIN RGNL (See JANESVILLE)

SPARTA

SPARTA/FORT McCOY (CMY)(KCMY) CIV/MIL 3 NE UTC−6(−5DT) N43°57.50′ W90°44.27′ **CHICAGO**

838 B **FUEL** 100LL NOTAM FILE CMY **L–28G**

RWY 11–29: H4697X100 (ASPH) PCN 33 R/B/W/T MIRL **IAP**

RWY 11: REIL. Trees. **RWY 29:** REIL. PVASI(PSIR)—GA 3.0° TCH 65′. Thld dsplcd 432′. Road.

RWY 01–19: H4292X50 (ASPH) PCN 13 F/B/W/T MIRL 0.3% up S

RWY 01: Thld dsplcd 1328′. Road. **RWY 19:** Trees.

MILITARY SERVICE: FUEL J8 (Mil) (NC–100LL PPR) PPR C608–388–3721/3713, DSN 280–3721/3713.

AIRPORT REMARKS: Attended 1330–2200Z‡. Except national training holiday. PPR for fuel; call 608–269–3122. Occasional wild game and birds on and invof arpt. ACTIVATE MIRL Rwy 01–19 and Rwy 11–29—CTAF. REIL Rwy 11 and Rwy 29 opr only when rwy lgts set on high ints.

MILITARY REMARKS: CAUTION Intermittent heavy C–130/high performance opr. Use advisory svc if avbl.

WEATHER DATA SOURCES: AWOS–3 118.375 (608) 269–0724.

COMMUNICATIONS: CTAF 124.6

Ⓡ **VOLK APP/DEP CON** 135.25 290.8 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc,

Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 380.35

McCOY TOWER 38.5 124.6 241.0 (Mon–Fri 1400–2200Z‡ exc Federal holidays) **RANGE** 43.15 46.8 124.6 247.4

GCO 121.725 (FLIGHT SERVICES)

AIRSPACE: CLASS D Mon–Fri 1400–2200Z‡ exc Federal holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.

LA CROSSE (T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ 075° 23 NM to fld. 650/2E.

McCOY NDB (MHW) 412 CMY N43°56.27′ W90°38.51′ 287° 4.3 NM to fld. NOTAM FILE CMY.

SPOONER

NEST OF EAGLES (1H9) 3E UTC–6(–5DT) N45°50.14′ W91°48.17′ **GREEN BAY**

1120 B NOTAM FILE GRB Not insp.

RWY 01–19: 3600X100 (TURF)

RWY 01: Trees. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Snow not plowed winter months, turf cut and maintained summer months.

COMMUNICATIONS: CTAF 122.9

NDB OLG	APP CRS	Rwy Idg	3100
388	181°	TDZE	1102
		Apt Elev	1102

NDB RWY 19

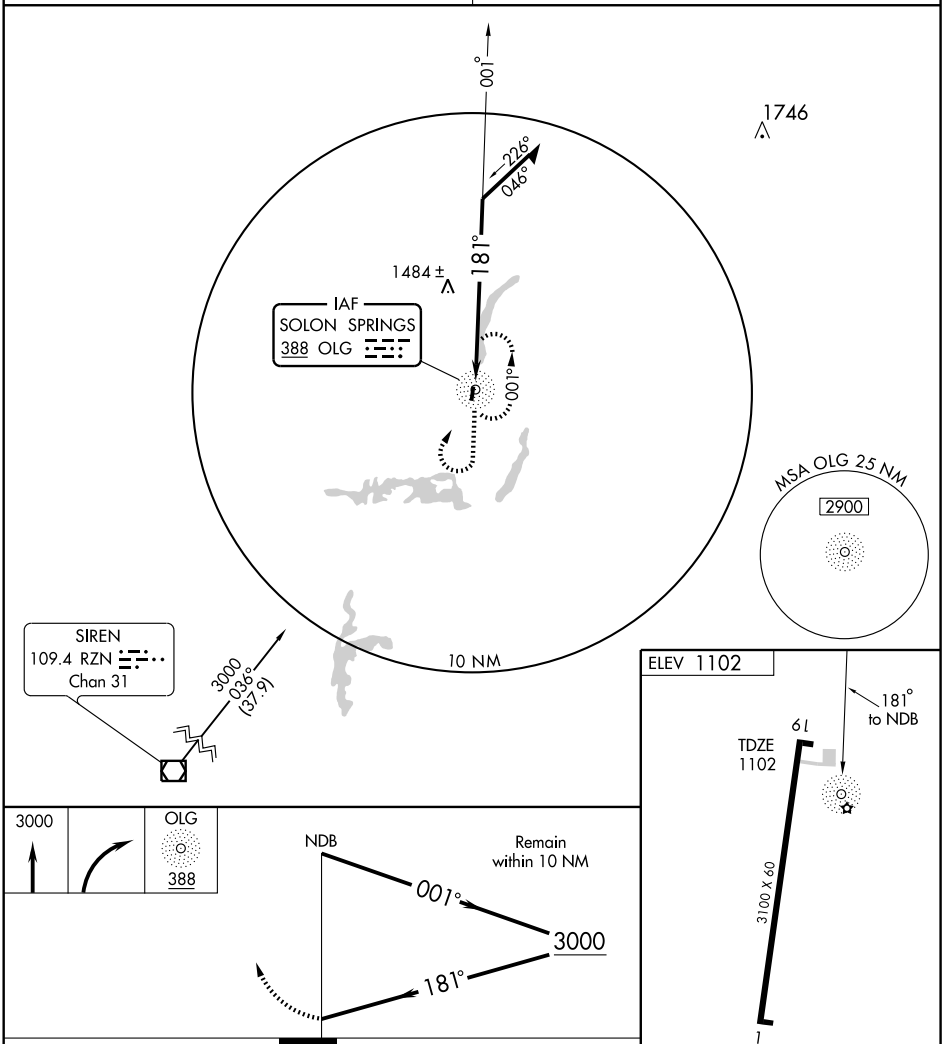
SOLON SPRINGS MUNI (OLG)

NA Use Duluth/Sky Harbor altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct OLG NDB and hold.

DULUTH APP CON ★ 125.45 255.9

UNICOM 122.9 (CTAF) L



LIRL Rwy 1-19 L

CATEGORY	A	B	C	D
S-19	2020-1¼ 918 (1000-1¼)		2020-2¾ 918 (1000-2¾)	NA
CIRCLING	2020-1¼ 918 (1000-1¼)		2020-2¾ 918 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

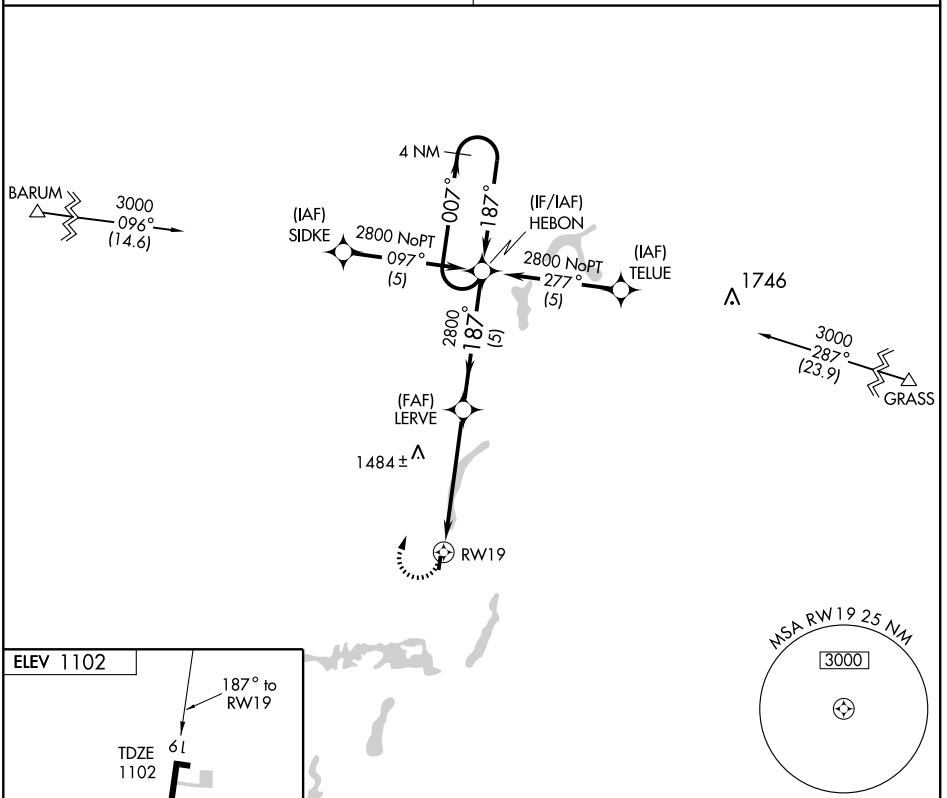
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3100
187°	TDZE	1102
	Apt Elev	1102

RNAV (GPS) RWY 19
SOLON SPRINGS MUNI (OLG)

⚠ NA Use Duluth/Sky Harbor altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing right turn to 2800 direct HEBON WP and hold.
DULUTH APP CON ★ **125.45 255.9**	UNICOM **122.9** (CTAF) Ⓛ



CATEGORY	A	B	C	D
LNAV MDA	1800-1	698 (700-1)	1800-2 698 (700-2)	NA
CIRCLING	1800-1	698 (700-1)	1800-2 698 (700-2)	NA

LIRL Rwy 1-19 Ⓛ

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SOLON SPRINGS

NORTH COUNTRY SPB (SS1) 1 E UTC−6(−5DT) N46°22.19′ W91°47.88′ **GREEN BAY**

1000 NOTAM FILE GRB

WATERWAY 04–22: 6000X500 (WATER)

WATERWAY 09–27: 3500X500 (WATER)

SEAPLANE REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

SOLON SPRINGS MUNI (OLG) 3 S UTC−6(−5DT) N46°18.89′ W91°48.98′ **GREEN BAY**

1102 B S2 **FUEL** 100LL TPA—2102(1000) NOTAM FILE GRB **L–14I**

RWY 01–19: H3100X60 (ASPH) S–27 LIRL **IAP**

RWY 01: Trees. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Numerous deer on arpt. Acft mechanic on call 715–399–2171. LIRL Rwy 01–19 preset low ints dusk–dawn, ACTIVATE higher ints—CTAF. Twy to ramp from rwy marked by reflectors.

COMMUNICATIONS: CTAF 122.9

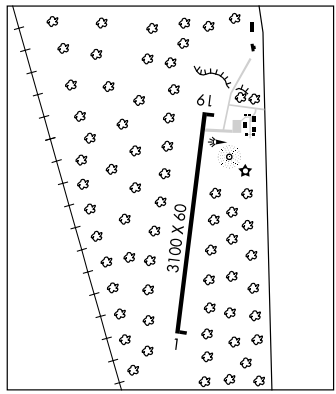
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON**127.9 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.

DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 146° 33.3 NM to fld. 1428/5E. **HIWAS.**

NDB (MHW) 388 OLG N46°19.02′ W91°48.84′ at fld. NOTAM FILE GRB. Unmonitored. SHUTDOWN.



SOUTHERN WISCONSIN RGNL (See JANESVILLE)

SPARTA

SPARTA/FORT McCOY (CMY)(KCMY) CIV/MIL 3 NE UTC−6(−5DT) N43°57.50′ W90°44.27′ **CHICAGO**

838 B **FUEL** 100LL NOTAM FILE CMY **L–28G**

RWY 11–29: H4697X100 (ASPH) PCN 33 R/B/W/T MIRL **IAP**

RWY 11: REIL. Trees. **RWY 29:** REIL. PVASI(PSIR)—GA 3.0° TCH 65′. Thld dsplcd 432′. Road.

RWY 01–19: H4292X50 (ASPH) PCN 13 F/B/W/T MIRL 0.3% up S

RWY 01: Thld dsplcd 1328′. Road. **RWY 19:** Trees.

MILITARY SERVICE: FUEL J8 (Mil) (NC–100LL PPR) PPR C608–388–3721/3713, DSN 280–3721/3713.

AIRPORT REMARKS: Attended 1330–2200Z‡. Except national training holiday. PPR for fuel; call 608–269–3122. Occasional wild game and birds on and invof arpt. ACTIVATE MIRL Rwy 01–19 and Rwy 11–29—CTAF. REIL Rwy 11 and Rwy 29 opr only when rwy lgts set on high ints.

MILITARY REMARKS: CAUTION Intermittent heavy C–130/high performance opr. Use advisory svc if avbl.

WEATHER DATA SOURCES: AWOS–3 118.375 (608) 269–0724.

COMMUNICATIONS: CTAF 124.6

Ⓡ **VOLK APP/DEP CON** 135.25 290.8 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc,

Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 380.35

McCOY TOWER 38.5 124.6 241.0 (Mon–Fri 1400–2200Z‡ exc Federal holidays) **RANGE** 43.15 46.8 124.6 247.4

GCO 121.725 (FLIGHT SERVICES)

AIRSPACE: CLASS D Mon–Fri 1400–2200Z‡ exc Federal holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.

LA CROSSE (T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ 075° 23 NM to fld. 650/2E.

McCOY NDB (MHW) 412 CMY N43°56.27′ W90°38.51′ 287° 4.3 NM to fld. NOTAM FILE CMY.

SPOONER

NEST OF EAGLES (1H9) 3E UTC–6(–5DT) N45°50.14′ W91°48.17′ **GREEN BAY**

1120 B NOTAM FILE GRB Not insp.

RWY 01–19: 3600X100 (TURF)

RWY 01: Trees. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Snow not plowed winter months, turf cut and maintained summer months.

COMMUNICATIONS: CTAF 122.9

NDB CMY	APP CRS	Rwy Idg	4265
412	287°	TDZE	832
		Apt Elev	837

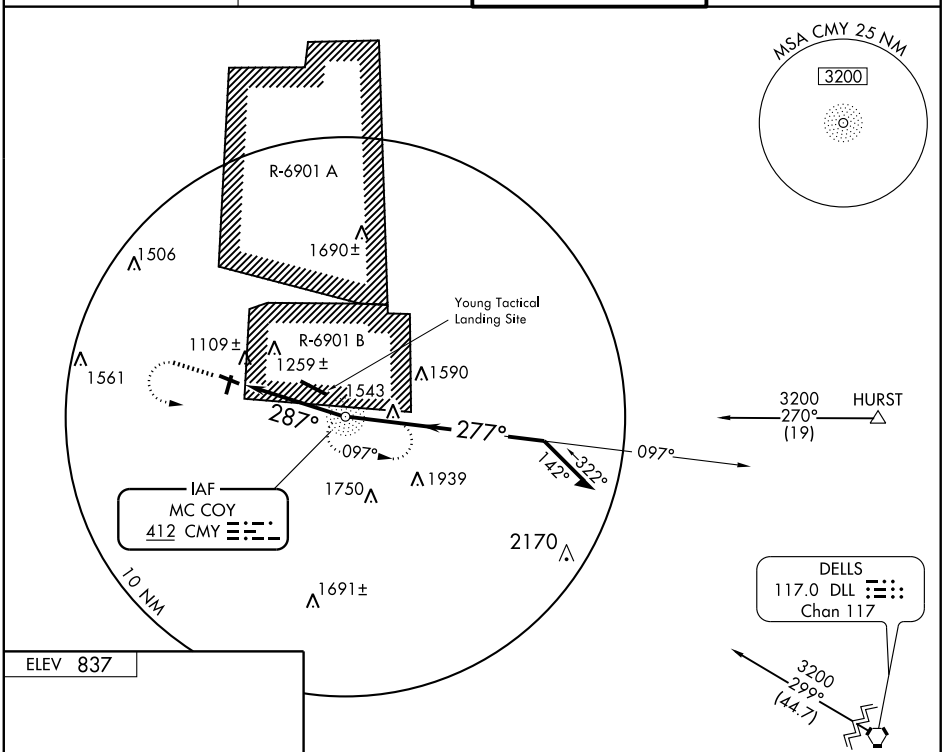
NDB RWY 29

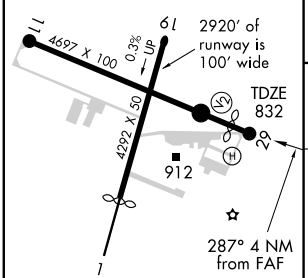
SPARTA/ FORT MC COY (CMY)

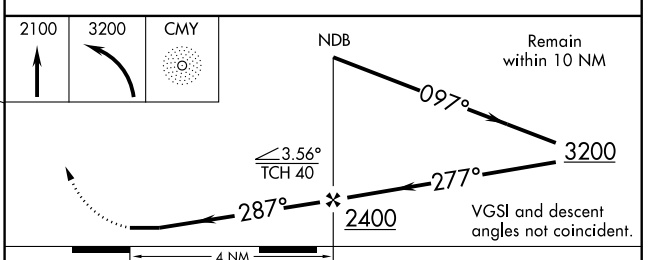
NA — Procedure not authorized when R-6901B active.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3200 direct CMY NDB and hold.

AWOS-3	VOLK APP CON ★	SPARTA TOWER ★	GCO
118.375	135.25 290.8	124.6 (CTAF) L 229.4	121.725







REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-29	1560-1	728 (800-1)	1560-2 728 (800-2)	1560-2¼ 728 (800-2¼)
CIRCLING	1560-1	723 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

SPARTA/ FORT MC COY (CMY)

APP CRS	Rwy Idg	4697
112°	TDZE	830
	Apt Elev	837

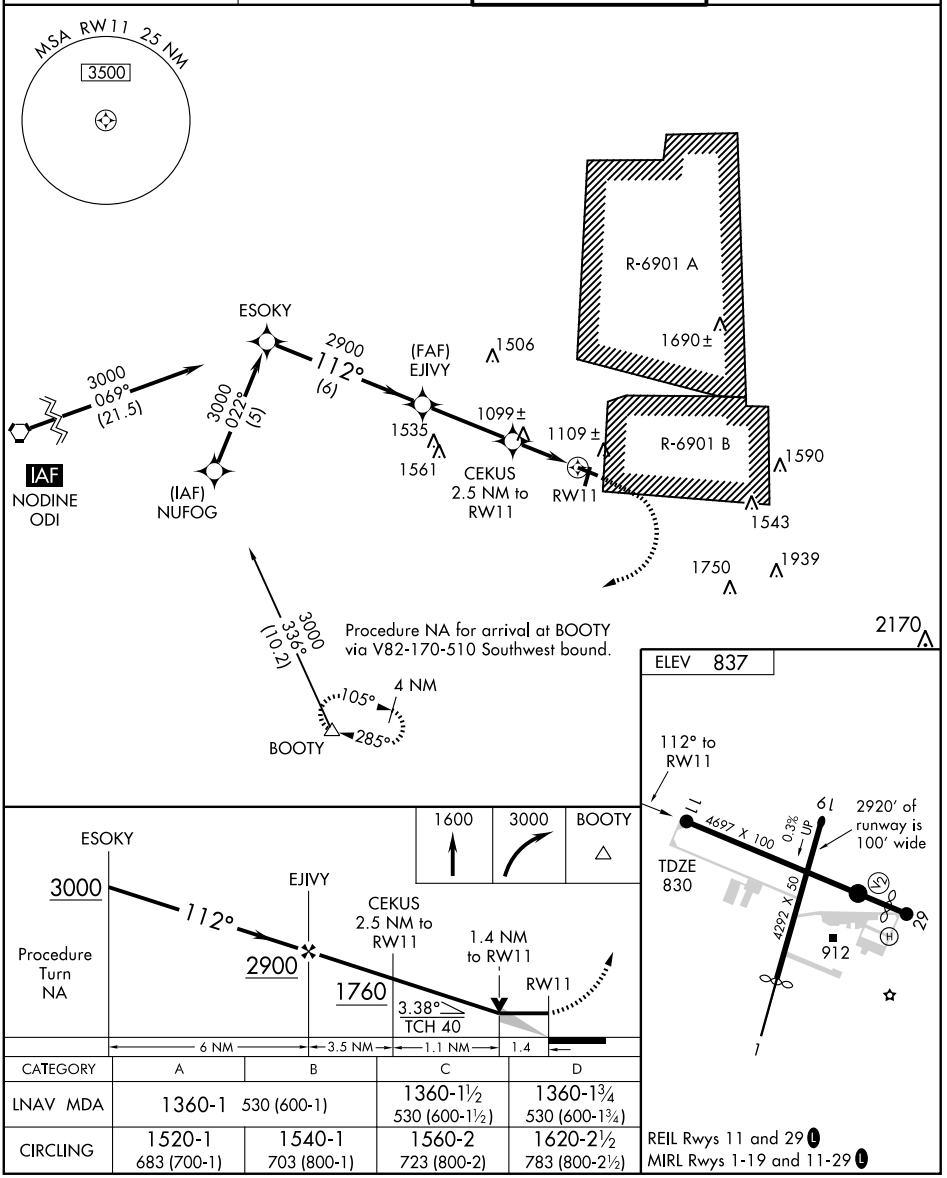
T NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when R-6901B active.

IAF ARM approach mode prior to IAF.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct BOOTY WP and hold.

AWOS-3	VOLK APP CON ★	SPARTA TOWER ★	GCO
118.375	135.25 290.8	124.6 (CTAF) L 229.4	121.725



CATEGORY	A	B	C	D
LNAV MDA	1360-1 530 (600-1)		1360-1½ 530 (600-1½)	1360-1¾ 530 (600-1¾)
CIRCLING	1520-1 683 (700-1)	1540-1 703 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)

REIL Rwys 11 and 29 L

MIRL Rwys 1-19 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4265
292°	TDZE	832
	Apt Elev	837

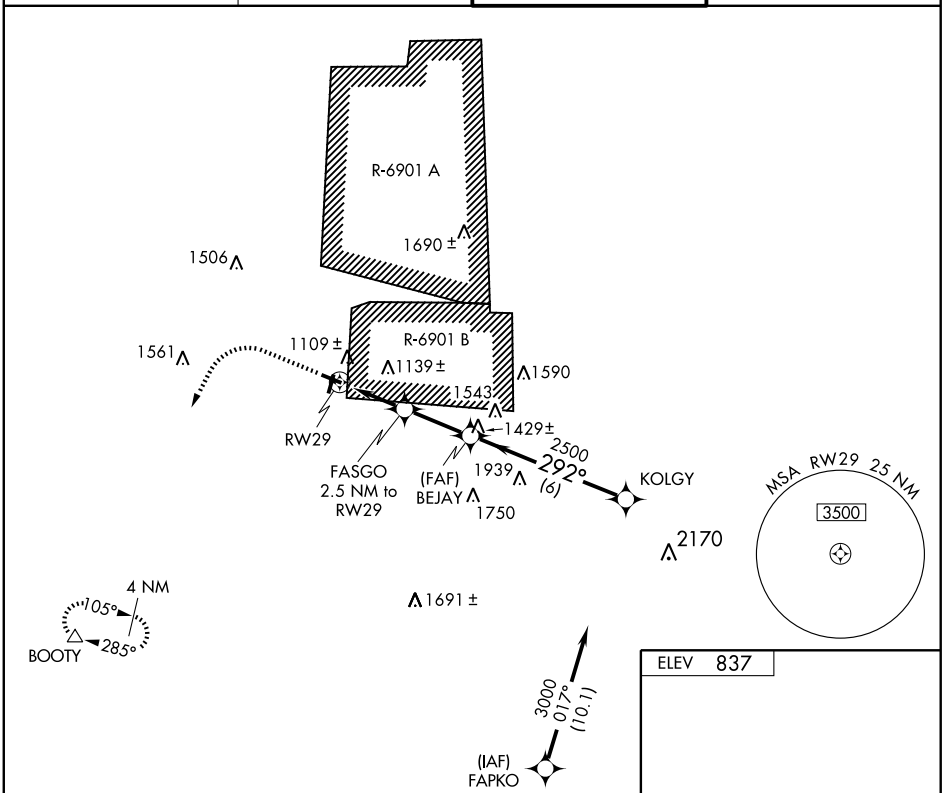
RNAV (GPS) RWY 29

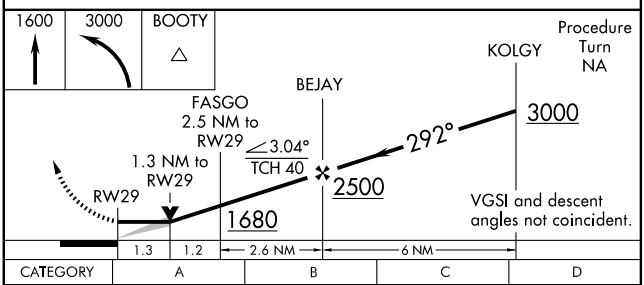
SPARTA/ FORT MC COY (CMY)

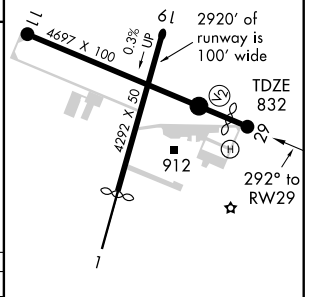
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when R-6901B active.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct BOOTY WP and hold.

AWOS-3	VOLK APP CON ★	SPARTA TOWER ★	GCO
118.375	135.25 290.8	124.6 (CTAF) L 229.4	121.725





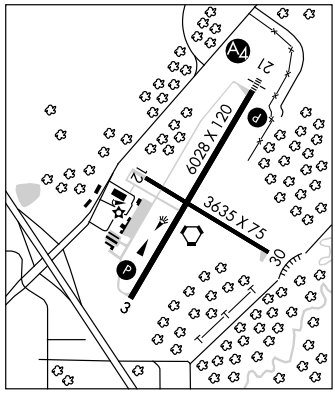


CATEGORY	A	B	C	D
LNAV MDA	1300-1	468 (500-1)	1300-1¼ 468 (500-1¼)	1300-1½ 468 (500-1½)
CIRCLING	1520-1 683 (700-1)	1540-1 703 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

STEVENS POINT MUNI (STE) 3 NE UTC−6(−5DT) N44°32.71′ W89°31.82′ **GREEN BAY**
1110 B S4 **FUEL** 100LL, JET A TPA—2110(1000) NOTAM FILE STE **H–2K, L–14J**
RWY 03–21: H6028X120 (ASPH) S–30, D–75, 2D–195 HIRL **IAP**
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 21: MALS. PAPI(P2L)—GA 3.0° TCH 37′. Tree.
RWY 12–30: H3635X75 (ASPH) S–9 D–75 HIRL
RWY 12: Road. **RWY 30:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Fuel 24 hr self svc. Deer and migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 03–21 and Rwy 12–30 and MALS Rwy 21 and REIL Rwy 03 and PAPI Rwys 03 and 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (715) 344–5960.
HIWAS 110.6 STE.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 110.6T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
(L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ at fld. 1110/2E. **HIWAS.**
DME unusable byd 35 NM blo 3000′.
ILS/DME 111.35 I–STE Chan 50Y Rwy 21.



STOUGHTON

QUAMS MARINA SPB (99C) 3 NW UTC−6(−5DT) N42°57.07′ W89°16.26′ **CHICAGO**
843 **FUEL** MOGAS TPA—1843(1000) NOTAM FILE GRB
WATERWAY ALL WAY: 15000X4000 (WATER)
SEAPLANE REMARKS: Attended Apr–Oct Mon–Fri 1400–0000Z‡, Sat 1500–2300Z‡, Sun 1500–2200Z‡, Nov–Mar irregularly.
COMMUNICATIONS: CTAF 122.9

STURGEON BAY N44°50.21′ W87°25.35′ NOTAM FILE SUE. **GREEN BAY**
NDB (MHW) 414 SUE at Door Co Cherryland. **L–31B**

STURGEON BAY

DOOR CO CHERRYLAND (SUE) 2 W UTC−6(−5DT) N44°50.62′ W87°25.29′ **GREEN BAY**
725 B S4 **FUEL** 100LL, JET A NOTAM FILE SUE **L–31B**
RWY 02–20: H4600X75 (ASPH) S–16, D–22 MIRL 0.4% up S **IAP**
RWY 02: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 32′. Road. **RWY 20:** REIL. PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 10–28: H3199X75 (ASPH) S–16, D–22 MIRL
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Road. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1600–2200Z‡. Except summer hrs from Labor Day—Memorial Day Fri and Sat 1300–0000Z‡, Sun 1500–2200Z‡. After hrs fueling avbl, ctc 920–743–6952. Be Alert: No line of sight Rwy 02 to Rwy 20. Deer, turkeys and seagulls occasionally on arpt. Ultralight activity on and invof arpt. Group of five twrs approximately 4 NM northeast, tallest twr is 1300′ MSL/489′ AGL. ACTIVATE MIRL Rwys 02–20 and 10–28; PAPI Rwys 02, 20, 10 and 28; REIL Rwys 02; 20; 10 and 28; LDIN Rwy 02—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (920) 743–7087
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GREEN BAY APP/DEP CON** 119.25 (1130–0530Z‡) Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 061° 37.3 NM to fld. 767/1E. **HIWAS.**
FICHY NDB (LOM) 224 II N44°45.36′ W87°26.95′ 016° 5.4 NM to fld. Unmonitored.
STURGEON BAY NDB (MHW) 414 SUE N44°50.21′ W87°25.35′ at fld. NOTAM FILE SUE.
SDF 111.9 III Rwy 02. LOM FICHY NDB. SDF unusable byd 12° left of course. Unmonitored.

LOC/DME I-STE	APP CRS	Rwy Idg	6028
111.35	211°	TDZE	1110
Chan 50 (Y)		Apt Elev	1110

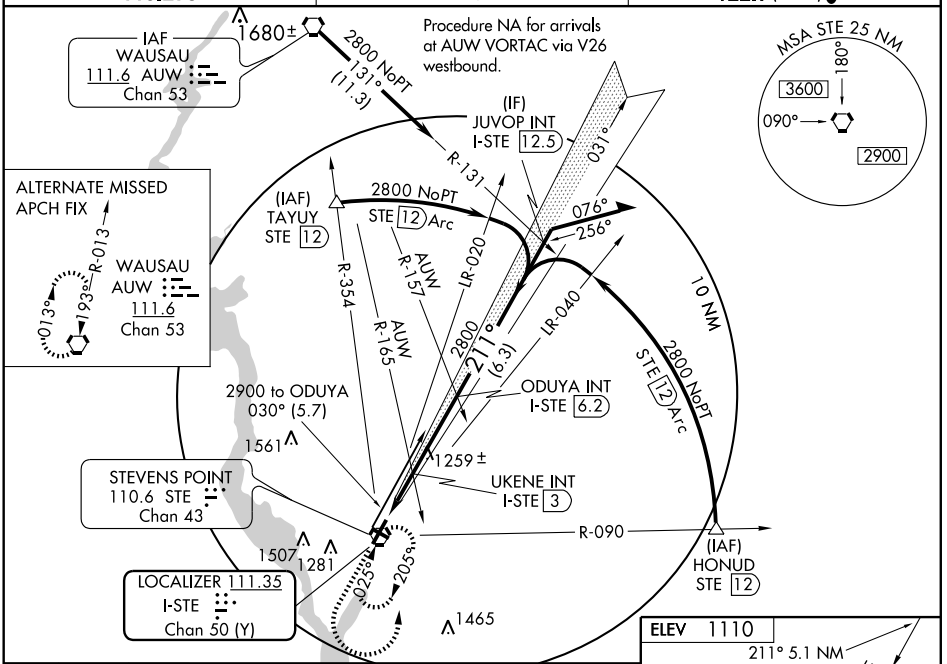
ILS or LOC RWY 21
STEVENS POINT MUNI (STE)

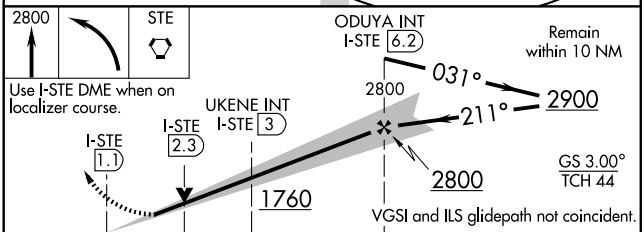
NA — Inoperative table does not apply to S-LOC 21 Cat C. When local altimeter setting not received, use Mosinee altimeter setting and increase all DA and all UKENE FIX minimums MDA 60 feet, increase S-ILS 21all Cats visibility ¼ mile. UKENE FIX minimums: increase S-LOC 21 Cat D and Circling Cats C and D visibility ¼ mile. VDP NA when using Mosinee altimeter setting.

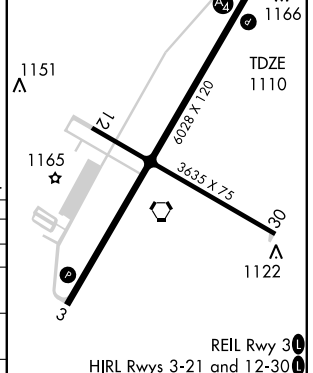
MALS

MISSED APPROACH: Climb to 2800 then left turn direct STE VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 21	1310-¾ 200 (200-¾)			
S-LOC 21	1760-¾ 650 (700-¾)		1760-1¾ 650 (700-1¾)	1760-2 650 (700-2)
CIRCLING	1760-1 650 (700-1)		1760-1¾ 650 (700-1¾)	1800-2¼ 690 (700-2¼)
UKENE FIX MINIMUMS				
S-LOC 21	1520-¾ 410 (500-¾)		1520-1¼ 410 (500-1¼)	
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6028
CH 77910	031°	TDZE	1108
W03A		Apt Elev	1110

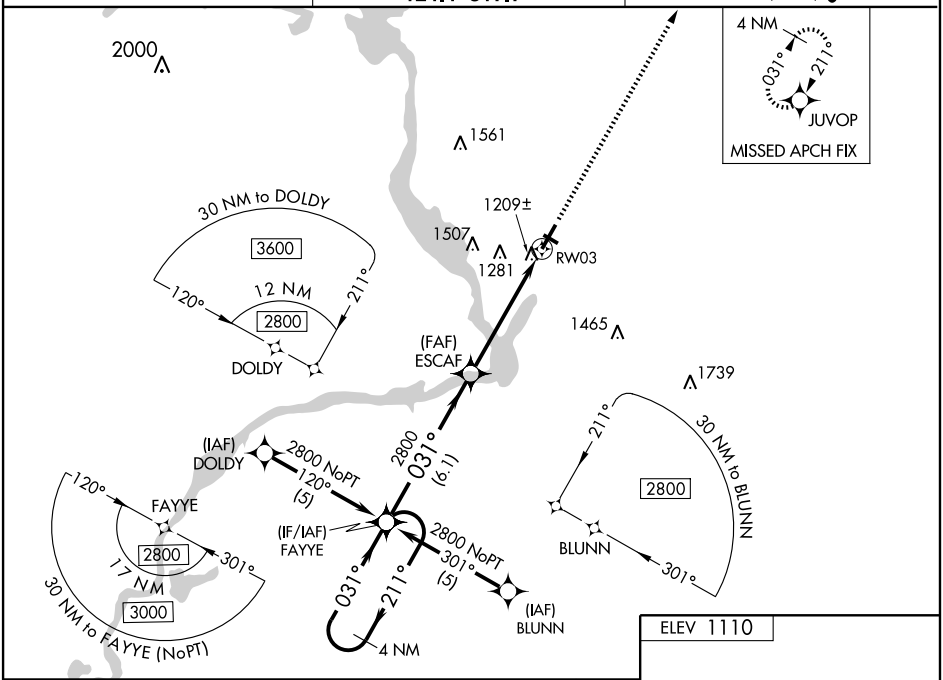
RNAV (GPS) RWY 3

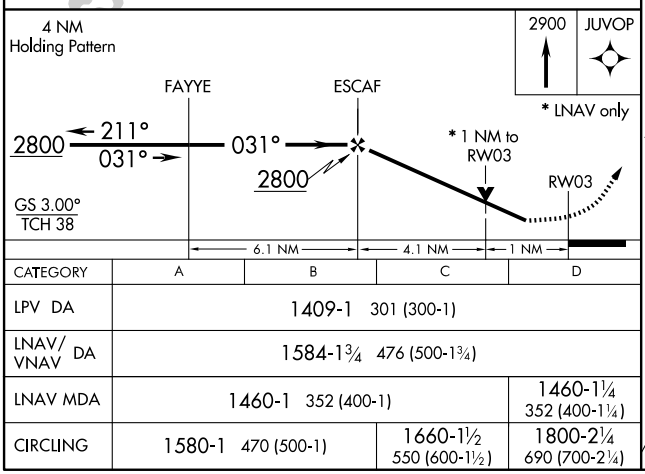
STEVENS POINT MUNI (STE)

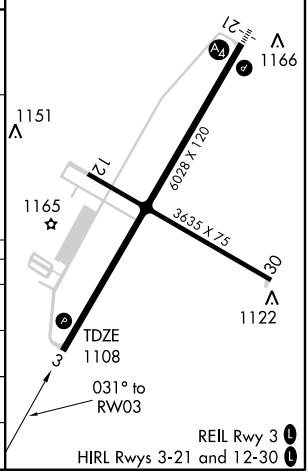
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1468 feet, LNAV/VNAV DA to 1643, increase all MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats. ¼ mile, increase LNAV Cat. C visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting.

MISSED APPROACH: Climb to 2900 direct JUVOP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1409-1 301 (300-1)			
LNAV/ VNAV DA	1584-1¾ 476 (500-1¾)			
LNAV MDA	1460-1 352 (400-1)			1460-1¼ 352 (400-1¼)
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3635
121°	TDZE	1108
	Apt Elev	1110

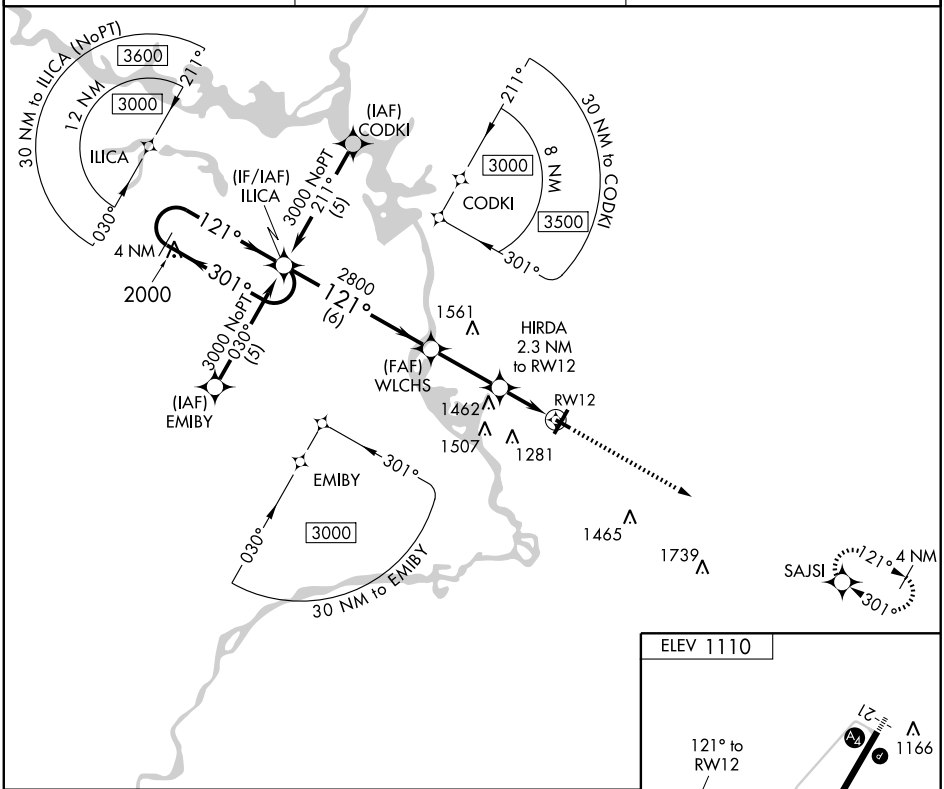
RNAV (GPS) RWY 12

STEVENS POINT MUNI (STE)

T A DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility ¼ mile and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SAJSI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1760-1 652 (700-1)		1760-1¾ 652 (700-1¾)	1760-2 652 (700-2)
CIRCLING	1760-1 650 (700-1)		1760-1¾ 650 (700-1¾)	1800-2¼ 690 (700-2¼)

REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6028
CH 86511	211°	TDZE	1110
W21A		Apt Elev	1110

RNAV (GPS) RWY 21

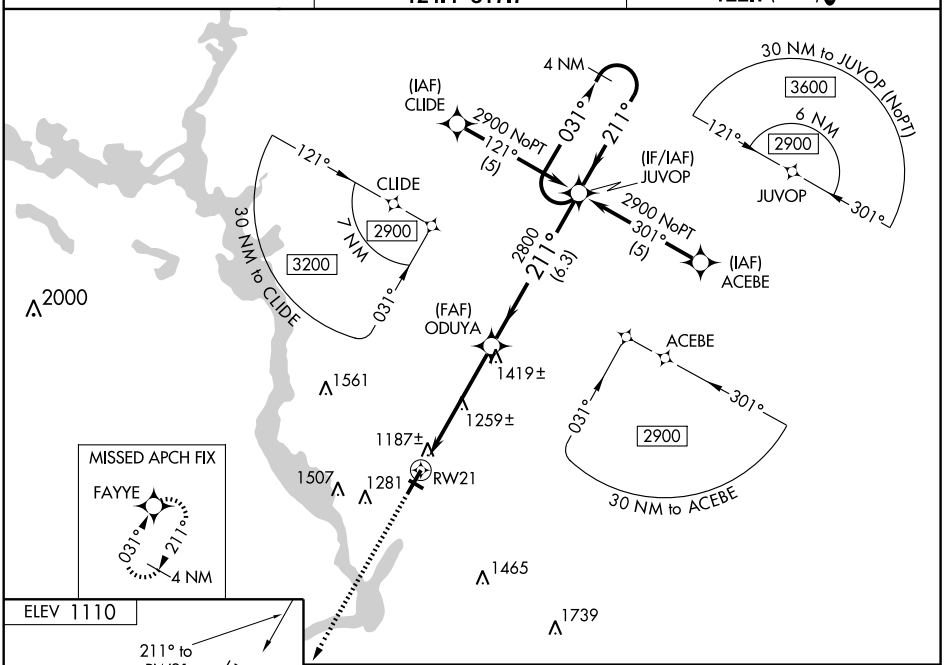
STEVENS POINT MUNI (STE)

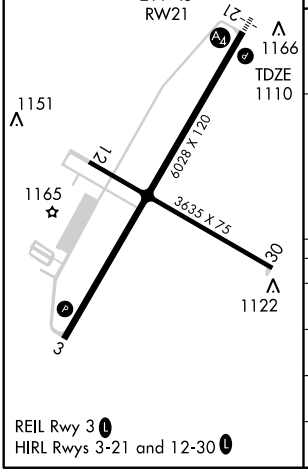
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1369, LNAV/VNAV DA to 1516, all MDA 60 feet, and increase LPV and LNAV/VNAV visibility all Cats. ¼ mile, increase LNAV Cat. D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. and LNAV Cat. C.

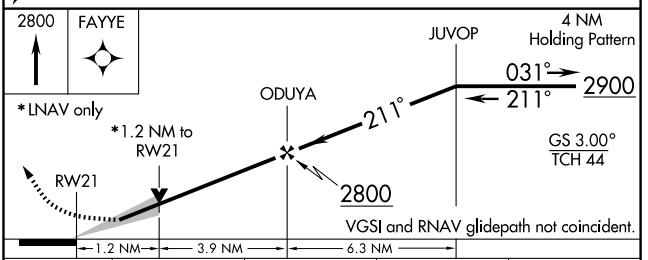
MALS

MISSED APPROACH: Climb to 2800 direct FAYYE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1310-¾ 200 (200-¾)			
LNAV/VNAV DA	1457-1¼ 347 (400-1¼)			
LNAV MDA	1520-¾ 410 (500-¾)		1520-1¼ 410 (500-1¼)	
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3635
301°	TDZE	1108
	Apt Elev	1110

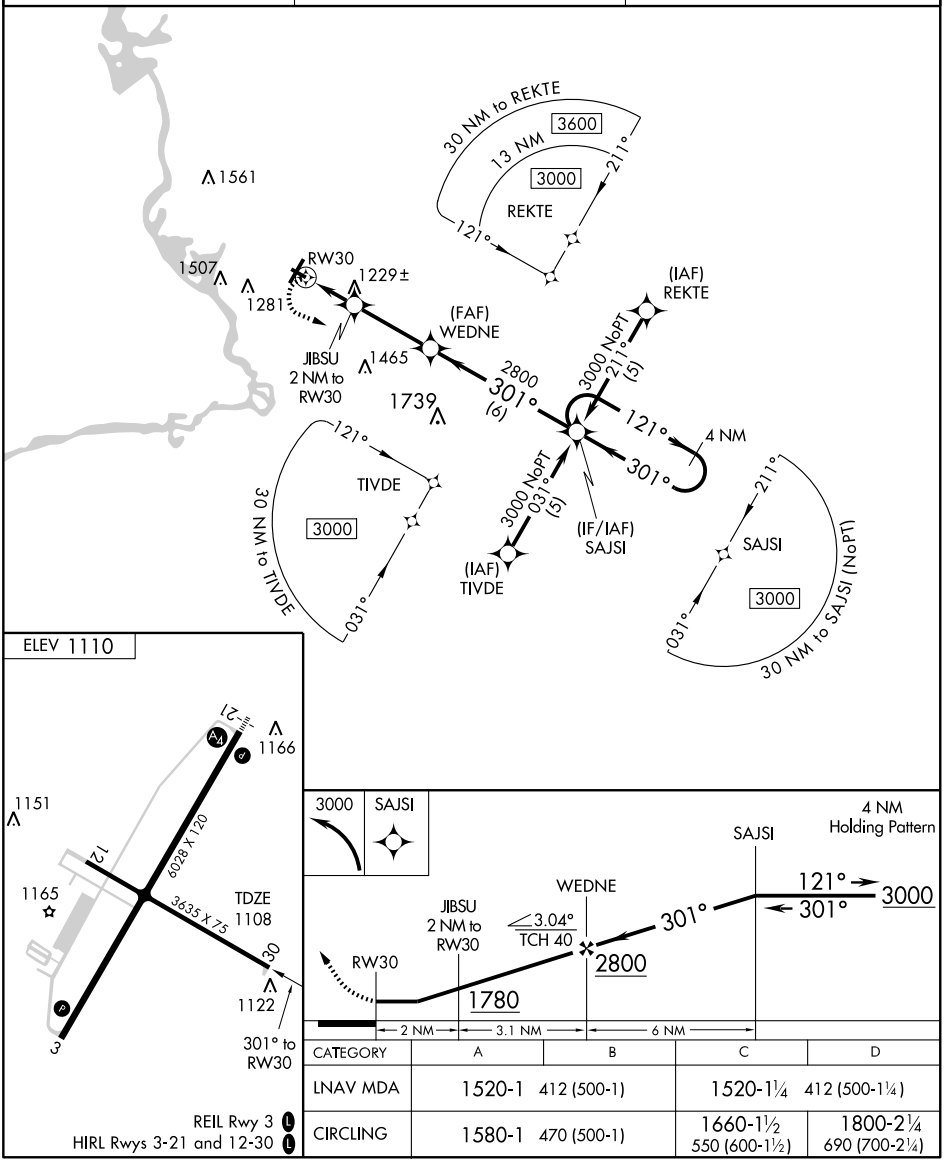
RNAV (GPS) RWY 30

STEVENS POINT MUNI (STE)

T A DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SAJSI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1520-1 412 (500-1)		1520-1¼ 412 (500-1¼)	
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

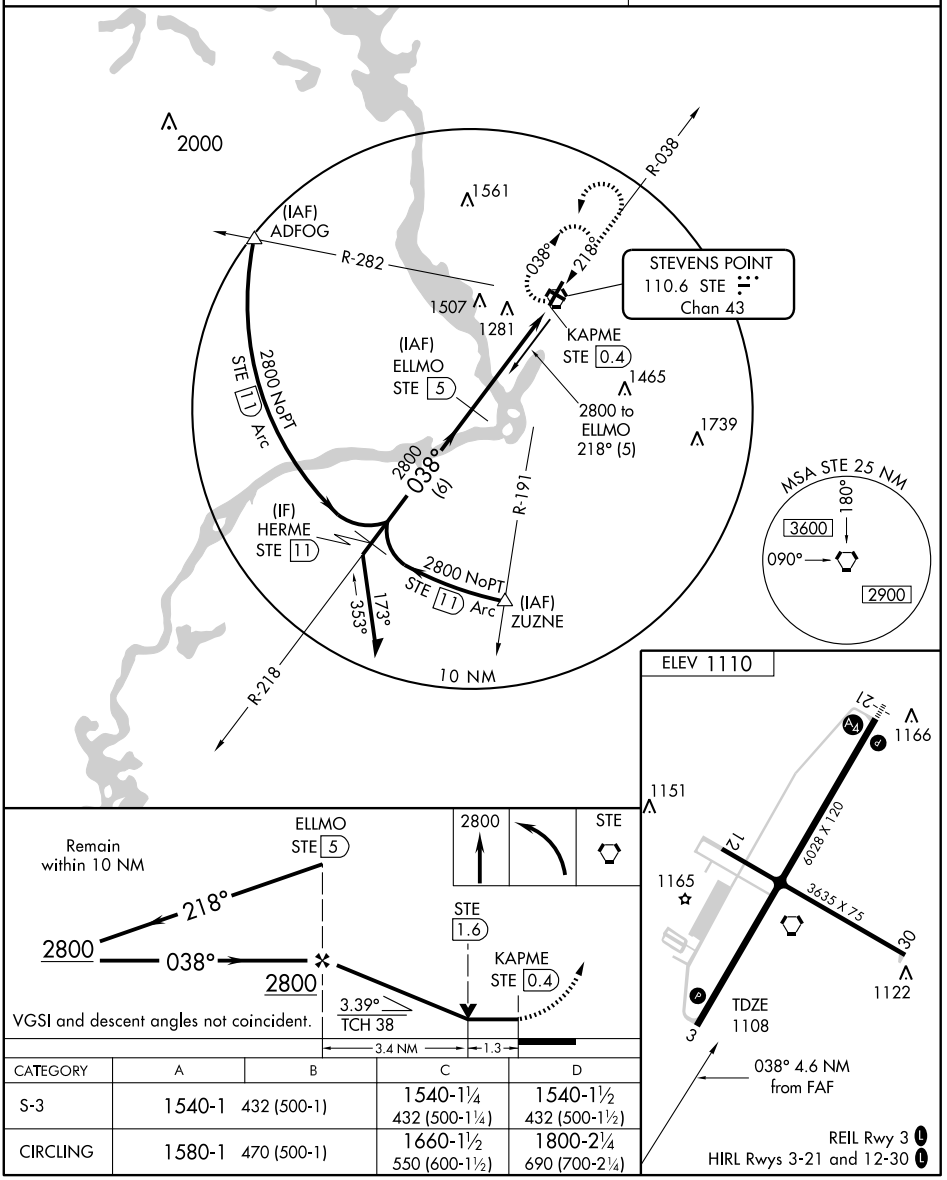
VORTAC STE	APP CRS	Rwy Idg	6028
110.6	038°	TDZE	1108
Chan 43		Apt Elev	1110

VOR/DME RWY 3
STEVENS POINT MUNI (STE)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet and increase Circling Cat. C and D visibility ¼ mile. VDP NA when using Mosinee altimeter setting.

MISSED APPROACH: Climb to 2800, then left turn direct STE VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-3	1540-1	432 (500-1)	1540-1¼ 432 (500-1¼)	1540-1½ 432 (500-1½)
CIRCLING	1580-1	470 (500-1)	1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC STE	APP CRS	Rwy Idg	6028
110.6	205°	TDZE	1110
Chan 43		Apt Elev	1110

VOR/DME RWY 21

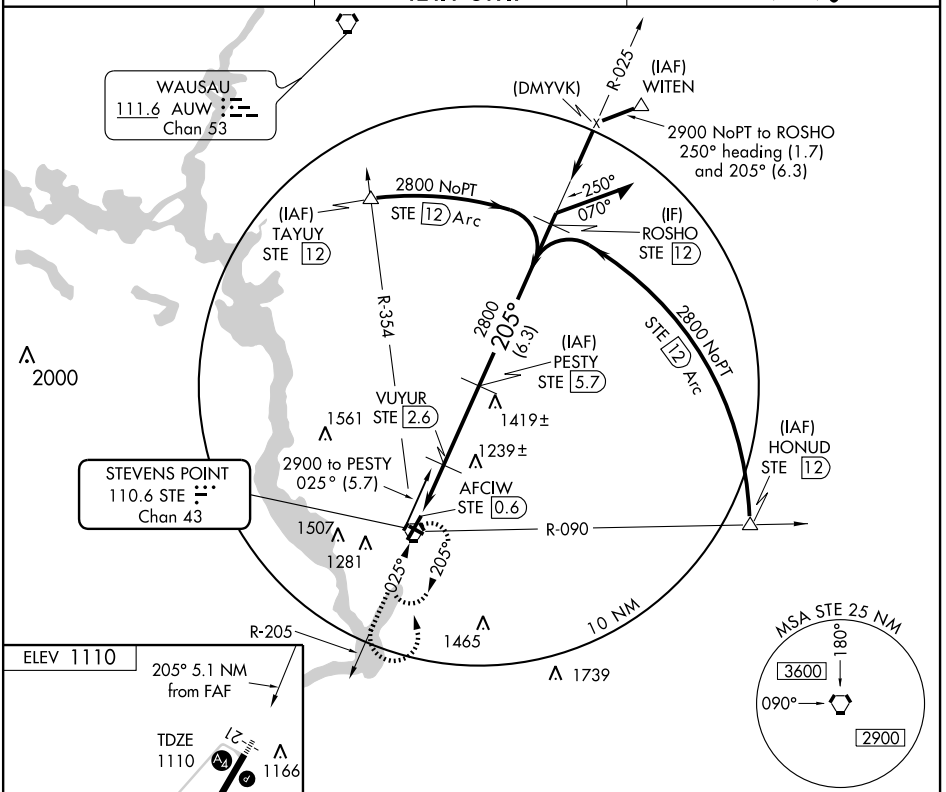
STEVENS POINT MUNI (STE)

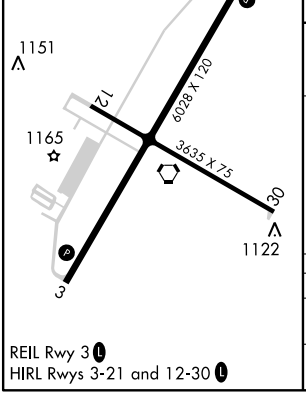
When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet and increase S-21 Cat. C visibility ½ mile, Cat. D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. Inoperative table does not apply to Cat. C when using Mosinee altimeter setting. VDP NA when using Mosinee altimeter setting.

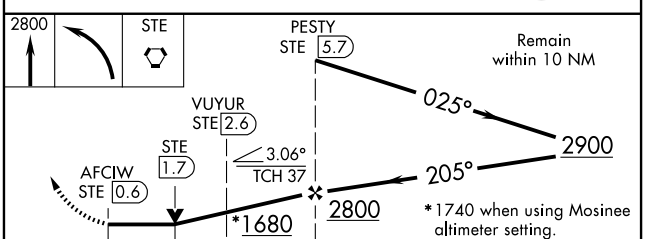
MALS

MISSED APPROACH: Climb to 2800 then left turn direct STE VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-21	1500-¾ 390 (400-¾)			1500-1¼ 390 (400-1¼)
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC STE	APP CRS	Rwy Idg	3635
110.6	292°	TDZE	1108
Chan 43		Apt Elev	1110

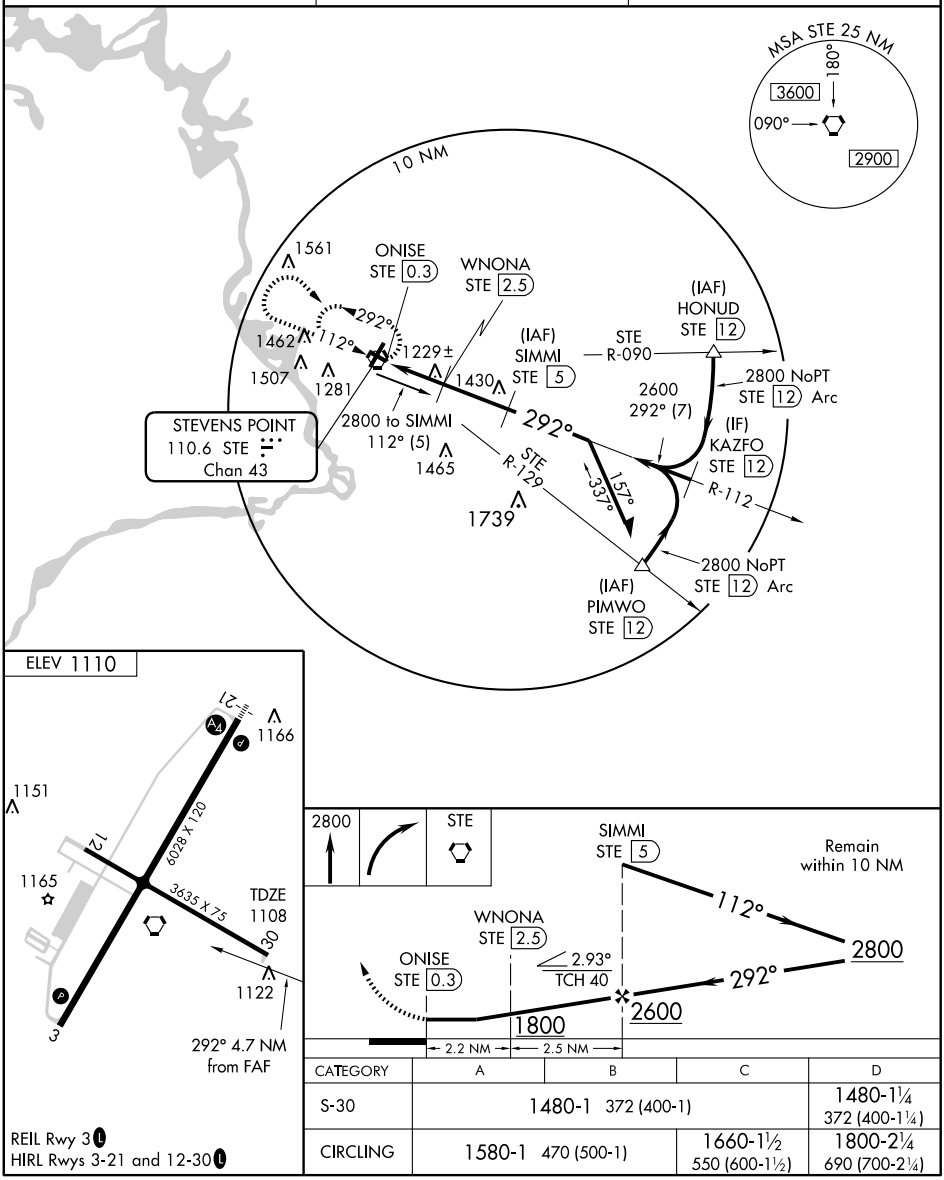
VOR/DME RWY 30

STEVENS POINT MUNI (STE)

T A — Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet and S-30 and Circling Cats C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 then right turn direct STE VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L

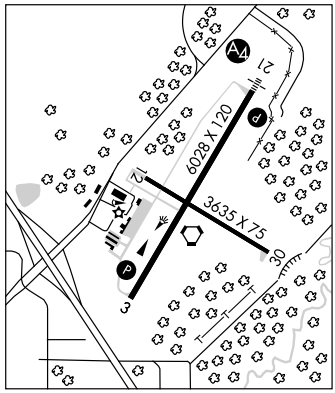


CATEGORY	A	B	C	D
S-30	1480-1 372 (400-1)			1480-1¼ 372 (400-1¼)
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

STEVENS POINT MUNI (STE) 3 NE UTC−6(−5DT) N44°32.71′ W89°31.82′ **GREEN BAY**
1110 B S4 **FUEL** 100LL, JET A TPA—2110(1000) NOTAM FILE STE **H–2K, L–14J**
RWY 03–21: H6028X120 (ASPH) S–30, D–75, 2D–195 HIRL **IAP**
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 21: MALS. PAPI(P2L)—GA 3.0° TCH 37′. Tree.
RWY 12–30: H3635X75 (ASPH) S–9 D–75 HIRL
RWY 12: Road. **RWY 30:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Fuel 24 hr self svc. Deer and migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 03–21 and Rwy 12–30 and MALS Rwy 21 and REIL Rwy 03 and PAPI Rwys 03 and 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (715) 344–5960.
HIWAS 110.6 STE.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 110.6T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
(L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ at fld. 1110/2E. **HIWAS.**
DME unusable byd 35 NM blo 3000′.
ILS/DME 111.35 I–STE Chan 50Y Rwy 21.



STOUGHTON

QUAMS MARINA SPB (99C) 3 NW UTC−6(−5DT) N42°57.07′ W89°16.26′ **CHICAGO**
843 **FUEL** MOGAS TPA—1843(1000) NOTAM FILE GRB
WATERWAY ALL WAY: 15000X4000 (WATER)
SEAPLANE REMARKS: Attended Apr–Oct Mon–Fri 1400–0000Z‡, Sat 1500–2300Z‡, Sun 1500–2200Z‡, Nov–Mar irregularly.
COMMUNICATIONS: CTAF 122.9

STURGEON BAY N44°50.21′ W87°25.35′ NOTAM FILE SUE. **GREEN BAY**
NDB (MHW) 414 SUE at Door Co Cherryland. **L–31B**

STURGEON BAY

DOOR CO CHERRYLAND (SUE) 2 W UTC−6(−5DT) N44°50.62′ W87°25.29′ **GREEN BAY**
725 B S4 **FUEL** 100LL, JET A NOTAM FILE SUE **L–31B**
RWY 02–20: H4600X75 (ASPH) S–16, D–22 MIRL 0.4% up S **IAP**
RWY 02: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 32′. Road. **RWY 20:** REIL. PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 10–28: H3199X75 (ASPH) S–16, D–22 MIRL
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Road. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1600–2200Z‡. Except summer hrs from Labor Day—Memorial Day Fri and Sat 1300–0000Z‡, Sun 1500–2200Z‡. After hrs fueling avbl, ctc 920–743–6952. Be Alert: No line of sight Rwy 02 to Rwy 20. Deer, turkeys and seagulls occasionally on arpt. Ultralight activity on and invof arpt. Group of five twrs approximately 4 NM northeast, tallest twr is 1300′ MSL/489′ AGL. ACTIVATE MIRL Rwys 02–20 and 10–28; PAPI Rwys 02, 20, 10 and 28; REIL Rwys 02; 20; 10 and 28; LDIN Rwy 02—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (920) 743–7087
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GREEN BAY APP/DEP CON** 119.25 (1130–0530Z‡) Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 061° 37.3 NM to fld. 767/1E. **HIWAS.**
FICHY NDB (LOM) 224 II N44°45.36′ W87°26.95′ 016° 5.4 NM to fld. Unmonitored.
STURGEON BAY NDB (MHW) 414 SUE N44°50.21′ W87°25.35′ at fld. NOTAM FILE SUE.
SDF 111.9 III Rwy 02. LOM FICHY NDB. SDF unusable byd 12° left of course. Unmonitored.

WAAS	APP CRS	Rwy Idg	4600
CH 81904	016°	TDZE	725
W02A		Apt Elev	725

RNAV (GPS) RWY 2

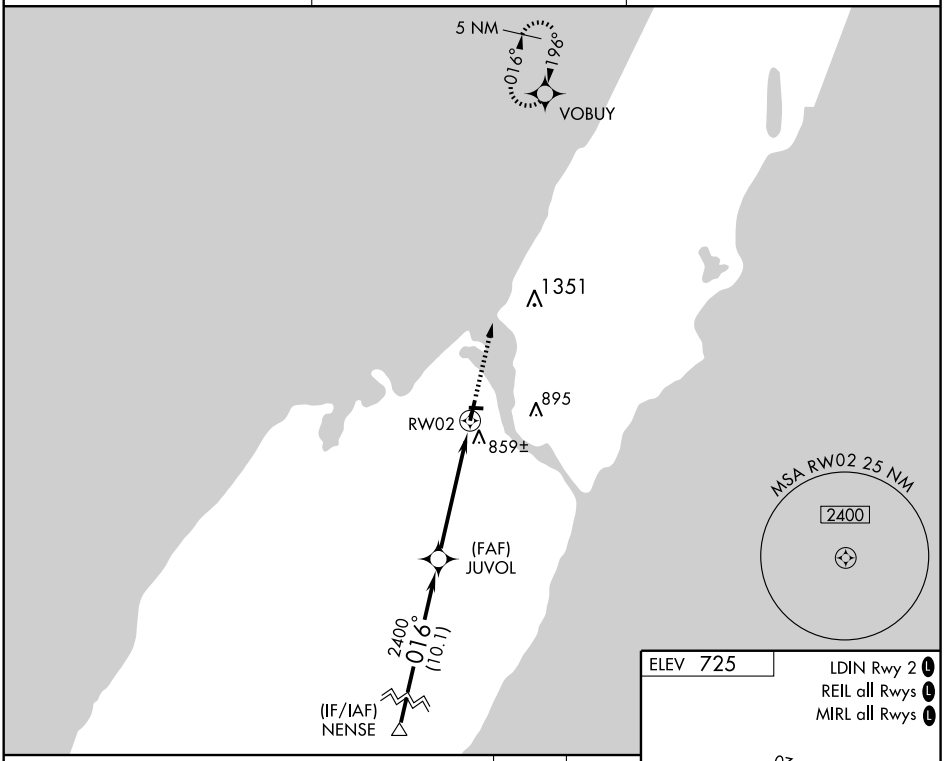
STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

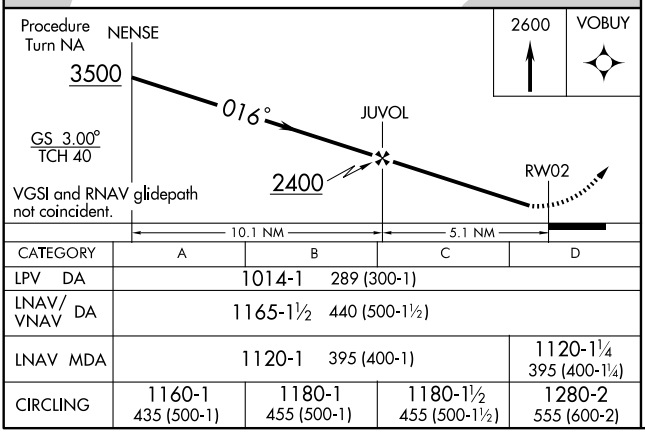
TA

Baro-VNAV NA when using Menominee-Marinette Twin County altimeter setting. If local altimeter setting not received, use Menominee-Marinette Twin County altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

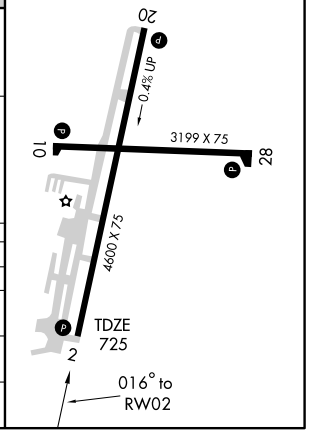
MISSED APPROACH: Climb to 2600 direct VOBUY and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1014-1 289 (300-1)			
LNAV/VNAV DA	1165-1½ 440 (500-1½)			
LNAV MDA	1120-1 395 (400-1)			1120-1¼ 395 (400-1¼)
CIRCLING	1160-1 435 (500-1)	1180-1 455 (500-1)	1180-1½ 455 (500-1½)	1280-2 555 (600-2)



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EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3199
096°	TDZE	720
	Apt Elev	724

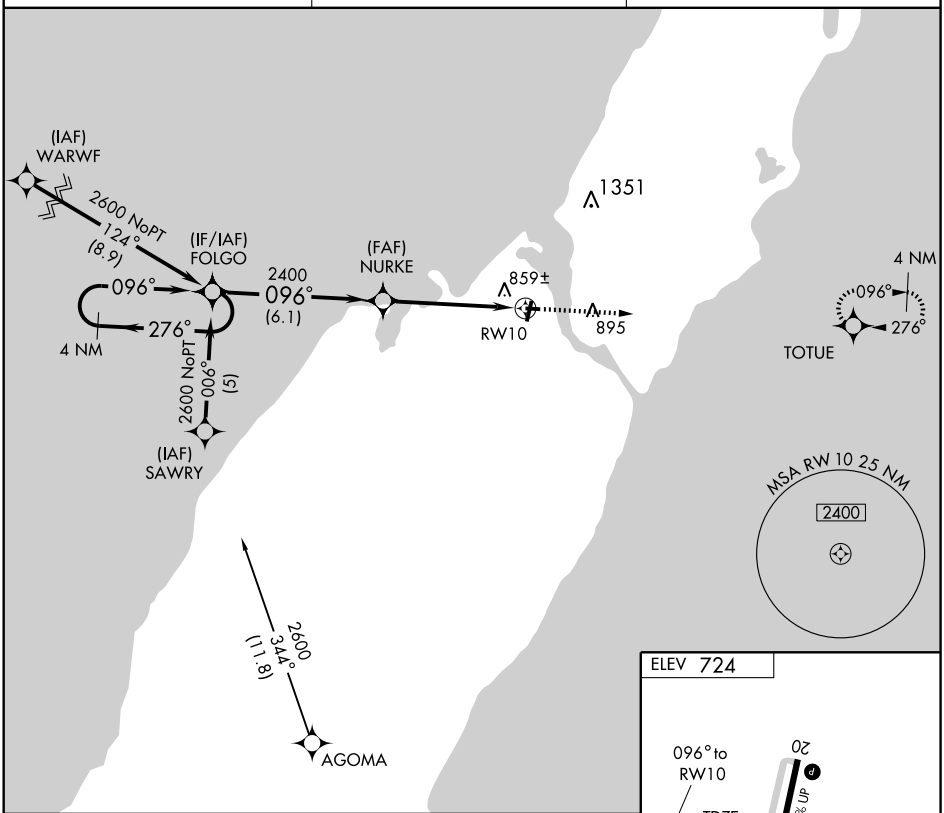
RNAV (GPS) RWY 10

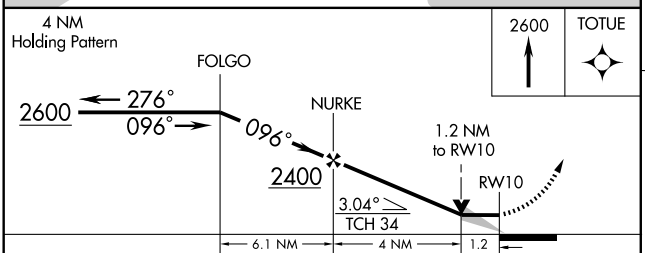
STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

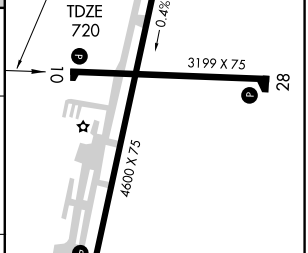
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2600 direct TOTUE and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1 400 (400-1)			NA
CIRCLING	1160-1 436 (500-1)	1180-1 456 (500-1)	1180-1½ 456 (500-1½)	NA

LDIN Rwy 2 L
REIL all Rwys L
MIRL all Rwys L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4600
CH 86304	196°	TDZE	724
W20A		Apt Elev	725

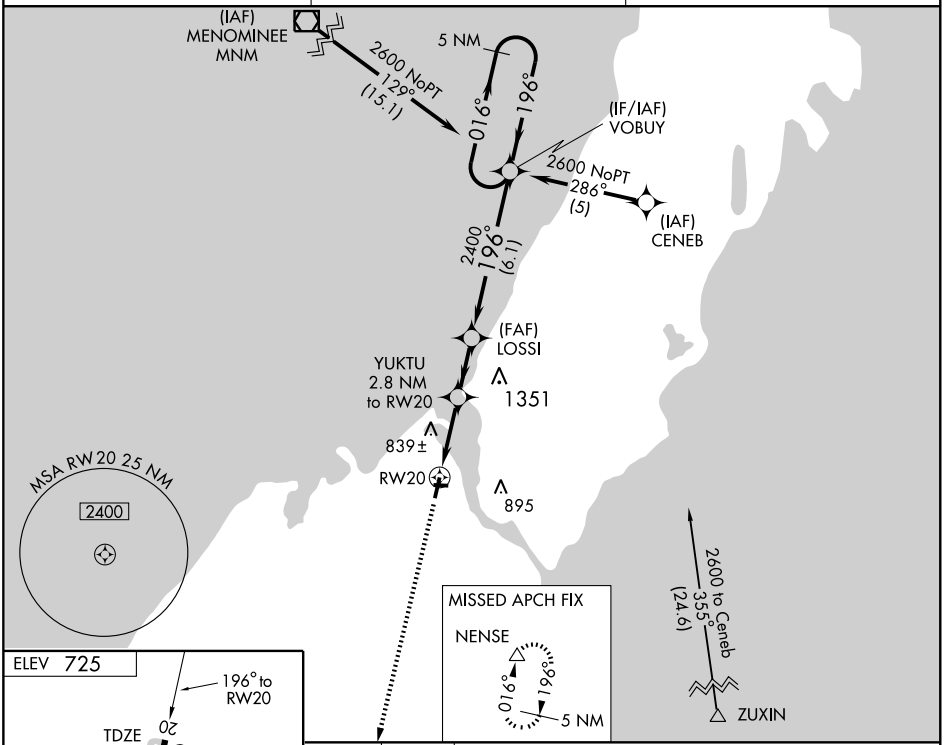
RNAV (GPS) RWY 20

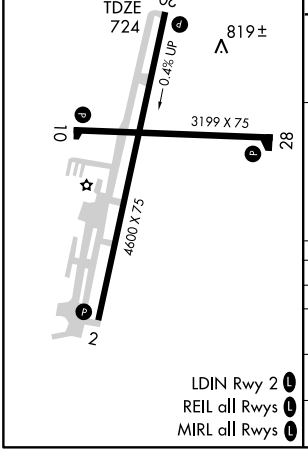
STURGEON/DOOR COUNTY CHERRYLAND (SUE)

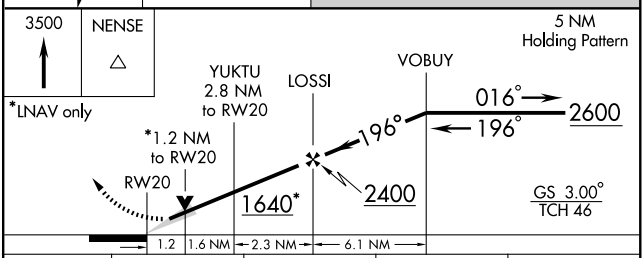
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Menominee-Marinette Twin County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Menominee-Marinette Twin County altimeter setting.

MISSED APPROACH: Climb to 3500 direct NENSE and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	974-1 250 (300-1)			
LNAV/VNAV DA	1069-1¼ 345 (400-1¼)			
LNAV MDA	1120-1 396 (400-1)			1120-1¼ 396 (400-1¼)
CIRCLING	1160-1 435 (500-1)	1180-1 455 (500-1)	1180-1½ 455 (500-1½)	1280-2 555 (600-2)

LDIN Rwy 2 L
REIL all Rwys L
MIRL all Rwys L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3199
276°	TDZE	720
	Apt Elev	724

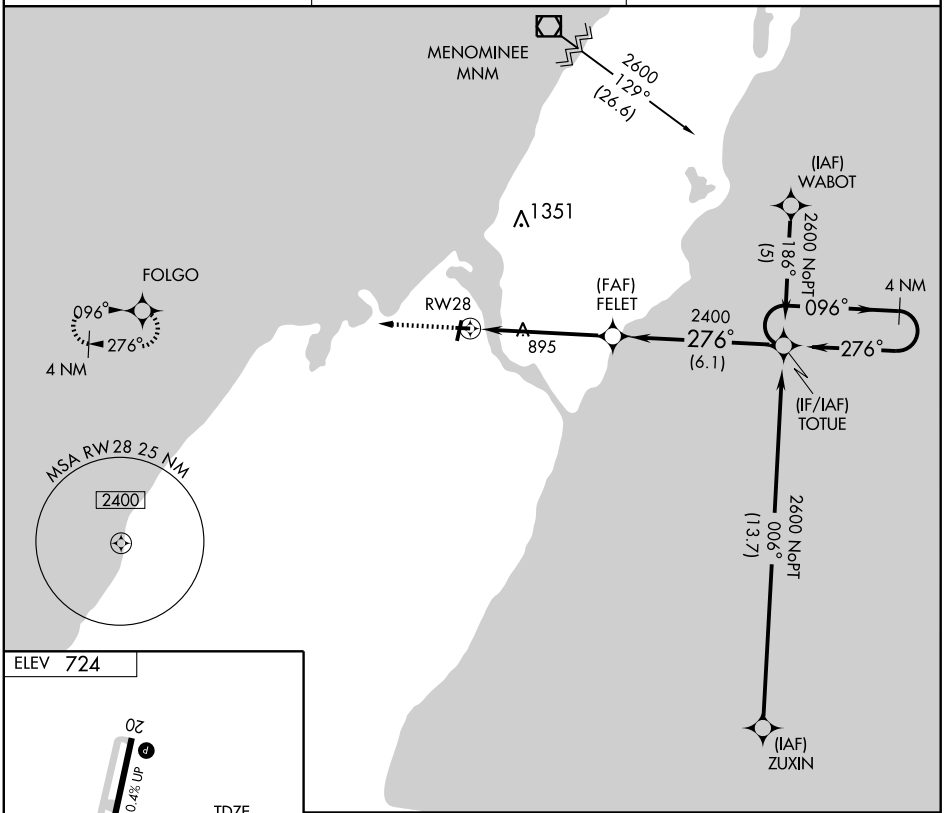
RNAV (GPS) RWY 28

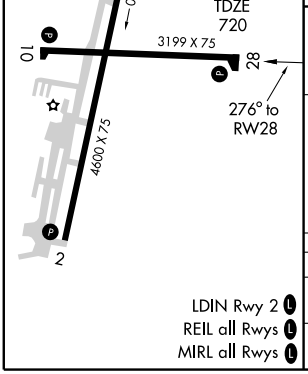
STURGEON BAY/ DOOR COUNTY CHERRYLAND (SUE)

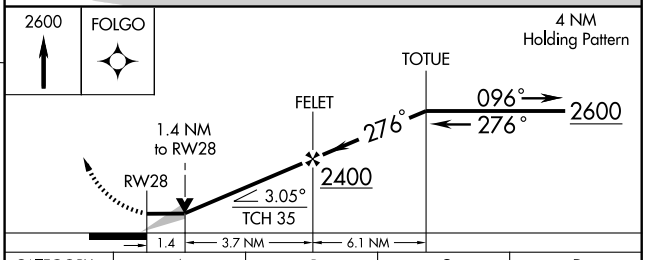
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2600 direct FOLGO and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1	480 (500-1)	1200-1¼ 480 (500-1¼)	NA
CIRCLING	1200-1	476 (500-1)	1200-1½ 476 (500-1½)	NA

LDIN Rwy 2 L
REIL all Rwys L
MIRL all Rwys L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

SDF III 111.9	APP CRS 016°	Rwy Idg 4600 TDZE 725 Apt Elev 725

SDF RWY 2

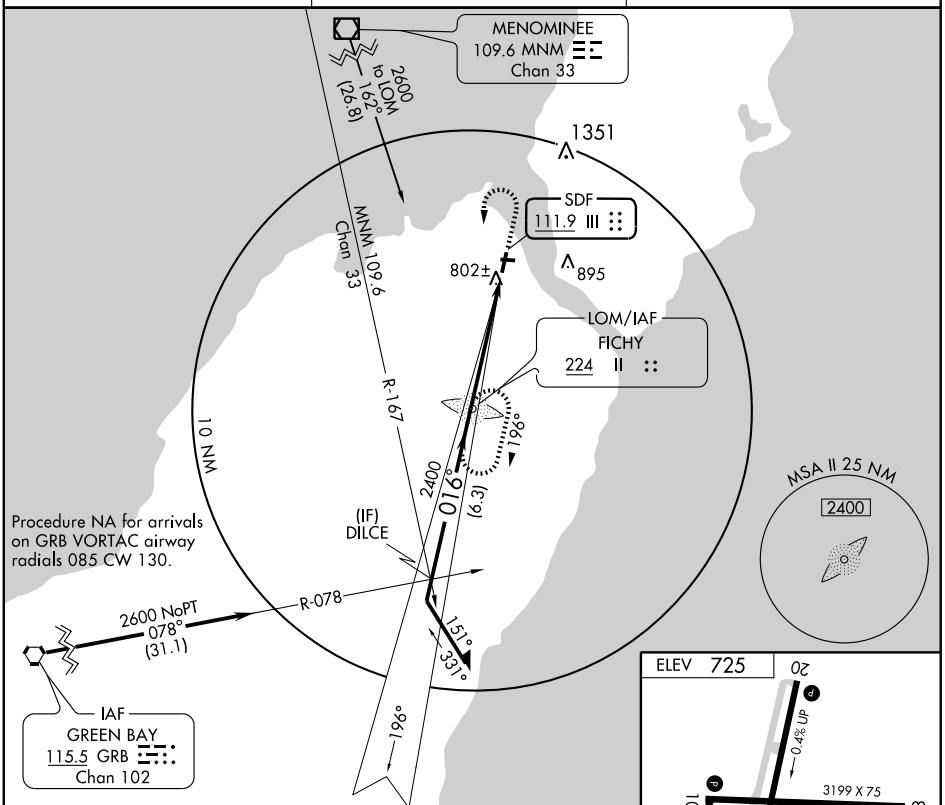
STURGEON BAY/ DOOR COUNTY CHERRYLAND (SUE)

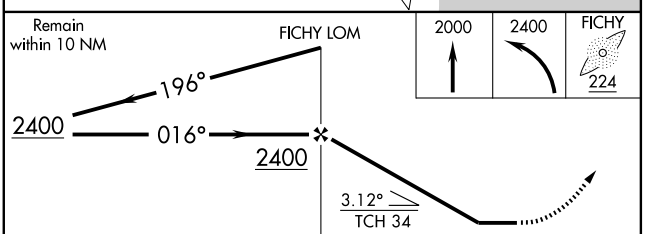
NA

ADF REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received, use Menominee altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct FICHY LOM and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-2	1240-1 515 (600-1)		1240-1½ 515 (600-1½)	1240-1¾ 515 (600-1¾)
CIRCLING	1240-1 515 (600-1)		1240-1½ 515 (600-1½)	1280-2 555 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

STURTEVANT

SYLVANIA (C89) 3 W UTC−6(−5DT) N42°42.20′ W87°57.54′ **CHICAGO**
785 B S4 **FUEL** 100LL TPA—1585(800) NOTAM FILE GRB
RWY 08L–26R: 2343X120 (TURF) MIRL
RWY 08L: Road. **RWY 26R:** Road.
RWY 08R–26L: H2272X38 (ASPH) MIRL (NSTD)
RWY 08R: Road. **RWY 26L:** PAPI(P2L). Thld dsplcd 140′. Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute activity on and invof arpt. Ultralight activity on arpt. ACTIVATE MIRL Rwy 08R–26L and PAPI Rwy 26L—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8

SUPERIOR

RICHARD I BONG (SUW) 3 S UTC−6(−5DT) N46°41.38′ W92°05.68′ **GREEN BAY**
674 B S4 **FUEL** 100LL, JET A NOTAM FILE SUW **H–2J, L–14I**
RWY 03–21: H5100X75 (ASPH) MIRL **IAP**
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Pole. **RWY 21:** REIL. Trees.
RWY 13–31: H4000X75 (ASPH) MIRL
RWY 13: REIL. Trees. **RWY 31:** REIL. PAPI(P4L)—GA 4.0°. Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. Deer on and invof arpt. ACTIVATE MIRL Rwys 13–31 and 03–21 and REIL Rwys 13–31 and 03–21—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.35 (715) 394–0283.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡) **CLNC DEL** 124.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON**127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 141° 8.1 NM to fld. 1428/5E. **HIWAS.**
BONG NDB (MHW) 260 SUW N46°41.48′ W92°06.21′ at fld. SHUTDOWN. NOTAM FILE SUW.

SURING

PISO (7P5) 4.3 NW UTC−6(−5DT) N45°03.92′ W88°25.59′ **GREEN BAY**
891 **FUEL** MOGAS TPA—1391(500) NOTAM FILE GRB
RWY 01–19: 2080X55 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Fuel avbl and local full svc gas station N end of field during dalgt hrs. Rwys not plowed and arpt CLOSED Nov 15 thru Mar 31. Rwy 18–36 south half of rwy severely rutted. Rwy 01–19 marked with orange barrels.
COMMUNICATIONS: CTAF 122.9

SWEETWATER BAY SPB (See OCONTO)

SYLVANIA (See STURTEVANT)

TAYLOR CO (See MEDFORD)

TEELS N42°54.54′ W88°02.46′ NOTAM FILE MKE. **CHICAGO**
NDB (MH/LOM) 242 GM 072° 6.8 NM to General Mitchell Intl. Unmonitored. **L–28H, A**

THREE CASTLES AIRPARK (See WONEWOC)

THREE LAKES

THREE LAKES MUNI (4ØD) 3 SE UTC−6(−5DT) N45°47.41′ W89°07.26′ **GREEN BAY**
1636 B TPA—2436(800) NOTAM FILE GRB
RWY 03–21: 3400X120 (TURF) LIRL(NSTD)
RWY 03: Trees. **RWY 21:** PAPI(P2L)—GA 3.0° TCH 24′.
AIRPORT REMARKS: Unattended. Rwy 03–21 not plowed Nov–May. 1683′ AGL, 3327′ MSL twr 8.5 NM SW. Rwy 03–21 ends marked with yellow cones. PAPI Rwy 21 opr continuously, ACTIVATE LIRL—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7

TIMMERMAN N43°06.59′ W88°02.24′. NOTAM FILE MWC. **CHICAGO**
(L) VOR/DME 112.5 LJT Chan 72 at Lawrence J. Timmerman. 737/2W. **A**
VOR unusable byd 25 NM 030°–230° blo 5500′, 230°–310 blo 6500′, 310°–030° blo 4500′.
DME unusable 120°–200° byd 25 NM blo 3500′, 200°–315° byd 20 NM blo 5000′, 315°–120° byd 25 NM blo 4000′.
RCO 123.6R 112.5T (GREEN BAY RADIO)

APP CRS	Rwy Idg	5100
035°	TDZE	672
	Apt Elev	674

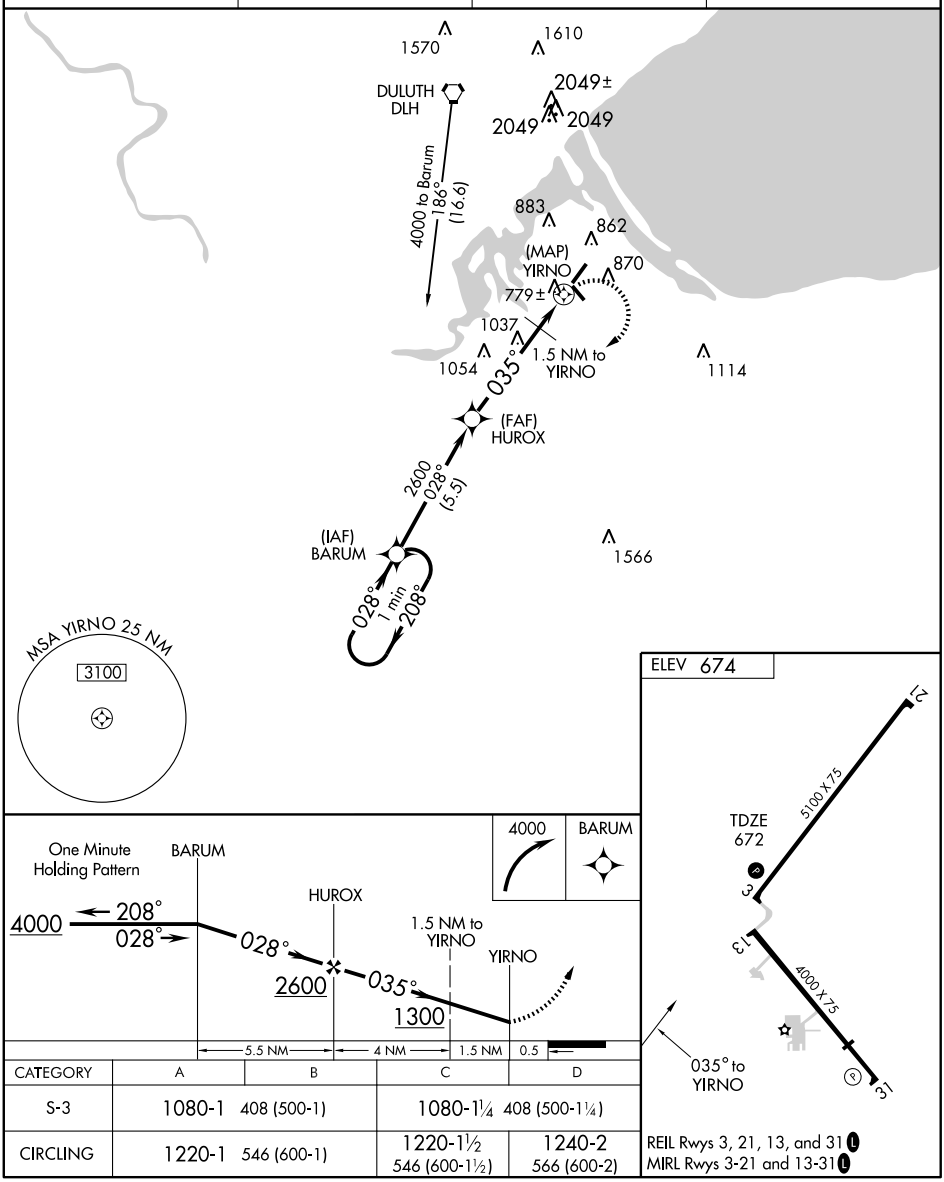
GPS RWY 3

SUPERIOR/RICHARD I. BONG (SUW)

NA

MISSED APPROACH: Climbing right turn to 4000 direct BARUM WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
120.35	125.45 255.9	124.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-3	1080-1 408 (500-1)		1080-1¼ 408 (500-1¼)	
CIRCLING	1220-1 546 (600-1)		1220-1½ 546 (600-1½)	1240-2 566 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

GPS RWY 13

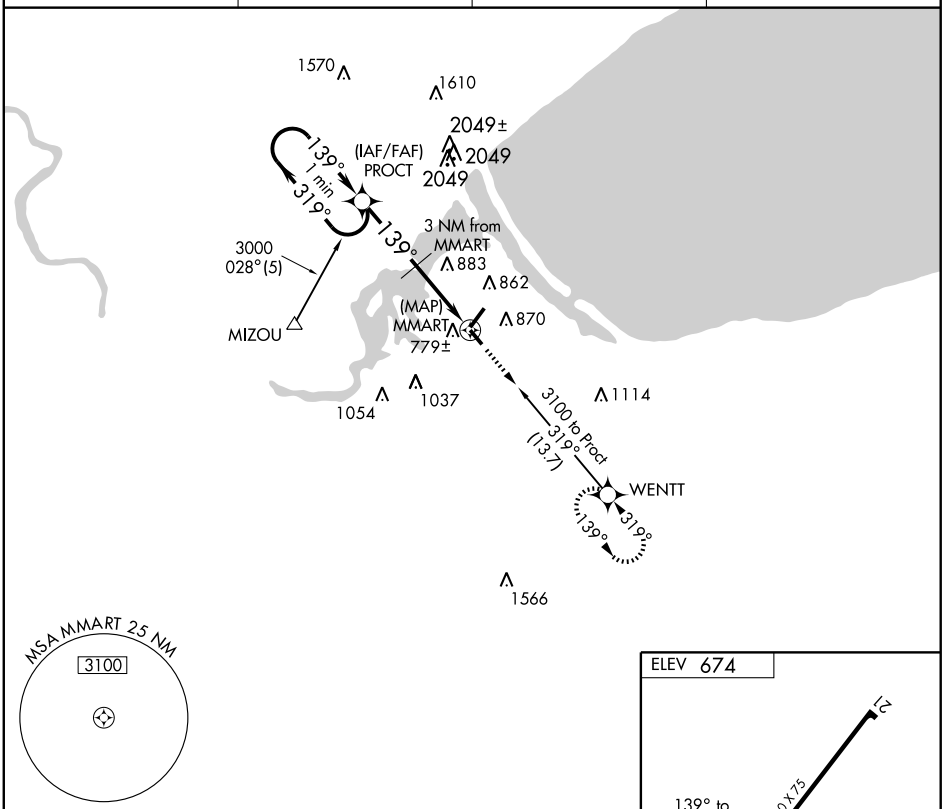
SUPERIOR/RICHARD I. BONG (SUW)

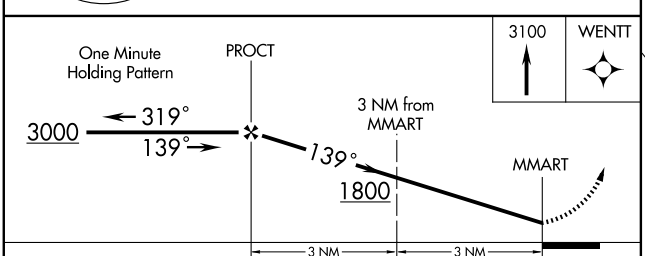
APP CRS	Rwy Idg	4000
139°	TDZE	674
	Apt Elev	674

NA

MISSED APPROACH: Climb to 3100 direct WENTT WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
120.35	125.45 255.9	124.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	1180-1 506 (600-1)		1180-1½ 506 (600-1½)	
CIRCLING	1220-1 546 (600-1)		1220-1½ 546 (600-1½)	1240-2 566 (600-2)

REIL Rwys 3, 21, 13, and 31 L
MIRL Rwys 3-21 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
319°	TDZE	674
	Apt Elev	674

GPS RWY 31

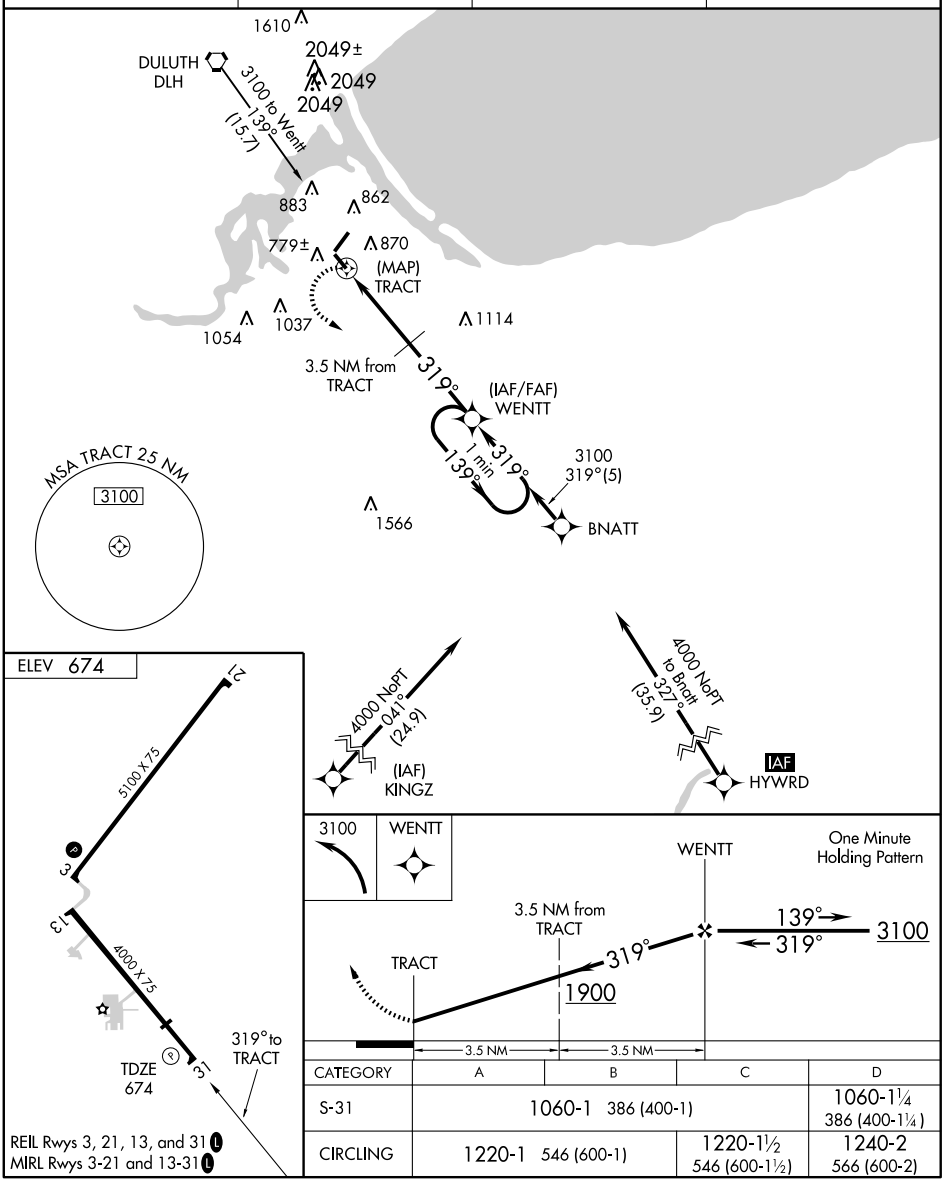
SUPERIOR/RICHARD I. BONG (SUW)

IAF ARM APPROACH MODE PRIOR TO IAF.

NA

MISSED APPROACH: Climbing left turn to 3100 direct WENTT WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
120.35	125.45 255.9	124.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-31	1060-1 386 (400-1)			1060-1¼ 386 (400-1¼)
CIRCLING	1220-1 546 (600-1)		1220-1½ 546 (600-1½)	1240-2 566 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

TOMAH

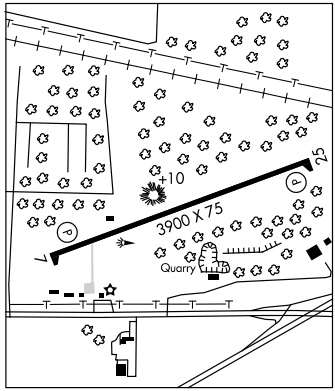
BLOYER FLD (Y72) 1 E UTC−6(−5DT) N43°58.57′ W90°28.84′ CHICAGO
966 B **FUEL** 100LL NOTAM FILE GRB L–28G

RWY 07–25: H3900X75 (ASPH) MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.
RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Trees.

AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Rwy 07–25 E 300′ has 1 inch dips. For fuel call 608–372–3125. MIRL Rwy 07–25 preset on low ints; to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 084° 43.0 NM to fld. 1282/1E.



TOMAHAWK RGNL (TKV) 3 W UTC−6(−5DT) N45°28.16′ W89°48.34′ GREEN BAY
1487 B S4 **FUEL** 100LL, JET A NOTAM FILE TKV L–14J
RWY 09–27: H3998X75 (ASPH) S–26 MIRL 0.5% up E IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 21′. Trees.

AIRPORT REMARKS: Attended continuously. Airframe and powerplant repairs by prior arrangement call 715–453–2264 or 453–3482. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27, PAPI and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.25 (715) 453–5716.

COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 234° 17.7 NM to fld. 1590/2E.
HIWAS.

TRI–COUNTY RGNL (See LONE ROCK)

VERONA (W19) 1 E UTC−6(−5DT) N42°59.37′ W89°30.57′ CHICAGO
960 TPA—1560(600) NOTAM FILE GRB

RWY 03–21: 2190X90 (TURF)
RWY 03: Trees. **RWY 21:** Trees.
RWY 04–22: 1897X85 (TURF)
RWY 04: Road. Rgt tfc. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Arpt surfaces not plowed for snow. Confirm surface conditions with arpt manager 608–845–7239. Deer on and invof arpt. Ultralight activity on and invof arpt. Balloon ops normally early AM and PM—dalgt hrs. Rwy 03–21 900′ from S end rough. Rwy 04–22 marked with reflectors no markings on S end of rwy. Rwy 04–22 4–6′ fence and berm 20′ S of rwy edge parallels rwy. Avoid overflights of institution 0.5N and Village Park 1.0W of arpt.

COMMUNICATIONS: CTAF 122.9

VINCENT (See GENOA CITY)

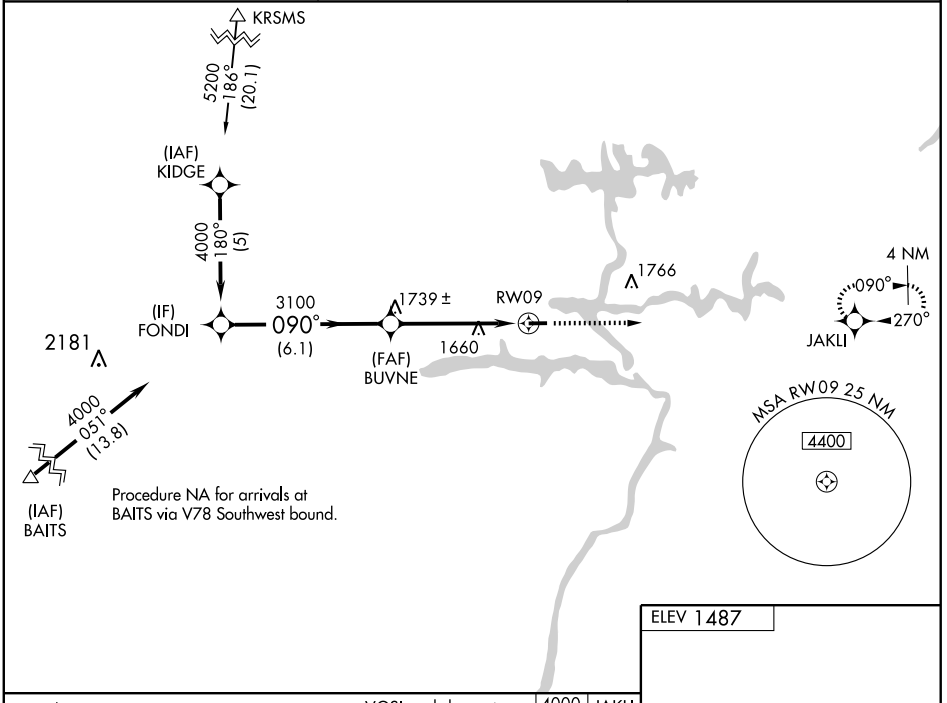
WAAS	APP CRS	Rwy Idg	3998
CH 78308	090°	TDZE	1482
W09A		Apt Elev	1487

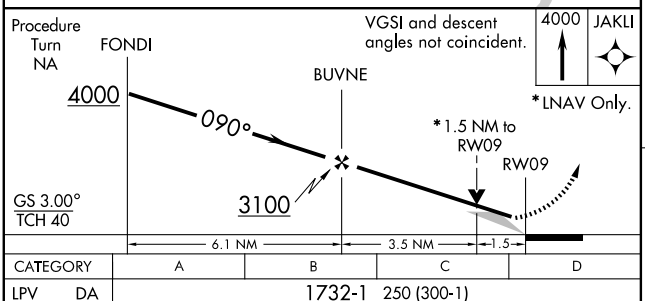
RNAV (GPS) RWY 9
TOMAHAWK RGNL (TKV)

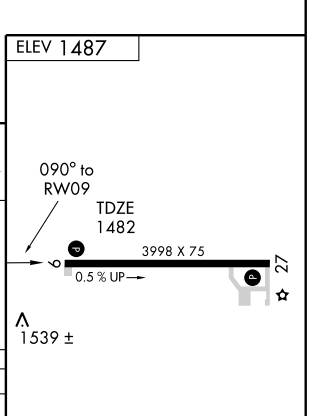
When local altimeter setting not received, use Rhinelander altimeter setting and increase all DA and MDA 60 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats., and LNAV Cat. C, D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rhinelinder altimeter setting.

MISSED APPROACH: Climb to 4000 direct JAKLI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.250	133.65 281.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1732-1 250 (300-1)			
LNAV/VNAV DA	1809-1¼ 327 (400-1¼)			
LNAV MDA	1960-1 478 (500-1)		1960-1¼ 478 (500-1¼)	1960-1½ 478 (500-1½)
CIRCLING	1960-1 473 (500-1)		1960-1½ 473 (500-1½)	2040-2 553 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

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EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3998
CH 87008	270°	TDZE	1487
W27A		Apt Elev	1487

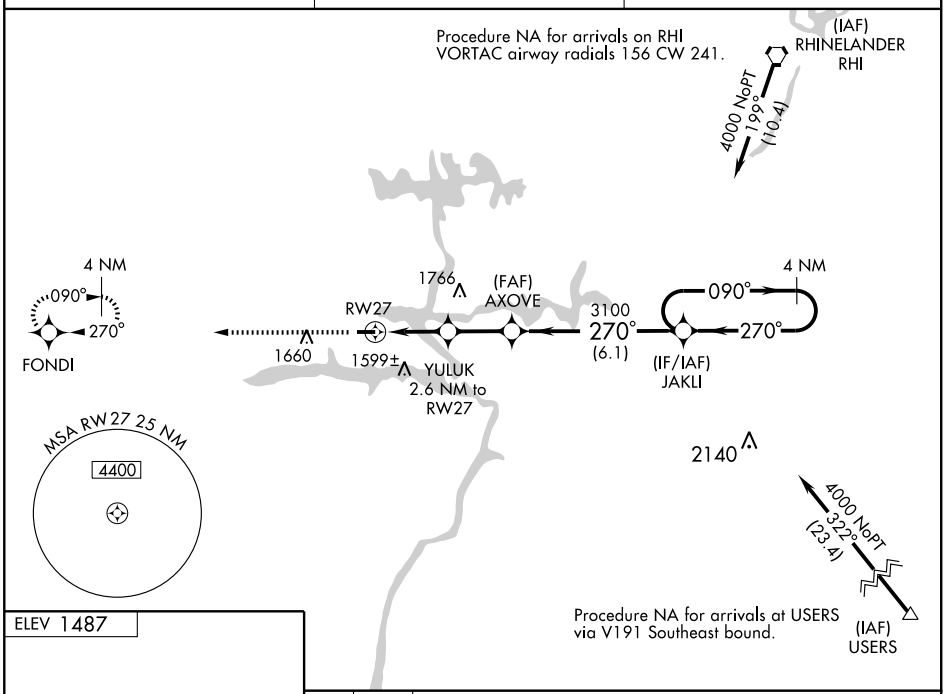
RNAV (GPS) RWY 27

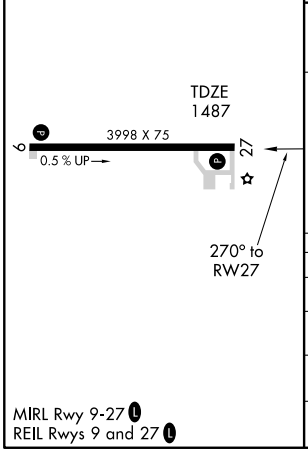
TOMAHAWK RGNL (TKV)

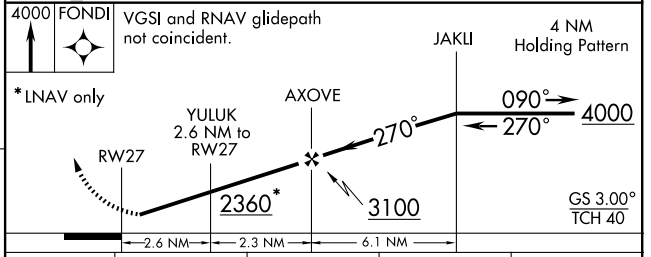
When local altimeter setting not received, use Rhinelander altimeter setting and increase all DA and MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats., and LNAV Cat. C, D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Rhinelinder altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct FONDI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.250	133.65 281.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1737-1 250 (300-1)			
LNAV/VNAV DA	1899-1½ 412 (500-1½)			
LNAV MDA	1940-1 453 (500-1)		1940-1¼ 453 (500-1¼)	1940-1½ 453 (500-1½)
CIRCLING	1940-1 453 (500-1)		1960-1½ 473 (500-1½)	2040-2 553 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

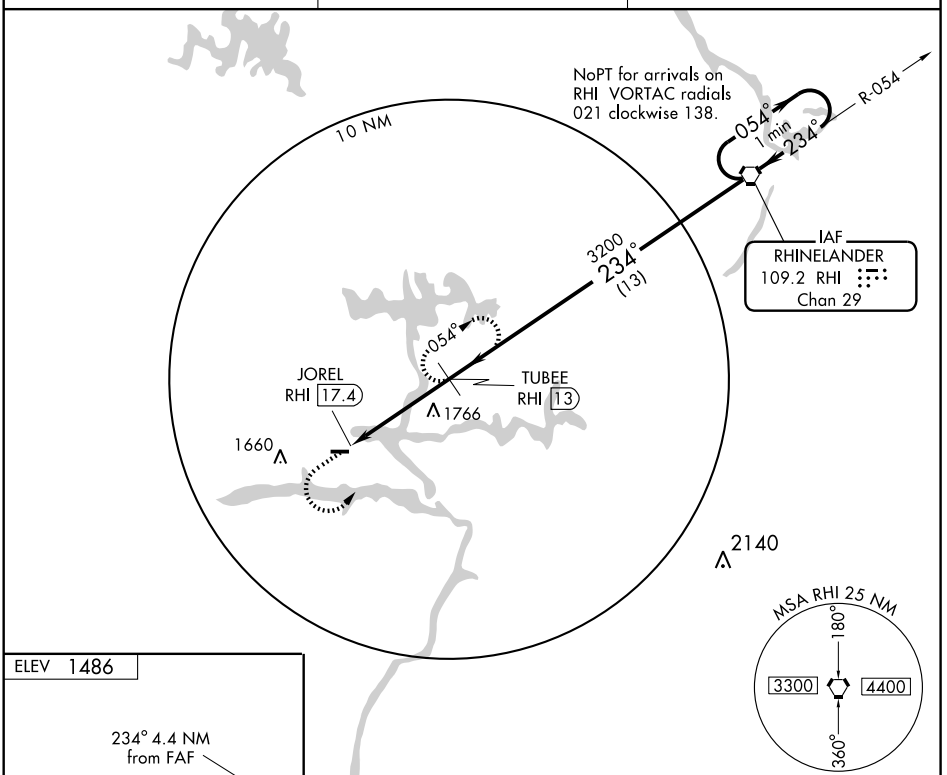
VORTAC RHI	APP CRS	Rwy Idg	N/A
109.2	234°	TDZE	N/A
Chan 29		Apt Elev	1486

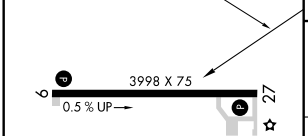
VOR/DME-A
TOMAHAWK RGNL (TKV)

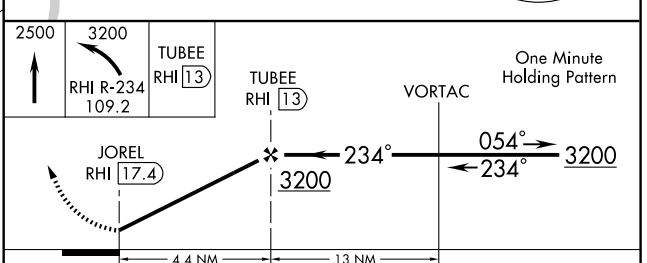
NA Obtain local altimeter setting on CTAF, when not received, use Rhinelander altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 via RHI R-234 to TUBEE/13 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.250	133.65 281.5	122.8 (CTAF) L







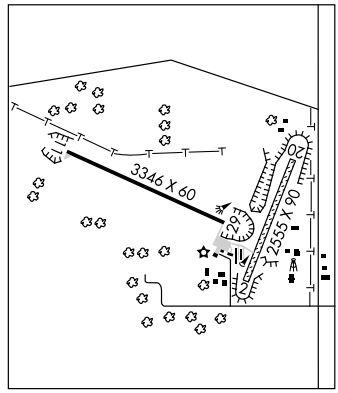
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2080-1 594 (600-1)		2080-1½ 594 (600-1½)	2080-2 594 (600-2)
RHINELANDER ALTIMETER SETTING MINIMUMS				
CIRCLING	2140-1 654 (700-1)		2140-1¾ 654 (700-1¾)	2140-2 654 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VIROQUA MUNI (Y51) 2 N UTC−6(−5DT) N43°34.76′ W90°53.79′ CHICAGO
1292 B **FUEL** 100 NOTAM FILE GRB L–28G
RWY 11–29: H3346X60 (ASPH) S–12 HIRL 0.7% up SE IAP
RWY 29: Trees.
RWY 02–20: 2555X90 (TURF) 1.0% up SW
RWY 20: Trees.
AIRPORT REMARKS: Unattended. 24 hr fuel avbl. Rwy 02–20 CLOSED Nov 15 thru Apr 15. Rwy 02–20 has sharp 20′ drop–off each end. Rwy slopes downhill to the N approximately 1.5%. Rwy 02–20 marked with yellow cones. Rwy 11–29 HIRLS on low ints—increase ints on CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.
LA CROSSE (T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ 137° 23.7 NM to fld. 650/2E.



VOLK FLD (VOK) (KVOK) ANG 1N UTC−6(−5DT) N43°56.35′ W90°15.19′ CHICAGO
912 B TPA—See Remarks NOTAM FILE GRB Not insp. H–2K, L–28G
RWY 09–27: H9000X150 (ASPH–CONC–GRVD) S–81, D–190, 2D–400 PCN 97 R/B/W/T HIRL DIAP, AD
RWY 09: MALSR. PAPI(P4L). **RWY 27:** ALSF1. PAPI(P4R). Rgt tfc.
ARRESTING GEAR/SYSTEM
RWY 09 HOOK BAK–12B(B) (1260′) HOOK BAK–12B(B) (1250′) **RWY 27**
MILITARY SERVICE: LGT ACTIVATE–ALS, HIRL, PAPI Rwy 09–27–CTAF or 239.25. Rwy 27 PAPI NSTD located rgt side.
A–GEAR Normal BAK–12B(B) configuration: apch end down, dep end up; 20 min prior notice to reconnect apch end cable. **JASU** (AM32A–60A) 6(A/M32A–86) **FUEL** J8 Avbl limited, expect possible gnd delay for req exceeding 10,000 gal. **FLUID** LPOX LOX **TRAN ALERT** Extremely limited.
MILITARY REMARKS: Opr Mon–Fri 1400–2200Z‡ except holidays, CLOSED other times except validated overseas or ANG mission, check NOTAM for current afld hrs. See FLIP AP/1 Supplementary Arpt Remarks.
RSTD Recommend use as emergency arpt only when rqr to land as soon as possible. PPR ctc Volk Fld DSN 871–1205, C608–427–1205. Issued PPR valid for ETA +/− 1 hr. Early/late arr/dep must be coordinated. After hr re–coordination or cancel will be passed to Base OPS standby personnel C608–343–0104. PPR must be received not later than 48 hours in advance of acft arrival or by 2200Z‡ or Fri for the following Mon. Twy G ltd to F–16 acft or smaller and helicopter traffic. **CAUTION** FMQ–19 automated wx obsn avbl 24 hr, DSN 871–1066, C 608–427–1066. When wind is from S/SW expect possible Low Level Wind Shear 1 to 3 NM on final to Rwy 27. Due to tactical acft rqr, BAK–12 cable may be in position for Rwy 09–27 simultaneously. Twy E and F unlgtd, unlimited daytime VFR use, Follow Me rqr for day IFR and night IFR/VFR use. **TFC PAT** Left tfc Rwy 09. TPA–Helicopter rectangular 1500(588). **MISC** First 1600′ Rwy 09 and first 1600′ Rwy 27 grooved concrete, mid 5800′ grooved asphalt. Standard USAF RSRS applied. Base Ops DSN 871–1205, C608–427–1205.
WEATHER DATA SOURCES: ASOS–FMQ 19 (608) 427–1066
COMMUNICATIONS: CTAF 127.5 **ATIS** 120.475 257.85 **PTD** 372.2
Ⓡ **APP/DEP CON** 135.25 290.8 (Mon–Fri 1400–1600Z‡, except holidays, subject short notice change in support of NGB validated flying, check NOTAMS for current afld hrs), other time ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 257.92
TOWER 127.5 239.25 (Mon–Fri 1400–1600Z‡, except holidays, subject short notice change in support of NGB validated flying, check NOTAMS for current afld hrs.) **GND CON** 121.9 275.8
SHEBOYGAN RANGE 260.4
HARDWOOD RANGE 132.025 297.75 358.8
AIRSPACE: CLASS D svc Mon–Fri 1400–0600Z‡ except holidays subject short notice change in support of NGB validated flying, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
(L) TACAN Chan 41 VOK (110.4) N43°56.57′ W90°15.54′ at fld. 961/0E. Unmonitored when twr clsd. No NOTAM MP Mon 1400–1530Z‡.
TACAN unusable byd 20NM blo 4,000′.
ILS 108.5 I–VOK Rwy 27. Class IE. Unmonitored when twr clsd. Back course unusable. No NOTAM MP: Localizer Mon 1930–2030Z‡; Glide slope Mon 2030–2130Z‡.
COMM/NAV/WEATHER REMARKS: Limited Special Rules Area svc avbl, ctc Radar Approach Control at DSN 871–1779, C608–427–1779.

APP CRS	Rwy Idg	3346
114°	TDZE	1292
	Apt Elev	1292

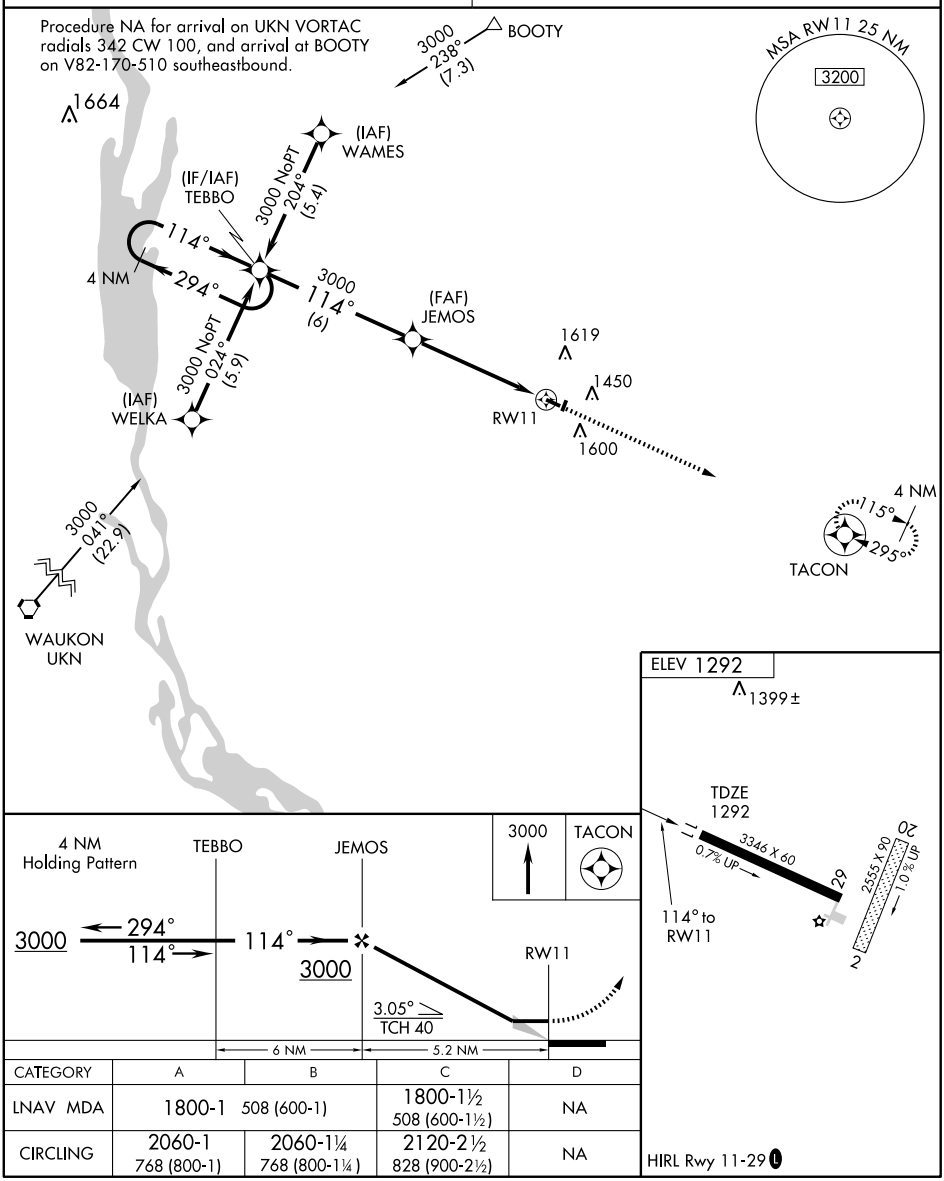
RNAV (GPS) RWY 11
VIROQUA MUNI (Y51)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use La Crosse altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct TACON WP and hold.

MINNEAPOLIS CENTER	CTAF
128.6 363.0	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1800-1 508 (600-1)		1800-1½ 508 (600-1½)	NA
CIRCLING	2060-1 768 (800-1)	2060-1¼ 768 (800-1¼)	2120-2½ 828 (900-2½)	NA

HIRL Rwy 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3346
295°	TDZE	1292
	Apt Elev	1292

RNAV (GPS) RWY 29
VIROQUA MUNI (Y51)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use La Crosse altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct TEBBO WP and hold.

MINNEAPOLIS CENTER
128.6 363.0

CTAF
122.9 L

Procedure NA for arrival at BOOTY on V82-170-510 northwestbound, and arrival at QUEST on V398-411 westbound, V129 southeastbound.

BOOTY
3000
133°
(20)

1654

TEBBO
114°
294°
4 NM

1619
1450
RW29
1600

(FAF)
JALTA
3000
295°
(6)

(IAF)
WAROS
3000 NoPT
205°
(5)

115°
4 NM
295°

3000 NoPT
025°
(5.7)

(IF/IAF)
TACON

(IAF)
WITOL

3000
056°
(13.7)
QUEST

MSA RW29 25 NM
3200

ELEV 1292

TDZE
1292
11
29
3346 X 60
0.7% UP
20
2
2555 X 90
1.0% UP

295° to RW29

3000
TEBBO

JALTA
TACON
4 NM
Holding Pattern

RW29
3000
295°
115°
295°
3000

3.04°
TCH 40

5.2 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	1980-1 688 (700-1)		1980-2 688 (700-2)	NA
CIRCLING	2060-1 768 (800-1)	2060-1¼ 768 (800-1¼)	2120-2½ 828 (900-2½)	NA

HIRL Rwy 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WALWORTH

BIG FOOT AIRFIELD (7V3) 3 W UTC−6(−5DT) N42°31.54′ W88°39.18′ CHICAGO

951 TPA—1751(800) NOTAM FILE GRB

RWY 09–27: 2912X85 (TURF)

RWY 09: Tree.

RWY 18–36: 2108X100 (TURF) LIRL (NSTD)

RWY 18: Tree.

AIRPORT REMARKS: Unattended. Rwys not plowed winter months—open to ski equipped acft only. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts are 45′ S of rwy markers. Rwy 18–36 and Rwy 09–27 thlds marked with red half barrels. ACTIVATE NSTD LIRL Rwy 18–36—123.75.

COMMUNICATIONS: CTAF 122.9

WASHINGTON ISLAND (2P2) 1 S UTC−6(−5DT) N45°23.17′ W86°55.47′ GREEN BAY

652 B TPA—1652(1000) NOTAM FILE GRB

RWY 14–32: 2230X150 (TURF) LIRL

RWY 14: Road. **RWY 32:** Trees.

RWY 04–22: 1300X125 (TURF)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Rwy 14–32 +12′ rise in rwy elevation NW 900′. Numerous flocks of waterfowl and deer on and invof arpt. Rwys 14–32 and 04–22 plowed when snow is over 3 inches. Rwy 04–22 slopes downhill to the NE. Rwy 04 thld +20′ higher than Rwy 22 thld. ACTIVATE LIRL Rwy 14–32 and rotating bcn—CTAF.

COMMUNICATIONS: CTAF 122.9

WATERTOWN MUNI (RYV) 0 S UTC−6(−5DT) N43°10.18′ W88°43.39′ CHICAGO L–28H IAP

833 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE RYV

RWY 05–23: H4429X75 (ASPH) S–30, D–60 MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 190′. Tree. Rgt tfc.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.

RWY 11–29: H2801X75 (ASPH) S–30 MIRL 0.4% up SE

RWY 11: Road. Rgt tfc. **RWY 29:** Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–4430 TODA–5110 ASDA–4550 LDA–4430

RWY 23: TORA–4430 TODA–4845 ASDA–4430 LDA–4430

AIRPORT REMARKS: Attended 1200–0400Z‡. Arpt attended other hrs on req thru FBO. Ducks and seagulls occasionally near arpt during seasonal migrations. Deer on and invof arpt. ACTIVATE MIRL Rwy 05–23 and Rwy 11–29, PAPI Rwy 05 and Rwy 23 and REIL Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.975 (920) 261–0734.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MADISON APP/DEP CON** 119.15 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.

BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 277° 19.5 NM to fld. 1080/2E. HIWAS.

ROCK RIVER NDB (MHW) 371 RYV N43°10.42′ W88°43.52′ at fld. NOTAM FILE RYV. NDB unmonitored 0500–1000Z‡.

NDB RYV	APP CRS	Rwy Idg	4239
371	039°	TDZE	821
		Apt Elev	833

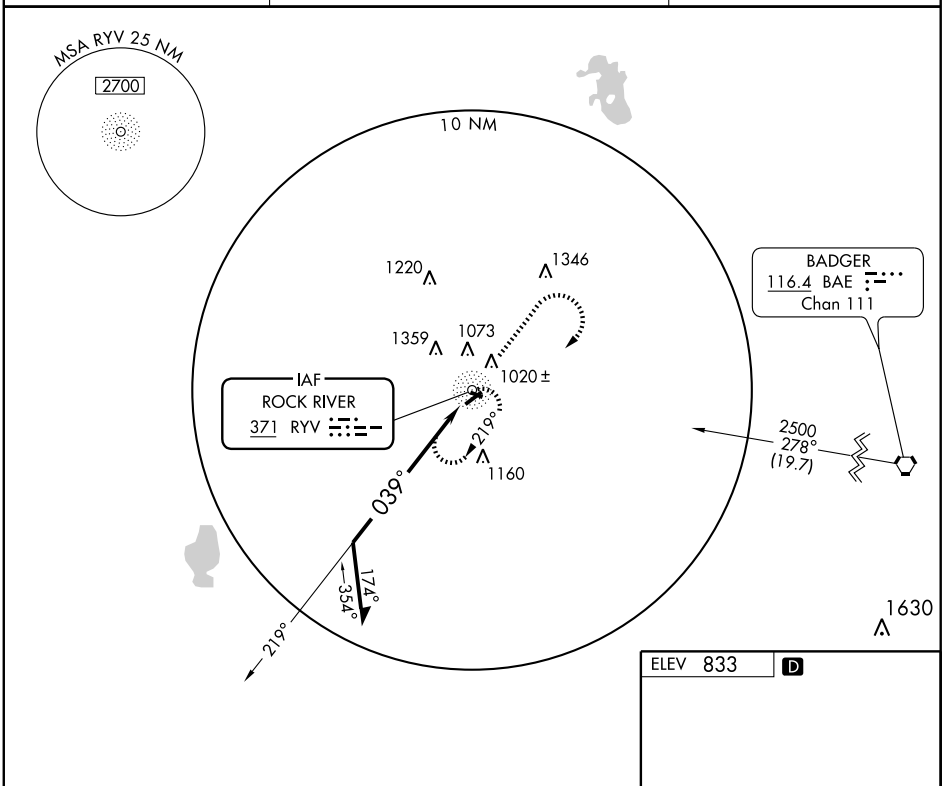
NDB RWY 5

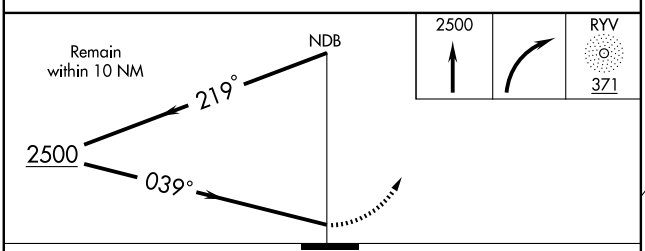
WATERTOWN MUNI (RYV)

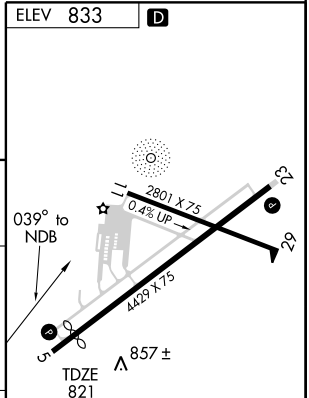
NA

MISSED APPROACH: Climb to 2500 then right turn direct RYV NDB and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1½ 607 (700-1½)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

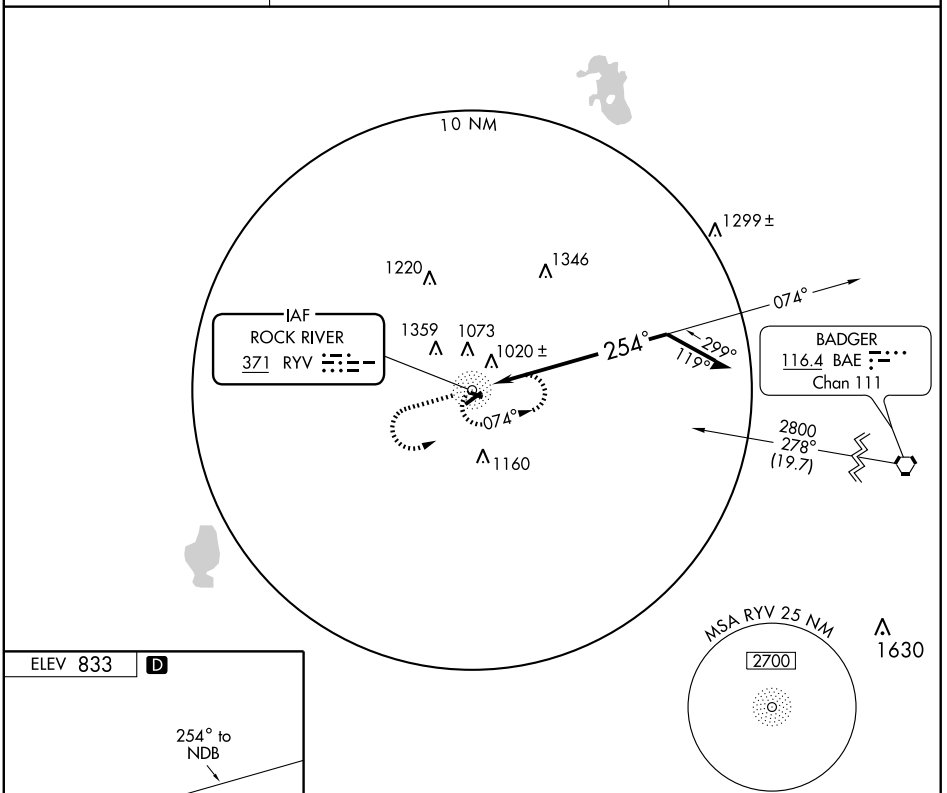
NDB RYV 371	APP CRS 254°	Rwy Idg 4429 TDZE 823 Apt Elev 833

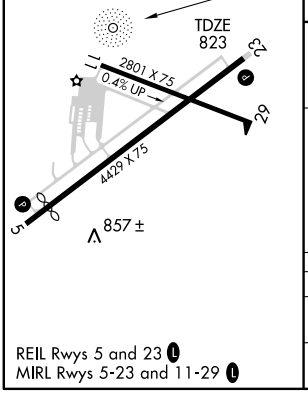
NDB RWY 23
WATERTOWN MUNI (RYV)

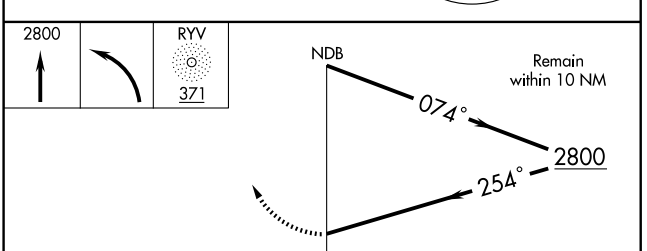
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase visibility Cat. A, C and D ¼ mile.

MISSED APPROACH: Climb to 2800 then left turn direct RYV NDB and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1660-1 837 (900-1)	1660-1¼ 837 (900-1¼)	1660-2½ 837 (900-2½)	1660-2¾ 837 (900-2¾)
CIRCLING	1660-1 827 (900-1)	1660-1¼ 827 (900-1¼)	1660-2½ 827 (900-2½)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

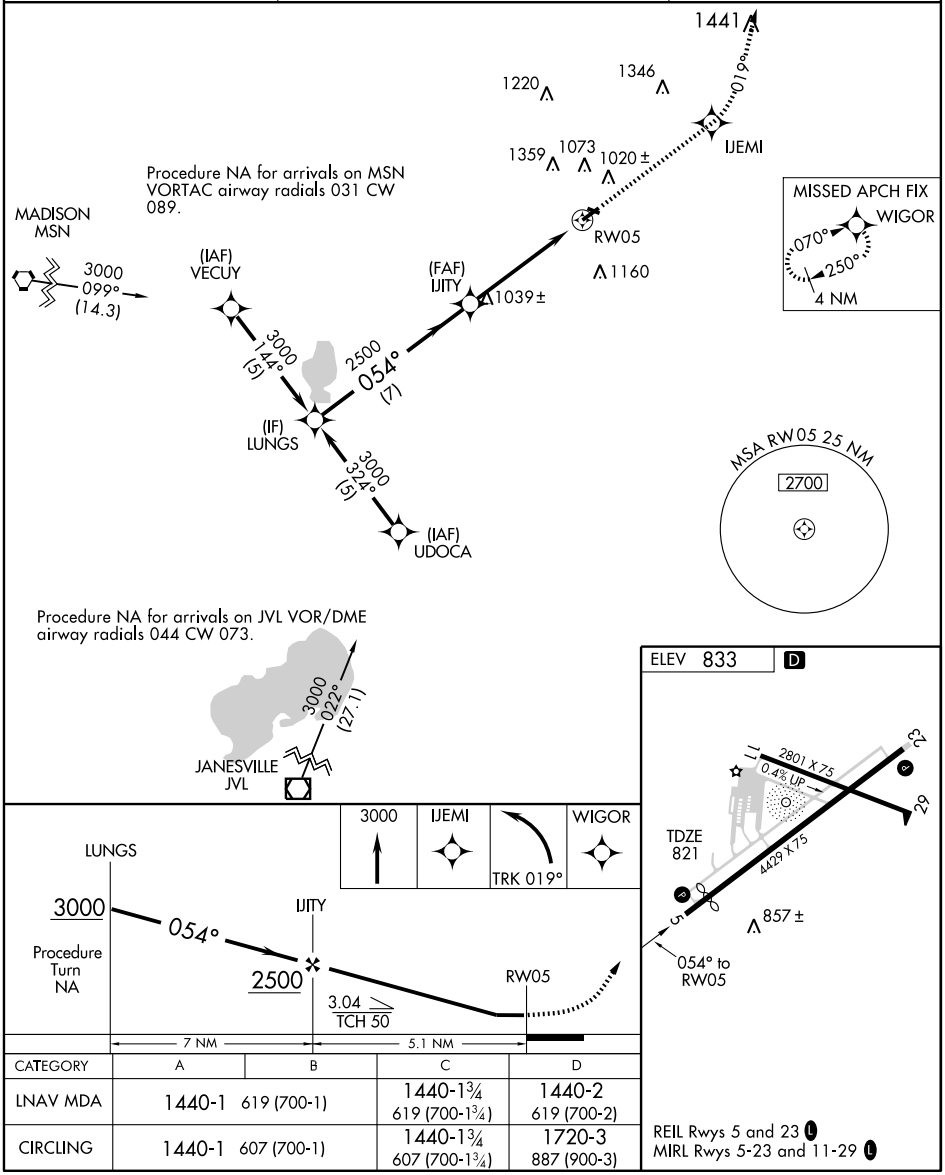
APP CRS	Rwy Idg	4239
054°	TDZE	821
	Apt Elev	833

RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)

DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting. Straight-in minimums to Rwy 5 and Circling to Rwy 5/23 NA at night.

MISSED APPROACH: Climb to 3000 direct IJEMI and left turn via 019° track to WIGOR and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

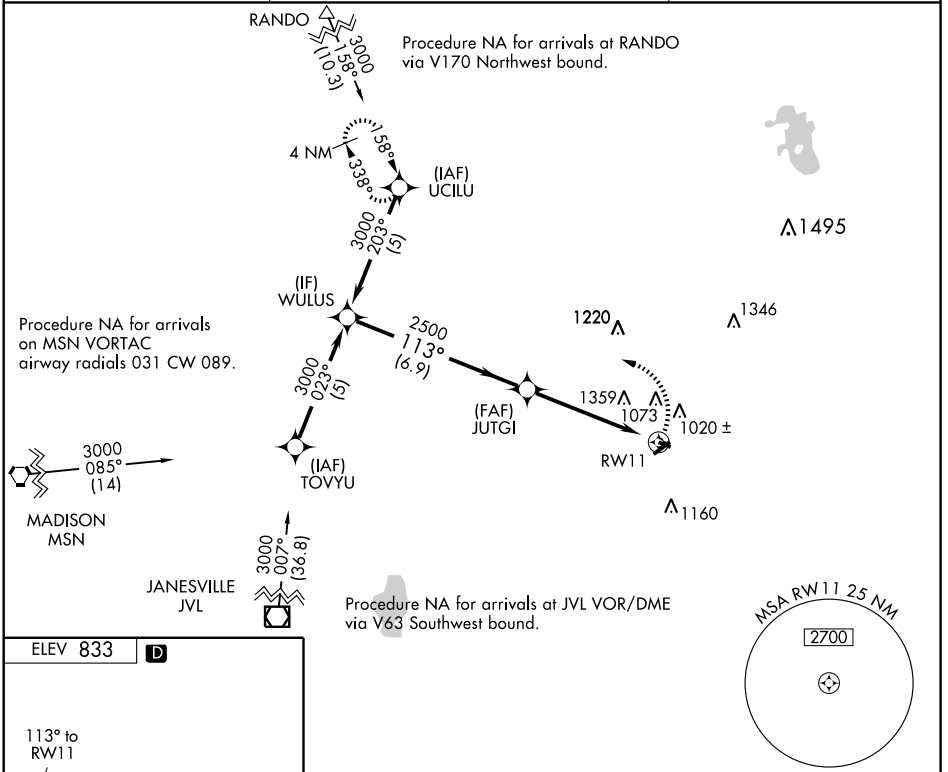
APP CRS	Rwy Idg	2801
113°	TDZE	833
	Apt Elev	833

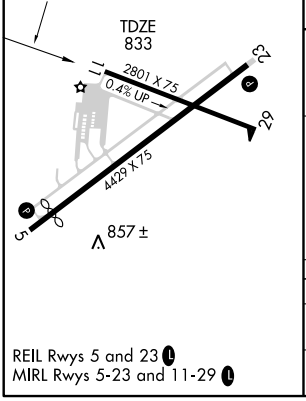
RNAV (GPS) RWY 11
WATERTOWN MUNI (RYV)

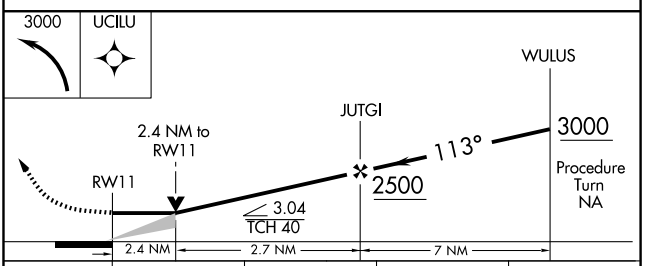
T A DME/DME RNP-0.3 NA When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, increase LNAV visibility Cat. C and D ¼ mile, increase Circling visibility Cat. C¼ mile. VDP NA when using Dodge County altimeter setting. Circling to Rwy 5/23 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct UCILU and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1 807 (900-1)	1640-1¼ 807 (900-1¼)	1640-2¼ 807 (900-2¼)	1640-2½ 807 (900-2½)
CIRCLING	1640-1 807 (900-1)	1640-1¼ 807 (900-1¼)	1640-2¼ 807 (900-2¼)	1720-3 887 (900-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

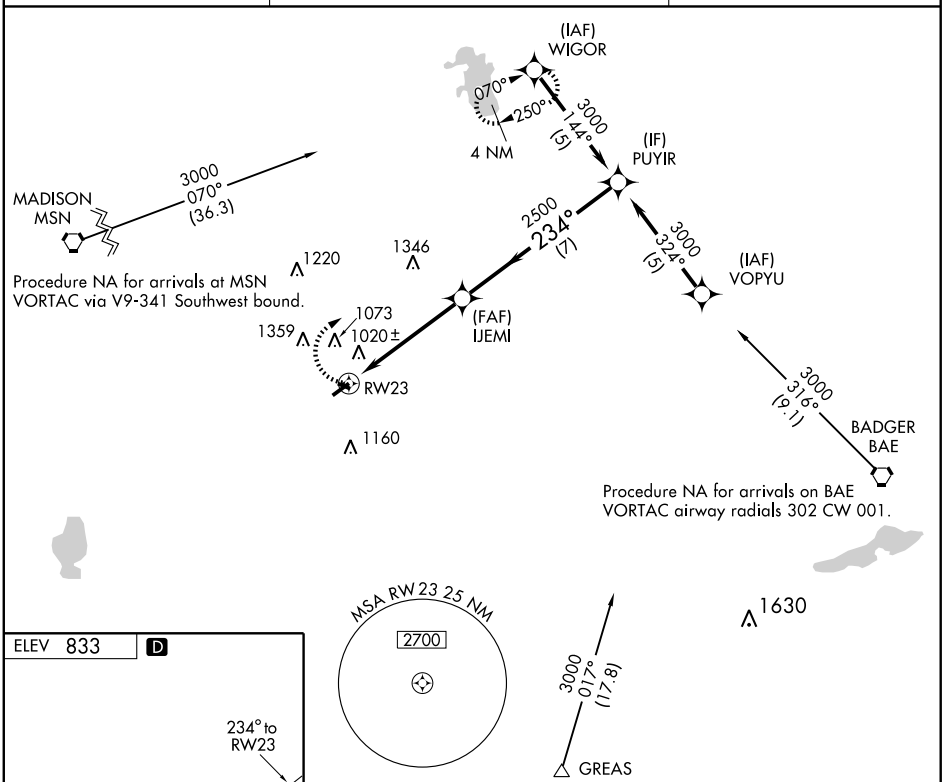
APP CRS	Rwy Idg	4429
234°	TDZE	823
	Apt Elev	833

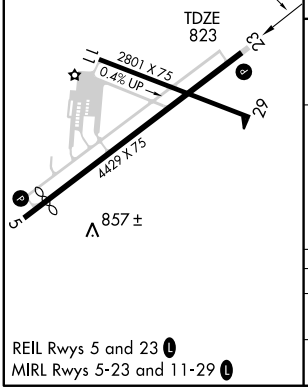
RNAV (GPS) RWY 23
WATERTOWN MUNI (RYV)

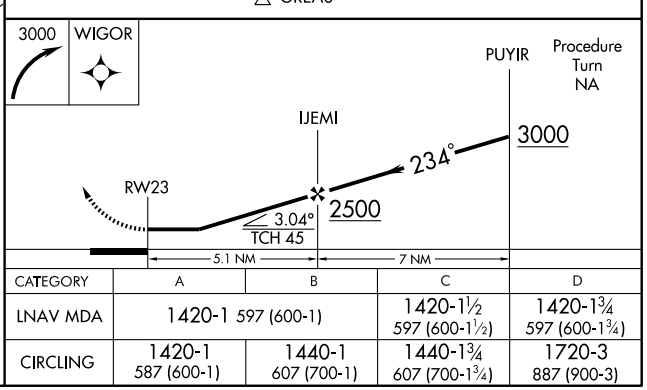
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase LNAV Cat. C and D visibility ¼ mile. Straight-in minimums to Rwy 23 and Circling to Rwy 5/23 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct WIGOR and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1 597 (600-1)		1420-1½ 597 (600-1½)	1420-1¾ 597 (600-1¾)
CIRCLING	1420-1 587 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

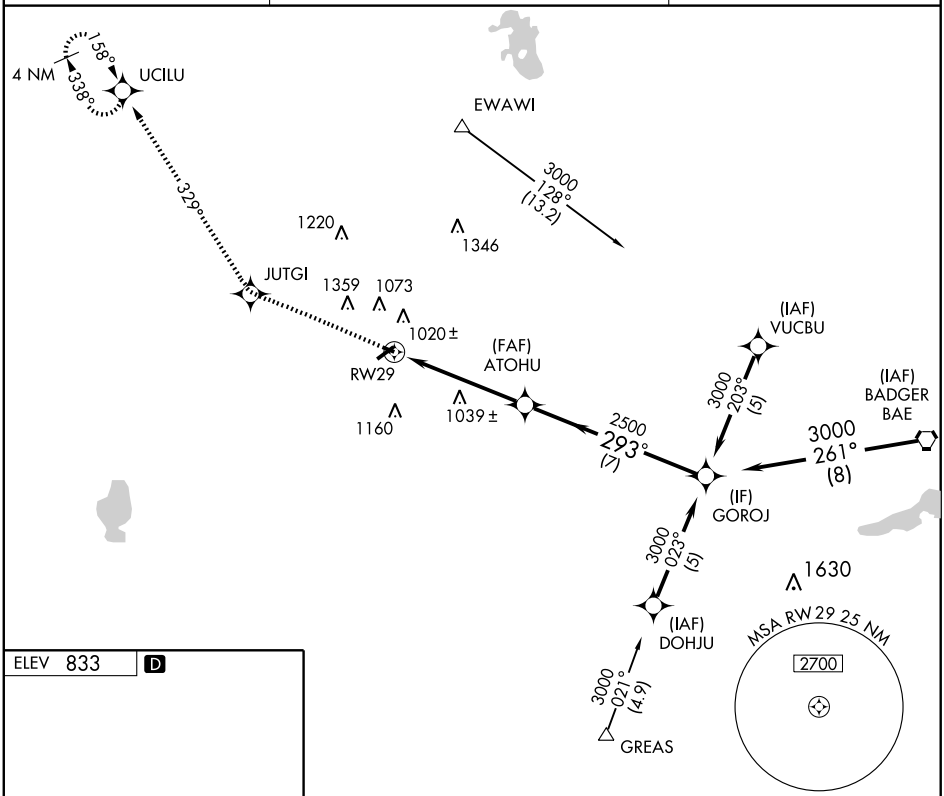
APP CRS	Rwy Idg	2801
293°	TDZE	833
	Apt Elev	833

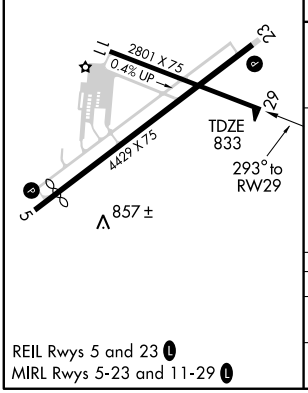
RNAV (GPS) RWY 29
WATERTOWN MUNI (RYV)

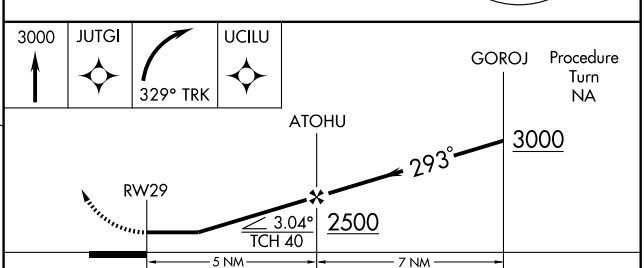
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, increase LNAV Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JUTGI and right turn via 329° track to UCILU and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 567 (600-1)		1400-1½ 567 (600-1½)	1400-1¾ 567 (600-1¾)
CIRCLING	1400-1 567 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

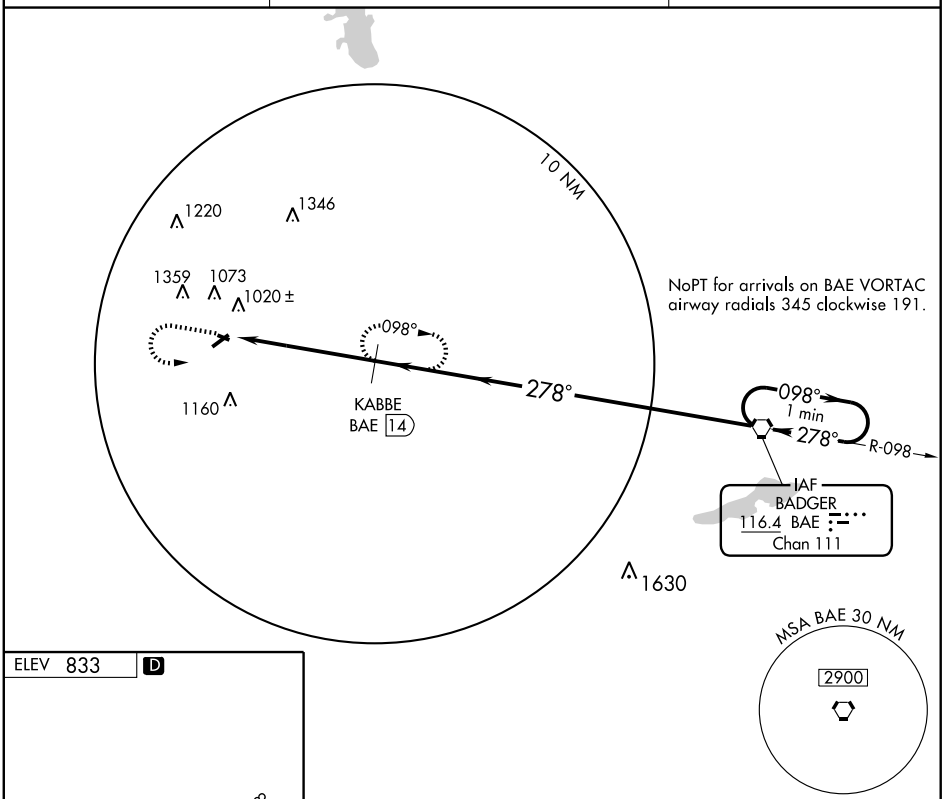
VORTAC BAE 116.4 Chan 111	APP CRS 278°	Rwy Idg 2801 TDZE 833 Apt Elev 833

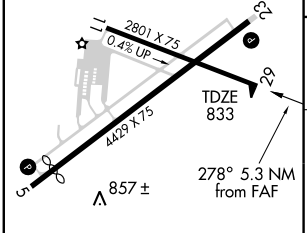
VOR/DME RWY 29

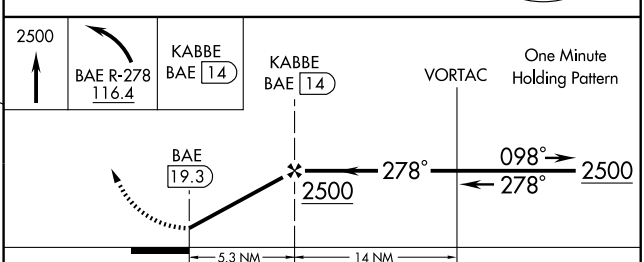
WATERTOWN MUNI (RYV)

MISSED APPROACH: Climb to 2500 then left turn via BAE R-278 to KABBE 14 DME and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	1420-1 587 (600-1)		1420-1½ 587 (600-1½)	1420-1¾ 587 (600-1¾)
CIRCLING	1420-1 587 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5078 (FAA)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN

EC-3, 21 OCT 2010 to 18 NOV 2010

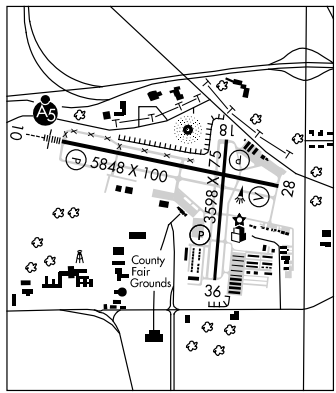
EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

WAUKESHA, WISCONSIN
WAUKESHA COUNTY (UES)

WAUKESHA CO (UES) 2 N UTC−6(−5DT) N43°02.46′ W88°14.22′ CHICAGO
911 B S4 **FUEL** 100LL, JET A OX 1 TPA–2811(1900) NOTAM FILE UES H–5E, L–28H, A
RWY 10–28: H5848X100 (CONC–GRVD) S–40, D–66, 2S–84 HIRL IAP, AD
RWY 10: MALSR. PAPI(P4R)–GA 3.0° TCH 53′. Trees.
RWY 28: REIL. VASI(V4L)—GA 3.75°TCH 37′. Tree.
RWY 18–36: H3598X75 (ASPH) S–20 MIRL
RWY 18: REIL. PAPI (P2L). Road.
RWY 36: REIL. PAPI (P2L). Road.
AIRPORT REMARKS: Attended continuously. Deer and coyotes on and invof arpt. Call 262–549–6150 for oxygen availability. Twy D clsd at Rwy 18–36 indef. HIRL Rwy 10–28 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 18–36; REIL Rwy 28, Rwy 18, Rwy 36, and MALSR Rwy 10—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.875 (262) 521–5226. Unavailable 1200–0300Z‡.
COMMUNICATIONS: CTAF 123.7 **ATIS** 118.875 **UNICOM** 122.95
Ⓡ **MILWAUKEE APP/DEP CON** 125.35 Clnc Del 128.7 (When UES twr clsd)
TOWER 123.7 (1200–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 153° 5 NM to fld. 1080/2E. **HIWAS.**
NDB (MHW) 359 UES N43°02.68′ W88°14.11′ at fld. NOTAM FILE UES. OTS indef. SHUT DOWN.
ILS 109.5 I–SKC Rwy 10. Unmonitored when twr clsd.



WAUNAKEE (6P3) 1 S UTC−6(−5DT) N43°10.72′ W89°27.08′ CHICAGO
954 **FUEL** 100LL TPA—1954(1000) NOTAM FILE GRB
RWY 09–27: H2223X30 (ASPH) LIRL (NSTD)
RWY 27: Thld dsplcd 146′. Building.
AIRPORT REMARKS: Unattended. For fuel call 608–225–1109. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09–27 NSTD LIRL 165′ from E end; 155′ from W end. 1910′ of rwy is lgtd. Rwy lgts approximately 60′ from pavement edge. Rwy 27 NSTD dsplcd thld markings.
COMMUNICATIONS: CTAF 122.9

WAUPACA MUNI (PCZ) 3 SE UTC−6(−5DT) N44°20.00′ W89°01.19′ GREEN BAY
840 B S4 **FUEL** 100LL OX 4 TPA—1840(1000) NOTAM FILE PCZ H–2K, L–14J, 28H
RWY 10–28: H5200X100 (ASPH) MIRL 0.7% up W IAP
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 13–31: H3899X75 (ASPH) S–13 MIRL 0.6% up W
RWY 13: PAPI(P4L)—GA 3.0° TCH 33′. Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 38′. Road.
AIRPORT REMARKS: Attended May 21–Sep 9 1400–0200Z‡, Sep 10–May 20 1400–2300Z‡. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31 and REIL Rwy 10—CTAF. MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 opr dusk–dawn, to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.625 (920) 867–2407.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 121° 25.3 NM to fld. 1110/2E. **HIWAS.**
NDB (MHW) 382 PCZ N44°20.06′ W89°01.18′ at fld. Unmonitored. NOTAM FILE PCZ. NDB OTS indef.

LOC I-SKC	APP CRS	Rwy Idg	5848
109.5	103°	TDZE	901
		Apt Elev	911

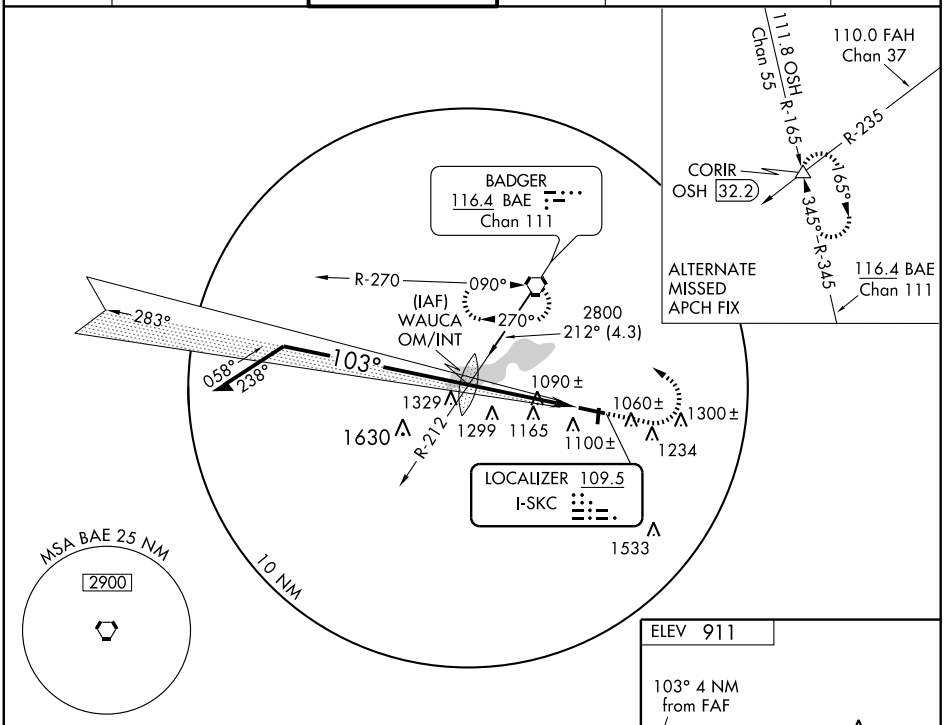
ILS or LOC RWY 10
WAUKESHA COUNTY (UES)

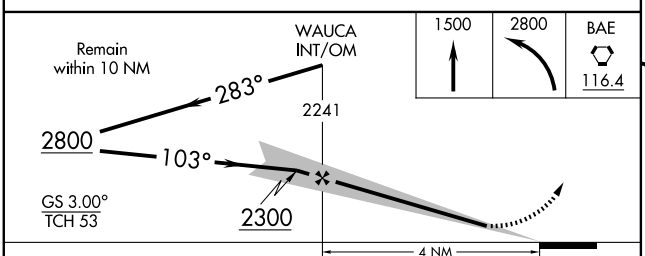
When local altimeter setting not received, use Lawrence J. Timmerman altimeter setting and increase DA to 1147 and all MDAs 60 feet, increase S-LOC 10 Cat. C visibility to RVR 5000, Cat. D to RVR 6000. Increase circling visibility Cat. D ¼ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

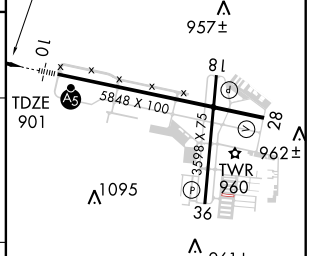
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	WAUKESHA TOWER *	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	125.35 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS-10	*1101/24 200 (200-½)			
S-LOC-10	1360/24 459 (500-½)		1360/40 459 (500-¾)	1360/50 459 (500-1)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 18, 28 and 36 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53411 W10A	APP CRS 103°	Rwy Idg 5848 TDZE 901 Apt Elev 911

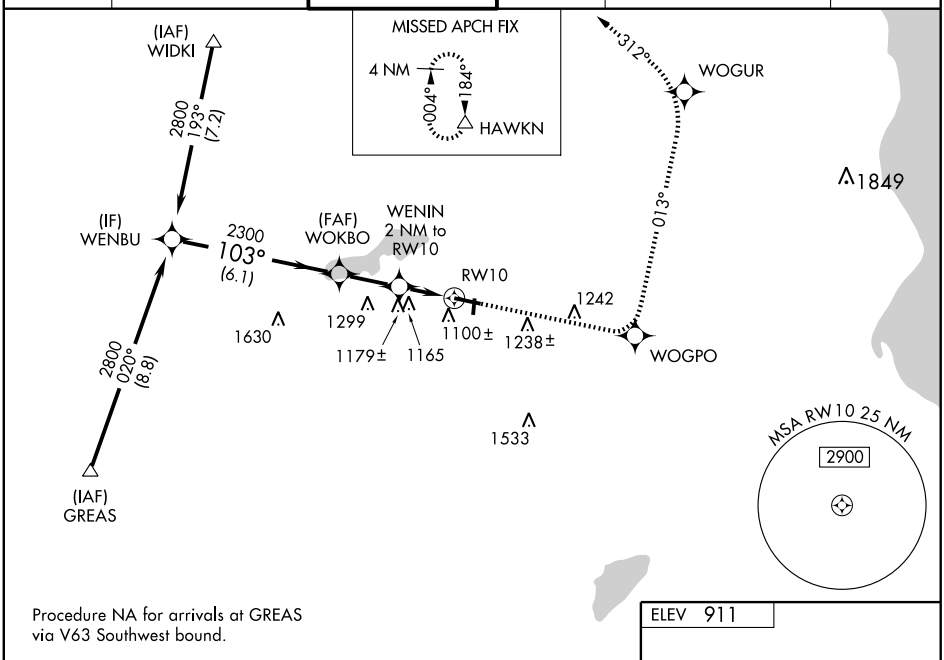
RNAV (GPS) RWY 10
WAUKESHA COUNTY (UES)

Baro-VNAV NA when using Lawrence J Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase LNAV/VNAV all Cats. visibility ¼ mile; increase Circling Cat. D visibility ¼ mile.

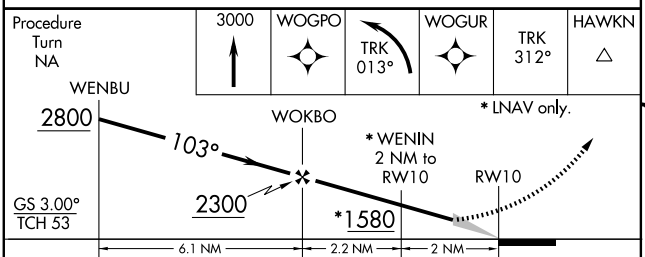
MALSR

MISSED APPROACH: Climb to 3000 direct WOGPO and left turn via 013° track to WOGUR and via 312° track to HAWKN and hold.

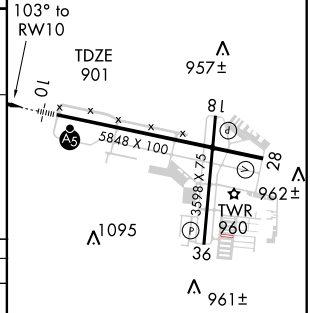
ATIS	MILWAUKEE APP CON	WAUKESHA TOWER ★	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	125.35 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95



Procedure NA for arrivals at GREAS via V63 Southwest bound.



CATEGORY	A	B	C	D
LPV DA	1101/24 200 (200-½)			
LNAV/VNAV DA	1537-1¾ 636 (700-1¾)			
LNAV MDA	1440/24 539 (600-½)		1440/50 539 (600-1)	1440/60 539 (600-1¼)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)



HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 18, 28 and 36 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

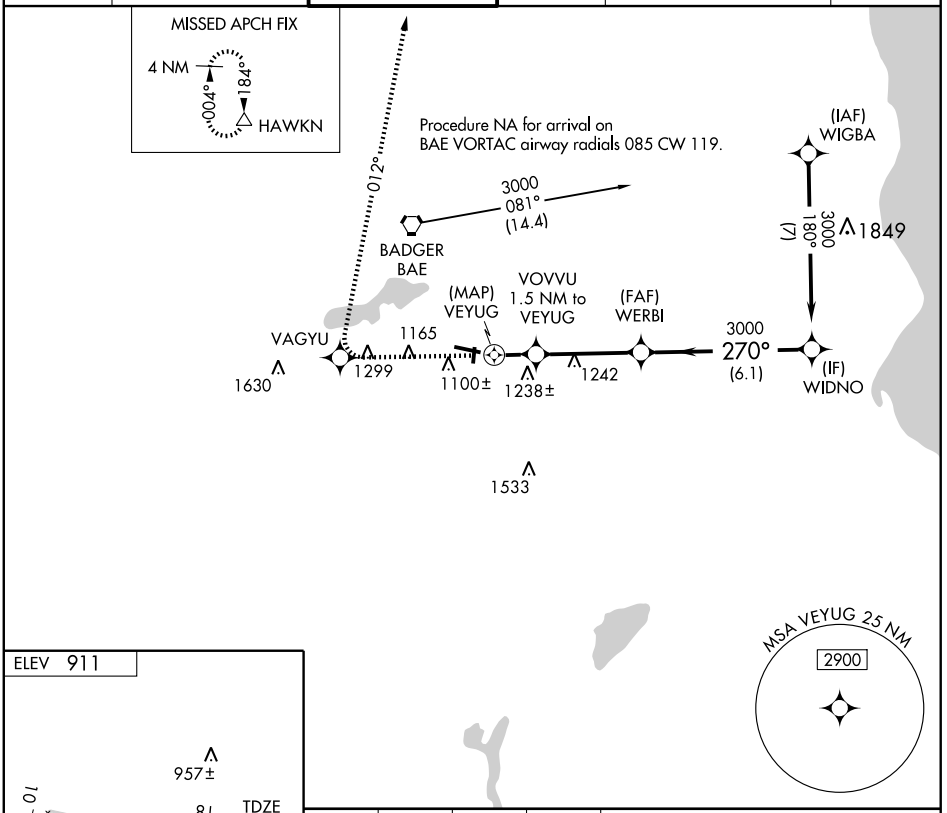
APP CRS	Rwy Idg	5848
270°	TDZE	906
	Apt Elev	911

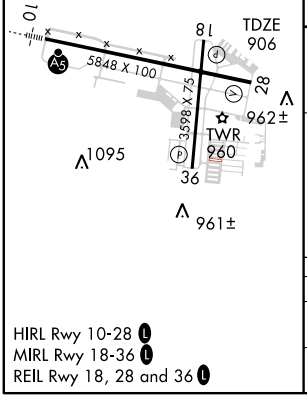
RNAV (GPS) RWY 28
WAUKESHA COUNTY (UES)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDA 60 feet, increase Circling Cat. C and D visibility ¼ mile.

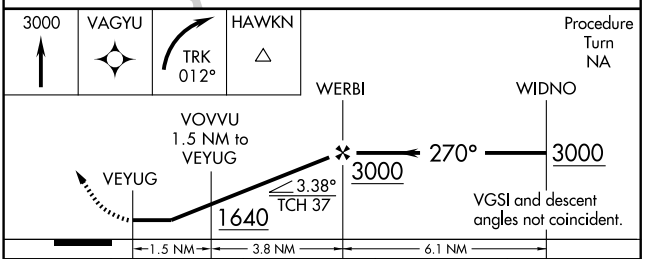
MISSED APPROACH: Climb to 3000 direct VAGYU and right turn via 012° track to HAWKN and hold.

ATIS	MILWAUKEE APP CON	WAUKESHA TOWER ★	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	125.35 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95





HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 18, 28 and 36 L

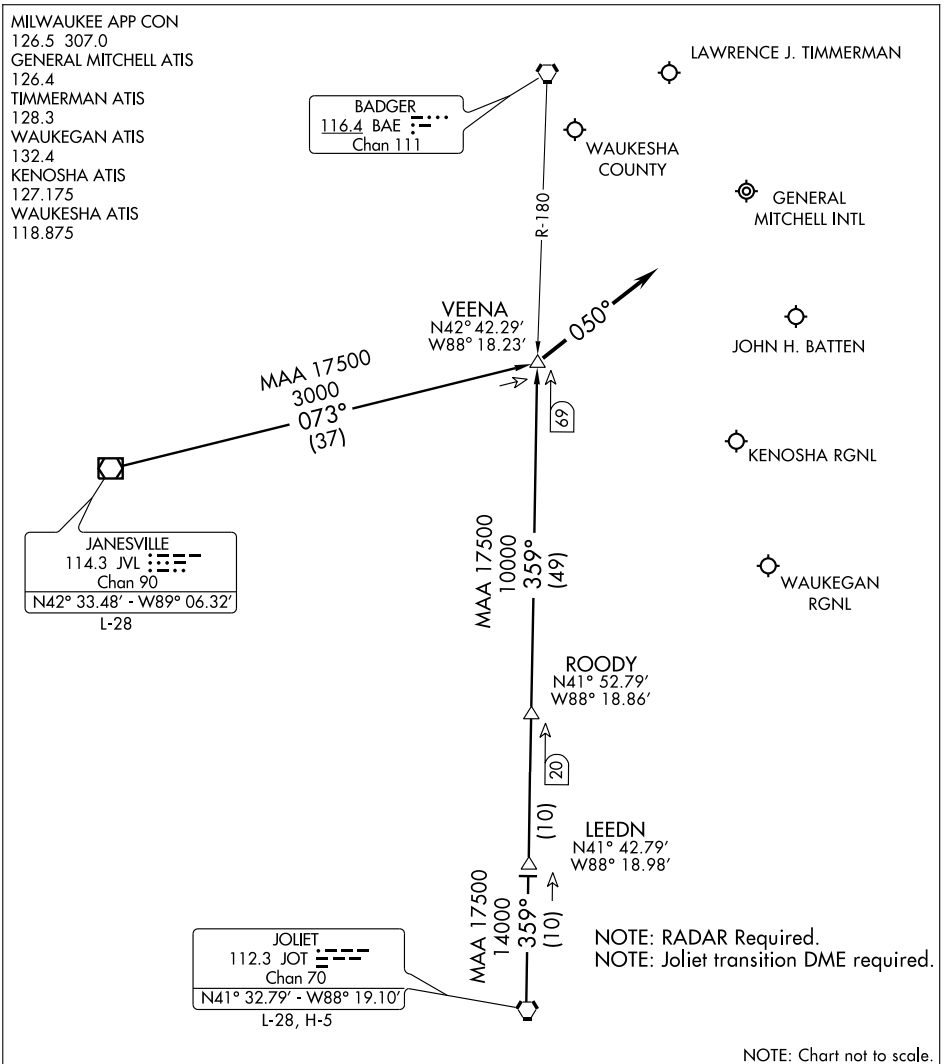


CATEGORY	A	B	C	D
LNAV MDA	1420-1 514 (600-1)		1420-1½ 514 (600-1½)	1420-1¾ 514 (600-1¾)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN



JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . . .

. . . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

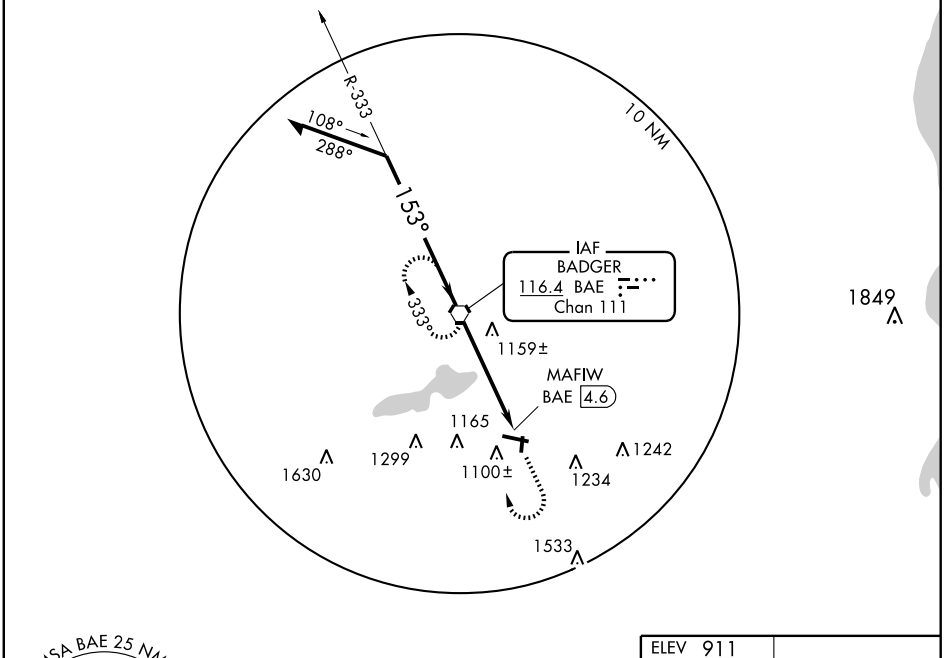
VORTAC BAE 116.4 Chan 111	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 911

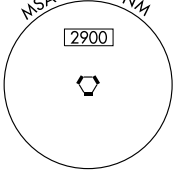
VOR-A
WAUKESHA COUNTY (UES)

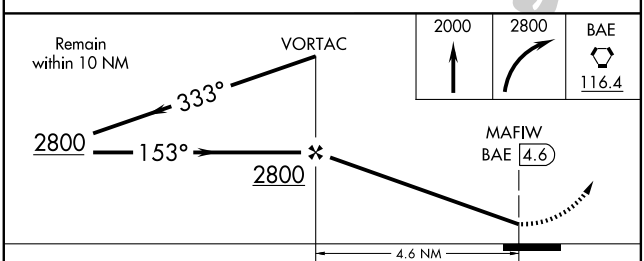
When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDA 60 feet, increase Circling Cat. D visibility ¼ mile.

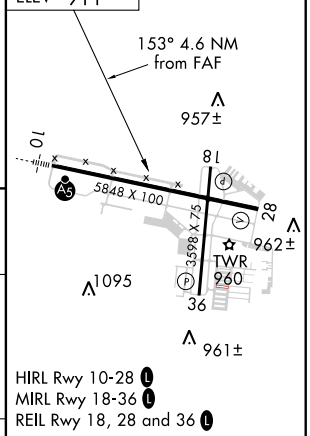
MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	WAUKESHA TOWER ★	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	125.35 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95







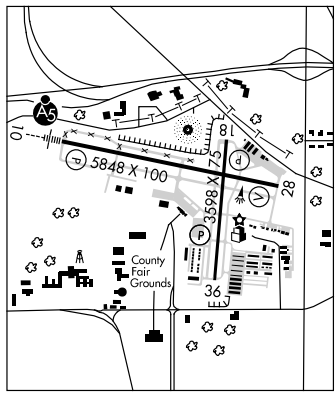


CATEGORY	A	B	C	D
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAUKESHA CO (UES) 2 N UTC−6(−5DT) N43°02.46′ W88°14.22′ CHICAGO
911 B S4 **FUEL** 100LL, JET A OX 1 TPA–2811(1900) NOTAM FILE UES H–5E, L–28H, A
RWY 10–28: H5848X100 (CONC–GRVD) S–40, D–66, 2S–84 HIRL IAP, AD
RWY 10: MALSR. PAPI(P4R)–GA 3.0° TCH 53′. Trees.
RWY 28: REIL. VASI(V4L)—GA 3.75°TCH 37′. Tree.
RWY 18–36: H3598X75 (ASPH) S–20 MIRL
RWY 18: REIL. PAPI (P2L). Road.
RWY 36: REIL. PAPI (P2L). Road.
AIRPORT REMARKS: Attended continuously. Deer and coyotes on and invof arpt. Call 262–549–6150 for oxygen availability. Twy D clsd at Rwy 18–36 indef. HIRL Rwy 10–28 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 18–36; REIL Rwy 28, Rwy 18, Rwy 36, and MALSR Rwy 10—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.875 (262) 521–5226. Unavailable 1200–0300Z‡.
COMMUNICATIONS: CTAF 123.7 **ATIS** 118.875 **UNICOM** 122.95
Ⓡ **MILWAUKEE APP/DEP CON** 125.35 Clnc Del 128.7 (When UES twr clsd)
TOWER 123.7 (1200–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 153° 5 NM to fld. 1080/2E. **HIWAS.**
NDB (MHW) 359 UES N43°02.68′ W88°14.11′ at fld. NOTAM FILE UES. OTS indef. SHUT DOWN.
ILS 109.5 I–SKC Rwy 10. Unmonitored when twr clsd.



WAUNAKEE (6P3) 1 S UTC−6(−5DT) N43°10.72′ W89°27.08′ CHICAGO
954 **FUEL** 100LL TPA—1954(1000) NOTAM FILE GRB
RWY 09–27: H2223X30 (ASPH) LIRL (NSTD)
RWY 27: Thld dsplcd 146′. Building.
AIRPORT REMARKS: Unattended. For fuel call 608–225–1109. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09–27 NSTD LIRL 165′ from E end; 155′ from W end. 1910′ of rwy is lgtd. Rwy lgts approximately 60′ from pavement edge. Rwy 27 NSTD dsplcd thld markings.
COMMUNICATIONS: CTAF 122.9

WAUPACA MUNI (PCZ) 3 SE UTC−6(−5DT) N44°20.00′ W89°01.19′ GREEN BAY
840 B S4 **FUEL** 100LL OX 4 TPA—1840(1000) NOTAM FILE PCZ H–2K, L–14J, 28H
RWY 10–28: H5200X100 (ASPH) MIRL 0.7% up W IAP
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 13–31: H3899X75 (ASPH) S–13 MIRL 0.6% up W
RWY 13: PAPI(P4L)—GA 3.0° TCH 33′. Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 38′. Road.
AIRPORT REMARKS: Attended May 21–Sep 9 1400–0200Z‡, Sep 10–May 20 1400–2300Z‡. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31 and REIL Rwy 10—CTAF. MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 opr dusk–dawn, to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.625 (920) 867–2407.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 121° 25.3 NM to fld. 1110/2E. **HIWAS.**
NDB (MHW) 382 PCZ N44°20.06′ W89°01.18′ at fld. Unmonitored. NOTAM FILE PCZ. NDB OTS indef.

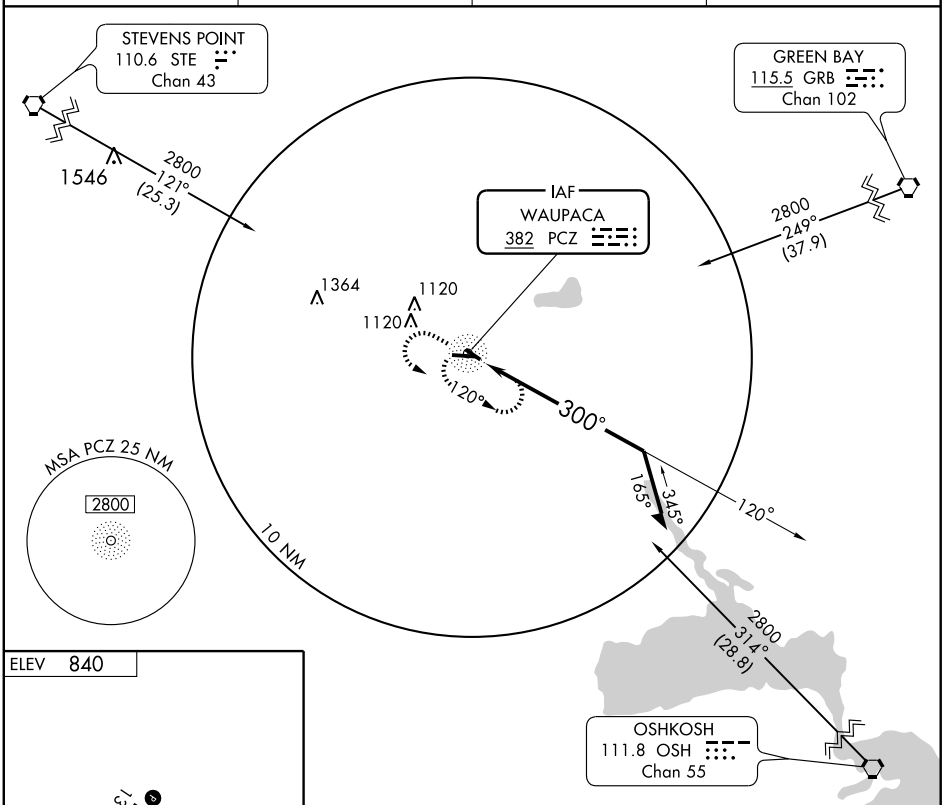
NDB PCZ	APP CRS	Rwy Idg	3899
382	300°	TDZE	819
		Apt Elev	840

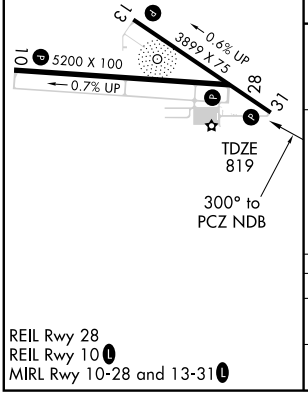
NDB RWY 31
WAUPACA MUNI (PCZ)

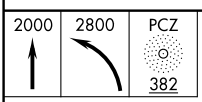
If local altimeter setting not received, use Outagamie County Rgnl altimeter setting and increase all MDAs 80 feet. Circling to Rwy 13 NA at night.

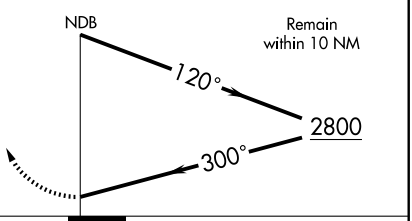
MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PCZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.625	124.4 317.7	121.725	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-31	1440-1	621 (600-1)	1440-1¾ 621 (600-1¾)	1440-2 621 (600-2)
CIRCLING	1440-1	600 (600-1)	1440-1¾ 600 (600-1¾)	1440-2 600 (600-2)

REIL Rwy 28
REIL Rwy 10 L
MIRL Rwy 10-28 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
094°	TDZE	840
	Apt Elev	840

RNAV (GPS) RWY 10

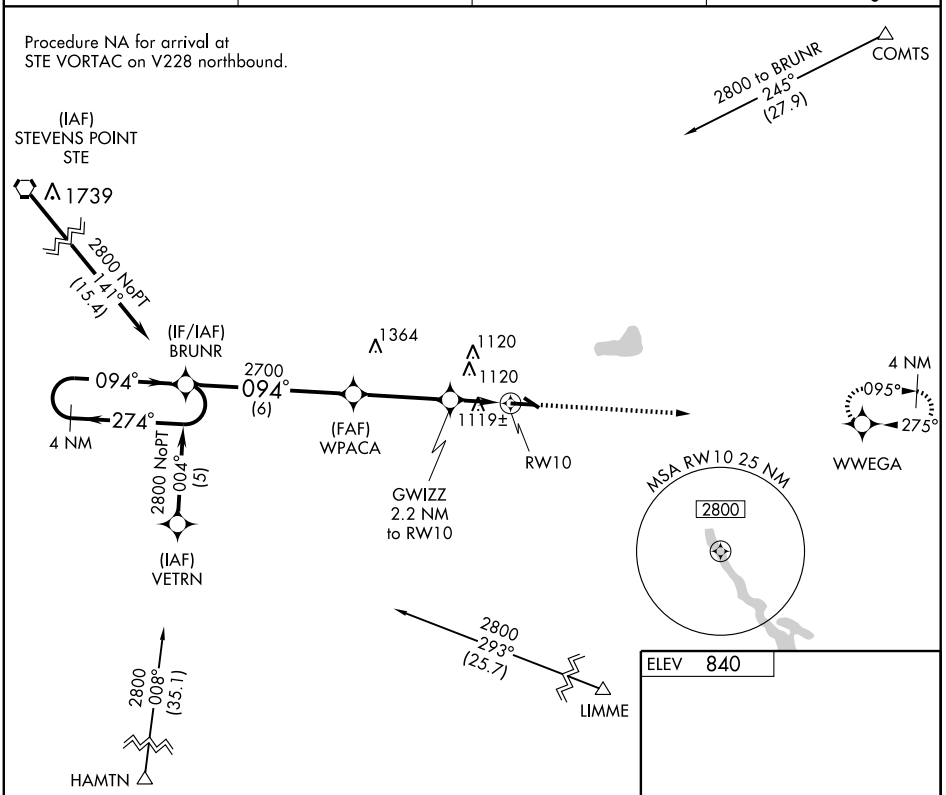
WAUPACA MUNI (PCZ)

If local altimeter setting not received, use Outagamie County Rgnl altimeter setting and increase all MDAs 80 feet.
Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA.

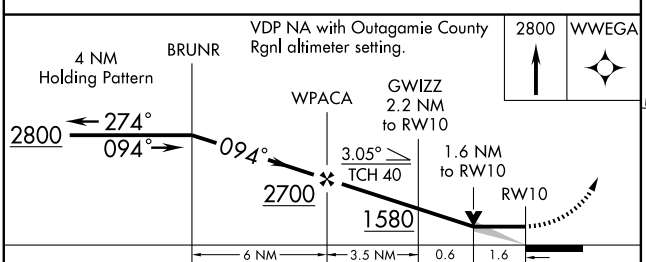
MISSED APPROACH: Climb to 2800 direct WWEGA and hold.

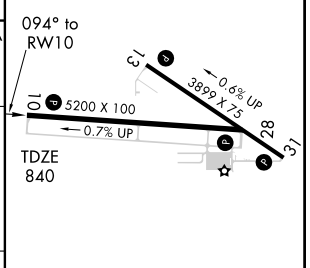
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.625	124.4 317.7	121.725	122.8 (CTAF) L

Procedure NA for arrival at STE VORTAC on V228 northbound.



ELEV 840





CATEGORY	A	B	C	D
LNAV MDA	1380-1	540 (600-1)	1380-1½ 540 (600-1½)	1380-1¾ 540 (600-1¾)
CIRCLING	1420-1	580 (600-1)	1420-1½ 580 (600-1½)	1420-2 580 (600-2)

REIL Rwy 28
REIL Rwy 10 L
MIRL Rwy 10-28 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
275°	TDZE	825
	Apt Elev	840

RNAV (GPS) RWY 28

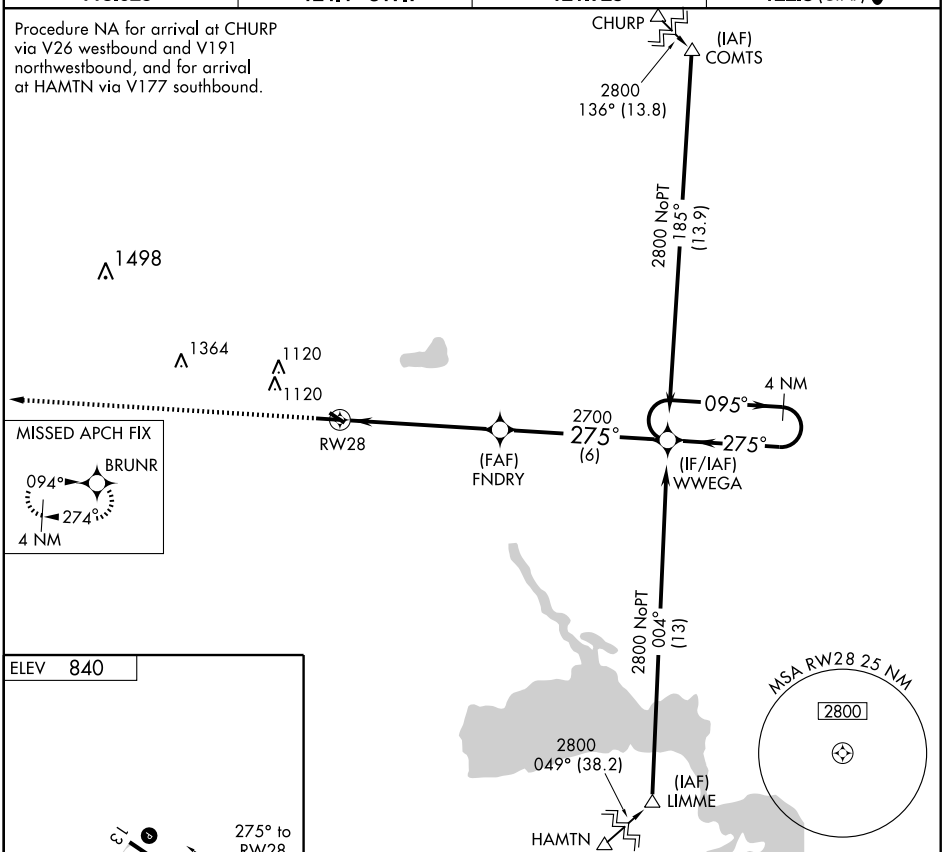
WAUPACA MUNI (PCZ)

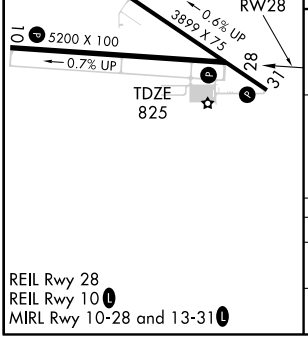
If local altimeter setting not received, use Outagamie County Rgnl altimeter setting and increase all MDAs 80 feet.
Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA.

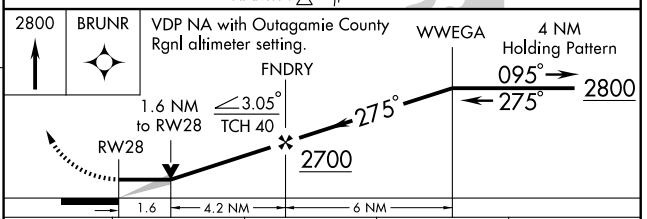
MISSED APPROACH: Climb to 2800 direct BRUNR and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.625	124.4 317.7	121.725	122.8 (CTAF) L

Procedure NA for arrival at CHURP via V26 westbound and V191 northwestbound, and for arrival at HAMTN via V177 southbound.





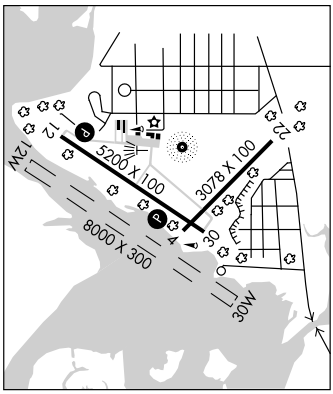


CATEGORY	A	B	C	D
LNAV MDA	1340-1	515 (500-1)	1340-1½ 515 (500-1½)	1340-1¾ 515 (500-1¾)
CIRCLING	1420-1	580 (600-1)	1420-1½ 580 (600-1½)	1420-2 580 (600-2)

REIL Rwy 28
REIL Rwy 10 L
MIRL Rwy 10-28 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAUSAU DOWNTOWN (AUW) 0 S UTC−6(−5DT) N44°55.58′ W89°37.62′ **GREEN BAY**
1201 B S4 **FUEL** 100LL, JET A, MOGAS TPA—2201(1000) NOTAM FILE AUW **H–2K, L–14J**
RWY 12–30: H5200X100 (ASPH) S–45, D–80, 2S–102, 2D–140 MIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0°TCH 43′. Trees.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RWY 04–22: H3078X100 (ASPH) S–32, D–55,
2D–95 MIRL 0.4% up NE
RWY 22: Trees.
AIRPORT REMARKS: Attended May–Sep Mon–Fri 1400–0000Z‡, Sat–Sun 1400–2300Z‡, Oct–Apr 1400–2300Z‡. MIRL Rwy 12–30 and Rwy 04–22 preset low ints; to increase ints and ACTIVATE REIL Rwy 12 and Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 125.925 (715) 843–7215.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
(L) VORTACW 111.6 AUW Chan 53 N44°50.81′
W89°35.19′ 338° 5.1 NM to fld. 1205/2E.
VOR unusable:
050°–209° byd 8 NM
114°–157° 210°–049° byd 10 NM′
DME unusable:
300°–320° byd 30 NM blo 4000′ 320°–300° byd 30 NM blo 3000′
NDB (MHW) 243 FZK N44°55.67′ W89°37.52′ at fld.



1161 TPA—2161(1000)
WATERWAY 12–30: 8000X300 (WATER)
SEAPLANE REMARKS: Access road poor.

WAUSAU/STEVENS POINT (See CENTRAL WISCONSIN, MOSINEE)

WAUTOMA MUNI (Y5Ø) 2 SW UTC−6(−5DT) N44°02.50′ W89°18.27′ **GREEN BAY**
859 B S4 **FUEL** 100LL NOTAM FILE GRB **L–28H**
RWY 13–31: H3300X60 (ASPH) S–12.5 MIRL **IAP**
RWY 13: Trees. **RWY 31:** Tree.
RWY 08–26: 2280X150 (TURF)
RWY 08: Trees. **RWY 26:** Trees.
RWY 05–23: H1190X35 (ASPH)
RWY 05: Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0200Z‡, Oct–Apr 1300–0000Z‡. 24 hour self svc fuel. Rwy 08–26 CLOSED winter months except for ski equipped acft. Rwy 08–26 East 430′ CLOSED in winter. Waterfowl and deer on and invof arpt. Ultralights on and invof arpt. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 08–26 ends marked with white markers.
WEATHER DATA SOURCES: ASOS 119.475 (920) 787–0515.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 163° 31.6 NM to fld. 1110/2E.
HIWAS.

WEST BEND

HAHN SKY RANCH (2T5) 5 NW UTC−6(−5DT) N43°27.98′ W88°17.46′ **CHICAGO**
1090 S2 NOTAM FILE GRB
RWY 10–28: 2900X60 (TURF)
RWY 10: Brush. **RWY 28:** Tree.
AIRPORT REMARKS: Unattended. Rwy 10–28 has soft areas approximately 1000′ from W end.
Rwy 10–28 surface rough and rolling. Ultralight activity on and invof arpt. Rwy 10–28 thld not marked.
COMMUNICATIONS: CTAF 122.9

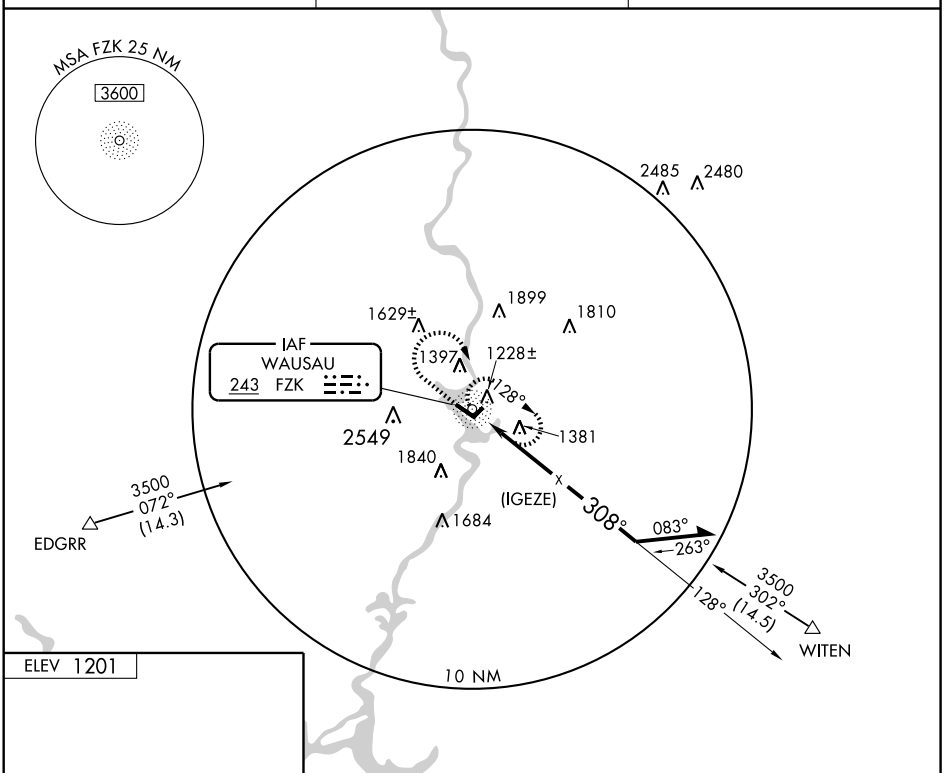
NDB FZK 243	APP CRS 308°	Rwy Idg N/A TDZE N/A Apt Elev 1201

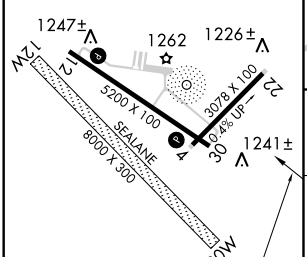
NDB or GPS-B
WAUSAU DOWNTOWN (AUW)

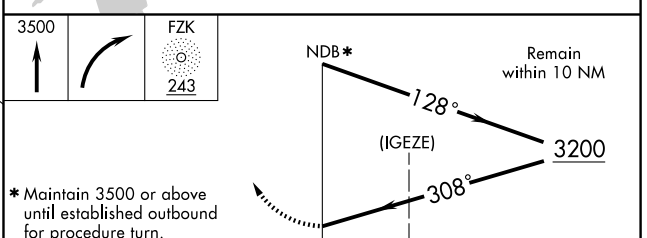
NA — Circling not authorized SW of Rwy 12-30.

MISSED APPROACH: Climb to 3500 then right turn direct FZK NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.925	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1780-1	579 (600-1)	1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)

REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

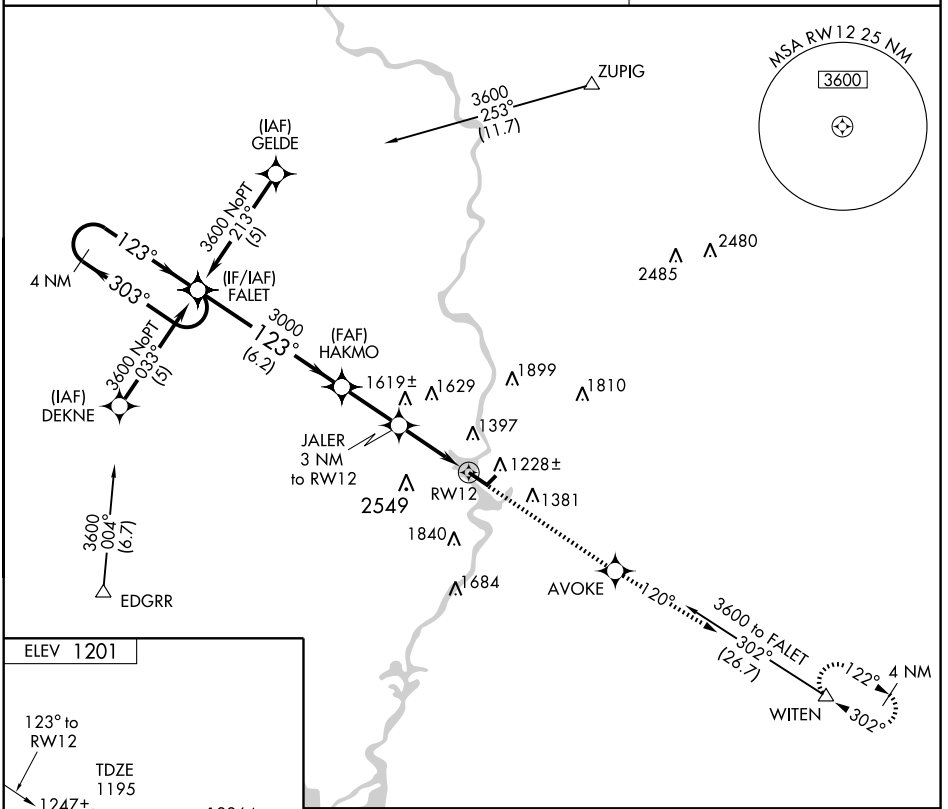
WAUSAU DOWNTOWN (AUW)

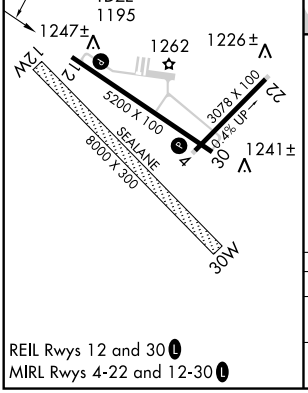
APP CRS	Rwy Idg	5200
123°	TDZE	1195
	Apt Elev	1201

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA Southwest of Rwy 12-30. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat. C ¼mile, and Circling visibility Cats. C and D ¼mile.

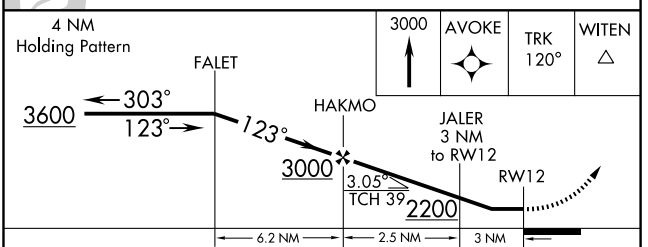
MISSED APPROACH: Climb to 3000 direct AVOKE and via 120° track to WITEN and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.925	124.4 317.7	122.7 (CTAF) L





REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1660-1	465 (500-1)	1660-1¼ 465 (500-1¼)	1660-1½ 465 (500-1½)
CIRCLING	1840-1	639 (700-1)	1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC AUW 111.6 Chan 53	APP CRS 339°	Rwy Idg N/A TDZE N/A Apt Elev 1201

VOR or GPS-A

WAUSAU DOWNTOWN (AUW)

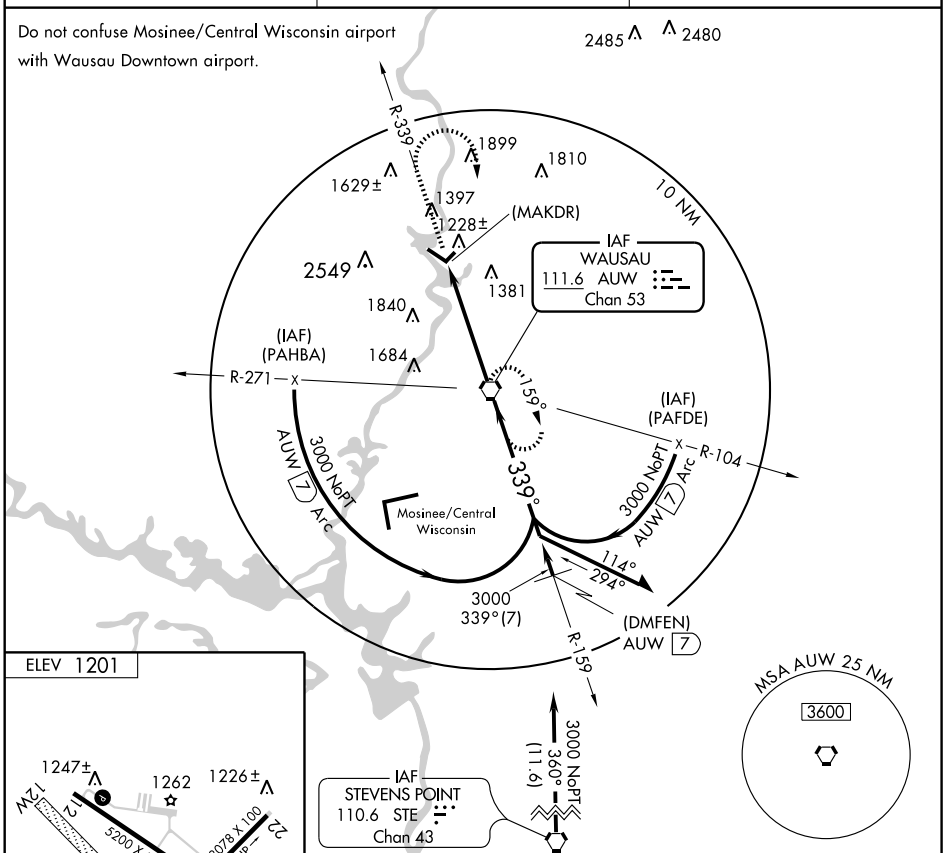
Circling not authorized southwest of Runway 12-30.

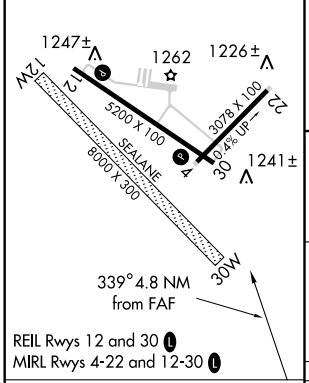
MISSED APPROACH: Climb to 2000 via AUW R-339 then climbing right turn to 3000 direct AUW VORTAC and hold.

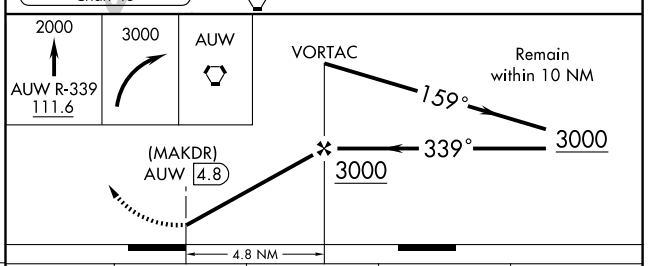
ASOS	MINNEAPOLIS CENTER	UNICOM
125.925	124.4 317.7	122.7 (CTAF) L

EC-3, 21 OCT 2010 to 18 NOV 2010

Do not confuse Mosinee/Central Wisconsin airport with Wausau Downtown airport.





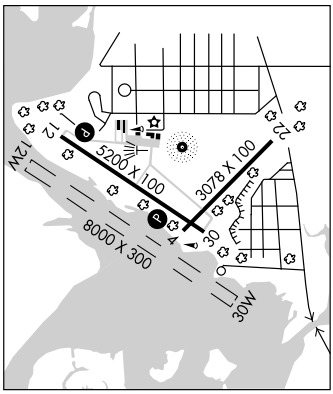


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1840-1 639 (700-1)		1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)

44°56'N-89°38'W

WAUSAU DOWNTOWN (AUW) 0 S UTC−6(−5DT) N44°55.58′ W89°37.62′ **GREEN BAY**
1201 B S4 **FUEL** 100LL, JET A, MOGAS TPA—2201(1000) NOTAM FILE AUW **H–2K, L–14J**
RWY 12–30: H5200X100 (ASPH) S–45, D–80, 2S–102, 2D–140 MIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0°TCH 43′. Trees.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RWY 04–22: H3078X100 (ASPH) S–32, D–55,
2D–95 MIRL 0.4% up NE
RWY 22: Trees.
AIRPORT REMARKS: Attended May–Sep Mon–Fri 1400–0000Z‡, Sat–Sun 1400–2300Z‡, Oct–Apr 1400–2300Z‡. MIRL Rwy 12–30 and Rwy 04–22 preset low ints; to increase ints and ACTIVATE REIL Rwy 12 and Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 125.925 (715) 843–7215.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
(L) VORTACW 111.6 AUW Chan 53 N44°50.81′
W89°35.19′ 338° 5.1 NM to fld. 1205/2E.
VOR unusable:
050°–209° byd 8 NM
114°–157° 210°–049° byd 10 NM′
DME unusable:
300°–320° byd 30 NM blo 4000′ 320°–300° byd 30 NM blo 3000′
NDB (MHW) 243 FZK N44°55.67′ W89°37.52′ at fld.



1161 TPA—2161(1000)
WATERWAY 12–30: 8000X300 (WATER)
SEAPLANE REMARKS: Access road poor.

WAUSAU/STEVENS POINT (See CENTRAL WISCONSIN, MOSINEE)

WAUTOMA MUNI (Y5Ø) 2 SW UTC−6(−5DT) N44°02.50′ W89°18.27′ **GREEN BAY**
859 B S4 **FUEL** 100LL NOTAM FILE GRB **L–28H**
RWY 13–31: H3300X60 (ASPH) S–12.5 MIRL **IAP**
RWY 13: Trees. **RWY 31:** Tree.
RWY 08–26: 2280X150 (TURF)
RWY 08: Trees. **RWY 26:** Trees.
RWY 05–23: H1190X35 (ASPH)
RWY 05: Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0200Z‡, Oct–Apr 1300–0000Z‡. 24 hour self svc fuel. Rwy 08–26 CLOSED winter months except for ski equipped acft. Rwy 08–26 East 430′ CLOSED in winter. Waterfowl and deer on and invof arpt. Ultralights on and invof arpt. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 08–26 ends marked with white markers.
WEATHER DATA SOURCES: ASOS 119.475 (920) 787–0515.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 163° 31.6 NM to fld. 1110/2E.
HIWAS.

WEST BEND

HAHN SKY RANCH (2T5) 5 NW UTC−6(−5DT) N43°27.98′ W88°17.46′ **CHICAGO**
1090 S2 NOTAM FILE GRB
RWY 10–28: 2900X60 (TURF)
RWY 10: Brush. **RWY 28:** Tree.
AIRPORT REMARKS: Unattended. Rwy 10–28 has soft areas approximately 1000′ from W end.
Rwy 10–28 surface rough and rolling. Ultralight activity on and invof arpt. Rwy 10–28 thld not marked.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3300
314°	TDZE	859
	Apt Elev	859

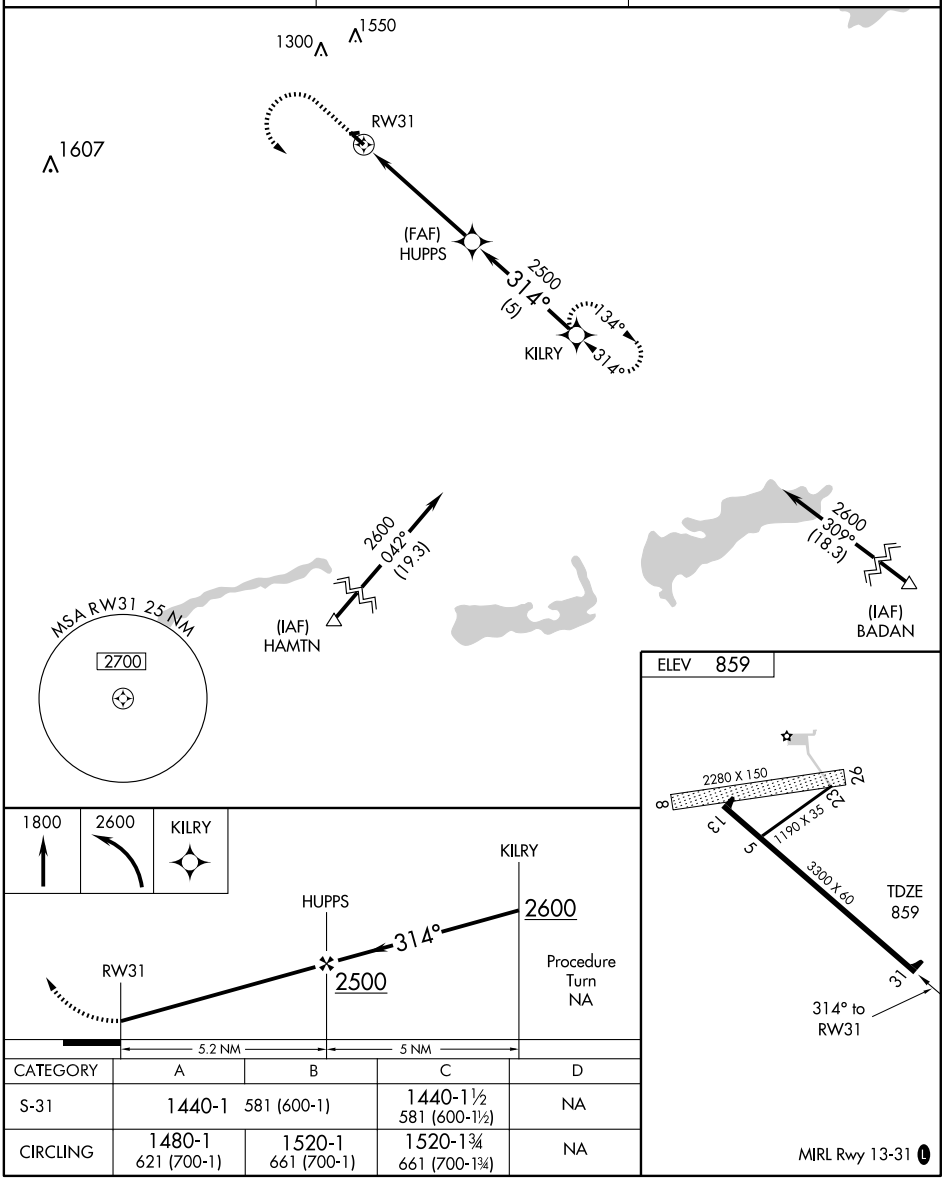
GPS RWY 31
WAUTOMA MUNI (Y50)

T
NA

Use Stevens Point Muni altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct KILRY WP and hold.

ASOS	MILWAUKEE APP CON	UNICOM
119.475	127.0 263.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1440-1 581 (600-1)		1440-1½ 581 (600-1½)	NA
CIRCLING	1480-1 621 (700-1)	1520-1 661 (700-1)	1520-1¾ 661 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WEST BEND MUNI (ETB) 3 E UTC−6(−5DT) N43°25.33′ W88°07.68′ CHICAGO
887 B S4 **FUEL** 100LL, JET A TPA—1887(1000) NOTAM FILE ETB L–28H
RWY 13–31: H4494X75 (ASPH) S–15 MIRL 0.3% up NW IAP
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 37′. Road. **RWY 31:** REIL. VASI(V2L)—GA 3.0° TCH 28′. Trees.
RWY 06–24: H3897X75 (ASPH) S–12 MIRL 0.3% up SW
RWY 06: Tree. **RWY 24:** Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. 100′ crane 400′ SW AER 13 Mon–Fri 1700–0500Z‡. MIRL Rwys 06–24 and 13–31 preset on low ints; to increase ints and ACTIVATE REIL Rwys 13–31; VASI Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (262) 334–6161.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.8T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 125.35 **CLNC DEL** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 018° 19.6 NM to fld. 1080/2E. HIWAS.
(T) VOR 109.8 BJB N43°25.32′ W88°07.51′ at fld. NOTAM FILE ETB.
KETTLE MORAINE NDB (MHW) 329 LLE N43°25.51′ W88°07.63′ at fld. NOTAM FILE ETB. Unmonitored. SHUTDOWN.
ILS 108.9 1–ETB Rwy 31. LOC monitored 1300–0300Z‡ daily.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

HELIPAD H1: H100X100 (ASPH)
HELIPORT REMARKS: When using military helipad military helicopters use pattern to the N or W of arpt. Helipad H1 blue perimeter lgts.

WESTOSHA (See WILMOT)

WHITEWATER

GUTZMER'S TWIN OAKS (5Y3) 1 NW UTC−6(−5DT) N42°51.21′ W88°45.59′ CHICAGO
821 TPA—1621(800) NOTAM FILE GRB
RWY 18–36: 2523X140 (TURF) LIRL (NSTD)
RWY 18: Trees. **RWY 36:** Building.
AIRPORT REMARKS: Attended Apr–Nov 1400Z‡–SS. Rwy 18–36 not plowed winters. Arpt CLOSED to wheeled acft when rwy snow covered. Extensive ultralight and hang glider ops on and invof arpt. Rwy 18–36 not sanded or plowed. Rwy 18–36 thld marked with white and orange L–shaped wooden A–frames. Rwy 18–36 NSTD LIRL; lgts not on frangible mounts.
COMMUNICATIONS: CTAF 122.9

WICKR N45°19.05′ W91°48.17′ NOTAM FILE RPD.
NDB (LOM) 221 RP 010° 6.3 NM to Rice Lake Rgnl–Carl's Fld.

WILD ROSE IDLEWILD (W23) 2 NE UTC−6(−5DT) N44°11.87′ W89°13.07′ CHICAGO
908 B NOTAM FILE GRB
RWY 09–27: 2990X100 (TURF) RWY LGTS (NSTD)
RWY 09: Tree. **RWY 27:** Tree.
RWY 18–36: 1695X100 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 CLOSED Nov 15 thru Apr 1. Ultralight activity on and invof arpt. Deer and cranes on and invof arpt. Rwy 09–27 plowed winter months. Rwy 9–27 NSTD thld lgts. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09 thld lgts OTS indef. Rwy 18–36 marked with black and yellow panels. Rwy 09–27 marked with yellow panels and orange edge markers. Rwy 27 additional obstruction road 0′ from thld 90′ right; apch ratio 0:1.
COMMUNICATIONS: CTAF/UNICOM 122.8

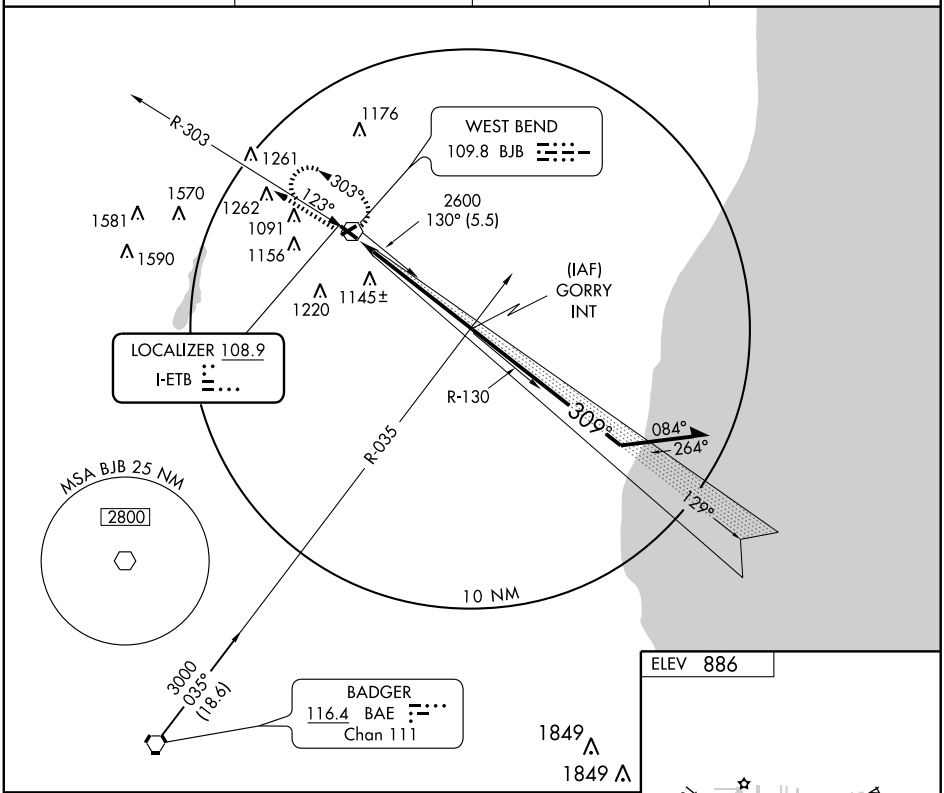
LOC I-ETB	APP CRS	Rwy Idg	4494
108.9	309°	TDZE	880
		Apt Elev	886

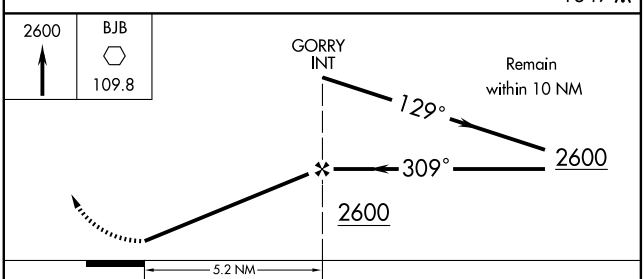
LOC RWY 31
WEST BEND MUNI (ETB)

NA

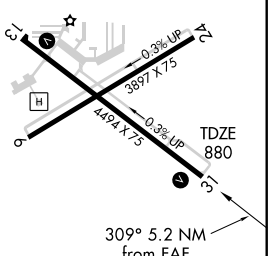
MISSED APPROACH: Climb to 2600 then direct BJB VOR and hold.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L





ELEV 886



CATEGORY	A	B	C	D
S-31	1400-1 520 (600-1)		1400-1½ 520 (600-1½)	1400-1¾ 520 (600-1¾)
CIRCLING	1400-1 512 (600-1)	1420-1 532 (600-1)	1460-1½ 572 (600-1½)	1520-2 632 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3897
060°	TDZE	887
	Apt Elev	887

RNAV (GPS) RWY 6

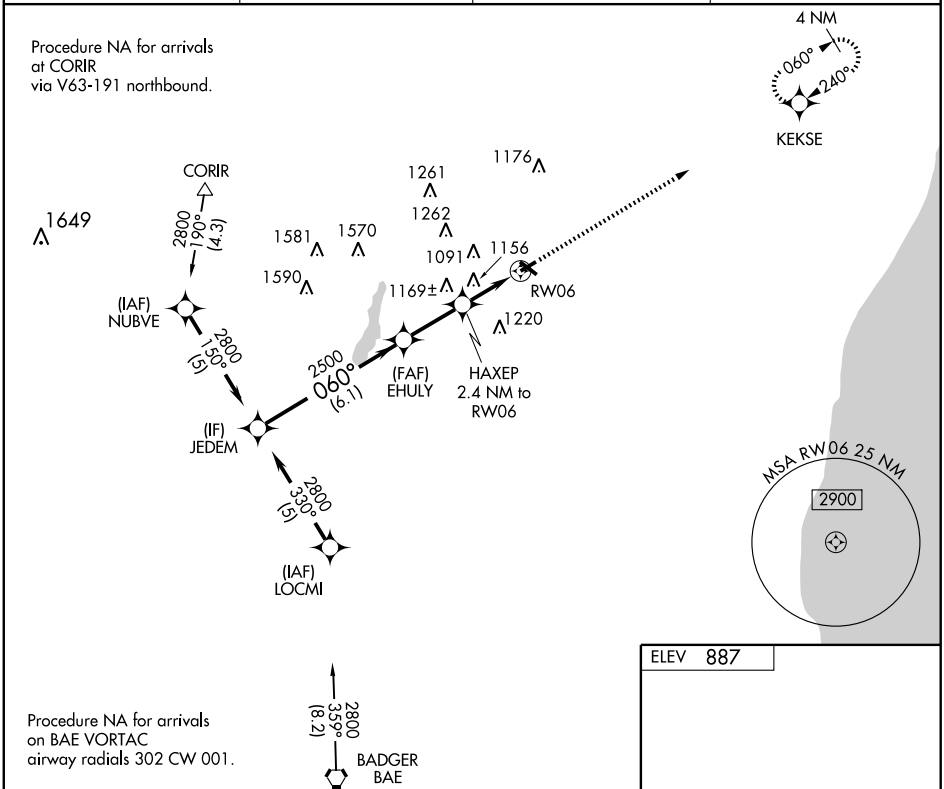
WEST BEND MUNI (ETB)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Milwaukee altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile. VDP NA with Milwaukee altimeter setting.

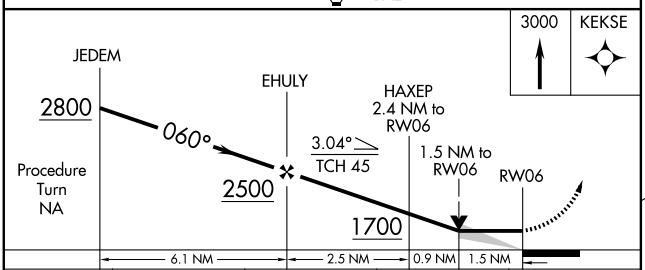
MISSED APPROACH: Climb to 3000 direct KEKSE and hold.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L

Procedure NA for arrivals at CORIR via V63-191 northbound.

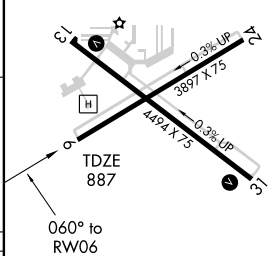


Procedure NA for arrivals on BAE VORTAC airway radials 302 CW 001.



CATEGORY	A	B	C	D
LNAV MDA	1420-1 533 (600-1)		1420-1½ 533 (600-1½)	1420-1¾ 533 (600-1¾)
CIRCLING	1420-1 533 (600-1)		1460-1½ 573 (600-1½)	1520-2 633 (700-2)

ELEV 887



REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4494
127°	TDZE	882
	Apt Elev	887

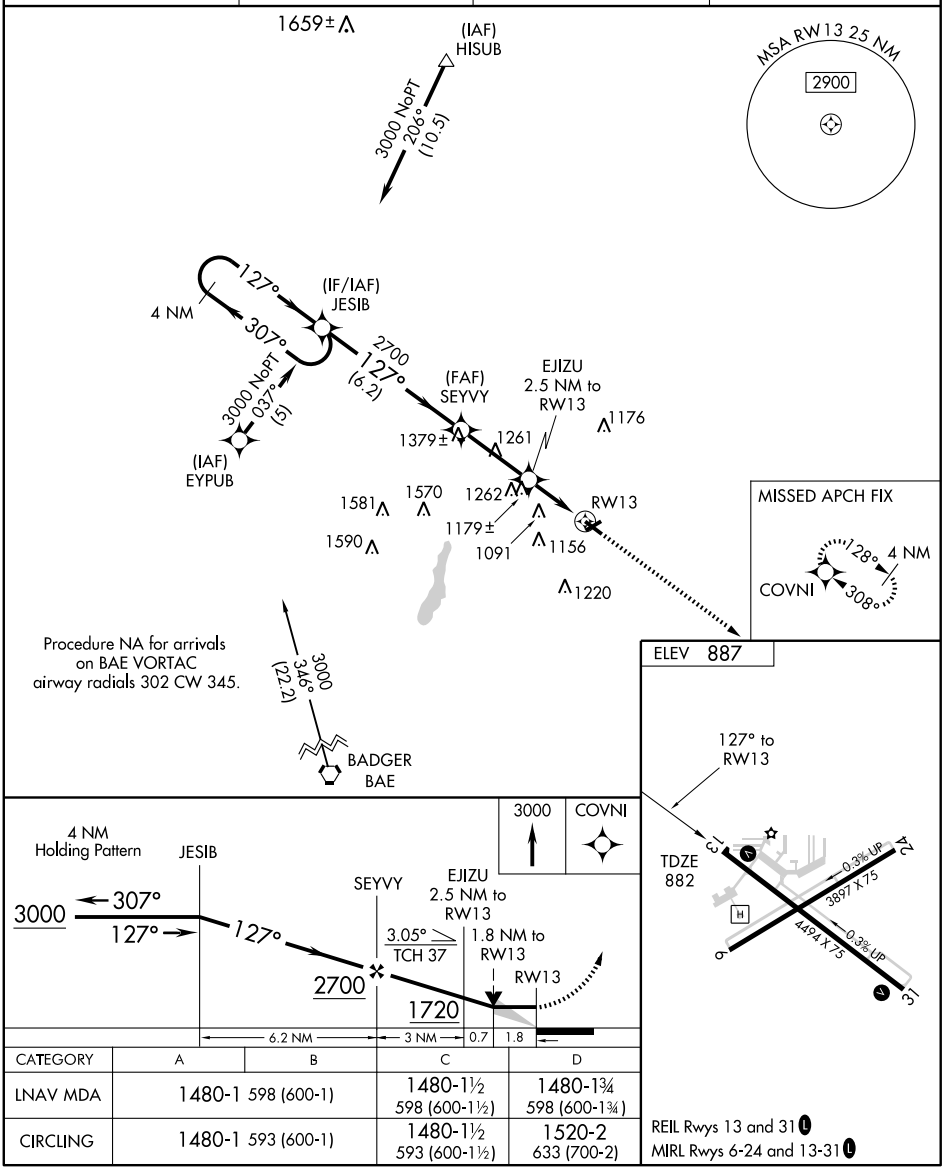
RNAV (GPS) RWY 13

WEST BEND MUNI (ETB)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all MDA 80 feet, and increase LNAV Cats C/D and Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile. VDP NA with Milwaukee/Lawrence J. Timmerman altimeter setting.

MISSED APPROACH: Climb to 3000 direct COVNI and hold.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1480-1 598 (600-1)		1480-1½ 598 (600-1½)	1480-1¾ 598 (600-1¾)
CIRCLING	1480-1 593 (600-1)		1480-1½ 593 (600-1½)	1520-2 633 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3897
CH 70716	240°	TDZE	884
W24A		Apt Elev	887

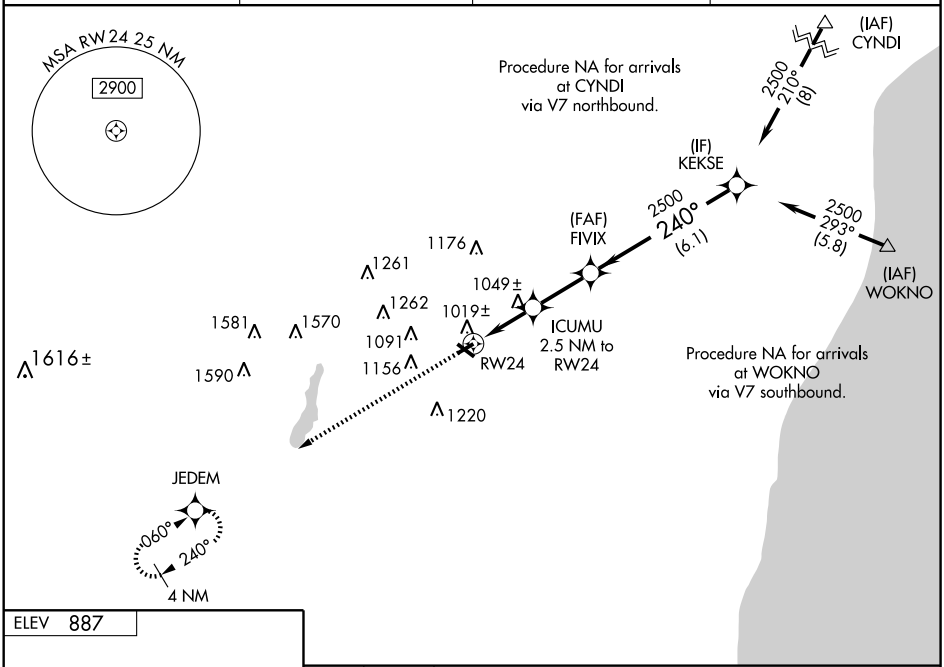
RNAV (GPS) RWY 24

WEST BEND MUNI (ETB)

Baro-VNAV NA when using Milwaukee altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Milwaukee altimeter setting and increase all DA 64 feet, all MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile, LNAV Cat D visibility ½ mile, Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JEDEM and hold.

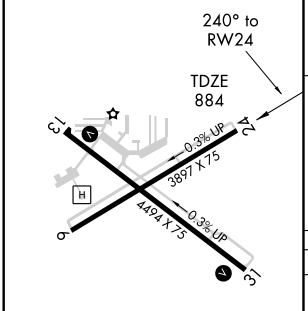
AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L



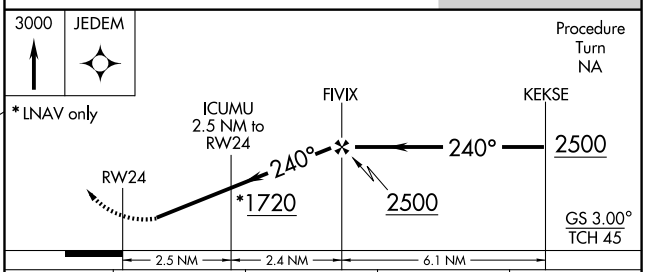
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 887



REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	1196-1 312 (400-1)			
LNAV/VNAV DA	1369-1¾ 485 (500-1¾)			
LNAV MDA	1300-1 416 (500-1)		1300-1¼ 416 (500-1¼)	
CIRCLING	1420-1 533 (600-1)		1460-1½ 573 (600-1½)	1520-2 633 (700-2)

WAAS	APP CRS	Rwy Idg	4494
CH 93816	308°	TDZE	879
W31A		Apt Elev	887

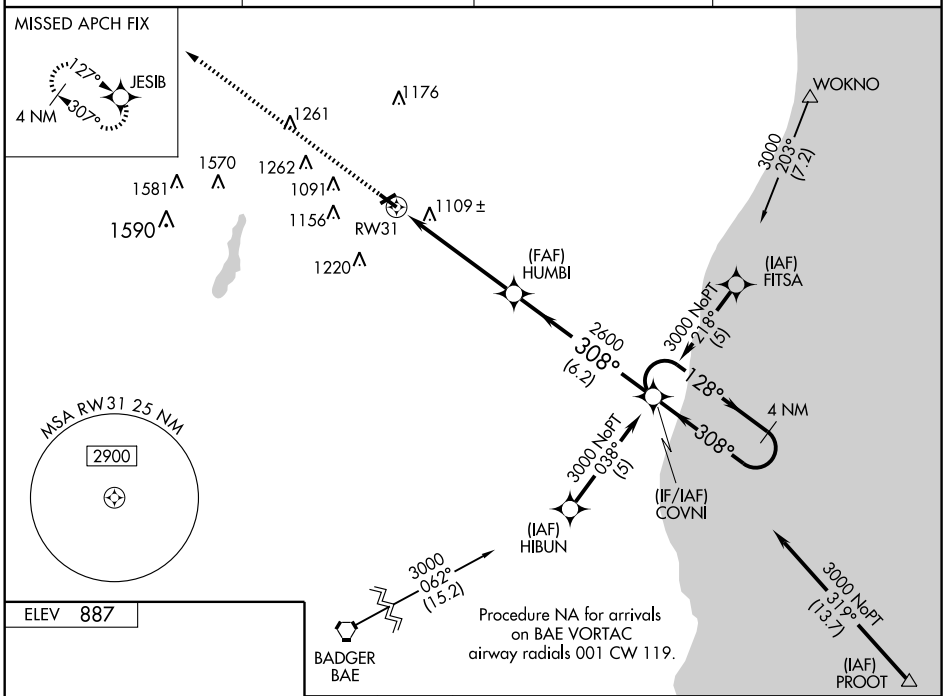
RNAV (GPS) RWY 31

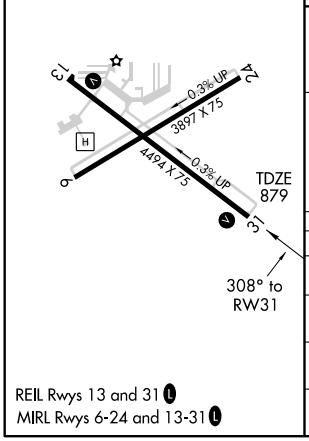
WEST BEND MUNI (ETB)

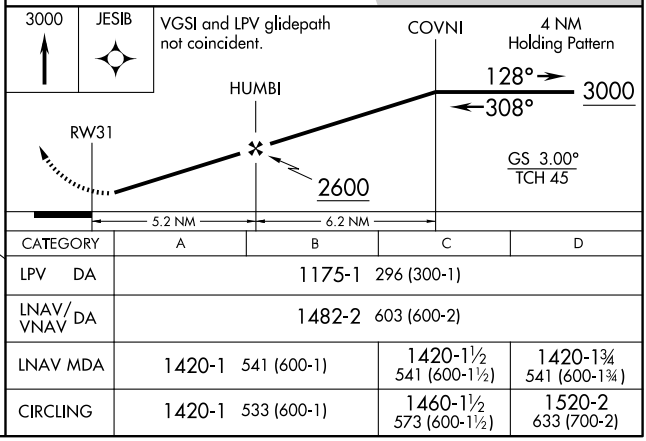
Baro-VNAV NA when using Milwaukee/Lawrence J. Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JESIB and hold.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1175-1 296 (300-1)			
LNAV/VNAV DA	1482-2 603 (600-2)			
LNAV MDA	1420-1 541 (600-1)		1420-1½ 541 (600-1½)	1420-1¾ 541 (600-1¾)
CIRCLING	1420-1 533 (600-1)		1460-1½ 573 (600-1½)	1520-2 633 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

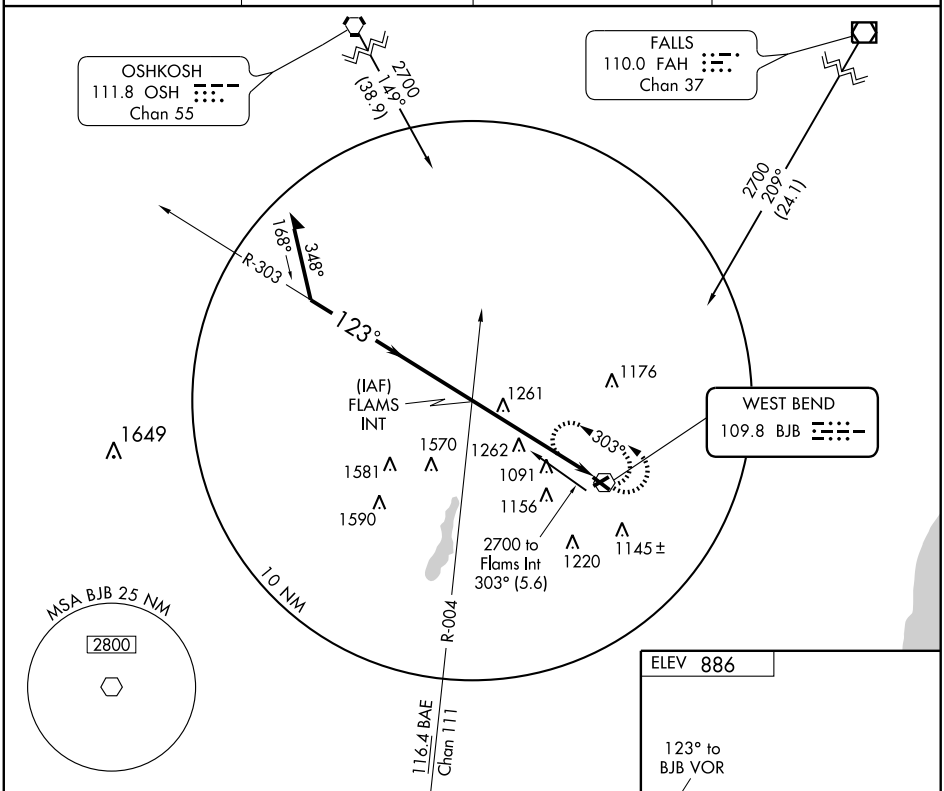
VORTAC BJB	APP CRS	Rwy Idg	4494
109.8	123°	TDZE	882
		Apt Elev	886

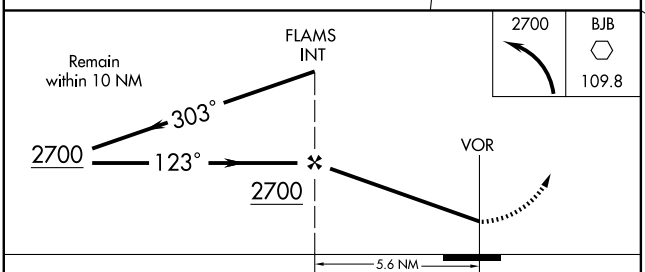
VOR RWY 13
WEST BEND MUNI (ETB)

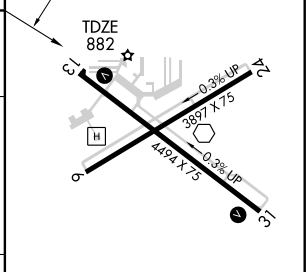
ACTIVATE MIRL Rwy 13-31-CTAF.

MISSED APPROACH: Climbing left turn to 2700 in BJB VOR holding pattern.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1540-1	658 (700-1)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1	652 (700-1)	1540-1¾ 652 (700-1¾)	1540-2 652 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR BJB 109.8	APP CRS 232°	Rwy Idg 3897 TDZE 884 Apt Elev 887

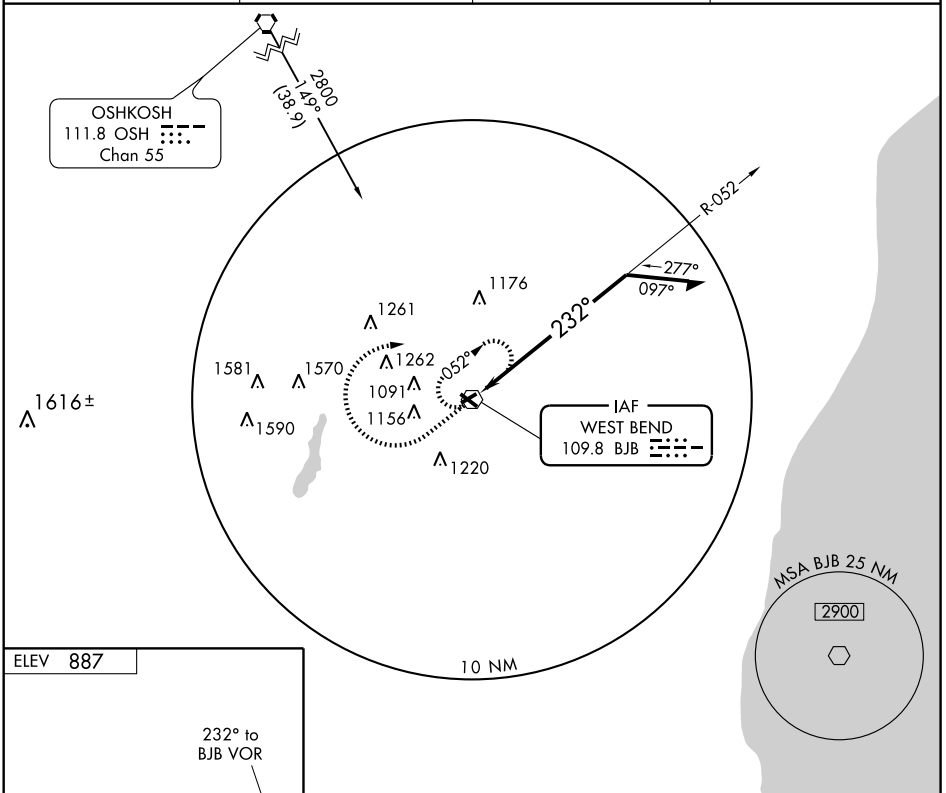
VOR RWY 24

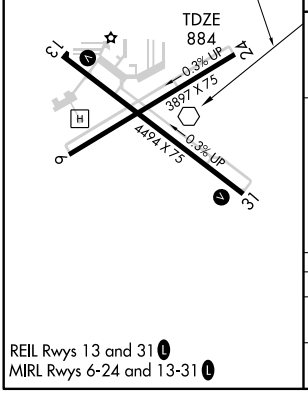
WEST BEND MUNI (ETB)

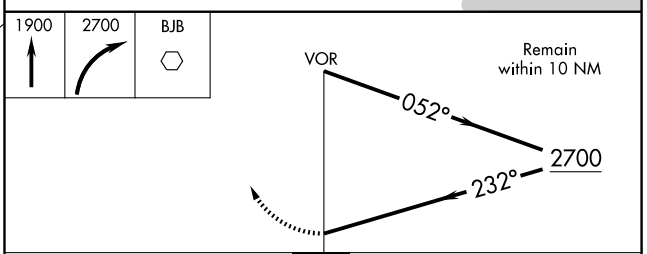
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Milwaukee altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1900 then climbing right turn 2700 direct BJB VOR and hold, continue climb-in-hold to 2700.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	1500-1	616 (700-1)	1500-1¾ 616 (700-1¾)	1500-2 616 (700-2)
CIRCLING	1500-1	613 (700-1)	1500-1¾ 613 (700-1¾)	1520-2 633 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

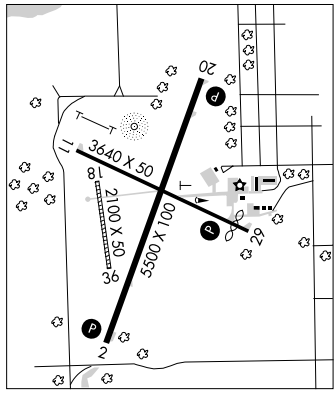
WILMOT

WESTOSHA (5K6) 1 W UTC−6(−5DT) N42°30.85′ W88°12.31′ CHICAGO
850 B S4 **FUEL** 100LL TPA—1500(650) NOTAM FILE GRB
RWY 03–21: H2849X38 (ASPH–CONC) LIRL (NSTD)
RWY 03: Thld dsplcd 36′. Road. **RWY 21:** Thld dsplcd 9′.
RWY 14–32: 1517X45 (TURF)
RWY 14: Fence. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. Rwy 14–32 CLOSED Nov 15 thru Mar 31. Arpt has noise abatement procedures ctc arpt manager on 262–862–6111. Rwy 03–21 SW 400′ conc and NE 27′ conc rest of rwy asph. Rwy 03–21 has a 60′ drop–off 10′ from NE end. ACTIVATE LIRL Rwy 03–21—CTAF. ACTIVATE rotating bcn—CTAF. Rwy 14–32 A–frames painted orange and white. Rwy 03–21 NSTD LIRL due to height, Rwy 03–21 thld lgts 3 each side.
COMMUNICATIONS: CTAF/UNICOM 123.0

WISCONSIN RAPIDS NOTAM FILE ISW. GREEN BAY
NDB (MHW) 215 ISW N44°21.84′ W89°50.39′ at Alexander Fld South Wood Co. L–28G
RCO 122.45 (GREEN BAY RADIO)

WISCONSIN RAPIDS

ALEXANDER FLD SOUTH WOOD CO (ISW) 1 S UTC−6(−5DT) N44°21.62′ W89°50.34′ GREEN BAY
1021 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE ISW H–2K, L–28G
RWY 02–20: H5500X100 (ASPH) S–40, D–60 MIRL IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 11–29: H3640X50 (ASPH) S–12, D–20 MIRL
RWY 11: Road.
RWY 29: PAPI(P4L)—GA 4.0° TCH 50′. Thld dsplcd 170′. Trees.
RWY 18–36: 2100X50 (TURF)
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended May–Sep 1400–2330Z‡, Oct–Apr 1400–2300Z‡. After hours svc call 715–572–9464. Birds on and invof arpt. Rwy 18–36 marked with yellow metal triangles. Ultralight acft must have an operating altimeter, two-way radio, use ultralight ops area (Rwy 18–36), avoid overflight of hard surface rwys. Ultralights use rgt tfc for Rwys 02, 20 and 11 and left tfc for Rwy 29. When Rwy 18–36 is closed ultralights may use Rwy 02–20 and Rwy 11–29. TPA: ultralight TPA 1521(500). ACTIVATE MIRL Rwy 02–20; MIRL Rwy 11–29; REIL Rwy 02 and Rwy 20; PAPI Rwy 02; Rwy 20 and Rwy 29—CTAF.



WEATHER DATA SOURCES: ASOS 126.575 (715) 421–2120.
COMMUNICATIONS: CTAF/UNICOM 122.8
WISCONSIN RAPIDS RCO 122.45 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 231° 17.2 NM to fld. 1110/2E. HIWAS.
WISCONSIN RAPIDS NDB (MHW) 215 ISW N44°21.84′ W89°50.39′ at fld. NOTAM FILE ISW.
NEPCO NDB (LOM) 326 EK N44°15.59′ W89°53.27′ 020° 6.4 NM to fld. Unmonitored.
SDF 108.7 EKP Rwy 02 LOM NEPCO NDB. Unmonitored.

WITTMAN RGNL (See OSHKOSH)

WONEWOC

THREE CASTLES AIRPARK (4D1) 1 NW UTC−6(−5DT) N43°40.20′ W90°13.96′ CHICAGO
921 TPA—1921(1000) NOTAM FILE GRB
RWY 10–28: 2740X90 (TURF)
RWY 10: Tree. **RWY 28:** Trees.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

WOODRUFF N45°53.33′ W89°36.43′ GREEN BAY
RCO 122.6 (GREEN BAY RADIO) L–10H, 12E

YANKS N43°03.60′ W87°52.61′ NOTAM FILE MKE. CHICAGO
NDB (MHW/LOM) 260 BL 189° 6.8 NM to General Mitchell Intl. Unmonitored. A

APP CRS	Rwy Idg	5500
201°	TDZE	1021
	Apt Elev	1021

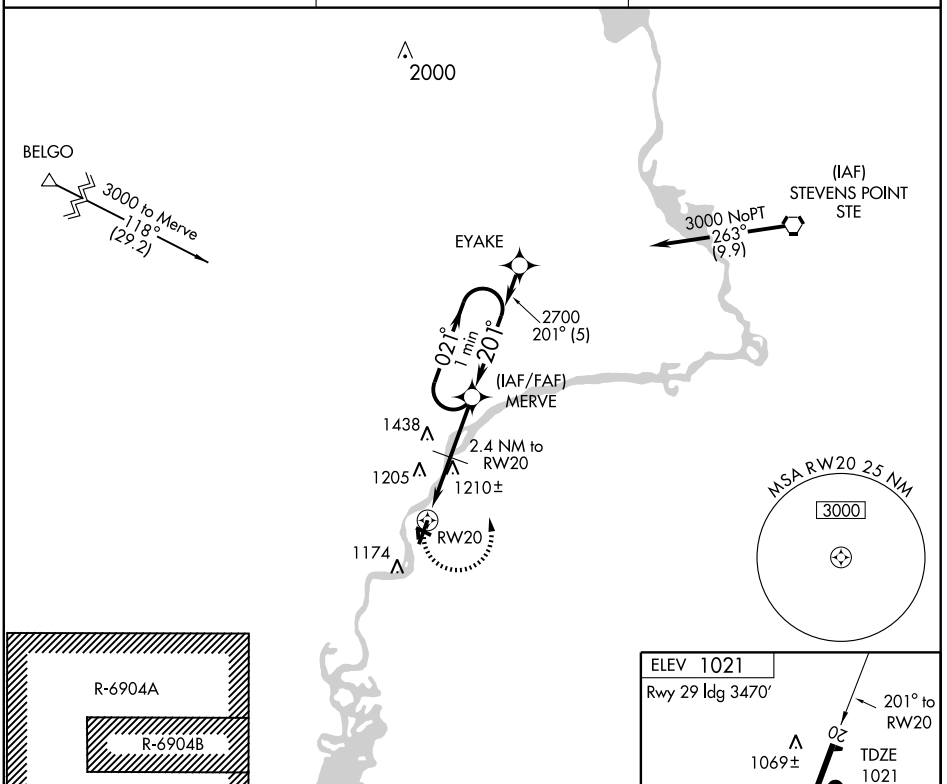
GPS RWY 20

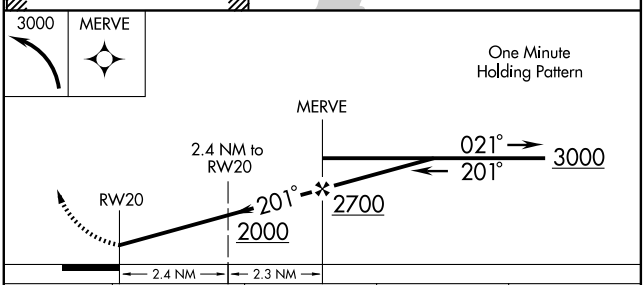
WISCONSIN RAPIDS/ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

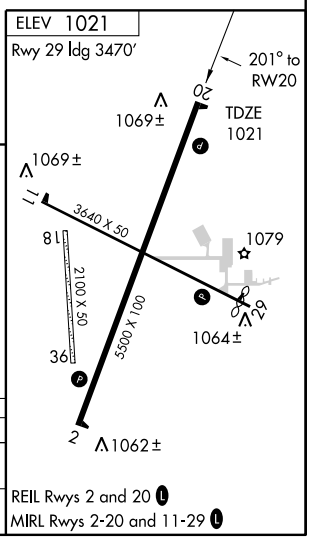
NA

MISSED APPROACH: Climbing left turn to 3000 direct MERVE WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1460-1	439 (500-1)	1460-1¼ 439 (500-1¼)	1460-1½ 439 (500-1½)
CIRCLING	1480-1	459 (500-1)	1520-1½ 499 (500-1½)	1620-2 599 (600-2)

REIL Rwys 2 and 20 L

MIRL Rwys 2-20 and 11-29 L

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

LOM EK 326	APP CRS 020°	Rwy Idg 5500 TDZE 1018 Apt Elev 1021

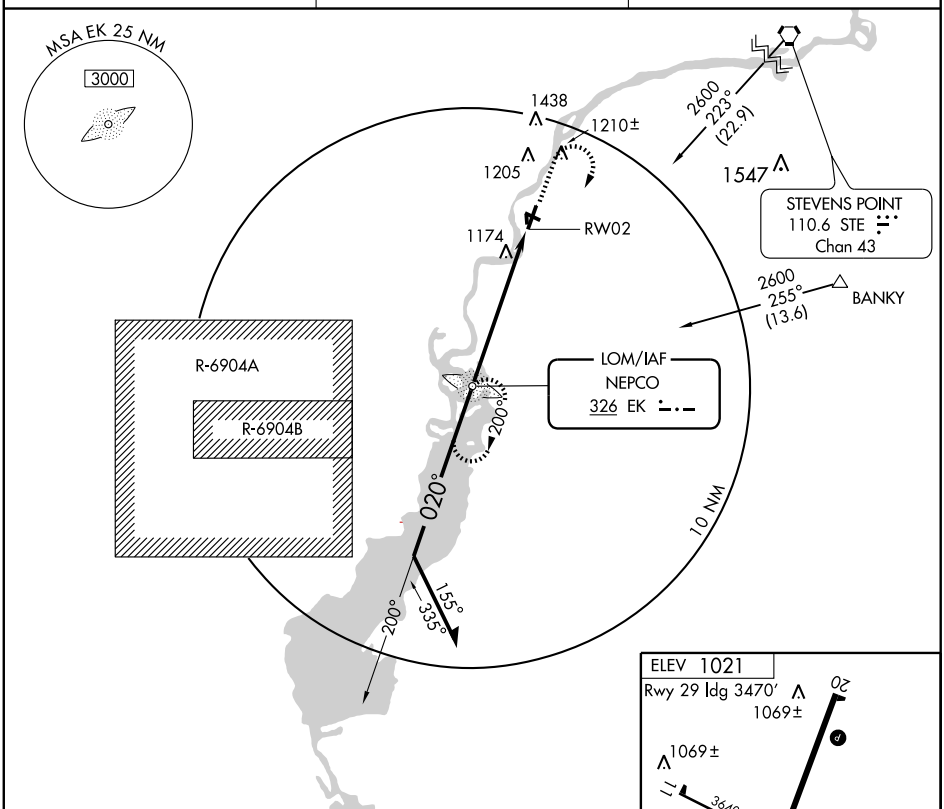
WISCONSIN RAPIDS/
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

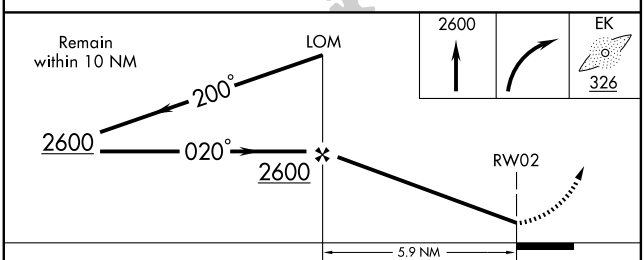
NDB or GPS RWY 2

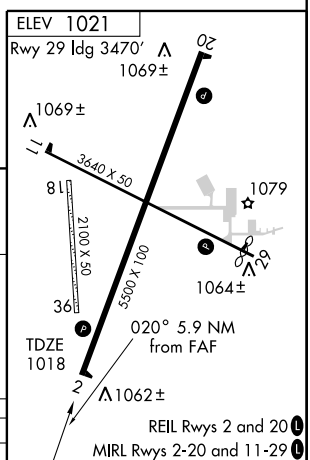
NA — Procedure not authorized when R-6904 A and B active.

MISSED APPROACH: Climb to 2600 then right turn direct EK LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1480-1	462 (500-1)	1480-1¼ 462 (500-1¼)	1480-1½ 462 (500-1½)
CIRCLING	1480-1	459 (500-1)	1520-1½ 499 (500-1½)	1620-2 599 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB ISW 215	APP CRS 305°	Rwy Idg 3470 TDZE 1019 Apt Elev 1021

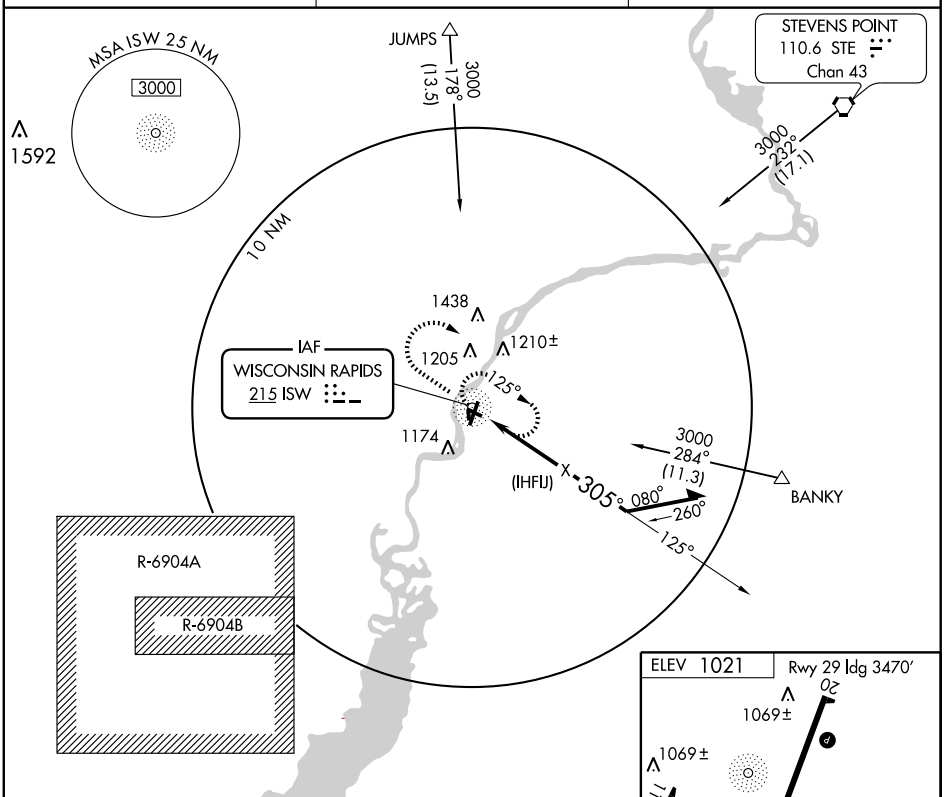
WISCONSIN RAPIDS/ ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

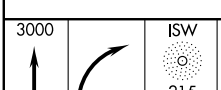
NDB or GPS RWY 29

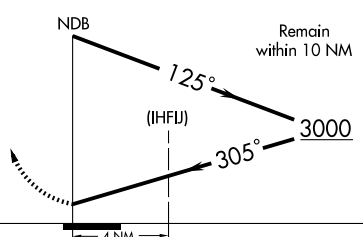
NA

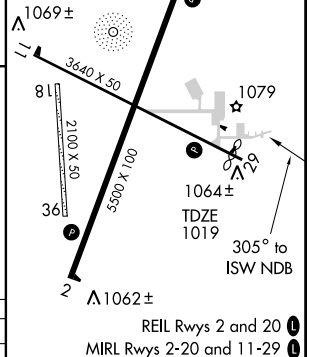
MISSED APPROACH: Climb to 3000 then right turn direct ISW NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-29	1620-1	601 (600-1)	1620-1¾ 601 (600-1¾)	1620-2 601 (600-2)
CIRCLING	1620-1	599 (600-1)	1620-1¾ 599 (600-1¾)	1620-2 599 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

SDF EKP	APP CRS	Rwy Idg	5500
108.7	021°	TDZE	1018
		Apt Elev	1021

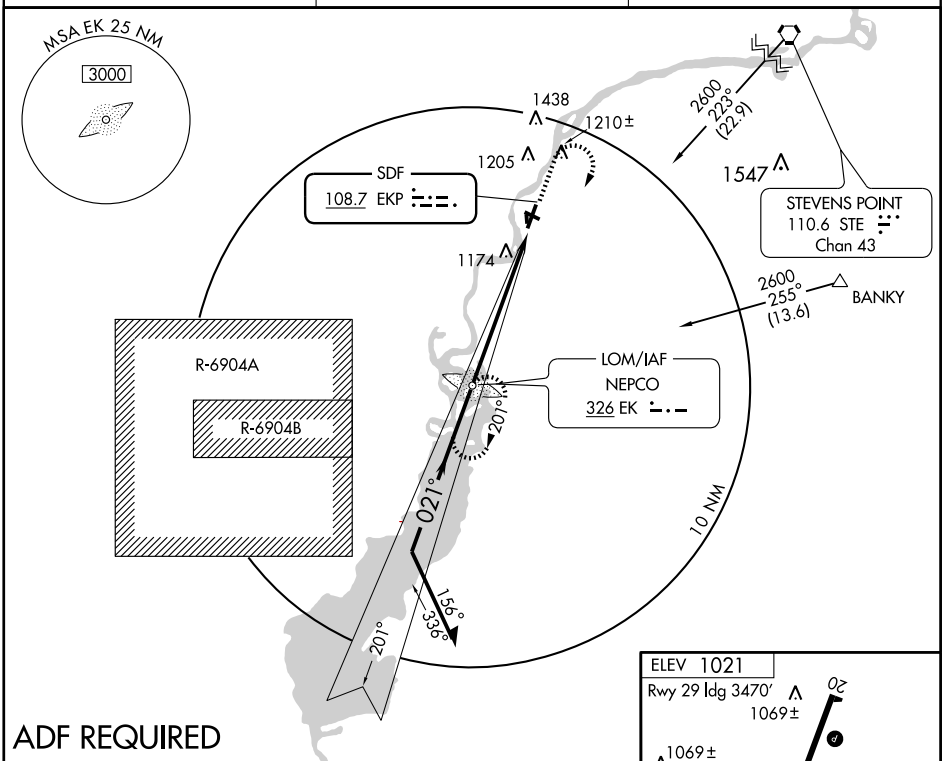
WISCONSIN RAPIDS/
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

SDF RWY 2

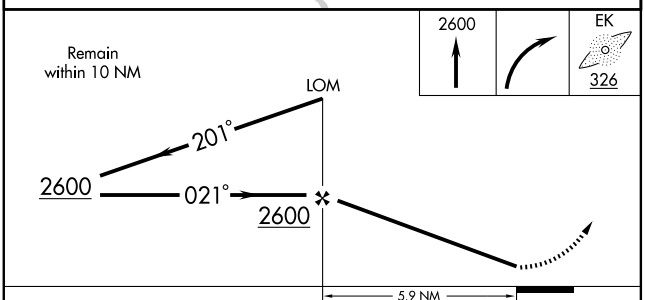
NA Procedure not authorized when R-6904 A and B active.

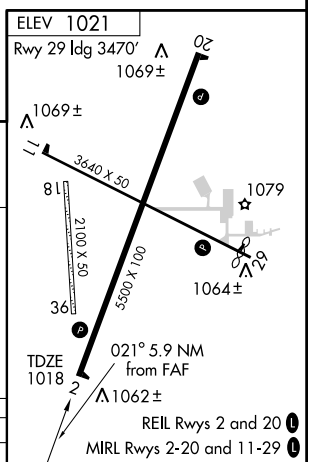
MISSED APPROACH: Climb to 2600 then right turn direct EK LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-2	1360-1 342 (400-1)			1360-1¼ 342 (400-1¼)
CIRCLING	1480-1 459 (500-1)		1520-1½ 499 (500-1½)	1620-2 599 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-3, 21 OCT 2010 to 18 NOV 2010
EC-3, 21 OCT 2010 to 18 NOV 2010

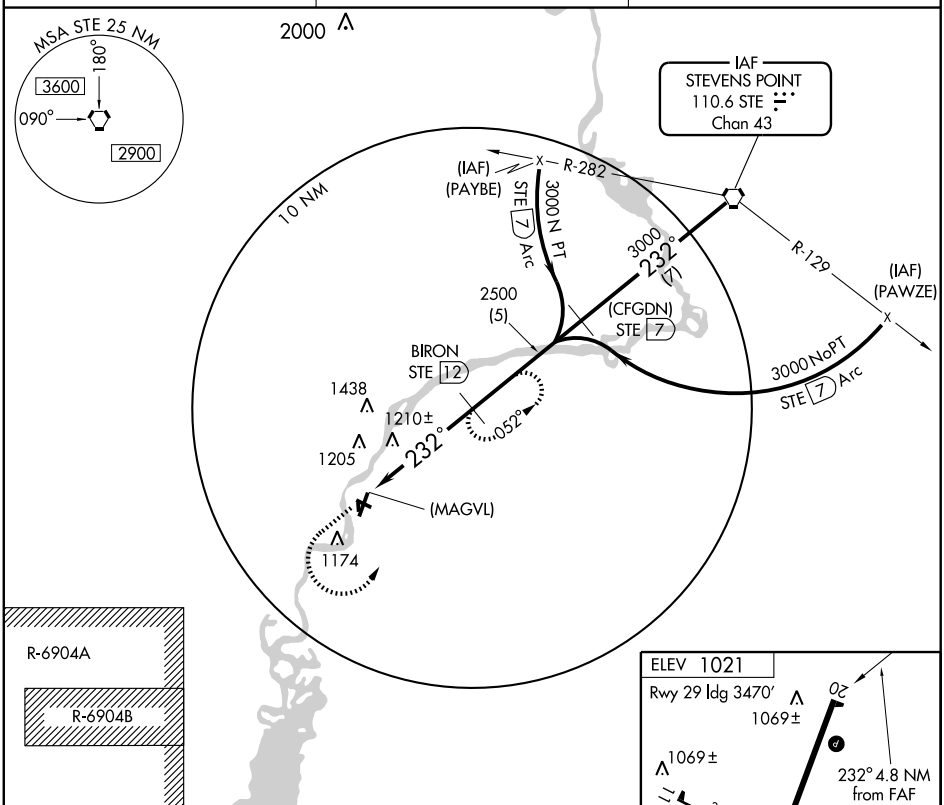
VORTAC STE	APP CRS	Rwy Idg	N/A
110.6	232°	TDZE	N/A
Chan 43		Apt Elev	1021

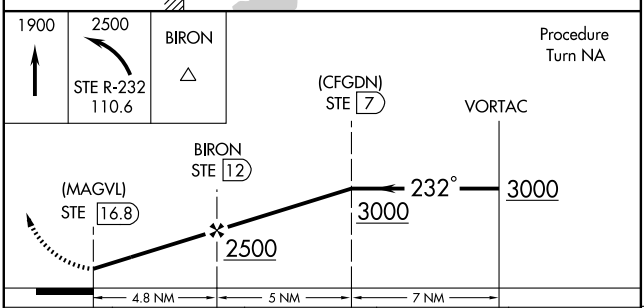
VOR/DME or GPS-A

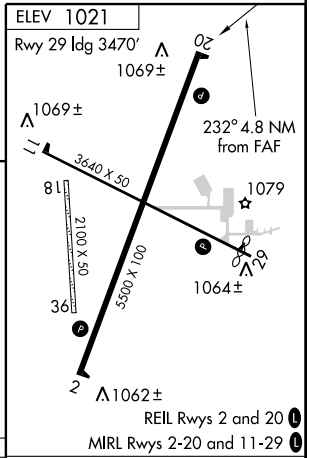
WISCONSIN RAPIDS/
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 via STE R-232 to BIRON and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1 559 (600-1)		1580-1½ 559 (600-1½)	1620-2 599 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010